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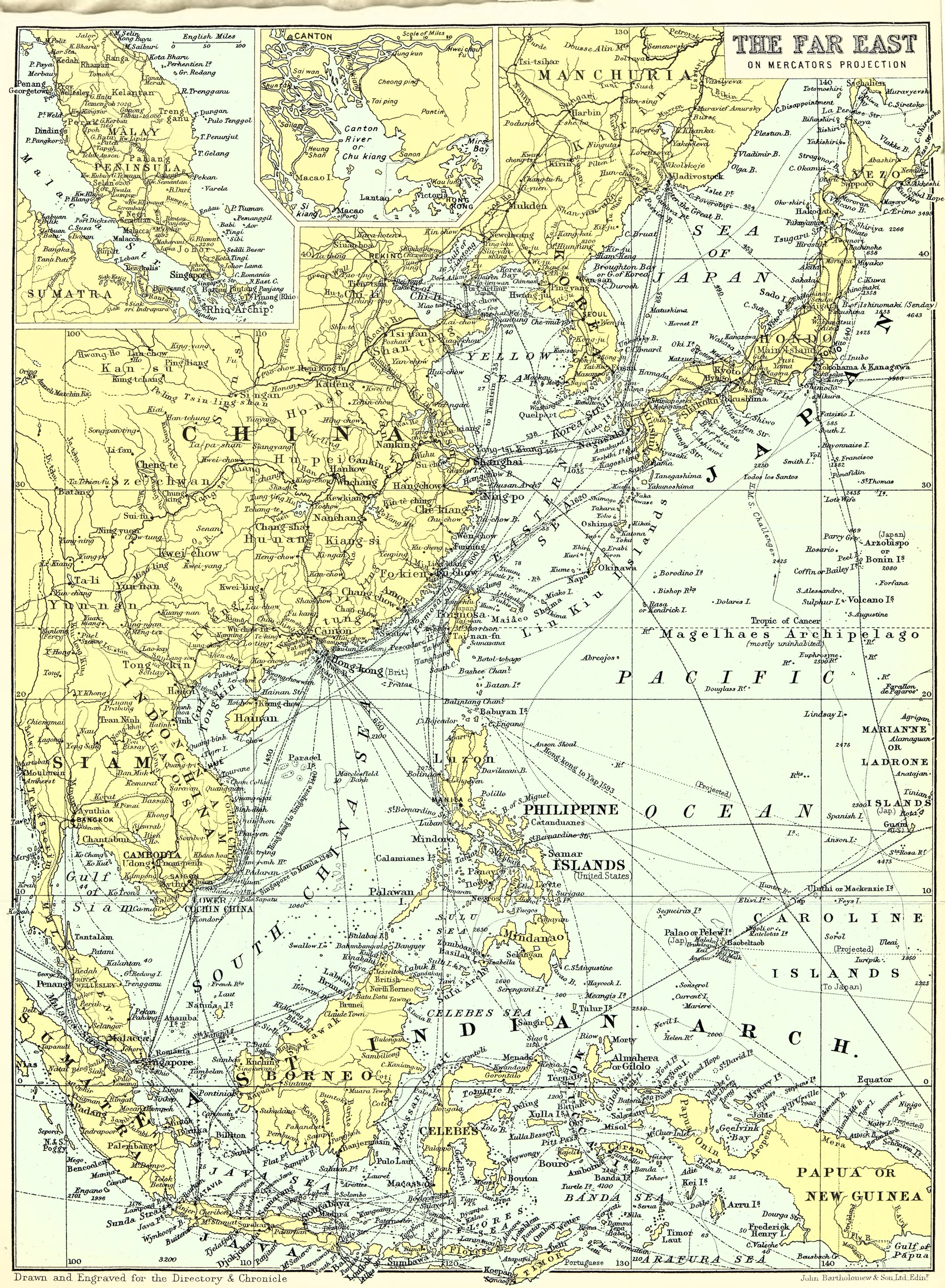
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Anglo-Chinese Calendar for 1922

JANUARY (31 Days)			FEBRUARY (28 Days)			MARCH (31 Days)			APRIL (30 Days)		
Days of the Week	Date	12 & 1 Moons	Days of the Week	Date	1 & 2 Moons	Days of the Week	Date	2 & 3 Moons	Days of the Week	Date	3 & 4 Moons
S.	1	XII 4	Wed.	1	I 5	Wed.	1	II 3	Sat.	1	III 5
Mon.	2	5	Thur.	2	6	Thur.	2	4	S.	2	6
Tues.	3	6	Fri.	3	7	Fri.	3	5	Mon.	3	7
Wed.	4	7	Sat.	4	8	Sat.	4	6	Tues.	4	8
Thur.	5	8	S.	5	9	S.	5	7	Wed.	5	9
Fri.	6	9	Mon.	6	10	Mon.	6	8	Thur.	6	10
Sat.	7	10	Tues.	7	11	Tues.	7	9	Fri.	7	11
S.	8	11	Wed.	8	12	Wed.	8	10	Sat.	8	12
Mon.	9	12	Thur.	9	13	Thur.	9	11	S.	9	13
Tues.	10	13	Fri.	10	14	Fri.	10	12	Mon.	10	14
Wed.	11	14	Sat.	11	15	Sat.	11	13	Tues.	11	15
Thur.	12	15	S.	12	16	S.	12	14	Wed.	12	16
Fri.	13	16	Mon.	13	17	Mon.	13	15	Thur.	13	17
Sat.	14	17	Tues.	14	18	Tues.	14	16	Fri.	14	18
S.	15	18	Wed.	15	19	Wed.	15	17	Sat.	15	19
Mon.	16	19	Thur.	16	20	Thur.	16	18	S.	16	20
Tues.	17	20	Fri.	17	21	Fri.	17	19	Mon.	17	21
Wed.	18	21	Sat.	18	22	Sat.	18	20	Tues.	18	22
Thur.	19	22	S.	19	23	S.	19	21	Wed.	19	23
Fri.	20	23	Mon.	20	24	Mon.	20	22	Thur.	20	24
Sat.	21	24	Tues.	21	25	Tues.	21	23	Fri.	21	25
S.	22	25	Wed.	22	26	Wed.	22	24	Sat.	22	26
Mon.	23	26	Thur.	23	27	Thur.	23	25	S.	23	27
Tues.	24	27	Fri.	24	28	Fri.	24	26	Mon.	24	28
Wed.	25	28	Sat.	25	29	Sat.	25	27	Tues.	25	29
Thur.	26	29	S.	26	30	S.	26	28	Wed.	26	30
Fri.	27	30	Mon.	27	II 1	Mon.	27	29	Thur.	27	IV 1
Sat.	28	N.Y. 1	Tues.	28	2	Tues.	28	III 1	Fri.	28	2
S.	29	2	..	..	..	Wed.	29	2	Sat.	29	3
Mon.	30	3	..	..	..	Thur.	30	3	S.	30	4
Tues.	31	4	..	..	..	Fri.	31	4	..	..	..

MAY (31 Days)			JUNE (30 Days)			JULY (31 Days)			AUGUST (31 Days)		
Days of the Week	Date	4 & 5 Moons	Days of the Week	Date	5 & Int. 5 Moons	Days of the Week	Date	Int. 5 & 6 Moons	Days of the Week	Date	6 & 7 Moons
Mon.	1	IV 5	Thur.	1	V 6	Sat.	1	Int. V 7	Tues.	1	VI 9
Tues.	2	6	Fri.	2	7	S.	2	8	Wed.	2	10
Wed.	3	7	Sat.	3	8	Mon.	3	9	Thur.	3	11
Thur.	4	8	S.	4	9	Tues.	4	10	Fri.	4	12
Fri.	5	9	Mon.	5	10	Wed.	5	11	Sat.	5	13
Sat.	6	10	Tues.	6	11	Thur.	6	12	S.	6	14
S.	7	11	Wed.	7	12	Fri.	7	13	Mon.	7	15
Mon.	8	12	Thur.	8	13	Sat.	8	14	Tues.	8	16
Tues.	9	13	Fri.	9	14	S.	9	15	Wed.	9	17
Wed.	10	14	Sat.	10	15	Mon.	10	16	Thur.	10	18
Thur.	11	15	S.	11	16	Tues.	11	17	Fri.	11	19
Fri.	12	16	Mon.	12	17	Wed.	12	18	Sat.	12	20
Sat.	13	17	Tues.	13	18	Thur.	13	19	S.	13	21
S.	14	18	Wed.	14	19	Fri.	14	20	Mon.	14	22
Mon.	15	19	Thur.	15	20	Sat.	15	21	Tues.	15	23
Tues.	16	20	Fri.	16	21	S.	16	22	Wed.	16	24
Wed.	17	21	Sat.	17	22	Mon.	17	23	Thur.	17	25
Thur.	18	22	S.	18	23	Tues.	18	24	Fri.	18	26
Fri.	19	23	Mon.	19	24	Wed.	19	25	Sat.	19	27
Sat.	20	24	Tues.	20	25	Thur.	20	26	S.	20	28
S.	21	25	Wed.	21	26	Fri.	21	27	Mon.	21	29
Mon.	22	26	Thur.	22	27	Sat.	22	28	Tues.	22	30
Tues.	23	27	Fri.	23	28	S.	23	29	Wed.	23	VII 1
Wed.	24	28	Sat.	24	Int. 29	Mon.	24	VI 1	Thur.	24	2
Thur.	25	29	S.	25	V 1	Tues.	25	2	Fri.	25	3
Fri.	26	30	Mon.	26	2	Wed.	26	3	Sat.	26	4
Sat.	27	V 1	Tues.	27	3	Thur.	27	4	S.	27	5
S.	28	2	Wed.	28	4	Fri.	28	5	Mon.	28	6
Mon.	29	3	Thur.	29	5	Sat.	29	6	Tues.	29	7
Tues.	30	4	Fri.	30	6	S.	30	7	Wed.	30	8
Wed.	31	5	..	..	..	Mon.	31	8	Thur.	31	9

SEPTEMBER (30 Days)			OCTOBER (31 Days)			NOVEMBER (30 Days)			DECEMBER (31 Days)		
Days of the Week	Date	7 & 8 Moons	Days of the Week	Date	8 & 9 Moons	Days of the Week	Date	9 & 10 Moons	Days of the Week	Date	10 & 11 Moons
Fri.	1	VII 10	S.	1	VIII 11	Wed.	1	IX 13	Fri.	1	X 13
Sat.	2	11	Mon.	2	12	Thur.	2	14	Sat.	2	14
S.	3	12	Tues.	3	13	Fri.	3	15	S.	3	15
Mon.	4	13	Wed.	4	14	Sat.	4	16	Mon	4	16
Tues.	5	14	Thur.	5	15	S.	5	17	Tues.	5	17
Wed.	6	15	Fri.	6	16	Mon.	6	18	Wed.	6	18
Thur.	7	16	Sat.	7	17	Tues.	7	19	Thur.	7	19
Fri.	8	17	S.	8	18	Wed.	8	20	Fri.	8	20
Sat.	9	18	Mon.	9	19	Thur.	9	21	Sat.	9	21
S.	10	19	Tues.	10	20	Fri.	10	22	S.	10	22
Mon.	11	20	Wed.	11	21	Sat.	11	23	Mon.	11	23
Tues.	12	21	Thur.	12	22	S.	12	24	Tues.	12	24
Wed.	13	22	Fri.	13	23	Mon.	13	25	Wed.	13	25
Thur.	14	23	Sat.	14	24	Tues.	14	26	Thur.	14	26
Fri.	15	24	S.	15	25	Wed.	15	27	Fri.	15	27
Sat.	16	25	Mon.	16	26	Thur.	16	28	Sat.	16	28
S.	17	26	Tues.	17	27	Fri.	17	29	S.	17	29
Mon.	18	27	Wed.	18	28	Sat.	18	30	Mon.	18	XI 1
Tues.	19	28	Thur.	19	29	S.	19	X 1	Tues.	19	2
Wed.	20	29	Fri.	20	IX 1	Mon.	20	2	Wed.	20	3
Thur.	21	VIII 1	Sat.	21	2	Tues.	21	3	Thur.	21	4
Fri.	22	2	S.	22	3	Wed.	22	4	Fri.	22	5
Sat.	23	3	Mon.	23	4	Thur.	23	5	Sat.	23	6
S.	24	4	Tues.	24	5	Fri.	24	6	S.	24	7
Mon.	25	5	Wed.	25	6	Sat.	25	7	Mon.	25	8
Tues.	26	6	Thur.	26	7	S.	26	8	Tues.	26	9
Wed.	27	7	Fri.	27	8	Mon.	27	9	Wed.	27	10
Thur.	28	8	Sat.	28	9	Tues.	28	10	Thur.	28	11
Fri.	29	9	S.	29	10	Wed.	29	11	Fri.	29	12
Sat.	30	10	Mon.	30	11	Thur.	30	12	Sat.	30	13
..	..	..	Tues.	31	12	..	..	..	S.	31	14

JANUARY—31 DAYS

	Sunrise	Sunset
1st	7h. 03m.	5h. 50m.
15th	7h. 06m.	6h. 00m.

Moon's Phases

	d.	h.	m.	
First Quarter	6	6	24	P.M.
Full Moon	13	10	36	P.M.
Last Quarter	20	2	0	P.M.
New Moon	28	7	48	A.M.

Hongkong Temperature

	1920	1921
Maximum	...64.9	64.2
Minimum	...54.3	54.1
Mean	...59.1	58.8

Barometer, 1921

Mean 30.21

1920	Rainfall	1921
0.065 inches		0.195 inches

Days of Week	Days of Month	12 & 1 Moons	Chronology of Remarkable Events
Sun.	1	4	Kobe and Osaka opened, 1868. Overland Telegraph through Russia opened, 1872. Russians surrender Port Arthur to the Japanese, with 878 officers, 23,491 men, 546 guns and vast stores of ammunition, also 4 battleships, 2 cruisers, 14 gunboats and destroyers, 10 steamers and 35 small vessels, 1905. Inauguration of Chinese Republic with Dr. Sun Yat Sen as Provisional President, 1912. First Chinese Celebration of Western New Year, 1913.
Mon.	2	5	First election by the Hongkong Chamber of Commerce of a member of the Legislative Council, 1884. Evacuation of Shanghai completed, 1903. First sitting of Reconstituted Appeal Court, Hongkong, 1913.
Tues.	3	6	First election by the Hongkong Justices of the Peace of a member of the Legislative Council, 1884.
Wed.	4	7	Decree of Emperor Tao-kwang prohibiting trade with England, 1840. Commissioner Yeh captured, 1858. Chinese Government definitely refused te submit the Macao boundary question to arbitration, 1910.
Thurs.	5	8	Thanksgiving services for the Armistice at the Hongkong places of worship and mass meeting of thanksgiving at Theatre Royal, 1919.
Fri.	6	9	Epiphany. Fearful fire at Tientsin, 1,400 famine refugees burnt to death, 1878.
Satur.	7	10	Forts at Chuenpi taken with great slaughter, 1841. Chinese Govt. Press Bureau initiated, 1914.
Sun.	8	11	1st after Epiphany. Ice one-fourth inch thick at Canton, 1852. British str. "Namchow" sunk off Cup Chi, near Swatow; about 350 lives lost, 1892. The French evacuated Chantaboon, 1905. President Yuan Shih-kai declares 7 cities in North China open to international trade, viz., Kweihwa Ch'eng, Kalgan, Dolon-Nor, Chinfeng, Taonanfu, Liengkow, Hulutao, 1919.
Mon.	9	12	Murder of Mr. Holworthy at the Peak, Hongkong, 1869.
Tues.	10	13	
Wed.	11	14	Seamen's Church, West Point, opened, 1872. New Union Church, Hongkong, opened 1891. H.E. The Governor of Hongkong issued an appeal for an endowment fund of $1,250,000 for proposed Hongkong University, 1909.
Thurs.	12	15	Tung-chi, Emperor of China, died, in his nineteenth year, 1875. China's Parliament dissolved, 1914.
Fri.	13	16	Ki-ying, Viceroy of Two Kwang, issues a proclamation intimating the intention to open up Canton according to the Treaties, 1846.
Satur.	14	17	Secretary of United States Legation murdered at Tokyo, 1871. Volcanic eruptions and tidal wave in Kagoshima (Japan); famine in Northern Japan, 1914.
Sun.	15	18	2nd after Epiphany. Bread poisoning in Hongkong by Chinese baker, 1857. Indo-China str. "Yik Sing" lost at The Brothers, 1908. Hongkong Courts of Justice opened, 1912.
Mon.	16	19	Severe frost in Hongkong, 1893. Chinese Imperial Court returned to Peking, 1902.
Tues.	17	20	The Tai-wo gate at the Palace, Peking, destroyed, 1889.
Wed.	18	21	Great gunpowder explosion in Hongkong harbour, 1867.
Thurs.	19	22	Elliot and Kishen treaty, ceding Hongkong, 1841. Sailors' Home at Hongkong formally opened, 1863.
Fri.	20	23	Attempt to set fire to the C. N. Co.'s steamer "Pekin" at Shanghai, 1891. Collision near Woosung between P. & O. steamer "Nepaul" and Chinese transport "Wan-nien-ching": latter sunk and eighty lives lost, 1887. Hongkong ceded to Great Britain 1841. Celebration of Hongkong's Jubilee, 1891.
Satur.	21	24	Death of Queen Victoria, 1901. The first Chinese Ambassadors arrived in London, 1877. Sir Henry May left Hongkong to become Governor of Fiji, 1911.
Sun.	22	25	3rd after Epiphany. P. & O. steamer "Niphon" lost off Amoy, 1868. Pitched battle between Police and robbers in Gresson St., Hongkong, 1918. Sir H. May's resignation of the Governorship of Hongkong, 1919.
Mon.	23	26	
Tues.	24	27	Matheus Ricci, the Jesuit Missionary, enters Peking, 1601. U. S. corvette "Oneida" lost through collision with P. & O. steamer "Bombay," near Yokohama, 1870. Decree announcing resignation of Emperor Kwang Hsu, 1900.
Wed.	25	28	
Thurs.	26	29	Hongkong taken possession of, 1841. St. Paul's Church at Macao burnt 1835. Terrific fire at Tokyo; 10,000 houses destroyed and many lives lost, 1881.
Fri.	27	30	
Sat.	28	N.Y.	Decree from Yung-ching forbidding, under pain of death, the propagation of the Christian faith in China, 1733.
Sun.	29	2	4th after Epiphany. Lord Saltoun left China with $3,000,000 ransom money, 1846. British gunboat patrol withdrawn from West River, 1908. Big fire among flower-boats in Canton: 100 lives lost, 1909.
Mon.	30	3	
Tues.	31	4	Outer forts of Weihaiwei captured by Japanese, 1894; volcano eruption at Taal, P.I. 1911. Japan makes certain demands on China, 1915.

FEBRUARY—28 DAYS

	Sunrise	Sunset
1st	7h. 03m.	6h. 12m.
15th	6h. 56m.	6h. 20m.

Moon's Phases

	d.	h.	m.	
First Quarter	5	0	52	P.M.
Full Moon	12	9	17	A.M.
Last Quarter	19	2	18	A.M.
New Moon	27	2	48	A.M.

Hongkong Temperature

	1920	1921
Maximum	...6.24	64.8
Minimum	...55.9	55.9
Mean	...58.8	59.7

Barometer, 1921

Mean 30.12

1920	Rainfall	1921
2.640 inches		1.040 inches

Days of Week	Days of Month	1 & 2 Moons	Chronology of Remarkable Events
Wed.	1	5	Inhabitants of Hongkong declared British subjects, 1841. The Additional Article to Chefoo Convention came into force, 1887. First meeting of International Commission on Opium at Shanghai, 1909.
Thurs.	2	6	The German Club at Hongkong opened, 1872. Weihaiwei citadel captured by Japanese, 1895. Loss of *Daijin Maru*, in the China Sea, 160 lives lost, 1916. Opening of Tytam Tuk Reservoir by Sir Henry May, 1918.
Fri.	3	7	
Satur.	4	8	Great robbery in the Central Bank, Hongkong, discovered, 1865. Agreement opening West River signed, 1897.
Sun.	5	9	5TH AFTER EPIPHANY. Anti-foreign riot at Chinkiang, foreign houses burned and looted, 1889. Local Administrative bodies in China suppressed, 1914.
Mon.	6	10	The Spanish Envoy Halcon arrived at Macao to demand satisfaction from the Chinese for the burning of the Spanish brig "Bilbaino," 1840. Japan broke off diplomatic relations with Russia, 1904. Japanese str. "Tatsu Maru" seized by Chinese gunboats near Macao for alleged smuggling arms, 1908. Sir George Phillippo, a former Chief Justice of Hongkong, died at Geneva, 1914.
Tues.	7	11	Suez Canal adopted as the regular route for the Eastern Mails, 1888.
Wed.	8	12	The Spanish fleet leaves the port of Cavite, by order of the Governor of Manila, for the purpose of taking Formosa, 1626. Hostilities between Russia and Japan begun by Russian gunboat off Chemulpo, 1904. Japanese made a successful torpedo attack at midnight on Russia's Port Arthur squadron, 1904.
Thurs.	9	13	The "Henrietta Maria" was found drifting about in the Palawan Passage, captain, crew and 250 coolies missing, 1857. Murder of Messrs. Kiddle and Sutherland at Mengka on Yunnan border, 1900. Naval fight at Port Arthur between Japanese and Russian fleets with disastrous consequences to the latter, 1904.
Fri.	10	14	
Satur.	11	15	The Japanese constitution granting representative government proclaimed by the Emperor in person at Tokyo, 1889.
Sun.	12	16	SEPTUAGESIMA. China's New Currency Laws published, 1914.
Mon.	13	17	Outbreak of convicts in Singapore Gaol, 1875. Surrender of Liukungtao Island forts and remainder of the Chinese fleet to the Japanese, 1895. Manchu Rulers of China announce their abdication, 1912. Sir Robert Ho Tung gives $50,000 to Hongkong University, 1915. Earthquake shock felt in Hongkong; serious damage done in Swatow, 1918. Mr. Robt. Johnson, an American aviator, flies from Hongkong to Macao in 23 minutes on a Curtiss seaplane, 1920.
Tues.	14	18	Tung Wa Hospital, Hongkong, opened by Sir R. G. MacDonnell, 1872.
Wed.	15	19	Ports of Hongkong and Tinghai declared free, 1841. The Chinese frigate "Yu-yuen" and corvette "Chin-cheng" sunk by the French in Sheipoo harbour, 1885. Mutiny of Indian troops at Singapore, involving the loss of a number of lives, 915.
Thurs	16	20	Insurgents evacuated Shanghai, 1855. Stewart scholarship at Central School, Hongkong, founded, 1884. Alice Memorial Hospital, Hongkong, opened, 1887.
Fri.	17	21	The U. S. paddle man-of-war "Ashuelot" wrecked on the East Lammock Rock, near Swatow, 1883.
Satur.	18	22	
Sun.	19	23	SEXAGESIMA. Lord Amherst's Embassy, returning from China, shipwrecked in the Java Sea, 1817.
Mon.	20	24	China's Provincial Assemblies suppressed, 1914.
Tues.	21	25	Mr. A. R. Margary, of H.B.M.'s Consular Service, was murdered at Manwyne, Yunnan, by Chinese, 1875. Statue of Li Hung Chang unveiled at Shanghai, 1906. Consort of the Emperor Kwangsu died, 1913. Hongkong A.D.C. Centenary Production, 1914.
Wed.	22	26	Massacre of missionaries at Nanchang, 1906.
Thurs.	23	27	Hostilities between England and China recommenced, 1841. Steamer "Queen" captured and burnt by pirates, 1857. First stone of the Hongkong City Hall laid, 1867.
Fri.	24	28	Chusan evacuated by the British troops, 1841. Explosion of boiler of the str. "Yotsai" between Hongkong and Macao; six Europeans and thirteen Chinese killed and vessel destroyed, 1884. Preliminary agreement signed by the Govt. of China for the loan of £4,000,000 from the Banque Industrielle de Chine to build a railway from Yunnan to Yamchow (Kwangtung), 1914.
Satur.	25	29	Captain Da Costa and Lieut. Dwyer murdered at Wong-ma-kok, in Hongkong, 1849. Chinese Imperial Edict issued dismissing the Dalai Llama of Tibet, 1910.
Sun.	26	30	QUINQUAGESIMA. Bogue Forts, Canton, destroyed by Sir Gordon Bremer, 1841. Appalling disaster at Racecourse; matsheds collapse and destroyed by fire; over 600 bodies recovered, 1918.
Mon.	27	1	Treaty of peace between Japan and Corea signed at Kokwa, 1876. Evacuation of Port Hamilton by the British forces, 1887.
Tues.	28	2	SHROVE TUESDAY. Capture of the Sulu capital by the Spaniards, 1876.

MARCH—31 DAYS

	Sunrise	Sunset
1st ...	...6h. 46m.	6h. 27m.
15th ...	...6h. 33m.	6h. 33m.

Moon's Phases

	d.	h.	m.	
First Quarter	7	3	22	A.M.
Full Moon	13	7	14	P.M.
Last Quarter	20	4	43	P.M.
New Moon	28	9	3	P.M.

Hongkong Temperature

	1920	1921
Maximum	...66.7	68.9
Minimum	...59.3	59.5
Mean	...62.4	63.9

Barometer, 1921

Mean 30.05

Rainfall

1920: 1.390 inches — 1921: 4.505 inches

Days of Week	Days of Month	2 & 3 Moons	Chronology of Remarkable Events
Wed.	1	3	Ash Wednesday. S. David's Day. Bombardment of the Chinhai forts by French men-of-war, 1885. Twenty-six opium divans closed in Hongkong, 1909. Mr. Herrmann, manager of Siemens Schuckert at Yokohama, arrested in connection with Japanese Naval scandal. 1914.
Thurs.	2	4	First Dutch Embassy left China, 1657.
Fri.	3	5	Foreign Ministers received in audience by the Emperor at the Tsz Kuang Po, 1891.
Satur.	4	6	
Sun.	5	7	1st in Lent. Expulsion of Chinese Custom House from Macao by Govr. Amaral, 1849.
Mon.	6	8	Hostilities at Canton recommenced. Fort Napier taken by the English, 1841
Tues.	7	9	Departure of Governor, Sir J. P. Hennessy, from Hongkong, 1882. Kongmoon opened to foreign trade.
Wed.	8	10	Arrival in Hongkong of Prince Henry of Prussia, 1898. Russo-Chinese Manchurian Convention signed, 1902. Tiger killed on the New Territory, after a European and an Indian constable had lost their lives in the chase, 1915.
Thurs.	9	11	Attack on Messrs. Farnham and Rohl at Shanghai, 1872.
Fri.	10	12	Lin arrived in Canton, 1839. 12,000 Chinese troops attacked the English in Ningpo and Chinhai and were repulsed with great slaughter, 1842. The Japanese army after a sanguinary battle lasting several days occupied Moukden, and pursued the retreating Russians, whose losses in the battle were estimated at 20,000, 1905. Yuan Shih Kai inaugurated as President of the Chinese Republic, 1912.
Satur.	11	13	Governor Sir R. G. MacDonnell arrived in Hongkong, 1866. Hongkong University opened by Sir F. W. Lugard, 1912.
Sun.	12	14	2nd in Lent. Imperial Commissioner Ki-chen, degraded by the Emperor, left Canton as a prisoner, 1841. Capture of Bac-Ninh, by the French, 1884.
Mon.	13	15	
Tues.	14	16	8,000 Chinese troops routed by the English at Tze-hi with great slaughter, 1842. New Law Courts at Yokohama opened, 1890. Hongkong and Shanghai Bank at Peking burnt down, 1900.
Wed.	15	17	Governor Sir H. Robinson left Hongkong for Ceylon, 1865. Jubilee of Hongkong Chamber of Commerce, 1912.
Thurs.	16	18	Chinese Envoy Ping and suite left Shanghai for Europe, 1866. Japanese Diet resolved to nationalise the railway. China released the Japanese str. "Tatsu Maru" at Canton, 1908. Sir F. D. Lugard laid foundation stone of Hongkong University, 1910.
Fri.	17	19	S. Patrick's Day. Lord Macartney's Embassy left China, 1794. Severe earthquake in Formosa, 1906.
Satur.	18	20	Edict of Commissioner Lin to surrender all opium in Canton, 1839. Chungking declared open to foreign trade, 1891.
Sun.	19	21	3rd in Lent. Governor Sir G. Bonham landed at Hongkong, 1848.
Mon.	20	22	
Tues.	21	23	British ship "Sarah," first free-trader, sailed from Whampoa, 1834. Mr. F. A. Aglen appointed Deputy Inspector of Chinese Maritime Customs, 1910.
Wed.	22	24	Death, at Peking, of Sir Harry Parkes, H.B.M. Minister to China, 1885. Sir Robert Hart left Peking for Home, 1908.
Thurs.	23	25	Captain Elliot forced his way to Canton, 1839. Aguinaldo captured by the Americans in the Philippines, 1901
Fri.	24	26	First Section of Manila-Dagupan railway opened, 1891. Attempted assassination of Li Hung-chang at Shimonoseki, 1895
Satur.	25	27	Captain Elliot demands passports for himself and all the British subjects imprisoned in Canton, 1839.
Sun.	26	28	4th in Lent. Great flood at Foochow. 1874 Newchwang placed under Russian martial law.
Mon.	27	29	Launch of the *Autolycus*, the largest ship built in British Overseas Dominions, at Taikoo Dock, 1917. Protocol of Convention between China and Portugal signed at Lisbon, 1887.
Tues.	28	1	20,289 chests of opium burned by Lin at Canton, 1839. Foundation stone of New Customs House at Canton laid, 1914.
Wed.	29	2	Seizure and occupation of the Pescadores by the French fleet, 1885.
Thurs.	30	3	Arrival of Governor Sir George Bowen, G.C.M.G., 1883. Chinese Regiment at Weihaiwei disbanded 1904. Cantonese resolved on a boycott of Japanese products which lasted throughout the year, 1908
Fri.	31	4	Abolition of the coolie trade at Macao, 1874. Arrival of the Duke and Duchess of Connaught in Hongkong, 1890. All gambling saloons in Canton closed, 1912. T.K.K. liner *Chiyo Maru* wrecked off Lema Islands, 1916.

APRIL—30 DAYS

	Sunrise	Sunset
1st ...	...6h. 16m.	6h. 38m.
15th ...	...6h. 04m.	6h. 43m.

Moon's Phases

	d.	h.	m.	
First Quarter	5	1	46	P.M.
Full Moon	12	4	44	A.M.
Last Quarter	19	8	54	A.M.
New Moon	27	1	4	P.M.

Hongkong Temperature

	1920	1921
Maximum	...73.3	76.4
Minimum	...66.5	68.7
Mean	...69.3	71.9

Barometer, 1921

Mean... ... ...29.98

1920	Rainfall	1921
8.265 inches		2.820 inches

Days of Week	Days of Month	3 & 4 Moons	Chronology of Remarkable Events
Satur.	1	5	The port of Hoihow, Hainan, opened, 1876. The ports of Pakhoi, Wenchow, Wuhu and Ichang opened, 1877. B.N. Borneo adopted the Straits Settlements currency, 1905. Dowager Empress of Japan died, 1914.
Sun.	2	6	5th in Lent. French flag hoisted at Kwang-chau-wan, 1898. Belilios Reformatory opened at Hongkong, 1900.
Mon.	3	7	*Tai On* pirated between Hongkong and Kongmoon, 1913.
Tues.	4	8	Protocol arranging the preliminaries of peace between France and China signed at Paris, 1885. The Tsarevitch and Prince George of Greece arrived in Hongkong, 1891.
Wed.	5	9	Bogue Forts destroyed by General D'Aguilar, 1847. Wheelbarrow Riot at Shanghai, 1897. Attempt to destroy with dynamite the Prince Regent's Palace at Peking, 1910.
Thurs.	6	10	Convention between Sir John Francis Davis and the Viceroy Ki-ying for the admission of Europeans into the city of Canton within two months, 1842.
Fri.	7	11	Hongkong Mint opened, 1866. Indignation Meeting at Shanghai respecting Wheelbarrow-Riot, 1897. Great powder explosion at Canton, 1903.
Satur.	8	12	Arrival of M. Paul Bert at Hanoi, 1886. Chinese Parliament inaugurated 1913.
Sun.	9	13	Palm Sunday. Terrific tornado in Canton; 2,000 houses destroyed and 10,000 lives lost, 1878. Tartar General at Canton assassinated, 1911.
Mon.	10	14	37,000 Christians butchered in Japan, 1738. Death at Peking of Marquis Tseng, 1890.
Tues.	11	15	
Wed.	12	16	Presentation of colours to Hongkong Regiment, 1895. Russian flagship *Petropavlovsk* sunk by a mine off Port Arthur, nearly every man drowned, including Admiral Makaroff, 1904.
Thurs.	13	17	Soldiers' Club opened at Hongkong, 1900. Imperial Palace, Seoul, destroyed by fire, 1904. Aliens given the right to own land in Japan, 1910.
Fri.	14	18	Good Friday. S. Francis Xavier left Goa for China, 1552. Riots at Changsha, 1910.
Satur.	15	19	British Flag hoisted at Taipohu, Kowloon New Territory, 1899. Governor Sir Arthur Kennedy arrived in Hongkong, 1872. Junk Bay Flour Mills, Hongkong, suspended operations, 1908.
Sun.	16	20	Easter Day.
Mon.	17	21	Easter Monday. Telegraph to Shanghai opened, 1871. Execution at Kowloon city of nineteen pirates, including "Namoa" pirates, 1891. Treaty of Peace between China and Japan signed at Shimonoseki, 1895.
Tues.	18	22	Convention between China and Japan settling Corean differences signed at Tientsin, 1885. The O. & O. steamer "San Pablo" wrecked near Turnabout, 1888. One-fourth of the opium divans at Shanghai closed, 1908. Town of Wagima, Japan, destroyed by fire, 1910.
Wed.	19	23	The "Sir Charles Forbes," the first steamer in China waters, arrived, 1830. The Tsarevitch arrived at Hankow, 1891.
Thurs.	20	24	
Fri.	21	25	Resignation of Shanghai Municipal Council, 1897.
Satur.	22	26	East India Company ceased trade with China, 1834. Arrival of Governor J. Pope-Hennessy in Hongkong, 1877. Opening of new commercial port of Heungchow near Macao, 1909. Bank of China authorised to issue $3,000,000 in subsidiary notes, 1915.
Sun.	23	27	1st After Easter. S. George's Day. P. M. steamer *Asia* wrecked near Foochow, 1911.
Mon.	24	28	Chinese Imperial Edict issued disranking Roman Catholic missionaries, 1908. Capture of the citadel at Hanoi, Tonkin, by the French forces, 1882. First sod of the Shanghai-Nanking Railway cut at Shanghai, 1905.
Tues.	25	29	Foundation stone of Queen's College, Hongkong, laid, 1884. Contract for Quintuple Loan of £25,000,000 signed at Peking, 1913.
Wed.	26	30	A crowded public meeting in Hongkong demands exclusion of Germans from the Colony after the War, 1917.
Thurs.	27	1	Appointed by Chinese Government a Day of Prayer for Christian Churches, 1913.
Fri.	28	2	Ratifications of Corean Treaty with England exchanged, 1884. Privy Council for Japan constituted by Imperial decree, 1888. Sir F. D. Lugard laid foundation stone of Hongkong Seamen's Institute, 1909. Daring piracy on the s.s. "Tai On" off Kai Au, 1914.
Sat.	29	3	Battle of the Yalu, Russo-Japan War: Russians defeated with great slaughter, 1904.
Sun.	30	4	2nd After Easter. Arrival of General Grant in Hongkong, 1879.

MAY—31 DAYS

	Sunrise	Sunset
1st	5h. 51m.	6h. 50m.
15th	5h. 43m.	6h. 55m.

Moon's Phases

	d.	h.	m.	
First Quarter	4	8	56	P.M.
Full Moon	11	2	6	P.M.
Last Quarter	19	2	17	A.M.
New Moon	27	2	4	A.M.

Hongkong Temperature

	1920	1921
Maximum	80.1	81.3
Minimum	73.1	74.1
Mean	76.1	77.1

Barometer, 1921

Mean 29.80

1920 Rainfall	1921
18.155 inches	33.785 inches

Days of Week	Days of Month	4 & 5 Moons	Chronology of Remarkable Events
Mon.	1	5	First number of "Hongkong Gazette" published, 1841. Telegraphic communication established between Hongkong and the Philippines, 1880. Spanish fleet destroyed by U.S. fleet at Cavite, 1898. Emperor Kwang Hsu buried, 1909.
Tues.	2	6	Ratification at Tientsin of the Treaty between Portugal and China, 1888. United States formally recognised Republic of China, 1913. Presentation of Chinese Note in reply to Japan's revised demands, 1915.
Wed.	3	7	Suspension of Oriental Bank, 1884.
Thurs.	4	8	Riot in French Concession at Shanghai, 1874. Roman Catholic Cathedral at Peking inaugurated, 1884. Aomori devastated by fire, 1910.
Fri.	5	9	British troops evacuated Ningpo, 1842. Imperial Government ordered steps to be taken at Hongkong to close opium divans, 1908.
Satur.	6	10	King Edward VII. died, 1910. Attack on Mr. Wood at the British Legation at Tokyo, 1874.
Sun.	7	11	3rd After Easter. Departure of Governor Sir William Des Vœux from Hongkong, 1891. Japan presents ultimatum to China, 1915.
Mon.	8	12	
Tues.	9	13	New Town Hall at Tientsin opened, 1890. Waglan Lighthouse opened, 1893. Chinese Government submits to Japan's revised demands, 1915.
Wed.	10	14	Hongkong declared infected with plague, 1894. Colonel Gordon with the Imperial troops captured Chang-chow, the rebel city, 1864. Occupation of Port Hamilton by the British Squadron, 1885. Meeting of Chinese merchants at Shanghai instituted a boycott of American products as a protest against the Chinese Immigration Act, the movement eventually spreading extensively in China, 1905.
Thurs.	11	15	Attempted assassination of the Tsarevitch by a Japanese at Otsu, Japan, 1891. Execution of fifteen pirates, including leader of "Namoa" pirates, at Kowloon, 1891. Portuguese cruiser *Adamastor* struck rock near Hongkong, 1913.
Fri.	12	16	East India Co.'s garden at Canton destroyed by the Mandarins, 1831. Swedish str. *Nippon* wrecked on Scarborough Reef, 1913.
Satur.	13	17	A corporal of the British Legation murdered by Chinese soldiers at Peking, 1864. Anti-foreign riot at Wuhu, 1891. Bill for amending the Trading with the Enemy Ordinance, 1914, read a third time and passed by the Hongkong Legislative Council, 1915.
Sun.	14	18	4th After Easter. Arrival of Sir John Walsham, Bart., in Hongkong, on his way to Peking to assume the functions of British Minister, 1886.
Mon.	15	19	Ratification at Peking of the amended Treaty between Russia and China, 1881. Anti-foreign riot in the Hochow district, 1891.
Tues.	16	20	
Wed.	17	21	Loss off Amoy of the French war steamer "Izere," 1860. Arrival of General Grant in Shanghai, 1879. Kowloon walled city occupied, 1899.
Thurs.	18	22	The city of Chapu taken by the British troops, 1842. Anti-foreign riot at Nanking, 1891.
Fri.	19	23	Disastrous surprise of a French sortie in Tonkin led by Commandant Riviere and death of the latter, 1883. "Hongkong Daily Press" enlarged, 1900.
Satur.	20	24	Forts at mouth of Peiho captured by British and French forces, 1858. The Canton Mint commenced striking silver coins, 1890.
Sun.	21	25	Rogation Sunday. Loss of M.M. str. "Menzaleh" while on her passage from Hongkong to Yokohama, 1887. Imperial Edict respecting anti Christian literature, 1892. Ministers' Joint Note to Chinese Government on the Boxer agitation, 1900. Mandate issued cancelling arrangements for Chinese monarchy, 1916.
Mon.	22	26	Foreign factories at Canton pillaged, 1841. Opening of new Medical School of Hongkong University by H.E the Officer Administering the Government, 1919. U.S. Legation at Tokyo burned down, 1863.
Tues.	23	27	
Wed.	24	28	Empire Day. Captain Elliot and all the British subjects left Canton for Macao, 1839. British flag hoisted at Weihaiwei, 1898.
Thurs.	25	29	Ascension Day. The city of Canton invested by British troops, 1841. Anti-foreign riot at Nanking, 1891. Formosa Republic declared, 1895. Sino-Japanese Treaty signed at Peking, 1915. British Chamber of Commerce inaugurated at Shanghai, 1915.
Fri.	26	30	Death of Grand Secretary Wen-siang, 1876.
Satur.	27	1	Canton ransomed for $6,000,000, 1841. Boxers burn station on Lu-Hau line, 1900. Battle of Kinchau, Russo-Japan War; Japanese stormed Nanshan and captured 78 guns, 1904. Battle of the Japan Sea; Admiral Togo practically annihilates Admiral Roshdesvensky's fleet, 1905. A Bill to provide for the levy of Estate Duty passed by the Hongkong Legislative Council after considerable opposition from the Unofficial members, 1915.
Sun.	28	2	Sunday after Ascension. Queen's Statue, Hongkong, unveiled, 1896. Anti-foreign riots in Szechuen, 1895. H. M. Queen Mother of Siam visited Hongkong, 1911.
Mon.	29	3	"Empress of Ireland" sunk and 600 lives lost, including several prominent Far Eastern residents, in the St. Lawrence River, 1914.
Tues.	30	4	H.B.M. screw sloop "Reynard" lost on the Pratas shoal in trying to rescue remainder of crew of "Velocipede," 1851. Opening of the Peak Tramway, Hongkong, 1888. Chinese Postal Service transferred to Board of Communications, 1911. Conscription Bill introduce in Hongkong, 1918.
Wed.	31	5	Typhoon at Hongkong and Macao; loss of the "Poyang," with 100 lives, near Macao, 1874.

JUNE—30 DAYS

	Sunrise	Sunset
1st	5h. 38m.	7h. 03m.
15th	5h. 38m.	7h. 08m.

Moon's Phases

	d.	h.	m.	
First Quarter	3	2	10	A.M.
Full Moon	9	11	58	P.M.
Last Quarter	17	8	3	P.M.
New Moon	25	0	20	P.M.

Hongkong Temperature

	1920	1921
Maximum	...85.0	85.2
Minimum	...77.9	77.8
Mean	...81.0	81.0

Barometer, 1921

Mean 29.72

1920	Rainfall	1921
15.555 inches		14.740 inches

Days of Week	Days of Month	5 & Int. 5 Moons	Chronology of Remarkable Events
Thurs.	1	6	Attempt to blow up the Hongkong Hotel, 1878. New Opium Agreement between Hongkong and China came into force, 1887. Anti-foreign riot at Tanyang, 1891. Canton-Samshui Railway completed
Fri.	2	7	Hongkong connected with London by wire, 1871. Formal transfer of Formosa from China to Japan, 1895. Revs. Norman and Robinson murdered, 1900.
Satur	3	8	Earthquake at Manila, killing more than 2,000 persons, 1863. Death of Sir Arthur Kennedy, 1883. Keelung taken possession of by Japanese, 1895.
Sun.	4	9	Whit Sunday. Treaty between France and Corea signed at Seoul, 1886. West River opened, 1897.
Mon.	5	10	Departure of the first O. & O. steamer from Hongkong to San Francisco, 1875. Messrs. Argent and Green murdered in an anti-foreign riot at Wusueh, 1891. Communication with Peking cut off, 1900. French str. *R. Lebaudy* pirated on West River, 1913.
Tues.	6	11	Heavy rains in Hongkong, property to the value of $500,000 destroyed, and many lives lost, 1864. Death of Yuen Shih-kai, 1916.
Wed.	7	12	Attempted anti-foreign riot at Kiukiang, 1891. Hongkong-Canton steamer "Powan" wrecked, 1908. Tornado in Macao, 1913.
Thurs.	8	13	Destruction of Mission premises at Wusieh by anti-foreign mob, 1891.
Fri.	9	14	Suspension of New Oriental Bank, 1892. The P. & O. steamer "Aden" wrecked off Socotra, 78 lives lost, 1897
Satur.	10	15	Typhoon at Formosa; loss of several vessels, 1876. Admiral Seymour starts for Peking, 1900. Arrival in Hongong of H.R.H. Prince Charles, heir to the Rumanian Throne, 1920.
Sun.	11	16	Trinity Sunday. Portuguese prohibited trading at Canton, 1640.
Mon.	12	17	Opening of the first railway in Japan, 1872.
Tues.	13	18	British steamer "Carisbrooke" fired into and captured by Chinese Customs cruiser, 1875. Imperial Edict condemning attacks on foreigners, 1891. Baron von Ketteler, German Minister, murdered in Peking, 1900.
Wed.	14	19	Russo-Chinese Treaty, 1728. Battle of Telissu Russo-Japan War. Russians defeated with a loss of 7,000 men and 16 guns, 1904. Capt. John Alcock and Lieut A. W. Brown made the first non-stop flight across the Atlantic in an aeroplane on June 14th, 1919.
Thurs.	15	20	Tidal Wave, Japan, 28,000 lives lost, 1896. British barque "Cæsar" and Danish schooner "Carl" taken by pirates off Pedro Blanco, 1866. Hope Dock opened at Aberdeen 1867. Russian squadron sank Japanese transport "Hitachi," badly injured "Sado," 1904. Hongkong Legislature passed Ordinances prohibiting circulation of foreign bank notes and foreign silver coins, 1914. Train from Canton to Hongkong "held up," American missionary killed, 1916.
Fri.	16	21	Woosung taken, 1842.
Satur.	17	22	First foreign-owned junk leaves Chungking, 1891. Capture of Taku Forts by Allies, 1900. Death of Sir Hormusjee Mody, 1911.
Sun.	18	23	Explosion of the "Union Star" at Shanghai, 17 persons killed and 10 wounded, 1862. Disastrous inundation at Foochow, 2,000 lives lost, 1877.
Mon.	19	24	Shanghai occupied by British forces, 1842.
Tues.	20	25	Macartney's embassy arrived in China, 1793. Attack on mission premises at Hainan city, 1891. Unprecedented floods in the West River, 1908.
Wed.	21	26	Massacre at Tientsin, 1870.
Thurs.	22	27	Canton blockaded by English forces, 1840. Queen Victoria's Diamond Jubilee celebration, 1897. Coronation of King George, V., 1911. Inauguration of Tsan Ching Yuan, Chinese Administration Council, 1914.
Fri.	23	28	Ki-ying visits Hongkong, 1843 Shock of earthquake in Hongkong, 1874. French troops surprised by Chinese near Langson, 1884. Russian Baltic Fleet, after remaining six weeks in Tonkin waters, sailed from Kamranh Bay northward, 1905
Satur.	24	29	Lord Robert Cecil announced in the House of Commons that the Government had decided to prohibit trading with the enemy in China, 1915
Sun.	25	1	Assassination of M. Carnot, President of the French Republic, 1894. Treaty of Nanking exchanged, 1843. Attack on British Legation at Tokyo, 1862. Foundation stone of new wing of Berlin Foundling House laid by Lady May, 1914.
Mon.	26	2	Treaty between England and China signed at Tientsin, 1858. Additional Convention between France and China signed at Peking, 1887.
Tues.	27	3	Treaty between France and China signed, 1858. Confiscation of the str. "Prince Albert by the British Consul and Customs at Canton, 1866.
Wed.	28	4	Agreement effected between Great Britain and the United States for reciprocal protection of British and American Trade Marks in China, 1905.
Thurs.	29	5	The Foreign Ministers admitted to an audience of the Emperor of China at Peking, 1873. Indian Mints closed to silver, 1893.
Fri.	30	6	British expedition to China arrived, 1840. Opening of a section of the Shanghai and Woosung Railway, 1876. Flooding of the Takasima coal mines, 1891.

JULY—31 DAYS

	Sunrise	Sunset
1st ...	...5h. 42m.	7h. 11m.
15th ...	...5h. 47m.	7h. 11m.

Moon's Phases

	d.	h.	m.	
First Quarter	2	6	52	A.M.
Full Moon	9	11	7	A.M.
Last Quarter	17	1	11	P.M.
New Moon	24	8	47	P.M.
First Quarter	31	0	22	P.M.

Hongkong Temperature

	1920	1921
Maximum	...87.0	86.2
Minimum	...79.1	77.8
Mean	...82.6	81.6

Barometer, 1921

Mean 29.79

1920	Rainfall	1921
24.040 inches		11.875 inches

Days of Week	Days of Month	Int. & 6 Moons	Chronology of Remarkable Events
Satur.	1	7	Hakodate, Kanagawa, and Nagasaki, Japan, opened to trade, 1857. Two Swedish missionaries murdered at Sungpu, 1893. Attempted assassination of Sir H. May on his return to Hongkong as Governor, 1912. Restoration of Emperor of China by Chang Hsun, 1917.
Sun.	2	8	Amoy forts and many junks destroyed by H.M.S. "Blode," 1840. French Expedition from the Hoongkiang arrived in Hongkong, 1873. Hongkong Legislative Council approved a development scheme for the south side of the island of Hongkong, 1914.
Mon.	3	9	Steamer "Don Juan" burnt at sea near Philippines; 145 persons perished, 1893. Hongkong low level electric tram service opened, 1904.
Tues.	4	10	Declaration American Independence, 1776. Telegraph cable laid between Hongkong and Macao, 1884. U. S. Pacific Cable opened to Manila.
Wed.	5	11	Tinghai first taken, 1840. Attack on British Embassy at Tokyo, 1886. Duke of Connaught's Statue unveiled in Hongkong, 1902. Hongkong Legislative Council voted $50,000 for the relief of distress in the West River districts, 1914.
Thurs.	6	12	Order of nobility instituted in Japan, 1884.
Fri.	7	13	Serious flooding of the West River involving great loss of life and damage to property, 1915.
Satur.	8	14	Canton factories attacked by Chinese, 1846. Japanese occupy Sakhalin, 1905.
Sun.	9	15	First Dutch embassy arrived at Tientsin, 1656.
Mon.	10	16	Portuguese fleet left Malacca for China, 1522. The Yangtsze blockaded by British fleet, 1840. First Bazaar by Chinese held at Hongkong in aid of relief of distress caused by West River floods, 1908. Rebellion against Yuan Shih Kai broke out in the Yangtsze provinces, 1913.
Tues.	11	17	Engagement between the U. S. Naval Forces and the Coreans. Amherst's embassy arrived in China, 1816.
Wed.	12	18	Foreign Inspectorate of Customs established in Shanghai, 1854. Suspension of Hongkong Police Officers for accepting bribes, 1897. Macau troops commenced operations to exterminate pirates at Colowan Island, 1910.
Thurs.	13	19	First English ship reached China, 1635. French gunboats fired on by Siamese at Paknam, 1803. Pirates attacked S. S. "Sainam" on West River, killing Rev. Dr. MacDonald and injuring several of the crew, 1906.
Fri.	14	20	Statue of Paul Beau unveiled at Hanoi, 1890. Tientsin native city captured by Allies, 1900. Chinese Imperial Edict declared bow and arrow obsolete arms, 1905.
Satur.	15	21	Shimonoseki forts bombarded by the English, French, and American squadrons, 1874. Eruption of Bandai-san volcano, Japan, 500 persons killed, 1888. Radio-telegraphic station at Cape D'Aguilar opened, 1915.
Sun.	16	22	British trade with China re-opened, 1842. The King of Cambodia arrived on a visit to Hongkong, 1872.
Mon.	17	23	Ningpo Joss-house Riots, Shanghai, 15 killed and many wounded. Agreement between Russia and China on Amur River, 1900. Crisis at Peking; Chihli fights Anfu faction and 6,000 casualties reported, 1920.
Tues.	18	24	Terrible earthquake at Manila, 1880. Additional Article to Chefoo Convention signed in London, 1885. Li Hung-chang passed through Hongkong on his way North, 1900. Chan Kwing Ming declared independence of Kwangtung, 1913. Hongkong's two days' Peace Celebrations begin, 1919.
Wed.	19	25	Nanking captured by the Imperialists, 1864. Indo-China S.S. "Hopsang" sunk by Russians, Pechili Gulf, 1904.
Thurs.	20	26	Wreck of the C.M.S.N. Co.'s str. "Pautah" on Shantung Promontory, 1887.
Fri.	21	27	Yellow River burst its banks at Chang-kiu, Shangtung, great inundation, 1889. Typhoon in Hongkong, 1902. Death of Sir Kai Ho Kai of the Hongkong Executive Council, 1914.
Satur.	22	28	
Sun.	23	29	Armed attack on Japanese Legation at Seoul, Corea, and eight inmates killed, 1882.
Mon.	24	1	British trade prohibited at Canton, 1834. Anglo-Chinese Burmah Convention signed at Peking, 1886.
Tues.	25	2	"Kowshing," British steamer, carrying Chinese troops, sunk by Japanese, with loss of about 1,000 lives, 1894. Defeat of British forces at Taku, Admiral Hope wounded, 1850. First visit of Prince Chun, the Emperor's brother, to Hongkong, 1901. Japanese occupy Newchwang, 1904.
Wed.	26	3	Great flood at Chefoo kills 1,000, 1903. Royal Proclamation forbidding British subjects to trade with the enemy in China and Siam came into force, 1915.
Thurs.	27	4	Canton opened to British trade, 1843. Terrific typhoon at Canton, Macao, Hongkong, and Whampoa; loss of life estimated at 40,000 persons, 1862. Disastrous typhoon at Hongkong, 1908. "Empress of China" wrecked, 1911.
Fri.	28	5	Nanking re-taken by Imperialists, 1864. Sir Matthew Nathan arrived Hongkong, 1904. Baron de Macar sentenced at Shanghai to a year's imprisonment for false pretences and abuse of confidence in connection with the flotation of "The British and Belgian Industrial Bank of China," 1914. Severe typhoon visits Shanghai, 1915.
Satur.	29	6	German gunboat "Iltis" wrecked off Shantung Promontory, all but eleven of the crew perished, 1896. Outbreak of rebellion at Manila, 1896. Emperor Mutsuhito of Japan died, 1912.
Sun.	30	7	Severe typhoon at Macao, 1836.
Mon.	31	8	Hongkong low level electric tram service started, 1904.

AUGUST—31 DAYS

	Sunrise	Sunset
1st ...	...5h. 54m.	7h. 04m.
15th ...	...6h. 00m.	6h. 55m.

Moon's Phases

	d.	h.	m.	
Full Moon	8	0	19	A.M.
Last Quarter	16	4	46	A.M.
New Moon	23	4	34	A.M.
First Quarter	29	7	55	P.M.

Hongkong Temperature

	1920	1921
Maximum	...85.4	87.4
Minimum	...78.5	78.6
Mean	...81.7	82.2

Barometer, 1921

Mean... ... ... 29.69

1920 Rainfall 1921

10.975 inches 15.445 inches

Days of Week	Days of Month	6 & 7 Moons	Chronology of Remarkable Events
Tues.	1	9	Both China and Japan declare war, 1894. Kucheng massacre, 1895. Germany declared war against Russia, 1914.
Wed.	2	10	Victims of massacre at Tientsin buried, 1870.
Thurs.	3	11	British fleet arrived before Nanking, 1842. First Chinese Bazaar held at Canton, 1908.
Fri.	4	12	War declared by Great Britain against Germany, 1914. Macartney's Embassy entered Peiho, 1796. Bombardment of Keelung by French, 1884. Allied march on Peking started, 1900. Li Hung Chang visited Queen Victoria, 1896.
Satur.	5	13	Political unrest in Kwangtung culminated in serious fighting 1916.
Sun.	6	14	Serious flood at Tientsin, 1871. Hongkong Volunteers mobilised, 1914.
Mon.	7	15	British Squadron arrived off the Peiho, 1840.
Tues.	8	16	Assassination of Mr. Haber, German Consul, at Hakodate, 1874.
Wed.	9	17	British troops landed at Nanking, 1842.
Thurs.	10	18	Sir H. Pottinger arrived at Hongkong, 1841. Destructive typhoon at Foochow, 1888. Lady May launched the *War Drummer*, first standard ship built in Hongkong, 1918.
Fri.	11	19	First public meeting of British merchants in Canton, called by Lord Napier, who suggested the establishment of a Chamber of Commerce, 1834.
Satur.	12	20	174 British prisoners executed in Formosa, 1842. Manila occupied by U.S. Troops, 1898. Attempted assassination of Admiral Li Chun at Canton, 1911.
Sun.	13	21	Tong-ur-ku taken, 1860. Japanese squadron sinks Russian cruiser *Rurik* near Tsushima, 1904. Fighting and looting at Canton following flight of rebel leaders, 1913. Compulsory Military Service Bill passed its third reading in the Legislative Council of the Straits Settlements, 1915.
Mon.	14	22	British steamer "Glenfarg" sunk after striking a submerged rock near Goto Islands, 1914. China declares war against Germany and Austria-Hungary, 1917.
Tues.	15	23	Great fire on French Concession, Shanghai, 991 houses destroyed, loss Tls. 1,500,000, 1879. Total loss of the E. & A. steamer "Gatterthun" near Sydney, 1895. Peking Legations rescued, 1900. Murder of Messrs. Bruce and Lewis at Chengchow, Hunan, 1902. Prince and Princess Arisugawa entertained at Hongkong, 1904.
Wed.	16	24	British trade of Canton stopped by Hong merchants, 1834. French Treaty with Siam signed, 1856.
Thurs.	17	25	"Empress of India" sinks Chinese cruiser "Wong Tai" in collision near Swatow, 1903. Destructive typhoon at Macao, 1913.
Fri.	18	26	Lord Napier ordered by the Viceroy to leave Canton, 1834. Great fire in Hongkong, 1868. Indian troops landed in Shanghai, 1900. Large gang of pirates attacked Cheungchow, killing three Indian constables, and looting the village, 1912. American Chamber of Commerce established at Shanghai, 1915.
Satur.	19	27	
Sun.	20	28	First conference between Sir Henry Pottinger and Ki-ying on board the "Cornwallis," at Nanking, 1842. Taku forts taken by the Allied forces, 1860.
Mon.	21	29	Palace Revolution at Peking, Empress Dowager again assumes the Regency, 1898.
Tues.	22	30	Governer Amaral, Macao, assassinated, 1849. Seizure of steamer "Spark" by pirates between Canton and Macao, 1874. Telegraph line to Peking opened, 1884. Korea annexed by Japanese, 1910. H.M.S. *Bedford* wrecked at Quelpart, 1910.
Wed.	23	1	Large meeting in Hongkong to protest against the military contribution, 1864. Chinese fleet at Pagoda Anchorage destroyed by French, 1884. Japan declared war on Germany, who had ignored her request to evacuate Kiaochow with a view to its "eventual restoration" to China, 1914.
Thurs.	24		Wreck of the C. N. Co.'s str. "Tientsin" near Swatow, 1887. Disturbances at Amoy, Japanese landed marines, 1900.
Fri.	25	3	British Chamber of Commerce established at Canton, 1834. Treaty between Great Britain and Japan signed, 1858.
Satur.	26	4	British left Macao, 1839. British steamer "Dunearn" foundered in a typhoon off Goto Islands, 1908.
Sun.	27	5	Amoy taken by the English, 296 guns captured, 1841.
Mon.	28	6	Lord Amherst's Embassy left for Yuen-ming-yuen, 1816. Slavery abolished in British possessions, 1833. Kimpai forts silenced by French, 1884. Hongkong Legislative Council passes Ordinance to admit enemy aliens only on licence for 3 years, 1919.
Tues.	29	7	Treaty of Nanking signed, 1842.
Wed.	30	8	Wreck of "Futami Maru" off Cape Calavite, 1900.
Thurs.	31	9	Severe typhoon on coast of China, many lives lost, and much damage done to shipping at Hongkong, Macao and Whampoa, 1848.

SEPTEMBER—30 DAYS

	Sunrise	Sunset
1st ...	...6h. 05m.	6h. 41m.
15th ...	...6h. 10m.	6h. 27m.

Moon's Phases

	d.	h.	m.	
Full Moon	6	3	47	P.M.
Last Quarter	14	6	20	P.M.
New Moon	21	0	38	P.M.
First Quarter	28	6	40	A.M.

Hongkong Temperature

	1920	1921
Maximum	85.6	84.4
Minimum	77.6	76.8
Mean	81.2	80.0

Barometer, 1921

Mean 29.86

1920	Rainfall	1921
11.750 inches		12.100 inches

Days of Week	Days of Month	7 & 8 Moons	Chronology of Remarkable Events
Fri.	1	10	Foundation stone of Gap Rock lighthouse, near Hongkong, laid, 1890. Chinese Imperial Decree published announcing a decision to grant Constitutional Government. Extensive floods in Shantung, 1914.
Satur.	2	11	Arrival of the "Vega" at Yokohama after having discovered the North-East Passage, 1879. Kiaochau declared a free port, 1898. Japanese occupied Lioa-yang, capturing vast stores of ammunition and provisions, 1904.
Sun.	3	12	Hongkong Plague proclamation revoked, 1894. Disastrous floods at Shanghai, 1904.
Mon.	4	13	Attack on the forts at Shimonoseki, Japan, by the allied fleets under Admiral Kuper, 1864 Anglo-Chinese Commercial Treaty signed, 1902.
Tues.	5	14	
Wed.	6	15	H.R.H. Prince Alfred received by the Mikado of Japan, 1860. Chinese Court left Hsianfu on the way to Peking, 1901. Assassination of Mr. McKinley, President of the U.S.A., 1901. Sir James Mackay's Treaty with China signed, 1902.
Thurs.	7	16	Attack on Dr. Greig, near Kirin, by soldiers, 1891.
Fri.	8	17	Great typhoon in Hongkong, 1867. H.I.H. Prince Tsai Hsun visits Hongkong, 1909.
Satur.	9	18	Sir Hercules Robinson assumed the government of Hongkong, 1859. Floods near Swatow rendering a million people destitute, 1911. Riots in Szechuan to protest against the use of foreign capital for railway construction, 1911. Helena May Institute, Hongkong, opened, 1916. Chinese Government announces its intention to assume the administration of Russian Concessions and Russian Government property in China, 1920.
Sun.	10	19	Riot by Chinese mob at Canton; great destruction of houses and property in Shameen, 1883. British gunboat "Wasp" left Singapore for Hongkong and seen no more, 1887. Death of Sir Claud MacDonald, former Minister at Peking and Tokio, 1915.
Mon.	11	20	Public meeting of foreign residents at Yokohama to protest against proposed new Treaty with Japan, 1890. Japanese flagship "Mikasa" foundered as the result of an explosion in Sasebo harbour, with a loss of 599 men, 1905.
Tues.	12	21	Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang, 1876.
Wed.	13	22	Public Meeting in Hongkong with reference to the blockade of the port by the Chinese Customs' cruisers, 1874. Severe typhoon in Southern Japan, 1891. Funeral of Emperor Mutsuhito, 1912.
Thurs.	14	23	Chinese transport "Waylee" driven ashore on Pescadores, upwards of 370 lives lost, 1887. Pingyang captured by the Japanese, 1894.
Fri.	15	24	New Convention between Germany and China ratified at Peking, 1881.
Satur.	16	25	The battle of the Yalu, in which the Chinese were defeated by the Japanese, losing five vessels, 1894.
Sun.	17	26	Destruction by fire of the Temple of Heaven, Peking, 1889. Loss in Kii Channel, near Kobe, of the Turkish frigate "Ertogrul," with 567 lives, 1890.
Mon.	18	27	Typhoon at Hongkong, the most disastrous in the Colony's history, 1906.
Tues.	19	28	Allied Generalissimo reached Hongkong, 1900. Riots at Kumchuk, Kwangtung, 1900. Farewell parade of Hongkong Police Reserve, formed during the war, 1919.
Wed.	20	29	
Thurs.	21	1	Count von Waldersee reached Shanghai 1900. Sir Robert Hart died, 1911. Typhoon at Swatow, 1891
Fri.	22	2	Chinese Govt. signed a contract with Messrs. Samuel & Co., of London, for a loan of $10,000,000 for the development of Hankow, 1914. Appeal at Government House for $1,500,000 to meet immediate needs of Hongkong University, 1919.
Satur.	23	3	U. S. brig "Lubra" taken by pirates, 1866. Terrific typhoon in Hongkong and Macao, many thousands of lives lost, 1874. Hongkong Volunteer Reserve Association inaugurated 1904. Prize Court in Hongkong condemned H.A.L. "Frisia" captured by H.M.S. "Triumph", 1914.
Sun.	24		H.M.S. "Rattler" lost off Japan, 1868. Piratical attack on the German barque "Apenrade," near Macao, 1869. The Satsuma rebels in Japan routed with great slaughter, their leader, Saigo, killed, and the insurrection suppressed, 1877. Bomb thrown at Chinese Commissioners when about to leave Peking for Europe, 1905.
Mon.	25	5	Arrival of Governor Sir Henry A. Blake in Hongkong, 1898. Jubilee of Dr. A. H. Graves, missionary labours at Canton celebrated, 1906.
Tues.	26	6	Lord Napier arrived at Macao dangerously ill, 1834.
Wed.	27	7	Commissioner Lin degraded, 1840. Lord Kitchener in Hongkong, 1909.
Thurs.	28	8	Yellow River burst its banks in Honan; calamitous inundation, 1887. H.A.L. "Lydia" wrecked near Hainan Strait, 1910.
Fri.	29	9	Hurricane at Manila, causing immense damage to shipping, 1865. S.S. "Charterhouse" foundered in a typhoon off Hainan Head, 70 persons drowned, 1906.
Satur.	30	10	All the Bogue forts destroyed by the British fleet, 1841. S.S. "Hsiesho" sank after striking a mine in Pechili Gulf, 1905.

OCTOBER—31 DAYS

	Sunrise	Sunset
1st ...	...6h. 15m.	6h. 12m.
15th ...	...6h. 19m.	5h. 59m.

Moon's Phases

	d.	h.	m.	
Full Moon	6	8	58	A.M.
Last Quarter	14	5	55	A.M.
New Moon	20	9	40	P.M.
First Quarter	27	9	26	P.M.

Hongkong Temperature

	1920	1921
Maximum	...80.6	81.0
Minimum ...	...72.5	72.3
Mean	...76.1	75.8

Barometer, 1921

Mean 30.06

1920	Rainfall	1921
6.190 inches		0.395 inches

Days of Week	Days of Month	8 & 9 Moons	Chronology of Remarkable Events
Sun.	1	11	The "Hongkong Daily Press" started, 1857; its Diamond Jubilee celebrated in 1917 with publication of special souvenir number. Inauguration of Hongkong College of Medicine, 1887. Hyogo declared an open port, 1892. Gold Standard adopted in Japan, 1897. British Section, Canton-Kowloon Railway opened, 1910. Arrival in Hongkong of Sir R. E. Stubbs to assume the Governorship, 1919.
Mon.	2	12	Tamsui bombarded by French, 1884.
Tues.	3	13	Serious riot at Hongkong, 1884. Treaty between France and Siam signed at Bangkok, 1893. Withdrawal of British steamers from West River, 1900. Chinese National Assembly Inaugurated, 1910.
Wed.	4	14	Attack on foreigners at Wenchow, 1884. Terrible fire at Amoy, 1902. Typhoon at Hongkong, 1894. Canton-Kowloon Railway opened for through traffic, 1911. Foundation-stone of new wing to the Tung Wah Hospital, Hongkong, laid by H.E. The Governor to commemorate the Hospital's Jubilee, 1920.
Thurs.	5	15	French expedition left Chefoo for Corea, 1866. Arrival in Hongkong of Governor Sir William Des Vœux, 1887.
Fri.	6	16	Hongkong Government agreed to lend the Viceroy of Wuchang £1,100,000 to repurchase from an American syndicate the Canton-Hankow railway concession, 1905. H.R.H. Prince Alfred visited Peking, but not received by the Emperor, 1869. Great public meeting at Hongkong to consider increase of crime in Colony, 1878. Chinese Court left Kaifengfu on its way to Peking, 1901. Hongkong Legislative Council passed
Satur.	7	17	a Bill to prevent trading with the enemy, 1914.
Sun.	8	18	Supplementary Treaty signed at The Hague, 1848. French landing party at Tamsui repulsed, 1884. Battle of Shaho, Russo-Japanese War, commenced. Ended 25th in disastrous defeats of Russians; casualties 45,800 Russian; 15,879 Japanese, 1904.
Mon.	9	19	Shanghai captured, 1841. Chinhai taken, 1841. Official inspection of Tientsin-Kaiping Railway, 1888. Shanghai-Woosung Railway placed under Chinese control, 1904.
Tues.	10	20	Lord Napier died at Macao, 1834. Wreck off the Pescadores of the P. & O. str. "Bokhara," with loss of 125 lives, 1892. Yuan Shih Kai inaugurated President of the Chinese Republic, 1913.
Wed.	11	21	The first Chinese merchant str. ("Meifoo") left Hongkong for London with passengers to establish a Chinese firm there, 1881. Outbreak of revolution in China at Wuchang, 1911.
Thurs.	12	22	Revolt in the Philippines, 1872. Eight Chinese banks in Peking suspended payment, 1910.
Fri.	13	23	Ningpo occupied by British forces, 1841. First railway in Japan officially opened by the Mikado, 1872. Allies capture Paotingfu, 1900.
Satur.	14	24	Explosion on the Chinese trooper "Kungpai," loss of 500 lives, 1895.
Sun.	15	25	
Mon.	16	26	Khanghoa, in Corea, taken by the French, 1866. Train disaster between Harbin and Tsitsihar, resulting in many deaths, 1916.
Tues.	17	27	St. John's Cathedral, Hongkong, dedicated, 1842. Daring piracy on board the British str. "Greyhound," 1885.
Wed.	18	28	At a meeting of the Chartered Mercantile Bank of India, London and China, a scheme of reconstruction was approved, 1892.
Thurs.	19	29	Great fire in Hongkong, 1859. Great typhoon at Formosa, 1861. Japanese Government welcomed American Battleship Fleet, 1908.
Fri.	20	1	Terrific typhoon at Manila; enormous damage to property, 1882. The Shanghai and Woosung railway closed by the Chinese Government, 1877.
Satur.	21	2	H.R.H. Prince Alfred arrived at Shanghai, 1869. Cosmopolitan Dock opened, 1875.
Sun.	22	3	58 piratical vessels destroyed by Captains Hay and Wilcox, H.M. ships "Columbine" and "Fury," 1849. Hongkong Legislative Council voted $100,000 to the Prince of Wales National Relief Fund, 1914. Arms and ammunition consigned to India by Germans discovered at Shanghai, 1915.
Mon.	23	4	King Chulalongkorn of Siam died, 1910.
Tues.	24	5	Japanese cross the Yalu, 1894.
Wed.	25	6	Treaty of Whampoa between France and China signed, 1844. Kahding recaptured by the Allies, 1862.
Thurs.	26	7	Chin-lien-cheng taken by the Japanese, 1894.
Fri.	27	8	Serious earthquake in Central Japan, 7,500 persons killed, 1891. Attempted insurrection at Canton, 1895. Prince Adalbert of Prussia visited Hongkong, 1904. Massacre of four American Missionaries and a child at Linechow, 1905. Prince Ito assassinated at Harbin, 1909. Hon. Mr W. D. Barnes, Colonial Secretary of Hongkong, died suddenly whilst playing polo, 1911. Bomb thrown in Canton, killed 37 people, 1914.
Satur.	28	9	Note presented from the Powers to China advising the suspension of the monarchical movement, 1915.
Sun.	29	10	Portuguese frigate "D. Maria II." blown up at Macao, 1850.
Mon.	30	11	Great fire in Hongkong, 1866. Fenghuang taken by the Japanese, 1894. Chinese Government welcomed American Battleship Fleet at Amoy, 1908.
Tues.	31	12	H.R.H. Prince Alfred arrived at Hongkong, 1869. Talienwan occupied by Japanese, 1894.

NOVEMBER—30 DAYS

	Sunrise	Sunset
1st ...	...6h 27m.	5h. 47m.
15th ...	...6h. 36m.	5h. 40m.

Moon's Phases

	d.	h.	m.	
Full Moon	5	2	36	A.M.
Last Quarter	12	3	52	P.M.
New Moon	19	8	6	A.M.
First Quarter	26	4	15	P.M.

Hongkong Temperature

	1920	1921
Maximum	75.0	75.5
Minimum	67.4	65.6
Mean	70.9	69.8

Barometer, 1921

Mean 30.10

1920	Rainfall	1921
7.045 inches		0.220 inches

Days of Week	Days of Month	9 & 10 Moons	Chronology of Remarkable Events
Wed.	1	13	All Saints. The port of Quinhon, Annam, opened to foreign trade, 1876. Riotous disturbances at Hongkong connected with the boycott of Japanese goods, 1908. All Germans in Hongkong of Military age interned; others required to leave the Colony, 1914. Presidential mandate issued denouncing Sun Yat-sen, 1914.
Thurs.	2	14	Wreck of the U.S. cruiser "Charleston" off North Luzon. Wireless telegraph service opened between Macao and Hongkong, 1920.
Fri.	3	15	Great Britain commenced the first war with China by the Naval action of Chuen-pee, 1839.
Satur.	4	16	Hongkong Jockey Club formed, 1884. Pacific Mail S.S. withdrawn owing to the La Folette Seaman's Act coming into force in the U.S.A., 1915.
Sun.	5	17	Great fire at Macao, 500 houses burnt, 1834. Peking evacuated by the Allies, 1860. President Yuan Shih Kai proclaimed Kuomintang a seditious organisation and unseated 438 members of Parliament, 1913.
Mon.	6	18	English and French Treaties promulgated in the "Peking Gazette," 1860. Indo-China str. "Tingsang" wrecked in Haitan Straits.
Tues.	7	19	Fall of Tsingtao to Anglo-Japanese force, 1914.
Wed.	8	20	Death of Li Hung-chang, 1901.
Thurs.	9	21	The French repulsed in Corea, 1866. Celebration of Queen Victoria's Jubilee in Hongkong, 1887. Typhoon at Hongkong, 1900, H.M.S. "Sandpiper" and "Canton City" sunk. Independence of Kwangtung province announced, 1911. Twelve people killed by a bomb in Canton, 1914. German cruiser "Emden" destroyed by H.M.A.S. "Sydney" at Cocos Island, 1914.
Fri.	10	22	Statue of Sir Arthur Kennedy unveiled in the Botanic Gardens, Hongkong, 1887. Assassination of Admiral Tseng Ju-cheng at Shanghai, 1915. Coronation of Emperor Yoshihito of Japan, 1915.
Satur.	11	23	H.M.S. "Racehorse" wrecked off Chefoo in 1864. Death of M. Paul Bert, Resident General of Annam and Tonkin, 1886. New Chinese Tariff came into force, 1901. Disturbances at Shanghai, following measures to prevent a plague epidemic, 1910.
Sun.	12	24	Hongkong first lighted by gas, 1864. The Foreign Ministers had audience within the Palace, Peking, 1894.
Mon.	13	25	Earthquake at Shanghai, 1847. Macao Boundary Delimitation Conference at Hongkong interrupted, 1909.
Tues.	14	26	Convention signed between Russia and China, 1860. Celebration of Shanghai Jubilee, 1893. Germans took possession of Kiaochau Bay, 1897. Death of the Chinese Emperor Kwang Hsu, 1908. Armistice celebrations in Hongkong, 1918.
Wed.	15	27	H. M. gunboat "Gnat" lost on the Palawan, 1868. Opening of Canton-Fatshan Railway, 1903. Death of the Chinese Empress Dowager Tze Au, 1908.
Thurs.	16	28	Shanghai opened to foreign commerce, 1843. Celebration of Shanghai Jubilee, 1893.
Fri.	17	29	Great fire in Hongkong, 1867. First section Shanghai-Nanking railway to Naziang opened. General strike of printers commenced in Hongkong, 1911.
Satur.	18	30	Important Harbour Improvement works at Macao announced, involving an expenditure of over ten million dollars, 1920.
Sun.	19	1	Terrific gunpowder explosion at Amoy; upwards of 800 houses destroyed and several hundred lives lost, 1887. Jesuit fathers expelled from Macao, 1910.
Mon.	20	2	Portuguese Custom House at Macao closed, 1845. Lord Elgin died, 1863.
Tues.	21	3	Port Arthur taken by the Japanese, 1894. Departure of Governor Sir Henry Blake from Hongkong, 1903. Rebels repulsed at Hankow, 1911.
Wed.	22	4	Terrible boiler explosion on board the str. "Yesso" in H.K. harbour, 86 lives lost, 1877. Resignation *en bloc* of unofficial members of Hongkong Licensing Board as a protest against the action of the Executive in restoring the licences of the Peak and Grand Hotels, 1915.
Thurs.	23	5	
Fri.	24	6	Chinese commenced boycott of trams in Hongkong which lasted seven weeks, 1912. Death of the Hon. Mr. E. A. Hewett, C.M.G., member of the Executive and Legislative Councils of Hongkong, 1915.
Sat.	25	7	Capture of Anping, Formosa, 1868. Treaty between Portugal and China signed, 1871, Imperial Diet of Japan met for the first time, 1890. Terrible floods in Chihli; Hongkong voted $100,000 towards relief of distress, 1916.
Sun.	26	8	Edict issued by the Viceroy of Canton forbidding trade with British ships, 1839.
Mon.	27	9	M. Thiers accepts the apology of Ch'ung How, the Chinese Ambassador, for the murder of the French at Tientsin (June 21st, 1870), 1871.
Tues.	28	10	Foreign factories burnt at Canton, 1856. Great fire in Hongkong, 1867. Blake Pier, Hongkong, opened, 1900.
Wed.	29	11	Opening of the Japanese Diet at Tokyo by the Emperor in person, 1890. Revolt of troops at Macao, 1910.
Thurs.	30	12	St. Andrew's Day. St. Joseph's Church, Hongkong, consecrated, 1872. The Japanese cruiser "Chishima Kan" sunk in collision with the P. & O. steamer "Ravenna" in the Inland Sea, 61 lives lost, 1892. Armistice arranged between Chinese Revolutionists and Imperialists, 1911.

DECEMBER—31 DAYS

	Sunrise	Sunset
1st ...	...6h. 47m.	5h. 38m.
15th ...	...6h. 56m.	5h. 41m.
31st ...	...7h. 03m.	5h. 49m.

Moon's Phases

	d.	h.	m.	
Full Moon	4	7	24	P.M.
Last Quarter	12	0	41	A.M.
New Moon	18	8	20	P.M.
First Quarter	26	1	53	P.M.

Hongkong Temperature

	1920	1921
Maximum	...68.7	69.3
Minimum	...61.3	61.3
Mean	...64.8	64.5

Barometer, 1920

Mean 30.16

1920 Rainfall 1921

1.810 inches 0.220 inches

Days of Week	Days of Month	10 & 11 Moons	Chronology of Remarkable Events
Fri.	1	13	Queen Alexandra born, 1844.
Satur.	2	14	Large public meeting at City Hall, Hongkong, approves of new Club for joint use of civilans, and services under Y.M.C.A. management, as the main War Memorial of the Colony, 1920.
Sun.	3	15	1st in Advent. S. Francis Xavier died on Sanchoan, 1552.
Mon.	4	16	First census of Hongkong taken, population 15,000, 1841.
Tues.	5	17	Six foreigners killed at Wang-chuh-ki, 1847. Soochow re-taken by the Imperialists under General Gordon, 1863. The Japanese warship "Unebi-kan" left Singapore and not heard of again, 1886.
Wed.	6	18	
Thurs.	7	19	European factories at Canton destroyed by a mob, 1842. Foundation-stone of new Portuguese Club in Duddell Street, Hongkong, laid by H.E. The Governor of Macao, 1920.
Fri.	8	20	
Satur.	9	21	Ningpo captured by the Taipings, 1861. Consecration of new Pei-tang Cathedral, Peking, 1888. Piratical attack on Portuguese str. *American*, near Macao, the captain being killed, 1913.
Sun.	10	22	2nd in Advent. Piracy on board the Douglas str. "Namoa," five hours after leaving Hongkong. Captain Pocock and three others murdered and several seriously wounded, 1890. Arrival in Hongkong of Governor Sir William Robinson, 1891.
Mon.	11	23	Indemnity paid by Prince of Satsuma, 1863. Admiral Bell, U.S.N., drowned at Osaka, 1867.
Tues.	12	24	Imperial Decree stating that the Foreign Ministers at Peking are to be received in audience every New Year, 1890.
Wed.	13	25	French flag hauled down from the Consulate at Canton by Chinese, 1832. First Reception of foreign ladies by the Empress Dowager of China, 1898. President Yuan Shih-kai invited to ascend the Dragon Throne of China by a unanimous vote of the provincial delegates at Peking, 1915.
Thurs.	14	26	
Fri.	15	27	All Roman Catholic Priests (not Portuguese) expelled from Macao, 1838. Hongkong Prize Court condemned German steamer "Tannenfels," seized as a Prize by the destroyer "Chelmer," 1914.
Satur.	16	28	Memorial Stone of New Harbour of Refuge at Mongkoktsui laid by the H. E. Governor, 1915.
Sun.	17	29	3rd in Advent. United States District Court for China opened at Shanghai, 1906. Sir W. Des Vœux, formerly Governor of Hongkong, died, 1909. H.E. Sir R. Stubbs inspects Hongkong Defence Corps on its last parade, 1919. Coastal shipping strike at Hongkong, 1919.
Mon.	18	1	Sir Hugh Gough and the Eastern Expedition left China, 1842.
Tues.	19	2	
Wed.	20	3	Arrival of Princes Albert Victor and George of Wales at Hongkong in the "Bacchante," 1881. Two cotton mills destroyed by fire at Osaka, 120 persons burnt to death, 1893. Tuan Fane murdered, 1911.
Thurs.	21	4	Steam navigation first attempted, 1736.
Fri.	22	5	Two Mandarins arrived at Macao with secret orders to watch the movements of Plenipotentiary Elliot, 1836.
Satur.	23	6	Sir Henry May, of Hongkong, appointed Governor of Fiji, 1910. One million dollars worth of forged Chinese banknotes seized in Hongkong, 1912. President Yuan Shih-kai performed the Worship of Heaven, 1914.
Sun.	24	7	4th in Advent. British Consulate at Shanghai destroyed by fire, 1870.
Mon.	25	8	Christmas Day. Great fire in Hongkong, 368 houses destroyed, immense destruction of property, 1878.
Tues.	26	9	Bank Holiday. St. Stephen. Great fire at Tokyo, 11,000 houses destroyed, 26 lives lost, 1897.
Wed.	27	10	Dedication of Hongkong Masonic Hall, 1865.
Thurs.	28	11	Canton bombarded by Allied forces of Great Britain and France, 1857.
Fri.	29	12	
Satur.	30	13	
Sun.	31	14	Dr. Sun Yat Sen elected Provisional President of the Republic of China, 1911.

1922	Sin-Yiu	
Jan.	XII. Moon	
6	9	Slight Cold.
17	20	Festival of Lu Pàn, the patron saint of carpenters and masons. He is said to have been a contemporary of Confucius. Among the many stories related of his ingenuity it is said that, on account of his father having been put to death by the men of Wu, he carved the effigy of one of the genii with one of its hands stretched towards Wu, when, in consequence, drought prevailed for three years. On being supplicated and presented with gifts from Wu, he cut off the hand, and rain immediately fell. On this day carpenters refuse to work.
20	23	Worship of the god of the hearth at nightfall.
21	24	Great Cold. The god of the hearth reports to heaven.
	I. Moon.	
28	1	Chinese New Year's Day.
Feb.		
4	8	Beginning of Spring.
6	10	Fête day of the Spirits of the Ground.
11	15	Feast of Lanterns, Fête of Shang-yuen, ruler of heaven.
12	16	Fête of Shen and Ts'ai, the two guardians of the door. Auspicious day for praying for wealth and offspring, as well as for rain.
	II. Moon.	
27	1	Fête day of the Supreme Judge in the Courts of Hades.
28	2	Mencius born, B.C. 371. Spring worship of the gods of the land and grain
Mar.		
1	3	Fête of the god of literature, worshipped by students.
11	13	Fête day of Hung-shing, god of the Canton river, powerful to preserve people from drowning, and for sending rain in times of drought.
13	15	Birthday of Lao Tsze, founder of Tauism, B.C. 604.
17	19	Fête of Kwanyin, goddess of mercy.
21	23	Vernal Equinox.
	III. Moon.	
30	3	Fête of Hiuen T'ien Shang-ti, the supreme ruler of the sombre heavens and of Peh-te, Tauist god of the North Pole.
Apr.		
5	9	Tsing-ming or Tomb Festival.
11	15	Fête of I-ling, a deified physician, and of the god of the Sombre Altar, worshipped on behalf of sick children.
14	18	Fête of Heu Tu, the goddess worshipped behind graves, of the god of the Central mountain, and of the three brothers.
19	23	Fête of Tien Heu, Queen of Heaven, Holy mother, goddess of sailors.
22	26	Fête of Tsz Sun, goddess of progeny.
24	28	National Festival of Ts'ang Kieh, inventor of writing.
	IV. Moon.	
30	4	Fête of the Bodhisattva Mandjushri; worshipped on behalf of the dead.
May 4	8	Fête of San Kai, ruler of heaven, of earth, and of Hades; also a fête of Buddha.
6	10	Beginning of Summer. Fête of the dragon spirits of the ground.
7	11	Anniversary of the death of Confucius
10	14	Fête of Lü Sien, Tauist patriarch, worshipped by barbers.
13	17	Fête of Kin Hwa, the Cantonese goddess of parturition.
16	20	Fête of the goddess of the blind.
24	28	Fête of Yoh Wang, the Tauist god of medicine.
	V. Moon.	
27	1	Fête of the god of the South Pole.
31	5	National fête day. Dragon boat festival and boat races. On this day the Cantonese frantically paddle about in long narrow boats much ornamented. The festival is called Pa Lung Shun or Tiu Wat Uen, and is held to commemorate the death of Wat Uen, who drowned himself about B.C. 500, for his master the prince of Tsó refused to accept his faithful advice.
June		
6	11	National fête of Sheng Wang, the tutelary god of walled towns.
8	13	National fête of Kwân Ti, god of war, and of his son General Kwan.
11	16	Anniversary of the Formation of Heaven and Earth. Fête of Chang Tao-ling (A.D. 34), ancient head of the Tauist sect. His descendants still continue to claim the headship. It is said "the succession is perpetuated by the transmigration of the soul of each successor of Chang Tao-ling, on his decease, to the body of some youthful member of the family, whose heirship is supernaturally revealed as soon as the miracle is effected." Fête Shakyamuni Buddha, the founder of Buddhism.
22	27	Summer Solstice.

July	Int. V. Moon	
8	14	Slight Heat.
	VI. Moon.	
24	1	Great Heat.
Aug. 8	16	Beginning of Autumn.
11	19	Fête of the Goddess of Mercy.
16	24	Anniversary of Kwan Ti's ascent to heaven. Fete of Chuh Yung, the spirit of fire; and of the god of thunder.
	VII. Moon.	
23	1	*First day of the seventh moon.* During this moon is held the festival of all souls, when Buddhist and Tauist priests read masses to release souls from purgatory, scatter rice to feed starving ghosts, recite magic incantations accompanied by finger play imitating mystic Sanskrit characters which are supposed to comfort souls in purgatory, burn paper clothes for the benefit of the souls of the drowned, and visit family shrines to pray on behalf of the deceased members of the family. Exhibitions of groupe of statuettes, dwarf plants, silk festoons, and ancestral tablets are combined with these ceremonies, which are enlivened by music and fireworks. Fête day of Lao Tszu, the founder of Tauism.
24	2	Heat Abating
29	7	Fête of the god of Ursa Major, worshipped by scholars and of the seven goddesses of the Pleiades, worshipped by women.
Sept. 6	15	Fête of Chung Yuen, god of the element earth.
8	17	White Dew.
9	18	Fête of the three gods of heaven, of earth, and of water, and of the five attendant sacrificial spirits.
11	20	Fête of Chang Fi, A.D. 220. A leader of the wars during the Three Kingdoms. He is said to have been at first a butcher and wine seller. After many heroic exploits, he perished by the hand of an assassin.
13	22	Fête of the god of wealth.
15	24	Fête of Hü Sün-ping, a Tauist hermit.
20	29	Fête of Ti Ts'ang-wang, the patron of departed spirits.
	VIII. Moon.	
21	1	Fête of Hü Sun, a deified physician, worshipped by doctors, and of Kin Kiah (god of the golden armour) worshipped by the *literati.*
22	2	Fête of the gods of land and grain.
23	3	Descent of the star god of the northern measure, and fête of the god of the hearth.
24	4	Autumnal Equinox.
Oct. 5	15	National fête day. Worship of the moon, and Feast of Lanterns.
9	19	Cold Dew.
15	25	Fête of the god of the Sun.
17	27	Fête of Confucius (born 552 B.C.), the founder of Chinese ethics and politics.
	IX. Moon.	
20	1	Descent of the Star gods of the northern and southern measures from the 1st to the 9th day inclusive.
24	5	Frost Descent.
28	9	Fête of Kwan Ti, the god of war; kite-flying day. Fête of Tung, a ruler in Hades.
30	11	Fête of Yen Hwui, the favourite disciple of Confucius.
Nov. 3	15	National fête of Shu Hi (A.D. 1130-1200), the most eminent of the later Chinese philosophers whose commentaries on the Chinese classics have formed for centuries the recognized standard of orthodoxy.
4	16	Fête of the god of the loom.
5	17	Fêtes of the god of wealth; of Koh Hung, one of the most celebrated of Tauist doctors and adepts in alchemy; and of the golden dragon king.
6	18	Fête of Tsü Shêng, one of the reputed inventors of writing.
8	20	Beginning of Winter.
16	28	Fête day of Hwa Kwang, the god of fire, and Ma, a deified physician.
	X. Moon.	
21	3	Fête of the three brothers San Mao.
23	5	Slight Snow
Dec. 3	15	Fêtes of Ha Yuen, the god of water; of the god of small-pox; and of the god and goddess of the bedstead.
8	20	Heavy Snow.
	XI. Moon.	
22	5	Winter Solstice.
23	6	Fête day of Yuh Hwang, the higher god of the Tauist pantheon.

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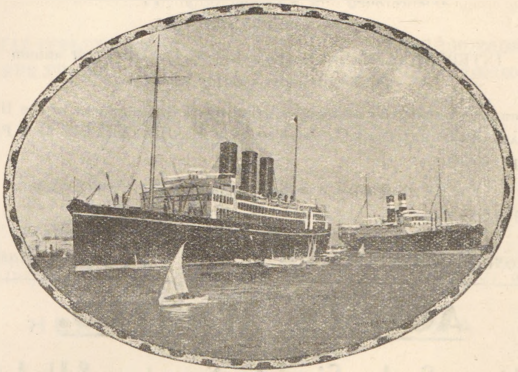

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GREAT BRITAIN

TREATY BETWEEN HER MAJESTY AND THE EMPEROR OF CHINA

SIGNED, IN THE ENGLISH AND CHINESE LANGUAGES, AT NANKING, 29TH AUGUST, 1842

Ratifications Exchanged at Hongkong, 26th June, 1843

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and His Majesty the Emperor of China, being desirous of putting an end to the misunderstandings and consequent hostilities which have arisen between the two countries, have resolved to conclude a treaty for that purpose, and have therefore named as their Plenipotentiaries, that is to say: Her Majesty the Queen of Great Britain and Ireland, Sir Henry Pottinger, Bart., a Major-General in the Service of the East India Company, &c.; and His Imperial Majesty the Emperor of China, the High Commissioners Ke-ying, a Member of the Imperial House, a Guardian of the Crown Prince, and General of the Garrison of Canton: and Ilipoo, of the Imperial Kindred, graciously permitted to wear the insignia of the first rank, and the distinction of a peacock's feather, lately Minister and Governor-General, &c., and now Lieut.-General commanding at Chapoo—Who, after having communicated to each other their respective full powers, and found them to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—There shall henceforward be peace and friendship between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and His Majesty the Emperor of China, and between their respective subjects, who shall enjoy full security and protection for their persons and property within the dominions of the other.

Art. II.—His Majesty the Emperor of China agrees that British subjects, with their families and establishments, shall be allowed to reside, for the purpose of carrying on their mercantile pursuits, without molestation or restraint, at the cities and towns of Canton, Amoy, Foochow-foo, Ningpo, and Shanghai; and Her Majesty the Queen of Great Britain, &c., will appoint superintendents, or consular officers, to reside at each of the above-named cities or towns, to be the medium of communication between the Chinese authorities and the said merchants, and to see that the just duties and other dues of the Chinese Government, as hereinafter provided for, are duly discharged by Her Britannic Majesty's subjects.

Art. III.—It being obviously necessary and desirable that British subjects should have some port whereat they may careen and refit their ships when required, and keep stores for that purpose, His Majesty the Emperor of China cedes to Her Majesty the Queen of Great Britain, &c., the Island of Hongkong to be possessed in perpetuity by Her Britannic Majesty, her heirs, and successors, and to be governed by such laws and regulations as Her Majesty the Queen of Great Britain, &c., shall see fit to direct.

Art. IV.—The Emperor of China agrees to pay the sum of six millions of dollars, as the value of the opium which was delivered up at Canton in the month of March, 1839, as a ransom for the lives of Her Britannic Majesty's Superintendent and subjects who had been imprisoned and threatened with death by the Chinese high officers.

Art. V.—The Government of China having compelled the British merchants trading at Canton to deal exclusively with certain Chinese merchants, called Hong merchants (or Co-Hong), who had been licensed by the Chinese Government for this purpose, the Emperor of China agrees to abolish that practice in future at all ports where British merchants may reside, and to permit them to carry on their mercantile transactions with whatever persons they please; and His Imperial Majesty further agrees to pay to the British Government the sum of three millions of dollars, on account of debts due

to British subjects by some of the said Hong merchants, or Co-Hong, who have become insolvent, and who owe very large sums of money to subjects of Her Britannic Majesty.

Art. VI.—The Government of Her Britannic Majesty having been obliged to send out an expedition to demand and obtain redress for the violent and unjust proceeding, of the Chinese high authorities towards Her Britannic Majesty's officers and subjects the Emperor of China agrees to pay the sum of twelve millions of dollars, on account of expenses incurred; and Her Britannic Majesty's plenipotentiary voluntarily agrees, on behalf of Her Majesty, to deduct from the said amount of twelve millions of dollars, any sums which may have been received by Her Majesty's combined forces, as ransom for cities and towns in China, subsequent to the 1st day of August, 1841.

Art. VII.—It is agreed that the total amount of twenty-one millions of dollars, described in the three preceding Articles, shall be paid as follows:—

Six millions immediately.

Six millions in 1843; that is, three millions on or before the 30th June, and three millions on or before 31st of December.

Five millions in 1844; that is, two millions and a half on or before the 30th of June, and two millions and a half on or before the 31st of December.

Four millions in 1845; that is, two millions on or before 30th of June, and two millions on or before the 31st of December.

And it is further stipulated that interest at the rate of 5 per cent. per annum, shall be paid by the Government of China on any portion of the above sums that are not punctually discharged at the periods fixed.

Art. VIII.—The Emperor of China agrees to release, unconditionally, all subjects of Her Britannic Majesty (whether natives of Europe or India), who may be in confinement at this moment in any part of the Chinese Empire.

Art. IX.—The Emperor of China agrees to publish and promulgate, under his imperial sign manual and seal, a full and entire amnesty and act of indemnity to all subjects of China, on account of their having resided under, or having had dealings and intercourse with, or having entered the service of Her Britannic Majesty, or of Her Majesty's officers; and His Imperial Majesty further engages to release all Chinese subjects who may be at this moment in confinement for similar reasons.

Art. X.—His Majesty the Emperor of China agrees to establish at all the ports which are, by Article II. of this Treaty, to be thrown open for the resort of British merchants, a fair and regular tariff of export and import customs and other dues, which tariff shall be publicly notified and promulgated for general information; and the Emperor further engages that, when British merchants shall have once paid at any of the said ports the regulated customs and dues, agreeable of the tariff to be hereafter fixed, such merchandise may be conveyed by Chinese merchants to any province or city in the interior of the empire of China, on paying a further amount of transit duties, which shall not exceed —— per cent. on the tariff value of such goods.

Art. XI.—It is agreed that Her Britannic Majesty's chief high officer in China shall correspond with the Chinese high officers, both at the capital and in the provinces, under the term "communication"; the subordinate British officers and Chinese high officers in the provinces under the term "statement," on the part of the former, and on the part of the latter, "declaration," and the subordinates of both countries on a footing of perfect equality; merchants and others not holding official situations, and therefore not included in the above, on both sides for use the term "representation" in all papers addressed to, or intended for, the notice of the respective Governments.

Art. XII.—On the assent of the Emperor of China to this Treaty being received, and the discharge of the first instalment of money, Her Britannic Majesty's forces will retire from Nanking and the Grand Canal, and will no longer molest or stop the trade of China. The military post at Chinhae will also be withdrawn, but the island of Koolangsoo, and that of Chusan, will continue to be held by Her Majesty's forces until the money payments, and the arrangements for opening the ports to British merchants, be completed.

Art. XIII.—The ratifications of this Treaty by Her Majesty the Queen of Great Britain, &c., and His Majesty the Emperor of China, shall be exchanged as soon as the great distance which separates England from China will admit; but, in the meantime, counterpart copies of it, signed and sealed by the Plenipotentiaries on behalf of their respective Sovereigns, shall be mutually delivered, and all its provisions and arrangements shall take effect.

Done at Nanking, and signed and sealed by the Plenipotentiaries on board Her Britannic Majesty's ship *Cornwallis* this 29th day of August, 1842; corresponding with the Chinese date, twenty-fourth day of the seventh month, in the twenty-second year of Taou Kwang.

HENRY POTTINGER,
Her Majesty's Plenipotentiary.

And signed by the seals of four Chinese Commissioners.

TIENTSIN TREATY, 1858

Ratifications exchanged at Peking, 24th October, 1860

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and His Majesty the Emperor of China, being desirous to put an end to the existing misunderstanding between the two countries and to place their relations on a more satisfactory footing in future, have resolved to proceed to a revision and improvement of the Treaties existing between them; and, for that purpose, have named as their Plenipotentiaries, that is to say:—

Her Majesty the Queen of Great Britain and Ireland, the Right Honourable the Earl of Elgin and Kincardine, a Peer of the United Kingdom, and Knight of the Most Ancient and Most Noble Order of the Thistle.

And His Majesty the Emperor of China, the High Commissioner Kweiliang, a Senior Chief Secretary of State, styled of the East Cabinet, Captain-General of the Plain White Banner of the Manchu Banner force, Superintendent-General of the Administration of Criminal Law; and Hwashana, one of His Imperial Majesty's Expositors of the Classics, Manchu President of the Office for the Regulation of the Civil Establishment, Captain-General of the Bordered Blue Banner of the Chinese Banner Force, and Visitor of the Office of Interpretation:

Who, after having communicated to each other their respective full powers and found them to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—The Treaty of Peace and Amity between the two nations signed at Nanking on the twenty-ninth day of August, in the year eighteen hundred and forty-two, is hereby renewed and confirmed.

The supplementary Treaty and General Regulations of Trade having been amended and improved, and the substance of their provisions having been incorporated in this Treaty, the said Supplementary Treaty and General Regulations of Trade are hereby abrogated.

Art. II.—For the better preservation of harmony in future, Her Majesty the Queen of Great Britain and His Majesty the Emperor of China mutually agree that, in accordance with the universal practice of great and friendly nations, Her Majesty the Queen may, if she see fit, appoint Ambassadors, Ministers, or other Diplomatic Agents to the Court of Peking; and His Majesty the Emperor of China may, in like manner, if he see fit, appoint Ambassadors, Ministers, or other Diplomatic Agents to the Court of St. James.

Art. III.—His Majesty the Emperor of China hereby agrees that the Ambassador, Minister, or other Diplomatic Agent, so appointed by Her Majesty the Queen of Great Britain, may reside, with his family and establishment, permanently at the capital, or may visit it occasionally at the option of the British Government. He

shall not be called upon to perform any ceremony derogatory to him as representing the Sovereign of an independent nation on a footing of equality with that of China, On the other hand, he shall use the same forms of ceremony and respect to His Majesty the Emperor as are employed by the Ambassadors, Ministers, or Diplomatic Agents of Her Majesty towards the Sovereigns of independent and equal European nations.

It is further agreed, that Her Majesty's Government may acquire at Peking a site for building, or may hire houses for the accommodation of Her Majesty's Mission, and the Chinese Government will assist it in so doing.

Her Majesty's Representative shall be at liberty to choose his own servants and attendants, who shall not be subject to any kind of molestation whatever.

Any person guilty of disrespect or violence to Her Majesty's Representative, or to any member of his family or establishment, in deed or word, shall be severely punished.

Art. IV.—It is further agreed that no obstacle or difficulty shall be made to the free movements of Her Majesty's Representative, and that he and the persons of his suite may come and go, and travel at their pleasure. He shall, moreover, have full liberty to send and receive his correspondence to and from any point on the sea-coast that he may select, and his letters and effects shall be held sacred and inviolable. He may employ, for their transmission, special couriers, who shall meet with the same protection and facilities for travelling as the persons employed in carrying despatches for the Imperial Government; and, generally, he shall enjoy the same privileges as are accorded to officers of the same rank by the usage and consent of Western nations.

All expenses attending the Diplomatic Mission of Great Britain shall be borne by the British Government.

Art. V.—His Majesty the Emperor of China agrees to nominate one of the Secretaries of State, or a President of one of the Boards, as the high officer with whom the Ambassador, Minister, or other Diplomatic Agent of Her Majesty the Queen shall transact business, either personally or in writing, on a footing of perfect equality.

Art. VI.—Her Majesty the Queen of Great Britain agrees that the privileges hereby secured shall be enjoyed in her dominions by the Ambassador, Minister, or Diplomatic Agent of the Emperor of China, accredited to the Court of Her Majesty.

Art. VII.—Her Majesty the Queen may appoint one or more Consuls in the dominions of the Emperor of China; and such Consul or Consuls shall be at liberty to reside in any of the open ports or cities of China as Her Majesty the Queen may consider most expedient for the interests of British commerce. They shall be treated with due respect by the Chinese authorities, and enjoy the same privileges and immunities as the Consular Officers of the most favoured nation.

Consuls and Vice-Consuls in charge shall rank with Intendants of Circuit; Vice-Consuls, Acting Vice-Consuls, and Interpreters, with Prefects. They shall have access to the official residences of these officers, and communicate with them, either personally or in writing, on a footing of equality, as the interests of the public service may require.

Art. VIII.—The Christian religion, as professed by Protestants or Roman Catholics, inculcates the practice of virtue, and teaches man to do as he would be done by. Persons teaching it or professing it, therefore, shall alike be entitled to the protection of the Chinese authorities, nor shall any such, peaceably pursuing their calling and not offending against the laws, be persecuted or interfered with.

Art. IX.—British subjects are hereby authorised to travel, for their pleasure or for purposes of trade, to all parts of the interior under passports which will be issued by their Consuls, and countersigned by the local authorities. These passports, if demanded, must be produced for examination in the localities passed through. If the passport be not irregular, the bearer will be allowed to proceed, and no opposition shall be offered to his hiring persons, or hiring vessels for the carriage of his baggage or merchandise. If he be without a passport, or if he commit any offence against the law, he shall be handed over to the nearest Consul for punishment, but he must not be subjected to any ill-usage in excess of necessary restraint. No passport need be applied for by persons going on excursions from the ports open to trade to a distance not exceeding 100 *li*, and for a period not exceeding five days.

The provisions of this Article do not apply to crews of ships, for the due restraint of whom regulations will be drawn up by the Consul and the local authorities.

To Nanking, and other cities, disturbed by persons in arms against the Government, no pass shall be given, until they shall have been recaptured.

Art. X.—British merchant ships shall have authority to trade upon the Great River (Yangtsze). The Upper and Lower Valley of the river being, however, disturbed by outlaws, no port shall be for the present opened to trade, with the exception of Chinkiang, which shall be opened in a year from the date of the signing of this Treaty.

So soon as peace shall have been restored, British vessels shall also be admitted to trade at such ports as far as Hankow, not exceeding three in number, as the British Minister, after consultation with the Chinese Secretary of State, may determine shall be ports of entry and discharge.

Art. XI.—In addition to the cities and towns of Canton, Amoy, Foochow, Ningpo, and Shanghai, opened by the Treaty of Nanking, it is agreed that British subjects may frequent the cities and ports of Newchwang, Tangchow (Chefoo), Taiwan (Formosa), Chao-chow (Swatow), and Kiung-chow (Hainan).

They are permitted to carry on trade with whomsoever they please, and to proceed to and fro at pleasure with their vessels and merchandise.

They shall enjoy the same privileges, advantages, and immunities at the said towns and ports as they enjoy at the ports already open to trade, including the right of residence, buying or renting houses, of leasing land therein, and of building churches, hospitals and cemeteries.

Art. XII.—British subjects, whether at the ports or at other places, desiring to build or open houses, warehouses, churches, hospitals, or burial grounds, shall make their agreement for the land or buildings they require, at the rates prevailing among the people, equitably and without exaction on either side.

Art. XIII.—The Chinese Government will place no restrictions whatever upon the employment, by British subjects, of Chinese subjects in any lawful capacity.

Art. XIV.—British subjects may hire whatever boats they please for the transport of goods or passengers, and the sum to be paid for such boats shall be settled between the parties themselves, without the interference of the Chinese Government. The number of these boats shall not be limited, nor shall a monopoly in respect either of the boats or of the porters or coolies engaged in carrying the goods be granted to any parties. If any smuggling takes place in them the offenders will, of course, be punished according to law.

Art. XV.—All questions in regard to rights, whether of property or person, arising between British subjects, shall be subject to the jurisdiction of the British authorities.

Art. XVI.—Chinese subjects who may be guilty of any criminal act towards British subjects shall be arrested and punished by the Chinese authorities according to the laws of China.

British subjects who may commit any crime in China shall be tried and punished by the Consul, or other public functionary authorised thereto, according to the laws of Great Britain.

Justice shall be equitably and impartially administered on both sides.

Art. XVII.—A British subject, having reason to complain of Chinese, must proceed to the Consulate and state his grievance. The Consul will inquire into the merits of the case, and do his utmost to arrange it amicably. In like manner, if a Chinese have reason to complain of a British subject, the Consul shall no less listen to his complaint, and endeavour to settle it in a friendly manner. If disputes take place of such a nature that the Consul cannot arrange them amicably, then he shall request the assistance of the Chinese authorities, that they may together examine into the merits of the case, and decide it equitably.

Art. XVIII.—The Chinese authorities shall at all times afford the fullest protection to the persons and property of British subjects, whenever these shall have been subjected to insult or violence. In all cases of incendiarism or robbery, the local authorities shall at once take the necessary steps for the recovery of the stolen

property, the suppression of disorder, and the arrest of the guilty parties, whom they will punish according to law.

Art. XIX.—If any British merchant-vessel, while within Chinese waters, be plundered by robbers or pirates, it shall be the duty of the Chinese authorities to use every endeavour to capture and punish the said robbers or pirates and to recover the stolen property, that it may be handed over to the Consul for restoration to the owner.

Art. XX.—If any British vessel be at any time wrecked or stranded on the coast of China, or be compelled to take refuge in any port within the dominions of the Emperor of China, the Chinese authorities, on being apprised of the fact, shall immediately adopt measures for its relief and security; the persons on board shall receive friendly treatment and shall be furnished, if necessary, with the means of conveyance to the nearest Consular station.

Art. XXI.—If criminals, subjects of China, shall take refuge in Hongkong or on board the British ships there, they shall, upon due requisition by the Chinese authorities, be searched for, and, on proof of their guilt, be delivered up.

In like manner, if Chinese offenders take refuge in the houses or on board the vessels of British subjects at the open ports, they shall not be harboured or concealed, but shall be delivered up, on due requisition by the Chinese authorities, addressed to the British Consul.

Art. XXII.—Should any Chinese subject fail to discharge debts incurred to a British subject, or should he fraudulently abscond, the Chinese authorities will do their utmost to effect his arrest and enforce recovery of the debts. The British authorities will likewise do their utmost to bring to justice any British subject fraudulently absconding or failing to discharge debts incurred by him to a Chinese subject.

Art. XXIII.—Should natives of China who may repair to Hongkong to trade incur debts there, the recovery of such debts must be arranged for by the English Court of Justice on the spot; but should the Chinese debtor abscond, and be known to have property real or personal within the Chinese territory, it shall be the duty of the Chinese authorities on application by, and in concert with, the British Consul, to do their utmost to see justice done between the parties.

Art. XXIV.—It is agreed that British subjects shall pay, on all merchandise imported or exported by them, the duties prescribed by the tariff; but in no case shall they be called upon to pay other or higher duties than are required of the subjects of any other foreign nation.

Art. XXV.—Import duties shall be considered payable on the landing of the goods, and duties of export on the shipment of the same.

Art. XXVI.—Whereas the tariff fixed by Article X. of the Treaty of Nanking, and which was estimated so as to impose on imports and exports a duty of about the rate of five per cent. *ad valorem*, has been found, by reason of the fall in value of various articles of merchandise therein enumerated, to impose a duty upon these considerably in excess of the rate originally assumed, as above, to be a fair rate, it is agreed that the said tariff shall be revised, and that as soon as the Treaty shall have been signed, application shall be made to the Emperor of China to depute a high officer of the Board of Revenue to meet, at Shanghai, officers to be deputed on behalf of the British Government, to consider its revision together, so that the tariff, as revised, may come into operation immediately after the ratification of this Treaty.

Art. XXVII.—It is agreed that either of the high contracting parties to this Treaty may demand a further revision of the tariff, and of the Commercial Articles of this Treaty, at the end of ten years; but if no demand be made on either side within six months after the end of the first ten years, then the tariff shall remain in force for ten years more, reckoned from the end of the preceding ten years, and so it shall be at the end of each successive ten years.

Art. XXVIII.—Whereas it was agreed in Article X. of the Treaty of Nanking that British imports, having paid the tariff duties, should be conveyed into the interior, free of all further charges, except a transit duty, the amount whereof was not to exceed a certain percentage on tariff value; and whereas, no accurate information having been furnished of the amount of such duty, British merchants have constantly

complained that charges are suddenly and arbitrarily imposed by the provincial authorities as transit duties upon produce on its way to the foreign market, and on imports on their way into the interior, to the detriment of trade; it is agreed that within four months from the signing of this Treaty, at all ports now open to British trade, and within a similar period at all ports that may hereafter be opened, the authority appointed to superintend the collection of duties shall be obliged, upon application of the Consul, to declare the amount of duties leviable on produce between the place of production and the port of shipment upon imports between the Consular port in question and the inland markets named by the Consul; and that a notification thereof shall be published in English and Chinese for general information.

But it shall be at the option of any British subject desiring to convey produce purchased inland to a port, or to convey imports from a port to an inland market, to clear his goods of all transit duties, by payment of a single charge. The amount of this charge shall be leviable on exports at the first barrier they may have to pass, or, on imports at the port at which they are landed; and on payment thereof a certificate shall be issued, which shall exempt the goods from all further inland charges whatsoever.

It is further agreed that the amount of the charge shall be calculated, as nearly as possible, at the rate of two and a half per cent. *ad valorem*, and that it shall be fixed for each article at the conference to be held at Shanghai for the revision of the tariff.

It is distinctly understood that the payment of transit dues, by commutation or otherwise, shall in no way affect the tariff duties on imports or exports, which will continue to be levied separately and in full.

Art. XXIX.—British merchant vessels, of more than one hundred and fifty tons burden, shall be charged tonnage-dues at the rate of four mace per ton; if of one hundred and fifty tons and under, they shall be charged at the rate of one mace per ton.

Any vessel clearing from any of the open ports of China for any other of the open ports, or for Hongkong, shall be entitled, on application of the master, to a special certificate from the Customs, on exhibition of which she shall be exempted from all further payment of tonnage dues in any open ports of China, for a period of four months, to be reckoned from the port-clearance.

Art. XXX.—The master of any British merchant vessel may, within forty-eight hours after the arrival of his vessel, but not later, decide to depart without breaking bulk, in which case he will not be subject to pay tonnage-dues. But tonnage-dues shall be held due after the expiration of the said forty-eight hours. No other fees or charges upon entry or departure shall be levied.

Art. XXXI.—No tonnage-dues shall be payable on boats employed by British subjects in the conveyance of passengers, baggage, letters, articles of provision, or other articles not subject to duty, between any of the open ports. All cargo-boats, however, conveying merchandise subject to duty shall pay tonnage-dues once in six months, at the rate of four mace per register ton.

Art. XXXII.—The Consuls and Superintendents of Customs shall consult together regarding the erection of beacons or lighthouses and the distribution of buoys and lightships, as occasion may demand.

Art. XXXIII.—Duties shall be paid to the bankers authorised by the Chinese Government to receive the same in its behalf, either in sycee or in foreign money, according to the assay made at Canton on the thirteenth of July, one thousand eight hundred and forty-three.

Art. XXXIV.—Sets of standard weights and measures, prepared according to the standard issued to the Canton Custom-house by the Board of Revenue, shall be delivered by the Superintendent of Customs to the Consul at each port to secure uniformity and prevent confusion.

Art. XXXV.—Any British merchant vessel arriving at one of the open ports shall be at liberty to engage the services of a pilot to take her into port. In like manner, after she has discharged all legal dues and duties and is ready to take her departure, she shall be allowed to select a pilot to conduct her out of port.

Art. XXXVI.—Whenever a British merchant vessel shall arrive off one of the open ports, the Superintendent of Customs shall depute one or more Customs officers

to guard the ship. They shall either live in a boat of their own, or stay on board the ship, as may best suit their convenience. Their food and expenses shall be supplied them from the Custom-house, and they shall not be entitled to any fees whatever from the master or consignee. Should they violate this regulation, they shall be punished proportionately to the amount exacted.

Art. XXXVII.—Within twenty-four hours after arrival, the ships' papers, bills of lading, etc., shall be lodged in the hands of the Consul, who will within a further period of twenty-four hours report to the Superintendent of Customs the name of the ship, her registered tonnage, and the nature of her cargo. If, owing to neglect on the part of the master, the above rule is not complied with within forty-eight hours after the ship's arrival, he shall be liable to a fine of fifty taels for every day's delay; the total amount of penalty, however, shall not exceed two hundred taels.

The master will be responsible for the correctness of the manifest, which shall contain a full and true account of the particulars of the cargo on board. For presenting a false manifest, he will subject himself to a fine of five hundred taels; but he will be allowed to correct, within twenty-four hours after delivery of it to the customs officers, any mistake he may discover in his manifest without incurring this penalty.

Art. XXXVIII.—After receiving from the Consul the report in due form, the Superintendent of Customs shall grant the vessel a permit to open hatches. If the master shall open hatches, and begin to discharge any goods, without such permission, he shall be fined five hundred taels, and the goods discharged shall be confiscated wholly.

Art. XXXIX.—Any British merchant who has cargo to land or ship must apply to the Superintendent of Customs for a special permit. Cargo landed or shipped without such permit will be liable to confiscation.

Art. XL.—No transhipment from one vessel to another can be made without special permission, under pain of confiscation of the goods so transhipped.

Art. XLI.—When all dues and duties shall have been paid, the Superintendent of Customs shall give a port-clearance and the Consul shall then return the ship's papers, so that she may depart on her voyage.

Art. XLII.—With respect to articles subject, according to the tariff, to an *ad valorem* duty, if the British merchant cannot agree with the Chinese officer in affixing its value, then each party shall call two or three merchants to look at the goods, and the highest price at which any of these merchants would be willing to purchase them shall be assumed as the value of the goods.

Art. XLIII.—Duties shall be charged upon the net weight of each article, making a deduction for the tare, weight of congee, &c. To fix the tare of any articles, such as tea, if the British merchant cannot agree with the Custom-house officer, then each party shall choose so many chests out of every hundred, which being first weighed in gross, shall afterwards be tared, and the average tare upon these chests shall be assumed as the tare upon the whole; and upon this principle shall the tare be fixed upon other goods and packages. If there should be any other points in dispute which cannot be settled, the British merchant may appeal to his Consul, who will communicate the particulars of the case to the Superintendent of Customs, that it may be equitably arranged. But the appeal must be made within twenty-four hours or it will not be attended to. While such points are still unsettled, the Superintendent of Customs shall postpone the insertion of the same in his books.

Art. XLIV.—Upon all damaged goods a fair reduction of duty shall be allowed proportionate to their deterioration. If any disputes arise, they shall be settled in the manner pointed out in the clause of this Treaty having reference to articles which pay duty *ad valorem*.

Art. XLV.—British merchants who may have imported merchandise into any of the open ports, and paid the duty thereon, if they desire to re-export the same, shall be entitled to make application to the Superintendent of Customs, who, in order to prevent fraud on the revenue, shall cause examination to be made by suitable officers, to see that the duties paid on such goods, as entered in the Custom-house books, correspond with the representations made and that the goods remain with their original marks unchanged. He shall then make a memorandum of the port-clearance

of the goods, and of the amount of duties paid, and deliver the same to the merchant, and shall also certify the facts to the officers of Customs of the other ports. All which being done, on the arrival in port of the vessel in which the goods are laden, everything being found on examination there to correspond, she shall be permitted to break bulk, and land the said goods, without being subject to the payment of any additional duty thereon. But if, on such examination, the Superintendent of Customs shall detect any fraud on the revenue in the case, then the goods shall be subject to confiscation by the Chinese Government.

British merchants desiring to re-export duty-paid imports to a foreign country shall be entitled, on complying with the same conditions as in the case of re-exportation to another port in China, to a drawback certificate, which shall be a valid tender to the Customs in payment of import or export duties.

Foreign grain brought into any port of China in a British ship, if no part thereof has been landed, may be re-exported without hindrance.

Art. XLVI.—The Chinese authorities at each port shall adopt the means they may judge most proper to prevent the revenue suffering from fraud or smuggling.

Art. XLVII.—British merchant-vessels are not entitled to resort to other than the ports of trade declared open by Treaty; they are not unlawfully to enter other ports in China, or to carry on clandestine trade along the coast thereof. Any vessel violating this provision shall, with her cargo, be subject to confiscation by the Chinese Government.

Art. XLVIII.—If any British merchant-vessel be concerned in smuggling, the goods, whatever their value or nature, shall be subject to confiscation by the Chinese authorities, and the ship may be prohibited from trading further, and sent away as soon as her account shall have been adjusted and paid.

Art. XLIX.—All penalties enforced, or confiscations made, under this Treaty shall belong and be appropriated to the public service of the Government of China.

Art. L.—All official communications addressed by the Diplomatic and Consular Agent of Her Majesty the Queen to the Chinese Authorities shall, henceforth, be written in English. They will for the present be accompanied by a Chinese version, but it is understood that, in the event of there being any difference of meaning between the English and Chinese text, the English Government will hold the sense as expressed in the English text to be the correct sense. This provision is to apply to the Treaty now negotiated, the Chinese text of which has been carefully corrected by the English original.

Art. LI.—It is agreed that henceforward the character 夷 "*I*" (barbarian) shall not be applied to the Government or subjects of Her Britannic Majesty in any Chinese official document issued by the Chinese authorities, either in the capital or in the provinces.

Art. LII.—British ships of war coming for no hostile purpose, or being engaged in the pursuit of pirates, shall be at liberty to visit all ports within the dominions of the Emperor of China, and shall receive every facility for the purchase of provisions, procuring water, and, if occasion require, for the making of repairs. The commanders of such ships shall hold intercourse with the Chinese authorities on terms of equality and courtesy.

Art. LIII.—In consideration of the injury sustained by native and foreign commerce from the prevalence of piracy in the seas of China, the high contracting parties agree to concert measures for its suppression.

Art. LIV.—The British Government and its subjects are hereby confirmed in all privileges, immunities, and advantages conferred on them by previous Treaties: and it is hereby expressly stipulated that the British Government and its subjects will be allowed free and equal participation in all privileges, immunities and advantages that may have been, or may be hereafter, granted by His Majesty the Emperor of China to the Government or subjects of any other nation.

Art. LV.—In evidence of her desire for the continuance of a friendly understanding, Her Majesty the Queen of Great Britain consents to include in a Separate Article, which shall be in every respect of equal validity with the Articles of this Treaty, the condition affecting indemnity for expenses incurred and losses sustained in the matter of the Canton question.

Art. LVI.—The ratifications of this Treaty, under the hand of Her Majesty the Queen of Great Britain and Ireland, and of His Majesty the Emperor of China, respectively, shall be exchanged at Peking, within a year from this day of signature.

In token whereof the respective Plenipotentiaries have signed and s aled this Treaty. Done at Tientsin, this twenty-sixth day of June, in the year of our Lord one thousand eight hundred and fifty-eight; corresponding with the Chinese date, the sixteenth day, fifth moon, of the eighth year of Hien Fung.

[L.S.] ELGIN AND KINCARDINE.

SIGNATURE OF 1ST CHINESE PLENIPOTENTIARY. SIGNATURE OF 2ND CHINESE PLENIPOTENTIARY.

Separate Article annexed to the Treaty concluded between Great Britain and China on the twenty-sixth day of June, in the year One Thousand Eight Hundred and Fifty eight.

It is hereby agreed that a sum of two millions of taels, on account of the losses sustained by British subjects through the misconduct of the Chinese authorities at Canton, and a further sum of two millions of taels on account of the Military expenses of the expedition which Her Majesty the Queen has been compelled to send out for the purpose of obtaining redress, and of enforcing the observance of Treaty provisions, shall be paid to Her Majesty's Representatives in China by the authorities of the Kwangtung Province.

The necessary arrangements with respect to the time and mode of effecting these payments shall be determined by Her Majesty's Representative, in concert with the Chinese authorities of Kwangtung.

When the above amounts shall have been discharged in full, the British forces will be withdrawn from the city of Canton. Done at Tientsin this twenty-sixth day of June, in the year of our Lord one thousand eight hundred and fifty-eight, corresponding with the Chinese date, the sixteenth day, fifth moon, of the eighth year of Hien Fung.

[L.S.] ELGIN AND KINCARDINE.

SIGNATURE OF 1ST CHINESE PLENIPOTENTIARY. SIGNATURE OF 2ND CHINESE PLENIPOTENTIARY.

AGREEMENT IN PURSUANCE OF ARTICLES XXVI. AND XXVIII. OF THE TREATY OF TIENTSIN *

SIGNED AT SHANGHAI, 8TH NOVEMBER, 1858

Whereas it was provided, by the Treaty of Tientsin, that a conference should be held at Shanghai between Officers deputed by the British Government on the one part and by the Chinese Government on the other part, for the purpose of determining the amount of tariff duties and transit dues to be henceforth levied, a conference has been held accordingly; and its proceedings having been submitted to the Right Honourable the Earl of Elgin and Kincardine, High Commissioner and Plenipotentiary of Her Majesty the Queen on the one part; and to Kweiliang, Hwashana, Ho Kwei-tsing, Ming-shen, and Twan Ching-shih, High Commissioners and Plenipotentiaries of His Imperial Majesty the Emperor, on the other part, these High Officers have agreed and determined upon the revised Tariff hereto appended, the rate of transit dues therewith declared, together with other Rules and Regulations for the better explanation of the Treaty aforesaid; and do hereby agree that the said Tariff and Rules—the latter being in ten Articles, thereto appended—shall be equally binding on the Governments and subjects to both countries with the Treaty itself.

In witness whereof they hereto affix their Seals and Signatures.

Done at Shanghai, in the province of Kiangsu, this eighth day of November, in the year of our Lord eighteen hundred and fifty-eight, being the third day of the tenth moon of the eighth year of the reign of Hien Fung.

[L.S.] ELGIN AND KINCARDINE.

SEAL OF CHINESE PLENIPOTENTIARIES. SIGNATURES OF THE FIVE CHINESE PLENIPOTENTIARIES.

* The Import Tariff was superseded by one arranged in 1902 which, in turn, has been superseded by one arranged in 1919.

THE CHEFOO CONVENTION, 1876

WITH ADDITIONAL ARTICLE THERETO FOR REGULATING THE TRAFFIC IN OPIUM

Ratifications exchanged at London, 6th May, 1886

Agreement negotiated between Sir Thomas Wade, K.C.B., Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Court of China, and Li, Minister Plenipotentiary of His Majesty the Emperor of China, Senior Grand Secretary, Governor-General of the Province of Chihli, of the First Class of the Third Order of Nobility.

The negotiation between the Ministers above named has its origin in a despatch received by Sir Thomas Wade, in the Spring of the present year, from the Earl of Derby, Principal Secretary of State for Foreign Affairs, dated 1st January, 1876. This contained instructions regarding the disposal of three questions: first, a satisfactory settlement of the Yünnan affair; secondly, a faithful fulfilment of engagements of last year respecting intercourse between the high officers of the two Governments; thirdly, the adoption of a uniform system in satisfaction of the understanding arrived at in the month of September, 1875 (8th moon of the 1st year of the reign Kwang Su), on the subject of rectification of conditions of trade. It is to this despatch that Sir Thomas Wade has referred himself in discussions on these questions with the Tsung-li Yamên, further reference to which is here omitted as superfluous. The conditions now agreed to between Sir Thomas Wade and the Grand Secretary are as follows:—

SECTION I.—*Settlement of the Yünnan Case*

1.—A Memorial is to be presented to the Throne, whether by the Tsung-li Yamên or by the Grand Secretary Li is immaterial, in the sense of the memorandum prepared by Sir Thomas Wade. Before presentation the Chinese text of the Memorial is to be shown to Sir Thomas Wade.

2.—The Memorial having been presented to the Throne, and the Imperial Decree in reply received, the Tsung-li Yamên will communicate copies of the Memorial and Imperial decree of Sir Thomas Wade, together with copy of a letter from the Tsung-li Yamên to the Provincial Governments, instructing them to issue a proclamation that shall embody at length the above Memorial and Decree. Sir Thomas Wade will thereon reply to the effect that for two years to come officers will be sent by the British Minister to different places in the provinces to see that the proclamation is posted. On application from the British Minister or the Consul of any port instructed by him to make application, the high officers of the provinces will depute competent officers to accompany those so sent to the places which they go to observe.

3.—In order to the framing of such regulations as will be needed for the conduct of the frontier trade between Burmah and Yünnan, the Memorial submitting the proposed settlement of the Yünnan affair will contain a request that an Imperial Decree be issued directing the Governor-General and Governor, whenever the British Government shall send officers to Yünnan, to select a competent officer of rank to confer with them and to conclude a satisfactory arrangement.

4.—The British Government will be free for five years, from the 1st January next, being the 17th day of the 11th moon of the 2nd year of the reign of Kwang Su, to station officers at Ta-li Fu, or at some other suitable place in Yünnan, to observe the conditions of trade; to the end that they may have information upon which to base the regulations of trade when these have to be discussed. For the consideration and adjustment of any matter affecting British officers or subjects these officers will be free to address themselves to the authorities of the province. The opening

of the trade may be proposed by the British Government as it may find best at any time within the t rm of five years, or upon expiry of the term of five years.

Passports having been obtained last year for a Mission from India into Yünnan, it is open to the Viceroy of India to send such Mission at any time he may see fit.

5.—The amount of indemnity to be paid on account of the families of the officers and others killed in Yünnan, on account of the expenses which the Yünnan case has occasioned, and on account of claims of British merchants arising out of the action of officers of the Chinese Government up to the commencement of the present year, Sir Thomas Wade takes upon himself to fix at two hundred thousand taels, payable on demand.

6.—When the case is closed an Imperial letter will be written expressing regret for what has occurred in Yünnan. The Mission bearing the Imperial letter will proceed to England immediately. Sir Thomas Wade is to be informed of the constitution of this Mission for the information of this Government. The text of the Imperial letter is also to be communicated to Sir Thomas Wade by the Tsung-li Yamên.

SECTION II.—*Official Intercourse*

Under this heading are included the conditions of intercourse between high officers in the capital and the provinces, and between Consular officers and Chinese officials at the ports; also the conduct of judicial proceedings in mixed cases.

1.—In the Tsung-li Yamên's Memorial of the 28th September, 1875, the Prince of Kung and the Ministers stated that their object in presenting it had not been simply the transaction of business in which Chinese and Foreigners might be concerned; missions abroad and the question of diplomatic intercourse lay equally within their prayer.

To the prevention of further misunderstanding upon the subject of intercourse and correspondence, the present conditions of both having caused complaint in the capital and in the provinces, it is agreed that the Tsung-li Yamên shall address a circular to the Legations, inviting Foreign Representatives to consider with them a code of etiquette, to the end that foreign officials in China, whether at the ports or elsewhere, may be treated with the same regard as is shown them when serving abroad in other countries and as would be shown to Chinese agents so serving abroad.

The fact that China is about to establish Missions and Consulates abroad renders an understanding on these points essential.

2.—The British Treaty of 1858, Article XVI., lays down that "Chinese subjects who may be guilty of any criminal act towards British subjects shall be arrested and punished by Chinese authorities according to the laws of China.

"British subjects who may commit any crime in China shall be tried and punished by the Consul, or any other public functionary authorised thereto, according to the laws of Great Britain.

"Justice shall be equitably and impartially administered on both sides."

The words "functionary authorised thereto" are translated in the Chinese text "British Government."

In order to the fulfilment of its Treaty obligation, the British Government has established a Supreme Court at Shanghai with a special code of rules, which it is now about to revise. The Chinese Government has established at Shanghai a Mixed Court; but the officer presiding over it, either from lack of power or dread of unpopularity, constantly fails to enforce his judgments.

It is now understood that the Tsung-li Yamên will write a circular to the Legation, inviting Foreign Representatives at once to consider with the Tsung-li Yamen the measures needed for the more effective administration of justice at the ports open to trade.

3.—It is agreed that, whenever a crime is committed affecting the person or property of a British subject, whether in the interior or at the open ports, the British Minister shall be free to send officers to the spot to be present at the investigation.

To the prevention of misunderstanding on this point, Sir Thomas Wade will write a Note to the above effect, to which the Tsung-li Yamên will reply, affirming that this is the course of proceeding to be adhered to for the time to come.

It is further understood that so long as the laws of the two countries differ from each other, there can be but one principle to guide judicial proceedings in mixed cases in China, namely, that the case is tried by the official of the defendant's nationality; the official of the plaintiff's nationality merely attending to watch the proceedings in the interest of justice. If the officer so attending be dissatisfied with the proceedings, it will be in his power to protest against them in detail. The law administered will be the law of the nationality of the officer trying the case. This is the meaning of the words *hui t'ung* indicating combined action in judicial proceedings, in Article XVI. of the Treaty of Tientsin; and this is the course to be respectively followed by the officers of either nationality.

Section III.—*Trade.*

1.—With reference to the area within which, according to the Treaties in force, *lekin* ought not to be collected on foreign goods at the open ports, Sir Thomas Wade agrees to move his Government to allow the ground rented by foreigners (the so-called Concessions) at the different ports, to be regarded as the area of exemption from *lekin;* and the Government of China will thereupon allow Ich'ang, in the province of Hu-pi; Wu-hu, in An-hui; Wên-chow, in Che-kiang; and Pei-hai (Pak-hoi), in Kwang-tung to be added to the number of ports open to trade and to become Consular stations. The British Government will, further, be free to send officers to reside at Chung-k'ing to watch the conditions of British trade in Szechuen; British merchants will not be allowed to reside at Chung-k'ing, or to open establishments or warehouses there, so long as no steamers have access to the port. When steamers have succeeded in ascending the river so far, further arrangements can be taken into consideration.

It is further proposed as a measure of compromise that at certain points on the shore of the Great River, namely, Tat'ung and Ngan-Ching in the province of An-hui; Ho-Kou, in Kiang-si; Wu-such, Lu-chi kou, and Sha-shih in Hu-Kwang, these being all places of trade in the interior, at which, as they are not open ports, foreign merchants are not legally authorised to land or ship goods, steamers shall be allowed to touch for the purpose of landing or shipping passengers or goods; but in all instances by means of native boats only, and subject to the regulations in force affecting native trade.

Produce accompanied by a half-duty certificate may be shipped at such points by the steamers, but may not be landed by them for sale. And at all such points, except in the case of imports accompanied by a transit duty certificate or exports similarly certificated, which will be severally passed free of *lekin* on exhibition of such certificates, *lekin* will be duly collected on all goods whatever by the native authorities. Foreign merchants will not be authorised to reside or open houses of business or warehouses at the places enumerated as ports of call.

2.—At all ports open to trade, whether by earlier or later agreement at which no settlement area has been previously defined, it will be the duty of the British Consul, acting in concert with his colleagues, the Consuls of other Powers, to come to an understanding with the local authorities regarding the definition of the foreign settlement area.

3.—On Opium, Sir Thomas Wade will move his Government to sanction an arrangement different from that affecting other imports. British merchants, when opium is brought into port, will be obliged to have it taken cognisance of by the Customs, and deposited in bond, either in a warehouse or a receiving hulk, until such time as there is a sale for it. The importer will then pay the tariff duty upon it, and the purchasers the *lekin*, in order to the prevention of evasion of the Treaty. The amount of *lekin* to be collected will be decided by the different Provincial Governments according to the circumstances of each.

4.—The Chinese Government agree that Transit Duty Certificates shall be framed under one rule at all ports, no difference being made in the conditions set forth therein; and that, so far as imports are concerned, the nationality of the person possessing and carrying these is immaterial. Native produce carried from an inland centre to a port of shipment, if *bonâ fide* intended for shipment to a foreign port, may be, by treaty, certified by the British subject interested, and exempted by payment of the half duty from all charges demanded upon it *en route*. If produce be not the property of a British subject, or is being carried to a port not for exportation, it is not entitled to the exemption that would be secured it by the exhibition of a transit duty certificate. The British Minister is prepared to agree with the Tsung-li Yamên upon rules that will secure the Chinese Government against abuse of the privilege as affecting produce.

The words *nei-ti* (inland) in the clause of Article VII. of the Rules appended to the Tariff, regarding carriage of imports inland, and of native produce purchased inland, apply as much to places on the sea coasts and river shores as to places in the interior not open to foreign trade; the Chinese Government having the right to make arrangements for the prevention of abuses thereat.

5.—Article XLV. of the Treaty of 1858 prescribed no limit to the term within which a drawback may be claimed upon duty-paid imports. The British Minister agrees to a term of three years, after expiry of which no drawback shall be claimed.

6.—The foregoing stipulation, that certain ports are to be opened to foreign trade, and that landing and shipping of goods at six places on the Great River is to be sanctioned, shall be given effect to within six months after receipt of the Imperial Decree approving the memorial of the Grand Secretary Li. The date for giving effect to the stipulations affecting exemption of imports from *lekin* taxation within the foreign settlements and the collection of *lekin* upon opium by the Customs Inspectorate at the same time as the Tariff Duty upon it, will be fixed as soon as the British Government has arrived at an understanding on the subject with other foreign Governments.

7.—The Governor of Hongkong having long complained of the interference of the Canton Customs Revenue Cruisers with the junk trade of that Colony, the Chinese Government agrees to the appointment of a Commission, to consist of a British Consul, an officer of the Hongkong Government, and a Chinese official of equal rank, for the establishment of some system that shall enable the Chinese Government to protect its revenue without prejudice to the interests of the Colony.

Separate Article

Her Majesty's Government having it in contemplation to send a Mission of Exploration next year by way of Peking through Kan-su and Koko-Nor, or by way of Ssu-chuen, to Thibet, and thence to India, the Tsung-li Yamên, having due regard to the circumstances, will, when the time arrives, issue the necessary passports, and will address letters to the high provincial authorities and to the Resident in Thibet. If the Mission should not be sent by these routes, but should be proceeding across the Indian frontier to Thibet, the Tsung-li Yamên, on receipt of a communication to the above effect from the British Minister, will write to the Chinese Resident in Thibet, and the Resident, with due regard to the circumstances, will send officers to take due care of the Mission; and passports for the Mission will be issued by the Tsung-li Yamên, that its passage be not obstructed.

Done at Chefoo, in the province of Shan-tung, this thirteenth day of September, in the year of Our Lord One Thousand Eight Hundred and Seventy-six.

[L.S.] Thomas Francis Wade.

[L.S.] Li Hung-chang.

Additional Articles to the Agreement between Great Britain and China Signed at Chefoo on the 13th September, 1876

SIGNED AT LONDON, 18TH JULY, 1885

The Governments of Great Britain and of China, considering that the arrangements proposed in Clauses 1 and 2 of Section III. of the Agreement between Great Britain and China, signed at Chefoo on the 13th September, 1876 (hereinafter referred to as the "Chefoo Agreement"), in relation to the area within which *lekin* ought not to be collected on foreign goods at the open ports, and to the definition of the Foreign Settlement area, require further consideration; also that the terms of Clause 3 of the same section are not sufficiently explicit to serve as an efficient regulation for the traffic in opium, and recognizing the desirability of placing restrictions on the consumption of opium, have agreed to the present Additional Article.

1.—As regards the arrangements above referred to and proposed in Clauses 1 and 2 of Section III. of the Chefoo Agreement, it is agreed that they shall be reserved for further consideration between the two Governments.

2.—In lieu of the arrangement respecting opium proposed in Clause 3 of Section II. of the Chefoo Agreement, it is agreed that foreign opium, when imported into China, shall be taken cognizance of by the Imperial Maritime Customs, and shall be deposited in bond, either in warehouses or receiving-hulks which have been approved of by the Customs, and that it shall not be removed thence until there shall have been paid to the Customs the Tariff duty of 30 taels per chest of 100 catties, and also a sum not exceeding 80 taels per like chest as *lekin*.

3.—It is agreed that the aforesaid import and *lekin* duties having been paid, the owner shall be allowed to have the opium repacked in bond under the supervision of the Customs, and put into packages of such assorted sizes as he may select from such sizes as shall have been agreed upon by the Customs authorities and British Consul at the port of entry.

The Customs shall then, if required, issue gratuitously to the owner a transit certificate for each such package, or one for any number of packages, at option of the owner.

Such certificates shall free the opium to which it applies from the imposition of any further tax or duty whilst in transport in the interior, provided that the package has not been opened, and that the Customs seals, marks, and numbers on the packages have not been effaced or tampered with.

Such certificate shall have validity only in the hands of Chinese subjects, and shall not entitle foreigners to convey or accompany any opium in which they may be interested into the interior.

4.—It is agreed that the Regulations under which the said certificates are to be issued shall be the same for all the ports, and that the form shall be as follows:—

"*Opium Transit Certificate.*

"This is to certify that Tariff and *lekin* duties at the rate of——taels per chest of 100 catties have been paid on the opium marked and numbered as under; and that, in conformity with the Additional Article signed at London the 18th July, 1885, and appended to the Agreement between Great Britain and China signed at Chefoo the 13th September, 1876, and approved by the Imperial Decree printed on the back thereof, the production of this certificate will exempt the opium to which it refers, wherever it may be found, from the imposition of any further tax or duty whatever, provided that the packages are unbroken, and the Customs seals, marks, and numbers have not been effaced or tampered with.

"Mark, No.
X — 00 packages
"Port of entry,
"Date "*Signature of Commissioner of Customs.*"

5.—The Chinese Government undertakes that when the packages shall have been opened at the place of consumption, the opium shall not be subjected to any tax or

contribution, direct or indirect, other than or in excess of such tax or contribution as is or may hereafter be levied on native opium.

In the event of such tax or contribution being calculated *ad valorem*, the same rate, value for value, shall be assessed on foreign and native opium, and in ascertaining for this purpose the value of foreign opium the amount paid on it for *lekin* at the port of entry shall be deducted from its market value.

6.—It is agreed that the present Additional Article shall be considered as forming part of the Chefoo Agreement, and that it shall have the same force and validity as if it were therein inserted word for word. It shall come into operation six months after its signature, provided the ratifications have then been exchanged, or if they have not, then on the date at which such exchange takes place.

7.—The arrangement respecting opium contained in the present Additional Article shall remain binding for four years, after the expiration of which period either Government may at any time give twelve months' notice of its desire to determine it, and, such notice being given, it shall terminate accordingly. It is, however, agreed that the Government of Great Britain shall have the right to terminate the same at any time should the transit certificate be found not to confer on the opium complete exemption from all taxation whatsoever whilst being carried from the port of entry to the place of consumption in the interior. In the event of the termination of the present Additional Article the arrangement with regard to opium now in force and the regulations attached to the Treaty of Tientsin shall revive.

8.—The High Contracting Parties may, by common consent, adopt any modifications of the provisions of the present Additional Article which experience may show to be desirable.

9.—It is understood that the Commission provided for in Clause 7 of Section III. of the Chefoo Agreement to inquire into the question of prevention of smuggling into China from Hongkong shall be appointed as soon as possible.

10.—The Chefoo Agreement, together with, and as modified by, the present Additional Article, shall be ratified, and the ratifications shall be exchanged at London as soon as possible.

In witness whereof the Undersigned, duly authorized thereto by their respective Governments, have signed the present Additional Article, and have affixed thereto their seals.

Done at London, in quadruplicate (two in English and two in Chinese), this 18th day of July, 1885, being the seventh day of the sixth moon, in the eleventh year of the reign of Kwang Hsu.

[L.S.] SALISBURY.

[L.S.] TSENG.

The Marquis Tseng to the Marquis of Salisbury.

Chinese Legation, London, 18th July, 1885.

My Lord—In reply to your Lordship's note of this date, I have the honour to state that the Imperial Government accept the following as the expression of the understanding which has been come to between the Governments of Great Britain and China in regard to the Additional Article to the Chefoo Agreement relative to opium, which has been signed this day:—

1.—It is understood that it shall be competent for Her Majesty's Government at once to withdraw from this new arrangement, and to revert to the system of taxation for opium at present in operation in China, in case the Chinese Government shall fail to bring the other Treaty Powers to conform to the provisions of the said Additional Article.

2.—It is further understood that, in the event of the termination of the said Additional Article, the Chefoo Agreement, with the exception of Clause 3 of Section III., and with the modification stipulated in Clause 1 of the said Additional Article, nevertheless, remain in force.

THE OPIUM CONVENTION

Memorandum of the basis of Agreement arrived at after discussion between Mr. James Russell, Puisne Judge of Hongkong; Sir Robert Hart, K.C.M.G., Inspector-General of Customs, and Shao Taotai, Joint Commissioners for China; and Mr. Byron Brenan, Her Majesty's Consul at Tientsin, in pursuance of Article 7, Secton III. of the Agreement between Great Britain and China, signed at Chefoo on the 15th September, 1876, and of Section 9 of the Additional Article to the said Agreement, signed at London on the 18th July, 1885.

Mr. Russell undertakes that the Government of Hongkong shall submit to the Legislative Council an Ordinance * for the regulation of the trade of the Colony in Raw Opium subject to conditions hereinafter set forth and providing:—

a.—For the prohibition to the import and export of Opium in quantities less than 1 chest. †

b.—For rendering illegal the possession of Raw Opium, its custody or control in quantities less than one chest, except by the Opium Farmer.

c.—That all Opium arriving in the Colony be reported to the Harbour Master, and that no Opium shall be transhipped, landed, stored or moved from one store to another, or re-exported without a permit from the Harbour Master, and notice to the Opium Farmer.

d.—For the keeping by Importers, Exporters, and Godown Owners, in such form as the Governor may require, books showing the movements of Opium.

e.—For taking stock of quantities in the stores, and search for deficiencies by the Opium Farmer, and for furnishing to the Harbour Master returns of stocks.

f.—For amendment of Harbour Regulations, as to the night clearances of junks.

The conditions on which it is agreed to submit the Ordinance are —

a.—That China arranges with Macao for the adoption of equivalent measures.

b.—That the Hongkong Government shall be entitled to repeal the Ordinance if it be found to be injurious to the Revenue or to the legitimate trade of the Colony.

c.—That an Office under the Foreign Inspectorate shall be established on Chinese Territory at a convenient spot on the Kowloon side for sale of Chinese Opium Duty Certificates, which shall be freely sold to all comers, and for such quantities of Opium as they may require.

d.—That Opium accompanied by such certificates, at the rate of not more than Tls. 110 per picul, shall be free from all further imposts of every sort, and have all the benefits stipulated for by the Additional Article on behalf of Opium on which duty has been paid at one of the ports of China, and that it may be made up in sealed parcels at the option of the purchaser.

e.—That junks trading between Chinese ports and Hongkong and their cargoes shall not be subject to any dues or duties in excess of those leviable on junks and their cargoes trading between Chinese ports and Macao, and that no dues whatsoever shall be demanded from junks coming to Hongkong from ports in China, or proceeding from Hongkong to ports in China, over and above the dues paid or payable at the ports of clearance or destination.

f.—That the Officer of the Foreign Inspectorate, who will be responsible for the management of the Kowloon Office, shall investigate and settle any complaints made by the junks trading with Hongkong against the Native Customs Revenue Stations or Cruisers in the neighbourhood, and that the Governor of Hongkong, if he deems it advisable, shall be entitled to send a Hongkong Officer to be present at and assist in the investigation and decision. If, however, they do not agree, a reference may be made to the Authorities at Peking for joint decision.

Sir Robert Hart undertakes, on behalf of himself and Shao Taotai (who was compelled by unavoidable circumstances to leave before the sittings of the Commission were terminated), that the Chinese Government shall agree to the above conditions.

The undersigned are of opinion that if these arrangements are fully carried out, a fairly satisfactory solution of the questions connected with the so-called "Hongkong Blockade" will have been arrived at.

Signed in triplicate at Hongkong, this 11th day of September, 1886.

* See Ordinance 22 of 1887. † A modification allowing export in smaller quantities than one chest was subsequently agreed to

THE CHUNGKING AGREEMENT, 1890

ADDITIONAL ARTICLE TO THE AGREEMENT BETWEEN GREAT BRITAIN AND CHINA OF SEPTEMBER 13TH, 1876

Ratifications Exchanged at Peking, 18th January, 1891

The Governments of Great Britain and China, being desirous of settling in an amicable spirit the divergence of opinion which has arisen with respect to the First Clause of the Third Section of the Agreement concluded at Chefoo in 1876, which stipulates that "The British Government will be free to send officers to reside at Chungking to watch the conditions of British trade in Szechuan, that British merchants will not be allowed to reside at Chungking, or to open establishments or warehouses there, so long as no steamers have access to the port, and that when steamers have succeeded in ascending the river so far, further arrangements can be taken into consideration," have agreed upon the following Additional Articles :—

I.—Chungking shall forthwith be declared open to trade on the same footing as any other Treaty port. British subjects shall be at liberty either to charter Chinese vessels or to provide vessels of the Chinese type for the traffic between Ichang and Chungking.

II.—Merchandise conveyed between Ichang and Chungking by the above class of vessels shall be placed on the same footing as merchandise carried by steamers between Shanghai and Ichang, and shall be dealt with in accordance with Treaty Tariff Rules, and the Yangtsze Regulations.

III.—All regulations as to the papers and flags to be carried by vessels of the above description, as to the repackage of goods for the voyage beyond Ichang and as to the general procedure to be observed by those engaged in the traffic between Ichang and Chungking with a view to insuring convenience and security, shall be drawn up by the Superintendent of Customs at Ichang, the Taotai of the Ch'uan Tung Circuit, who is now stationed at Chungking, and the Commissioners of Customs in consultation with the British Consul, and shall be liable to any modifications that may hereafter prove to be desirable and may be agreed upon by common consent.

IV.—Chartered junks shall pay port dues at Ichang and Chungking in accordance with the Yangtsze Regulations; vessels of Chinese type, if and when entitled to carry the British flag, shall pay tonnage dues in accordance with Treaty Regulations. It is obligatory on both chartered junks and also vessels of Chinese type, even when the latter may be entitled to carry the British flag, to take out at the Maritime Custom-house special papers and a special flag when intended to be employed by British subjects in the transport of goods between Ichang and Chungking, and without such papers and flag no vessels of either class shall be allowed the privileges and immunities granted under this Additional Article. Provided with special papers and flag, vessels of both classes shall be allowed to ply between the two ports, and they and their cargoes shall be dealt with in accordance with Treaty Rules and the Yangtsze Regulations. All other vessels shall be dealt with by the Native Customs. The special papers and flag issued by the Maritime Customs must alone be used by the particular vessel for which they were originally issued, and are not transferable from one vessel to another. The use of the British flag by vessels the property of Chinese is strictly prohibited. Infringement of these Regulations will, in the first instance, render the offender liable to the penalties in force at the ports hitherto opened under Treaty, and should the offence be subsequently repeated, the vessel's special papers and flag will be withdrawn, and the vessel herself refused permission thenceforward to trade between Ichang and Chungking.

V.—When once Chinese steamers carrying cargo run to Chungking, British steamers shall in like manner have access to the said port.

VI.—It is agreed that the present Additional Article shall be considered as forming part of the Chefoo Agreement, and as having the same force and validity as if it were inserted therein word for word. It shall be ratified, and the ratifications exchanged at Peking, and it shall come into operation six months after its signature, provided the ratifications have then been exchanged, or if they have not, then on the date at which such exchange takes place.

Done at Peking in triplicate (three in English and three in Chinese), this thirty-first day of March, in the year of our Lord one thousand eight hundred and ninety, being the eleventh day of the Second Intercalary Moon of the sixteenth year of Kuang Hsü.

[L.S.] JOHN WALSHAM [L.S.] SIGNATURE OF CHINESE PLENIPOTENTIARY.

THE THIBET-SIKKIM CONVENTION, 1890

Ratified in London, 17th August, 1890

Art. I.—The boundary of Sikkim and Thibet shall be the crest of the mountain range separating the waters flowing into the Sikkim Teesta and its affluents from the waters flowing into the Thibetan Machu and northwards into other rivers of Thibet. The line commences at Mount Gipmochi on the Bhutan frontier, and follows the above-mentioned water-parting to the point where it meets Nepaul territory.

Art. II.—It is admitted that the British Government, whose protectorate over the Sikkim State is hereby recognised, has direct and exclusive control over the internal administration and foreign relations of that State, and except through and with the permission of the British Government neither the ruler of the State nor any of its officers shall have official relations of any kind, formal or informal, with any other country.

Art. III.—The Government of Great Britain and Ireland and the Government of China engage reciprocally to respect the boundary as defined in Article I. and to prevent acts of aggression from their respective sides of the frontier.

Art. IV.—The question of providing increased facilities for trade across the Sikkim-Thibet frontier will hereafter be discussed with a view to a mutually satisfactory arrangement by the high contracting Powers.

Art. V.—The question of pasturage on the Sikkim side of the frontier is reserved for further examination and future adjustment.

Art. VI.—The high contracting Powers reserve for discussion and arrangement the method in which official communications between the British authorities in India and the authorities in Thibet shall be conducted.

Art. VII.—Two Joint Commissioners shall within six months from the ratification of this Convention be appointed, one by the British Government in India, the other by the Chinese Resident in Thibet. The said Commissioners shall meet and discuss the questions which by the last three preceding articles have been reserved.

Art. VIII.—The present Convention shall be ratified, and the ratifications shall be exchanged in London, as soon as possible after the date of the signature thereof.

THE BURMAH CONVENTION

SIGNED AT PEKING, 4TH FEBRUARY, 1897

In consideration of the Government of Great Britain consenting to waive its objections to the alienation by China, by the Convention with France of June 20th, 1895, of territory forming a portion of Kiang Hung, in derogation of the provision

of the Convention between Great Britain and China of March 1st, 1894, it has been agreed between the Governments of Great Britain and China that the following additions and alterations shall be made in the last-named Convention, hereinafter referred to as the Original Convention.

(Articles I. to XI. refer to the Burmah Frontier and trade across it between Burma and Yunnan.)

Art. XII. (Providing for the free navigation of the Irrawady by Chinese vessels). — Add as follows:— The Chinese Government agree hereafter to consider whether the conditions of trade justify the construction of railways in Yunnan, and in the event of their construction, agrees to connect them with the Burmese lines.

Art. XIII.—Whereas by the Original Convention it was agreed that China might appoint a Consul in Burmah to reside at Rangoon, and that Great Britain might appoint a Consul to reside at Manwyne, and that the Consuls of the two Governments should each within the territories of the other enjoy the same privileges and immunities as the Consuls of the most favoured nation, and further that in proportion as the commerce between Burmah and China increased, additional Consuls might be appointed by mutual consent to reside at such places in Burmah and Yunnan as the requirements of trade might seem to demand.

It has now been agreed that the Government of Great Britain may station a Consul at Momein or Shunning Fu as the Government of Great Britain may prefer, instead of at Manwyne as stipulated in the Original Convention, and also to station a Consul at Szumao.

British subjects and persons under British protection may establish themselves and trade at these places under the same conditions as at the Treaty Ports in China.

The Consuls appointed as above shall be on the same footing as regards correspondence and intercourse with Chinese officials as the British Consuls at the Treaty Ports.

Art. XIV. (Providing for issue of passports by the Consuls on each side of the frontier).—Instead of "Her Britannic Majesty's Consul at Manwyne" in the Original Convention read "Her Britannic Majesty's Consul at Shunning 'or Momein,'" in accordance with the change made in Article XIII.

Failing agreement as to the terms of revision the present arrangement shall remain in force.

SPECIAL ARTICLE.

Whereas on the twentieth day of January, one thousand eight hundred and ninety-six, the Tsung-li Yamên addressed an official despatch to Her Majesty's Chargé d'Affaires at Peking, informing him that on the thirtieth day of December, one thousand eight hundred and ninety-five, they had submitted a Memorial respecting the opening of ports on the West River to foreign trade, and had received an Imperial Decree in approval of which they officially communicated a copy.

It has now been agreed that the following places, namely, Wuchow Fu in Kwangsi, and Samshui city and Bongkun Market in Kwangtung, shall be opened as Treaty Ports and Consular Stations with freedom of navigation for steamers between Samshui and Wuchow and Hongkong and Canton by a route from each of these latter places to be selected and notified in advance by the Maritime Customs, and that the following four places shall be established as ports of call for goods and passengers under the same regulations as the ports of call on the Yangtsze River, namely, Kongmoon, Kamchuk, Shiuhing and Takhing.

It is agreed that the present Agreement, together with the Special Article, shall come into force within four months of the date of signature, and that the ratifications thereof shall be exchanged at Peking as soon as possible.

In witness whereof the undersigned duly authorised thereto by their respective Governments have signed the present agreement.

Done at Peking in triplicate (three copies in English and three in Chinese), the fourth day of February in the Year of our Lord one thousand eight hundred and ninety-seven.

(Sd.) CLAUDE M. MACDONALD. (Seal)
(Hieroglyphic) LI HUNG-CHANG (Seal)

KOWLOON EXTENSION AGREEMENT, 1898

Whereas it has for many years past been recognised that an extension of Hongkong territory is necessary for the proper defence and protection of the Colony,

It has now been agreed between the Governments of Great Britain and China that the limits of British territory shall be enlarged under lease to the extent indicated generally on the annexed map.

The exact boundaries shall be hereafter fixed when proper surveys have been made by officials appointed by the two Governments. The term of this lease shall be ninety-nine years.

It is at the same time agreed that within the City of Kowloon the Chinese officials now stationed there shall continue to exercise jurisdiction, except so far as may be inconsistent with the military requirements for the defence of Hongkong. Within the remainder of the newly-leased territory Great Britain shall have sole jurisdiction. Chinese officials and people shall be allowed, as heretofore, to use the road from Kowloon to Hsinan.

It is further agreed that the existing landing-place near Kowloon city shall be reserved for the convenience of Chinese men-of-war, merchant and passengers vessels, which may come and go and lie there at their pleasure; and for the convenience of movements of the officials and people within the city.

When, hereafter, China constructs a railway to the boundary of the Kowloon territory under British control, arrangements shall be discussed.

It is further understood that there will be no expropriation or expulsion of the inhabitants of the district included within the extension, and that if land is required for public offices, fortifications, or the like official purposes, it shall be bought at a fair price.

If cases of extradition of criminals occur they shall be dealt with in accordance with the existing treaties between Great Britain and China and the Hongkong Regulations.

The area leased by Great Britain includes the waters of Mirs Bay and Deep Bay, but it is agreed that Chinese vessels of war, whether neutral or otherwise, shall retain the right to use those waters.

This Convention shall come into force on the first day of July, eighteen hundred and ninety-eight, being the thirteenth day of the fifth moon of the twenty-fourth year of Kwang Hsü. It shall be ratified by the Sovereigns of the two countries, and the ratifications shall be exchanged in London as soon as possible.

In witness whereof the undersigned, duly authorised thereto by their respective Governments, have signed the present agreement.

Done at Peking in quadruplicate (four copies in English and in Chinese) the ninth day of June, in the year of Our Lord eighteen hundred and ninety-eight, being the twenty-first day of the fourth moon of the twenty-fourth year of Kwang Hsü.

CLAUDE M. MACDONALD.
LI HUNG-CHANG, } Members of
HSU TING K'UEI, } Tsung-li Yamên.

THE WEIHAIWEI CONVENTION, 1898

Ratifications exchanged in London, 5th October, 1898

In order to provide Great Britain with a suitable naval harbour in North China, and for the better protection of British commerce in the neighbouring seas, the Government of His Majesty the Emperor of China agrees to lease to the Government of Her Majesty the Queen of Great Britain and Ireland, Weihaiwei, in the province of Shantung, and the adjacent waters for so long a period as Port Arthur shall remain in the occupation of Russia.

The territory leased shall comprise the island of Liukung and all other islands in the Bay of Weihaiwei, and a belt of land ten English miles wide along the entire coast line of the Bay of Weihaiwei. Within the above-mentioned territory leased Great Britain shall have sole jurisdiction.

Great Britain shall have, in addition, the right to erect fortifications, station troops, or take any other measures necessary for defensive purposes, at any points on or near the coast of the region east of the meridian 121 degrees 40 min. E. of Greenwich, and to acquire on equitable compensation within that territory such sites as may be necessary for water supply, communications, and hospitals. Within that zone Chinese administration will not be interfered with, but no troops other than Chinese or British shall be allowed therein.

It is also agreed that within the walled city of Weihaiwei Chinese officials shall continue to exercise jurisdiction, except so far as may be inconsistent with naval and military requirements for the defence of the territory leased.

It is further agreed that Chinese vessels of war, whether neutral or otherwise, shall retain the right to use the waters herein leased to Great Britain.

It is further understood that there will be no expropriation or expulsion of the inhabitants of the territory herein specified, and that if land is required for fortifications, public offices, or any official or public purpose, it shall be bought at a fair price.

This Convention shall come into force on signature. It shall be ratified by the Sovereigns of the two countries, and the ratifications shall be exchanged in London as soon as possible.

In witness whereof the undersigned, duly authorised thereto by their respective Governments, have signed the present agreement.

Claude M. Macdonald.

Prince Ching, Senior Member of the Tsung-li Yamên.

Liao Shou Heng, President of Board of Punishments.

Done at Peking in quadruplicate (four copies in English and four in Chinese) the first day of July, in the year of Our Lord eighteen hundred and ninety-eight, being the thirteenth day of the fifth moon of the twenty-fourth year of Kuang Hsü.

SUPPLEMENTARY COMMERCIAL TREATY WITH CHINA

SIGNED AT SHANGHAI, 5TH SEPTEMBER, 1902

Ratifications exchanged at Peking, 28th July, 1903

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of China, having resolved to enter into negotiations with a view to carrying out the provisions contained in Article XI. of the Final Protocol signed at Peking on the 7th of September, 1901, under which the Chinese Government agreed to negotiate the amendments deemed useful by the Foreign Governments to the Treaties of Commerce and Navigation and other subjects concerning commercial relations with the object of facilitating them, have for that purpose named as their Plenipotentiaries, that is to say:—

His Majesty the King of Great Britain and Ireland, His Majesty's Special Commissioner, Sir James Lyle Mackay, Knight Commander of the Most Eminent Order of the Indian Empire, a member of the Council of the Secretary of State for India, etc.

And His Majesty the Emperor of China, the Imperial Commissioners Lü Hai-huan, President of the Board of Public Works, etc., and Sheng Hsuan-huai, Junior Guardian of the Heir Apparent, Senior Vice-President of the Board of Public Works, etc.

Who having communicated to each other their respective full powers, and found them to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—Delay having occurred in the past in the issue of Drawback Certificates owing to the fact that those documents have to be dealt with by the Superintendent of Customs at a distance from the Customs Office, it is now agreed that Drawback Certificates shall hereafter in all cases be issued by the Imperial Maritime Customs within three weeks of the presentation to the Customs of the papers entitling the applicant to receive such Drawback Certificates.

These Certificates shall be valid tender to the Customs Authorities in payment of any duty upon goods imported or exported (transit dues excepted), or shall, in the case of Drawbacks on foreign goods re-exported abroad within three years from the date of importation, be payable in cash without deduction by the Customs Bank at the place where the import duty was paid.

But if, in connection with any application for a Drawback Certificate, the Customs Authorities discover an attempt to defraud the revenue, the applicant shall be liable to a fine not exceeding five times the amount of the duty whereof he attempted to defraud the Customs, or to a confiscation of the goods.

Art. II.—China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by British as well as Chinese subjects.

Art. III.—China agrees that the duties and *lekin* combined levied on goods carried by junks from Hongkong to the Treaty Ports in the Canton Province and *vice versa* shall together not be less than the duties charged by the Imperial Maritime Customs on similar goods carried by steamer.

Art. IV.—Whereas questions have arisen in the past concerning the right of Chinese subjects to invest money in non-Chinese enterprises and companies, and whereas it is a matter of common knowledge that large sums of Chinese capital are so invested, China hereby agrees to recognise the legality of all such investments past, present and future.

It being, moreover, of the utmost importance that all shareholders in a Joint Stock Company should stand on a footing of perfect equality as far as mutual obligations are concerned, China further agrees that Chinese subjects who have or may become shareholders in any British Joint Stock Company shall be held to have accepted, by the very act of becoming shareholders, the Charter of Incorporation or Memorandum and Articles of Association of such Company and regulations framed thereunder as interpreted by British Courts, and that Chinese Courts shall enforce compliance therewith by such Chinese shareholders, if a suit to that effect be entered, provided always that their liability shall not be other or greater than that of British shareholders in the same Company.

Similarly the British Government agree that British subjects investing in Chinese Companies shall be under the same obligations as the Chinese shareholders in such companies.

The foregoing shall not apply to cases which have already been before the Courts and been dismissed.

Art. V.—The Chinese Government undertake to remove within the next two years the artificial obstructions to navigation in the Canton River. The Chinese Government also agree to improve the accommodation for shipping in the harbour of Canton and to take the necessary steps to maintain that improvement, such work to be carried out by the Imperial Maritime Customs and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and the Customs Authorities.

The Chinese Government are aware of the desirability of improving the navigability by steamer of the waterway between Ichang and Chungking, but are also fully aware that such improvement might involve heavy expense and would affect the interests of the population of the provinces of Szechuen, Hunan, and Hupeh. It is, therefore, mutually agreed that until improvements can be carried out steamship owners shall be allowed, subject to approval by the Imperial Maritime Customs, to erect, at their own expense, appliances for hauling through the rapids. Such appliances shall be at the disposal of all vessels, both steamers and junks, subject to regulations to be drawn up by the Imperial Maritime Customs. These appliances shall not obstruct the waterway or interfere with the free passage of junks. Signal stations and channel marks where and when necessary shall be erected by the Imperial Maritime Customs. Should any practical scheme be presented for improving the waterway and assisting navigation without injury to the local population or cost to the Chinese Government, it shall be considered by the latter in a friendly spirit.

Art. VI.—The Chinese Government agree to make arrangements to give increased facilities at the open ports for bonding and for repacking merchandise in bond, and, on official representation being made by the British Authorities, to grant the privileges of a bonded warehouse to any warehouse which, to the satisfaction of the Customs Authorities, affords the necessary security to the revenue.

Such warehouses will be subject to regulations, including a scale of fees according to commodities, distance from Custom-house and hours of working, to be drawn up by the Customs Authorities who will meet the convenience of merchants so far as is compatible with the protection of the revenue.

Art. VII.—Inasmuch as the British Government affords protection to Chinese trade marks against infringement, imitation, or colourable imitation by British subjects, the Chinese Government undertake to afford protection to British trade marks against infringement, imitation, or colourable imitation by Chinese subjects.

The Chinese Government further undertake that the Superintendents of Northern and of Southern trade shall establish offices within their respective jurisdictions under control of the Imperial Maritime Customs where foreign trade marks may be registered on payment of a reasonable fee.

Art. VIII.—*Preamble.* The Chinese Government, recognising that the system of levying *lekin* and other dues on goods at the place of production, in transit, and at

destination, impedes the free circulation of commodities and injures the interests of trade, hereby undertake to discard completely those means of raising revenue with the limitation mentioned in Section 8.

The British Government, in return, consent to allow a surtax, in excess of the Tariff rates for the time being in force, to be imposed on foreign goods imported by British subjects, and a surtax in addition to the export duty on Chinese produce destined for export abroad or coastwise.

It is clearly understood that after *lekin* barriers and other stations for taxing goods in transit have been removed, no attempt shall be made to revive them in any form or under any pretext whatsoever; that in no case shall the surtax on foreign imports exceed the equivalent of one and a half times the import duty leviable in terms of the Final Protocol signed by China and the Powers on the 7th day of September, 1901; that payment of the import duty and surtax shall secure for foreign imports, whether in the hands of Chinese or non-Chinese subjects, in original packages or otherwise, complete immunity from all other taxation, examination or delay; that the total amount of taxation leviable on native produce for export abroad shall, under no circumstances, exceed 7½ per cent. *ad valorem*.

Keeping these fundamental principles steadily in view, the high contracting parties have agreed upon the following methods of procedure:—

Section 1.—The Chinese Government undertake that all barriers of whatsoever kind, collecting *lekin* or such like dues or duties, shall be permanently abolished on all roads, railways, and waterways in the Eighteen Provinces of China and the Three Eastern Provinces. This provision does not apply to the Native Custom-houses at present in existence on the seaboard or waterways, at open ports, on land routes, and on land frontiers of China.

Section 2.—The British Government agree that foreign goods on importation, in addition to the effective 5 per cent. import duty as provided for in the Protocol of 1901, shall pay a special surtax equivalent to one and a half times the said duty to compensate for the abolition of *lekin*, of transit dues in lieu of *lekin*, and of all other taxation on foreign goods, and in consideration of the other reforms provided for in this Article; but this provision shall not impair the right of China to tax salt, native opium and native produce as provided for in Sections 3, 5, 6 and 8.

The same amount of surtax shall be levied on goods imported into the Eighteen Provinces of China and the Three Eastern Provinces across the land frontiers as on goods entering China by sea.

Section 3.—All Native Custom-houses now existing, whether at the Open Ports, on the seaboard, on rivers, inland waterways, land routes or land frontiers, as enumerated in the Hu Pu and Kung Pu *Tse Li* (Regulations of the Boards of Revenue and Works) and *Ta Ch'ing Hui Tien* (Dynastic Institutes), may remain; a list of the same, with their location, shall be furnished to the British Government, for purposes of record.

Wherever there are Imperial Maritime Custom-houses, or wherever such may be hereafter placed, Native Custom-houses may be also established; as well as at any points either on the seaboard or land frontiers.

The location of Native Custom-houses in the Interior may be changed as the circumstances of trade seem to require, but any change must be communicated to the British Government, so that the list may be corrected; the originally stated number of them shall not, however, be exceeded.

Goods carried by junks or sailing-vessels trading to or from open ports shall not pay lower duties than the combined duties and surtax on similar cargo carried by steamers.

Native produce, when transported from one place to another in the interior, shall, on arrival at the first Native Custom-house, after leaving the place of production, pay duty equivalent to the export surtax mentioned in Section 7.

When this duty has been paid, a certificate shall be given which shall describe the nature of the goods, weight, number of packages, etc., amount of duty paid and intended destination. This certificate, which shall be valid for a fixed period of not

less than one year from date of payment of duty, shall free the goods from all taxation, examination, delay, or stoppage at any other Native Custom-houses passed *en route.*

If the goods are taken to a place not in the foreign settlements or concessions of an open port, for local use, they become there liable to the Consumption Tax described in Section 8.

If the goods are shipped from an open port, the certificate is to be accepted by the Custom-house concerned, in lieu of the export surtax mentioned in Section 7.

Junks, boats, or carts shall not be subjected to any taxation beyond a small and reasonable charge, paid periodically at a fixed annual rate. This does not exclude the right to levy, as at present, tonnage (Chuan Chao) and port dues (Chuan Liao) on junks.

Section 4.—Foreign opium duty and present *lekin*—which latter will now become a surtax in lieu of *lekin*—shall remain as provided for by existing Treaties.

Section 5.—The British Government have no intention whatever of interfering with China's right to tax native opium, but it is essential to declare that, in her arrangements for levying such taxation, China will not subject other goods to taxation, delay, or stoppage.

China is free to retain at important points on the borders of each province—either on land or water—offices for collecting duty on native opium, where duties or contributions leviable shall be paid in one lump sum; which payment shall cover taxation of all kinds within that province Each cake of opium will have a stamp affixed as evidence of duty payment. Excise officers and police may be employed in connection with these offices; but no barriers or other obstructions are to be erected, and the excise officers or police of these offices shall not stop or molest any other kinds of goods, or collect taxes thereon.

A list of these offices shall be drawn up and communicated to the British Government for record.

Section 6.—*Lekin* on salt is hereby abolished and the amount of said *lekin* and of other taxes and contributions shall be added to the salt duty, which shall be collected at place of production or at first station after entering the province where it is to be consumed.

The Chinese Government shall be at liberty to establish salt reporting offices at which boats conveying salt which is being moved under salt passes or certificates may be required to stop for purposes of examination and to have their certificates *viséd*, but at such offices no *lekin* or transit taxation shall be levied and no barriers or obstructions of any kind shall be erected.

Section 7.—The Chinese Government may re-cast the Export Tariff with specific duties as far as practicable on a scale not exceeding five per cent. *ad valorem*; but existing export duties shall not be raised until at least six months' notice has been given.

In cases where existing export duties are above five per cent. they shall be reduced to not more than that rate.

An additional special surtax of one half the export duty payable for the time being, in lieu of internal taxation and *lekin*, may be levied at time of export on goods exported either to foreign countries or coastwise.

In the case of silk, whether hand or filature reeled, the total export duty shall not exceed a specific rate equivalent to not more than five per cent. *ad valorem.* Half of this specific duty may be levied at the first Native Custom-house in the interior which the silk may pass and in such case a certificate shall be given as provided for in Section 3, and will be accepted by the Custom-house concerned at place of export in lieu of half the export duty. Cocoons passing Native Custom-houses shall be liable to no taxation whatever. Silk not exported but consumed in China is liable to the Consumption Tax mentioned in Section 8.

Section 8.—The abolition of the *lekin* system in China and the abandonment of all other kinds of internal taxation on foreign imports and on exports will diminish the revenue materially. The surtax on foreign imports and exports and on coastwise exports is intended to compensate in a measure for this loss of revenue, but there

remains the loss of *lekin* revenue on internal trade to be met, and it is therefore agreed that the Chinese Government are at liberty to impose a Consumption Tax on articles of Chinese origin not intended for export.

This tax shall be levied only at places of consumption and not on goods while in transit, and the Chinese Government solemnly undertake that the arrangements which they may make for its collection shall in no way interfere with foreign goods or with native goods for export. The fact of goods being of foreign origin shall of itself free them from all taxation, delay, or stoppage, after having passed the Custom-house.

Foreign goods which bear a similarity to native goods shall be furnished by the Custom-house, if required by the owner, with a protective certificate for each package, on payment of import duty and surtax, to prevent the risk of any dispute in the interior.

Native goods brought by junks to open ports, if intended for local consumption—irrespective of the nationality of the owner of the goods—shall be reported at the Native Custom-house only, where the consumption tax may be levied.

China is at liberty to fix the amount of this (consumption) tax, which may vary according to the nature of the merchandise concerned, that is to say, according as the articles are necessaries of life or luxuries; but it shall be levied at a uniform rate on goods of the same description, no matter whether carried by junk, sailing-vessel, or steamer. As mentioned in Section 3, the Consumption Tax is not to be levied within foreign settlements or concessions.

Section 9.—An excise equivalent to double the import duty as laid down in the Protocol of 1901 is to be charged on all machine-made yarn and cloth manufactured in China, whether by foreigners at the open ports or by Chinese anywhere in China.

A rebate of the import duty and two-thirds of the import surtax is to be given on raw cotton imported from foreign countries, and of all duties, including Consumption Tax, paid on Chinese raw cotton used in mills in China.

Chinese machine-made yarn or cloth having paid excise is to be free of Export Duty, Export Surtax, Coast Trade Duty, and Consumption Tax. This Excise is to be collected through the Imperial Maritime Customs.

The same principle and procedure are to be applied to all other products of foreign type turned out by machinery, whether by foreigners at the open ports or by Chinese anywhere in China.

This stipulation is not to apply to the out-turn of the Hanyang and Ta Yeh Iron Works in Hupeh and other similar existing Government Works at present exempt from taxation; or to that of Arsenals, Government Dockyards, or establishments of that nature for Government purposes which may hereafter be erected.

Section 10.—A member or members of the Imperial Maritime Customs Foreign Staff shall be selected by each of the Governors-General and Governors, and appointed, in consultation with the Inspector-General of Imperial Maritime Customs, to each province for duty in connection with Native Customs affairs, Consumption Tax, Salt and Native Opium Taxes. These officers shall exercise an efficient supervision of the working of these departments, and in the event of their reporting any case of abuse, illegal exaction, obstruction to the movement of goods, or other cause of complaint, the Governor-General or Governor concerned will take immediate steps to put an end to same.

Section 11.—Cases where illegal action as described in this Article is complained of shall be promptly investigated by an officer of the Chinese Government of sufficiently high rank, in conjunction with a British officer and an officer of the Imperial Maritime Customs, each of sufficient standing; and in the event of its being found by a majority of the investigating officers that the complaint is well founded and loss has been incurred, due compensation is to be at once paid from the Surtax funds, through the Imperial Maritime Customs at the nearest open port. The High Provincial Officials are to be held responsible that the officer guilty of the illegal action shall be severely punished and removed from his post.

If the complaint turns out to be without foundation, complainant shall be held responsible for the expenses of the investigation.

His Britannic Majesty's Minister will have the right to demand investigation where from the evidence before him he is satisfied that illegal exactions or obstructions have occurred.

Section 12.—The Chinese Government agree to open to foreign trade, on the same footing as the places opened to foreign trade by the Treaties of Nanking and Tientsin, the following places, namely:—

Changsha in Hunan;
Wanhsien in Szechuen;
Nganking in Anhui;
Waichow (Hui-chow) in Kwangtung; and
Kongmoon (Chiang-mên) in Kwangtung.

Foreigners residing in these open ports are to observe the Municipal and Police Regulations on the same footing as Chinese residents, and they are not to be entitled to establish Municipalities and Police of their own within the limits of these Treaty Ports except with the consent of the Chinese authorities.

If this Article does not come into operation the right to demand under it the opening of these ports, with the exception of Kongmoon, which is provided for in Article 10, shall lapse

Section 13.—Subject to the provisions of Section 14, the arrangements provided for in this Article are to come into force on 1st January, 1904.

By that date all *lekin* barriers shall be removed and officials employed in the collection of taxes and dues prohibited by this Article shall be removed from their posts.

Section 14.—The condition on which the Chinese Government enter into the present engagement is that all Powers entitled to most favoured nation treatment in China enter into the same engagements as Great Britain with regard to the payment of surtaxes and other obligations imposed by this Article on His Britannic Majesty's Government and subjects.

The conditions on which His Britannic Majesty's Government enter into the present engagement are:—

(1.) That all Powers who are now or who may hereafter become entitled to most favoured nation treatment in China enter into the same engagements;

(2.) And that their assent is neither directly nor indirectly made dependent on the granting by China of any political concession, or of any exclusive commercial concession.

Section 15.—Should the Powers entitled to most favoured nation treatment by China have failed to agree to enter into the engagements undertaken by Great Britain under this Article by the 1st January, 1904, then the provisions of the Article shall only come into force when all the Powers have signified their acceptance of these engagements.

Section 16.—When the abolition of *lekin* and other forms of internal taxation on goods as provided for in this Article has been decided upon and sanctioned, an Imperial Edict shall be published in due form on yellow paper and circulated, setting forth the abolition of all *lekin* taxation, *lekin* barriers and all descriptions of internal taxation on goods, except as provided for in this Article.

The Edict shall state that the Provincial High Officials are responsible that any official disregarding the letter or spirit of its injunction shall be severely punished and removed from his post.

Art. IX.—The Chinese Government, recognising that it is advantageous for the country to develop its mineral resources, and that it is desirable to attract Foreign as well as Chinese capital to embark in mining enterprises, agree within one year from the signing of this Treaty to initiate and conclude the revision of the existing Mining Regulations. China will, with all expedition and earnestness, go into the whole question of Mining Rules and, selecting from the rules of Great Britain, India, and other countries, regulations which seem applicable to the condition of China, she will re-cast her present Mining Rules in such a way as while promoting the interests of

Chinese subjects and not injuring in any way the sovereign rights of China, shall offer no impediment to the attraction of foreign capital, or place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations.

Any mining concession granted after the publication of these new Rules shall be subject to their provisions.

Art. X.—Whereas in the year 1898 the Inland Waters of China were opened to all such steam vessels, native or foreign, as might be especially registered for that trade at the Treaty Ports, and whereas the Regulations dated 28th July, 1898, and Supplementary Rules dated September, 1898, have been found in some respects inconvenient in working, it is now mutually agreed to amend them and to annex such new Rules to this Treaty. These Rules shall remain in force until altered by mutual consent.

It is further agreed that Kongmoon shall be opened as a Treaty Port, and that, in addition to the places named in the special Article of the Burmah Convention of 4th February, 1897, British steamers shall be allowed to land or ship cargo and passengers, under the same regulations as apply to the "Ports of Call" on the Yangtze River, at the following "Ports of Call": Pak Tau Hau (Pai-t'u k'ou), Lo Ting Hau (Lo-ting k'ou), and Do Sing (Tou-ch'êng); and to land or discharge passengers at the following ten passenger landing stages on the West River:—Yung Ki (Jung-chi), Mah Ning (Ma-ning), Kau Kong (Chiu-chiang), Kulow (Ku-lao), Wing On (Yung-an), How Lik (Houli), Luk Pu (Lu-pu), Yuet Sing (Yüeh-ch'eng), Luk To (Lu-tu) and Fung Chuen (Fêng-ch'uan).

Art. XI.—His Britannic Majesty's Government agree to the prohibition of the general importation of morphia into China, on condition, however, that the Chinese Government will allow of its importation, on payment of the Tariff import duty and under special permit, by duly qualified British medical practitioners and for the use of hospitals, or by British chemists and druggists who shall only be permitted to sell it in small quantities and on receipt of a requisition signed by a duly qualified foreign medical practitioner.

The special permits above referred to will be granted to an intending importer on his signing a bond before a British Consul guaranteeing the fulfilment of these conditions. Should an importer be found guilty before a British Consul of a breach of his bond, he will not be entitled to take out another permit. Any British subject importing morphia without a permit shall be liable to have such morphia confiscated.

This Article will come into operation on all other Treaty Powers agreeing to its conditions, but any morphia actually shipped before that date will not be affected by this prohibition.

The Chinese Government on their side undertake to adopt measures at once to prevent the manufacture of morphia in China.

Art. XII.—China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations, Great Britain agrees to give every assistance to such reform, and she will also be prepared to relinquish her extra-territorial rights when she is satisfied that the state of the Chinese laws, the arrangement for their administration and other considerations warrant her in so doing.

Art. XIII.—The missionary question in China being, in the opinion of the Chinese Government, one requiring careful consideration, so that, if possible, troubles such as have occurred in the past may be averted in the future, Great Britain agrees to join in a Commission to investigate this question, and, if possible, to devise means for securing permanent peace between converts and non-converts, should such a Commission be formed by China and the Treaty Powers interested.

Art. XIV.—Whereas under Rule V. appended to the Treaty of Tientsin of 1858. British merchants are permitted to export rice and all other grain from one port of China to another under the same conditions in respect of security as copper "cash," it is now agreed that in cases of expected scarcity or famine from whatsoever cause in any district, the Chinese Government shall, on giving twenty-one days' notice, be at liberty to prohibit the shipment of rice and other grain from such district.

Should any vessel specially chartered to load rice or grain previously contracted for have arrived at her loading port prior to or on the day when a notice of prohibition to export comes into force, she shall be allowed an extra week in which to ship her cargo.

If during the existence of this prohibition, any shipment of rice or grain is allowed by the authorities, the prohibition shall, *ipso facto*, be considered cancelled and shall not be re-imposed until six weeks' notice has been given.

When a prohibition is notified, it will be stated whether the Government have any Tribute or Army Rice which they intend to ship during the time of prohibition, and, if so, the quantity shall be named.

Such rice shall not be included in the prohibition, and the Customs shall keep a record of any Tribute or Army Rice so shipped or landed.

The Chinese Government undertake that no rice, other than Tribute or Army Rice belonging to the Government, shall be shipped during the period of prohibition.

Notifications of prohibitions, and of the quantities of Army or Tribute Rice for shipment shall be made by the Governors of the Province concerned.

Similarly, notifications of the removals of prohibitions shall be made by the same authorities.

The export of rice and other grain to foreign countries remains prohibited.

Art. XV.—It is agreed that either of the High Contracting Parties to this Treaty may demand a revision of the Tariff at the end of 10 years; but if no demand be made on either side within 6 months after the end of the first 10 years, then the Tariff shall remain in force for 10 years more, reckoned from the end of the preceding 10 years, and so it shall be at the end of each successive 10 years.

Any Tariff concession which China may hereafter accord to articles of the produce or manufacture of any other State shall immediately be extended to similar articles of the produce or manufacture of His Britannic Majesty's Dominions by whomsoever imported.

Treaties already existing between the United Kingdom and China shall continue in force in so far as they are not abrogated or modified by stipulations of the present Treaty.

Art. XVI.—The English and Chinese Texts of the present Treaty have been carefully compared, but in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct sense.

The ratifications of this Treaty, under the hand of His Majesty the King of Great Britain and Ireland and of His Majesty the Emperor of China respectively shall be exchanged at Peking within a year from this day of signature.

In token whereof the respective Plenipotentiaries have signed and sealed this Treaty, two copies in English and two in Chinese.

Done at Shanghai this fifth day of September in the year of Our Lord, 1902, corresponding with the Chinese date, the fourth day of the eighth moon of the twenty-eighth year of Kwang Hsu.

[L.S.] JAS. L. MACKAY.

ANNEX A.—(1)

(TRANSLATION.)

LU, President of the Board of Works;

SHENG, Junior Guardian of the Heir Apparent, Vice-President of the Board of Works;

Imperial Chinese Commissioners for dealing with questions connected with the Commercial Treaties, to

Sir JAMES MACKAY, His Britannic Majesty's Special Commissioner for the discussion of Treaty matters.

Shanghai: K. H. XXVIII., 7th moon, 11th day
(Received August 15, 1902*)*

We have the honour to inform you that we have received the following telegram from His Excellency Liu, Governor General of the Liang Chiang, on the subject of Clause II. mutually agreed upon by us:

As regards this clause, it is necessary to insert therein a clear stipulation, to the effect that, no matter what changes may take place in the future, all Customs' duties must continue to be calculated on the basis of the existing higher rate of the Haikwan "Tael over the Treasury Tael, and that 'the touch' and weight of the former must be "made good."

As we have already arranged with you that a declaration of this kind should be embodied in an Official Note, and form an annex to the present Treaty, for purposes of record, we hereby do ourselves the honour to make this communication.

ANNEX A—(2)

GENTLEMEN, Shanghai, August 18th, 1902.

I have the honour to acknowledge the receipt of your despatch of the 14th instant forwarding copy of a telegram from His Excellency Liu, Governor-General of the Liang Chiang, on the subject of Article II. of the new Treaty, and in reply I have the honour to state that His Excellency's understanding of the Article is perfectly correct.

I presume the Chinese Government will make arrangements for the coinage of a national silver coin of such weight and touch as may be decided upon by them. These coins will be made available to the public in return for a quantity of silver bullion of equivalent weight and fineness plus the usual mintage charge.

The coins which will become the national coinage of China will be declared by the Chinese Government to be legal tender in payment of Customs duty and in discharge of obligations contracted in Haikwan taels, but only at their proportionate value to the Haikwan tael, whatever that may be.

I have the honour to be,
Gentlemen,
Your obedient Servant,

Their Excellencies (Signed) JAS. L. MACKAY.
LU HAI-HUAN and SHENG HSUAN-HUAI,
etc., etc., etc.

ANNEX B—(1)

(TRANSLATION)

LU, President of the Board of Works;

SHENG, Junior Guardian of the Heir Apparent, Vice-President of the Board of Works;

Imperial Chinese Commissioners for dealing with questions connected with the Commercial Treaties, to

SIR JAMES L. MACKAY, His Britannic Majesty's Special Commissioner.

Shanghai, September 2nd, 1902.

We have the honour to inform you that on the 22nd of August, we, in conjunction with the Governors-General of the Liang Chiang and the Hu-kuang Provinces, Their Excellencies Liu and Chang, addressed the following telegraphic Memorial to the Throne:—

"Of the revenue of the different Provinces derived from *lekin* of all kinds, a "portion is appropriated for the service of the foreign loans, a portion for the Peking Government, and the balance is reserved for the local expenditure of the Provinces concerned.

"In the negotiations now being conducted with Great Britain for the amendment "of the Commercial Treaties, a mutual arrangement has been come to providing for "the imposition of additional taxes, in compensation for the abolition of all kinds of "*lekin* and other imposts on goods, prohibited by Article VIII. After payment of "interest and sinking fund on the existing foreign loan, to the extent to which *lekin* "is thereto pledged, these additional taxes shall be allocated to the various Provinces "to make up deficiencies and replace revenue, in order that no hardships may be "entailed on them. With a view to preserving the original intention underlying the "proposal to increase the duties in compensation for the loss of revenue derived from "*lekin* and other imposts on goods, it is further stipulated that the surtaxes shall not "be appropriated for other purposes, shall not form part of the Imperial Maritime "Customs revenue proper, and shall in no case be pledged as security for any new "foreign loan.

"It is therefore necessary to memorialize for the issue of an Edict, giving effect "to the above stipulations and directing the Board of Revenue to find out what "proportion of the provincial revenues derived from *lekin* of all kinds, now about "to be abolished, each Province has hitherto had to remit, and what proportion it "has been entitled to retain, so that, when the Article comes into operation, due "apportionment may be made accordingly, thus providing the Provinces with funds "available for local expenditure and displaying equitable and just treatment towards "all."

On the 1st instant an Imperial Decree "Let action, as requested, be taken," was issued, and we now do ourselves the honour reverently to transcribe the same for your information.

ANNEX B—(2)

Shanghai, September 5th, 1902.

GENTLEMEN,

I have the honour to acknowledge the receipt of your despatch of the 2nd instant forwarding the text of the Memorial and Decree dealing with the disposal of the surtaxes.

I understand that the surtaxes in addition to not being pledged for any new foreign loan are not to be pledged to, or held to be security for, liabilities already contracted by China except in so far as *lekin* revenue has already been pledged to an existing loan.

I also understand from the Memorial that the whole of the surtaxes provided by Article VIII. of the New Treaty goes to the Provinces in proportions to be agreed upon between them and the Board of Revenue, but that out of these surtaxes each Province is obliged to remit to Peking the same contribution as that which it has hitherto remitted out of its *lekin* collections, and that the Provinces also provide as hitherto out of these surtaxes whatever funds may be necessary for the service of the foreign loan to which *lekin* is partly pledged.

I hope Your Excellencies will send me a reply to this despatch and that you will agree to this correspondence forming part of the Treaty as an Annex.

I have the honour to be,

Gentlemen,

Your obedient servant,

(Signed) JAS. L. MACKAY.

Their Excellencies,

LU HAI-HUAN and SHENG HSUAN-HUAI,

etc., etc. etc.

Annex B—(3)

(Translation)

Lu, President of the Board of Works;

Sheng, Junior Guardian of the Heir Apparent, Vice-President of the Board of Works;

Imperial Chinese Commissioners for dealing with questions connected with the Commercial Treaties, to

Sir James L. Mackay, His Britannic Majesty's Special Commissioner.

Shanghai, September 5th, 1902.

We have the honour to acknowledge the receipt of your communication of to-day's date with regard to the allocation of the surtax funds allotted to the Provinces, and to inform you that the views therein expressed are the same as our own.

We would, however, wish to point out that, were the whole amount of the allocation due paid over to the Provinces, unnecessary expense would be incurred in the retransmission by them of such portions thereof as would have to be remitted to Peking in place of the contributions hitherto payable out of *lekin* revenue. The amount, therefore, of the allocation due to the Provinces, arranged between them and the Board of Revenue, will be retained in the hands of the Maritime Customs, who will await the instructions of the Provinces in regard to the remittance of such portion thereof as may be necessary to fulfil their obligations, and (on receipt of these instructions) will send forward the amount direct. The balance will be held to the order of the Provinces.

In so far as *lekin* is pledged to the service of the 1898 loan, a similar method of procedure will be adopted.

As you request that this correspondence be annexed to the Treaty, we have the honour to state that we see no objection to this being done.

Annex C

INLAND WATERS STEAM NAVIGATION

Additional Rules

1.—British steamship owners are at liberty to lease warehouses and jetties on the banks of waterways from Chinese subjects for a term not exceeding 25 years, with option of renewal on terms to be mutually arranged. In cases where British merchants are unable to secure warehouses and jetties from Chinese subjects on satisfactory terms, the local officials, after consultation with the Minister of Commerce, shall arrange to provide these on renewable lease as above mentioned at current equitable rates

2.—Jetties shall only be erected in such positions that they will not obstruct the inland waterway or interfere with navigation, and with the sanction of the nearest Commissioner of Customs; such sanction, however, shall not be arbitrarily withheld.

3.—British merchants shall pay taxes and contributions on these warehouses and jetties on the same footing as Chinese proprietors of similar properties in the neighbourhood. British merchants may only employ Chinese agents and staff to reside in warehouses so leased at places touched at by steamers engaged in inland traffic to carry on their business; but British merchants may visit these places from time to time to look after their affairs. The existing rights of Chinese jurisdiction over Chinese subjects shall not by reason of this clause be diminished or interfered with in any way.

4.—Steam vessels navigating the inland waterways of China shall be responsible for loss caused to riparian proprietors by damage which they may do to the banks

or works on them and for the loss which may be caused by such damage. In the event of China desiring to prohibit the use of some particular shallow waterway by launches, because there is reason to fear that the use of it by them would be likely to injure the banks and cause damage to the adjoining country, the British authorities, when appealed to, shall, if satisfied of the validity of the objection, prohibit the use of that waterway by British launches, provided that Chinese launches are also prohibited from using it.

Both Foreign and Chinese launches are prohibited from crossing dams and weirs at present in existence on inland waterways where they are likely to cause injury to such works, which would be detrimental to the water service of the local people.

5.—The main object of the British Government in desiring to see the inland waterways of China opened to steam navigation being to afford facilities for the rapid transport of both foreign and native merchandise, they undertake to offer no impediment to the transfer to a Chinese company and the Chinese flag of any British steamer which may now or hereafter be employed on the inland waters of China should the owner be willing to make the transfer.

In event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China the fact of British subjects holding shares in such a company shall not entitle the steamers to fly the British flag.

6.—Registered steamers and their tows are forbidden, just as junks have always been forbidden, to carry contraband goods. Infraction of this rule will entail the penalties prescribed in the Treaties for such an offence, and cancellation of he Inland Waters Navigation Certificate carried by the vessels, which will be prohibited from thereafter plying on inland waters.

7.—As it is desirable that the people living inland should be disturbed as little as possible by the advent of steam vessels to which they are not accustomed, inland waters not hitherto frequented by steamers shall be opened as gradually as may be convenient to merchants and only as the owners of steamers may see prospects of remunerative trade.

In cases where it is intended to run steam vessels on waterways on which such vessels have not hitherto run, intimation shall be made to the Commissioner of Customs at the nearest open port who shall report the matter to the Ministers of Commerce. The latter, in conjunction with the Governor-General or Governor of the Province, after careful consideration of all the circumstances of the case, shall at once give their approval.

8.—A registered steamer may ply within the waters of a port, or from one open port or ports to another open port or ports, or from one open port or ports of places inland, and thence back to such port or ports. She may, on making due report to the Customs, land or ship passengers or cargo at any recognised places of trade passed in the course of the voyage; but may not ply between inland places exclusively except with the consent of the Chinese Government.

9.—Any cargo and passenger boats may be towed by steamers. The helmsman and crew of any boat towed shall be Chinese. All boats, irrespective of ownership, must be registered before they can proceed inland.

10.—These Rules are supplementary to the Inland Steam Navigation Regulations of July and September, 1898. The latter, where untouched by the present Rules, remain in full force and effect; but the present Rules hold in the case of such of the former Regulations as the present Rules affect. The present Rules, and the Regulations of July and September, 1898, to which they are supplementary, are provisional and may be modified, as circumstances require, by mutual consent.

Done at Shanghai this fifth day of September, in the year of Our Lord, 1902, corresponding with the Chinese date, the fourth day of the eighth moon of the twenty-eighth year of Kwang Hsü.

[L.S.] JAS. L. MACKAY.

REVISED IMPORT TARIFF FOR THE TRADE OF CHINA, 1919

(Superceding the Tariff arranged in 1902)

Note.—If any of the articles enumerated in this Tariff are imported in dimensions exceeding those specified, the Duty is to be calculated in proportion to the measurements as defined.

No.	Name of Article.	Tariff Unit and Duty.	
	Cotton and Cotton Goods.	*Per*	*Hk. Tls.*
	Cotton Piece Goods, Grey.		
1	Grey Shirtings and Sheetings, not over 40 ins. by 41 yds:—		
	a. Weight 7 lb. and under	Piece	0.091
	b. „ over 7 lb. and not over 9 lb.	„	0.13
	c. „ over 9 lb. and not over 11 lb.	„	0.18
2	Grey Shirtings and Sheetings, not over 40 ins. by 41 yds. and with more than 110 threads per square inch:—		
	a. Weight over 11 lb. and not over 12½ lb.	„	0.20
	b. „ over 12½ lb. and not over 15½ lb.	„	0.23
	c. „ over 15½ lb....	„	0.27
3	Grey Shirtings and Sheetings, not over 40 ins. by 41 yds. and with 110 threads or less per square inch:—		
	a. Weight over 11 lb. and not over 15½ lb.	„	0.16
	b. „ over 15½ lb....	„	0.20
4	Drills and Jeans, Grey, not over 31 ins. by 31 yds.	„	0.15
5	Drills and Jeans, Grey, not over 31 ins. by 41 yds.:—		
	a. Weight 12¾ lb. and under	„	0.20
	b. „ over 12¾ lb....	„	0.16
6	*T*-Cloths, Grey, not over 34 ins. by 25 yds.:—		
	a. Weight 7 lb. and under	„	0.086
	b. „ over 7 lb. ...	„	0.12
7	*T*-Cloths, Grey, over 34 ins. but not over 37 ins. by 25 yds.	Piece	0.15
8	Imitation Native Cotton Cloth (including Machine-made), Grey, not over 24 ins. wide and with not more than 110 threads per square inch.	Picul	1.60
9	Cotton Flannel or Flannelette of Plain or Twill Weave, Grey:—		
	a. Not over 32 ins. by 31 yds.	Piece	0.17
	b. Over 32 ins. but not over 40 ins. by 31 yds.	„	0.24
	Cotton Piece Goods, White or Dyed (irrespective of finish).		
10	Plain White Shirtings and Sheetings, not over 37 ins. by 42 yds.	„	0.21
11	White Irishes, not over 37 ins. by 42 yds.	„	0.25
12	Drills and Jeans, White, not over 31 ins. by 32 yds.	„	0.16
13	Drills and Jeans, White, not over 31 ins. by 42 yds.	„	0.22
14	*T*-Cloths, White, and Mexicans, not over 32 ins. by 41 yds.	„	0.18
15	Dimities, Piqués, Vestings, Quiltings, and Bedford Cords, White, not over 30 ins. by 30 yds.	„	0.24
16	Cambrics, Lawns, and Muslins, White, Plain, not over 46 ins. by 12 yds.	„	0.041
17	Cambrics, Lawns, and Muslins, White, Figured, not over 46 ins. by 12 yds.	Value	5 %

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
18	Cambrics, Lawns, and Muslins, Dyed, Plain or Figured, not over 46 ins. by 12 yds.	Value	5 %
19	White or Dyed, Plain or Figured Cambrics, Lawns, Muslins, Limbrics, Pongees, Brocades, and Striped, Spotted, Corded, and Figured Shirtings:—		
	a. Not over 30 ins. by 31 yds.	Piece	0.22
	b. Over 30 ins. but not over 37 ins. by 42 yds.	"	0.25
20	Lenos, White or Dyed, not over 31 ins. by 30 yds.	"	0.11
21	Leno Brocades, White or Dyed	Value	5 %
22	Dyed Shirtings and Sheetings, Plain:—		
	a. Not over 30 ins. by 33 yds.	Piece	0.14
	b. Not over 30 ins. and over 33 yds. but not over 43 yds.	"	0.18
	c. Not over 36 ins. by 21 yds.	"	0.11
	d. Not over 36 ins. and over 21 yds. but not over 33 yds.	"	0.17
	e. Not over 36 ins. and over 33 yds. but not over 43 yds ...	"	0[illegible]
23	Dyed Drills and Jeans, Plain:—		
	a. Not over 31 ins. by 33 yds.....	"	0.18
	b. Not over 31 ins. and over 33 yds. but not over 43 yds....	"	0.23
24	Dyed *T*-cloths, Embossed Cantoons, Alpacianos, Real and Imitation Turkey Reds, not over 32 ins. by 25 yds.:—		
	a. Weight 3¼ lb. and under	"	0.094
	b. " over 3¼ lb. but not over 5¼ lb.	"	0.12
	c. " over 5¼ lb. ..	"	0.17
25	Mercerised Crimps, White, Dyed, or Printed, Plain or Figured, not over 32 ins. by 32 yds.	"	0.27
26	Oatmeal Crapes, White or Dyed, Plain or Figured, not over 33 ins. by 33 yds.	"	0.26
27	Cotton Crape (not including Oatmeal Crapes), Grey, Bleached, Dyed, Printed, or Dyed in the Yarn:—		
	a. Not over 15 ins. wide	Value	5 %
	b. Over 15 ins. but not over 30 ins. wide	Yard	0.0053
28	Lastings, Italians, Satteens, Ribs, Cords, Moreens, Beatrice Twills, Tientsin Twills, Satteen Drills, Satteen Stripes, Repps, and Imitation (Weft-faced) Venetians, White or Dyed, Plain or Figured, not over 33 ins. by 33 yds.	Piece	0.23
29	Poplins and Venetians, White or Dyed, Plain, not over 33 ins. by 33 yds.	"	0.40
30	Poplins and Venetians, White or Dyed, Figured, not over 33 ins. by 33 yds.	"	0.50
31	Cotton Flannel, or Flannelette, of Plain or Twill Weave:—		
	1. White, Dyed, or Printed, or Dyed in the Yarn, exclusive of Duplex or Reversible Prints:		
	a. Not over 25 ins by 15 yds.	"	0.07
	b. Over 25 ins. but not over 30 ins. by 15 yds.	"	0.085
	c. Over 25 ins. but not over 30 ins. by 31 yds.	"	0.18
	d. Over 30 ins. but not over 36 ins. by 15 yds.	"	0.10
	e. Over 30 ins. but not over 36 ins. by 31 yds.	"	0.22
	2. Duplex or Reversible Prints	Value	5 %
32	Dyed Cotton Spanish Stripes:—		
	a. Not over 32 ins. by 20 yds.	Piece	0.11
	b. Over 32 ins. but not over 64 ins. by 20 yds.	"	0.22
33	Dyed Cotton Velvets and Velveteens, Plain, not over 26 ins. wide...	Yard	0.014

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
34	Cotton Velvets and Velveteens, Printed, Figured, or Embossed, Velvet and Velveteen Cords, Corduroys, Fustians, Moleskins, and Plushes.	Value	5 %
35	Canvas, Cotton (including Cotton Duck), for Sails, etc.	Yard	0.015
36	Stockinette or Knitted Tissue :—		
	a. Raised	Picul	2.20
	b. Not Raised	Value	5 %
	Cotton Piece Goods, Printed.		
37	Printed Cambrics, Printed Lawns, Printed Muslins, Printed Shirtings, Printed Sheetings, Printed *T*-Cloths (including those known as Blue and White Printed *T*-Cloths), Printed Drills. Printed Jeans, Printed Diagonal Twill Cretonnes, Printed Silesias, Printed Repps (not including Repp Cretonnes) :—		
	a. Not over 20 ins. wide	Value	5 %
	b. Over 20 ins. but not over 46 ins. by 12 yds	Piece	0.051
	c. Over 20 ins. but not over 32 ins. by 30 yds.	"	0.12
	d Over 32 ins. but not over 42 ins. by 30 yds.	"	0.15
	Printed Mercerised Crimps. *See* No. 25.		
38	Printed Oatmeal Crapes and Oatmeal Crape Cretonnes, not over 32 ins. by 30 yds.	"	0.14
	Printed Cotton Crapes. *See* No. 27.		
39	Printed Turkey Reds, Real and Imitation, not over 31 ins. by 25 yds.	"	0.10
40	Printed Lenos, not over 31 ins. by 30 yds.	"	0.12
41	Printed Satteens and Satinets, Printed Brocades (including Printed Fancy Woven Stripes or Checks), Printed Italians, Printed Damasks, Printed Venetians, Printed Lastings, Printed Beatrice Twills, Printed Cords, Printed Poplins, Printed Moreens, not over 32 ins. by 30 yds.	Piece	0.25
	Printed Flannelette *See* No. 31.		
42	Duplex or Reversible Prints of Shirting Weave and one colour only, not over 32 ins. by 30 yds.	"	0.15
	Printed Velvets and Velveteens. *See* No. 34.		
43	Printed Domestic Cretonnes, Printed Satteen Cretonnes Printed Repp Cretonnes, Printed Embossed Figures, Printed Art Muslins and Casement Cloth, Printed Cotton Coatings, Trouserings, and Gabardines, and all other Duplex or Reversible Prints except those enumerated in Classes 37 and 42.	Value	5 %
	Printed Blankets. *See* No. 45.		
	Printed Handkerchiefs. *See* No. 48.		
	The term "Printed" in this Tariff includes Pigment Style, Direct Printing Style, Steam Style, Discharge Style, Madder or Dyed Style, Resist Style, Resist Pad Style, Metal Style, and so forth irrespective of finish.		
	The term "Duplex or Reversible Print" in this Tariff includes all Printed Cottons having (*a*) a different pattern printed on each side of the cloth, (*b*) the same design on both sides of the cloth, whether printed with one or more rollers.		
	Cotton Piece Goods, Yarn dyed.		
	Cotton Crape. *See* No. 27.		
	Cotton Flannel, or Flannelette. *See* No 31.		
	Stockinette. *See* No. 36.		

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Cotton and Cotton Goods not otherwise enumerated (*see also* No. 598.)	Value	5 %
	Cotton Piece Goods not otherwise enumerated (*see also* No. 598)	,,	,,
	Cotton, Raw; Cotton Thread, Cotton Yarn, and Manufactures of Cotton.		
44	Ankle-bands, Plain or Decorated	Picul	4.00
	Bags, New (*see also* No. 529)	,,	2.00
45	Blankets, Plain, Printed, or Jacquard (including those with a taped or whipped edge of Silk or other material), and Blanket Cloth.....	,,	2.00
	Canvas. *See* No. 35.		
	Crape. *See* No. 27.		
46	Counterpanes, Honeycomb or Alhambra:—		
	a. Not over 2½ yds. long	,,	2.25
	b. Over 2½ yds. long	Value	5 %
47	Embroidered Edging or Insertion. Machine-made	,,	,,
	Flannelette. *See* No. 31.		
48	Handkerchiefs, neither Embroidered nor Initialled:—		
	(1.) White, Dyed, or Printed, Hemmed (but not with a drawn thread hem):		
	a. Not over 13 ins. square	Dozen	0.011
	b. Over 13 ins. square but not over 18 ins. square.	,,	0.018
	c. Over 18 ins. square but not over 30 ins. square.	,,	0.027
	2. White, Dyed, or Printed, with drawn-thread hem:		
	a. Not over 13 ins. square	,,	0 018
	b. Over 13 ins. square but not over 18 ins. square.	,,	0.038
	c. Over 18 ins square but not over 30 ins. square.	,,	0 046
	3. Printed Handkerchiefs, Unhemmed:		
	a. Not over 18 ins. square	,,	0.01
	b. Over 18 ins. square but not over 25 ins. square.	Dozen	0.032
	c. Over 25 ins. square but not over 29 ins. square.	,,	0.04
	d. Over 29 ins. square but not over 34 ins. square.	,,	0.052
49	Knitted Clothing Raised (including that stitched with Silk Thread and with facings of Silk or other material)	Picul	3.70
50	Raw Cotton	,,	0.80
51	Singlets or Drawers, not Raised (including those stitched with Silk Thread and with facings of Silk or other material).....	Dozen	0.14
52	Socks and Stockings:—		
	a. Not Raised on either side:		
	1. Made of Ungassed or Unmercerised Thread	Picul	3.50
	2. Made of Gassed or Mercerised Thread or stitched or embroidered with Silk	,,	7.50
	b. Raised.....	Value	5 %
	c. Others	,,	,,
	Stockinette. *See* No. 36.		
53	Towels:—		
	a. Turkish	Picul	2.50
	b. Honeycomb or Huckaback	,,	2.20
54	Thread, Dyed or Undyed (irrespective of finish):		
	1 Sewing Cotton:		
	a. In balls or skeins:		
	3-cord	,,	5.00
	6-cord	,,	9.50
	b. On spools or cops:		
	2-cord, 50 yds. or less	Gross	0.029
	3-cord, ,, ,,	,,	0.039
	6-cord, ,, ,,	,,	0.073
	Other lengths in proportion.		
	2. Crochet or Embroidery Cotton, in skeins or balls.	Picul	4.10
54	Cotton Waste	,,	0.48
56	Yarn:—		
	1. Grey (irrespective of fold):		
	a. Counts up to and including 17	,,	1.28
	b. Counts above 17 and up to and including 23.	,,	1.38

No.	Name of Article	Tariff Unit and Duty. Per	Hk. Tls.
	c. Counts above 23 and up to and including 35	Picul	1.90
	d. Counts above 35 and up to and including 45	,,	2.18
	e Counts above 45	Value	5 %
	2. Dyed, Bleached, Gassed, Mercerised, etc.	,,	,,
	Hemp, Linen, Silk, and Woollen Goods.		
	Flax, Hemp, and Jute Goods.		
57	Gunny Bags, New	Picul	0.42
58	,, ,, Old	Value	5 %
59	Hemp	Picul	0.70
60	,, or Hessian Bags, New	,,	0.95
61	Hemp or Hessian Bags, Old	Value	5 %
62	Hessian Cloth	Picul	0.90
63	Canvas of Hemp or Jute, for Sails, etc.	Yard	0.019
64	Canvas Linen (elastic), for Tailoring	Value	5 %
65	Tarpaulin of Hemp or Jute	Yard	0.011
	Silk Goods and Silk Mixtures.		
66	Silk Piece Goods (all Silk), Plain, Figured, or Brocaded	Value	5 %
67	Silk Plushes and Silk Velvets, Pure	Catty	0.55
68	Silk Seal, with Cotton back	,,	0.15
69	Silk Socks and Stockings, Knitted (including those made of Artificial Silk)	,,	0.35
70	Silk Mixture Plushes and Velvets (*i.e.*, made of Silk mixed with other fibrous material, with Cotton back)	,,	0.13
71	Silk and Cotton Satins, White or Dyed in the Piece:—		
	a. Plain	Catty	0.13
	b. Figured	,,	0.16
72	Silk and Cotton Satins, Dyed in the Yarn	,,	0.20
73	Silk and Cotton Mixtures not otherwise enumerated	Value	5 %
74	Silk Ribbons, all Silk and Mixtures	,,	,,

No.	Name of Article	Tariff Unit and Duty. Per	Hk. Tls.
	Wool and Cotton Unions.		
75	Union Shirtings, not over 33 ins. wide	Yard	0.024
76	Cloth made of remanufactured Wool and Cotton, such as Meltons, Vicunas, Beavers, Army Cloths, Union Cloths, Leather Cloths, Presidents (including Cloth containing a small quantity of new Wool for facing purposes), not over 56 ins. wide	,,	0.04
77	Italian Cloth, Plain or Figured, Alpacas, Lustres, Orleans, and Sicilians	Value	5 %
	Wool and Woollen Goods.		
78	Wool, Sheep's	Picul	0.85
79	Blankets and Rugs	Pound	0.028
80	Bunting, not over 24 ins. by 40 yds.	Piece	0.33
81	Camlets, not over 31 ins. by 62 yds.	,,	0.78
82	Flannel not over 33 ins. wide	Yard	0.024
83	Lastings, Plain, Figured or Crêped, not over 31 ins. by 32 yds.	Piece	0.73
84	Llama Braid	Picul	7.50
85	Long Ells, not over 31 ins. by 25 yds.	Piece	0.33
86	Russian, Broad, Superfine, Medium, and Habit Cloth, not over 76 ins. wide	Yard	0.076
87	Spanish Stripes, not over 64 ins. wide	,,	0.032
88	All Woollen and Worsted Yarn and Cord, including Berlin Wool	Picul	6.00
	Metals.		
	Metals.		
89	Aluminium	Value	5 %
90	,, Sheets	,,	,,
91	Antifriction Metals	,,	,,
92	Antimony Regulus and Refined	Picul	0.70
93	,, Ore	Value	5 %
	Brass and Yellow Metal:—		
94	Bars and Rods	Picul	1.50
95	Bolts and Nuts, Rivets, Washers, and Accessories	Value	5 %
96	Ingots	Picul	1.50
97	Nails	,,	1.80

No.	Name of Articles.	Tariff Unit and Duty. Per	Hk. Tls.
98	Old (fit only for remanufacture)	Value	5 %
99	Screws	"	"
100	Sheets and Plates	Picul	1.50
101	Tubes	"	2.40
102	Wire	"	1.50
	Copper:—		
103	Bars and Rods	Picul	1.70
104	Bolts, Nuts, Rivets, and Washers.....	Value	5 %
105	Ingots and Slabs	Picul	1.40
106	Nails...	"	2.40
107	Old (fit only for remanufacture)	Value	5 %
108	Sheets and Plates	Picul	1.70
109	Tacks	Value	5 %
110	Tubes	"	"
111	Wire.....	Picul	1.70
112	" Cable	Value	5 %
113	" Rope	"	"
	Iron and Steel, Ungalvanized (not including Bamboo, Spring, and Tool Steel):—		
114	Anvils, Swage-blocks, Anchors and Parts of, and Forgings (each weighing in every case 25 lb. or over) ...	Picul	0.57
115	Bolts, Nuts and Washers	Value	5 %
116	Castings, Rough	Picul	0.26
117	Chains, and Parts of...	"	0.38
118	Cobbles, Wire Shorts, Defective Wire, Bar Croppings, and Bar Ends, Galvanized or Ungalvanized	"	0.13
119	Crossings for Railways	Value	5 %
120	Fish-plates and Spikes	"	"
121	Hoops	Picul	0.27
122	Old (fit only for remanufacture)	"	0.10
123	Nail-rod, Bars, Twisted or Deformed Bars, Tees, Channels, Angles, Joists, Girders, and other Structural Sections or Shapes ...	"	0.20
124	Nails, Wire and Cut ...	"	0.30
125	Pig and Kentledge ...	"	0.10
126	Pipes, Tubes, and Pipe and Tube Fittings ...	Value	5 %
127	Plate Cuttings	Picul	0.12
128	Rails.....	"	0.16
129	Rivets	"	0.31
130	Screws	Value	5 %
131	Sheets and Plates ⅛ of an inch thick or more	Picul	0.20
132	" and Plates under ⅛ of an inch thick	"	0.25

No.	Name of Article	Tariff Unit and Duty. Per	Hk. Tls.
133	Tacks	Picul	0.45
134	Wire.....	"	0.26
135	" Rope, Galvanized or Ungalvanized (with or without fibre core	"	0.75
	Steel, Tool and Spring:—		
136	Bamboo Steel	"	0.27
137	Spring Steel	"	0.32
138	Tool Steel (including High-speed Steel).....	Value	5 %
	Iron and Steel, Galvanized:—		
139	Bolts, Nuts, Rivets and Washers	"	"
140	Pipes, Tubes, and Tube Fittings.....	"	"
141	Screws	"	"
142	Sheets, Corrugated and Plain	Picul	0.37
143	Wire.....	"	0.30
	Wire Rope (with or without fibre core) (*see* also No. 135)..	"	0.75
	" Shorts (*see* also No. 118)	"	0.13
144	Iron and Tin Dross	"	0.30
	Lead:—		
145	Old (fit only for remanufacture)	Value	5 %
146	Pigs or Bars	Picul	0.45
147	Pipe	"	0.50
148	Sheet	"	0.59
149	Wire.....	Value	5 %
150	Manganese	"	"
151	" Ferro	"	"
152	Nickel.....	Picul	3.50
153	Quicksilver	"	6.30
	Tin:—		
154	Compound	Value	5 %
155	Dross and Refuse	Picul	0.54
156	Ingots and Slabs	"	2.30
157	Pipe	Value	5 %
158	Sheet	Picul	2.10
159	Tinned Tacks	"	0.45
160	" Plates, Decorated	"	0.51
161	" " Plain.....	"	0.39
162	" " Old.....	Value	5 %
163	Type Metal	"	"
	White Metal, or German Silver:—		
164	Bars, Ingots, and Sheets	Picul	2.70
165	Wire.....	"	2.20
	Zinc:—		
166	Powder and Spelter ...	"	0.65
167	Sheets (including Perforated), Plates, and Boiler Plates.....	"	0.84

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Food, Drink, and Vegetable Medicines.		
	Fishery and Sea Products		
168	Agar-agar	Picul	0.30
169	Awabi, in bulk	,,	2.60
170	Bicho de Mar, Black, Spiked ...	,,	2.70
171	,, Black, not Spiked ...	,,	2,00
172	,, White ...	,,	1.00
173	Cockles, Dried	,,	0.69
174	,, Fresh	,,	0.06
175	Compoy	,,	2.15
176	Crabs' Flesh, Dried.....	,,	0.83
177	Fish Bones	Value	5 %
178	,, Cod, Dried	Picul	0.29
179	,, Cuttle	,,	0 68
180	,, Dried and Smoked (not including Dried Codfish and Cuttle-fish)	,,	0.49
181	,, Fresh	,,	0.32
182	,, Maws, 1st Quality —*i.e.*, weighing 1 catty or over per piece	Catty	0.25
183	,, Maws, 2nd Quality —*i.e.*, weighing under 1 catty per piece	Picul	2.80
184	,, Salmon Bellies ...	Value	5 %
185	,, Salt	Picul	0.18
186	,, Skin	,,	0.64
187	Mussels, Oysters, and Clams, Dried	,,	0.80
188	Prawns and Shrimps, Dried, in bulk.....	,,	1.10
189	Seaweed, Cut	,,	0.17
190	,, Long	,,	0.13
191	,, Prepared	,,	1.30
192	,, Red	Value	5 %
193	Sharks' Fins, Dorsal and Tail	Picul	4.40
194	,, ,, Breast ...	,,	1.90
195	,, ,, Prepared..	,,	6.40
196	,, Skins.....	Value	5 %
	Animal Products, Canned Goods and Groceries.		
197	Bacon and Hams, in bulk	Picul	1.80
198	Baking Powder.....	Value	5 %
199	Beef, Corned or Pickled, in Barrels	,,	,,
200	Birds' Nests, Black (incl. Clarified Refuse)	Catty	0.15
201	Birds' Nests, White ...	,,	0.90
202	Butter	Picul	2.70

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Canned Goods:—		
203	Asparagus	Picul (Incl. weight of immediate packing)	0.88
204	Awabi	,,	1,20
205	Cream & Milk, Evaporated or Sterilised	,,	0.65
206	Fruits, Table and Pie	,,	0.73
207	Milk, Condensed	,,	0.96
208	Canned Goods, Unenumerated	Value	5 %
209	Chocolate	,,	,,
210	Cocoa	,,	,,
211	Coffee.....	,,	,,
212	Currants and Raisins, in bulk.....	Picul	0.63
213	Fruits, Preserved, in Glass, etc.	Value	5 %
214	Honey	,,	,,
215	Jams and Jellies	,,	,,
216	Lard, in bulk	,,	,,
217	Macaroni & Vermicelli, in bulk.....	Picul	0,46
218	Margarine.....	Value	5 %
219	Meats, Dried and Salted	,,	,,
220	Pork Rind.....	,,	,,
221	Sausages, Dry	,,	,,
222	Soy	Picul	0,25
223	Tea	Value	5 %
	Cereals, Fruits, Medicinal Substances, Seeds, Spices, and Vegetables.		
224	Aniseed, Star:—		
	a. 1st Quality—value *Hk. Tls.* 15 and over per picul	Picul	1,00
	b. 2nd Quality—value under *Hk. Tls.* 15 per picul ...	,,	0.45
225	Apples, Fresh	,,	0.25
226	Asafœtida	Value	5 %
227	Barley, Pearl	,,	,,
228	Beans and Peas	,,	,,
229	Betelnuts, Dried	Picul	0,24
230	Betelnut Husk, Dried..	,,	0,12
231	Bran	,,	0.08
232	Cereals and Flour (including Barley, Maize, Millet, Oats, Paddy, Rice, Wheat, and Flour made therefrom; also Buckwheat and Buckwheat Flour, Cornflour and Yellow Corn Meal, Rye Flour, and Hovis Flour; but not including Arrowroot and Arrowroot Flour, Cracked Wheat, Germea, Hominy,		

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Pearl Barley, Potato Flour, Quaker Oats, Rolled Oats, Sago and Sago Flour, Shredded Wheat, Tapioca and Tapioca Flour, and Yam Flour)	—	Free
233	Camphor, Crude or Refined (including Shaped)	Picul	3.30
234	Camphor, Baroos, Clean	Catty	3.10
235	Camphor, Baroos, Refuse	Value	5 %
236	Capoor Cutchery.....	,,	,,
237	Cardamom Husk	Picul	0.25
238	Cardamoms, Inferior ...	,,	1.00
239	Cardamoms, Superior...	,,	10.00
240	Cassia Lignea and Buds	,,	0.90
241	Cassia Twigs	,,	0.18
242	Chestnuts	Value	5 %
243	China-root.....	Picul	0.70
244	Cinnamon, in bulk	,,	5.00
245	Cloves, in bulk	,,	0.90
246	Cloves, Mother.....	,,	0.40
247	Cocaine	Value	5 %
248	Galangal	Picul	0.19
249	Ginseng, Clarified or Gleaned:—		
	1st Quality — value over Hk. Tls. 25 per catty	Catty	2.80
	2nd Quality — value over Hk. Tls. 11 and not over Hk. Tls. 25 per catty...	,,	1.10
	3rd Quality — value over Hk. Tls. 3 and not over Hk. Tls. 11 per catty...	,,	0.36
	4th Quality — value not over Hk. Tls. 3 per catty	,,	0.09
250	Ginseng, Crude, Beard, Roots, and Cuttings:—		
	1st Quality — value over Hk. Tls. 3 per catty	,,	0.22
	2nd Quality — value not over Hk. Tls. 3 per catty	,,	0.085
251	Ginseng, Wild	Value	5 %
252	Groundnuts, in Shell ...	Picul	0.15
253	Groundnuts, Shelled ...	,,	0.23
254	Hops	Value	5 %
255	Isinglass, Vegetable ...	Picul	2.70
256	Lemons, Fresh.....	1,000	1.50
257	Lichees, Dried	Picul	0.53
258	Lily Flowers, Dried ...	,,	0.47
259	Lungngan Pulp	,,	0.65
260	Lungngans, Dried	,,	0.38
261	Malt	,,	0.41
262	Morphia in all forms ...	Value	5 %
263	Mushrooms	Picul	2.40
264	Nutmegs	,,	1.50

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
265	Olives.....	Value	5 %
266	Opium, Tincture of.....	,,	,,
267	Oranges, Fresh	Picul	0.18
268	Peel, Orange, in bulk...	,,	0.65
269	Pepper, Black	,,	0.97
270	Pepper, White	,,	1.60
271	Potatoes, Fresh	Value	5 %
272	Putchuck	Picul	1.90
273	Seed, Apricot	,,	1.30
274	Seed, Lily Flower—*i.e.*, Lotus-nuts without Husks	,,	1.00
275	Seed, Lucraban.....	,,	0.35
276	Seed, Melon	,,	0.55
277	Seed, Pine—*i.e.* Fir-nuts	,,	0.24
278	Seed, Sesamum.....	,,	0.24
	Sugar Cane. *See* No. 284.		
279	Vegetables, Dried, Prepared, and Salted	Value	5 %
	Sugar.		
280	Sugar, Brown, under No. 11 Dutch Standard, and "Green Sugar".....	Picul	0.22
281	Sugar, White, over No. 10 Dutch Standard (including Refined Sugar)	,,	0.31
282	Sugar White, Cube and Loaf	,,	0.50
283	Sugar Candy	,,	0.57
284	Sugar Cane	,,	0.05
	Wines, Beer, Spirits, Table Waters, etc.		
285	Champagne and any other Wine sold under the label "Champagne"	Case of 12 botts. or 24 ½-botts.	1.00
286	Sparkling Asti	,,	0.50
287	Other Sparkling Wines	,,	0.60
288	Still Wines, Red or White, exclusively the produce of the natural fermentation of grapes (not including Vins de Liqueur):—		
	1. In bottles	Case of 12 botts. or 24 ½-botts.	0.30
	2. In bulk	Imp. gallon	0.035
289	Port Wine, in bottle	Case of 12 botts. or 24 ½-botts.	0.70
290	Port Wine, in bulk	Imp. gallon	0.18

No.	Name of Article.	Tariff Unit and Duty. Per	Hk Tls.
291	Marsala, in bottles ...	Case of 12 botts. or 24 ½-botts.	0.40
292	Marsala, in bulk	Imp. gallon	0.10
293	Vins de Liqueur other than Port and Marsala (viz., Madeira, Malaga, Sherry. etc.):—		
	1. In bottles	Case of 12 botts. or 24 ½-botts.	0.50
	2. In bulk	Imp. gallon	0.15
294	Vermouth, Byrrh, and Quinquina.....	Case of 12 litres	0.29
295	Saké, in barrels	Picul	0.41
296	Saké, in bottles	12 reputed quarts or 24 reputed pints	0.10
297	Ale, Beer, Cider, Perry, and similar Liquors made of Fruits and Berries:—		
	1. In bottles	"	0.079
	2. In casks	Imp. gallon	0.027
298	Porter and Stout, in bottles	12 reputed quarts or 24 reputed pints	0.13
299	Porters and Stouts, in casks	Imp. gallon	0.028
300	Brandy, Cognac, and Whisky, in bulk.....	"	0.13
301	Brandy and Cognac, in bottles	Case of 12 reputed quarts	0.67
302	Whisky, in bottles	"	0.35
303	Gin, in bottles	"	0.22
304	Gin, in bulk	Imp. gallon	0.09
305	Other Spirits—*i.e.*, Rum, Aquavit, Vodka, Punch, etc.:—		
	1. In bottles	Case of 12 reputed quarts	0.20
	2. In bulk.....	Imp. gallon	0.09
306	Liqueurs	12 reputed quarts or 24 reputed pints	0.50
307	Waters, Table, Aerated and Mineral.....	12 botts. or 24 ½-botts.	0.07
308	Spirits of Wine and Rectified Spirits or Alcohol.....	Imp. gallon	0.028

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Tobacco.		
	Tobacco.		
309	Cigarettes, value over Hk. Tls. 4.50 per 1,000 and all Cigarettes not bearing a distinctive brand or name on each Cigarette.	1,000	0.33
310	Cigarettes, value over Hk. Tls. 3.00 but not over Hk. Tls. 4.50 per 1,000...	"	0.19
311	Cigarettes, value over Hk. Tls. 1.50 but not over Hk. Tls. 3.00 per 1,000.	"	0.11
312	Cigarettes, value Hk. Tls. 1.50 or less per 1,000	"	0.06
313	Cigars.....	"	0.80
314	Snuff	Value	5 %
315	Tobacco, Leaf	Picul	1.10
316	Tobacco, Prepared, in tins or packages under 5 lb. each	Value	5 %
317	Tobacco, Prepared, in bulk—not packed in tins or tin-lined cases.	Picul	1.10
318	Tobacco, Stalk	"	1.28
	Chemicals and Dyes.		
	Chemicals.		
319	Acid, Acetic	"	1.50
320	" Boracic...	"	1.10
321	" Carbolic	Value	5 %
322	" Hydrochloric—*i.e.*, Muriatic.	Picul	"
323	" Nitric	"	0.71
324	" Sulphate of	"	0.17
325	Ammonia, in bulk	"	1.30
326	" Chloride of—*i.e.*, Sal Ammoniac.	"	0.89
327	" Sulphate of ...	"	0.37
328	Bleaching Powder—*i.e.*, Chloride of Lime	"	0.27
329	Borax, Crude or Refined	"	0.58
330	Calcium, Carbide of	"	0.37
331	Copper, Sulphate of.....	"	0.60
332	Glycerine	"	2.20
333	Hide Specific.....	Value	5 %
334	Manure, Animal, Chemical, or Artificial, not otherwise enumerated.	Picul	0.15
335	Naphthalene	"	0.63
336	Saltpetre	"	0.47
337	Soda Ash	"	0.12
338	" Bicarbonate of, in bulk	"	0.14
339	" Caustic	"	0.31
340	" Crystal	"	0.13
341	" " Concentrated	"	0.16
342	" Nitrate of—Chile Saltpetre	"	0.27
343	" Silicate	"	0.18

No.	Name of Article.	Tariff Unit and Duty.	
	Dyes and Pigments.	*Per*	*Hk. Tls.*
344	Aniline Dyes not otherwise enumerated	Value	5 %
345	Bark, Mangrove	Picul	0.084
346	„ Plum-tree	„	0.16
347	„ Yellow—for Dyeing	„	0.25
348	Blue, Paris or Prussian	„	1.70
349	Bronze Powder.....	„	2.60
350	Carbon Black—*i.e.* Lamp-black	„	1.00
351	Carthamin	Value	5 %
352	Chrome Yellow.....	„	„
353	Cinnabar	Picul	4.10
354	Cobalt, Oxide of	Value	5 %
355	Cochineal	„	„
356	Cunao or False Gambier	Picul	0.17
357	Cutch or Gambier	„	0.50
358	Dyes and Colours, Unclassed	Value	5 %
359	Gamboge	Picul	2.80
360	Green, Emerald, Schweinfurt, or Imitation ...	„	1.10
361	Hartall (Orpiment).....	„	0.48
362	Indigo, Dried, Artificial	„	6.30
363	„ „ Natural ...	„	2.00
364	„ Liquid or Paste, Artificial	„	2.00
365	Indigo, Liquid Natural	„	0.30
366	Iodoin...	Value	5 %
367	Lakawood...	Picul	0.16
368	Lead, Red, White, and Yellow	„	0.51
369	Logwood Extract.....	„	0.77
370	Nutgalls...	„	1.00
371	Ochre	„	0.33
372	Safflower	„	0.05
373	Sapanwood	„	0.14
374	Smalt	„	2.00
375	Turmeric	„	0.20
376	Ultramarine	„	0.69
377	Vermilion	„	4.10
378	„ Artificial	Value	5 %
379	White Zinc	„	„
	Candles, Gums, Oils, Soap, Varnishes, Wax, etc.		
	Beeswax, Yellow. *See* No. 405.		
380	Candles	Picul	0.63
381	Candlewick	„	3.80
382	Gasolene, Naphtha, and Benzine Mineral:—		
	a. In case	Case of 2 tins, each of 5 Am. gallons	0.18
	b. In bulk.....	10 Am. galls.	0.15
383	Grease, Lubricating, wholly or partly mineral	Picul	0.35

No.	Name of Article.	Tariff Unit and Duty.	
		Per	*Hk. Tls.*
384	Gum Arabic	Picul	1.20
385	„ Benjamin	„	0.60
386	„ Copal	„	1.20
387	„ Dragon's-blood	„	3.00
388	„ Myrrh.....	„	0.48
389	„ Olibanum	„	0.48
390	„ Resin	„	0.34
391	„ Shellac	„	2.00
392	„ Sticklac	„	0.75
393	„ Tragacanth	„	0.90
394	Oil, Castor, Lubricating	„	0.60
395	„ „ Medicinal...	Value	5 %
396	„ Coconut	Picul	0.80
397	„ Kerosene:—		
	a. In case	Case of 2 tins, each of 5 Am. gallons	0.11
	b. In bulk	10 Am. galls.	0.08
	c. Tins, empty	Tin	0.01
	d. Case and two empty tins	Each	0.027
398	Oil Linseed	Imp. gallon	0.06
399	Oil Lubricating:—		
	a Wholly or partly of mineral origin	Am. gallon	0.016
	b. Other kinds, not otherwise enumerated.	„	0.025
400	Oil, Olive, in bulk ...	Imp. gallon	0.10
401	Soap, Household and Laundry (including Blue Mottled), in bulk Bars, and Doublets: duty to be charged on nominal weights provided that such weights be not less than true weights and that a Bar does not weigh less than 7 oz....	Picul	0.44
402	Soap, Toilet and Fancy	Value	5 %
403	Stearine.....	Picul	0.98
404	Turpentine:—		
	a. Mineral	Imp. gallon	0.03
	b. Vegetable	„	0.04
405	Wax, Bees, Yellow	Picul	1.60
406	„ Paraffin	„	0.50
407	„ Vegetable	„	0.76
	Books, Maps, Paper, and Wood Pulp.		
408	Paper, Cigarette, on bobbins	Picul (Incl. weight of bobbin)	2.00

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
409	Paper Common Printing, Calendered or Uncalendered Sized or Unsized. White or Coloured	Picul	0.32
410	„ Marbled, Enamelled, or Glazed Flint	„	0.61
411	„ M.G. Cap, White or Coloured	„	0.32
412	„ Packing and Wrapping, Brown or Coloured	„	0.32
413	„ Printing, Calendered or Uncalendered, Sized or Unsized, White or Coloured (including Simile and M.G. Post but not including Printing Paper otherwise enumerated), free of Mechanical Wood Pulp	„	0.43
414	„ Strawboard	Value	5 %
415	„ Unenumerated ...	„	„
416	„ Unglazed Tissue and M.G. Bleached Sulphite, free of Mechanical Wood Pulp	Picul	0.50
417	„ Writing, Drawing, Art Printing, Bank-note, Parchment, Pergamyn, and Grease-proof..	Value	5 %
418	Wood Pulp, Mechanical	Picul	0.30
419	Wood Pulp, Mechanical:—		
	a. Dry	Picul	0.17
	b. Wet (not containing less than 40 per cent. moisture)	„	0.083
420	Books	—	Free
421	Charts and Maps	—	„
422	Newspapers and Periodicals	—	„
	Animal Substances, Raw and Prepared.		
	Hides, Leather, and Skins (Furs).		
423	Hides, Buffalo and Cow.	Picul	1.10
424	Leather Belting	Value	5 %
425	„ Calf or Kid, Enamelled, Japanned, Patent, and/or Coloured.	Picul	15.00
426	„ Cow (including that for Soles and Harness) ...		2.90
427	Leather, Cow Enamelled, Japanned, and Patent	Picul	9.00
428	Skins (Furs), Beaver ...	Value	5 %
429	„ Dog	„	„
430	„ Fox	„	„
431	„ „ Arctic, White.	„	„
432	„ „ Legs ..	„	„
433	„ „ Red ...	„	„
434	„ Goat, Tanned ...	„	„
435	„ „ Untanned ...	„	„
436	„ Hare and Rabbit ...	„	„
437	„ Lamb	„	„
438	„ „ Unborn	„	„
439	„ Land-otter	„	„
440	„ Lynx	„	„
441	„ Marten, Untanned.	„	„
442	„ Musquash.	„	„
443	„ Raccoon ...	„	„
444	„ Sable	„	„
445	„ Sheep, Untanned ...	„	„
446	„ Squirrel ...	„	„
447	„ Wolf	„	„
	Bones, Feathers, Hair, Horns, Shells, Sinews, Tusks, etc.		
448	Bones. Tiger	Picul	2.80
449	Cow Bezoar, Indian	Value	5 %
450	Crocodile and Armadillo Scales	Picul	3.00
451	Elephants' Tusks, Whole or Parts of	Catty	0.18
452	Feathers, Kingfisher, Whole Skins...	100	0.60
453	„ Kingfisher, Part Skins — *i.e.*, Wings, Tails, or Backs	„	0.40
454	„ Peacock	Value	5 %
455	Hair, Horse	Picul	2.10
456	„ „ Tails	„	2.50
457	Horns, Buffalo and Cow.	„	0.65
458	„ Deer	„	1.70
459	„ „ Old	„	7.00
460	„ „ Young—Northern..	Pair	2.50
461	„ „ Young—Southern.	Value	5 %
462	„ Rhinoceros	Catty	4.00
463	Musk	„	9.00
464	Sea-horse Teeth	Value	5 %
465	Sinews, Cow and Deer...	Picul	1.00

No.	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Timber, Wood Bamboos, and Rattans.		
	Timber.		
466	Laths	1,000 pieces	0.21
	Ordinary (not including Teak and other enumerated Woods).		
	Rough Hewn:—		
467	Hardwood	1,000 sup.ft., B.M.	1.45
468	Softwood	"	1.15
	Ordinary, Sawn:—		
469	Hardwood	1,000 sup.ft., B.M.	1.80
470	Softwood	"	1.50
	Ordinary, Manufactured (including any process further than simple sawing), exclusive of Masts and Spars:—		
471	Hardwood: *a.* Clear, on net measure	1,000 sup.ft., B.M.	3.00
	b. Merchantable, on net measure	"	2.10
472	Softwood: *a.* Clear, on net measure	1,000 sup.ft., B.M.	2.50
	b. Merchantable, on net measure	"	1.80
473	Ordinary, Masts and Spars	Value	5 %
474	Railway Sleepers	"	"
475	Teak-wood, Beams an Planks	1,000 sup.ft., B.M.	6.75
	Wood, Bamboos, and Rattans.		
476	Canes, Bamboo	1,000	0.42
477	Rattan Skin	Picul	0.75
478	Rattans, Core or Whole	"	0.32
479	" Split	"	0.34
480	Wood, Camagon	"	0.16
481	" Camphor	Value	5 %
482	" Ebony	"	"
483	" Fragrant	"	"
484	" Garoo	Catty	0.12
485	" Kranjee	Value	5 %
	Wood, Laka. *See* Dyes.		
486	Wood, Lignum-vitæ	"	"
487	" Oil	"	"
488	Wood Puru	* Picul	0.09
489	" Red and Rose	* "	0.21
490	" Sandal	"	0.43
491	" " Dust	Value	5 %
	Wood, Sapan. *See* Dyes		
492	Wood, Scale Sticks	Piece	0.009
493	" Scented	Value	5 %
494	" Shavings, Hinoki	"	"
495	" Veneer	"	"
	In this Tariff, by Softwood is meant the wood of any coniferous tree and of all trees with "needle" or spinous leaves, *e.g.*, Pines, Firs Spruces, Larches, Cedars, Yews, Junipers, and Cypresses. The wood of all trees with broad leaves is to be classed as Hardwood.		
	Coal, Fuel, Pitch, and Tar.		
496	Coal	Ton	0.27
497	" Briquettes	"	0.50
498	Charcoal	Picul	0.05
499	Coke	Ton	0.55
500	Liquid Fuel	"	0.73
501	Pitch	Picul	0.24
502	Tar, Coal	"	0.08
	Chinaware, Enamelledware, Glass, etc.		
503	Basins, Tin	Gross	0.30
504	Chinaware	Value	5 %
	Enamelled Ironware:		
505	Mugs, Cups, Basins, and Bowls, not over 11 centimetres in diameter	Dozen	0.05
506	Basins and Bowls, over 22 centimetres but not over 35 centimetres in diameter.	"	0.10
507	Enamelled Ironware, Unenumerated	Value	5 %
508	Glass and Crystal Ware	"	"
509	Glass Plate, Silvered, Bevelled or Unbevelled, not over 5 square feet each	Sq. ft.	0.028

* The unit, given by a clerical error as "Catty" in the Draft approved by the Tariff Revision Commission, has been corrected under authority of the Chinese Government.

No.	Name of Article.	Tariff Unit and Duty.	
		Per	*Hk. Tls.*
510	Glass Plate, Silvered, Bevelled or Unbevelled, over 5 square feet each	Sq. ft.	0.042
511	Glass Plate, Unsilvered	Value	5 %
512	Glass Window, Common, not over 32 oz. in weight per square foot	100 sq. ft.	0.25
513	Glass Window, Coloured	,,	0.60
	Mirrors (*see also* No. 589)	Value	5 %

Precious Stones, Stones, & Manufactures of Earth.

No.	Name of Article.	Tariff Unit and Duty.	
514	Amber	Value	5 %
515	Cement	Picul	0.045
516	Coral Beads	Catty	0.80
517	Cornelian Beads	Value	5 %
518	,, Stones, Rough	100	0.30
519	Corundum Sand	Picul	0.19
	Emery & Glass Powder (*see also* No. 564)		0.12
	Emery-cloth and Sand-paper (sheet not over 144 square inches) (*see also* No. 577)	Ream	0.25
520	Fire-bricks	Value	5 %
521	Fireclay	Picul	0.061
522	Flints (including Flint Pebbles)	,,	0.04
523	Tiles	Value	5 %

Miscellaneous.

Asbestos.

No.	Name of Article.	Tariff Unit and Duty.	
524	Asbestos Boiler Composition	Picul	0.18
525	Asbestos Fibre and Metallic Packing	,,	3.20
526	Asbestos Millboard	,,	0.40
527	Asbestos Sheets and Packing	,,	2.20
528	Asbestos Yarn		2.00

Bags, Mats, and Matting.

No.	Name of Article.	Tariff Unit and Duty.	
529	Bags, Cotton, New	,,	2.00
	Bags, Gunny, New (*see also* No. 57)	,,	0.42
	Bags, Gunny, (*see also* No. 58)	Value	5 %
	Bags, Hemp or Hessian, New (*see also* No. 60)	Picul	0.95
	Bags, Hemp or Hessian, Old (*see also* No. 61)	Value	5 %
530	Bags, Straw and Grass.	1,000	1.50
531	Mats, Coir (Door)	Dozen	0.40
532	Mats, Fancy	Value	5 %
533	Mats, Formosa Grass (Bed)	Each	0.24
534	Mats, Rattan	Value	5 %
535	Mats, Rush	100	3.60
536	Mats, Straw	,,	0.26
537	Mats, Taami	Each	0.016
538	Matting, Coir, 36 ins. by 100 yds.	Roll of 100 yards	1.90
539	Matting, Straw, 36 ins. by 40 yds.	Roll of 40 yards	0.25

Buttons.

No.	Name of Article.	Tariff Unit and Duty.	
540	Buttons, Fancy (Glass, Jewellery, etc.)	Value	5 %
541	Buttons, Metal (not including those made of Precious Metals or plated with Precious Metals)	Gross	0.02
542	Buttons, Porcelain	12 gross	0.017
543	Buttons, Shell	Gross	0.021

Fans Umbrellas, and Sunshades.

No.	Name of Article.	Tariff Unit and Duty.	
544	Fans, Palm-leaf, Coarse	1,000	0.35
545	,, ,, Fancy	,,	1.00
546	,, ,, Fine	,,	0.60
547	,, Paper or Cotton	,,	2.40
548	,, Silk	Value	5 %
	Umbrellas & Sunshades:		
549	With Handles wholly or partly of Precious Metals, Ivory, Mother-of-Pearl, Tortoiseshell, Agate, etc., or Jewelled	Value	5 %
550	With all other Handles, all Cotton:		
	a. Length of rib not over 17 ins.	Value	5 %
	b. Length of rib over 17	Each	0.022
551	With all other Handles, Mixtures, not Silk	,,	0.037
552	With all other Handles, Silk and Silk Mixtures	,,	0.065

Files and Needles.

No.	Name of Article.	Tariff Unit and Duty.	
	Files of all kinds :—		
553	Filing surface only, not over 4 ins. long	Dozen	0.065
554	Filing surface only, over 4 ins. but not over 9 ins. long	,,	0.14
555	Filing surface only, over 9 ins. but not over 14 ins. long	,,	0.25
556	Filing surface only, over 14 ins. long	,,	0.60

No	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
557	Needles, Nos. 7/0 and 6/0	100 mille	2.70
558	„ Nos. 3/0 and 2/0	„	2.50
559	„ Assorted (not including 7/0)...	„	2.00
	Matches and Match-making Materials.		
	Matches, Wood, Safety or other:—		
560	Small, in boxes not over 2 ins. by 1⅜ ins. by ⅝ in.	100 gross box	0.92
561	Large, in boxes not over 2½ ins. by 1½ ins. by ¾ in	50 gross box	0.80
562	In boxes over above sizes	Value	5 %
	Match-making Materials:—		
563	Chlorate of Potash ...	Picul	1.80
564	Emery & Glass Powder.	„	0.12
565	Labels	Value	5 %
566	Phosphorus	Picul	3.50
	Wax, Paraffin (*see also* No. 406)	„	0.50
567	Wood Shavings	„	0.11
568	„ Splints	„	0.10
	Metal Threads and Foil.		
569	Thread, Gold, Imitation on Cotton	Catty	0.15
570	Thread, Silver, Imitation, on Cotton	„	0.09
571	Thread, Gold and Silver Imitation, on Silk	Value	5 %
572	Tinfoil	Picul	3.20

No	Name of Article.	Tariff Unit and Duty. Per	Hk. Tls.
	Sundry.		
573	Bamboo Baskets, Bamboo Blinds, and other Bamboo Ware.....	Value	5 %
574	Bent-wood Chairs	„	„
575	Coir Yarn	„	„
576	Cordage and Twine	„	„
577	Emery-cloth and Sand-paper (sheet not over 144 square inches). ...	Ream	0.25
578	Furniture and other Woodware	Value	5 %
579	Glue (not including Fish Glue)	Picul	1.00
580	Glue Cow. Refuse.....	„	1.00
581	Glue Fish	„	3.80
582	India rubber and Gutta-percha, Crude	Value	5 %
583	India-rubber Old or Waste	„	„
584	Inks of all kinds	„	„
585	Insect Powder	„	„
586	Lampwick	Picul	2.70
587	Leather Purses	Gross	0.56
588	Machines, Sewing and Knitting	Value	5 %
589	Mirrors	„	„
590	Moulding, Picture	„	„
591	Oakum	Picul	0.63
592	Rope	Value	5 %
593	Shoes and Boots	„	„
594	Starch	„	„
595	Sulphur.....	„	„
596	Tinder	Picul	0.45
597	Worm Tablets, in Bottles, not over 60 pieces	Dozen	0.037
	Unenumerated Goods.		
598	Unenumerated Goods...	Value	5 %

RULES

Rule I.—Imports unenumerated in this Tariff will pay duty at the rate of 5 per cent. *ad valorem*; and the value upon which Duty is to be calculated shall be the wholesale market value of the goods in local currency. This market value when converted into Haikwan Taels shall be considered to be 12 per cent. higher than the amount upon which duty is to be calculated.

If the goods have been sold before presentation to the Customs of the Application to pay Duty, the gross amount of the *bonâ fide* contract will be accepted as evidence of the market value. Should the goods have been sold on c. f. and i. terms, that is to say, without inclusion in the price of Duty and other charges, such c. f. and i. price shall be taken as the value for Duty-paying purposes without the deduction mentioned in the preceding paragraph.

If the goods have not been sold before presentation to the Customs of the application to pay Duty, and should a dispute arise between Customs and importer regarding the value or classification of goods, the case will be referred to a Board of Arbitration composed as follows:—

An official of the Customs;
A merchant selected by the Consul of the importer; and
A merchant, differing in nationality from the importer, selected by the Senior Consul.

Questions regarding procedure, etc., which may arise during the sittings of the Board shall be decided by the majority. The final finding of the majority of the Board, which must be announced within fifteen days of the reference (not including holidays), will be binding upon both parties. Each of the two merchants on the Board will be entitled to a fee of ten Haikwan Taels. Should the Board sustain the Customs valuation, or, in the event of not sustaining that valuation, should it decide that the goods have been undervalued by the importer to the extent of not less than $7\frac{1}{2}$ per cent., the importer will pay the fees; if otherwise, the fees will be paid by the Customs. Should the Board decide that the correct value of the goods is 20 per cent. (or more) higher than that upon which the importer originally claimed to pay Duty, the Customs authorities may retain possession of the goods until full Duty has been paid and may levy an additional Duty equal to four times the Duty sought to be evaded.

In all cases invoices, when available, must be produced if required by the Customs.

Rule II.—The following will not be liable to Import Duty: Foreign Rice, Cereals, and Flour; Gold and Silver, both Bullion and Coin; Printed Books, Charts, Maps, Periodicals and Newspapers.

A freight or part freight of Duty-free commodities (Gold and Silver Bullion and Foreign Coins excepted) will render the vessel carrying them, though no other cargo be on board, liable to Tonnage Dues.

Drawbacks will be issued for Ship's Stores and Bunker Coal when taken on board.

Rule III.—Except at the requisition of the Chinese Government, or for sale to Chinese duly authorised to purchase them, Import trade is prohibited in all Arms, Ammunition, and Munitions of War of every description. No Permit to land them will be issued until the Customs have proof that the necessary authority has been given to the Importer. Infraction of this rule will be punishable by confiscation of all the goods concerned. The import of Salt is absolutely prohibited.

TARIFF ON EXPORTS

(As annexed to the Tientsin Treaty of 1858)

Name of Article.	Tariff Unit and Duty.	
	Per	*T. m. c. c.*
Alum	Picul	0 0 4 5
„ Green or Copperas	„	0 1 0 0
Aniseed, Star	„	0 5 0 0
„ Broken	„	0 2 5 0
„ Oil	„	5 0 0 0
Apricot Seeds, or Almonds	„	0 4 5 0
Arsenic	„	0 4 5 0
Artificial Flowers	„	1 5 0 0
Bamboo Ware	„	0 7 5 0
Bangles, or Glass Armlets	„	0 5 0 0
Beans and Peas	„	0 0 6 0
Bean Cake	„	0 0 3 5
Bone and Horn Ware	„	1 5 0 0
Brass Buttons	„	3 0 0 0
„ Foil	„	1 5 0 0
„ Ware	„	1 0 0 0
„ Wire	„	1 1 5 0
Camphor	„	0 7 5 0
Canes	Thousand	0 5 0 0
Cantharides	Picul	2 0 0 0
Capoor Cutchery	„	0 3 0 0
Carpets and Druggets	Hundred	3 5 0 0
Cassia Lignea	Picul	0 6 0 0
„ Buds	„	0 8 0 0
„ Twigs	„	0 1 5 0
„ Oil	„	9 0 0 0
Castor Oil	„	0 2 0 0
Chestnuts	„	0 1 0 0
China Roots	„	0 1 3 0
Chinaware, Fine	„	0 9 0 0
„ Coarse	„	0 4 5 0
Cinnarbar	„	0 7 5 0
Clothing, Cotton	„	1 5 0 0
„ Silk	„	10 0 0 0
Coal	„	0 0 4 0
Coir	„	0 1 0 0
Copper Ore	„	0 5 0 0
„ Sheathing, Old	„	0 5 0 0
„ and Pewter Ware	„	1 1 5 0
Corals, False	„	0 3 5 0
Cotton, Raw	„	0 3 5 0
„ Rags	„	0 0 4 5
Cow Bezoar	Catty	0 3 6 0
Crackers, Fireworks	Picul	0 5 0 0
Cubebs	„	1 5 0 0
Curiosities, Antiques	*ad valorem*	5 p. cent.
Dates, Black	Picul	0 1 5 0
„ Red	„	0 0 9 0
Dye, Green	Catty	0 8 0 0
Eggs, Preserved	Thousand	0 3 5 0
Fans, Feather	Hundred	0 7 5 0
„ Paper	„	0 0 4 5
„ Palm Leaf, trimmed	Thousand	0 3 6 0
„ Palm Leaf, untrimmed	„	0 2 0 0
Felt Cuttings	Picul	0 1 0 0
„ Caps	Hundred	1 2 5 0
Fungus, or Agaric	Picul	0 6 0 0

Name of Article.	Tariff Unit and Duty.	
	Per	*T. m. c. c.*
Galangal	Picul	0 1 0 5
Garlic	„	0 0 3 0
Ginseng, Native	*ad valorem*	5 p. cent.
„ Corean or Japan, 1st quality	Catty	0 5 0 0
„ „ 2nd quality	„	0 3 5 0
Glass Beads	Picul	0 5 0 0
Glass or Vitrified Wire	„	0 5 0 0
Glasscloth, Fine	„	2 5 0 0
„ Coarse	„	0 7 5 0
Ground-nuts	„	0 1 0 0
„ Cake	„	0 0 3 0
Gypsum, Ground, or Plaster of Paris	„	0 0 3 0
Hair, Camels	„	1 0 0 0
Hair, Goats	„	0 1 8 0
Hams	„	0 5 5 0
Hartall, or Orpiment	„	0 3 5 0
Hemp	„	0 3 5 0
Honey	„	0 9 0 0
Horns, Deers', Young	Pair	0 9 0 0
„ „ Old	Picul	1 3 5 0
India Ink	„	4 0 0 0
Indigo, Dry	„	1 0 0 0
Ivory Ware	Catty	0 1 5 0
Joss-sticks	Picul	0 2 0 0
Kittysols, or Paper Umbrellas	Hundred	0 5 0 0
Lacquered Ware	Picul	1 0 0 0
Lamp wicks	„	0 6 0 0
Lead, Red, *(Minium)*	„	0 3 5 0
„ White, *(Ceruse)*	„	0 3 5 0
„ Yellow, *(Massicot)*	„	0 3 5 0
Leather Articles, as Pouches, Purses	„	1 5 0 0
„ Green	„	1 8 0 0
Lichees	„	0 2 0 0
Lily Flowers, Dried	„	0 2 7 0
„ Seeds or Lotus Nuts	„	0 5 0 0
Liquorice	„	0 1 3 5
Lung-ngan	„	0 2 5 0
„ without Stone.	„	0 3 5 0
Manure Cakes, or Poudrette	„	0 0 9 0
Marble Slabs	„	0 2 0 0
Mats of all kinds	Hundred	0 2 0 0
Matting	roll of 40 yards	0 2 0 0
Melon Seeds	Picul	0 1 0 0
Mother-o'-Pearl Ware	Catty	0 1 0 0
Mushrooms	Picul	1 5 0 0
Musk	Catty	0 9 0 0
Nankeen and Native Cotton Cloths	Picul	1 5 0 0
Nutgalls	„	0 5 0 0
Oil, as Bean, Tea, Wood, Cotton & Hemp Seed	„	0 3 0 0
Oiled Paper	„	0 4 5 0

Name of Article.	Tariff Unit and Duty. Per	T. m. c. c.
Olive Seed	Picul	0 3 0 0
Oyster-shells, Sea-shells	"	0 0 9 0
Paint, Green	"	0 4 5 0
Palampore, or Cotton Bed Quilts	Hundred	2 7 5 0
Paper, 1st quality	Picul	0 7 0 0
" 2nd "	"	0 4 0 0
Pearls, False	"	2 0 0 0
Peel, Orange	"	0 3 0 0
" Pumelo, 1st quality	"	0 4 5 0
" " 2nd "	"	0 1 5 0
Peppermint Leaf	"	0 1 0 0
" Oil	"	3 5 0 0
Pictures and Paintings	Each	0 1 0 0
Pictures on Pith or Rice Paper	Hundred	0 1 0 0
Pottery, Earthenware	Picul	0 0 5 0
Preserves, Comfits, and Sweetmeats	"	0 5 0 0
Rattans, Split	"	0 2 5 0
Rattan Ware	"	0 3 0 0
Rhubarb	"	1 2 5 0
Rice or Paddy, Wheat, Millet, and other Grains	"	0 1 0 0
Rugs of Hair or Skin	Each	0 0 9 0
Samshoo	Picul	0 1 5 0
Sandalwood Ware	Catty	0 1 0 0
Seaweed	Picul	0 1 5 0
Sessamun Seed	"	0 1 3 5
Shoes and Boots, Leather or Satin	Pair	3 0 0 0
Shoes, Straw	"	0 1 8 0
Silks, Raw and Thrown	Picul	10 0 0 0
" Yellow, from Szechuen	"	7 0 0 0
" Reeled from Dupions	"	5 0 0 0
Silk, Wild Raw	"	2 5 0 0
" Refuse	"	1 0 0 0
" Cocoons	"	3 0 0 0
" Floss, Canton	"	4 3 0 0
" from other Provinces	"	10 0 0 0

Name of Article.	Tariff Unit and Duty. Per	T. m. c. c.
Silk, Ribbons and Thread	Picul	10 0 0 0
" Piece Goods,—Pongees, Shawls, Scarves, Crape, Satin, Gauzes, Velvet and Embroidered Goods	"	12 0 0 0
" Piece Goods,—Szechuen, Shantung	"	4 5 0 0
" Tassels	"	10 0 0 0
" Caps	Hundred	0 9 0 0
Silk and Cotton Mixtures	Picul	5 0 0 0
Silver and Gold Ware	"	10 0 0 0
Snuff	"	0 8 0 0
Soy	"	0 4 0 0
Straw Braid	"	0 7 0 0
Sugar, Brown	"	0 1 2 0
" White	"	0 2 0 0
" Candy	"	0 2 5 0
Tallow, Animal	"	0 2 0 0
" Vegetable	"	0 3 0 0
Tea (see Note at the end of the Tariff)	"	2 5 0 0
Tin Foil	"	1 2 5 0
Tobacco, Prepared	"	0 4 5 0
Tobacco, Leaf	"	0 1 5 0
Tortoiseshell Ware	Catty	0 2 0 0
Trunks, Leather	Picul	1 5 0 0
Turmeric	"	0 1 0 0
Twine, Hemp, Canton	"	0 1 5 0
" " Soochow	"	0 5 0 0
Turnips, Salted	"	0 1 8 0
Varnish, or Crude Lacquer	"	0 5 0 0
Vermicelli	"	0 1 8 0
Vermillion	"	2 5 0 0
Wax, White or Insect	"	1 5 0 0
Wood—Piles, Poles, & Joists	Each	0 0 3 0
Wood Ware	Picul	1 1 5 0
Wool	"	0 3 5 0

TEA.—*Coarse unfired Japanese Tea imported for local consumption.*—Since February, 1861, it has been the practice of the Shanghai Customs to charge duty *ad valorem* on Tea of this description.

Tea imported from Japan for the purpose of being refired and re-exported to a Foreign country.—Since the 1st of April, 1861, Japanese Tea imported for re-exportation has been dealt with at Shanghai according to the following rule:—

"Tea imported into this port from Japan for the purpose of being refired and re-exported to a Foreign country will be allowed a reduction on the actual weight imported of Twenty per cent. on the Import duty, and when re-exported a Drawback Certificate for the entire amount of duty paid will be granted on application in the usual manner, provided that the terms of Article XLV. of the Treaty between Great Britain and China be complied with, and that the weights, &c., &c., be correctly declared."

Brick Tea.—In the Tariff appended to the Russian Regulations of 1862, the Export duty on Brick is fixed Mace per picul.

RULES

(*Annexed to the Tariff of* 1858)

RULE I.—*Unenumerated Goods.*—Articles not enumerated in the list of exports, but enumerated in the list of imports, when exported, will pay the amount of duty set against them in the list of imports; and, similarly, articles not enumerated in the list of imports, but enumerated in the list of exports, when imported, will pay the amount of duty set against them in the list of exports.

Articles not enumerated in either list, nor in the list of duty-free goods, will pay an *ad valorem* duty of 5 per cent., calculated on their market value.

RULE II.—*Duty-free Goods.*—Gold and silver bullion, foreign coins, flour, Indian meal, sago, biscuits, preserved meats and vegetables, cheese, butter, confectionery, foreign clothing, jewellery, plated-ware, perfumery, soap of all kinds, charcoal, firewood, candles (foreign), tobacco (foreign), cigars (foreign), wine, beer, spirits, household stores, ship's stores, personal baggage, stationery, carpeting, druggeting, cutlery, foreign medicines, glass, and crystal ware.

The above pay no import or export duty, but, if transported into the interior will, with the exception of personal baggage, gold and silver bullion, and foreign coins, pay a transit duty at the rate of 2½ per cent. *ad valorem.*

A freight, or part freight, of duty-free commodities (personal baggage, gold and silver bullion, and foreign coins, excepted) will render the vessel carrying them, though no other cargo be on board, liable to tonnage dues.

RULE III.—*Contraband Goods.*—Import and export trade is alike prohibited in the following articles: Gunpowder, shot, cannon, fowling-pieces, rifles, muskets, pistols, and all other munitions and implements of war; and salt.

RULE IV.—*Weights and Measures.*—In the calculation of the Tariff, the weight of a picul of one hundred catties is held to be equal to one hundred and thirty-three and one-third pounds avoirdupois; and the length of a chang of ten Chinese feet to be equal to one hundred and forty-one English inches.

One Chinese chih is held to be equal to fourteen and one-tenth inches English; and four yards English, less three inches, to equal one chang.

RULE V.—*Regarding Certain Commodities Heretofore Contraband.*—The restrictions affecting trade in opium, cash, grain, pulse, sulphur, brimstone, saltpetre, and spelter are relaxed, under the following conditions:—

1.—*Opium will henceforth pay thirty Taels per picul import duty. The importer will sell it only at the port. It will be carried into the interior by Chinese only, and only as Chinese property; the foreign trader will not be allowed to accompany it. The provisions of Article IX. of the Treaty of Tientsin, by which British subjects are authorized to proceed into the interior with passports to trade, will not extend to it, nor will those of Article XXVII. of the same treaty, by which the transit dues are regulated. The transit dues on it will be arranged as the Chinese Government see fit: nor in future revisions of the Tariff is the same rule of revision to be applied to opium as to other goods.

2.—*Copper Cash.*—The export of cash to any foreign port is prohibited; but it shall be lawful for British subjects to ship it at one of the open ports of China to another, on compliance with the following Regulation:—The shipper shall give notice of the amount of cash he desires to ship, and the port of its destination, and shall bind himself either by a bond, with two sufficient sureties, or by depositing

* For duty Opium see Convention signed in 1885, also the Treaty of 1902.

such other security as may be deemed by the Customs satisfactory, to return, within six months from the date of clearance, to the collector at the port of shipment, the certificate issued by him, with an acknowledgment thereon of the receipt of the cash at the port of destination by the collector at that port, who shall thereto affix his seal; or failing the production of the certificate, to forfeit a sum equal in value to the cash shipped. Cash will pay no duty inwards or outwards; but a freight or part freight of cash, though no other cargo be on board, will render the vessel carrying it liable to pay tonnage dues.

3.—The export of rice and all other grain whatsoever, native or foreign, no matter where grown or whence imported, to any foreign port, is prohibited; but these commodities may be carried by British merchants from one of the open ports of China to another, under the same conditions in respect of security as cash, on payment at the port of shipment of the duty specified in the Tariff.

No import duty will be leviable on rice or grain; but a freight or part freight of rice or grain, though no other cargo be on board, will render the vessel importing it liable to tonnage dues.

4.—* The export of pulse and beancake from Tung-chau and Newchwang, under the British flag, is prohibited. From any other of the ports they may be shipped, on payment of the tariff duty, either to other ports of China, or to foreign countries.

5.—Saltpetre, sulphur, brimstone, and spelter, being munitions of war, shall not be imported by British subjects, save at the requisition of the Chinese Government, or for sale to Chinese duly authorized to purchase them. No permit to land them will be issued until the Customs have proof that the necessary authority has been given to the purchase. It shall not be lawful for British subjects to carry these commodities up the Yang-tsze-kiang, or into any port other than those open on the seaboard, nor to accompany them into the interior on behalf of Chinese. They must be sold at the ports only, and, except at the ports they will be regarded as Chinese property.

Infractions of the conditions, as above set forth, under which trade in opium, cash, grain, pulse, saltpetre, brimstone, sulphur, and spelter may be henceforward carried on, will be punishable by confiscation of all the goods concerned.

Rule VI.—*Liability of Vessels Entering Port.* For the prevention of misunderstanding, it is agreed that the term of twenty-four hours, within which British vessels must be reported to the Consul under Article XXXVII. of the Treaty of Tientsin, shall be understood to commence from the time a British vessel comes within the limits of the port; as also the term of forty-eight hours allowed her by Article XXX. of the same Treaty to remain in port without payment of tonnage dues.

The limits of the ports shall be defined by the Customs, with all consideration for the convenience of trade compatible with due protection of the revenue; also the limits of the anchorages within which lading and discharging is permitted by the Customs; and the same shall be notified to the Consul for public information.

Rule VII.—*Transit Dues.*—It is agreed that Article XXXVIII. of the Treaty of Tientsin shall be interpreted to declare the amounts of transit dues legally leviable upon merchandise imported or exported by British subjects to be one-half of the tariff duties, except in the case of the duty-free goods liable to a transit duty of $2\frac{1}{2}$ per cent. *ad valorem,* as provided in Article II. of these Rules. Merchandise shall be cleared of its transit dues under the following conditions:—

In the Case of Imports.—Notice being given at the port of entry, from which the Imports are to be forwarded inland, of the nature and quantity of the goods, the ship

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* NOTIFICATION.

British Consulate, Shanghai, 24th March, 1862.

Article IV. of Rule No. 5 appended to the Tariff of 1858 is rescinded.

Pulse and bean-cake may be henceforth exported from Tungchow and Newchwang, and from all other ports in China open by Treaty, on the same terms and conditions as are applied to other Native produce by the Regulation bearing date the 5th December last; that is to say, they may be shipped on payment of Tariff duty at the port of shipment, and discharged at any Chinese port on payment of half-duty, with power to claim drawback of the half-duty if re-exported.

By order, Walter H. Medhurst, Consul.

from which they have been landed, and the place inland to which they are bound, with all other necessary particulars, the Collector of Customs will, on due inspection made, and on receipt of the transit duty due, issue a transit duty certificate. This must be produced at every barrier station, and *visé*. No further duty will be leviable upon imports so certificated, no matter how distant the place of their destination.

In the Case of Exports.—Produce purchased by a British subject in the interior will be inspected, and taken account of, at the first barrier it passes on its way to the port of shipment. A memorandum showing the amount of the produce and the port at which it is to be shipped, will be deposited there by the person in charge of the produce; he will then receive a certificate, which must be exhibited and *visé* at every barrier, on his way to the port of shipment. On the arrival of the produce at the barrier nearest the port notice must be given at the Customs at the port, and the transit dues due thereon being paid it will be passed. On exportation the produce will pay the tariff duty*.

Any attempt to pass goods inwards or outward otherwise than in compliance with the rule here laid down will render them liable to confiscation.

Unauthorised sale, *in transitu*, of goods that have been entered as above for a port, will render them liable to confiscation. Any attempt to pass goods in excess of the quantity specified in the certificate will render all the goods of the same denomination, named in the certificate, liable to confiscation. Permission to export produce, which cannot be proved to have paid its transit dues, will be refused by the Customs until the transit dues shall have been paid. The above being the arrangement agreed to regarding the transit dues, which will thus be levied once and for all, the notification required under Article XXVIII. of the Treaty of Tientsin, for the information of British and Chinese subjects, is hereby dispensed with.

Rule VIII.—*Peking Not Open to Trade.*—It is agreed that Article IX. of the Treaty of Tientsin shall not be interpreted as authorising British subjects to enter the capital city of Peking for purposes of trade.

Rule IX.—*Abolition of the Meltage Fee.*—It is agreed that the percentage of one Tael two Mace, hitherto charged in excess of duty payments to defray the expenses of melting by the Chinese Government, shall be no longer levied on British subjects.

Rule X.—*Collection of Duties Under One System at all Ports.*—It being by Treaty at the option of the Chinese Government to adopt what means appear to it best suited to protect its revenue accruing on British trade, it is agreed that one uniform system shall be enforced at every port.

The high officer appointed by the Chinese Government to superintend foreign trade will, accordingly from time to time, either himself visit or will send a deputy to visit the different ports. The said high officer will be at liberty, of his own choice, and independently of the suggestion or nomination of any British authority, to select any British subject he may see fit to aid him in the administration of the Customs Revenue, in the prevention of smuggling, in the definition of port boundaries, or in discharging the duties of harbour master; also in the distribution of lights, buoys, beacons, and the like, the maintenance of which shall be provided for out of the tonnage dues.

The Chinese Government will adopt what measures it shall find requisite to prevent smuggling upon the Yang-tsze-kiang, when that river shall be opened to trade.

Done at Shanghai, in the province of Kiang-su, this eighth day of November, in the year of our Lord eighteen hundred and fifty-eight, being the third day of the tenth moon of the eighth year of the reign of Hien Fung.

[L.S.] Elgin and Kincardine.

Seal of Chinese Plenipotentiaries. Signatures of Five Chinese Plenipotentiaries.

* See Chefoo Convention, Section III., Article 4.

EMIGRATION CONVENTION

Between the United Kingdom and China respecting the Employment of Chinese Labour in British Colonies and Protectorates

(*Signed in London, 13th May,* 1904)

Whereas a Convention between Her Majesty Queen Victoria and His Majesty the Emperor of China was signed at Peking on the 24th October, 1860, by Article V. of which His Imperial Majesty the Emperor of China consented to allow Chinese subjects, wishing to take service in British Colonies or other parts beyond the seas, to enter into engagements with British subjects, and to ship themselves and their families on board of British vessels at the open ports of China in conformity with Regulations to be drawn up between the two Governments for the protection of such emigrants:

And whereas the aforesaid Regulations have not hitherto been framed, His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of China have accordingly appointed the following as their respective Plenipotentiaries, that is to say:

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, the Most Honourable Henry Charles Keith Petty-Fitzmaurice, Marquess of Lansdowne, His Majesty's Principal Secretary of State for Foreign Affairs; and

His Majesty the Emperor of China, Chang Tëh-Yih, Brevet Lieutenant-General of the Chinese Imperial Forces, His Imperial Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Court of His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India;

And the said Plenipotentiaries having met and communicated to each other their respective full powers, and found them in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—As the Regulations to be framed under the above-mentioned Treaty were intended to be of a general character, it is hereby agreed that on each occasion when indentured emigrants are required for a particular British Colony or Protectorate beyond the seas, His Britannic Majesty's Minister in Peking shall notify the Chinese Government, stating the name of the Treaty port at which it is intended to embark them, and the terms and conditions on which they are to be engaged; the Chinese Government shall thereupon, without requiring further formalities, immediately instruct the local authorities at the specified Treaty port to take all the steps necessary to facilitate emigration. The notification herein referred to shall only be required once in the case of each Colony or Protectorate, except when emigration under indenture to that Colony or Protectorate from the specified Treaty port has not taken place during the preceding three years.

Art. II.—On the receipt of the instructions above referred to, the Taotai at the port shall at once appoint an officer, to be called the Chinese Inspector; who, together with the British Consular Officer at the port, or his Delegate, shall make known by Proclamation and by means of the native press the text of the Indenture which the emigrant will have to sign, and any particulars of which the Chinese officer considers it essential that the emigrant shall be informed, respecting the country to which the emigrant is to proceed, and respecting its laws.

Art. III.—The British Consular officer at the port, or his Delegate, shall confer with the Chinese Inspector as to the location and installation of the offices and other necessary buildings, hereinafter called the Emigration Agency, which shall be erected or fitted up by the British Government, and at their expense, for the purpose of carrying on the business of the engagement and shipment of the emigrants, and in which the Chinese Inspector and his staff shall have suitable accommodation for carrying on their duties.

Art. IV.—(1.) There shall be posted up in conspicuous places throughout the Emigration Agency, and more especially in that part of it called the Depôt, destined for the reception of intending emigrants, copies of the Indenture to be entered into with the emigrant, drawn up in the English and Chinese languages, together with copies of the special Ordinance, if any, relating to immigration into the particular Colony or Protectorate for which the emigrants are required.

(2.) There shall be kept a Register in English and in Chinese, in which the names of intending tieudentured emigrants shall be inscribed, and in this Register there shall not be inscribed the name of any person who is under 20 years of age, unless he shall have produced proof of his having obtained the consent of his parents or other lawful guardians to emigrate, or, in default of these, of the Magistrate of the district to which he belongs. After signature of the Indenture according to the Chinese manner, the emigrant shall not be permitted to leave the Depôt previously to his embarkation, without a pass signed by the Chinese Inspector, and countersigned by the British Consular Officer or his Delegate, unless he shall have, through the Chinese Inspector, renounced his agreement and withdrawn his name from the register of emigrants.

(3.) Before the sailing of the ship each emigrant shall be carefully examined by a qualified Medical Officer nominated by the British Consular Officer or his Delegate. The emigrants shall be paraded before the British Consular Officer or his Delegate and the Chinese Inspector or his Delegate, and questioned with a view to ascertain their perfect understanding of the Indenture.

Art. V.—All ships employed in the conveyance of indentured emigrants from China under this Convention shall engage and embark them only at a Treaty port, and shall comply with the Regulations contained in the Schedule hereto annexed and forming part of the Convention.

Art. VI.—For the better protection of the emigrant, and of any other Chinese subject who may happen to be residing in the Colony or Protectorate to which the emigration is to take place, it shall be competent to the Emperor of China to appoint a Consul or Vice-Consul to watch over their interests and well-being, and such Consul or Vice-Consul shall have all the rights and privileges accorded to the Consuls of other nations.

Art. VII.—Every Indenture entered into under the present Articles shall clearly specify the name of the country for which the labourer is required, the duration of the engagement, and, if renewable, on what terms, the number of hours of labour per working day, the nature of the work, the rate of wages and mode of payment, the rations, clothing, the grant of a free passage out, and, where such is provided for therein, a free passage back to the port of embarkation in China for himself and family, right to free medical attendance and medicines, whether in the Colony or Protectorate, or on the voyage from and to the port of embarkation in China, and any other advantages to which the emigrant shall be entitled. The Indenture may also

provide that the emigrant shall, if considered necessary by the medical authorities, be vaccinated on his arrival at the Depôt, and in the event of such vaccination being unsuccessful, re-vaccinated on board ship.

Art. VIII.—The Indenture shall be signed, or in cases of illiteracy marked, by the emigrant after the Chinese manner, in the presence of the British Consular Officer or his Delegate and of the Chinese Inspector or his Delegate, who shall be responsible to their respective Governments for its provisions having been clearly and fully explained to the emigrant previous to signature. To each emigrant there shall be presented a copy of the Indenture drawn up in English and Chinese. Such Indenture shall not be considered as definitive or irrevocable until after the embarkation of the emigrant.

Art. IX.—In every British Colony or Protectorate to which indentured Chinese emigrants proceed, an officer or officers shall be appointed, whose duty it shall be to insure that the emigrant shall have free access to the Courts of Justice to obtain the redress for injuries to his person and property which is secured to all persons, irrespective of race, by the local law.

Art. X.—During the sojourn of the emigrant in the Colony or Protectorate in which he is employed, all possible postal facilities shall be afforded to him for communicating with his native country and for making remittances to his family.

Art. XI.—With regard to the repatriation of the emigrant and his family whether on the expiration of the Indenture or from any legal cause, or in event of his having been invalided from sickness or disablement, it is understood that this shall always be to the port of shipment in China, and that in no case shall it take place by any other means than actual conveyance by ship, and payment of money to the returning emigrant in lieu of passage shall not be admissible.

Art. XII.—Nothing in any Indenture framed under these Articles shall constitute on the employer a right to transfer the emigrant to another employer of labour without the emigrant's free consent and the approval of his Consul or Vice-Consul; and should any such transfer or assignment take place, it shall not in any way invalidate any of the rights or privileges of the emigrant under the Indenture.

Art. XIII.—It is agreed that a fee on each indentured emigrant shipped under the terms of this convention shall be paid to the Chinese Government for expenses of inspection, but no payment of any kind shall be made to the Chinese Inspector or any other official of the Chinese Government at the port of embarkation. The above fee shall be paid into the Customs bank previous to the clearance of the ship, and shall be calculated at the following rate:—3 Mexican dollars per head for any number of emigrants not exceeding 10,000, and 2 dollars per head for any number in excess thereof, provided they are shipped at the same Treaty port, and that not more than twelve months have elapsed since the date of the last shipment.

Should the port of embarkation have been changed, or a space of more than twelve months have elapsed since the date of the last shipment, inspection charges shall be paid as in the first instance.

Art. XIV.—The English and Chinese text of the present Convention have been carefully compared, but in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct sense.

Art. XV.—The present Convention shall come into force on the date of its signature and remain in force for four years from that date, and after such period of four years it shall be terminable by either of the high contracting parties on giving one year's notice.

In witness whereof the Plenipotentiaries have signed the present Convention, and have affixed thereto their seals.

Done at London in four copies (two in English and two in Chinese), this thirteenth day of May of the year 1904.

(Signed) LANSDOWNE.

T. Y. CHANG.

SCHEDULE

Regulations

Ships employed in the transport of indentured emigrants from China under this Convention must be seaworthy, clean, and properly ventilated, and with regard to the following matters, shall comply with conditions as far as possible equivalent to those in force in British India with reference to the emigration of natives from India:—

Accommodation required on board (*vide* Section 57 of "The Indian Emigration Act, 1883").

Sleeping accommodation consisting of wooden sheathing to the decks or sleeping platforms (*vide* rule regarding "iron decks," as amended the 16th August, 1902, in Schedule "A" to the rules under "The Indian Emigration Act, 1883").

Rules as to space on board (*vide* Section 58 of "The Indian Emigration Act, 1883").

Carriage of qualified surgeon, with necessary medical stores.

Storage of drinking water (*vide* Rule 113, as amended the 24th February, 1903. under "The Indian Emigration Act, 1883").

Provision of adequate distilling apparatus (*vide* Schedule "C" to the rules under "The Indian Emigration Act, 1883").

The dietary for each indentured emigrant on board ship shall be as follows per day:—

Rice, not less than 1½ lb., or flour or bread stuffs	1½ lb
Fish (dried or salt) or meat (fresh or preserved)	0½ ,,
Fresh vegetables of suitable kinds	1⅓ ,,
Salt	1 oz.
Sugar...	1½ ,,
Chinese tea	0⅓ ,,
Chinese condiments in sufficient quantities.	
Water, for drinking and cooking	1 gallon

or such other articles of food as may be substituted for any of the articles enumerated in the foregoing scale as being in the opinion of the doctor on board equivalent thereto.

Notes Exchanged Between the Marquess of Lansdowne and the Chinese Minister on Signing Convention of May 13th, 1904

Foreign Office, London, May 13th, 1904.

Sir,—By Article VI. of the Convention about to be concluded between Great Britain and China with regard to Chinese subjects leaving the Treaty ports of China under Indenture for service in British Colonies or Protectorates, it is provided that:—

"For the better protection of the emigrant and of any other Chinese subject who may happen to be residing in the Colony or Protectorate to which the

emigration is to take place, it shall be competent to the Emperor of China to appoint a Consul or Vice-Consul to watch over their interests and well-being, and such Consul or Vice-Consul shall have all the rights and privileges accorded to the Consul of other nations."

His Majesty's Government consider it specially important that the persons appointed to occupy, for the purpose named, the position of Consul or Vice-Consul should be experienced officers of Chinese nationality, that they should be exclusively in the service of the Emperor of China, and that in each case the name of the person selected should be communicated to His Majesty's Government, and their agreement to the appointment obtained.

I have the honour to inquire whether the Chinese Government are prepared to meet the wishes of His Majesty's Government in the matter. If so, and if you will inform me accordingly, this note and your reply might be attached to the Convention in order to place on formal record the arrangement concluded.—I have, &c.

(Signed) LANSDOWNE.

Chang Ta-Jen, etc., etc., etc.

Chinese Legation, London,
May 13th, 1904.

My LORD MARQUESS,—In reply to your Lordship's note of this date, I have the honour to state that the Chinese Government are in entire accord with His Britannic Majesty's Government as to the great importance they attach to the Consuls and Vice-Consuls to be appointed under Article VI. of the Convention about to be concluded between the two Governments being men of great experience, and will consider it a duty which they owe to the emigrant to confine the selection of these officers to such as in all respects conform to the requirements specified in the note above referred to, which, together with the present one, it has been mutually agreed shall, in proof of that understanding, be appended to the said Convention.—I have, &c.

(Signed) T. Y. CHANG.

The Marquess of Lansdowne, K. G.,
etc., etc., etc.

EXCHANGE OF NOTES BETWEEN THE UNITED KINGDOM AND RUSSIA WITH REGARD TO THEIR RESPECTIVE RAILWAY INTERESTS IN CHINA

No. 1

Sir C. Scott to Count Mouravieff

The Undersigned, British Ambassador, duly authorized to that effect, has the honour to make the following declaration to his Excellency Count Mouravieff, Russian Minister for Foreign Affairs:—

Great Britain and Russia, animated by a sincere desire to avoid in China all cause of conflict on questions where their interests meet, and taking into consideration the economic and geographical gravitation of certain parts of that Empire, have agreed as follows:—

1. Great Britain engages not to seek for her own account, or on behalf of British subjects or of others, any railway concessions to the north of the Great Wall of China, and not to obstruct, directly or indirectly, applications for railway concessions in that region supported by the Russian Government.

2.—Russia, on her part, engages not to seek for her own account, or on behalf of Russian subjects or of others, any railway concessions in the basin of the Yangtze, and not to obstruct, directly or indirectly, applications for railway concessions in that region supported by the British Government.

The two Contracting Parties, having nowise in view to infringe in any way the sovereign rights of China or existing Treaties, will not fail to communicate to the Chinese Government the present arrangement, which, by averting all cause of complications between them, is of a nature to consolidate peace in the Far East, and to serve the primordial interests of China herself.

(Signed) CHARLES S. SCOTT.

St. Petersburg, April 28, 1899.

The Undersigned, Russian Minister for Foreign Affairs, duly authorized to that effect, has the honour to make the following declaration to his Excellency Sir Charles Scott, British Ambassador:—

Russia and Great Britain, animated by the sincere desire to avoid in China all cause of conflict on questions where their interests meet, and taking into consideration the economic and geographical gravitation of certain parts of that Empire, have agreed as follows—

1.—Russia engages not to seek for her own account, or on behalf of Russian subjects or of others, any railway concessions in the basin of the Yangtze, and not to obstruct, directly or indirectly, applications for railway concessions in that region supported by the British Government.

2.—Great Britain, on her part, engages not to seek for her own account, or on behalf of British subjects or of others, any railway concessions to the north of the Great Wall of China, and not to obstruct, directly or indirectly, applications for railway concessions in that region supported by the Russian Government.

The two Contracting Parties, having nowise in view to infringe in any way the sovereign rights of China or of existing Treaties, will not fail to communicate to the Chinese Government the present arrangement, which, by averting all cause of complication between them, is of a nature to consolidate peace in the Far East, and to serve the primordial interests of China herself.

The Undersigned, etc. (Signed) Count MOURAVIEFF.

St. Petersburg, April 16 (28), 1899.

No. 3

Sir C. Scott to Count Mouravieff

In order to complete the Notes exchanged this day respecting the partition of spheres for concessions for the construction and working of railways in China, it has been agreed to record in the present additional Note the arrangement arrived at with regard to the line Shanhaikuan-Newchwang, for the construction of which a loan has been already contracted by the Chinese Government with the Shanghai-Hongkong Bank, acting on behalf of the British and Chinese Corporation.

The general arrangement established by the above-mentioned Notes is not to infringe in any way the rights acquired under the said Loan Contract, and the Chinese Government may appoint both an English engineer and an European accountant to supervise the construction of the line in question, and the expenditure of the money appropriated to it.

But it remains understood that this fact cannot be taken as constituting a right of property or foreign control, and that the line in question is to remain a Chinese line, under the control of the Chinese Government, and cannot be mortgaged or alienated to a non-Chinese Company.

As regards the branch line from Siaoheichan to Sinminting, in addition to the aforesaid restrictions, it has been agreed that it is to be constructed by China herself, who may permit European—not necessarily British—engineers to periodically inspect it, and to verify and certify that the work is being properly executed.

The present special Agreement is naturally not to interfere in any way with the right of the Russian Government to support, if it thinks fit, applications of Russian subjects or establishments for concessions for railways, which, starting from the main Manchurian line in a south-westerly direction, would traverse the region in which the Chinese line terminating at Sinminting and Newchwang is to be constructed.

(Signed) CHARLES S. SCOTT.

St. Petersburg, April 28th, 1899.

No. 4

Count Mouravieff to Sir C. Scott

In order to complete the Notes exchanged this day respecting the partition of spheres for concessions for the construction and working of railways in China, it has been agreed to record in the present additional Note the Agreement arrived at with

regard to the line Shanhaikuan-Newchwang, for the construction of which a loan has been already contracted by the Chinese Government with the Shanghai-Hongkong Bank, acting on behalf of the British and Chinese Corporation.

The general arrangement established by the above-mentioned Notes is not to infringe in any way the rights acquired under the said Loan Contract, and the Chinese Government is at liberty to appoint both an English engineer and an European accountant to supervise the construction of the line in question and the expenditure of the money appropriated to it. But it remains well understood that this fact cannot be taken as constituting a right of property or foreign control, and that the line in question is to remain a Chinese line, subject to the control of the Chinese Government, and cannot be mortgaged or alienated to a non-Chinese Company.

As regards the branch line from Siaoheïchan to Sinminting, in addition to the aforesaid restrictions, it has been agreed that it is to be constructed by China herself, who may permit European—not necessarily British—engineers to periodically inspect it, and to verify and certify that the works are being properly executed.

The present special Agreement is naturally not to interfere in any way with the right of the Russian Government to support, if it thinks fit, applications of Russian subjects or establishments for concessions for railways, which, starting from the main Manchurian line in a south-westerly direction, would traverse the region in which the Chinese line terminating at Sinminting and Newchwang is to be constructed.

The Undersigned, etc.

(Signed) Count Mouravieff.

St. Petersburg, April 16 (28), 1899.

AGREEMENTS RESPECTING TIBET

Signed at Peking, April 27th, 1906

To Which is Annexed the Convention Between the United Kingdom and Tibet, Signed at Lhasa, September 7th, 1904

Ratifications exchanged at London, July 23rd, 1906

Whereas His Majesty the King of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of China are sincerely desirous to maintain and perpetuate the relations of friendship and good understanding which now exist between their respective Empires;

And whereas the refusal of Tibet to recognise the validity of or to carry into full effect the provisions of the Anglo-Chinese Convention of March 17th, 1890, and Regulations of December 5th, 1893, placed the British Government under the necessity of taking steps to secure their rights and interests under the said Convention and Regulations;

And whereas a Convention of ten articles was signed at Lhasa on September 7th, 1904, on behalf of Great Britain and Tibet, and was ratified by the Viceroy and Governor-General of India on behalf of Great Britain on November 11th, 1904, a declaration on behalf of Great Britain modifying its terms under certain conditions being appended thereto;

His Britannic Majesty and His Majesty the Emperor of China have resolved to conclude a Convention on this subject, and have for this purpose named Plenipotentiaries, that is to say:—

His Majesty the King of Great Britain and Ireland:

Sir Ernest Mason Satow, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, His said Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of China; and

His Majesty the Emperor of China:

His Excellency Tang Shao-yi, His said Majesty's High Commissioner Plenipotentiary and a Vice-President of the Board of Foreign Affairs;

Who, having communicated to each other their respective full powers and finding them to be in good and true form, have agreed upon and concluded the following Convention in Six Articles:—

Art. I.—The Convention concluded on September 7th, 1904, by Great Britain and Tibet, the texts of which in English and Chinese are attached to the present Convention as an Annex, is hereby confirmed, subject to the modification stated in the declaration appended thereto, and both of the High Contracting Parties engage to take at all times such steps as may be necessary to secure the due fulfilment of the terms specified therein.

Art. II.—The Government of Great Britain engages not to annex Tibetan territory or to interfere in the administration of Tibet. The Government of China also undertakes not to permit any other foreign State to interfere with the territory or internal administration of Tibet.

Art. III.—The concessions which are mentioned in Article 9 (*d*) of the Convention concluded on September 7th, 1904, by Great Britain and Tibet are denied to any State or to the subject of any State other than China, but it has been arranged with China that at the trade marts specified in Article 2 of the aforesaid Convention Great Britain shall be entitled to lay down telegraph lines connecting with India.

Art. IV.—The provisions of the Anglo-Chinese Convention of 1890 and Regulations of 1893 shall, subject to the terms of this present Convention and Annex thereto, remain in full force.

Art. V.—The English and Chinese texts of the present Convention have been carefully compared and found to correspond, but in the event of there being any difference of meaning between them the English text shall be authoritative.

Art. VI.—This Convention shall be ratified by the Sovereigns of both countries and ratifications shall be exchanged in London within three months after the date of signature by the Plenipotentiaries of both Powers.

In token whereof the respective Plenipotentiaries have signed and sealed this Convention, four copies in English and four in Chinese.

Done at Peking this twenty-seventh day of April, one thousand nine hundred and six, being the fourth day of the fourth month of the thirty-second year of the reign of Kuang Hsü.

[L.S.] ERNEST SATOW.

(Signature and Seal of the Chinese Plenipotentiary.)

Signed at Lhasa, 7th September, 1904

Whereas doubts and difficulties have arisen as to the meaning and validity of the Anglo-Chinese Convention of 1890, and the Trade Regulations of 1893, and as to the liabilities of the Tibetan Government under these agreements; and whereas recent occurrences have tended towards a disturbance of the relations of friendship and good understanding which have existed between the British Government and the Government of Tibet; and whereas it is desirable to restore peace and amicable relations and to resolve and determine the doubts and difficulties as aforesaid, the said Governments have resolved to conclude a Convention with these objects, and the following Articles have been agreed upon by Colonel F. E. Younghusband, C.I.E., in virtue of full powers vested in him by His Britannic Majesty's Government and on behalf of that said Government, and Lo-Sang Gyal-Tsen, the Ga-den Ti-Rimpoche, and the representatives of the Council of the three monasteries Se-ra, Dre pung, and Ga-den, and of the ecclesiastical and lay officials of the National Assembly on behalf of the Government of Tibet:—

I.—The Government of Tibet engages to respect the Anglo-Chinese Convention of 1890 and to recognise the frontier between Sikkim and Tibet, as defined in Article I. of the said Convention, and to erect boundary pillars accordingly.

II.—The Tibetan Government undertakes to open forthwith trade marts to which all British and Tibetan subjects shall have free right of access at Gyangtse and Gartok, as well as at Yatung.

The Regulations applicable to the trade mart at Yatung, under the Anglo-Chinese Agreement of 1893, shall, subject to such amendments as may hereafter be agreed upon by common consent between the British and Tibetan Governments, apply to the marts above mentioned.

In addition to establishing trade marts at the places mentioned, the Tibetan Government undertakes to place no restrictions on the trade by existing routes, and to consider the question of establishing fresh trade marts under similar conditions if development of trade requires it.

III.—The question of the amendment of the Regulations of 1893 is reserved for separate consideration, and the Tibetan Government undertakes to appoint fully authorised delegates to negotiate with representatives of the British Government as to the details of the amendments required.

IV.—The Tibetan Government undertakes to levy no dues of any kind other than those provided for in the tariff to be mutually agreed upon.

V.—The Tibetan Government undertakes to keep the roads to Gyangtse and Gartok from the frontier clear of all obstruction and in a state of repair suited to the needs of the trade, and to establish at Yatung, Gyangtse and Gartok, and at each of the other trade marts that may hereafter be established, a Tibetan Agent who shall receive from the British Agent appointed to watch over British trade at the marts in question any letter which the latter may desire to send to the Tibetan or to the Chinese authorities. The Tibetan Agent shall also be responsible for the due delivery of such communications and for the transmission of replies.

VI.—As an indemnity to the British Government for the expense incurred in the despatch of armed troops to Lhasa, to exact reparation for breaches of treaty obligations, and for the insults offered to and attacks upon the British Commissioner and his following and escort, the Tibetan Government engages to pay a sum of Pounds five hundred thousand, equivalent to Rupees seventy-five lakhs, to the British Government.

The indemnity shall be payable at such place as the British Government may from time to time, after due notice, indicate, whether in Tibet or in the British districts of Darjeeling or Jalpaiguri, in seventy-five annual instalments of Rupees one lakh each on the 1st January in each year, beginning from the 1st January, 1906.

VII.—As security for the payment of the above-mentioned indemnity, and for the fulfilment of the provisions relative to trad emarts specified in Articles II., III., IV., and V.,

the British Government shall continue to occupy the Chumbi Valley until the indemnity has been paid and until the trade marts have been effectively opened for three years, whichever date may be the later.

VIII.—The Tibetan Government agrees to raze all forts and fortifications and remove all armaments which might impede the course of free communications between the British frontier and the towns of Gyangtse and Lhasa.

IX.—The Government of Tibet engages that, without the previous consent of the British Government—

(*a*) No portion of Tibetan territory shall be ceded, sold, leased, mortgaged, or otherwise given for occupation, to any foreign Power;

(*b*) No such Power shall be permitted to intervene in Tibetan affairs;

(*c*) No representatives or agents of any foreign Power shall be admitted to Tibet;

(*d*) No concessions for railways, roads, telegraphs, mining or other rights, shall be granted to any foreign Power, or the subject of any foreign Power. In the event of consent to such concessions being granted, similar or equivalent concessions shall be granted to the British Government;

(*e*) No Tibetan revenues, whether in kind or in cash, shall be pledged or assigned to any foreign Power, or the subject of any foreign Power.

X.—In witness whereof the negotiators have signed the same, and affixed thereunto the seals of their arms.

Done in quintuplicate at Lhasa, this 7th day of September, in the year of our Lord one thousand nine hundred and four, corresponding with the Tibetan date, the 27th day of the seventh month of the Wood Dragon year.

Arrangement Between Great Britain and Russia Concerning Tibet

The Governments of Britain and Russia recognizing the suzerain rights of China in Tibet, and considering the fact that Great Britain, by reason of her geographical position, has a special interest in the maintenance of the *status quo* in the external relations of Tibet, have made the following Arrangement:—

I.—The two High Contracting Parties engage to respect the territorial integrity of Tibet and to abstain from all interference in its internal administration.

II.—In conformity with the admitted principle of the suzerainty of China over Tibet, Great Britain and Russia engage not to enter into negotiations with Tibet except through the intermediary of the Chinese Government. This engagement does not exclude the direct relations between British Commercial Agents and the Tibetan authorities provided for in Article V. of the Convention between Great Britain and Tibet of September 7th, 1904, and confirmed by the Convention between Great Britain and China of April 27th, 1906; nor does it modify the engagements entered into by Great Britain and China in Article I. of the said Convention of 1906.

It is clearly understood that Buddhists, subjects of Great Britain or of Russia, may enter into direct relations on strictly religious matters with the Dalai Lama and the other representatives of Buddhism in Tibet; the Governments of Great Britain and Russia engage, as far as they are concerned, not to allow those relations to infringe the stipulations of the present arrangement.

III.—The British and Russian Governments respectively engage not to send representatives to Lhasa.

IV.—The two High Contracting Parties engage neither to seek nor to obtain, whether for themselves or their subjects, any concessions for railways, roads, telegraphs and mines, or other rights in Tibet.

V.—The two Governments agree that no part of the revenues of Tibet, whether in kind or in cash, shall be pledged or assigned to Great Britain or Russia or to any of their subjects.

ANNEX

Great Britain reaffirms the Declaration, signed by His Excellency the Viceroy and Governor-General of India and appended to the ratification of the Convention of September 7th, 1904, to the effect that the occupation of the Chumbi Valley by British forces shall cease after the payment of three annual instalments of the indemnity of 25,000,000 Rupees, provided that the trade marts mentioned in Article II. of that Convention have been effectively opened for three years, and that in the meantime the Tibetan authorities have faithfully complied in all respects with the terms of the said Convention of 1904. It is clearly understood that if the occupation of the Chumbi Valley by the British forces has, for any reason, not been terminated at the time anticipated in the above Declaration, the British and Russian Governments will enter upon a friendly exchange of views on this subject.

The present Convention shall be ratified, and the ratifications exchanged at St. Petersburg as soon as possible.

In witness whereof the respective Plenipotentiaries have signed the present Convention and affixed thereto their seals.

Done in duplicate at St. Petersburg, the 18th (31st) August, 1907.

[L.S.] A. NICOLSON.
[L.S.] ISWOLSKY.

St. Petersburg, August 18th (31st), 1907

M. le Ministre,—With reference to the Arrangement regarding Tibet, signed today, I have the honour to make the following Declaration to your Excellency :—

"His Britannic Majesty's Government think it desirable, so far as they are concerned, not to allow, unless by a previous agreement with the Russian Government, for a period of three years from the date of the present communication, the entry into Tibet of any scientific mission whatever, on condition that a like assurance is given on the part of the Imperial Russian Government.

"His Britannic Majesty's Government propose, moreover, to approach the Chinese Government with a view to induce them to accept a similiar obligation for a corresponding Period; the Russian Government will, as a matter of course, take similar action.

"At the expiration of the term of three years above mentioned His Britannic Majesty's Government will, if necessary, consult with the Russian Government as to the desirability of any ulterior measures with regard to scientific expeditions to Tibet."

I have, etc,

A. NICOLSON.

St. Petersburg, August 18th (31st), 1907

M. l'Ambassadeur,—In reply to your Excellency's note of even date, I have the honour to declare that the Imperial Russian Government think it desirable, so far as they are concerned, not to allow, unless by a previous agreement with the British Government, for a period of three years from the date of the present communication, the entry into Tibet of any scientific mission whatever.

Like the British Government, the Imperial Government propose to approach the Chinese Government with a view to induce them to accept a similar obligation for a corresponding period.

It is understood that at the expiration of the term of three years the two Governments will, if necessary, consult with each other as to the desirability of any ulterior measures with regard to scientific expeditions to Tibet.

I have, etc.,

ISWOLSKY.

OPIUM AGREEMENT

[Done at Peking, May 8th, 1911]

Under the arrangement concluded between His Majesty's Government and the Chinese Government three years ago, His Majesty's Government undertook that if during the period of three years from January 1st, 1908, the Chinese Government should duly carry out the arrangement on their part for reducing the production and consumption of opium in China, they would continue in the same proportion of ten per cent. the annual diminution of the export of opium from India, until the completion of the full period of ten years in 1917.

His Majesty's Government, recognizing the sincerity of the Chinese Government, and their pronounced success in diminishing the production of opium in China during the past three years, are prepared to continue the arrangement of 1907 for the unexpired period of seven years on the following conditions:—

I.—From the first of January, 1911, China shall diminish annually for seven years the production of opium in China in the same proportion as the annual export from India is diminished in accordance with the terms of Agreement and of the Annex appended hereto until total extinction in 1917.

II.– The Chinese Government have adopted a most rigorous policy for prohibiting the production, the transport and the smoking of native opium, and His Majesty's Government have expressed their agreement therewith and willingness to give every assistance. With a view to facilitating the continuance of this work, His Majesty's Government agree that the export of opium from India to China shall cease in less than seven years if clear proof is given of the complete absence of native opium in China.

III.—His Majesty's Government further agree that Indian opium shall not be conveyed into any province in China which can establish by clear evidence that it has effectively suppressed the cultivation and import of native opium.

It is understood, however, that the closing of the ports of Canton and Shanghai to the import of Indian opium shall not take effect except as the final step on the part of the Chinese Government for the completion of the above measure.

IV.—During the period of this Agreement it shall be permissible for His Majesty's Government to obtain continuous evidence of this diminution by local enquiries and investigation conducted by one or more British officials accompanied, if the Chinese Government so desire, by a Chinese official. Their decision as to the extent of cultivation shall be accepted by both parties to this Agreement.

During the above period one or more British officials shall be given facilities for reporting on the taxation and trade restrictions on opium away from the Treaty ports.

V.—By the arrangement of 1907 His Majesty's Government agreed to the despatch by China of an official to India to watch the opium sales on condition that such official would have no power of interference. His Majesty's Government further agree that the official so despatched may be present at the packing of opium on the same condition.

VI.—The Chinese Government undertake to levy a uniform tax on all opium grown in the Chinese Empire. His Majesty's Government consent to increase the present consolidated import duty on Indian opium to Tls. 350 per chest of 100 catties, such increase to take effect as soon as the Chinese Government levy an equivalent excise tax on all native opium.

VII.—On confirmation of this Agreement and beginning with the collection of the new rate of consolidated import duty, China will at once cause to be withdrawn all restrictions placed by the Provincial authorities on the wholesale trade in Indian opium, such as those recently imposed at Canton and elsewhere, and also all taxation on the wholesale trade other than the consolidated import duty, and no such restrictions or taxation shall be again imposed so long as the Additional Article to the Chefoo Agreement remains as at present in force.

It is also understood that Indian raw opium having paid the consolidated import duty shall be exempt from any further taxation whatsoever in the port of import.

Should the conditions contained in the above two clauses not be duly observed, His Majesty's Government shall be at liberty to suspend or terminate this Agreement at any time.

The foregoing stipulations shall not derogate in any manner from the force of the laws already published or hereafter to be published by the Imperial Chinese Government to suppress the smoking of opium and to regulate the retail trade in the drug in general.

VIII.—With a view to assisting China in the suppression of opium His Majesty's Government undertake that from the year 1911 the Government of India will issue an export permit with a consecutive number for each chest of Indian opium declared for shipment to or for consumption in China.

During the year 1911 the number of permits so issued shall not exceed 30,600 and shall be progressively reduced annually by 5,100 during the remaining six years ending 1917.

A copy of each permit so issued shall, before shipment of opium declared for shipment to or consumption in China, be handed to the Chinese official for transmission to his Government, or to the Customs authorities in China.

His Majesty's Government undertake that each chest of opium for which such permit has been granted shall be sealed by an official deputed by the Indian Government in the presence of the Chinese official if so requested.

The Chinese Government undertake that chests of opium so sealed and accompanied by such permits may be imported into any Treaty Port of China without let or hindrance if such seals remain unbroken.

IX.—Should it appear on subsequent experience desirable at any time during the unexpired portion of seven years to modify this Agreement or any part thereof, it may be revised by mutual consent of the two high contracting parties.

X.—This Agreement shall come into force on the date of signature.

In witness whereof the undersigned, duly authorized thereto by their respective Governments, have signed the same and have affixed thereto their seals.

Done at Peking in quadruplicate (four in English and four in Chinese) this eighth day of May, one thousand nine hundred and eleven, being the tenth day of the fourth month of the third year of Hsuan T'ung.

[L.S.] J. N. JORDAN. [L.S.] TSOU CHIA-LAI.

Annex

On the date of the signature of the Agreement a list shall be taken by the Commissioners of Customs acting in concert with the Colonial and Consular officials of all uncertified Indian opium in bond at the Treaty Ports and of all uncertified opium in stock in Hongkong which is *bonâ fide* intended for the Chinese market, and all such opium shall be marked with labels and on payment of Tls. 110 consolidated import duty shall be entitled to the same Treaty rights and privileges in China as certificated opium.

Opium so marked and in stock in Hongkong must be exported to a Chinese port within seven days of the signature of the Agreement.

All other uncertificated Indian opium shall for a period of two months from the date of the signature of the Agreement be landed at the ports of Shanghai and Canton only, and at the expiration of this period all Treaty Ports shall be closed to uncertificated opium provided the Chinese Government have obtained the consent of the other Treaty Powers.

The Imperial Maritime Customs shall keep a return of all uncertificated opium landed at Shanghai and Canton during this period of two months, other than opium marked and labelled as provided above, and such opium shall pay the new rate of consolidated import duty and shall not be re-exported in bond to other Treaty ports.

In addition to the annual reduction of 5,100 chests already agreed upon, His Majesty's Government agree further to reduce the import of Indian opium during each of the years 1912, 1913 and 1914 by an amount equal to one-third of the total ascertained amount of the uncertificated Indian opium in bond in Chinese Treaty Ports, and in stock in Hongkong on the date of signature, plus one-third of the amount of uncertificated Indian opium landed during the ensuing two months at Shanghai and Canton.

Done at Peking this eighth day of May one thousand nine hundred and eleven, being the tenth day of the fourth month of the third year of Hsuan T'ung.

[L.S.] J. N. Jordan. [L.S.] Tsou Chia-Lai.

FRANCE

TREATY OF PEACE, FRIENDSHIP, COMMERCE, AND NAVIGATION BETWEEN FRANCE AND CHINA

SIGNED, IN THE FRENCH AND CHINESE LANGUAGES, AT TIENTSIN, 27TH JUNE, 1858

Ratifications Exchanged at Peking, 25th October, 1860

His Majesty the Emperor of the French and His Majesty the Emperor of China, being desirous to put an end to the existing misunderstanding between the two Empires, and wishing to re-establish and improve the relations of friendship, commerce, and navigation between the two Powers, have resolved to conclude a new Treaty based on the common interest of the two countries, and for that purpose have named as their Plenipotentiaries, that is to say:—

His Majesty the Emperor of the French, Baron Gros, Grand Officer of the Legion of Honour, Grand Cross of the Order of the Saviour of Greece, Commander of the Order of the Conception of Portugal, etc., etc., etc.

And His Majesty the Emperor of China, Kweiliang, Imperial High Commissioner of the Ta-Tsing Dynasty, Grand Minister of the East Palace, Director-General of the Council of Justice, etc., etc., etc.; and Hwashana, Imperial High Commissioner of the Ta-Tsing Dynasty, President of the Board of Finance, General of the Bordered Blue Banner of the Chinese Banner Force, etc., etc., etc.;

Who, having exchanged their full powers, which they have found in good and due form, have agreed upon the following Articles:—

Art. I.—There shall be perpetual peace and friendship between His Majesty the Emperor of the French and His Majesty the Emperor of China, and between the subjects of the two Empires, who shall enjoy equally in the respective States of the high contracting parties full and entire protection for their persons and property.

Art. II.—In order to maintain the peace so happily re-established between the two empires it has been agreed between the high contracting parties that, following in this respect the practice amongst Western nations, the duly accredited diplomatic agents of His Majesty the Emperor of the French and of His Majesty the Emperor of China shall have the right of resorting to the capital of the empire when important affairs call them there. It is agreed between the high contracting parties that if any one of the Powers having a treaty with China obtains for its diplomatic agents the right of permanently residing at Peking, France shall immediately enjoy the same right.

The diplomatic agents shall reciprocally enjoy, in the place of their residence, the privileges and immunities accorded to them by international law, that is to say, that their persons, their families, their houses, and their correspondence, shall be inviolable, that they may take into their service such employés, couriers, interpreters, servants, etc., etc., as shall be necessary to them.

The expense of every kind occasioned by the diplomatic mission of France in China shall be defrayed by the French Government. The diplomatic agents whom

it shall please the Emperor of China to accredit to His Majesty the Emperor of the French, shall be received in France with all the honours and prerogatives which the diplomatic agents of other nations accredited to the Court of His Majesty the Emperor of the French enjoy.

Art. III.—The official communications of the French diplomatic and consular agents with the Chinese authorities shall be written in French, but shall be accompanied, to facilitate the service, by a Chinese translation, as exact as possible, until such time as the Imperial Government at Peking, having interpreters speaking and writing French correctly, diplomatic correspondence shall be conducted in this language by the French agents and in Chinese by the officers of the Empire. It is agreed that until then, and in case of difference in the interpretation, in reference to the French text and Chinese text of the clauses heretofore agreed upon in the conventions made by common accord, it shall always be the original text and not the translation which shall be held correct. This provision applies to the present Treaty, and in the communications between the authorities of the two countries it shall always be the original text, not the translation, which shall be held correct.

Art. IV.—Henceforth the official correspondence between the authorities and the officers of the two countries shall be regulated according to their respective ranks and conditions and upon the basis of the most absolute reciprocity. This correspondence shall take place between the high French officers and high Chinese officers, in the capital or elsewhere, by dispatch or communication; between the French subordinate officers and the high authorities in the provinces, on the part of the former by statement, and on the part of the latter by declaration.

Between the officers of lower rank of the two nations, as above provided, on the footing of a perfect equality.

Merchants and generally all persons not having an official character shall on both sides use the form of representation in all documents addressed to or intended for the notice of the respective authorities.

Whenever a French subject shall have recourse to the Chinese authority, his representation shall first be submitted to the Consul, who, if it appears to him reasonable and properly addressed, shall forward it; if it be otherwise, the Consul shall cause the tenour to be modified or refuse to transmit it. The Chinese, on their part, when they have to address a Consulate, shall follow a similar course towards the Chinese authority, who shall act in the same manner.

Art. V.—His Majesty the Emperor of the French may appoint Consuls or Consular Agents in the coast and river ports of the Chinese empire named in Article VI. of the present Treaty to conduct the business between the Chinese authorities and French merchants and subjects and to see to the strict observance of the stipulated rules. These officers shall be treated with the consideration and regard which are due to them. Their relations with the authorities of the place of their residence shall be established on the footing of the most perfect equality. If they shall have to complain of the proceedings of the said authorities, they may address the superior authority of the province direct, and shall immediately advise the Minister Plenipotentiary of the Emperor thereof.

In case of the absence of the French Consul, captains and merchants shall be at liberty to have recourse to the intervention of the Consul of a friendly Power, or, if this be impossible, they shall have recourse to the chief of the Customs, who shall advise as to the means of assuring to the said captains and merchants the benefits of the present Treaty.

Art. VI.—Experience having demonstrated that the opening of new ports to foreign commerce is one of the necessities of the age, it has been agreed that the forts of Kiung-chow and Chao-chow in the province of Kwangtung, Taiwan and Tamsui in the island of Formosa (province of Fohkien), Tang-chow in the province of Shantung, and Nanking in the province of Kiangsu, shall enjoy the same privileges as Canton, Shanghai, Ningpo, Amoy, and Foochow. With regard to

Nanking, the French agents in China shall not deliver passports to their nationals for this city until the rebels have been expelled by the Imperial troops.

Art. VII.—French subjects and their families may establish themselves and trade or pursue their avocations in all security, and without hindrance of any kind in the ports and cities enumerated in the preceding Article.

They may travel freely between them if they are provided with passports, but it is expressly forbidden to them to trade elsewhere on the coast in search of clandestine markets, under pain of confiscation of both the ships and goods used in such operations, and this confiscation shall be for the benefit of the Chinese Government, who, however, before the seizure and confiscation can be legally pronounced, must advise the French Consul at the nearest port.

Art. VIII.—French subjects who wish to go to interior towns, or ports not open to foreign vessels, may do so in all security, on the express condition that they are provided with passports written in French and Chinese, legally delivered by the diplomatic agents or Consuls of France in China and *visèd* by the Chinese authorities.

In case of the loss of his passport, the French subject who cannot present it when it is legally required of him shall, if the Chinese authorities of the place refuse him permission to remain a sufficient time to obtain another passport from the Consul, be conducted to the nearest Consulate and shall not be maltreated or insulted in any way.

As is stipulated in the former Treaties, French subjects resident or sojourning in the ports open to foreign trade may travel without passports in their immediate neighbourhood and there pursue their occupations as freely as the natives, but they must not pass certain limits which shall be agreed upon between the Consul and the local authority. The French agents in China shall deliver passports to their nationals only for the places where the rebels are not established at the time the passport shall be demanded.

These passports shall be delivered by the French authorities only to persons who offer every desirable guarantee.

Art. IX.—All changes made by common consent with one of the signatory Powers of the treaties with China on the subject of amelioration of the tariff now in force, or which may hereafter be in force, as also all rights of customs, tonnage, importation, transit, and exportation, shall be immediately applicable to French trade and merchants by the mere fact of their being placed in execution.

Art. X.—Any French subject who, conformably to the stipulations of Article VI. of the present Treaty, shall arrive at one of the ports open to foreign trade, may, whatever may be the length of his sojourn, rent houses and warehouses for the disposal of his merchandise, or lease land and himself build houses and warehouses. French subjects may, in the same manner, establish churches, hospitals, religious houses, schools, and cemeteries. To this end the local authority, after having agreed with the Consul, shall designate the quarters most suitable for the residence of the French and the sites on which the above-mentioned structures may have place.

The terms of rents and leases shall be freely discussed between the interested parties and regulated, as far as possible, according to the average local rates.

The Chinese authorities shall prevent their nationals from exacting or requiring exorbitant prices, and the Consul on his side shall see that French subjects use no violence or constraint to force the consent of the proprietors. It is further understood that the number of houses and the extent of the ground to be assigned to French subjects in the ports open to foreign trade shall not be limited, and that they shall be determined according to the needs and convenience of the parties. If Chinese subjects injure or destroy French churches or cemeteries, the guilty parties shall be punished with all the rigour of the laws of the country.

Art. XI.—French subjects in the ports open to foreign trade may freely engage, on the terms agreed upon between the parties, or by the sole intervention of the Consul, compradores, interpreters, clerks, workmen, watermen, and servants. They shall also have the right of engaging teachers in order to learn to speak and write

the Chinese language and any other language or dialect used in the empire, as also to secure their aid in scientific or literary works. Equally they may teach to Chinese subjects their own or foreign languages and sell without obstacle French books or themselves purchase Chinese books of all descriptions.

Art. XII.—Property of any kind appertaining to French subjects in the Chinese empire shall be considered by the Chinese inviolable and shall always be respected by them. The Chinese authorities shall not, under any circumstances whatever, place French vessels under embargo nor put them under requisition for any service, be it public or private.

Art. XIII.—The Christian religion having for its essential object the leading of men to virtue, the members of all Christian communities shall enjoy entire security for their persons and property and the free exercise of their religion, and efficient protection shall be given the missionaries who travel peaceably in the interior furnished with passports as provided for in Article VIII.

No hindrance shall be offered by the authorities of the Chinese Empire to the recognised right of every individual in China to embrace, if he so pleases, Christianity, and to follow its practices without being liable to any punishment therefor.

All that has previously been written, proclaimed, or published in China by order of the Government against the Christian religion is completely abrogated and remains null and void in all provinces of the empire.

Art. XIV.—No privileged commercial society shall henceforward be established in China, and the same shall apply to any organised coalition having for its end the exercise of a monopoly of trade. In case of the contravention of the present article the Chinese Authorities, on the representations of the Consul or Consular Agent, shall advise as to the means of dissolving such associations, of which they are also bound to prevent the existence by the preceding prohibitions, so as to remove all that may stand in the way of free competition.

Art. XV.—When a French vessel arrives in the waters of one of the ports open to foreign trade she shall be at liberty to engage any pilot to take her immediately into the port, and, in the same manner, when, having discharged all legal charges she shall be ready to put to sea, she shall not be refused pilots to enable her to leave the port without hindrance or delay.

Any individual who wishes to exercise the profession of pilot for French vessels may, on the presentation of three certificates from captains of ships, be commissioned by the French Consul in the same manner as shall be in use with other nations.

The remuneration payable to pilots shall be equitably regulated for each particular port by the Consul or Consular Agent, who shall fix it, having regard to the distance and circumstances of the navigation.

Art. XVI.—After the pilot has brought a French trading ship into the port, the Superintendent of Customs shall depute one or two officers to guard the ship and prevent fraud. These officers may, according to their convenience, remain in their own boat or stay on board the ship.

Their pay, food, and expenses shall be a charge on the Chinese Customs, and they shall not demand any fee or remuneration whatever from the captain or consignee. Every contravention of this provision shall entail a punishment proportionate to the amount exacted, which also shall be returned in full.

Art. XVII.—Within the twenty-four hours following the arrival of a French merchant vessel in one of the ports open to foreign trade, the captain, if he be not unavoidably prevented, and in his default the supercargo or consignee, shall report at the French Consulate and place in the hands of the Consul the ship's papers, the bills of lading, and the manifest. Within the twenty-four hours next following the Consul shall send to the Superintendent of Customs a detailed note indicating the name of the vessel, the articles, the tonnage, and the nature of the cargo; if, in consequence of the negligence of the captain this cannot be accomplished within the forty-eight hours following the arrival of the vessel, the captain shall be liable to a penalty of 50 Dollars for each day's delay, to the profit of the Chinese Government, but the said penalty shall in no case exceed the sum of 200 Dollars.

Immediately after the reception of the consular note the Superintendent of Customs shall give a permit to open hatches. If the captain, before having received the said permit, shall have opened hatches and commenced to discharge, he may be fined 500 Dollars, and the goods discharged may be seized, the whole to the profit of the Chinese Government.

Art. XVIII.—French captains and merchants may hire whatever boats and lighters they please for the transport of goods and passengers, and the sum to be paid for such boats shall be settled between the parties themselves, without the intervention of the Chinese authority, and consequently without its guarantee in case of accident, fraud, or disappearance of the said boats. The number of these boats shall not be limited, nor shall a monopoly in respect either of the boats or of the carriage of merchandise by porters be granted to any one.

Art. XIX.—Whenever a French merchant shall have merchandise to load or discharge he shall first remit a detailed note of it to the Consul or Consular Agent, who will immediately charge a recognised interpreter to the Consulate to communicate it to the Superintendent of Customs. The latter shall at once deliver a permit for shipping or landing the goods. He will then proceed to the verification of the goods in such manner that there shall be no chance of loss to any party.

The French merchant must cause himself to be represented (if he does not prefer to attend himself) at the place of the verification by a person possessing the requisite knowledge to protect his interest at the time when the verification for the liquidation of the dues is made; otherwise any after claim will be null and of no effect.

With respect to goods subject to an *ad valorem* duty, if the merchant cannot agree with the Chinese officers as to their value, then each party shall call in two or three merchants to examine the goods, and the highest price which shall be offered by any of them shall be assumed as the value of the said goods.

Duties shall be charged on the net weight; the tare will therefore be deducted.

If the French merchant cannot agree with the Chinese officer on the amount of tare, each party shall choose a certain number of chests and bales from among the goods respecting which there is a dispute; these shall be first weighed gross, then tared and the average tare of these shall be taken as the tare for all the others.

If during the course of verification any difficulty arises which cannot be settled, the French merchant may claim the intervention of the Consul, who will immediately bring the subject of dispute to the notice of the Superintendent of Customs, and both will endeavour to arrive at an amicable arrangement, but the claim must be made within twenty-four hours; otherwise it will not receive attention. So long as the result of the dispute remains pending, the Superintendent of Customs shall not enter the matter in his books, thus leaving every latitude for the examination and solution of the difficulty.

On goods imported which have sustained damage a reduction of duties proportionate to their depreciation shall be made. This shall be equitably determined, and, if necessary, in the manner above stipulated for the fixing of *ad valorem* duties.

Art. XX.—Any vessel having entered one of the ports of China, and which has not yet used the permit to open hatches mentioned in Article XIX., may within two days of arrival quit that port and proceed to another without having to pay either tonnage dues or Customs duties, but will discharge them ultimately in the port where sale of the goods is effected.

Art. XXI.—It is established by common consent that import duties shall be discharged by the captains or French merchants after the landing and verification of the goods. Export duties shall in the same manner be paid on the shipment of the goods. When all tonnage dues and Customs duties shall have been paid in full by a French vessel the Superintenent of Customs shall give a general aquittance, on the exhibition of which the Consul shall return the ship's papers to the captain and permit him to depart on his voyage. The Superintendent of Customs shall name one or several banks, which shall be authorised to receive the sum due by French merchants on account of the Government, and the receipts of these banks for all payments which have been made to them shall be considered as receipts of the

Chinese Government. These payments may be made in ingots or foreign money, the relative value of which to sycee shall be determined by agreement between the Consul or Consular Agent and the Superintendent of Customs in the different ports, according to time, place, and circumstances.

Art. XXII.—*After the expiration of the two days named in Art. XX., and before proceeding to discharge her cargo, every vessel shall pay tonnage-dues according to the following scale:—Vessels of one hundred and fifty tons and upwards at the rate of four mace per ton; vessels of less than one hundred and fifty tons measurement at the rate of one mace per ton.

Any vessel clearing from any of the open ports of China for any other of the open ports, or trading between China and such ports in Cochin-China as belong to France, or any port in Japan, shall be entitled, on application of the master, to a special certificate from the Superintendent of Customs, on exhibition of which the said vessel shall be exempted from all further payment of tonnage-dues in any open port of China for a period of four months, to be reckoned from the date of her port-clearance; but after the expiration of four months she shall be required to pay tonnage-dues again.

Small French vessels and boats of every class, whether with or without sails, shall be reckoned as coming within the category of vessels of one hundred and fifty tons and under, and shall pay tonnage-dues at the rate of one mace per ton once in every four months.

Native craft chartered by French merchants shall in like manner pay tonnage-dues once in every four months.

Art. XXIII.—All French goods, after having discharged the Customs duties according to the tariff in one of the ports of China, may be transported into the interior without being subjected to any further charge except the transit dues according to the amended scale now in force, which dues shall not be augmented in the future.

If the Chinese Customs Agents, contrary to the tenour of the present Treaty, make illegal exactions or levy higher dues, they shall be punished according to the laws of the empire.

Art. XXIV.—Any French vessel entered at one of the ports open to foreign trade and wishing to discharge only a part of its goods there, shall pay Customs dues only for the part discharged; it may transport the remainder of its cargo to another port and sell it there. The duty shall then be paid.

French subjects having paid in one port the duties on their goods, wishing to re-export them and send them for sale to another port, shall notify the Consul or Consular Agent. The latter shall inform the Superintendent of Customs, who, after having verified the identity of the goods and the perfect integrity of the packages, shall send to the claimants a declaration attesting that the duties on the said goods have been paid. Provided with this declaration, the French merchants on their arrival at the other port shall only have to present it through the medium of the Consul or Superintendent of Customs, who will deliver for this part of the cargo, without deduction or charge, a permit for discharge free of duty; but if the authorities discover fraud or anything contraband amongst the goods re-exported, these shall be, after verification, confiscated to the profit of the Chinese Government.

Art. XXV.—Transhipment of goods shall take place only by special permission and in case of urgency; if it be indispensable to effect this operation, the Consul shall be referred to, who will deliver a certificate, on view of which the transhipment shall be authorised by the Superintendent of Customs. The latter may always delegate an employé of his administration to be present.

Every unauthorised transhipment, except in case of peril by delay, will entail the confiscation, to the profit of the Chinese Government, of the whole of the goods illicitly transhipped.

Art. XXVI.—In each of the ports open to foreign trade the Superintendent of Customs shall receive for himself, and shall deposit at the French Consulate, legal

* Substituted for the original Article in 1865.

scales for goods and silver, the weights and measures agreeing exactly with the weights and measures in use at the Canton Custom-house, and bearing a stamp and seal certifying this authority. These scales shall be the base of all liquidations of duties and of all payments to be made to the Chinese Government. They shall be referred to in case of dispute as to the weights and measures of goods, and the decree shall be according to the results they show.

Art. XXVII.—Import and export duties levied in China on French commerce shall be regulated according to the tariff annexed to the present Treaty under the seal and signature of the respective Plenipotentiaries. This tariff may be revised every seven years in order to be in harmony with the changes brought about by time in the value of the products of the soil or industry of the two empires.

By the payment of these duties, the amount of which it is expressly provided shall not be increased nor augmented by any kind of charge or surtax whatever, French subjects shall be free to import into China, from French or foreign ports, and equally to export from China, to any destination, all goods which shall not be, at the date of the signing of the present Treaty and according to the classification of the annexed tariff, the object of a special prohibition or of a special monopoly. The Chinese Government renouncing therefore the right of augmenting the number of articles reputed contraband or subjects of a monopoly, any modification of the tariff shall be made only after an understanding has been come to with the French Government and with its full and entire consent.

With regard to the tariff, as well as every stipulation introduced or to be introduced in the existing Treaties, or those which may hereafter be concluded, it remains well and duly established that merchants and in general all French subjects in China shall always have the same rights and be treated in the same way as the most favoured nation.

Art. XXVIII.—The publication of the regular tariff doing away henceforth with all pretext for smuggling, it is not to be presumed that any act of this nature may be committed by French vessels in the ports of China. If it should be otherwise, all contraband goods introduced into these ports by French vessels or merchants whatever their value or nature, as also all prohibited goods fraudulently discharged, shall be seized by the local authority and confiscated to the profit of the Chinese Government. Further, the latter may, if it see fit, interdict the re-entry to China of the vessel taken in contravention and compel it to leave immediately after the settlement of its accounts.

If any foreign vessel fraudulently makes use of the French flag the French Government shall take the necessary measures for the repression of this abuse.

Art. XXIX.—His Majesty the Emperor of the French may station a vessel of war in any principal port of the empire where its presence may be considered necessary to maintain good order and discipline amongst the crews of merchant vessels and to facilitate the exercise of the Consular authority; all necessary measures shall be taken to provide that the presence of these vessels of war shall entail no inconvenience, and their commanders shall receive orders to cause to be executed the provisions of Article XXXIII. in respect of the communications with the land and the policing of the crews. Vessels of war shall be subject to no duty.

Art. XXX.—Every French vessel of war cruising for the protection of commerce shall be received as a friend and treated as such in all the ports of China which it shall enter. These vessels may there procure the divers articles of refitting and victualling of which they shall have need, and, if they have suffered damage, may repair there and purchase the materials necessary for such repair, the whole without the least opposition.

The same shall apply to French trading ships which in consequence of great damage or any other reason may be compelled to seek refuge in any port whatsoever of China.

If a vessel be wrecked on the coast of China, the nearest Chinese authority, on being informed of the occurrence, shall immediately send assistance to the crew, provide for their present necessities, and take the measures immediately necessary

for the salvage of the ship and the preservation of the cargo. The whole shall then be brought to the knowledge of the nearest Consul or Consular Agent, in order that the latter, in concert with the competent authority, may provide means for the relief of the crew and the salvage of the *débris* of the ship and cargo.

Art. XXXI.—Should China be at war with another Power, this circumstance shall not in any way interfere with the free trade of France with China or with the opposing nation. French vessels may always, except in the case of effective blockade, sail without obstacle from the ports of the one to the ports of the other, trade in the ordinary manner, and import and export every kind of merchandise not prohibited.

Art. XXXII.—Should sailors or other persons desert from French ships-of-war, or leave French trading vessels, the Chinese authority, on the requisition of the Consul, or failing the Consul that of the captain, shall at once use every means to discover and restore the aforesaid fugitives into the hands of one or the other of them.

In the same manner, if Chinese deserters or persons accused of any crime take refuge in French houses or on board of French vessels, the local authority shall address the Consul, who, on proof of the guilt of the accused, shall immediately take the measures necessary for their extradition. Each party shall carefully avoid concealment and connivance.

Art. XXXIII.—When sailors come on shore they shall be under special disciplinary regulations framed by the Consul and communicated to the local authority, in order to prevent as far as possible all occasion of quarrel between French sailors and the people of the country.

Art. XXXIV.—In case of French trading vessels being attacked or pillaged by pirates within Chinese waters, the civil and military authorities of the nearest place, upon learning of the occurrence, shall actively pursue the authors of the crime and shall neglect nothing to secure their arrest and punishment according to law. The pirated goods, in whatever place or state they may be found, shall be placed in the hands of the Consul, who shall restore them to the owners. If the criminals cannot be seized, or the whole of the stolen property cannot be recovered, the Chinese officials shall suffer the penalty inflicted by the law in such circumstances, but they shall not be held pecuniarily responsible.

Art. XXXV.—When a French subject shall have a complaint to make or claim to bring against a Chinese, he shall first state his case to the Consul, who, after having examined the affair, will endeavour to arrange it amicably. In the same manner, when a Chinese has to complain of a French subject, the Consul shall attentively hear his claim and endeavour to bring about an amicable arrangement. But if in either case this be impossible, the Consul shall invoke the assistance of a competent Chinese official, and these two, after having conjointly examined the affair shall decide it equitably.

Art. XXXVI.—If hereafter French subjects suffer damage, or are subjected to any insult or vexation by Chinese subjects, the latter shall be pursued by the local authority, who shall take the necessary measures for the defence and protection of French subjects; if ill-doers or any vagrant part of the population commence to pillage, destroy, or burn the houses or warehouses of French subjects or any other of their establishments, the same authority, either on the requisition of the Consul or of its own motion, shall send as speedily as possible an armed force to disperse the riot and to arrest the criminals, and shall deliver the latter up to the severity of the law; the whole without prejudice of the claims of the French subjects to be indemnified for proved losses.

Art. XXXVII.—If Chinese become, in future, indebted to French captains or merchants and involve them in loss by fraud or in any other manner, the latter shall no longer avail themselves of the combination which existed under the former state of things; they may address themselves only through the medium of their Consul to the local authority, who shall neglect nothing after having examined the affair to compel the defaulters to satisfy their engagements according to the laws of the country. But, if the debtor cannot be found, if he be dead, or bankrupt, and is not able to pay, the French merchants cannot claim against the Chinese authority.

In case of fraud or non-payment on the part of French merchants, the Consul shall, in the same manner, afford every assistance to the claimants, but neither he nor his Government shall in any manner be held responsible.

Art. XXXVIII.—If unfortunately any fight or quarrel occurs between French and Chinese subjects, as also if during the course of such quarrel one or more persons be killed or wounded, by firearms or otherwise, the Chinese shall be arrested by the Chinese authority, who will be responsible, if the charge be proved, for their punishment according to the laws of the country. With regard to the French, they shall be arrested at the instance of the Consul, who shall take the necessary measures that they may be dealt with in the ordinary course of French law in accordance with the forms and practice which shall be afterwards decided by the French Government.

The same course shall be observed in all similar circumstances not enumerated in the present convention, the principle being that for the repression of crimes and offences committed by them in China French subjects shall be dealt with according to the laws of France.

Art XXXIX.—Disputes or differences arising between French subjects in China shall, equally, be settled by the French authorities. It is also stipulated that the Chinese authorities shall not in any manner interfere in any dispute between French subjects and other foreigners. In the same way they shall not exercise any authority over French vessels; these are responsible only to the French authorities and the captain.

Art. XL.—If the Government of His Majesty the Emperor of the French shall consider it desirable to modify any of the clauses of the present Treaty it shall be at liberty to open negotiations to this effect with the Chinese Government after an interval of ten years from the date of the exchange of the ratifications. It is also understood that no obligation not expressed in the present convention shall be imposed on the Consuls or Consular Agents, nor on their nationals, but, as is stipulated, French subjects shall enjoy all the rights, privileges, immunities, and guarantees whatsoever which have been or shall be accorded by the Chinese Government to other Powers.

Art. XLI.—His Majesty the Emperor of the French, wishing to give to His Majesty the Emperor of China a proof of his friendly sentiments, agrees to stipulate in separate Articles, having the same force and effect as if they were inserted in the present Treaty, the arrangements come to between the two Governments on the matters antecedent to the events at Canton and the expense caused by them to the Government of His Majesty the Emperor of the French.

Art. XLII.—The ratifications of the present Treaty of Friendship, Commerce, and Navigation shall be exchanged at Peking within one year after the date of signature, or sooner if possible.

After the exchange of ratifications, the Treaty shall be brought to the knowledge of all the superior authorities of the Empire in the provinces and in the capital, in order that its publication may be well established.

In token whereof the respective Plenipotentiaries have signed the present Treaty and affixed their seals thereto.

Done at Tientsin, in four copies, this twenty-seventh day of June, in the year of grace one thousand eight hundred and fifty-eight, corresponding to the seventeenth day of the fifth moon of the eighth year of Hien Fung.

(Signed)	[L.S.]	BARON GROS.
,,	[L.S.]	KWEI-LIANG.
,,	[L.S.]	HWASHANA.

CONVENTION BETWEEN FRANCE AND CHINA

Signed at Peking, 25th October, 1860

His Majesty the Emperor of the French and His Majesty the Emperor of China being desirous to put an end to the difference which has arisen between the two Empires, and to re-establish and assure for ever the relations of peace and amity which before existed and which regrettable events have interrupted, have named as their respective Plenipotentiaries :—

His Majesty the Emperor of the French, Sieur Jean Baptiste Louis, Baron Gros, Senator of the Empire, Ambassador and High Commissioner of France in China, Grand Officer of the Imperial Order of the Legion of Honour, Knight Grand Cross of several Orders, etc., etc., etc. ;

And His Majesty the Emperor of China, Prince Kung, a member of the Imperial Family and High Commissioner ;

Who, having exchanged their full powers, found in good and due form, have agreed upon the following Articles :—

Art. I.—His Majesty the Emperor of China has regarded with pain the conduct of the Chinese military authorities at the mouth of the Tientsin river, in the month of June last year, when the Ministers Plenipotentiary of France and England arrived there on their way to Peking to exchange the ratifications of the Treaties of Tientsin.

Art. II.—When the Ambassador, the High Commissioner of His Majesty the Emperor of the French, shall be in Peking for the purpose of exchanging the ratifications of the Treaty of Tientsin, he shall be treated during his stay in the capital with the honours due to his rank, and all possible facilities shall be given him by th Chinese Authorities in order that he may without obstacle fulfil the high mission confided to him.

Art. III.—The Treaty signed at Tientsin on the 27th June, 1858, shall be faithfully placed in execution in all its clauses immediately after the exchange of the ratifications referred to in the preceding Article, subject to the modifications introduced by the present Convention.

Art. IV.—Article IV. of the Secret Treaty of Tientsin, by which His Majesty the Emperor of China undertook to pay to the French Government an indemnity of two million Taels, is annulled and replaced by the present Article, which increases the amount of the indemnity to eight million Taels.

It is agreed that the sum already paid by the Canton Customs on account of the sum of two million Taels stipulated by the Treaty of Tientsin shall be considered as having been paid in advance and on account of the eight million Taels referred to in the present Article.

The provisions of the Article of the Secret Treaty of Tientsin as to the mode of payment of the two million Taels are annulled. Payment of the remainder of the sum of eight million taels to be paid by the Chinese Government as provided by the present Convention shall be made in quarterly instalments consisting of one-fifth of the gross Customs revenues at the ports open to foreign trade, the first term commencing on the 1st October of the present year, and finishing on the 31st December following. This sum, specially reserved for the payment of the indemnity due to France, shall be paid into the hands of the Minister for France or of his delegates in Mexican dollars or in bar silver at the rate of the day of payment.

A sum of five hundred thousand Taels shall, however, be paid on account in advance at one time, and at Tientsin, on the 30th November next, or sooner if the Chinese Government judges it convenient.

A Mixed Commission, appointed by the Minister of France and by the Chinese Authorities, shall determine the rules to be followed in effecting the payment of the whole of the indemnity, the verification of the amount, the giving of receipts, and in short fulfilling all the formalities required in such case.

Art. V.—The sum of eight million Taels is allowed to the French Government to liquidate the expenses of its armament against China, as also for the indemnification of French subjects and protégés of France who sustained loss by the burning of the factories at Canton, and also to compensate the Catholic missionaries who have suffered in their persons or property. The French Government will divide this sum between the parties interested, after their claims shall have been legally established, in satisfaction of such claims, and it is understood between the contracting parties that one million of Taels shall be appropriated to the indemnification of French subjects or protégés of France for the losses they have sustained or the treatment to which they have been subjected, and that the remaining seven million Taels shall be applied to the liquidation of the expenses occasioned by the war.

Art. VI.—In conformity with the Imperial edict issued on the 20th March, 1856, by the August Emperor Tao Kwang, the religious and charitable establishments which have been confiscated during the persecutions of the Christians shall be restored to their proprietors through the Minister of France in China, to whom the Imperial Government will deliver them, with the cemeteries and edifices appertaining to them.

Art. VII.—The town and port of Tientsin, in the province of Pechili, shall be opened to foreign trade on the same conditions as the other towns and ports of the Empire where such trade is permitted, and this from the date of the signature of the present Convention, which shall be obligatory on the two nations without its being necessary to exchange ratifications, and which shall have the same force as if it were inserted word for word in the Treaty of Tientsin.

The French troops now occupying this town shall, on the payment of the five hundred thousand taels provided by Article IV. of the present Convention, evacuate it and proceed to occupy Taku and the north-east coast of Shantung, whence they shall retire on the same conditions as govern the evacuation of the other points occupied on the shores of the Empire. The Commanders-in-Chief of the French force shall, however, have the right to winter their troops of all arms at Tientsin, if they judge it convenient, and to withdraw them only when the indemnities due by the Chinese Government shall have been entirely paid, unless the Commanders-in-Chief shall think it convenient to withdraw them before that time.

Art. VIII.—It is further agreed that when the present Convention shall have been signed and the ratifications of the Treaty of Tientsin exchanged, the French forces which occupy Chusan shall evacuate that island, and that the forces before Peking shall retire to Tientsin, to Taku, to the north coast of Shantung, or to the town of Canton, and that in all these places or in any of them the French Government may, if it thinks fit, leave troops until such time as the total sum of eight million taels shall have been fully paid.

Art. IX.—It is agreed between the high contracting parties that when the ratifications of the Treaty of Tientsin shall have been exchanged an Imperial edict shall order the high authorities of all the provinces to permit any Chinese who wishes to go to countries beyond the sea to establish himself there or to seek his fortune, to embark himself and his family, if he so wishes, on French ships in the ports of the empire open to foreign trade. It is also agreed, in the interest of the emigrants, to ensure their entire freedom of action and to safeguard their rights, that the competent Chinese authorities shall confer with the Minister of France in China for the making of regulations to assure for these engagements, always voluntary, the guarantees of morality and security which ought to govern them.

Art. X.—It is well understood between the contracting parties that the tonnage dues which by error were fixed in the French Treaty of Tientsin at five mace per ton for vessels of 150 tons and over, and which in the Treaties with England and the United States signed in 1858 were fixed at four mace only, shall not exceed this same sum of four mace, and this without the invocation of the last paragraph of Art. XXXII. of the Treaty of Tientsin, which gives to France the formal right to claim the same treatment as the most favoured nation.

The present Convention of Peace has been made at Peking, in four copies, on the 25th October, 1860, and has been signed by the respective plenipotentiaries.

TREATY OF PEACE, FRIENDSHIP, AND COMMERCE BETWEEN FRANCE AND CHINA

SIGNED AT TIENTSIN, 9TH JUNE, 1885

The President of the French Republic and His Majesty the Emperor of China, each animated by an equal desire to bring to an end the difficulties which have given rise to their simultaneous intervention in the affairs of Annam, and wishing to re-establish and improve the relations of friendship and commerce which previously existed between France and China, have resolved to conclude a new Treaty to further the common interest of both nations on the basis of the preliminary Convention signed at Tientsin on the 11th May, 1884, and ratified by an Imperial decree of the 13th April, 1885.

For that purpose the two high contracting parties have appointed as their Plenipotentiaries the following, that is to say :—

The President of the French Republic, M. Jules Patenôtre, Envoy Extraordinary and Minister Plenipotentiary for France in China, Officer of the Legion of Honour, Grand Cross of the Swedish Order of the Pole Star, &c., &c.

And His Majesty the Emperor of China, Li Hung-chang, Imperial Commissioner, Senior Grand Secretary of State, Grand Honorary Preceptor of the Heir Presumptive; Superintendent of Trade for the Northern Ports, Governor-General of the Province of Chihli, of the First degree of the Third Order of Nobility, with the title of Sou-yi;

Assisted by Hsi Chen, Imperial Commissioner, Member of the Tsung-li Yamen, President of the Board of Punishments, Administrator of the Treasury at the Ministry of Finance, Director of Schools for the Education of Hereditary Officers of the Left Wing of the Yellow Bordered Banner ;

And Teng Chang-su, Imperial Commissioner, Member of the Tsung-li Yamên, Director of the Board of Ceremonies ;

Who, having communicated their full powers, which have been found in good and due form, have agreed upon the following Articles :—

Art. I.—France engages to re-establish and maintain order in those provinces of Annam which border upon the Chinese empire. For this purpose she will take the necessary measures to disperse or expel the bands of pirates and vagabonds who endanger the public safety, and to prevent their collecting together again. Nevertheless, the French troops shall not, under any circumstances, cross the frontier which separates

Tonkin from China, which frontier France promises both to respect herself and to guarantee against any aggression whatsoever.

On her part China undertakes to disperse or expel such bands as may take refuge in her provinces bordering on Tonkin and to disperse those which it may be attempted to form there for the purpose of causing disturbances amongst the populations placed under the protection of France; and, in consideration of the guarantees which have been given as to the security of the frontier, she likewise engages not to send troops into Tonkin.

The high contracting parties will fix, by a special convention, the conditions under which the extradition of malefactors between China and Annam shall be carried out.

The Chinese, whether colonists or disbanded soldiers, who reside peaceably in Annam, supporting themselves by agriculture, industry, or trade, and whose conduct shall give no cause of complaint, shall enjoy the same security for their persons and property as French protégés.

Art. II.—China, being resolved to do nothing which may imperil the work of pacification undertaken by France, engages to respect, both in the present and in the future, the Treaties, Conventions, and Arrangements concluded directly between France and Annam, or which may hereafter be concluded.

As regards the relations between China and Annam, it is understood they shall be of such a nature as shall in no way injure the dignity of the Chinese empire or give rise to any violation of the present Treaty.

Art. III.—Within a period of six months from the signature of the present Treaty commissioners appointed by the high contracting parties shall proceed to the spot in order to define the frontier between China and Tonkin. They shall place landmarks wherever necessary to render the line of demarcation clear. In those cases where they may not be able to agree as to the location of these landmarks or on such rectifications of detail as it may be desirable to make, in the interest of the two nations, in the existing frontier of Tonkin, they shall refer the difficulty to their respective Governments.

Art. IV.—When the frontier shall have been agreed upon, French or French protégés and foreign residents of Tonkin who may wish to cross it in order to enter China shall not be allowed to do so unless they shall have previously provided themselves with passports issued by the Chinese frontier authorities on the requisition of the French authorities. For Chinese subjects an authorisation given by the Imperial frontier authorities shall be sufficient.

Chinese subjects wishing to proceed from China to Tonkin by the land route shall be obliged to provide themselves with regular passports, issued by the French authorities on the requisition of the Imperial authorities.

Art. V.—Import and export trade shall be permitted to French or French-protected traders and to Chinese traders across the land frontier between China and Tonkin. It shall, however, be carried on through certain spots which shall be settled later, and both the selection and number of which shall correspond with the direction and importance of the traffic between the two countries. In this respect the Regulations in force in the interior of the Chinese Empire shall be taken into account.

In any case, two of the said spots shall be marked out on the Chinese frontier, the one above Lao-kai, the other beyond Lang-son. French traders shall be at liberty to settle there under the same conditions, and with the same advantages, as in the ports open to foreign trade. The Government of His Majesty the Emperor of China shall establish Custom-houses there, and the Government of the French Republic shall be at liberty to maintain Consuls there whose powers and privileges shall be identical with those of Agents of the same rank in the open ports.

On his part, His Majesty the Emperor of China shall be at liberty, with the concurrence of the French Government, to appoint Consuls in the principal towns of Tonkin.

Art. VI.—A special code of Regulations, annexed to the present Treaty, shall define the conditions under which trade shall be carried on by land between Tonkin and the Chinese provinces of Yünnan, of Kwang-si, and of Kwang-tung. Such Regulations shall be drawn up by Commissioners, who shall be appointed by the high contracting parties, within three months from the signature of the present Treaty.

All goods dealt with by such trade shall be subject, on import and export between Tonkin and the provinces of Yünnan and Kwang-si, to duties lower than those laid down by the present tariff for foreign trade. The reduced tariff shall not, however, be applied to goods transported by way of the land frontier between Tonkin and Kwang-tung, and shall not be enforced within the ports already open by Treaty.

Trade in arms, engines, supplies, and munitions of war of any kind whatsoever shall be subject to the Laws and Regulations issued by each of the contracting States within its own territory.

The export and import of opium shall be governed by special arrangements to be inserted in the above-mentioned code of Regulations.

Trade by sea between China and Annam shall likewise be dealt with by a separate code of Regulations. In the meanwhile, the present practice shall remain unaltered.

Art. VII.—With a view to develop under the most advantageous conditions the relations of commerce and of good neighbourship, which it is the object of the present Treaty to re-establish between France and China, the Government of the Republic shall construct roads in Tonkin, and shall encourage the construction of railways there.

When China, on her part, shall have decided to construct railways, it is agreed that she shall have recourse to French industry, and the Government of the Republic shall afford every facility for procuring in France the staff that may be required. It is, moreover, understood that this clause shall not be looked upon as constituting an exclusive privilege in favour of France.

Art. VIII.—The commercial stipulations of the present Treaty and the Regulations to be agreed upon shall be liable to revision after an interval of ten complete years from the date of the exchange of the ratifications of the present Treaty. But in case six months before it expires neither one nor other of the high contracting parties shall have expressed a wish to proceed to a revision, the commercial stipulations shall remain in force for a fresh period of ten years, and so further in like manner.

Art. IX.—As soon as the present Treaty shall have been signed, the French forces shall receive orders to retire from Keelung and to cease search, &c., on the high seas. Within one month from the signature of the present Treaty the Island of Formosa and Pescadores shall be entirely evacuated by the French troops.

Art. X.—All stipulations of former Treaties, Agreements, and Conventions between France and China, which are not modified by the present Treaty, remain in full force.

The present Treaty shall be ratified at once by His Majesty the Emperor of China, and after it shall have been ratified by the President of the French Republic the exchange of ratifications shall take place at Peking with the least possible delay.

Done in quadruplicate at Tientsin, this ninth day of June, one thousand eight hundred and eighty-five, corresponding to the twenty-seventh day of the fourth moon of the eleventh year of Kwang-Hsu.

(Signed)	[L.S.]	PATENÔTRE.
,,	[L.S.]	HSI CHEN.
,,	[L.S.]	LI HUNG-CHANG.
,,	[L.S.]	TENG CHANG-SU.

TRADE REGULATIONS FOR THE TONKIN FRONTIER JOINTLY DETERMINED ON BY FRANCE AND CHINA

SIGNED AT PEKING, 25TH APRIL, 1886

[*Translated from the French Text*]

Whereas in Article VI. of the Treaty between the President of the French Republic and His Majesty the Emperor of China, signed the 9th day of June, 1885, it is stated that "Regulations for the conduct of overland trade between Tonkin and the Chinese provinces of Yünnan, Kwang-si, and Kwang-tung shall be jointly discussed and concluded by Commissioners appointed by the two Powers, and will form a supplement to the present Treaty"; and whereas in Article X. of that Agreement it is set forth that "provisions of former Treaties and Regulations agreed to by France and China, except in so far as they are modified by the present agreement, will continue to retain their original validity," the two high contracting parties have for this purpose named as their Plenipotentiaries, that is to say:—

The President of the French Republic, G. Cogordan, Minister Plenipotentiary of France to China, Officer of the Legion of Honour, Knight of the Order of the Crown of Italy, &c., &c., together with E. Bruwaert, Consul of the first class, Assistant Commissioner for Treaty negotiations, Knight of the Order of Gustav of Sweden, and of the Order of Leopold of Belgium;

And His Majesty the Emperor of China, Li, Grand Preceptor of the Heir Apparent, Grand Secretary of State, Superintendent of Trade for the Northern Seaboard, Joint Commissioner of Admiralty, Governor of Chihli, and a member of the first degree of the Third Order of the Hereditary Nobility, with the title of Sou-yi;

Who, after having communicated to each other their respective full powers, and found them to be in due form, have concluded the following Articles:—

Art. I.—In accordance with the terms of Article V. of the Treaty of the 19th June, 1885, the high contracting parties agree that for the present two places shall be opened to trade, one to the north of Langson and the other above Lao-kai. China will establish Custom-houses there, and France shall have the right to appoint Consuls, who shall enjoy all rights and privileges conceded in China to the Consuls of the most favoured nation.

The work of the Commission charged with the delimitation of the two countries not being completed at the time of the signature of the present Convention, the place to be opened to trade north of Langson shall be selected and determined in the course of the present year by arrangement between the Imperial Government and the representative of France at Peking. As to the place to be opened to trade above Lao-kai, this will also be determined by common accord when the frontier between the two countries shall have been defined.

Art. II.—The Imperial Government may appoint Consuls at Hanoi and at Haiphong. Chinese Consuls may also be sent later on to other large towns in Tonkin by arrangement with the French Government.

The agents shall be treated in the same manner and have the same rights and privileges as the Consuls of the most favoured nation in France. They shall maintain official relations with the French authorities charged with the Protectorate.

Art. III.—It is agreed, on the one side and the other, that in the places where Consuls are appointed the respective authorities will facilitate the installation of these agents in suitable residences.

Frenchmen may establish themselves in the places opened to trade on the frontier of China under the conditions set forth in the Articles VII., X., XI., XII., and others of the Treaty of the 27th June, 1858.

Annamites shall enjoy in these places the same privileged treatment.

Art. IV.—Chinese shall have the right of possessing land, erecting buildings, opening commercial houses, and having warehouses throughout Annam.

They shall receive for their persons, their families, and their goods the same protection as the most favoured European nation, and, like the latter, may not be made the object of any ill-treatment. The official and private correspondence and telegrams of Chinese officials and merchants shall be freely transmitted through the French postal and telegraphic administrations.

Frenchmen will receive from China the same privileged treatment.

Art. V.—Frenchmen, French protégés, and foreigners residing in Tonkin may cross the frontiers and enter China on condition of being furnished with passports. These passports will be given by the Chinese authorities at the frontier, on the requisition of the French authorities, who will ask for them only for respectable persons; they will be surrendered to be cancelled on the holder's return. In the case of those who have to pass any place occupied by aborigines or savages, it will be mentioned in the passport that there are no Chinese officials there who can protect them.

Chinese who wish to come from China to Tonkin by land must in the same way be furnished with passports granted by the French authorities on the requisition of the Chinese authorities, who will ask for them only on behalf of respectable persons.

The passports so granted on the one side or the other shall serve only as titles to travel and shall not be considered as certificates of exemption from taxes for the transport of merchandise.

Chinese authorities on Chinese soil and French authorities in Tonkin shall have the right to arrest persons who have crossed the frontier without passports and send them back to their respective authorities to be tried and punished if necessary.

Chinese residing in Annam may return from Tonkin to China on simply obtaining from the Imperial authorities a pass permitting them to cross the frontier.

Frenchmen and other persons established in the open places on the frontier may travel without passports to a distance of 50 *li* (578 metres to the *li*) around such places.

Art. VI.—Merchandise imported into the places opened to trade on the frontier of China by French merchants and French protégés may, after payment of the import duties, be conveyed to the interior markets of China under the conditions fixed by Rule VII. annexed to the Treaty of the 27th June, 1858, and by the general rules of the Chinese Imperial Maritime Customs with regard to import transit passes.

When foreign merchandise is imported into these places a declaration shall be made at the Custom-house of the nature and quantity of the merchandise, as well as of the name of the person by whom it is accompanied. The Customs authorities will proceed to verification, and will collect the duty according to the general tariff of the Imperial Maritime Customs, diminished by one-fifth. Articles not mentioned in the tariff will remain subject to the duty of 5 per cent. *ad valorem*. Until this duty has been paid the goods may not be taken out of the warehouses to be sent away and sold.

A merchant wishing to send foreign merchandise into the interior shall make a fresh declaration at the Custom-house, and pay, without reduction, the transit dues fixed by the general rules of the Chinese Maritime Customs.

After this payment the Customs will deliver a transit pass which will enable the carriers to go to the localities mentioned in the pass for the purpose of disposing of the said merchandise.

Under these conditions, no new duties will be levied at the interior barriers or *lekin* stations.

Merchandise for which transit passes have not been obtained will be liable to all the barrier and *lekin* duties imposed upon indigenous products in the interior of the country.

Art. VII.—Merchandise bought by Frenchmen and persons under French protection in the interior markets of China may be brought into the open places on the frontier, for the purpose of being from thence exported to Tonkin, under the conditions fixed by Rule VII. annexed to the Treaty of the 27th June, 1858, with regard to the transit of merchandise for export.

When Chinese merchandise for export arrives at these places, declaration shall be made at the Custom-house as to the nature and quantity of the merchandise, as well as the name of the person accompanying it.

The Customs authorities will proceed to verification.

Such of this merchandise as shall have been bought in the interior by a merchant furnished with a transit pass, and which consequently has not paid any *lekin* or barrier duty, shall in the first place pay the transit duty fixed by the general tariff of the Chinese Maritime Customs.

It shall then pay the export duty, diminished by one-third. Articles not named in the tariff will remain subject to the duty of 5 per cent. *ad valorem.*

After payment of these duties the merchandise will be allowed to pass free, and to be sent beyond the frontier.

The merchant who, not being furnished with a transit pass, has bought goods in the interior, shall pay the duties levied at the barriers and *lekin* stations; receipts shall be delivered to him, and on arriving at the Custom-house he shall be exempted from payment of the transit dues on presentation of these receipts.

French merchants and persons under French protection importing or exporting merchandise through the Customs offices on the frontiers of Yunnan and Kwangsi, and Chinese merchants importing or exporting merchandise to or from Tonkin, will not have to pay any toll on their carriages or beasts of burden. On the navigable water-courses on the frontier, vessels may, on the one side and the other, be subjected to the payment of tonnage-dues, conformably to the rules of the Maritime Customs of the two countries.

As regards the provisions of the present Article and the preceding one, it is agreed by the high contracting parties that if a new Customs tariff should be established by common accord between China and a third Power, for trade by land on the south-western frontiers of the Chinese Empire, France shall obtain the application of it.

Art. VIII.—Foreign merchandise which, not having been sold within a period of thirty-six months after having paid the import duty at one of the Chinese frontier Customs stations, is forwarded to the other frontier Customs station, shall be examined at the first of these stations, and if the wrappings are found intact, and if nothing has been disturbed or changed, a certificate of exemption for the amount of the first duty collected will be given. The bearer of this certificate will deliver it to the other frontier station, in payment of the new duty which he will have to pay. The Customs may in like manner give bonds which will be available for payment of duties at the Custom-house by which they are issued any time within three years. Money will never be returned.

If the same merchandise is re-despatched to one of the open ports of China, it will there, conformably to the general rules of the Chinese Maritime Customs, be subjected to payment of the import duties, and the certificates or bonds given at the frontier Customs shall not there be made use of. Neither will it be allowed to present there, in payment of duties, the quittances delivered by the frontier Customs on the first payment. As to transit dues, conformably to the rules in force at the

open ports, when once they have been paid, bonds or exemption certificates will never be given in respect of these.

Art. IX.—Chinese merchandise which, after having paid transit and export dues at one of the frontier Customs stations, may be sent to the other frontier Customs station to be sold, shall be subjected on its arrival at the second station only to a payment—called a re-importation duty—of one-half the export duty already collected. The merchandise conformably to the rules established in the open ports may not be transported into the interior by foreign merchants.

If this Chinese merchandise be transported to one of the open ports of China, it will be assimilated to foreign merchandise, and shall pay a new import duty in full, conformably to the general tariff of the Imperial Maritime Customs.

This merchandise will be allowed to pay transit duty on being sent into the interior. Chinese merchandise imported from a Chinese seaport into an Annamite port in order to be transported to the land frontier and then to re-enter Chinese territory will be treated as foreign merchandise and will pay the local import dues. This merchandise will be allowed to pay the transit duty on being sent into the interior.

Art. X.—Declarations to the Chinese Customs must be made within thirty-six hours of the arrival of the goods under a penalty of Tls. 50 for each day's delay; but the fine shall not exceed Tls. 200. An inexact declaration of the quantity of the goods, if it is proved that it has been made with the intention of evading payment of the duties, will entail upon the merchant confiscation of his goods. Goods not provided with a permit from the chief of the Customs, which are clandestinely introduced by by-ways, and unpacked or sold, or which are intentionally smuggled, shall be entirely confiscated. In every case of false declaration or attempt to deceive the Customs as regards the quality or the real origin or real destination of goods for which transit passes have been applied the goods shall be liable to confiscation. The penalties shall be adjudged according to the conditions and procedure fixed by the Rules of 31st May, 1868. In all cases where confiscation shall have been declared, the merchant shall be at liberty to recover his goods on payment of a sum equivalent to their value, to be duly settled by arrangement with the Chinese authorities. The Chinese authorities shall have every liberty to devise measures to be taken in China, along the frontier, to prevent smuggling.

Merchandise descending or ascending navigable rivers in French, Annamite, or Chinese vessels will not necessarily have to be landed at the frontier, unless there is an appearance of fraud, or a divergence between the nature of the cargo and the declaration of the manifest. The Customs will only send on board the said vessels agents to visit them.

Art. XI.—Produce of Chinese origin imported into Tonkin by the land frontier shall pay the import duty of the Franco-Annamite tariff. They will pay no export duty on leaving Tonkin. The Imperial Government will be notified of the new tariff which France will establish in Tonkin. If taxes of excise, of consumption, or of guarantee be established in Tonkin on any articles of indigenous production, similar Chinese productions will be subjected, on importation, to equivalent taxes.

Art. XII.—Chinese merchandise transported across Tonkin from one of the two frontier Customs stations to the other, or to an Annamite port to be from thence exported to China, shall be subjected to a specific transit duty which shall not exceed two per cent. of the value. At the point where it leaves Chinese territory this merchandise will be examined by the French Customs authorities on the frontier, who will specify its nature, quantity, and destination in a certificate which shall be produced whenever required by the French authorities during its transport across Tonkin, as well as at the port of shipment.

In order to guarantee the Franco-Annamite Customs against any possible fraud, such Chinese produce, on entering Tonkin, shall pay the import duty.

A transit permit will accompany the goods to the place of leaving the country, whether this be the port of transhipment or the land frontier, and the sum paid by the proprietor of the merchandise will, after deducting the transit dues, be then restored to him in exchange for the receipt delivered to him by the Tonkin Customs.

Every false declaration or act evidently intended to deceive the French administration as to the quality, quantity, real origin, or real destination of merchandise on which the special treatment applicable to Chinese products traversing Tonkin in transit is asked, will entail the confiscation of such merchandise. In every case where confiscation has been declared, the merchant shall be free to recover his goods on payment of a sum equivalent to their value, which shall be duly determined by an arrangement with the French authorities.

The same rules and the same transit duty will be applicable in Annam to Chinese merchandise despatched from a Chinese port to an Annamite port in order to get to the Chinese frontier Customs by crossing Tonkin.

Art. XIII.—The following articles, that is to say, gold and silver ingots, foreign money, flour, Indian meal, sago, biscuits, preserved meats and vegetables, cheese, butter, confectionery, foreign clothing, jewellery, plated ware, perfumery, soaps of all kinds, charcoal, firewood, candles (foreign), tobacco, wine, beer, spirits, household stores, ship's stores, personal baggage, stationery, carpeting, cutlery, drugs, foreign medicines, and glassware, shall be verified by the Chinese Customs on their entry and clearance; if they are really of foreign origin and intended for the personal use of foreigners, and if they arrive in moderate quantity, a duty exemption certificate will be given which will pass them free at the frontier. If these articles are withheld from declaration or the formality of an exemption certificate, their clandestine introduction will render them subject to the same penalty as smuggled goods.

With the exception of gold, silver, money, and luggage, which will remain exempt from duty, the above-mentioned articles destined for the personal use of foreigners and imported in moderate quantity, will pay, when they are transported into the interior of China a duty of $2\frac{1}{2}$ per cent. on their value.

The Franco-Annamite frontier Customs shall collect no duty on the following articles of personal use which Chinese carry with them, either on entering or leaving Tonkin, that is to say, money, luggage, clothes, women's head ornaments, paper, hair pencils, Chinese ink, furniture, or food, or on articles ordered by the Chinese Consuls in Tonkin for their personal consumption.

Art. XIV.—The high contracting parties agree to prohibit trade in and transport of opium of whatsoever origin by the land frontier between Tonkin on the one side and Yünnan, Kwang-si, and Kwangtung on the other side.

Art. XV.—The export of rice and of cereals from China is forbidden. The import of these articles shall be free of duty.

The import of the following articles into China is forbidden:—Gunpowder, projectiles, rifles and guns, saltpetre, sulphur, lead, spelter, arms, salt, and immoral publications.

In case of contravention these articles shall be entirely confiscated.

If the Chinese authorities have arms or munitions bought or if merchants receive express authority to buy them, the importation will be permitted under the special surveillance of the Chinese Customs. The Chinese authorities may, furthermore, by arrangement with the French Consuls, obtain for the arms and munitions which they wish to have conveyed to China through Tonkin exemption from all the Franco-Annamite duties.

The introduction into Tonkin of arms, munitions of war, and immoral publications is also prohibited.

Art. XVI.—Chinese residing in Annam shall be placed under the same conditions, with regard to criminal, fiscal, or other jurisdiction, as the subjects of the most favoured nation. Law-suits which may arise in China, in the open markets on the frontier, between Chinese subjects and Frenchmen or Annamites shall be decided in a Mixed Court by Chinese and French officers.

With reference to crimes or offences committed by Frenchmen or persons under French protection in China, in the places opened to trade, the procedure shall be in conformity with the stipulations of Articles XXXIII. and XXXIV. of the treaty of the 27th June, 1858.

Art. XVII.—If in the places opened to trade on the frontier of China, Chinese deserters or persons accused of crimes against the Chinese law shall take refuge in the houses or on board the vessels of Frenchmen or persons under French protection, the local authority shall apply to the Consul, who, on proof of the guilt of the accused, shall immediately take the necessary measures in order that they may be given up, and delivered to the regular course of the law.

Chinese guilty or accused of crimes or offences who seek refuge in Annam shall, on the request of the Chinese authorities and on proof of their guilt, be sought for, arrested, and extradited in all cases where the subjects of the countries enjoying the most liberal treatment in the matter of extradition might be extradited from France.

Frenchmen guilty or accused of crimes or offences, who seek refuge in China, shall, at the request of the French authorities and on proof of their guilt, be arrested and delivered up to the said authorities to be tried according to the regular process of law.

On both sides all concealment and connivance shall be avoided.

Art. XVIII.—In any difficulty not provided for in the preceding provisions recourse shall be had to the rules of the Maritime Customs, which, in conformity with existing Treaties, are now applied in the open towns or ports.

In case these rules are insufficient the representatives of the two countries shall refer the matter to their respective Governments.

In accordance with the terms of Article VIII. of the treaty of the 9th June, 1885, the present stipulations may be revised ten years after the exchange of the ratifications.

Art. XIX.—The present Convention of Trade, after having been ratified by the Governments, shall be promulgated in France, in China, and in Annam.

The exchange of the ratifications shall take place at Peking within one year from the date of the signature of the Convention, or earlier if possible.

Done at Tientsin, in four copies, the 25th April, 1886, corresponding to the 22nd day of the third moon of the twelfth year of Kwang Hsu.

(Signed)	[L.S.]	G. COGORDAN.
,,	[L.S.]	E. BRUWAERT.
,,	[L.S.]	LI HUNG-CHANG.

CONVENTION BETWEEN FRANCE AND CHINA, 1887

[*Translated from the Chinese Text*]

His Imperial Majesty the Emperor of China and the President of the French Republic, desiring to strengthen the commercial relations between the two countries, and also to ratify and give effect to the Treaty signed at Tientsin on the 25th April, 1886, have appointed Plenipotentiaries to take the necessary steps thereto. H.I.M. the Emperor of China has specially appointed H.I.H. Prince Ching, and H.E. Sun Yu-wen, member of the Tsung-li Yamên and Vice-President of the Board of Works. The President of the Republic has appointed His Excellency Constans, Deputy, ex-Minister of the Interior, and Minister Plenipotentiary in China. Who, having exchanged their full powers and established their authenticity in due form, have agreed on the following Articles:—

Art. I.—Such Articles of the Treaty signed at Tientsin as are not affected by this Convention shall on the exchange of the ratifications be put in force at once.

Art. II.—Whereas it was agreed by the Treaty of 1886 that Lungchow in Kwangsi and Mengtzu in Yunnan should be opened to trade, and whereas Manghao, which lies between Paosheng and Mengtzu, is in the direct road between the two places by water, it is agreed that this also should be opened to trade on the same conditions as the other ports, and that a deputy of the Consul at Mengtzu shall be allowed to reside there.

Art. III.—In order to develop the trade between China and Tonkin as rapidly as possible the tariff rules laid down in Articles VI. and VII. of the Treaty of 1886 are temporarily altered, and it is agreed that foreign goods imported to Yunnan and Kwangsi from Tonkin shall pay 70 per cent. of the import duties collected by the Customs at the Coast Ports in China, and that produce exported from China to Tonkin shall pay 60 per cent. of the export duties in force at the Treaty Ports.

Art. IV.—Chinese produce which has paid import duties under Art. XI. of the Treaty of 1886, and is transported through Tonkin to a port of shipment in Cochin-China, shall, if exported thence to any other place than China, pay export duties according to the Franco-Annamite tariff.

Art. V.—Trade in Chinese native opium by land is allowed on payment of an export duty of Tls. 20 per picul, but French merchants or persons under French protection may only purchase it at Lungchow, Mengtzu, and Manghao, but no more than Tls. 20 per picul shall be exacted from the Chinese merchants as inland dues. When opium is sold the seller shall give the buyer a receipt showing that the inland dues have been paid, which the exporter will hand to the Customs when paying export duty. It is agreed that opium re-imported to China by the Coast Ports cannot claim the privileges accorded other re-imports of goods of native origin.

Art. VI.—French and Tonkinese vessels other than men-of-war and vessels carrying troops and Government stores plying on the Songkat and Caobang Rivers between Langshan and Caobang shall pay a tonnage due of 5 candareens per ton at Lungchow, but all goods on board shall pass free. Goods may be imported to China by the Songkat and Caobang Rivers or overland by the Government road, but until the Chinese Government establishes Custom-houses on the frontier goods taken overland must not be sold at Lungchow until they have paid duty there.

Art. VII.—It is agreed that should China enter into treaties with regard to commercial relations on her southern and south-western frontiers all privileges accorded by her to the most favoured nation are at once without further formality accorded to France.

Art. VIII.—The above Articles having been agreed to and translated into Chinese, H.I.H. the Prince on behalf of China and H.E. the Minister on behalf of France have signed duplicate copies and affixed their seals hereto.

Art. IX.—When the ratifications of this Convention and of the Treaty of 1886 shall have been exchanged they shall be put in force as if they were one Treaty.

Art. X.—The ratifications of the Convention shall be exchanged at Peking when the assent of His Imperial Majesty the Emperor of China and of His Excellency the President of the French Republic shall have been signified.

Signed at Peking on the 26th June, 1887.

E. Constans.

Prince Chi'ng.

Sun Yu-wen.

ADDITIONAL CONVENTION BETWEEN FRANCE AND CHINA

SIGNED AT PEKING, 20TH JUNE, 1895

Art. I.—It is agreed, to assure the policing of the frontier, that the French Government will have the right of maintaining an agent of the Consular order at Tonghing opposite Monkay on the frontier of Kwantung. A further regulation will determine the conditions under which these should be exercised in accordance with the French and Chinese authorities and the communal police of the Sino-Annamite frontier.

Art. II.—Article II. of the Convention, signed at Peking, June 26th, 1887, is modified and completed as follows:—It is agreed between the high contracting parties that the town of Lungchow in Kwangsi and that of Mêngtse in Yunnan are open to French-Annamite commerce. It is intended besides that the port open to commerce on the river route of Laokay to Mêngtse will no longer be Manhao, but Hokow, and that the French Government have the right of maintaining at Hokow an agent under the Consul at Mêngtse, at the same time the Chinese Government can maintain a Customs agent.

Art. III.—It is agreed that the town of Szemao in Yunnan shall be open to French-Annamite commerce, like Lungchow and Mêngtse, and that the French Government will have the right as in the other open port of maintaining a Consul at the same time that the Chinese Government can maintain a Customs agent. The local authorities will employ themselves to facilitate the installation of the French Consul in the proper residence. Frenchmen and protected French subjects may establish themselves at Szemao under conditions of the Articles VII., X., XI., and XII., and others of the Treaty of June 27th, 1858; also by Article III. of the Convention of April 25th, 1886. Goods destined for China can be transported by the rivers, particularly the Loso and the Mekong as well as by land routes, and particularly by the Mandarin-road, which leads either from Mongle or Ipang to Szemao and Puerh, the duties which these goods will be subject to being paid at Szemao.

Art. IV.—Article IX. of the Commercial Convention of April 25th, 1886, is modified as follows:—(1) Chinese goods in transit from one of the other four towns open to commerce on the frontier, Lungchow, Mengtse, Szemao, and Hokow, in passing by Annam, will pay on leaving the reduced duties of four-tenths. A special certificate will be delivered stating the payment of this duty, and destined to accompany the goods. When they have come to another town they shall be exempt from payment and import duty. (2) Chinese goods which shall be exported from the four above-named localities and transported to Chinese ports, maritime or fluvial, open to commerce, shall be freed on leaving the frontier by payment of the reduced export duty of four-tenths. A special certificate will be delivered stating the payment of this duty, and destined to accompany the goods. When they shall arrive at one of the ports, maritime or fluvial, open to commerce, they shall be freed the half-duty of re-importation in conformity with the general rule for all such goods in the maritime or fluvial ports open to commerce. (3) Chinese goods which shall be transported from Chinese ports, maritime or fluvial, open to commerce, by way of Annam, towards the four above named localities, shall be freed on leaving of all duty. A special certificate will be

delivered, stating the payment of this duty, and destined to accompany the goods. When they shall have arrived at one of the frontier Customs they shall be freed on entry by half duty of re-importation based on the reduction of four-tenths. (4) The Chinese goods above mentioned, accompanied by the special certificate above mentioned, shall be, before passing the export Customs, or after passing Customs re-importation, submitted to the regulations governing native Chinese goods.

Art. V.—It is understood that China, for the exploitation of its mines in the provinces of Yunnan, Kwangsi, and Kwangtung, will address itself, in the first instance, to French commerce and engineers, the exploitation remaining otherwise subject to the rules and the edicts by the Imperial Government which affects national industry. It is understood that railways already in existence or projected in Annam can, after mutual agreement, and under conditions to be defined, be prolonged on Chinese territory.

Art. VI.—Article II. of the Telegraphic Convention between France and China, signed at Chefoo, December 1, 1888, is completed as follows:—*D.*—A union shall be established between the secondary prefecture of Szemao and Annam by two stations which shall be Szemao in China and Muang Hahin in Annam, midway between Laichow and Luang Prabang. The tariff shall be fixed in conformity with Article VI. of the Telegraphic Convention of Chefoo.

Art. VII.—It is agreed that the commercial stipulations contained in the present Convention being of a special nature, and the result of mutual concessions determined by the necessities of the relations between Lungchow, Hokow, Mengtse, Szemao, and Annam, the advantages which result therefrom cannot be invoked by the subjects and protected subjects of the two high contracting parties, but on these points as well as on the fluvial and land ways here determined of the frontier.

Art. VIII.—The present stipulations shall be put in force as if they were inserted in the text of the additional Convention of June 26th, 1887.

Art. IX.—The terms of former Treaties, Agreements, and Conventions between France and China not modified by the present Treaty remain in full force. The present complementary Convention shall be ratified immediately by His Majesty the Emperor of China, and after it has been ratified by the President of the French Republic the exchange of ratifications shall be made at Peking with the least delay possible.

Done at Peking in four copies, June twentieth, one thousand eight hundred and ninety-five, corresponding to the twenty-eighth day of the fifth moon of the twenty-first year Kwang Hsu.

(Signed) A. Gerard.
" Ching.

UNITED STATES

TREATY BETWEEN THE UNITED STATES OF AMERICA AND CHINA

SIGNED, IN THE ENGLISH AND CHINESE LANGUAGES, AT TIENTSIN
18TH JUNE, 1858

Ratifications exchanged at Pehtang, 16th August, 1859

The United States of America and the Ta-Tsing Empire, desiring to maintain firm, lasting, and sincere friendship, have resolved to renew, in a manner clear and positive, by means of a Treaty or general Convention of Peace, Amity, and Commerce, the rules which shall in future be mutually observed in the intercourse of their respective countries; for which most desirable object the President of the United States and the August Sovereign of the Ta-Tsing Empire have named for their Plenipotentiaries, to wit: the President of the United States of America, William B Reed, Envoy Extraordinary and Minister Plenipotentiary to China; and His Majesty the Emperor of China, Kweiliang, a member of the Privy Council and Superintendent of the Board of Punishments, and Hwashana, President of the Board of Civil Office and Major-General of the Bordered Blue Banner Division of the Chinese Bannermen, both of them being Imperial Commissioners and Plenipotentiaries: And the said Ministers, in virtue of the respective full powers they have received from their Governments, have agreed upon the following Articles:—

Art I.—There shall be, as there has always been, peace and friendship between the United States of America and the Ta-Tsing Empire, and between their people respectively. They shall not insult or oppress each other for any trifling cause, so as to produce an estrangement between them; and if any other nation should act unjustly or oppressively, the United States will exert their good offices, on being informed of the case, to bring about an amicable arrangement of the question, thus showing their friendly feelings.

Art. II.—In order to perpetuate friendship, on the exchange of ratifications by the President, with the advice and consent of the Senate of the United States, and by His Majesty the Emperor of China, this Treaty shall be kept and sacredly guarded in this way, *viz.*: The original Treaty, as ratified by the President of the United States, shall be deposited at Peking, the capital of His Majesty the Emperor of China, in charge of the Privy Council; and, as ratified by His Majesty the Emperor of China, shall be deposited at Washington, the capital of the United States, in charge of the Secretary of State.

Art. III.—In order that the people of the two countries may know and obey the provisions of this Treaty, the United States of America agree, immediately on the exchange of ratifications, to proclaim the same and publish it by proclamation in the *Gazettes* where the laws of the United States of America are published by authority; and His Majesty the Emperor of China, on the exchange of ratifications, agrees immediately to direct the publication of the same at the capital and by the Governors of all the provinces.

Art. IV.—In order further to perpetuate friendship, the Minister or Commissioner, or the highest diplomatic representative of the United States of America in China, shall at all times have the right to correspond on terms of perfect equality and confidence with the officers of the Privy Council at the capital, or with the Governor-General of the Two Kwang, of Fohkien and Chekiang, or of the Two Kiang; and whenever he desires to have such correspondence with the Privy Council at the capital he shall have the right to send it through either of the said Governors-General, or by

general post; and all such communications shall be most carefully respected. The Privy Council and Governors-General, as the case may be, shall in all cases consider and acknowledge such communications promptly and respectfully.

Art. V.—The Minister of the United States of America in China, whenever he has business, shall have the right to visit and sojourn at the capital of His Majesty the Emperor of China and there confer with a member of the Privy Council or any other high officer of equal rank deputed for that purpose, on matters of common interest and advantage. His visits shall not exceed one in each year, and he shall complete his business without unnecessary delay. He shall be allowed to go by land or come to the mouth of the Pei-ho, in which he shall not bring ships-of-war, and he shall inform the authorities of that place in order that boats may be provided for him to go on his journey. He is not to take advantage of this stipulation to request visits to the capital on trivial occasions. Whenever he means to proceed to the capital he shall communicate in writing his intention to the Board of Rites at the capital, and thereupon the said Board shall give the necessary direction to facilitate his journey, and give him necessary protection and respect on his way. On his arrival at the capital he shall be furnished with a suitable residence prepared for him, and he shall defray his own expenses; and his entire suite shall not exceed twenty persons exclusive of his Chinese attendants, none of whom shall be engaged in trade.

Art. VI.—If at any time His Majesty the Emperor of China shall, by Treaty voluntarily made, or for any other reason, permit the representative of any friendly nation to reside at his capital for a long or short time, then, without any further consultation or express permission, the representative of the United States in China shall have the same privilege.

Art. VII.—The superior authorities of the United States and of China in corresponding together shall do so on terms of equality and in form of mutual communication (*chau-hwui*). The Consuls and the local officers, civil and military, in corresponding together shall likewise employ the style and form of mutual communication (*chau-hwui*). When inferior officers of the one Government address the superior officers of the other they shall do so in the style and form of memorial (*shin-chin*). Private individuals, in addressing superior officers, shall employ the style of petition (*pin-ching*). In no case shall any terms or style be used or suffered which shall be offensive or disrespectful to either party. And it is agreed that no present, under any pretext or form whatever, shall ever be demanded of the United States by China, or of China by the United States.

Art. VIII.—In all future personal intercourse between the representative of the United States of America and the Governors-General or Governors the interviews shall be had at the official residence of the said officers, or at their temporary residence, or at the residence of the representative of the United States of America, whichever may be agreed upon between them; nor shall they make any pretext for declining these interviews. Current matters shall be discussed by correspondence so as not to give the trouble of a personal meeting.

Art. IX.—Whenever national vessels of the United States of America, in cruising along the coast and among the ports opened for trade for the protection of the commerce of their country, or the advancement of science, shall arrive at or near any of the ports of China, the commanders of said ships and the superior local authorities of government shall, if it be necessary, hold intercourse on terms of equality and courtesy, in token of the friendly relations of their respective nations; and the said vessels shall enjoy all suitable facilities on the part of the Chinese Government in procuring provisions or other supplies, and making necessary repairs. And the United States of America agree that in case of the shipwreck of any American vessel and its being pillaged by pirates, or in case any American vessel shall be pillaged or captured by pirates on the seas adjacent to the coast, without being shipwrecked, the national vessels of the United States shall pursue the said pirates, and if captured deliver them over for trial and punishment.

Art. X.—The United States of America shall have the right to appoint Consuls and other commercial agents for the protection of trade, to reside at such places in the

dominions of China as shall be agreed to be opened, who shall hold official intercourse and correspondence with the local officers of the Chinese Government (a Consul or a Vice-Consul in charge taking rank with an intendant of circuit or a prefect), either personally or in writing, as occasion may require, on terms of equality and reciprocal respect. And the Consuls and local officers shall employ the style of mutual communication. If the officers of either nation are disrespectfully treated, or aggrieved in any way by the other authorities, they have the right to make representation of the same to the superior officers of their respective Governments, who shall see that full inquiry and strict justice shall be had in the premises. And the said Consuls and agents shall carefully avoid all acts of offence to the officers and people of China. On the arrival of a Consul duly accredited at any port in China, it shall be the duty of the Minister of the United States to notify the same to the Governor-General of the province where such port is, who shall forthwith recognize the said Consul and grant him authority to act.

Art. XI.—All citizens of the United States of America in China, peaceably attending to their affairs, being placed on a common footing of amity and good-will with subjects of China, shall receive and enjoy for themselves and everything appertaining to them the protection of the local authorities of Government, who shall defend them from all insult or injury of any sort. If their dwellings or property be threatened or attacked by mobs, incendiaries, or other violent or lawless persons, the local officers, on requisition of the Consul, shall immediately despatch a military force to disperse the rioters, apprehend the guilty individuals, and punish them with the utmost rigour of the law. Subjects of China guilty of any criminal act towards citizens of the United States shall be punished by the Chinese authorities according to the laws of China, and citizens of the United States, either on shore or in any merchant vessel, who may insult, trouble, or wound the persons or injure the property of Chinese, or commit any other improper act in China, shall be punished only by the Consul or other public functionary thereto authorized, according to the laws of the United States. Arrests in order to trial may be made by either the Chinese or United States authorities.

Art. XII.—Citizens of the United States, residing or sojourning at any of the ports open to foreign commerce, shall be permitted to rent houses and places of business or hire sites on which they can themselves build houses or hospitals, churches, and cemeteries. The parties interested can fix the rents by mutual and equitable agreement; the proprietors shall not demand an exorbitant price, nor shall the local authorities interfere, unless there be some objections offered on the part of the inhabitants respecting the place. The legal fees to the officers for applying their seal shall be paid. The citizens of the United States shall not unreasonably insist on particular spots, but each party shall conduct themselves with justice and moderation. Any desecration of the cemeteries by natives of China shall be severely punished according to law. At the places where the ships of the United States anchor, or their citizens reside, the merchants, seamen, or others can freely pass and repass in the immediate neighbourhood; but in order to the preservation of the public peace, they shall not go into the country to the villages and marts to sell their goods unlawfully, in fraud of the revenue.

Art. XIII.—If any vessel of the United States be wrecked or stranded on the coast of China and be subjected to plunder or other damage, the proper officers of the Government, on receiving information of the fact, shall immediately adopt measures for its relief and security; the persons on board shall receive friendly treatment, and be enabled to repair at once to the nearest port, and shall enjoy all facilities for obtaining supplies of provisions and water. If the merchant vessels of the United States, while within the waters over which the Chinese Government exercises jurisdiction, be plundered by robbers or pirates, then the Chinese local authorities civil and military, on receiving information thereof, shall arrest the said robbers or pirates, and punish them according to law, and shall cause all the property which can be recovered to be restored to the owners, or placed in the hands of the Consul. If by reason of the extent of territory and numerous population of China it shall in any case happen that the robbers cannot be apprehended, and the property only in part

recovered, the Chinese Government shall not make indemnity for the goods lost; but if it shall be proved that the local authorities have been in collusion with the robbers, the same shall be communicated to the superior authorities for memorializing the Throne, and these officers shall be severely punished and their property be confiscated to repay the losses.

Art. XIV.—The citizens of the United States are permitted to frequent the ports and cities of Canton and Chan-chau, or Swatow, in the province of Kwangtung; Amoy, Foochow, and Tai-wan in Formosa, in the province of Fuhkien; Ningpo in the province of Chekiang; and Shanghai in the province of Kiangsu, and any other port or place hereafter by Treaty with other powers or with the United States opened to commerce; and to reside with their families and trade there, and to proceed at pleasure with their vessels and merchandise from any of these ports to any other of them. But said vessels shall not carry on a clandestine or fraudulent trade at other ports of China, not declared to be legal, or along the coasts thereof; and any vessel under the American flag violating this provision shall, with her cargo, be subject to confiscation to the Chinese Government; and any citizen of the United States who shall trade in any contraband article of merchandise shall be subject to be dealt with by the Chinese Government, without being entitled to any countenance or protection from that of the United States; and the United States will take measures to prevent their flag from being abused by the subjects of other nations as a cover for the violation of the laws of the Empire.

Art. XV.—At each of the ports open to commerce, citizens of the United States shall be permitted to import from abroad, and sell, purchase, and export all merchandise of which the importation or exportation is not prohibited by the laws of the Empire. The tariff of duties to be paid by the citizens of the United States, on the export and import of goods from and into China, shall be the same as was agreed upon at the Treaty of Wanghia, except so far as it may be modified by Treaties with other nations, it being expressly agreed that citizens of the United States shall never pay higher duties than those paid by the most favoured nation.

Art. XVI.—Tonnage duties shall be paid on every merchant vessel belonging to the United States entering either of the open ports at the rate of four mace per ton of forty cubic feet, if she be over one hundred and fifty tons burden; and one mace per ton of forty cubic feet if she be of the burden of one hundred and fifty tons or under, according to the tonnage specified in the register; which, with her other papers, shall, on her arrival, be lodged with the Consul, who shall report the same to the Commissioner of Customs. And if any vessel, having paid tonnage duty at one port, shall go to any other port to complete the disposal of her cargo, or being in ballast, to purchase an entire or fill up an incomplete cargo, the Consul shall report the same to the Commissioner of Customs, who shall note on the port-clearance that the tonnage duties have been paid, and report the circumstance to the collectors at the other Custom-houses; in which case the said vessel shall only pay duty on her cargo, and not be charged with tonnage duty a second time. The collectors of Customs at the open ports shall consult with the Consuls about the erection of beacons or light-houses, and where buoys and lightships should be placed.

Art. XVII.—Citizens of the United States shall be allowed to engage pilots to take their vessels into port, and, when the lawful duties have all been paid, take them out of port. It shall be lawful for them to hire at pleasure servants, compradores, linguists, writers, labourers, seamen, and persons for whatever necessary service, with passage or cargo-boats, for a reasonable compensation, to be agreed upon by the parties or determined by the Consul.

Art. XVIII.—Whenever merchant vessels of the United States shall enter a port, the Collector of Customs shall, if he see fit, appoint Custom-house officers to guard said vessels, who may live on board the ship or their own boats, at their convenience. The local authorities of the Chinese Government shall cause to be apprehended all mutineers or deserters from on board the vessels of the United States in China on being informed by the Consul, and will deliver them up to the Consuls or other officers for punishment. And if criminals, subjects of China, take refuge in the houses, or on board the vessels of citizens of the United States, they shall not be harboured, but

shall be delivered up to justice on due requisition by the Chinese local officers, addressed to those of the United States. The merchants, seamen, and other citizens of the United States shall be under the superintendence of the appropriate officers of their Government. If individuals of either nation commit acts of violence or disorder, use arms to the injury of others, or create disturbances endangering life, the officers of the two Governments will exert themselves to enforce order and to maintain the public peace, by doing impartial justice in the premises.

Art. XIX.—Whenever a merchant vessel belonging to the United States shall cast anchor in either of the said ports, the supercargo, master, or consignee, shall, within forty-eight hours, deposit the ship's papers in the hands of the Consul or person charged with his functions, who shall cause to be communicated to the Superintendent of Customs a true report of the name and tonnage of such vessel, the number of her crew, and the nature of her cargo, which being done, he shall give a permit for her discharge. And the master, supercargo, or consignee, if he proceed to discharge the cargo without such permit, shall incur a fine of five hundred Dollars, and the goods so discharged without permit shall be subject to forfeiture to the Chinese Government. But if a master of any vessel in port desire to discharge a part only of the cargo, it shall be lawful for him to do so, paying duty on such part only, and to proceed with the remainder to any other ports. Or if the master so desire, he may, within forty-eight hours after the arrival of the vessel, but not later, decide to depart without breaking bulk; in which case he shall not be subject to pay tonnage or other duties or charges, until, on his arrival at another port, he shall proceed to discharge cargo when he shall pay the duties on vessel and cargo, according to law. And the tonnage duties shall be held due after the expiration of the said forty-eight hours. In case of the absence of the Consul or person charged with his functions, the captain or supercargo of the vessel may have recourse to the Consul of a friendly Power; or, if he please, directly to the Superintendent of Customs, who shall do all that is required to conduct the ship's business.

Art. XX.—The Superintendent of Customs, in order to the collection of the proper duties, shall, on application made to him through the Consul, appoint suitable officers, who shall proceed, in the presence of the captain, supercargo, or consignee to make a just and fair examination of all goods in the act of being discharged for importation, or laden for exportation, on board any merchant vessel of the United States. And if disputes occur in regard to the value of goods subject to *ad valorem* duty, or in regard to the amount of tare, and the same cannot be satisfactorily arranged by the parties, the question may, within twenty-four hours, and not afterwards, be referred to the said Consul to adjust with the Superintendent of Customs.

Art. XXI.—Citizens of the United States who may have imported merchandise into any of the free ports of China, and paid the duty thereon, if they desire to re-export the same in part or in whole to any other of the said ports, shall be entitled to make application, through their Consul, to the Superintendent of Customs, who, in order to prevent fraud on the revenue, shall cause examination to be made, by suitable officers, to see that the duties paid on such goods as are entered on the Custom-house books correspond with the representation made, and that the goods remain with their original marks unchanged, and shall then make a memorandum in the port-clearance of the goods and the amount of duties paid on the same, and deliver the same to the merchant, and shall also certify the facts to the officers of Customs at the other ports; all which being done, on the arrival in port of the vessel in which the goods are laden, and everything being found, on examination there, to correspond, she shall be permitted to break bulk, and land the said goods without being subject to the payment of any additional duty thereon. But if, on such examination, the Superintendent of Customs shall detect any fraud on the revenue in the case, then the goods shall be subject to forfeiture and confiscation to the Chinese Government. Foreign grain or rice brought into any port of China in a ship of the United States, and not landed, may be re-exported without hindrance.

Art. XXII.—The tonnage duty on vessels of the United States shall be paid on their being admitted to entry. Duties of import shall be paid on the discharge of the

goods, and duties of export on the lading of the same. When all such duties shall have been paid, and not before, the Collector of Customs shall give a port-clearance, and the Consul shall return the ship's papers. The duties shall be paid to the shroffs authorized by the Chinese Government to receive the same. Duties shall be paid and received either in sycee silver or in foreign money, at the rate of the day. If the Consul permits a ship to leave the port before the duties and tonnage dues are paid he shall be held responsible therefor.

Art. XXIII.—When goods on board any merchant vessel of the United States in port require to be transhipped to another vessel application shall be made to the Consul, who shall certify what is the occasion therefor to the Superintendent of Customs, who may appoint officers to examine into the facts and permit the transhipment. And if any goods be transhipped without written permits, they shall be subject to be forfeited to the Chinese Government.

Art. XXIV.—Where there are debts due by subjects of China to citizens of the United States, the latter may seek redress in law; and, on suitable representation being made to the local authorities through the Consul, they will cause due examination in the premises, and take proper steps to compel satisfaction. And if citizens of the United States be indebted to subjects of China, the latter may seek redress by representation through the Consul, or by suit in the Consular Court; but neither Government will hold itself responsible for such debts.

Art. XXV.—It shall be lawful for the officers or citizens of the United States to employ scholars and people of any part of China, without distinction of persons, to teach any of the languages of the Empire, and assist in literary labours, and the persons so employed shall not for that cause be subject to any injury on the part either of the Government or individuals; and it shall in like manner be lawful for citizens of the United States to purchase all manner of books in China.

Art. XXVI.—Relations of peace and amity between the United States and China being established by this Treaty, and the vessels of the United States being admitted to trade freely to and from the ports of China open to foreign commerce, it is further agreed that, in case at any time hereafter China should be at war with any foreign nation whatever, and should for that cause exclude such nation from entering her ports, still the vessels of the United States shall none the less continue to pursue their commerce in freedom and security, and to transport goods to and from the ports of the belligerent Powers, full respect being paid to the neutrality of the flag of the United States, provided that the said flag shall not protect vessels engaged in the transportation of officers or soldiers in the enemy's service, nor shall said flag be fraudulently used to enable the enemy's ships, with their cargoes, to enter the ports of China; but all such vessels so offending shall be subject to forfeiture and confiscation to the Chinese Government.

Art. XXVII.—All questions in regard to rights, whether of property or person, arising between citizens of the United States in China, shall be subject to the jurisdiction and be regulated by the authorities of their own government; and all controversies occurring in China between citizens of the United States and the subjects of any other government shall be regulated by the Treaties existing between the United States and such governments respectively, without interference on the part of China.

Art. XXVIII.—If citizens of the United States have special occasion to address any communication to the Chinese local officers of Government, they shall submit the same to their Consul or other officer, to determine if the language be proper and respectful, and the matter just and right, in which event he shall transmit the same to the appropriate authorities for their consideration and action in the premises. If subjects of China have occasion to address the Consul of the United States they may address him directly, at the same time they inform their own officers, representing the case for his consideration and action in the premises; and if controversies arise between citizens of the United States and subjects of China, which cannot be amicably settled otherwise, the same shall be examined and decided conformably to justice and equity by the public officers of the two nations, acting in conjunction. The extortion

of illegal fees is expressly prohibited. Any peaceable persons are allowed to enter the Court in order to interpret, lest injustice be done.

Art. XXIX.—The principles of the Christian Religion, as professed by the Protestant and Roman Catholic Churches, are recognised as teaching men to do good, and to do to others as they would have others to do to them. Hereafter those who quietly profess and teach these doctrines shall not be harassed or persecuted on account of their faith. Any person, whether citizen of the United States or Chinese convert, who, according to those tenets, peaceably teaches and practises the principles of Christianity, shall in no case be interfered with or molested.

Art. XXX.—The contracting parties hereby agree that should at any time the Ta-Tsing Empire grant to any nation, or the merchants or citizens of any nation, any right, privilege, or favour, connected either with navigation, commerce, political or other intercourse, which is not conferred by this Treaty, such right, privilege, and favour shall at once freely enure to the benefit of the United States, its public officers, merchants, and citizens.

The present Treaty of Peace, Amity, and Commerce shall be ratified by the President of the United States, by and with the advice and consent of the Senate, within one year, or sooner, if possible, and by the August Sovereign of the Ta-Tsing Empire forthwith; and the ratifications shall be exchanged within one year from the date of the signature thereof.

In faith whereof we, the respective Plenipotentiaries of the United States of America and of the Ta-Tsing Empire, as aforesaid, have signed and sealed these presents.

Done at Tientsin, this eighteenth day of June, in the year of our Lord one thousand eight hundred and fifty-eight and the Independence of the United States of America the eighty-second, and in the eighth year of Hien Fung, fifth moon, and eighth day.

[L.S.] WILLIAM B. REED.
[L.S.] KWEILIANG.
[L.S.] HWASHANA.

[Appended to the foregoing Treaty are Tariff and Rules identical with those annexed to the British Treaty of Tientsin.]

ADDITIONAL TREATY BETWEEN THE UNITED STATES AND CHINA

SIGNED, IN THE ENGLISH AND CHINESE LANGUAGES, AT WASHINGTON, 28TH JULY, 1868

Ratifications Exchanged at Peking, 23rd November, 1869

Whereas, since the conclusion of the Treaty between the United States of America and the Ta-Tsing Empire (China) of the 18th June, 1858, circumstances have arisen showing the necessity of additional Articles thereto: the President of the United States and the August Sovereign of the Ta-Tsing Empire have named for their Plenipotentiaries: to wit, the President of the United States of America, William R. Seward, Secretary of State; and His Majesty the Emperor of China, Anson Burlingame, accredited as his Envoy Extraordinary and Minister Plenipotentiary, and Chih-kang and Sun-chia-ku, of the second Chinese rank, associated high Envoys and Ministers of his said Majesty; and the said Plenipotentiaries, after having exchanged their full powers, found to be in due and proper form, have agreed upon the following Articles:—

Art. I.—His Majesty the Emperor of China, being of the opinion that in making concessions to the citizens or subjects of foreign Powers, of the privilege of residing

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on certain tracts of land, or resorting to certain waters of that Empire, for purposes of trade, he has by no means relinquished his right of eminent domain or dominion over the said lands and waters, hereby agrees that no such concession or grant shall be construed to give to any Power or party which may be at war with or hostile to the United States, the right to attack the citizens of the United States, or their property, within the said lands or waters: And the United States for themselves hereby agree to abstain from offensively attacking the citizens or subjects of any Power or party, or their property, with which they may be at war, on any such tract of land or water of the said Empire. But nothing in this Article shall be construed to prevent the United States from resisting an attack by any hostile Power or party upon their citizens or their property.

It is further agreed that if any right or interest in any tract of land in China, has been, or shall hereafter be, granted by the Government of China to the United States or their citizens for purposes of trade or commerce, that grant shall in no event be construed to divest the Chinese Authorities of their right of jurisdiction over persons and property within said tract of land except so far as the right may have been expressly relinquished by Treaty.

Art. II.—The United States of America and His Majesty the Emperor of China, believing that the safety and prosperity of commerce will thereby best be promoted, agree that any privilege or immunity in respect to trade or navigation within the Chinese dominions which may not have been stipulated for by Treaty, shall be subject to the discretion of the Chinese Government, and may be regulated by it accordingly, but not in a manner or spirit incompatible with the Treaty stipulations of the parties.

Art. III.—The Emperor of China shall have the right to appoint Consuls at ports of the United States, who shall enjoy the same privileges and immunities as those which are enjoyed by public law and Treaty in the United States by the Consuls of Great Britain and Russia, or either of them.

Art. IV.—The 29th Article of the Treaty of the 18th June, 1858, having stipulated for the exemption of the Christian citizens of the United States and Chinese converts from persecution in China on account of their faith, it is further agreed that citizens of the United States in China of every religious persuasion, and Chinese subjects in the United States, shall enjoy entire liberty of conscience, and shall be exempt from all disability or persecution on account of their religious faith or worship in either country. Cemeteries for sepulture of the dead, of whatever nativity or nationality, shall be held in respect and free from disturbance or profanation.

Art. V.—The United States of America and the Emperor of China cordially recognize the inherent and inalienable right of man to change his home and allegiance, and also the mutual advantage of the free migration and emigration of their citizens and subjects respectively from the one country to the other for the purposes of curiosity, of trade, or as permanent residents. The high contracting parties, therefore, join in reprobating any other than an entirely voluntary emigration for these purposes. They consequently agree to pass laws, making it a penal offence for a citizen of the United States, or a Chinese subject, to take Chinese subjects either to the United States or to any other foreign country; or for a Chinese subject or citizen of the United States to take citizens of the United States to China, or to any other foreign country, without their free and voluntary consent respectively.

Art. VI.—Citizens of the United States visiting or residing in China shall enjoy the same privileges, immunities, or exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation. And, reciprocally, Chinese subjects visiting or residing in the United States shall enjoy the same privileges, immunities, and exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation. But nothing herein contained shall be held to confer naturalization upon citizens of the United States in China, nor upon the subjects of China in the United States.

Art. VII.—Citizens of the United States shall enjoy all the privileges of the public educational institutions under the control of the Government of China; and, reciprocally, Chinese subjects shall enjoy all the privileges of the public educational

institutions under the control of the Government of the United States, which are enjoyed in the respective countries by the citizens or subjects of the most favoured nation. The citizens of the United States may freely establish and maintain schools within the Empire of China at those places where foreigners are by Treaty permitted to reside; and, reciprocally, Chinese subjects may enjoy the same privileges and immunities in the United States.

Art. VIII.—The United States, always disclaiming and discouraging all practices of unnecessary dictation and intervention by one nation in the affairs or domestic administration of another, do hereby freely disclaim and disavow any intention or right to intervene in the domestic administration of China in regard to the construction of railroads, telegraphs, or other material internal improvements. On the other hand, His Majesty the Emperor of China reserves to himself the right to decide the time and manner and circumstances of introducing such improvements within his dominions. With this mutual understanding it is agreed by the contracting parties that, if at any time hereafter his Imperial Majesty shall determine to construct, or cause to be constructed, works of the character mentioned within the Empire, and shall make application to the United States or any other Western Power for facilities to carry out that policy, the United States will in that case designate or authorize suitable engineers to be employed by the Chinese Government, and will recommend to other nations an equal compliance with such applications; the Chinese Government in that case protecting such engineers in their persons and property, and paying them a reasonable compensation for their services.

In faith whereof, the respective Plenipotentiaries have signed this Treaty and thereto affixed the seals of their arms.

Done at Washington, the twenty-eighth day of July, in the year of our Lord one thousand eight hundred and sixty-eight.

[L.S.]	(Signed)	WILLIAM H. SEWARD.	[L.S.]	(Signed)	CHIH KANG.
[L.S.]	,,	ANSON BURLINGAME.	[L.S.]	,,	SUN CHIAKU.

IMMIGRATION AND COMMERCIAL TREATIES BETWEEN THE UNITED STATES AND CHINA

SIGNED AT PEKING, IN THE ENGLISH AND CHINESE LANGUAGES, ON THE 17TH NOVEMBER, 1880

THE IMMIGRATION TREATY

Whereas, in the eighth year of Hien Fung, Anno Domini 1858, a Treaty of Peace and Friendship was concluded between the United States of America and China, and to which were added in the seventh year of Tung Chi, Anno Domini 1868, certain supplementary Articles to the advantage of both parties, which supplementary Articles were to be perpetually observed and obeyed; and

Whereas the Government of the United States, because of the constantly increasing immigration of Chinese labourers to the territory of the United States, and the embarrassments consequent upon such immigration, now desires to negotiate a modification of the existing Treaties which will not be in direct contravention of their spirit; now, therefore, the President of the United States of America appoints James B. Angell, of Michigan; John F. Swift, of California; and William H. Trescott, of South Carolina, as his Commissioners Plenipotentiary; and His Imperial Majesty the Emperor of China has appointed Pao Chun, a member of His Imperial Majesty's Privy Council and Superintendent of the Board of Civil Office, and Li Hung Tsao, a member of His Imperial Majesty's Privy Council, as his Commissioners Plenipotentiary; and the said Commissioners Plenipotentiary, having conjointly examined

their full powers, and, having discussed the points of possible modifications in existing Treaties, have agreed upon the following Articles in modification :—

Art. I.—Whenever, in the opinion of the Government of the United States, the coming of Chinese labourers to the United States, or their residence therein, affects, or threatens to affect, the interests of that country, or to endanger the good order of any locality within the territory thereof, the Government of China agrees that the Government of the United States may regulate, limit, or suspend such coming or residence, but may not absolutely prohibit it. The limitation or suspension shall be reasonable, and shall apply only to Chinese who may go to the United States as labourers, other classes not being included in the limitation. Legislation in regard to Chinese labourers will be of such a character only as is necessary to enforce the regulation, limitation, or suspension, of immigration, and immigrants shall not be subject to personal maltreatment or abuse.

Art. II.—Chinese subjects, whether proceeding to the United States as traders or students, merchants, or from curiosity, together with their body and household servants, and Chinese labourers who are now in the United States shall be allowed to go and come of their own free will and accord and shall be accorded all the rights, privileges, immunities, and exemptions which are accorded to the citizens and subjects of the most favoured nations.

Art. III.—If Chinese labourers, or Chinese of any other class, now either permanently or temporarily residing in the territory of the United States, meet with ill-treatment at the hands of any other persons, the Government of the United States will exert all its power to devise measures for their protection, and secure to them the same rights, privileges, immunities and exemptions as may be enjoyed by the citizens or subjects of the most favoured nation, and to which they are entitled by Treaty.

Art. IV.—The high contracting Powers, having agreed upon the foregoing Articles, whenever the Government of the United States shall adopt legislative measures in accordance therewith, such measures will be communicated to the Government of China, and if the measures, as effected, are found to work hardship upon the subjects of China, the Chinese Minister at Washington may bring the matter to the notice of the Secretary of State of the United States, who will consider the subject with him, and the Chinese Foreign Office may also bring the matter to the notice of the U.S. Minister at Peking and consider the subject with him, to the end that mutual and unqualified benefit may result. In faith whereof, the Plenipotentiaries have signed and sealed the foregoing at Peking, in English and Chinese, there being three originals of each text of even tenor and date, the ratifications of which shall be exchanged at Peking within one year from the date of its execution.

Done at Peking, this 17th day of November, in the year of our Lord one thousand eight hundred and eighty, Kuang Hsu sixth year, tenth moon, fifteenth day. Signed and sealed by the above-named Commissioners of both Governments.

The Commercial Treaty

The President of the United States of America and His Imperial Majesty the Emperor of China, because of certain points of incompleteness in the existing Treaties between the two Governments, have named as their Commissioners Plenipotentiary: The President of the United States of America, James B. Angell, of Michigan; John F. Swift, of California; and William H. Trescott, of South Carolina, as his Commissioners Plenipotentiary; and His Imperial Majesty the Emperor of China has appointed Pao Chun, a member of His Imperial Majesty's Privy Council and Superintendent of the Board of Civil Office; and Li Hung Tsao, a member of His Imperial Majesty's Privy Council, as his Commissioners Plenipotentiary; and the said Commissioners Plenipotentiary, having conjointly examined their full powers, and having discussed the points of possible modification in existing Treaties, have agreed upon the following Additional Articles:—

Art. I.—The Governments of the United States and China, recognizing the benefits of their past commercial relations, and in order to still further promote such

relation between the citizens and subjects of the two Powers, mutually agree to give the most careful and favourable attention to the representations of either as such special extension of commercial intercourse as either may desire.

Art. II.—The Governments of China and of the United States mutually agree and undertake that Chinese subjects shall not be permitted to import opium in any of the ports of the United States, and citizens of the United States shall not be permitted to import opium into any of the open ports of China, or transport from one open port to any other open port, or to buy and sell opium in any of the open ports in China. This absolute prohibition, which extends to vessels owned by the citizens or subjects of either Power, to foreign vessels employed by them, or to vessels owned by the citizens or subjects of either Power and employed by other persons for the transportation of opium, shall be enforced by appropriate legislation on the part of China and the United States, and the benefits of the favoured nation clauses in existing Treaties shall not be claimed by the citizens or subjects of either Power as against the provisions of this Article.

Art. III.—His Imperial Majesty the Emperor of China hereby promises and agrees that no other kind or higher rate of tonnage dues or duties for imports or exports or coastwise trade shall be imposed or levied in the open ports of China upon vessels wholly belonging to citizens of the United States, or upon the produce, manufactures, or merchandise imported in the same from the United States, or from any foreign country, or upon the produce, manufactures, or merchandise exported in the same to the United States, or any foreign country, or transported in the same from one open port of China to another, than are imposed or levied on vessels or cargoes of any other nation, or on those of Chinese subjects. The United States hereby promises and agrees that no other kind or higher rate of tonnage duties and dues for imports shall be imposed or levied in the ports of the United States upon vessels wholly belonging to the subjects of his Imperial Majesty, coming either directly or by way of any foreign port from any of the ports of China which are open to foreign trade to the ports of the United States, or returning therefrom either directly or by way of any foreign port to any of the open ports of China, or upon the produce, manufactures, or merchandise imported in the same from China, or from any foreign country, than are imposed or levied on vessels of any other nations which make no discrimination against the United States in tonnage dues or duties on imports, exports, or coastwise trade, than are imposed or levied on vessels and cargoes of citizens of the United States.

Art. IV.—When controversies arise in the Chinese Empire between citizens of the United States and subjects of His Imperial Majesty, which need to be examined and decided by the public officer of the two nations, it is agreed between the Governments of the United States and China that such cases shall be tried by the proper official of the nationality of the defendant. The properly authorized official of the plaintiff's nationality shall be freely permitted to attend the trial, and shall be treated with the courtesy due to his position. He shall be granted all proper facilities for watching the proceedings in the interest of justice, and if he so desire he shall have the right to be present and to examine and to cross-examine witnesses. If he is dissatisfied with the proceedings, he shall be permitted to protest against them in debate. The law administered will be the law of the nationality of the officer trying the case.

In faith whereof, the respective Plenipotentiaries have signed and sealed the foregoing, at Peking, in English and Chinese, there being three originals of each text, of even tenor and date, the ratifications of which shall be exchanged at Peking within one year from the date of its execution.

Done at Peking, this seventeenth day of November, in the year of our Lord one thousand eight hundred and eighty, Kuang Hsu sixth year, tenth moon, fifteenth day.

(Signed)	JAMES B. ANGELL.	(Signed)	PAO CHUN.
,,	JOHN F. SWIFT.	,,	LI HUNG-TSAO.
,,	WILLIAM H. TRESCOTT.		

IMMIGRATION PROHIBITION TREATY BETWEEN THE UNITED STATES OF AMERICA AND CHINA, 1894

Ratifications Exchanged at Washington, 7th December, 1894

Whereas, on the 17th of November, A.D. 1880, and of Kwang Hsu, the sixth year, the tenth month, and the 15th day, a Treaty was concluded between the United States and China for the purpose of regulating, limiting, or suspending the coming of Chinese labourers to and their residence in the United States, and, whereas the Government of China, in view of the antagonism and much deprecated and serious disorders to which the presence of Chinese labourers has given rise in certain parts of the United States, desires to prohibit the emigration of such labourers from China to the United States; and, whereas the two Governments desire to co-operate in prohibiting such emigration and to strengthen in many other ways the bonds of relationship between the two countries; and, whereas the two Governments are desirous of adopting reciprocal measures for the better protection of the citizens or subjects of each within the jurisdiction of the other; now, therefore, the President of the United States has appointed Walter Q. Gresham, Secretary of State, as his Plenipotentiary, and his Imperial Majesty the Emperor of China has appointed Yang Yui, Officer of the Second Rank, Sub-director of the Court of Sacrificial Worship and Envoy Extraordinary and Minister Plenipotentiary, and the said Plenipotentiaries having exhibited their respective full powers, found to be in due form and good faith, have agreed upon the following Articles:—

Art. I.—The high contracting parties agree that for a period of ten years beginning with the date of the ratifications of this Convention, the coming, except under the conditions hereinafter specified, of Chinese labourers to the United States shall be absolutely prohibited.

Art. II.—The preceding Article shall not apply to the return to the United States of any registered Chinese labourer who has a lawful wife, child, or parent in the United States or property therein of the value of $1,000, or debts of like amount due to him and pending settlement. Nevertheless, every such Chinese labourer shall, before leaving the United States, deposit, as a condition of his return, with the Collector of Customs of the district from which he departs, a full description in writing of his family or property or debts as aforesaid, and shall be furnished by the said Collector with such certificate of his right to return under this Treaty as the laws of the United States may now or hereafter prescribe, and not inconsistent with the provisions of the Treaty; and should the written description aforesaid be proved to be false, the rights of return thereunder, or of continued residence after return, shall in each case be forfeited. And such right of return to the United States shall be exercised within one year from the date of leaving the United States; but such right of return to the United States may be extended for an additional period, not to exceed one year, in cases where by reason of sickness or other cause of disability beyond his control such Chinese labourer shall be rendered unable sooner to return, which facts shall be fully reported to the Chinese Consul at the port of departure, and by him certified to the satisfaction of the Collector of the port at which such Chinese subject shall land in the United States. And no such Chinese labourer shall be permitted to enter the United States by land or sea without producing to the proper officer of the Customs the return certificate herein required.

Art. III.—The provisions of the Convention shall not affect the right at present enjoyed by Chinese subjects, being officials, teachers, students, merchants, or travellers for curiosity or pleasure, but not labourers, of coming to the United States and residing therein. To entitle such Chinese subjects as are above described to admission into the United States they may produce a certificate either from their Government or from the Government of the country where they last resided, *visèd* by the diplomatic or consular representative of the United States in the country or port whence they depart. It is also agreed that Chinese labourers shall continue to enjoy the privilege of transit across the territory of the United States in the course of their journey to or from other countries, subject to such regulations by the Government of the United States as may be necessary to prevent the said privilege of transit from being abused.

Art. IV.—In pursuance of Article III. of the Immigration Treaty between the United States and China, signed at Peking on the 17th day of November, 1880, it is hereby understood and agreed, that Chinese labourers or Chinese of any other class, either permanently or temporarily residing in the United States, shall have for the protection of their persons and property all rights that are given by the laws of the United States to citizens of the more favoured nations, excepting the right to become naturalized citizens. And the Government of the United States reaffirms its obligations, as stated in the said Article III., to exert all its power to secure the protection to person and property of all Chinese subjects in the United States.

Art. V.—The Government of the United States having, by an Act of Congress, approved May 5th, 1892, as amended and approved November 3rd, 1893, required all Chinese labourers lawfully within the United States, before the passage of the first-named Act, to be registered, as in the said Acts provided, with a view of affording them better protection, the Chinese Government will not object to the enforcement of the said Acts, and reciprocally the Government of the United States recognises the right of the Government of China to enact and enforce similar laws and regulations, for the registration, free of charge of all labourers, skilled or unskilled (not merchants, as defined by the said Acts of Congress), citizens of the United States in China whether residing within or without the Treaty Ports. And the Government of the United States agrees that within twelve months from the date of the exchange of the ratifications of this Convention, and annually thereafter, it will furnish to the Government of China registers or reports showing the full name, age, occupation, and number or place of residence of all other citizens of the United States, including missionaries residing both within and without the Treaty Ports of China, not including, however, diplomatic and other officers of the United States residing or travelling in China upon official business, together with their body and household servants.

Art. VI.—This Convention shall remain in force for a period of ten years, beginning with the date of the exchange of ratifications, and if six months before the expiration of the said period of ten years neither Government shall have formally given notice of its final termination to the other, it shall remain in full force for another like period of ten years.

In faith whereof, we, the respective Plenipotentiaries, have signed this Convention and have hereunto affixed our seals.

Done, in duplicate, at Washington, the 17th day of March, A.D. 1894.

WALTER Q. GRESHAM,
Secretary of State.

YANG YUI,
Chinese Minister to the United States.

COMMERCIAL TREATY BETWEEN THE UNITED STATES AND CHINA

SIGNED AT SHANGHAI, 8TH OCTOBER, 1903

[*Translation*]

The United States of America and His Majesty the Emperor of China, being animated by an earnest desire to extend further the commercial relations between them and otherwise to promote the interests of the peoples of the two countries, in view of the provisions of the first paragraph of Article XI. of the Final Protocol signed at Peking on the 7th day of September, A.D. 1901, whereby the Chinese Government agreed to negotiate the amendments deemed necessary by the foreign Governments to the Treaties of Commerce and Navigation and other subjects concerning commercial relations, with the object of facilitating them, have for that purpose named as their Plenipotentiaries:—

The United States of America, Edwin H. Conger, Envoy Extraordinary and Minister Plenipotentiary of the United States of America to China; John Goodnow, Consul-General of the United States of America at Shanghai, John F. Seaman, a Citizen of the United States of America resident at Shanghai;

And His Majesty the Emperor of China, Lu Pai-huan, President of the Board of Public Works; Sheng Hsuan-huai, Junior Guardian of the Heir Apparent, formerly Senior Vice President of the Board of Public Works; Wu Ting Fang, Senior Vice-President of the Board of Commerce;

Who, having met and duly exchanged their full powers, which were found to be in proper form, have agreed upon the following amendments to existing Treaties of Commerce and Navigation previously concluded between the two countries, and upon the subjects hereinafter expressed connected with commercial relations, with the object of facilitating them.

Art. I.—In accordance with international custom, and as the diplomatic representative of China has the right to reside in the Capital of the United States, and to enjoy there the same prerogatives, privileges and immunities as are enjoyed by the similar representative of the most favoured nation, the diplomatic representative of the United States shall have the right to reside at the capital of His Majesty the Emperor of China. He shall be given audience of His Majesty the Emperor whenever necessary to present his letters of credence or any communication from the President of the United States. At all such times he shall be received in a place and in a manner befitting his high position, and on all such occasions the ceremonial observed toward him shall be that observed toward the representatives of nations on a footing of equality, with no loss of prestige on either side.

The diplomatic representatives of the United States shall enjoy all the prerogatives, privileges and immunities accorded by international usage to such representatives, and shall in all respects be entitled to the treatment extended to similar representatives of the most favoured nation.

The English text of all notes or despatches from United States officials to Chinese officials, and the Chinese text of all notes or despatches from Chinese officials to United States officials shall be authoritative.

Art. II.—As China may appoint consular officers to reside in the United States and to enjoy there the same attributes, privileges and immunities as are enjoyed by consular officers of other nations, the United States may appoint, as its interests may

require, consular officers to reside at the places in the Empire of China that are now or that may hereafter be opened to foreign residence and trade. They shall hold direct official intercourse and correspondence with the local officers of the Chinese Government within their consular districts, either personally or in writing as the case may require, on terms of equality and reciprocal respect. These officers shall be treated with proper respect by all Chinese authorities, and they shall enjoy all the attributes, privileges and immunities, and exercise all the jurisdiction over their nationals which are or may hereafter be extended to similar officers of the nation the most favoured in these respects. If the officers of either Government are disrespectfully treated or aggrieved in any way by the authorities of the other, they shall have the right to make representation of the same to the superior officers of their own Government, who shall see that full inquiry and strict justice be had in the premises. And the said consular officers of either nation shall carefully avoid all acts of offence to the officers and people of the other nation.

On the arrival of a Consul properly accredited at any place in China opened to foreign trade, it shall be the duty of the Minister of the United States to inform the Board of Foreign Affairs, which shall, in accordance with international usage, forthwith cause the due recognition of the said Consul and grant him authority to act.

Art. III.—Citizens of the United States may frequent, reside, and carry on trade, industries and manufactures, or pursue any lawful avocation in all the ports or localities of China which are now open or may hereafter be opened to foreign trade and residence; and, within the suitable localities at those places which have been or may be set apart for the use and occupation of foreigners, they may rent or purchase houses, places of business and other buildings, and rent or lease in perpetuity land and build thereon. They shall generally enjoy as to their persons and property all such rights, privileges and immunities as are or may hereafter be granted to the subjects or citizens of the nation the most favoured in these respects.

Art. IV.—The Chinese Government, recognising that the existing system of levying dues on goods in transit, and especially the system of taxation known as *lekin*, impedes the free circulation of commodities to the general injury of trade, hereby undertakes to abandon the levy of *lekin* and all other transit dues throughout the empire and to abolish the offices, stations and barriers maintained for their collection and not to establish other offices for levying dues on goods in transit. It is clearly understood that, after the offices, stations and barriers for taxing goods in transit have been abolished, no attempt shall be made to re-establish them in any form or under any pretext whatsoever.

The Government of the United States, in return, consents to allow a surtax, in excess of the tariff rates for the time being in force, to be imposed on foreign goods imported by citizens of the United States and on Chinese produce destined for export abroad or coastwise. It is clearly understood that in no case shall the surtax on foreign imports exceed one and one-half times the import duty leviable in terms of the final Protocol signed by China and the Powers on the seventh day of September, A.D. 1901; that the payment of the import duty and surtax shall secure for foreign imports, whether in the hands of Chinese or foreigners, in original packages or otherwise, complete immunity from all other taxation, examination or delay; that the total amount of taxation, inclusive of the tariff export duty leviable on native produce for export abroad shall, under no circumstances, exceed seven and one-half per cent. *ad valorem*.

Nothing in this Article is intended to interfere with the inherent right of China to levy such other taxes as are not in conflict with its provisions

Keeping these fundamental principles in view, the high contracting parties have agreed upon the following method of procedure:

The Chinese Government undertakes that all offices, stations and barriers of whatsoever kind for collecting *lekin*, duties, or such like dues on goods in transit, shall be permanently abolished on all roads, railways and waterways in the nineteen Provinces of China and the three Eastern Provinces. This provision does not apply to the native Customs offices at present in existence on the seaboard, at open ports

where there are offices of the Imperial Maritime Customs, and on the land frontiers of China embracing the nineteen Provinces and the three Eastern Provinces.

Wherever there are offices of the Imperial Maritime Customs, or wherever such may be hereafter placed, native Customs offices may also be established, as well as at any point either on the seaboard or land frontiers.

The Government of the United States agrees that foreign goods on importation, in addition to the effective five per cent. import duty as provided for in the Protocol of 1901, shall pay a special surtax of one and one-half times the amount of the said duty to compensate for the abolition of *lekin*, of other transit dues besides *lekin*, and of all other taxation on foreign goods and in consideration of the other reforms provided for in this Article.

The Chinese Government may re-cast the foreign export tariff with specific duties as far as practicable, on a scale not exceeding five per cent. *ad valorem;* but existing export duties shall not be raised until at least six months' notice has been given. In cases where existing export duties are above five per cent., they shall be reduced to not more than that rate. An additional special surtax of one-half the export duty payable for the time being, in lieu of internal taxation of all kinds, may be levied at the place of original shipment, or at the time of export on goods exported either to foreign countries or coastwise.

Foreign goods which bear a similarity to native goods shall be furnished by the Customs officers, if required by the owner, with a protective certificate for each package, on the payment of import duty and surtax, to prevent the risk of any dispute in the interior.

Native goods brought by junks to open ports, if intended for local consumption, irrespective of the nationality of the owner of the goods, shall be reported at the native Customs offices only, to be dealt with according to the fiscal regulations of the Chinese Government.

Machine-made cotton yarn and cloth manufactured in China, whether by foreigners at the open ports or by Chinese anywhere in China, shall as regards taxation be on a footing of perfect equality. Such goods upon payment of the taxes thereon shall be granted a rebate of the import duty and of two-thirds of the import surtax paid on the cotton used in their manufacture, if it has been imported from abroad, and of all duties paid thereon if it be Chinese grown cotton. They shall also be free of export duty, coast-trade duty and export surtax. The same principle and procedure shall be applied to all other products of foreign type turned out by machinery in China.

A member or members of the Imperial Maritime Customs foreign staff shall be selected by the Governors-General and Governors of each of the various provinces of the Empire for their respective provinces, and appointed in consultation with the Inspector-General of Imperial Maritime Customs, for duty in connection with native Customs affairs to have a general supervision of their working.

Cases where illegal action is complained of by citizens of the United States shall be promptly investigated by an officer of the Chinese Government of sufficiently high rank, in conjunction with an officer of the United States Government, and an officer of the Imperial Maritime Customs, each of sufficient standing; and, in the event of it being found by the investigating officers that the complaint is well founded and loss has been incurred, due compensation shall be paid through the Imperial Maritime Customs. The high provincial officials shall be held responsible that the officer guilty of the illegal action shall be severely punished and removed from his post. If the complaint is shown to be frivolous or malicious, the complainant shall be held responsible for the expenses of the investigation.

When the ratifications of this Treaty shall have been exchanged by the high contracting parties hereto, and the provisions of this Article shall have been accepted by the Powers having Treaties with China, then a date shall be agreed upon when the provisions of this Article shall take effect, and an Imperial Edict shall be published in due form on yellow paper and circulated throughout the Empire of China setting forth the abolition of all *lekin* taxation, duties on goods in transit,

offices, stations and barriers for collecting the same, and of all descriptions of internal taxation on foreign goods, and the imposition of the surtax on the import of foreign goods and on the export of native goods, and the other fiscal changes and reforms provided for in this Article, all of which shall take effect from the said date. The Edict shall state that the provincial high officials are responsible that any official disregarding the letter or the spirit of its injunction shall be severely punished and removed from his post.

Art. V.—The tariff duties to be paid by citizens of the United States on goods imported into China shall be as set forth in the schedule annexed hereto and made part of this Treaty, subject only to such amendment and changes as are authorised by Article IV. of the present Convention, or as may hereafter be agreed upon by the present high contracting parties. It is expressly agreed, however, that citizens of the United States shall at no time pay other or higher duties than those paid by the citizens or subjects of the most favoured nation.

Conversely, Chinese subjects shall not pay higher duties on their imports into the United States than those paid by the citizens or subjects of the most favoured nation.

Art. VI.—The Government of China agrees to the establishment by citizens of the United States of warehouses approved by the proper Chinese authorities as bonded warehouses at the several open ports of China, for storage, re-packing, or preparation for shipment of lawful goods, subject to such needful regulations for the protection of the revenue of China, including a reasonable scale of fees according to commodities, distance from the Custom-house, and hours of working, as shall be made from time to time by the proper officers of the Government of China.

Art. VII.—The Chinese Government, recognising that it is advantageous for the country to develop its mineral resources, and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprises, agrees, within one year from the signing of this Treaty, to initiate and conclude the revision of the existing mining regulations. To this end China will, with all expedition and earnestness, go into the whole question of mining rules; and, selecting from the rules of the United States and other countries, regulations which seem applicable to the condition of China, will recast its present mining rules in such a way as, while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, will offer no impediment to the attraction of foreign capital nor place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations; and will permit citizens of the United States to carry on in Chinese territory mining operations and other necessary business relating thereto, provided they comply with the new regulations and conditions which may be imposed by China on its subjects and foreigners alike, relating to the opening of mines, the renting of mineral land, and the payment of royalty, and provided they apply for permits, the provisions of which in regard to necessary business relating to such operations shall be observed. The residence of citizens of the United States in connection with such mining operations shall be subject to such regulations as shall be agreed upon between the United States and China.

Any mining concession granted after the publication of such new rules shall be subject to their provisions.

Art. VIII.—Drawback certificates for the return of duties shall be issued by the Imperial Maritime Customs to citizens of the United States within three weeks of the presentation to the Customs of the papers entitling the applicant to receive such drawback certificates, and they shall be receivable at their face value in payment of duties of all kinds (tonnage dues excepted) at the port of issue; or shall, in the case of drawbacks on foreign goods re-exported within three years from the date of importation, be redeemable by the Imperial Maritime Customs in full in ready money at the port of issue, at the option of the holders thereof. But if, in connection with any application for a drawback certificate, the Customs authorities discover an attempt to defraud the revenue, the applicant shall be dealt with and punished in accordance with the stipulations provided in the Treaty of Tientsin, Article XXI., in the case of detected frauds on the revenue. In case the goods have been removed

from Chinese territory, then the Consul shall inflict on the guilty party a fine to be paid to the Chinese Government.

Art. IX.—Whereas the United States undertakes to protect the citizens of any country in the exclusive use within the United States of any lawful trade-marks, provided that such country agrees by Treaty or Convention to give like protection to citizens of the United States :—

Therefore the Government of China, in order to secure such protection in the United States for its subjects, now agrees to fully protect any citizen, firm or corporation of the United States in the exclusive use in the Empire of China of any lawful trade-mark to the exclusive use of which they are entitled in the United States, or which they have adopted and used, or intend to adopt and use as soon as registered, for exclusive use within the Empire of China. To this end the Chinese Government agrees to issue by its proper authorites proclamations having the force of law, forbidding all subjects of China from infringing on, imitating, colourably imitating, or knowingly passing off an imitation of trade-marks belonging to citizens of the United States, which shall have been registered by the proper authorities of the United States at such offices as the Chinese Government will establish for such purpose, on payment of a reasonable fee, after due investigation by the Chinese authorities, and in compliance with reasonable regulations.

Art. X.—The United States Government allows subjects of China to patent their inventions in the United States and protects them in the use and ownership of such patents. The Government of China now agrees that it will establish a Patent Office. After this office has been established and special laws with regard to inventions have been adopted it will thereupon, after the payment of the legal fees, issue certificates of protection, valid for a fixed term of years, to citizens of the United States on all their patents issued by the United States, in respect of articles the sale of which is lawful in China, which do not infringe on previous inventions of Chinese subjects, in the same manner as patents are to be issued to subjects of China.

Art. XI.—Whereas the Government of the United States engages to give the benefits of its copyright laws to the citizens of any foreign State which gives to the citizens of the United States the benefits of copyrights on an equal basis with its own citizens :—

Therefore the Government of China, in order to secure such benefits in the United States for its subjects, now agrees to give full protection, in the same way and manner and subject to the same conditions upon which it agrees to protect trade-marks, to all citizens of the United States who are authors, designers or proprietors of any book, map, print or engraving especially prepared for the use and education of the Chinese people, or translation into Chinese of any book, in the exclusive right to print and sell such book, map, print, engraving or translation in the Empire of China during ten years from the date of registration. With the exception of the books, maps, etc., specified above, which may not be reprinted in the same form, no work shall be entitled to copyright privileges under this Article. It is understood that Chinese subjects shall be at liberty to make, print and sell original translations into Chinese of any works written or of maps compiled by a citizen of the United States. This Article shall not be held to protect against due process of law any citizen of the United States or Chinese subject who may be author, proprietor or seller of any publication calculated to injure the well-being of China.

Art. XII.—The Chinese Government having in 1898 opened the navigable inland waters of the Empire to commerce by all steam vessels, native or foreign, that may be specially registered for the purpose, for the conveyance of passengers and lawful merchandise, citizens, firms and corporations of the United States may engage in such commerce on equal terms with those granted to subjects of any foreign Power.

In case either party hereto considers it advantageous at any time that the rules and regulations then in existence for such commerce be altered or amended, the Chinese Government agrees to consider amicably, and to adopt such modifications thereof as are found necessary for trade and for the benefit of China.

The Chinese Government agrees that, upon the exchange of the ratifications of this Treaty, Mukden and Antung, both in the province of Sheng-king, will be opened by China itself as places of international residence and trade. The selection of fitting localities to be set apart for international use and occupation, and the regulations for these places set apart for foreign residence and trade shall be agreed upon by the Governments of the United States and China after consultation together.

Art. XIII.—China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire of China by the citizens of the United States as well as Chinese subjects. It is understood, however, that all Customs duties shall continue to be calculated and paid on the basis of the Haikuan Tael.

Art. XIV.—The principles of the Christian religion, as professed by the Protestant and Roman Catholic Churches, are recognised as teaching men to do good and to do to others as they would have others do to them. Those who quietly profess and teach these doctrines shall not be harassed or persecuted on account of their faith. Any person, whether citizen of the United States or Chinese convert, who, according to these tenets, peaceably teaches and practises the principles of Christianity shall in no case be interfered with or molested therefor. No restrictions shall be placed on Chinese joining Christian Churches. Converts and non-converts, being Chinese subjects, shall alike conform to the laws of China; and shall pay due respect to those in authority, living together in peace and amity; and the fact of being converts shall not protect them from the consequences of any offence they may have committed before or may commit after their admission into the Church, or exempt them from paying legal taxes levied on Chinese subjects generally, except taxes levied and contributions for the support of religious customs and practices contrary to their religion. Missionaries shall not interfere with the exercise by the native authorities of their jurisdiction over Chinese subjects; nor shall the native authorities make any distinction between converts and non-converts, but shall administer the laws without partiality so that both classes can live together in peace.

Missionary societies of the United States shall be permitted to rent and to lease in perpetuity, as the property of such societies, buildings or lands in all parts of the Empire for missionary purposes and, after the title deeds have been found in order and duly stamped by the local authorities, to erect such suitable buildings as may be required for carrying on their good work.

Art. XV.—The Government of China having expressed a strong desire to reform its judicial system and to bring it into accord with that of Western nations, the United States agrees to give every assistance to this reform, and will also be prepared to relinquish extraterritorial rights when satisfied that the state of the Chinese laws, the arrangements for their administration, and other considerations warrant it in so doing.

Art. XVI.—The Government of the United States consents to the prohibition by the Government of China of the importation into China of morphia and of instruments for its injection, excepting morphia and instruments for its injection imported for medical purposes, on payment of tariff duty, and under regulations to be framed by China which shall effectually restrict the use of such import to the said purposes. This prohibition shall be uniformly applied to such importation from all countries. The Chinese Government engages to adopt at once measures to prevent the manufacture in China of morphia and of instruments for its injection.

Art. XVII.—It is agreed between the high contracting parties hereto that all the provisions of the several Treaties between the United States and China which were in force on the first day of January, A.D. 1900, are continued in full force and effect except in so far as they are modified by the present Treaty or other Treaties to which the United States is a party.

The present Treaty shall remain in force for a period of ten years beginning with the date of the exchange of ratifications and until a revision is effected as hereinafter provided.

It is further agreed that either of the high contracting parties may demand that the Tariff and the Articles of this Convention be revised at the end of ten years

from the date of the exchange of the ratifications hereof. If no revision is demanded before the end of the first term of ten years, then these articles in their present form shall remain in full force for a further term of ten years reckoned from the end of the first term and so on for successive periods of ten years.

The English and Chinese texts of the present Treaty and its three Annexes have been carefully compared; but, in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct one.

This Treaty and its three Annexes shall be ratified by the two high contracting parties in conformity with their respective constitutions, and the ratifications shall be exchanged in Washington not later than twelve months from the present date.

In testimony whereof, we, the undersigned, by virtue of our respective powers, have signed this Treaty in duplicate in the English and Chinese languages, and have affixed our respective seals.

Done at Shanghai, this eighth day of October in the year of our Lord one thousand nine hundred and three, and in the twenty-ninth year of Kuang Hsü eighth month and eighteenth day.

Annex I.

As citizens of the United States are already forbidden by Treaty to deal in or handle opium, no mention has been made in this Treaty of opium taxation.

As the trade in salt is a Government monopoly in China, no mention has been made in this Treaty of salt taxation.

It is, however, understood, after full discussion and consideration, that the collection of inland duties on opium and salt and the means for the protection of the revenue therefrom and for preventing illicit traffic therein are left to be administered by the Chinese Government in such manner as shall in no wise interfere with the provision of Article IV. of this Treaty regarding the unobstructed transit of other goods.

Annex II.

Article IV. of the Treaty of Commerce between the United States and China of this date provides for the retention of the native Customs offices at the open ports. For the purpose of safeguarding the revenue of China at such places, it is understood that the Chinese Government shall be entitled to establish and maintain such branch native Customs offices at each open port within a reasonable distance of the main native Customs offices at the port, as shall be deemed by the authorities of the Imperial Maritime Customs at that port necessary to collect the revenue from the trade into and out of such port. Such branches, as well as the principal native Customs offices at each open port, shall be administered by the Imperial Maritime Customs as provided by the Protocol of 1901.

Annex III.

The schedule of tariff duties on imported goods annexed to this Treaty under Article V. is hereby mutually declared to be the schedule agreed upon between the representatives of China and of the United States and signed by John Goodnow for the United States and Their Excellencies Lü Hai-huan and Sheng Hsüan-huai for China at Shanghai on the sixth day of September, A.D. 1902, according to the Protocol of the seventh day of September, A.D. 1901.

PORTUGAL

PROTOCOL, TREATY, CONVENTION AND AGREEMENT BETWEEN PORTUGAL AND CHINA

Art. I.—A Treaty of Friendship and Commerce with the most favoured nation clause will be concluded and signed at Peking.

Art. II.—China confirms perpetual occupation and government of Macao and its dependencies by Portugal, as any other Portuguese possession.

Art. III.—Portugal engages never to alienate Macao and its dependencies without agreement with China.

Art. IV.—Portugal engages to co-operate in opium revenue work at Macao in the same way as England in Hongkong.

Done at Lisbon, the 26th March, 1887.

HENRIQUE DE BARROS GOMES.
JAMES DUNCAN CAMPBELL.

THE TREATY

Ratifications Exchanged at Peking 28th April, 1888

His Most Faithful Majesty the King of Portugal and the Algarves, and His Imperial Majesty the Emperor of China, desiring to draw closer and to consolidate the ties of friendship which have subsisted for more than three hundred years between Portugal and China, and having agreed in Lisbon on the 26th day of March, 1887, 2nd day of 3rd moon of the 13th year of the reign of the Emperor Kwang Hsu, through their representatives, on a Protocol of four Articles, have now resolved to conclude a Treaty of Amity and Commerce to regulate the relations between the two States; for this end they have appointed as their Plenipotentiaries, that is to say:—

His Most Faithful Majesty the King of Portugal, Thomas de Souza Roza, his Envoy Extraordinary and Minister Plenipotentiary to the Court of Peking, Knight of the Order of Nossa Senhora de Conceicao de Villa Vicosa, Grand Cross of the Order of the Rising Sun of Japan and of the Crown of Siam, Commander of the Order of Charles II. and of Isabella the Catholic of Spain, and Knight of the Iron Crown of Austria;

His Imperial Majesty the Emperor of China, His Highness Prince Ching, President of the Tsung-li Yamên, and Sun, Minister of the Tsung-li Yamên and Senior Vice-President of the Board of Public Works;

Who, after having communicated to each other their respective full powers and found them to be in good and due form, have agreed upon the following Articles:—

Art. I.—There shall continue to exist constant peace and amity between His Most Faithful Majesty the King of Portugal and His Imperial Majesty the Emperor of China, whose respective subjects shall equally enjoy in the dominions of the high contracting parties the most complete and decided protection for their persons and property.

Art. II.—China confirms in its entirety the second Article of the Protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal.

It is stipulated that Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries, which shall be determined by a special Convention; but so long as the delimitation of the boundaries is not concluded, everything in respect to them shall continue as at present, without addition, diminution, or alteration by either of the parties.

Art. III.—Portugal confirms the third Article of the Protocol of Lisbon, relating to the engagement never to alienate Macao without previous agreement with China.

Art. IV.—Portugal agrees to co-operate with China in the collection of duties on opium exported from Macao into China ports, in the same way and as long as England co-operates with China in the collection of duties on opium exported from Hongkong.

The basis of this co-operation will be established by a Convention appended to this Treaty, which shall be as valid and binding to both the high contracting parties as the present Treaty.

Art. V.—His Most Faithful Majesty the King of Portugal may appoint an Ambassador, Minister, or other diplomatic agent to the Court of His Imperial Majesty the Emperor of China, and this agent, as well as the persons of his suite and their families, will be permitted, at the option of the Portuguese Government, to reside permanently in Peking, to visit that Court, or to reside at any other place where such residence is equally accorded to the diplomatic representative of other nations. The Chinese Government may also, if it thinks fit, appoint an Ambassador, Minister, or other diplomatic agent to reside at Lisbon, or to visit that Court when his Government shall order.

Art. VI.—The diplomatic agents of Portugal and China shall reciprocally enjoy in the place of their residence all the prerogatives and immunities accorded by the laws of nations; their persons, families, and houses, as well as their correspondence shall be inviolate.

Art. VII.—The official correspondence addressed by the Portuguese authorities to the Chinese authorities shall be written in the Portuguese language accompanied by a translation in Chinese, and each nation shall regard as authoritative the document written in its own language.

Art. VIII.—The form of correspondence between the Portuguese and the Chinese authorities will be regulated by their respective rank and position, based upon complete reciprocity. Between the high Portuguese and Chinese functionaries at the capital or elsewhere, such correspondence will take the form of dispatch (*Chau-hoei*); between the subordinate functionaries of Portugal and the chief authorities of the provinces, the former shall make use of the form of exposition (*Xen-chen*) and the latter that of declaration (*Cha-hsing*); and the subordinate officers of both nations shall correspond together on terms of perfect equality. Merchants and generally all others who are not invested with an official character shall adopt, in addressing the authorities, the form of representation or petition (*Pin-ching*).

Art. IX.—His Most Faithful Majesty the King of Portugal may appoint Consuls-General, Consuls, Vice-Consuls, or Consular Agents in the ports or other places where it is allowed to other nations to have them. These functionaries will have powers and attributes similar to those of the Consuls of other nations, and will enjoy all the exemptions, privileges, and immunities which at any time the consular functionaries of the most favoured nation may enjoy.

The Consuls and the local authorities will show to each other reciprocal civilities and correspond with each other on terms of perfect equality.

The Consuls and acting Consuls will rank with Taotais, Vice-Consuls, acting Vice-Consuls, Consular Agents and interpreters-translators, with Prefects. The Consuls must be officials of the Portuguese Government, and not merchants. The Chinese Government will make no objection in case the Portuguese Government should deem it unnecessary to appoint an official Consul at any port and choose to entrust a Consul of some other nation, for the time being, with the duties of Portuguese Consul at that port.

Art. X.—All the immunities and privileges, as well as all the advantages concerning commerce and navigation, such as any reduction in the duties of navigation, importation, exportation, transit or any other, which may have been or may be hereafter granted by China to any other State or to its subjects, will be immediately extended to Portugal and its subjects. If any concession is granted by the Chinese Government to any foreign Government under special conditions, Portugal, on claiming the

me concession for herself and for her own subjects, will equally assent to the conditions attached to it.

Art XI.—Portuguese subjects are allowed to reside at, or frequent, the ports of China opened to foreign commerce and there carry on trade or employ themselves freely. Their boats may navigate without hindrance between the ports open to foreign commerce, and they may import and export their merchandise, enjoying all the rights and privileges enjoyed by the subjects of the most favoured nation.

Art. XII.—Portuguese subjects shall pay import and export duties on all merchandise according to the rates specified in the tariff of 1858, adopted for all the other nations; and in no instance shall higher duties be exacted from them than those paid by the subjects of any other foreign nation.

Art. XIII.—Portuguese subjects are permitted to hire any description of boats they may require for the conveyance of cargo or passengers, and the price of said hire will be fixed by the contracting parties alone, without interference by the Chinese Government. No limit shall be put to the number of boats, neither will it be permitted to any one to establish a monopoly of such boats or of the service of coolies employed in the carriage of merchandise.

Should contraband articles be on board any such boats, the guilty parties shall immediately be punished according to law.

Art. XIV.—Portuguese subjects residing in the open ports may take into their service Chinese subjects, and employ them in any lawful capacity in China, without restraint or hindrance from the Chinese Government; but shall not engage them for foreign countries in contravention of the laws of China.

Art. XV.—The Chinese authorities are bound to grant the fullest protection to the persons and to the property of Portuguese subjects in China, whenever they may be exposed to insult or wrong. In case of robbery or incendiarism, the local authorities will immediately take the necessary measures to recover the stolen property, to terminate the disorder, to seize the guilty, and punish them according to the law. Similar protection will be given by Portuguese authorities to Chinese subjects in the possessions of Portugal.

Art. XVI.—Whenever a Portuguese subject intends to build or open houses, shops or warehouses, churches, hospitals, or cemeteries, at the Treaty ports or at other places, the purchase, rent, or lease of these properties shall be made out according to the current terms of the place, with equity, without exaction on either side, without offending against the usages of the people, and after due notice given by the proprietors to the local authority. It is understood, however, that the shops or warehouses above mentioned shall only be allowed at the ports open to trade, and not in any place in the interior.

Art. XVII.—Portuguese subjects conveying merchandise between open ports shall be required to take certificates from the Superintendent of Customs such as are specified in the regulations in force with reference to other nationalities.

But Portuguese subjects, who, without carrying merchandise, would like to go to the interior of China, must have passports issued by their Consuls and countersigned by the local authorities. The bearer of the passport must produce the same when demanded, and the passport not being irregular, he will be allowed to proceed and no opposition shall be offered, especially to his hiring persons or vessels for the carriage of his baggage or merchandise.

If he be without a passport, or if he commits any offence against the law, he shall be handed over to the nearest Consul of Portugal to be punished, but he must not be subjected to an oppressive measure. No passport need be applied for by persons going on excursions from the ports open to trade to a distance not exceeding 100 *li* and for a period not exceeding five days.

The provisions of this Article do not apply to crews of ships, for the due restraint of whom regulations will be drawn up by the Consul and the local authorities.

Art. XVIII.—In the event of a Portuguese merchant vessel being plundered by pirates or thieves within Chinese waters, the Chinese authorities are to employ

their utmost exertions to seize and punish the said robbers and to recover the stolen goods, which, through the Consul, shall be restored to whom they belong.

Art. XIX.—If a Portuguese vessel be shipwrecked on the coast of China, or be compelled to take refuge in any of the ports of the Empire, the Chinese authorities, on receiving notice of the fact, shall provide the necessary protection, affording prompt assistance and kind treatment to the crews and, if necessary, furnishing them with the means to reach the nearest Consulate.

Art. XX.—Portuguese merchant vessels of more than one hundred and fifty tons burden will pay tonnage dues at the rate of four mace per ton; if of one hundred and fifty tons and under they shall be charged at the rate of one mace per ton. The Superintendent of Customs shall grant a certificate declaring that the tonnage dues have been paid.

Art. XXI.—Import duties shall be paid on the landing of goods; and export duties upon the shipment of the same.

Art. XXII.—The captain of a Portuguese ship may, when he deems convenient, land only a part of his cargo at one of the open ports, paying the duties due on the portion landed, the duties on the remainder not being payable until they are landed at some other port.

Art. XXIII.—The master of a Portuguese ship has the option, within forty-eight hours of his arrival at any of the open ports of China, but not later, to decide whether he will leave port without opening the hatches, and in such case he will not have to pay tonnage dues. He is bound, however, to give notice of his arrival or the legal registering as soon as he comes into port, under penalty of being fined in case of non-compliance within the term of two days.

The ship will be subject to tonnage dues forty-eight hours after her arrival in port, but neither then nor at her departure shall any other impost whatsoever be exacted.

Art. XXIV.—All small vessels employed by Portuguese subjects in carrying passengers, baggage, letters, provisions or any other cargo which is free of duty, between the open ports of China, shall be free from tonnage dues; but all such vessels carrying merchandise subject to duty shall pay tonnage dues every four months at the rate of one mace per ton.

Art. XXV.—Portuguese merchant vessels approaching any of the open ports will be at liberty to take a pilot to reach the harbour; and likewise to take a pilot to leave it, in case the said ship shall have paid all the duties due by her.

Art. XXVI.—Whenever a Portuguese merchant ship shall arrive at any of the open ports of China, the Superintendent of Customs will send off one or more Custom-house officers, who may stay on board of their boat or on board of the ship as best suits their convenience. These officers will get their food and all necessaries from the Custom-house, and will not be allowed to accept any fee from the captain of the ship or from the consignee, being liable to a penalty proportionate to the amount received by them.

Art. XXVII.—Twenty-four hours after the arrival of a Portuguese merchant ship at any of the open ports, the papers of the ship, manifest, and other documents, shall be handed over to the Consul, whose duty it will be also to report to the Superintendent of Customs within twenty-four hours, the name, the registered tonnage, and the cargo brought by the said vessel. If, through negligence or for any other motive, this stipulation be not complied with within forty-eight hours after the arrival of the ship, the captain shall be subject to a fine of fifty Taels for each day's delay over and above that period, but the total amount of the fine shall not exceed two hundred Taels.

The captain of the ship is responsible for the correctness of the manifest, in which the cargo shall be minutely and truthfully described, subject to a fine of five hundred Taels as penalty in case the manifest should be found incorrect. This fine, however, will not be incurred if, within twenty-four hours after the delivery of the manifest to the Custom-house officers, the captain expressed the wish to rectify any error which may have been discovered in the said manifest.

Art. XXVIII.—The Superintendent of Customs will permit the discharging of ıe ship as soon as he shall have received from the Consul the report drawn up in due ›rm. If the captain of the ship should take upon himself to commence discharging ithout permission, he shall be fined five hundred Taels and the goods so discharged hall be confiscated.

Art. XXIX.—Portuguese merchants having goods to ship or to land will have › obtain a special permission from the Superintendent of Customs to that effect, ithout which all goods shipped or landed shall be liable to confiscation.

Art. XXX.—No transhipment of goods is allowed from ship to ship without ›ecial permission, under penalty of confiscation of all the goods so transhipped.

Art. XXXI.—When a ship shall have paid all her duties, the Superintendent f Customs will grant her a certificate and the Consul will return the papers, in order hat she may proceed on her voyage.

Art. XXXII.—When any doubt may arise as to the value of goods which by the 'ariff are liable to an *ad valorem* duty, and the Portuguese merchants disagree with ıe Custom-house officers as regards the value of said goods, both parties will call wo or three merchants to examine them, and the highest offer made by any of the aid merchants to buy the goods will be considered as their just value.

Art. XXXIII.—Duties will be paid on the net weight of every kind of merchandise. Should there be any difference of opinion between the Portuguese merchant and the Custom-house officer as to the mode by which the tare is to be fixed, each party will hoose a certain number of boxes or bales from among every hundred packages of he goods in question, taking the gross weight of said packages, then the tare of each f the packages separately, and the average tare resulting therefrom will be adopted or the whole parcel.

In case of any doubt or dispute not mentioned herein, the Portuguese merchant nay appeal to the Consul, who will refer the case to the Superintendent of Customs; his officer will act in such a manner as to settle the question amicably. The appeal, however, will only be entertained if made within the term of twenty-four hours; and n such a case no entry is to be made in the Custom-house books in relation to the aid goods until the question shall have been settled.

Art. XXXIV.—Damaged goods will pay a reduced duty proportionate to their leterioration; any doubt on this point will be solved in the way indicated in the lause of this Treaty with respect to duties payable on merchandise *ad valorem*.

Art. XXXV.—Any Portuguese merchant who, having imported foreign goods nto one of the open ports of China and paid the proper duties thereon, may wish to e-export them to another of the said ports, will have to send to the Superintendent of Customs an account of them, who, to avoid fraud, will direct his officers to examine whether or not the duties have been paid, whether the same have been entered on the ooks of the Customs, whether they retain their original marks, and whether the ntries agree with the account sent in. Should everything be found correct, the same will be stated in the export permit together with the total amount of duties paid, and all these particulars will be communicated to the Custom-house officers at other ports.

Upon arrival of the ship at the port to which the goods are carried, permission will be granted to land without any new payment of duties whatsoever if, upon examination, they are found to be the identical goods; but if during the examination any fraud be detected, the goods may be confiscated by the Chinese Government.

Should any Portuguese merchant wish to re-export to a foreign country any goods imported, and upon which duties have been already paid, he will have to make his application in the same form as required for the re-exportation of goods to another port in China, in which case a certificate of drawback or of restitution of duties will be granted, which will be accepted by any of the Chinese Custom-houses in payment of import or export duties.

Foreign cereals imported by Portuguese ships into the ports of China may be re-exported without hindrance if no portion of them has been discharged.

Art. XXXVI.—The Chinese authorities will adopt at the ports the measures which they may deem the most convenient to avoid fraud or smuggling.

Art. XXXVII.—The proceeds of fines and confiscations inflicted on Portuguese subjects, in conformity to this Treaty, shall belong exclusively to the Chinese Government.

Art. XXXVIII.—Portuguese subjects carrying goods to a market in the interior of the country, on which the lawful import duties have already been paid at any of the open ports, or those who buy native produce in the interior to bring to the ports on the Yang-tsze-kiang, or to send to foreign ports, shall follow the regulations adopted towards the other nations.

Custom-house officers who do not comply with the regulations, or who may exact more duties than are due, shall be punished according to the Chinese law.

Art. XXXIX.—The Consuls and local authorities shall consult together, when necessary, as to the construction of Light-houses and the placing of Buoys and Light-ships.

Art. XL.—Duties shall be paid to the bankers authorized by the Chinese Government to receive them in sycee or in foreign coin, according to the official assay made at Canton on the 15th July, 1843.

Art. XLI.—In order to secure the regularity of weights and measures and to avoid confusion, the Superintendent of Customs will hand over to the Portuguese Consul at each of the open ports standards similar to those given by the Treasury Department for collection of public dues to the Customs at Canton.

Art. XLII.—Portuguese merchant ships may resort only to those ports of China which are declared open to commerce. It is forbidden to them, except in the case of *force majeure* provided for in Article XIX., to enter into other ports, or to carry on a clandestine trade on the coast of China, and the transgressor of this order shall be subject to confiscation of his ship and cargo by the Chinese Government.

Art. XLIII.—All Portuguese vessels despatched from one of the open ports of China to another, or to Macao, are entitled to a certificate of the Custom-house, which will exempt them from paying new tonnage dues, during the period of four months reckoned from the date of clearance.

Art. XLIV.—If any Portuguese merchant ship is found smuggling, the goods smuggled, no matter of what nature or value, will be subject to confiscation by the Chinese authorities, who may send the ship away from the port, after settlement of all her accounts, and prohibit her to continue to trade.

Art. XLV.—As regards the delivery of Portuguese and Chinese criminals, with the exception of the Chinese criminals who take refuge in Macao, and for whose extradition the Governor of Macao will continue to follow the existing practice, after the receipt of a due requisition from the Viceroy of the Kwangs, it is agreed that, in the Chinese ports open to foreign trade, the Chinese criminals who take refuge at the houses or on board ships of Portuguese subjects shall be arrested and delivered to the Chinese authorities on their applying to the Portuguese Consul; and likewise the Portuguese criminals who take refuge in China shall be arrested and delivered to the Portuguese authorities on their applying to the Chinese authorities; and by neither of the parties shall the criminals be harboured nor shall there be delay in delivering them.

Art. XLVI.—It is agreed that either of the high contracting parties to this Treaty may demand a revision of the Tariff, and of the commercial Articles of this Treaty, at the end of ten years; but if no demand be made on either side within six months after the end of the first ten years, then the Tariff shall remain in force for ten years more, reckoned from the end of the preceding ten years; and so it shall be, at the end of each successive ten years.

Art. XLVII.—All disputes arising between Portuguese subjects in China with regard to rights, either of property or person, shall be submitted to the jurisdiction of the Portuguese authorities.

Art. XLVIII.—Whenever Chinese subjects become guilty of any criminal act towards Portuguese subjects, the Portuguese authorities must report such acts to the Chinese authorities in order that the guilty be tried according to the laws of China.

If Portuguese subjects become guilty of any criminal act towards Chinese subjects, ıe Chinese authorities must report such acts to the Portuguese Consul in order that ıe guilty may be tried according to the laws of Portugal.

Art. XLIX.—If any Chinese subject shall have become indebted to a Portuguese ubject and withholds payment, or fraudulently absconds from his creditors, the hinese authorities shall use all their efforts to apprehend him and to compel him to ay, the debt being previously proved and the possibility of its payment ascertained. he Portuguese authorities will likewise use their efforts to enforce the payment of ny debt due by any Portuguese subject to a Chinese subject.

But in no case will the Portuguese Government or the Chinese Government be onsidered responsible for the debts of their subjects.

Art. L.—Whenever any Portuguese subject shall have to petition the Chinese uthority of a district, he is to submit his statement beforehand to the Consul, who ill cause the same to be forwarded should he see no impropriety in so doing, therwise he will have it written out in other terms, or decline to forward it. Likewise, when a Chinese subject shall have occasion to petition the Portuguese onsul he will only be allowed to do so through the Chinese authority, who shall roceed in the same manner.

Art. LI.—Portuguese subjects who may have any complaint or claim against ny Chinese subject, shall lay the same before the Consul, who will take due ognizance of the case and will use all his efforts to settle it amicably. Likewise, hen a Chinese subject shall have occasion to complain of a Portuguese subject, the onsul will listen to his complaint and will do what he possibly can to re-establish armony between the two parties.

If, however, the dispute be of such a nature that it cannot be settled in that onciliatory way, the Portuguese Consul and Chinese authorities will hold a joint nvestigation of the case, and decide it with equity, applying each the laws of his own ountry according to the nationality of the defendant.

Art. LII.—The Catholic religion has for its essential object the leading of men o virtue. Persons teaching it and professing it shall alike be entitled to efficacious rotection from the Chinese authorities; nor shall such persons pursuing peaceably heir calling and not offending against the laws be prosecuted or interfered with.

Art. LIII.—In order to prevent for the future any discussion, and considering hat the English language, among all foreign languages, is the most generally nown in China, this Treaty, with the Convention appended to it, is written in Portuguese, Chinese, and English, and signed in six copies, two in each language. All hese versions have the same sense and meaning, but if there should happen to be any ivergence in the interpretation of the Portuguese and Chinese versions, the English ext will be made use of to resolve the doubts that may have arisen.

Art. LIV.—The present Treaty, with the Convention appended to it, shall be atified by His Most Faithful Majesty the King of Portugal and the Algarves and Iis Imperial Majesty the Emperor of China. The exchange of the ratifications shall e made, within the shortest possible time, at Tientsin, after which the Treaty, ith the Convention appended, shall be printed and published in order that the unctionaries and subjects of the two countries may have full knowledge of their tipulations and may fulfil them.

In faith whereof, the respective Plenipotentiaries have signed the present Treaty nd have affixed their seals thereto.

Done in Peking, this first day of the month of December in the year of Our Lord esus Christ one thousand eight hundred and eighty-seven, corresponding to the hinese date of the seventeenth day of the tenth moon of the thirteenth year of Kwang-Hsu.

[L.S.] (Signed) THOMAS DE SOUZA ROZA.
[Chinese Seal] PRINCE CH'ING.

Signatures of the Chinese Plenipotentiaries. SUN-IU-UEN.

Convention

It having been stipulated in the Art. IV. of the Treaty of Amity and Commerce, concluded between Portugal and China on the 1st day of the month of December, 1887, that a Convention shall be arranged between the two high contracting parties in order to establish a basis of co-operation in collecting the revenue on opium exported from Macao to Chinese ports, the undersigned Thomas de Souza Roza, Envoy Extraordinary and Minister Plenipotentiary of His Most Faithful Majesty the King of Portugal and the Algarves, in special mission to the Court of Peking, and His Highness Prince Ching, President of the Tsung-li Yamen, and Sun, Minister of the Tsung-li Yamen and Senior Vice-President of the Board of Public Works, Ministers Plenipotentiary of His Imperial Majesty the Emperor of China, have agreed on the following Convention in three Articles:—

Art. I.—Portugal will enact a law subjecting the opium trade of Macao to the following provisions:—

1.—No opium shall be imported into Macao in quantities less than one chest.

2.—All opium imported into Macao must, forthwith on arrival, be reported to the competent department under a public functionary appointed by the Portuguese Government, to superintend the importation and exportation of opium in Macao.

3.—No opium imported into Macao shall be transhipped, landed, stored, removed from one store to another, or exported, without a permit issued by the Superintendent.

4.—The importers and exporters of opium in Macao must keep a register, according to the form furnished by the Government, showing with exactness and clearness the quantity of opium they have imported, the number of chests they have sold, to whom and to what place they were disposed of, and the quantity in stock.

5.—Only the Macao opium farmer, and persons licensed to sell opium at retail, will be permitted to keep in their custody raw opium in quantities inferior to one chest.

6.—Regulations framed to enforce in Macao the execution of this law will be equivalent to those adopted in Hongkong for similar purposes.

Art. II.—Permits for the exportation of opium from Macao into Chinese ports, after being issued, shall be communicated by the Superintendent of Opium to the Commissioner of Customs at Kung-pac-uan.

Art. III.—By mutual consent of both the high contracting parties the stipulations of this Convention may be altered at any time.

In faith whereof the respective Plenipotentiaries have signed and sealed this Convention.

Done in Peking this first day of December in the year of Our Lord Jesus Christ one thousand eight hundred and eighty-seven, corresponding to the Chinese date of the seventeenth day of the tenth moon of the thirteenth year of Kwang Hsu.

[L.S.] (Signed)	Thomas de Souza Roza.
[Chinese Seal]	Prince Ch'ing.
Signature of the Chinese Plenipotentiaries.	Sun-iu-uen.

Agreement

The basis of the co-operation to be given to China by Portugal in the collection of duties on opium conveyed from Macao to Chinese ports, having been fixed by a Convention appended to the Treaty of Amity and Commerce, concluded between China and Portugal on the 1st December, 1887, and it being now convenient to come to an understanding upon some points relating to the said co-operation as well as to fixed rules for the treatment of Chinese junks trading with Macao, Bernardo Pinheiro Correa de Mello, Secretary of the Special Mission of His Most Faithful Majesty in

ting, duly authorized by His Excellency Thomas de Souza Roza, Chief of the said ission, and Sir Robert Hart, K.C.M.G., Inspector-General of the Chinese Imperial ritime Customs, provided with the necessary instructions from the Chinese vernment, have agreed on the following:

1.—An office under a Commissioner appointed by the Foreign Inspectorate of Chinese Imperial Maritime Customs shall be established at a convenient spot on nese territory, for the sale of opium duty certificates, to be freely sold to merchants for such quantities of opium as they may require. The said Commissioner will administer the Customs stations near Macao.

2.—Opium accompanied by such certificates, at the rate of not more than 110 ls per picul, shall be free from all other imposts of every sort, and have all the efits stipulated for by the Additional Article of the Chefoo Convention between na and Great Britain on behalf of opium on which duty has been paid at one of ports of China, and may be made up in sealed parcels at the option of the purchaser.

3.—The Commissioner of Customs responsible for the management of the toms stations shall investigate and settle any complaint made by Chinese mer- nts of Macao against the Customs stations or revenue cruisers; and the Governor Macao, if he deems it advisable, shall be entitled to send an officer of Macao to present and assist in the investigation and decision. If, however, they do not ee, a reference may be made to the Authorities at Peking for a joint decision.

4.—Junks trading between Chinese ports and Macao, and their cargoes, shall not subject to any dues or duties in excess of those leviable on junks and their cargoes ding between Chinese ports and Hongkong, and no dues whatsoever shall be de- nded from junks proceeding to Macao from ports of China, or coming from Macao ports in China, over and above the dues paid, or payable, at the ports of clearance estination. Chinese produce which has paid Customs duties and *lekin* tax before ering Macao may be re-exported from Macao to Chinese ports without paying toms duties and *lekin* tax again, and will be only subject to the payment of the named *Siao-hao*.

In witness whereof, this agreement has been written in Portuguese and English signed in duplicate at Peking this the first day of December, 1887.

(Signed) BERNARDO PINHEIRO CORREA DE MELLO,
Secretary of the Special Mission of His Most Faithful Majesty.

(Signed) SIR ROBERT HART,
Inspector-General of Chinese Imperial Maritime Customs.

COMMERCIAL TREATY BETWEEN CHINA AND PORTUGAL

SIGNED AT SHANGHAI, NOVEMBER, 1904

Art. I.—The Treaty of Amity and Commerce between China and Portugal d the first day of December, 1887 (17th day, 10th moon, 13th year of Kwang Hsu), inues in force except in so far as modified by the present Treaty.

Art. II.—Portugal accepts the increase in the import duties stipulated for in cle VI. of the Peking Protocol of 7th September, 1901, from the date of the ratifica- of this Treaty. Portugal will enjoy the privileges of the most favoured nation, in no case shall Portuguese subjects pay higher or lower duties than those paid by subjects of any other foreign nation. Article XII. of the Treaty of First Decem- 1887, is therefore rendered null and void.

Art. III.—The duty and *lekin* on foreign opium will continue as provided for in existing Treaties. The Government of His Most Faithful Majesty agrees to continue as heretofore to co-operate with the Government of His Imperial Chinese Majesty in the collection of the duty and *lekin* on opium exported from Macao to China, and also to co-operate in the repression of smuggling in accordance with the Treaty and Special Opium Convention of 1st December, 1887. In order to render this co-operation effective, it is clearly stipulated that all opium imported into Macao shall, on arrival, be registered at the Special Government Bureau provided for this purpose, and the Portuguese Government will take the necessary steps in order to have all this opium stored under its exclusive control in a depôt from which it will be removed as required by the demands of trade. The quantity of opium required for consumption in Macao and its dependencies will be fixed annually by the Government of Macao in agreement with the Commissioner of the Imperial Maritime Customs referred to in Article II. of the above-mentioned Convention, and under no pretext will removal from the Portuguese Government depôt be permitted of any quantity of opium for local consumption in excess of that fixed by the said agreement, and necessary measures will be taken to prevent opium removed from the depôt for re-export to any port other than a port in China being sent fraudulently to Chinese territory. The removal from the depôt of opium for export will not be permitted except on production of proof that such opium has already paid all dues and duties leviable thereon by China. The rules for the carrying out of this Article shall be arranged by delegates from the Government of Macao and the Chinese Imperial Maritime Customs.

Art. IV.—Such steps as are necessary for the repression of smuggling in the territory and waters of Macao shall be taken by the local Portuguese Government in concert with the Commissioner of the Imperial Maritime Customs, and similar steps in the Chinese territory and waters near Macao shall be taken by the Imperial Maritime Customs in concert with the Portuguese Government of Macao. This co-operation is intended to render such steps effective on all points in respect of which co-operation is needed, and to avoid at the same time any injury to the sovereign rights of either of the high contracting parties. Special delegates from the local Government of Macao and the Imperial Maritime Customs shall proceed to fix the respective zones of operations, and shall devise practical means for the repression of smuggling.

Art. V.—With a view to the development of trade between Macao and neighbouring ports in the Kwangtung Province, the high contracting parties have agreed as follows:—

1.—Portuguese steamers desirous of proceeding for the purposes of trade from Macao to any of the ports of call and passenger stages on the West River, enumerated in the Special Article of the English-Burmah Convention of 1897, and Article X. of the British Treaty of Commerce of 1902, shall be permitted to do so, provided they comply with the Special Regulations to be framed for this purpose by the two high contracting parties.

2.—Steamers specially registered for trade under the Inland Waters Steam Navigation Rules shall be permitted to ply between Macao and places in the Department of Kwang-chow-fu other than those mentioned in Section 1, provided they report to the Kungpei-kuan Customs for examination of cargo and payment of duties in accordance with Special Regulations to be framed for this purpose by the two high contracting parties. Such vessels may engage in all lawful trade, including the towage of junks and conveyance of passengers and cargo, subject to the regulations for the time being in force.

The privileges hereby granted are granted on the express understanding that Special Regulations shall be framed defining in detail the conditions under which such traffic may be carried on. Until then, the said Regulations have been agreed upon and published, the Article shall not become operative; and subsequently only on compliance with the said Regulations.

Art. VI.—Portugal having the right of most favoured nation treatment, it is clearly stipulated that any advantages China may think fit to grant to any nation in

the importation of agricultural products, specially wines and oil, or in the importation of industrial products, specially woollen and cotton goods and preserved foodstuffs, shall be extended to similar Portuguese goods on exactly the same conditions. It is also clearly understood that Portuguese wine of all kinds proved by means of certificate of origin, issued by Portuguese Consuls, to have been imported from Portugal, direct or otherwise, shall when their alcoholic strength exceeds 14° pay the duty leviable according to the annexed tariff on wines exceeding 14° of alcholic strength. Wine passed through the Chinese Customs under designation "Port Wine" shall not be entitled to the benefit of this Article unless accompanied by a certificate of origin as above.

Art. VII.—Portuguese subjects may frequent, reside at, and carry on trade, industries and manufactures, and pursue any other lawful avocation in all the ports and localities in China which have alreaby been or may hereafter be opened to foreign residence and trade; and wherever in any such ports or localities a special area has been or may hereafter be set apart for the use and occupation of foreigners, Portuguese subjects may therein lease land, erect buildings, and in all respects enjoy the same privileges and immunities as are granted to subjects of the most favoured nations.

Art VIII.—Whereas China, with the object of reforming its fiscal system, proposes to levy a surtax in addition to the tariff duties on all goods passing through the Custom-houses, whether maritime or inland and frontier, in order to make good the loss incurred by the complete abolition of *lekin*, the Portuguese Government agrees that foreign goods imported into China by Portuguese subjects shall on entry pay an import surtax equivalent to one and a half times the duty fixed by the Import Tariff as now revised, and that Chinese produce exported abroad by Portuguese subjects shall pay export duties, inclusive of the tariff export duty, not exceeding seven and a half per cent. *ad valorem*, provided always that such import surtax and export duties have been accepted by all the Powers having Treaties with China. With regard to the produce tax, consumption tax, and excise, as well as the duties on native opium and salt, leviable by China, Portugal further agrees to accept the same arrangements as shall be agreed upon between all the Treaty Powers and China. It is, however, understood that the commerce, rights, and privileges of Portugal shall not, in consequence of this undertaking, be placed in any way at a disadvantage as compared with the commerce, rights, and privileges of any other Power.

Art. IX.—Drawback certificates for the return of duties shall be issued by the Imperial Maritime Customs to Portuguese subjects within twenty-one days from the date of presentation to the Customs of the papers entitling the applicant to receive such drawback certificates. These certificates will be accepted at their face value by the Customs authorities at the port of issue in payment of duties of all kinds, tonnage dues excepted; or shall, in the case of drawbacks for duty paid on foreign goods re-exported abroad within three years from the date of importation, be redeemable in full in ready money by the Imperial Maritime Customs at the port of issue, at the option of the holders thereof. But if, in connection with any application for a drawback certificate, the Customs authorities discover an attempt on the part of a Portuguese subject to defraud the revenue, he shall be liable to a fine not exceeding five times the amount of the duty whereof he attempted to defraud the Customs, or to a confiscation of the goods. In case the goods have been removed from Chinese territory, then the Consul shall inflict on the guilty party a suitable fine to be paid to the Chinese Government.

Art. X.—China agrees to herself establish a system of uniform national coinage and provide for a uniform national currency, which shall be freely used as legal tender in payment of all duties, taxes, and other obligations by Portuguese subjects as well as by Chinese subjects in the Chinese Empire. It is understood, however, that all Customs duties shall continue to be calculated and paid on the basis of the Haikwan Tael.

Art. XI.—The Government of His Most Faithful Majesty agrees to the prohibition by the Chinese Government of the importation into China of morphia and of instruments for its injection, on condition, however, that the Chinese Government

will allow the importation of morphia and of instruments for its injection for medical purposes by Portuguese doctors, chemists, and druggists, on payment of the prescribed duty and under special permit which will only be granted to an intending importer upon his signing at the Portuguese Consulate a suitable bond undertaking not to sell morphia except in small quantities and on receipt of a requisition signed by a duly qualified foreign medical practitioner. If fraud in connection with such importation be discovered by the Customs authorities the morphia and instrument for its injection will be seized and confiscated, and the importer will be denied the right to import these articles.

Art. XII.—The Chinese Government recognizing that it is advantageous for the country to develop its mineral resources, and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprise, agrees to revise its existing mining regulations in such manner, by the selection of those rules in force in other nations which seem applicable to conditions in China, that the revision, while promoting the interests of Chinese subjects and in no way prejudicing the sovereign rights of China, will offer no impediment to the employment of foreign capital, nor place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations, and will permit Portuguese subjects to carry on in Chinese territory mining operations and other necessary business relating thereto, provided they comply with the new regulations and conditions which will be imposed by China on its subjects and foreigners alike, relating to the opening of mines, the renting of mineral land, and payment of royalty, and provided they apply for permits, the provisions of which, in regard to necessary business relating to such operations, shall be observed. The residence of Portuguese subjects in connection with such mining operations shall be agreed upon between Portugal and China. Any mining concession granted after the publication of such new rules shall be subject to these provisions.

Art. XIII.—It being only right that the shareholders of any joint stock company, or the partners in any commercial undertaking, should all be on a footing of equality as regards division of profits and payment of obligations, according to the partnership agreement or memorandum and articles of association, the Chinese Government agrees that Chinese subjects joining with Portuguese subject in the organisation of a joint stock company or commercial undertaking, legally constituted, shall be liable to the fulfilment of the obligations imposed by said agreement or memorandum and articles of association, and that Chinese Courts will enforce fulfilment of such obligations, if a suit to that effect be entered; provided always that their liability shall not be other or greater than that of Portuguese shareholders or partners in the same company or partnership. Similarly Portuguese subjects who invest their capital in Chinese enterprises shall be bound to fulfil the obligations imposed by the partnership agreement or memorandum, and articles of association, and their liability shall be the same as that of the Chinese subjects engaged in the same undertaking. But as existing Treaty stipulations do not permit foreign merchants to reside in the interior of China for purpose of trade, such joint stock companies and commercial undertakings may be established in the interior by Portuguese and Chinese subjects conjointly.

Art. XIV.—As Portugal affords protection to trademarks used by subjects of any other nationality, provided a like protection is reciprocated for trademarks used by Portuguese subjects, China, in order to obtain this protection for its subjects in Portuguese territory, agrees to grant protection to Portuguese trademarks against unlawful use, falsification or imitation by Chinese subjects. To this end the Chinese Government will enact the necessary laws and regulations, and will establish registration offices at which foreign trademarks may be registered on payment of reasonable fees. Further, the Chinese Government agrees that, as soon as a Patent Office has been established, and special laws with regard to inventions have been adopted, it will, after payment of the prescribed fees, issue certificates, valid for a fixed term of years, to Portuguese inventors, extending to their inventions the same protection as shall be given to Chinese patents in Portugal, provided that such inven-

tions do not infringe on previous inventions by subjects of China. Any Chinese or Portuguese subject who is the author, proprietor, or seller of any publication injurious to the peace and good government of China shall be dealt with in accordance with the laws of his own country.

Art. XV.—The Government of China having expressed a strong desire to reform its judicial system, and to bring it into accord with that of Western nations, Portugal agrees to give every assistance to such reform, and will also be prepared to relinquish extraterritorial rights when satisfied that the state of the Chinese laws, the arrangements for their administration, and other considerations warrant it in so doing.

Art. XVI.—The missionary question in China demands, in the opinion of the Chinese Government, careful consideration, so as to avert in the future troubles which have occurred in the past. Portugal, as a nation specially interested in the protection of its Catholic missions in Chinese territory, agrees to join in a commission to investigate this question and, if possible, to devise means for securing permanent peace between converts and non-converts, should such a commission be formed by China and the Treaty Powers interested. No person, whether Portuguese subject or Chinese convert who, according to the tenets of Christianity, peaceably teaches or practises the principles of that religion, which aims at teaching men to do good, shall be persecuted or harassed on account of his faith. But converts and non-converts, being alike subjects of China, shall conform to her laws, and shall pay due respect to those in authority, living together in peace and amity; and the fact of his being a convert shall protect no one from the consequence of any offence he may have committed before or may commit after his admission into the Church, or exempt him from paying legal taxes and contributions levied for the support of religious customs and practices contrary to his faith. Missionaries shall not interfere with the exercise by the native authorities of their jurisdiction over Chinese subjects, nor shall the native authorities make any distinction between converts and non-converts, but shall administer the law without partiality, so that both classes may live together in peace. Portuguese missions shall be permitted to rent and lease in perpetuity, as the property of the mission, buildings or lands in all parts of the Empire for mission purposes, and, after the title-deeds have been found in order and duly stamped by the local authorities, to erect such suitable buildings as may be required for carrying out their good work.

Art. XVII.—The present Treaty shall remain in force for a period of ten years beginning with the date of the exchange of ratifications and until a revision is effected as hereinafter provided.

It is further agreed that either of the two high contracting parties may demand revision of the Tariff and the Articles of the Treaty six months before the end of ten years from the date of the exchange of ratifications thereof. If no revision is demanded before the end of the first term of the ten years, then these Articles in their present form shall remain in full force for a further term of ten years reckoned from the end of the first term and so on for successive periods of ten years.

Art. XVIII.—In order to prevent in the future any discussion, this Treaty is written in Portuguese, Chinese and English, and signed in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubts that may have arisen.

Art. XIX.—The present Treaty shall be ratified by His Most Faithful Majesty the King of Portugal and Algarves and His Imperial Majesty the Emperor of China. The exchange of the ratifications shall be made within the shortest possible time, and the Treaty will be printed and published, in order that the functionaries and subjects of the respective countries may have full knowledge of its stipulations and may fulfil them.

In faith whereof the respective Plenipotentiaries have signed the present Treaty and have affixed their seals thereto.

JAPAN

TREATY OF PEACE BETWEEN JAPAN AND CHINA

SIGNED AT SHIMONOSEKI (BAKAN), JAPAN, ON THE 17TH APRIL, 1895

Ratifications Exchanged at Chefoo, China, on the 8th May, 1895

His Majesty the Emperor of Japan, and His Majesty the Emperor of China desiring to restore the blessings of peace to their countries and subjects, and to remove all cause for future complications, have named as their Plenipotentiaries for the purpose of concluding a Treaty of Peace, that is to say:—

His Majesty the Emperor of Japan, Count Ito Hirobumi, Junii, Grand Cross of the Imperial Order of Paullownia, Minister-President of State, and Viscount Mutsu Munemitsu, Junii, First Class of the Imperial Order of the Sacred Treasure, Minister of State for Foreign Affairs;

And His Majesty the Emperor of China, Li Hung Chang, Senior Tutor to the Heir Apparent,, Senior Grand Secretary of State, Minister Superintendent of Trade for the Northern Ports of China, Viceroy of the Province of Chihli, and Earl of the First Rank, and Li Ching Fong, ex-Minister of the Diplomatic Service of the Second Official Rank;

Who, after having exchanged their full powers, which were found to be in good and proper form, have agreed to the following Articles:—

Art. I.—China recognizes definitely the full and complete independence and autonomy of Corea, and, in consequence, the payment of tribute and the performance of ceremonies and formalities by Corea to China in derogation of such independence and autonomy shall wholly cease for the future.

Art. II.—China cedes to Japan in perpetuity and full sovereignty the following territories, together with all fortifications, arsenals, and public property thereon:—

(a.) The southern portion of the Province of Fêng-tien, within the following boundaries—

The line of demarcation begins at the mouth of the River Yalu, and ascends that stream to the mouth of the River An-ping; from thence the line runs to Fêng Huang; from thence to Haicheng; from thence to Ying Kow, forming a line which describes the southern portion of the territory. The places above named are included in the ceded territory. When the line reaches the River Liao at Ying Kow it follow the course of that stream to its mouth, where it terminates. The mid-channel of the River Liao shall be taken as the line of demarcation.

This cession also includes all islands appertaining or belonging to the Province of Fêng Tien situated in the eastern portion of the Bay of Liao Tung, and in the northern part of the Yellow Sea.

(*b.*) The Island of Formosa, together with all islands appertaining or belonging to the said Island of Formosa.

(c.) The Pescadores Group, that is to say, all islands lying between the 119th and 120th degrees of longitude east of Greenwich and the 23rd and 24th degrees of north latitude.

Art. III.—The alignments of the frontiers described in the preceding Article, and shown on the annexed map, shall be subject to verification and demarcation on the spot by a Joint Commission of Delimitation, consisting of two or more Japanese and two or more Chinese Delegates, to be appointed immediately after the exchange of the ratifications of this Act. In case the boundaries laid down in this Act are found to be defective at any point, either on account of topography or in consideration of good administration, it shall also be the duty of the Delimitation Commission to rectify the same.

The Delimitation Commission will enter upon its duties as soon as possible, and will bring its labours to a conclusion within the period of one year after appointment.

The alignments laid down in this Act shall, however, be maintained until the ratifications of the Delimitation Commission, if any are made, shall have received the approval of the Governments of Japan and China.

Art. IV.—China agrees to pay to Japan as a war indemnity the sum of 200,000,000 Kuping taels. The said sum to be paid in eight instalments. The first instalment of 50,000,000 taels to be paid within six months, and the second instalment of 50,000,000 taels to be paid within twelve months, after the exchange of the ratifications of this Act. The remaining sum to be paid in six equal annual instalments as follows: the first of such equal annual instalments to be paid within two years, the second within three years, the third within four years, the fourth within five years, the fifth within six years, and the sixth within seven years after the exchange of the ratifications of this Act. Interest at the rate of 5 per cent. per annum shall begin to run on all unpaid portions of the said indemnity from the date the first instalment falls due.

China shall, however, have the right to pay by anticipation at any time any or all of said instalments. In case the whole amount of the said indemnity is paid within three years after the exchange of the ratifications of the present Act, all interest shall be waived, and the interest for two years and a half, or for any less period if then already paid, shall be included as a part of the principal amount of the indemnity.

Art. V.—The inhabitants of the territories ceded to Japan who wish to take up their residence outside the ceded districts shall be at liberty to sell their real property and retire. For this purpose a period of two years from the date of the exchange of the ratifications of the present Act shall be granted. At the expiration of that period those of the inhabitants who shall not have left such territories shall, at the option of Japan, be deemed to be Japanese subjects.

Each of the two Governments shall, immediately upon the exchange of the ratifications of the present Act, send one or more Commissioners to Formosa to effect a final transfer of that province, and within the space of two months after the exchange of the ratifications of this Act such transfer shall be completed.

Art. VI.—All Treaties between Japan and China having come to an end in consequence of war, China engages, immediately upon the exchange of the ratifications of this Act, to appoint Plenipotentiaries to conclude with the Japanese Plenipotentiaries a Treaty of Commerce and Navigation, and a Convention to regulate frontier intercourse and trade. The Treaties, Conventions, and Regulations, now subsisting between China and European Powers, shall serve as a basis for the said Treaty and Convention between Japan and China. From the date of the exchange of the ratifications of this Act until the said Treaty and Convention are brought into actual operation, the Japanese Government, its officials, commerce, navigation, frontier intercourse and trade, industries, ships and subjects, shall in every respect be accorded by China most favoured nation treatment.

China makes, in addition, the following concessions to take effect six months after the date of the present Act:—

1. The following cities, towns, and ports, in addition to those already opened shall be opened to the trade, residence, industries, and manufactures of Japanese subjects under the same conditions, and with the same privileges and facilities as exist at the present open cities, towns, and ports of China.

(*a.*) Shashih, in the Province of Hupeh.
(*b.*) Chung King, in the Province of Szechuan.
(*c.*) Suchow, in the Province of Kiang Su.
(*d.*) Hangchow, in the Province of Chekiang.

The Japanese Government shall have the right to station Consuls at any or all of the above-named places.

2. Steam navigation for vessels under the Japanese flag for the conveyance of passengers and cargo shall be extended to the following places:—

(*a.*) On the Upper Yangtsze River, from Ichang to Chung King.
(*b.*) On the Woosung River, and the Canal, from Shanghai to Suchow and Hangchow.

The Rules and Regulations which now govern the navigation of the inland waters of China by foreign vessels, shall, so far as applicable, be enforced in respect of the above-named routes, until new Rules and Regulations are conjointly agreed to.

3. Japanese subjects purchasing goods or produce in the interior of China or transporting imported merchandise into the interior of China, shall have the right temporarily to rent or hire warehouses for the storage of the articles so purchased or transported, without the payment of any taxes or exactions whatever.

4. Japanese subjects shall be free to engage in all kinds of manufacturing industries in all the open cities, towns, and ports of China, and shall be at liberty to import into China all kinds of machinery, paying only the stipulated import duties thereon.

All articles manufactured by Japanese subjects in China, shall in respect of inland transit and internal taxes, duties, charges, and exactions of all kinds and also in respect of warehousing and storage facilities in the interior of China, stand upon the same footing and enjoy the same privileges and exemptions as merchandise imported by Japanese subjects into China.

In the event of additional Rules and Regulations being necessary in connection with these concessions, they shall be embodied in the Treaty of Commerce and Navigation provided for by this Article.

Art. VII.—Subject to the provisions of the next succeeding Article, the evacuation of China by the armies of Japan shall be completely effected within three months after the exchange of the ratifications of the present Act.

Art. VIII.—As a guarantee of the faithful performance of the stipulations of this Act, China consents to the temporary occupation by the military forces of Japan, of Wei hai-wei, in the Province of Shantung.

Upon the payment of the first two instalments of the war indemnity herein stipulated for and the exchange of the ratifications of the Treaty of Commerce and Navigation, the said place shall be evacuated by the Japanese forces, provided the Chinese Government consents to pledge, under suitable and sufficient arrangements, the Customs Revenue of China as security for the payment of the principal and interest of the remaining instalments of said indemnity. In the event of no such arrangement being concluded, such evacuation shall only take place upon the payment of the final instalment of said indemnity.

It is, however, expressly understood that no such evacuation shall take place until after the exchange of the ratifications of the Treaty of Commerce and Navigation.

Art. IX.—Immediately upon the exchange of the ratifications of this Act, all prisoners of war then held shall be restored, and China undertakes not to ill-treat or

punish prisoners of war so restored to her by Japan. China also engages to at once release all Japanese subjects accused of being military spies or charged with any other military offences. China further engages not to punish in any manner, nor to allow to be punished, those Chinese subjects who have in any manner been compromised in their relations with the Japanese army during the war.

Art. X.—All offensive military operations shall cease upon the exchange of the ratifications of this Act.

Art. XI.—The present Act shall be ratified by their Majesties the Emperor of Japan and the Emperor of China, and the ratifications shall be exchanged at Chefoo on the eighth day of the fifth month of the twenty-eighth year of Meiji, corresponding to the fourteenth day of the fourth month of the twenty-first year of Kwang Hsü.

In witness whereof, the respective Plenipotentiaries have signed the same and have affixed thereto the seal of their arms.

Done at Shimonoseki, in duplicate, this seventeenth day of the fourth month of the twenty-eighth year of Meiji, corresponding to the twenty-third of the third month of the twenty-first year of Kwang Hsü.

[L.S.] Count ITO HIROBUMI, *Junii, Grand Cross of the Imperial Order of Paulownia, Minister-President of State, Plenipotentiary of His Majesty the Emperor of Japan.*

[L.S.] Viscount MUTSU MUNEMITSU, *Junii, First Class of the Imperial Order of the Sacred Treasure, Minister of State for Foreign Affairs, Plenipotentiary of His Majesty the Emperor of Japan.*

[L.S.] LI HUNG-CHANG, *Plenipotentiary of His Majesty the Emperor of China, Senior Tutor to the Heir Apparent, Senior Grand Secretary of Northern Ports of China, Viceroy of the Province of Chihli, and Earl of the First Rank.*

[L.S.] LI CHING-FONG, *Plenipotentiary of His Majesty the Emperor of China, Ex-Minister of the Diplomatic Service, of the Second Official Rank.*

TREATY OF COMMERCE AND NAVIGATION

MADE AT PEKING, JULY 21ST, 1896

His Majesty the Emperor of Japan and His Majesty the Emperor of China having resolved, in pursuance of the provisions of Article VI. of the Treaty signed at Shimonoseki on the 17th day of the 4th month of the 28th year of Meiji, corresponding to the 23rd day of the 3rd month of the 21st year of Kwang-Hsü, to conclude a Treaty of Commerce and Navigation, have for that purpose, named as their Plenipotentiaries, that is to say:—

His Majesty the Emperor of Japan, Baron Hayashi Tadasu, Shoshii, Grand Cross of the Imperial Order of the Sacred Treasure, Grand Officer of the Imperial Order of the Rising Sun, Minister Plenipotentiary and Envoy Extraordinary; and His Majesty the Emperor of China, Chang Yin-hoon, Minister of the Tsung-li Yamên, holding the rank of the President of a Board and Senior Vice-President of the Board of Revenue.

Who, after having communicated to each other their full powers, found to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—There shall be perpetual peace and friendship between His Majesty the Emperor of Japan and His Majesty the Emperor of China, and between their respective subjects, who shall enjoy equally in the respective countries of the high contracting parties full and entire protection for their persons and property.

Art. II.—It is agreed by the high contracting parties that His Majesty the Emperor of Japan may, if he see fit, accredit a Diplomatic Agent to the Court of Peking and His Majesty the Emperor of China may, if he sees fit, accredit a Diplomatic Agent to the Court of Tokyo.

The Diplomatic Agents thus accredited shall respectively enjoy all the prerogatives, privileges and immunities accorded by international law to such Agents, and they shall also in all respects be entitled to the treatment extended to similar Agents of the most favoured nation.

Their persons, families, suites, establishments, residences and correspondence shall be held inviolable. They shall be at liberty to select and appoint their own officers, couriers, interpreters, servants, and attendants without any kind of molestation.

Art. III.—His Majesty the Emperor of Japan may appoint Consuls-General, Consuls, Vice-Consuls, and Consular Agents to reside at such of the ports, cities, and towns of China which are now or may hereafter be opened to foreign residence and trade, as the interests of the Empire of Japan may require.

These officers shall be treated with due respect by the Chinese Authorities, and they shall enjoy all the attributes, authority, jurisdiction, privileges and immunities which are or may hereafter be extended to similar officers of the nation most favoured in these respects.

His Majesty the Emperor of China may likewise appoint Consuls-General, Consuls, Vice-Consuls, and Consular Agents to reside at any or all of those places in Japan where Consular officers of other nations are now or may hereafter be admitted, and, saving in the matter of jurisdiction in respect of Chinese subjects and property in Japan which is reserved to the Japanese Judicial Courts, they shall enjoy the rights and privileges that are usually accorded to such officers.

Art. IV.—Japanese subjects may, with their families, employés and servants, frequent, reside and carry on trade, industries and manufactures or pursue any other lawful avocations in all the ports, cities and towns of China, which are now or may hereafter be opened to foreign residence and trade. They are at liberty to proceed to or from any of the open ports with their merchandise and effects, and within the localities at those places which have already been or may hereafter be set apart for the use and occupation of foreigners, they are allowed to rent or purchase houses, rent or lease land and to build churches, cemeteries and hospitals, enjoying in all respects the same privileges and immunities as are now or may hereafter be granted to the subjects or citizens of the most favoured nation.

Art. V.—Japanese vessels may touch for the purpose of landing and shipping passengers and merchandise, in accordance with the existing Rules and Regulations concerning foreign trade there, at all those places in China which are now ports of call, namely, Ngan-ching, Ta-tung, Hu-kow, Wu-sueh, Lu-chi-kow and Woosung and such other places as may hereafter be made ports of call also. If any vessel should unlawfully enter ports other than open ports and ports of call in China or carry on clandestine trade along the coast or rivers, the vessel with her cargo shall be subject to confiscation by the Chinese Government.

Art. VI.—Japanese subjects may travel, for their pleasure or for purpose of trade, to all parts of the interior of China, under passports issued by Japanese Consuls and countersigned by the local authorities. These passports, if demanded, must be produced for examination in the localities passed through. If the passports be not irregular, the bearers will be allowed to proceed and no opposition shall be offered to their hiring of persons, animals, carts or vessels for their own conveyance or for the carriage of their personal effects or merchandise. If they be without passports or if they commit any offence against the law, they shall be handed over to the nearest Consul for punishment, but they shall only be subject to necessary restraint and in no case to ill-usage. Such passports shall remain in force for a period of 13 Chinese months from the date of issue. Any Japanese subject travelling in the interior without a passport shall be liable to a fine not exceeding 300 Taels. Japanese subjects may, however, without passports go on excursions from any of the ports open to trade, to a distance not exceeding 100 Chinese *li* and for a period not exceeding five days. The provisions of this article do not apply to crews of ships.

Art. VII.—Japanese subjects residing in the open ports of China may take into their service Chinese subjects and employ them in any lawful capacity without restraint or hindrance from the Chinese Government or authorities.

Art. VIII.—Japanese subjects may hire whatever boats they please for the conveyance of cargo or passengers and the sum to be paid for such boats shall be settled between the parties themselves, without the interference of the Chinese Government or officers. No limit shall be put upon the number of boats, neither shall a monopoly, in respect either of the boats or of the porters or coolies engaged in carrying goods, be granted to any parties. If any smuggling takes place in them the offenders will of course be punished according to law.

Art. IX.—The Tariffs and Tariff Rules now in force between China and the Western Powers shall be applicable to all articles upon importation into China by Japanese subjects or from Japan, or upon exportation from China by Japanese subjects or to Japan. It is clearly understood that all articles, the importation or exportation of which is not expressly limited or prohibited by the Tariffs and Tariff Rules existing between China and the Western Powers, may be freely imported into and exported from China, subject only to the payment of the stipulated import or export duties. But in no case shall Japanese subjects be called upon to pay in China other or higher import or export duties than are or may be paid by the subjects or citizens of the most favoured nation; nor shall any article imported into China from Japan or exported from China to Japan, be charged upon such importation or exportation, other or higher duties than are now or may hereafter be imposed in China on the like article when imported from or exported to the nation most favoured in those respects.

Art. X.—All articles duly imported into China by Japanese subjects or from Japan shall, while being transported, subject to the existing Regulations, from one open port to another, be wholly exempt from all taxes, imposts, duties, *lekin*, charges and exactions of every nature and kind whatsoever, irrespective of the nationality of the owner or possessor of the articles, or the nationality of the conveyance or vessel in which the transportation is made.

Art. XI.—It shall be at the option of any Japanese subject desiring to convey duly imported articles to an inland market, to clear his goods of all transit duties by payment of a commutation transit tax or duty, equal to one-half of the import duty in respect of dutiable articles, and two and a half per cent. upon the value in respect of duty-free articles; and on payment thereof a certificate shall be issued which shall exempt the goods from all further inland charges whatsoever.

It is understood that this Article does not apply to imported Opium.

Art. XII.—All Chinese goods and produce purchased by Japanese subjects in China elsewhere than at an open port thereof and intended for export abroad, shall in every part of China be freed from all taxes, imposts, duties, *lekin*, charges and exactions of every nature and kind whatsoever, saving only export duties when exported, upon the payment of a commutation transit tax or duty calculated at the

rate mentioned in the last preceding Article, substituting export duty for import duty, provided such goods and produce are actually exported to a foreign country within the period of 12 months from the date of the payment of the transit tax. All Chinese goods and produce purchased by Japanese subjects at the open ports of China, and of which export to foreign countries is not prohibited, shall be exempt from all internal taxes, imposts, duties, *lekin*, charges and exactions of every nature and kind whatsoever, saving only export duties upon exportation, and all articles purchased by Japanese subjects in any part of China, may also, for the purposes of export abroad, be transported from open port to open port subject to the existing Rules and Regulations.

Art. XIII.—Merchandise of a *bonâ fide* foreign origin, in respect of which full import duty shall have been paid, may at any time within three years from the date of importation, be re-exported from China by Japanese subjects to any foreign country, without the payment of any export duty, and the re-exporters shall, in addition, be entitled forthwith to receive from the Chinese Customs drawback certificates for the amount of import duty paid thereon, provided that the merchandise remains intact and unchanged in its original packages. Such drawback certificates shall be immediately redeemable in ready money by the Chinese Customs Authorities at the option of the holders thereof.

Art. XIV.—The Chinese Government consents to the establishment of Bonded Warehouses at the several open ports of China. Regulations on the subject shall be made hereafter.

Art. XV.—Japanese merchant vessels of more than 150 tons burden, entering the open ports of China, shall be charged tonnage dues at the rate of 4 mace per registered ton; if of 150 tons and under, they shall be charged at the rate of 1 mace per registered ton. But any such vessel taking its departure within 48 hours after arrival, without breaking bulk, shall be exempt from the payment of tonnage dues.

Japanese vessels having paid the above specified tonnage dues shall thereafter be exempt from all tonnage dues in all the open ports and ports of call of China, for the period of four months from the date of clearance from the port where the payment of such tonnage dues is made. Japanese vessels shall not, however, be required to pay tonnage dues for the period during which they are actually undergoing repairs in China.

No tonnage dues shall be payable on small vessels and boats employed by Japanese subjects in the conveyance of passengers' baggage, letters, or duty-free articles between any of the open ports of China. All small vessels and cargo boats, however, conveying merchandise which is, at the time of such conveying, subject to duty, shall pay tonnage dues once in four months at the rate of 1 mace per ton.

No fee or charges, other than tonnage dues, shall be levied upon Japanese vessels and boats, and it is also understood that such vessels and boats shall not be required to pay other or higher tonnage dues than the vessels and boats of the most favoured nation.

Art. XVI.—Any Japanese merchant vessel arriving at an open port of China shall be at liberty to engage the services of a pilot to take her into port. In like manner, after she has discharged all legal dues and duties and is ready to take her departure, she shall be allowed to employ a pilot to take her out of port.

Art. XVII.—Japanese merchant vessels compelled on account of injury sustained or any other cause, to seek a place of refuge, shall be permitted to enter any nearest port of China, without being subject to the payment of tonnage dues or duties upon goods landed in order that repairs to the vessel may be effected, provided the goods so landed remain under the supervision of the Customs authorities. Should any such vessel be stranded or wrecked on the coast of China, the Chinese authorities shall immediately adopt measures for rescuing the passengers and crew and for securing the vessel and cargo. The persons thus saved shall receive friendly treatment, and, if necessary, shall be furnished with means of conveyance to the nearest Consular station. Should any Chinese merchant vessel be compelled on account of injury sustained or any other cause to seek a place of refuge in the nearest

port of Japan, she shall likewise be treated in the same way by the Japanese authorities.

Art. XVIII.—The Chinese authorities at the several open ports shall adopt such means as they judge most proper to prevent the revenue suffering from fraud or smuggling.

Art. XIX.—If any Japanese vessel be plundered by Chinese robbers or pirates, it shall be the duty of the Chinese authorities to use every endeavour to capture and punish the said robbers or pirates and to recover and restore the stolen property.

Art. XX.—Jurisdiction over the persons and property of Japanese subjects in China is reserved exclusively to the duly authorized Japanese authorities, who shall hear and determine all cases brought against Japanese subjects or property by Japanese subjects or by the subjects or citizens of any other Power, without the intervention of the Chinese authorities.

Art. XXI.—If the Chinese authorities or a Chinese subject make any charge or complaint of a civil nature against Japanese subjects or in respect of Japanese property in China, the case shall be heard and decided by the Japanese authorities. In like manner all charges and complaints of a civil nature brought by Japanese authorities or subjects in China against Chinese subjects or in respect of Chinese property, shall be heard and determined by the Chinese authorities.

Art. XXII.—Japanese subjects, charged with the commission of any crimes or offences in China, shall be tried and, if found guilty, punished by the Japanese authorities according to the laws of Japan.

In like manner Chinese subjects charged with the commission of any crimes or offences against Japanese subjects in China, shall be tried and, if found guilty, punished by the Chinese authorities according to the laws of China.

Art. XXIII.—Should any Chinese subject fail to discharge debts incurred to a Japanese subject or should he fraudulently abscond, the Chinese authorities will do their utmost to effect his arrest, and enforce recovery of the debts. The Japanese Authorities will likewise do their utmost to bring to justice any Japanese subject who fraudulently absconds or fails to discharge debts incurred by him to a Chinese subject.

Art. XXIV.—If Japanese subjects in China who have committed offences or have failed to discharge debts and fraudulently abscond should flee to the interior of China or take refuge in houses occupied by Chinese subjects or on board of Chinese ships the Chinese authorities shall, at the request of the Japanese Consul, deliver them to the Japanese authorities.

In like manner if Chinese subjects in China who have committed offences or have failed to discharge debts and fraudulently abscond should take refuge in houses occupied by Japanese subjects in China or on board of Japanese ships in Chinese waters they shall be delivered up at the request of the Chinese authorities made to the Japanese authorities.

Art. XXV.—The Japanese Government and its subjects are hereby confirmed in all privileges, immunities and advantages conferred on them by the Treaty stipulations between Japan and China which are now in force; and it is hereby expressly stipulated that the Japanese Government and its subjects will be allowed free and equal participation in all privileges, immunities and advantages that may have been or may be hereafter granted by His Majesty the Emperor of China to the Government or subjects of any other nation.

Art. XXVI.—It is agreed that either of the high contracting parties may demand a revision of the Tariffs and of the Commercial Articles of this Treaty at the end of ten years from the date of the exchange of the ratifications; but if no such demand be made on either side and no such revision be effected within six months after the end of the first ten years then the Treaty and Tariffs, in their present form, shall remain in force for ten years more, reckoned from the end of the preceding ten years, and so it shall be at the end of each successive period of ten years.

Art. XXVII.—The high contracting parties will agree upon Rules and Regulations necessary to give full effect to this Treaty. Until such Rules and

Regulations are brought into actual operation the Arrangements, Rules and Regulations subsisting between China and the Western Powers, so far as they are applicable and not inconsistent with the provisions of this Treaty, shall be binding between the contracting parties.

Art. XXVIII.—The present Treaty is signed in the Japanese, Chinese and English languages. In order, however, to prevent future discussions, the Plenipotentiaries of the high contracting parties have agreed that in case of any divergencies in the interpretation between the Japanese and Chinese texts of the Treaty, the difference shall be settled by reference to the English text.

Art. XXIX.—The present Treaty shall be ratified by His Majesty the Emperor of China and His Majesty the Emperor of Japan, and the ratification thereof shall be exchanged at Peking not later than three months from the present date.

In witness whereof the respective Plenipotentiaries have signed the same and have affixed thereto the seal of their arms.

Done at Peking this twenty-first day of the seventh month of the twenty-ninth year of Meiji, corresponding to the eleventh day of the sixth month of the twenty-second year of Kuang Hsü (July 21st, 1896).

[L.S.] CHANG YIN-HOON.
,, HAYASHI TADASU.

PROTOCOL REGARDING NEW PORTS

MADE AT PEKING, 19TH OCTOBER, 1896

Baron Hayashi Tadasu, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of Japan, and the Minister of Foreign Affairs of His Majesty the Emperor of China have agreed upon the following stipulations supplementary to the Treaty of Commerce and Navigation :—

Art. I.—It is hereby agreed that special Japanese settlements shall be formed at the places newly opened to commerce, and that affairs relating to roads and police shall be under the control of the Japanese Consul.

Art. II.—Regulations with respect to steamers or ships owned or chartered by Japanese subjects at Suchow, Hangchow, and Shanghai shall be determined after conference with Japan, on the basis of the Provisional Regulations for the conduct of business by foreign merchants at those places, issued by the Shanghai Customs on August third of the twenty-second year of Kwang Hsü.

Art. III.—The Government of Japan concedes the right of the Chinese Government to impose upon articles manufactured by Japanese subjects in China such a tax as may seem expedient, provided that the said tax shall not differ from, or exceed, the tax paid by Chinese subjects; and provided that the Chinese Government shall, when the Japanese Government so desires, immediately provide sites for the formation of special Japanese Settlements in Shanghai, Tientsin, Amoy, and Hankow.

Art. IV.—Instructions shall be issued in Sunfu, in Shantung, that no Chinese troops shall approach, or take possession of any position, within 5 Japanese *ri*, that is to say, about 40 Chinese *li*, of the limits of any positions held by Japanese forces in accordance with Treaty stipulations.

The above Protocol shall be drawn up in the Chinese and Japanese languages and after comparison the two copies shall be signed and sealed, each side taking one of the copies.

(Signed) HAYSHI TADASAU.
" PRINCE KING.
" YIN LU.
" CHANG YIN-WHAN.

Nineteenth day, tenth month, twenty-ninth year of Meiji; thirteenth day, ninth month, twenty-second year of Kuang Hsü.

SUPPLEMENTARY TREATY OF COMMERCE AND NAVIGATION BETWEEN JAPAN AND CHINA

SIGNED AT SHANGHAI, 8TH OCTOBER, 1903

His Majesty the Emperor of Japan and His Majesty the Emperor of China, in order to give full effect to the provisions of Article XI. of the Final Protocol signed at Peking on the seventh day of the ninth month of the thirty-fourth year of Meiji, corresponding to the twenty-fifth day of the seventh moon of the twenty-seventh year of Kuang-hsü, have resolved to conclude a Supplementary Treaty of Commerce and Navigation, designed to facilitate and promote the commercial relations between Japan and China, and have for that purpose named as their Plenipotentiaries, that is to say:

His Majesty the Emperor of Japan, Hioki Eki, Jugoi, Fifth Class of the Imperial Order of the Rising Sun, First Secretary of Legation, and Odagiri Masnoske, Shorokui, Fifth Class of the Imperial Order of the Rising Sun, Consul-General; and

His Majesty the Emperor of China, Lü Hai-huan, President of the Board of Public Works; Sheng Hsüan-huai, Junior Guardian of the Heir Apparent, formerly Senior Vice-President of the Board of Public Works; and Wu T'ing-fang, Senior Vice-President of the Board of Commerce.

Who, after having communicated to each other their full powers, found to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—Whereas China, with the object of reforming its fiscal system, proposes to levy a surtax in excess of the tariff rates on all goods passing through the Custom-houses, whether maritime, or inland and frontier, in order to compensate, in a measure, for the loss incurred by the complete abolition of *lekin*, Japan consents to pay the same surtax as is agreed upon between China and all the Treaty Powers. With regard to the production tax, consumption tax, and excise, and the taxes on native opium and salt, leviable by China, Japan also consents to accept the same arrangements as are agreed upon between all the Treaty Powers and China. It is understood, however, that the commerce, rights and privileges of Japan shall not, on account of the above, be placed at any disadvantage as compared with the commerce, rights and privileges of other Powers.

Art. II.—The Chinese Government agrees to permit Japanese steamship-owners to erect, at their own expense, appliances for hauling through the rapids of that part of the Yangtzekiang between Ichang and Chungking; but as the interests of the population of the provinces of Szechuen, Hunan and Hupeh are involved, it is therefore necessary that the approval of the Imperial Maritime Customs be obtained before such appliances may be so erected. These appliances, which shall be at the disposal of all vessels, both steamers and junks, shall not obstruct the waterway nor interfere with the free passage of junks or of persons on the banks on the river. Such appliances shall be subject to special regulations to be drawn up by the Imperial Customs.

Art. III.—The Chinese Government agrees that any Japanese steamer capable of navigating the inland waterways, upon reporting at the Imperial Maritime Customs, may proceed for the purpose of trade from a Treaty Port to places inland so reported, on complying with the Original and Supplementary Regulations for Steam Navigation Inland.

Art. IV.—In case Chinese subjects conjointly with Japanese subjects organise a partnership or company for a legitimate purpose, they shall equitably share the profits and losses with all the members according to the terms of the agreement or memorandum and articles of association and the regulations framed thereunder, and they shall be liable to the fulfilment of the obligations imposed by the said agreement or memorandum and articles of association and the regulations framed thereunder, as accepted by them and as interpreted by the Japanese Courts. Should they fail to fulfil the obligations so imposed and legal action be taken against them in consequence, Chinese Courts shall at once enforce fulfilment of such obligations. It is understood that in case Japanese subjects conjointly with Chinese subjects organise a partnership or company, they shall also equitably share the profits and losses with all the members according to the terms of the agreement or memorandum and articles of association and the regulations framed thereunder. Should such Japanese subjects fail to fulfil any of the obligations imposed by the said agreement or memorandum and articles of association, or by the regulations framed thereunder, Japanese Courts shall in like manner at once enforce fulfilment of such obligations by them.

Art. V.—The Chinese Government agrees to make and faithfully enforce such regulations as are necessary for preventing Chinese subjects from infringing registered trade-marks held by Japanese subjects. The Chinese Government likewise agrees to make such regulations as are necessary for affording protection to registered copyrights held by Japanese subjects in the books, pamphlets, maps and charts written in the Chinese language and specially prepared for the use of Chinese people. It is further agreed that the Chinese Government shall establish registration offices where foreign trade-marks and copyrights held by Japanese subjects in protection of the Chinese Government shall be registered in accordance with the provisions of the regulations to be hereafter framed by the Chinese Government for the purpose of protecting trade-marks and copyrights. It is understood that Chinese trade-marks and copyrights properly registered according to the provisions of the laws and regulations of Japan will receive similar protection against infringement in Japan.

This Article shall not be held to protect against due process of law any Japanese or Chinese subject who may be the author, proprietor, or seller of any publication calculated to injure the well-being of China.

Art. VI.—China agrees to establish itself, as soon as possible, a system of uniform national coinage, and provide for a uniform national currency, which shall be freely used as legal tender in payment of all duties, taxes and other obligations by Japanese subjects as well as by Chinese subjects in the Chinese Empire. It is understood, however, that all Customs duties shall continue to be calculated and paid on the basis of the Haikwan Tael.

Art. VII.—As the weights and measures used by the mercantile and other classes for general and commercial purposes in the different provinces of China vary and do not accord with the standards fixed by the Imperial Government Boards, thus

resulting in detriment to the trade of Chinese and foreigners, the Governors-General and Governors of all the provinces, after careful inquiry into existing conditions, shall consult together and fix upon uniform standards which, after a Memorial to the Throne for sanction, shall be adopted and used in all transactions by officials and people throughout all the Empire. These standards shall be first used in the places opened to foreign trade and gradually extended to inland places. Any differences resulting from divergence between the new weights and measures and those now in vogue shall be equitably settled, whether by way of increase or decrease, according to the amount of such difference.

Art. VIII.—The Regulations for Steam Navigation Inland of the fifth moon of the twenty-fourth year of Kuang Hsu and the Supplementary Rules of the seventh moon of the same year, having been found in some respects inconvenient in working, the Chinese Government hereby agrees to amend them, and to annex such new Rules to this Treaty. These Rules shall remain in force until altered by mutual consent.

Art. IX.—The provisions of all Treaties and engagements now subsisting between Japan and China, in so far as they are not modified or repealed by this Act, are hereby expressly stipulated in addition, that the Japanese Government, officers, subjects, commerce, navigation, shipping, industries and property of all kinds shall be allowed free and full participation in all privileges, immunities and advantages which have been or may hereafter be granted by His Majesty the Emperor of China or by the Chinese Government or by the Provincial or Local Administrations of China to the Government, officers, subjects, commerce, navigation, shipping, industries or property of any other nation. The Japanese Government will do its utmost to secure to Chinese officers and subjects resident in Japan the most favourable treatment compatible with the laws and regulations of the Empire.

Art. X.—The high contracting parties hereto agree that, in case of and after the complete withdrawal of the foreign troops stationed in the province of Chihli and of the Legation guards, a place of international residence and trade in Peking will be forthwith opened by China itself. The detailed regulation relating thereto shall be settled in due time after consultation. The Chinese Government agrees to open to foreign trade, within six months from the exchange of the Ratifications of this Treaty, Ch'angsha-fu in the province of Hunan, on the same footing as the ports already opened to foreign trade. Foreigners residing in this open port are to observe the Municipal and Police Regulations on the same footing as Chinese residents, and they are not to be entitled to establish a Municipality and Police of their own within the limits of this Treaty Port, except with the consent of the Chinese authorities. The Chinese Government agrees that, upon the exchange of the Ratifications of this Treaty, Moukden and Tatungkow, both in the province of Shengking, will be opened by China itself as places of international residence and trade. The selection of suitable localities to be set apart for international use and occupation and the regulations for these places set apart for foreign residence and trade shall be agreed upon by the Governments of Japan and China, after consultation together.

Art. XI.—The Government of China having expressed a strong desire to reform its judicial system and to bring it into accord with that of Japan and Western nations, Japan agrees to give every assistance to such reform, and will also be prepared to relinquish its extraterritorial rights when satisfied that the state of the Chinese laws, the arrangements for their administration, and other considerations warrant it in so doing.

Art. XII.—The present Treaty is signed in the Japanese, Chinese and English languages. In order, however, to prevent future discussions, the Plenipotentiaries of the high contracting parties have agreed that in case of any divergence in the interpretation between the Japanese and Chinese texts of the Treaty, the difference shall be settled by reference to the English text.

Art. XIII.—The present Treaty shall be ratified by His Majesty the Emperor of Japan and His Majesty the Emperor of China, and the ratifications thereof shall be exchanged at Peking as soon as possible, and not later than six months from the

present date. In witness whereof the respective Plenipotentiaries have signed the same and have affixed thereto the seals of their arms.

Done at Shanghai, this eighth day of the tenth month of the thirty-sixth year of Meiji, corresponding to the eighteenth day of the eighth moon of the twenty-ninth year of Kuang Hsü.

[L.S.]	HIOKI EKI.
"	ODAGIRI MASNOSKE.
(Signed)	LU HAI-HUAN.
"	SHENG HSUAN-HUAI.
"	WU T'ING-FANG.

ANNEX 1

INLAND WATERS STEAM NAVIGATION

ADDITIONAL RULES

1.—Japanese steamship owners are at liberty to lease warehouses and jetties on the banks of waterways from Chinese subjects for a term not exceeding twenty-five years, with option of renewal on terms to be mutually arranged. In cases where Japanese merchants are unable to secure warehouses and jetties from Chinese subjects on satisfactory terms, the local officials, after consultation with the Governor or Governor-General or Minister of Commerce, shall arrange to provide these on renewable lease, as above mentioned, at current equitable rates.

2.—Jetties shall only be erected in such positions that they will not obstruct the inland waterway or interfere with navigation, and with the sanction of the nearest Commissioner of Customs; such sanction, however, shall not be arbitrarily withheld.

3.—Japanese merchants shall pay taxes and contributions on these warehouses and jetties on the same footing as Chinese proprietors of similar properties in the neighbourhood. Japanese merchants may only employ Chinese agents and staff to reside in warehouses so leased at places touched at by steamers engaged in inland traffic to carry on their business; but Japanese merchants may visit these places from time to time to look after their affairs. The existing rights of Chinese jurisdiction over Chinese subjects shall not by reason of this clause be diminished or interfered with in any way.

4.—Steam vessels navigating the inland waterways of China shall be responsible for loss caused to riparian proprietors by damage which they may do to the banks or works on them, and for the loss which may be caused by such damage. In the event of China desiring to prohibit the use of some particular shallow waterway by launches, because there is reason to fear that the use of it by them would be likely to injure the banks and cause damage to the adjoining country, the Japanese authorities, when appealed to, shall, if satisfied of the validity of the objection, prohibit the use of that waterway by Japanese launches, provided that Chinese launches are also prohibited from using it. Both Foreign and Chinese launches are prohibited from crossing dams and weirs at present in existence on inland waterways where they are likely to cause injury to such works, which would be detrimental to the water service of the local people.

5.—The main object of the Japanese Government in desiring to see the inland waterways of China opened to steam navigation being to afford facilities for the rapid transport of both foreign and native merchandise, they undertake to offer no impediment to the transfer to a Chinese company and the Chineseof flag any

Japanese steamer which may now or hereafter be employed on the inland waters of China, should the owner be willing to make the transfer. In the event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China, the fact of Japanese subjects holding shares in such a company shall not entitle the steamer to fly the Japanese flag.

6.—Registered steamers and their tows are forbidden, just as junks have always been forbidden, to carry contraband goods. Infraction of this rule will entail the penalties prescribed in the Treaties for such an offence and cancellation of the Inland Waters Navigation Certificate carried by the vessels, which will be prohibited from thereafter plying on inland waters.

7.—As it is desirable that the people living inland should be disturbed as little as possible by advent of steam vessels to which they are not accustomed, inland waters not hitherto frequented by steamers shall be opened as gradually as may be convenient to merchants and only as the owners of steamers may see prospect of remunerative trade. In cases where it is intended to run steam vessels on waterways on which such vessels have not hitherto run, intimation shall be made to the Commissioner of Customs at the nearest open port, who shall report the matter to the Ministers of Commerce. The latter, in conjunction with the Governor-General or Governor of the province, after careful consideration of all the circumstances of the case, shall at once give their approval.

8.—A registered steamer may ply within the waters of a port, or from one open port or ports to another open port or ports, or from one open port or ports to places inland, and thence back to such port or ports. She may, on making due report to the Customs, land or ship passengers or cargo at any recognised places of trade passed in the course of the voyage; but may not ply between inland places exclusively except with the consent of the Chinese Government.

9.—Any cargo and passenger boats may be towed by steamers. The helmsman and crew of any boat towed shall be Chinese. All boats, irrespective of ownership, must be registered before they can proceed inland.

10.—The above Rules are supplementary to the Regulations published in the fifth and seventh moons of the twenty-fourth year of Kuang Hsü, which remain in full force and effect in so far as they are not modified by the Rules now agreed upon. The present Rules and the Regulations of the fifth and seventh moons of the twenty-fifth year of Kuang Hsü may hereafter be modified, as circumstances require, by mutual consent.

Done at Shanghai this eighth day of the tenth moon of the thirty-sixth year of Meiji, corresponding to the eighteenth day of the eighth moon of the twenty-ninth year of Kuang Hsü.

[L.S.]	HIOKI EKI.
,,	ODAGIRI MASNOSKE.
(Signed)	LU HAI-HUAN.
,,	SHENG HSUAN-HUAI.
,,	WU T'ING-FANG.

ANNEX 2

IMPERIAL JAPANESE COMMISSIONERS FOR TREATY REVISION TO IMPERIAL CHINESE COMMISSIONERS FOR TREATY REVISION

Shanghai, the 8th Day of the 10th Month of the 36th Year of Meiji.

GENTLEMEN,—According to Article III. of present Treaty, the Chinese Government agree that any Japanese steamer capable of navigating the Inland Waterways, upon reporting at the Imperial Maritime Customs, may proceed for purpose of trade from a treaty port to places inland, so reported, on complying with the Original and Supplementary Regulations for Steam Navigation Inland.

It is understood that all classes of Japanese steamers, whatever their size, provided they are capable of navigating the Inland Waterways, may, on complying with the Regulations, receive an Inland Waters Certificate, and carry on trade with Inland places, and the Chinese Government will in no case raise difficulties and stop such steamers from plying to and from Inland places.

We have the honour, in order to prevent future misunderstandings, to address this despatch to Your Excellencies, and to request that instructions be sent to the Inspector General of Maritime Customs to act in accordance with this understanding.

We have further the honour to request a reply from your Excellencies.

We have the honour, etc.,

(Signed) HIOKI EKI.
" ODAGIRI MASNOSKE.

ANNEX 3

IMPERIAL CHINESE COMMISSIONERS FOR TREATY REVISION TO IMPERIAL JAPANESE COMMISSIONERS FOR TREATY REVISION

Shanghai, the 18th Day of the 8th Moon of the 26th Year of Kuang Hsü.

GENTLEMEN,—We have the honour to acknowledge the receipt of your Excellencies' despatch of this date, written with a view of preventing future misunderstandings, to the effect that, in accordance with the provisions of Article III. of the present Treaty, all classes of Japanese steamers, whatever their size, provided they are capable of navigating the Inland Waterways, may on complying with the Regulations receive an Inland Waters Certificate, and ply to and from inland places, and that the Chinese Government will in no case raise difficulties and stop them.

During the negotiations of this Article, we received a list from your Excellencies of the Japanese steamers, viz.:—Sanyo Maru, Setagawa Maru, Hiuga Maru, Urato Maru, Neisei Maru, Heian Maru, Taiko Maru, Yoshino Maru, Meiko Maru, Fukuju Maru, Hijikawa Maru, Nagata Maru, Kyodo Maru, Horai Maru, Kwanko Maru, Keiko Maru, Kinriu Maru, Zensho Maru and Kohei Maru, ranging from one hundred and twenty-one tons to four hundred and ten tons register—plying from Chefoo to inland places in Manchuria, under Inland Waters Certificate and in accordance with the Regulations for Steam Navigation Inland, which vessels have not been prevented from doing so on account of their class.

At that time we instructed the Deputy Inspector General of Customs to make inquiries into the records of the Custom-houses, and he reported that the circumstances were in accordance with your Excellencies' statement.

In consequence of the receipt of your Excellencies' despatch, we shall communicate with the Waiwupu and request that instructions be sent to the Inspector General of Customs to take these circumstances into consideration and to act accordingly, and we have the honour to write this despatch for purposes of record.

We have the honour to be,

(Signed) LU HAI-HUAN.
" SHENG HSUAN-HUAN.
" WU T'ING-FANG.

Annex 4

Imperial Japanese Commissioners for Treaty Revision to Imperial Chinese Commissioners for Treaty Revision

Shanghai, the 8th Day of the 10th Month of the 26th Year of Meiji.

Gentlemen,—The provision contained in No. 9 of the Supplementary Rules governing steam navigation on Inland Waters, published in the seventh moon of the twenty-fourth year of Kuang Hsü, regarding the appointment of an officer to collect dues and duties, not having in all cases been given effect to, we have the honour to request that your Excellencies' Government will again issue instructions to all provinces to give strict effect to this provision, as it is a matter of importance.

We trust that your Excellencies will comply with the request contained in this despatch and that you will favour us with a reply.

We have the honour, etc.,

(Signed) Hioki Eki.
" Odagiri Masnoske.

Annex 5

Imperial Chinese Commissioners for Treaty Revision to Imperial Japanese Commissioners for Treaty Revision

Shanghai, the 18th Day of the 8th Moon of the 29th Year Kwang-Hsü.

Gentlemen,—We have the honour to acknowledge the receipt of your Excellencies' despatch of this date to the effect that the provision contained in No. 9 of the Supplementary Rules governing steam navigation on Inland Waters, published in the seventh moon of the twenty-fourth year of Kuang Hsü, regarding the appointment of an officer to collect dues and duties, not having in all cases been given effect to, you request that instructions be again issued to all provinces to give strict effect to this provision, as it is a matter of importance.

We have noted the above and have communicated with the proper authorities in order that action may be taken, and have now the honour to write this reply for your Excellencies' information.

We have the honour, etc.,

(Signed) Lu Hai-Huan.
" Sheng Hsuan-Huai.
" Wu T'ing Fang.

Annex 6

Imperial Chinese Commissioners for Treaty Revision to Imperial Japanese Commissioners for Treaty Revision

Shanghai, the 18th Day of the 8th Moon of the 29th Year of Kuang Hsü.

Gentlemen,—According to the provision of Article X. of this Treaty, regarding the establishment in Peking of a place of international residence and trade, it is agreed that in case of, and after, the complete withdrawal of the foreign troops, now

guarding the Legations and communications, a place in Peking outside the Inner City, convenient to both parties and free from objections, shall be selected and set apart as a place where merchants of all nationalities may reside and carry on trade. Within the limits of this place merchants of all nationalities shall be at liberty to lease land, build houses and warehouses, and establish places of business; but as to the leasing of houses and land belonging to Chinese private individuals there must be willingness on the part of the owners, and the terms thereof must be equitably arranged without any force or compulsion. All roads and bridges in this place will be under the jurisdiction and control of China. Foreigners residing in this place are to observe the Municipal and Police Regulations on the same footing as Chinese residents, and they are not to be entitled to establish a Municipality and Police of their own within its limits except with the consent of the Chinese authorities. When such place of international residence and trade shall have been opened and its limits properly defined, the foreigners who have been residing scattered both within and without the city walls shall all be required to remove their residence thereto and they shall not be allowed to remain in separate places, and thereby cause inconvenience in the necessary supervision by the Chinese authorities. The value of the land and buildings held by such foreigners shall be agreed upon equitably, and due compensation therefor shall be paid. The period for such removal shall be determined in due time, and those who do not remove before the expiry of this period shall not be entitled to compensation.

We have considered it to be to our mutual advantage to come to the present basis of understanding in order to avoid future unnecessary negotiations, and we beg that your Excellencies will consider and agree to it, and will favour us with a reply.

We have the honour, etc.,

(Signed) Lu Hai-Huan.
" Sheng Hsuan-Huai.
" Wu T'ing-Fang.

Annex 7

Imperial Japanese Commissioners for Treaty Revision to Imperial Chinese Commissioners for Treaty Revision

Shanghai, the 8th Day of the 10th Month of the 36th Year of Meiji.

Gentlemen,—We have the honour to acknowledge the receipt of your Excellencies' despatch of the 18th day of the 8th moon of the 29th year of Kwang Hsü.

In reply we beg to inform you that we agree generally to all the terms contained in the despatch under acknowledgment. As to the detailed regulations, these shall in due time be considered and satisfactorily settled in accordance with Article X. of this Treaty; but it is understood that such regulations shall not differ in any respect to our prejudice from those which may be agreed upon between China and other Powers. We have the honour to send your Excellencies this communication in reply and for your information.

We have the honour, etc.,

(Signed) Hioki Eki.
" Odagiri Masnoske.

TREATY BETWEEN CHINA AND JAPAN RELATING TO MANCHURIA

SIGNED AT PEKING, 22ND DECEMBER, 1905

I.—The Chinese Government agrees to all the transfers made to Japan by Russia, by Articles V. and VI. of the Treaty of Peace between Japan and Russia.

II.—The Japanese Government agrees to observe as much as possible the existing Treaties in regard to the lease of land for the construction of railways, which have been concluded between China and Russia.

In case of any question arising in future, the Japanese Government will consult with the Chinese Government before settlement.

III.—This present Treaty will take effect from the date of signing, and will be ratified by his Imperial Japanese Majesty and his Imperial Chinese Majesty, and ratifications will be exchanged in Peking as early as possible within two months from the date of signing.

In witness whereof the Plenipotentiaries of the two contracting parties have signed and affixed their respective seals on the Treaty done in duplicate in Japanese and Chinese.

Done at Peking, 22nd December, 1905.

KOMURA JUTARO,
Minister for Foreign Affairs, Special Ambassador;
UCHIDA KOSAI,
Minister Plenipotentiary;
PRINCE CHING,
Minister Plenipotentiary;
KU KO-KI,
Minister Plenipotentiary;
YUAN SHI-KAI,
Minister Plenipotentiary.

SUPPLEMENTARY AGREEMENT

The Governments of the two contracting parties have decided on the following matters in which both parties are interested in Manchuria and agreed upon the following stipulations for their guidance:—

I.—The Chinese Government agrees to open the following cities in Manchuria to the residence of foreigners and foreign trade with as little delay as possible after the evacuation of Manchuria by the Japanese and Russian armies:—

Shingking Province:—Whangfengcheng, Liaoyang, Sinminting, Tieling, Tungkiangtze, and Fakumen.

Kirin Province:—Changchun (Kwangchengtze), Kirin, Harbin, Ninguta, Hongchun and Sanchin.

Heilunking Province:—Tsitsikar, Hailar, Aihon and Manjuri.

II.—The Chinese Government having expressed its earnest desire for the speedy withdrawal of the Japanese and Russian armies and railway guards in Manchuria, and the Japanese Government being desirous of complying with the desire of the Chinese Government, agrees to make similar arrangements in case of the Russian Government agreeing to the withdrawal of its railway guards, or of any special understanding having been arrived at between China and Russia in the matter. When order has been perfectly established in Manchuria and the Chinese authorities have become able to fully protect the life and property of foreigners in Manchuria, the Japanese Government, in common with the Russian Government, will withdraw the railway guards.

III.—The Japanese Government will immediately inform the Chinese Govern-

ment of any locality in Manchuria which is evacuated by the Japanese troops, and on receiving such information the Chinese Government is authorised to send a force of troops necessary for the maintenance of the public security and order to the locality evacuated by the Japanese troops, even before the expiration of the term specified in the Japanese-Russian Treaty for the withdrawal of the troops. In case of bandits molesting villages in the district still under occupation of the Japanese troops, the Chinese local authorities may send troops to arrest the bandits, but Chinese troops despatched on this work shall not be allowed to enter within twenty Chinese miles of the place where Japanese troops are stationed.

IV.—The Japanese Government agrees to return to their respective owners all the Government or private property in Manchuria occupied or taken possession of by the Japanese army for military purposes, as Manchuria is evacuated by the troops. Even before the evacuation such property, when useless for the needs of the troops, will be returned to the respective owners.

V.—The Chinese Government agrees to take all measures necessary for protecting the tombs of the Japanese soldiers killed in battle in Manchuria, and the monuments erected in commemoration of their loyalty.

VI.—The Chinese Government agrees to the military railway constructed between Antongcheng and Mukden being transformed into a line for the transmission of merchandise of all nationals and conducted by the Japanese Government. The term in which the railway will be conducted by the Japanese to be fifteen years from the date on which the transformation of the line is completed. Upon the expiry of the term, the railway will be sold to the Chinese Government, its value being decided by two experts, one to be appointed by each of the contracting parties. During the time the line is under the control of the Japanese, Chinese troops, arms, and provisions will be transported according to the terms of the Chinese Eastern Railway Treaty. In effecting the transformation of the railway, the Japanese authorities in charge will consult with commissioners to be appointed by the Chinese Government. Rates of freight on goods belonging to the Chinese Government or private individuals will be specially arranged.

VII.—The two contracting parties agree to make arrangements as soon as possible for connecting the service of railways in South Manchuria and those in China proper, in order to promote and facilitate the communications and transport of goods.

VIII.—The Chinese Government agrees to exempt materials required for the railways in South Manchuria from all duties and *lekin*.

IX.—At Yingkow (Newchwang), which is already opened to foreign trade, and also in Antongcheng, Mukden, and other places in the Shingking province, which it is agreed to open to foreign trade, settlements for the exclusive use of Japanese will be established, and the provision for this purpose made by the Japanese and Chinese authorities in a special agreement.

X.—The Chinese Government agrees to a joint-stock lumber company of Japanese and Chinese being formed with a view to carrying on a business of cutting lumber in the forests on the right bank of the Yalu. The Chinese Government further agrees that the area of land where the business will be carried on, the term of the charter, the process of the formation of the company, and the articles of the business, will be determined upon in a special agreement. The interest in the company of the Japanese and Chinese shareholders will be equally divided.

XI.—In regard to the trade on the frontier of Manchuria and Corea, treatment according to most-favoured-nation principle will be extended to each contracting party.

XII.—The Governments of the two contracting parties agree that in all the matters specified in the Articles of the Treaty signed this day, and in the supplementary agreement, each party will give the most considerate treatment to the other.

This agreement will take effect from the date of signing and is to be considered as ratified with the ratification of the Treaty signed this day.

In witness whereof the contracting parties have signed and affixed their seals in duplicate in Japanese and Chinese, with due authority entrusted to them by their respective Governments.

SINO-JAPANESE TREATY RELATING TO SHANTUNG

Ratified in Tokyo on June 8th, 1915

Treaty Respecting the Province of Shantung

(Signed at Peking, May 25th, 1915)

His Majesty the Emperor of Japan and His Excellency the President of the Republic of China, being desirous to maintain the general peace of the Far East and to further strengthen the relations of amity and good neighbourhood existing between the two countries, have resolved to conclude a treaty for that purpose, and to that end have named their Plenipotentiaries, that is to say:—

His Majesty the Emperor of Japan, M. Eki Hioki, Jushii, Second Class of the Imperial Order of the Sacred Treasure, His Majesty's Envoy Extraordinary and Minister Plenipotentiary to the Republic of China; and

His Excellency the President of the Republic of China, Mr. Lu-Cheng-hsiang, Tsung-Ching, First Class of the Order of Chia-Ho, Minister of Foreign Affairs of the Republic of China;

Who, after having communicated to each other their respective full powers, which were found to be in good and due form, have agreed upon the following Articles:—

Art. I.—The Chinese Government engage to recognize all matters that may be agreed upon between the Japanese Government and the German Government respecting the disposition of all the rights, interests and concessions, which, in virtue of treaties or otherwise, Germany possesses *vis-à-vis* China in relation to the Province of Shantung.

Art. II.—The Chinese Government engage that, in case they undertake the construction of a railway connecting Chefoo or Lungkou with the Kiaochau-Tsinan Railway, they shall, in the event of Germany's surrendering her right of providing capital for the Chefoo-Weihsien railway line, enter into negotiations with Japanese capitalists for the purpose of financing the said undertaking.

Art. III.—The Chinese Government engage to open, of their own accord, as early as possible, suitable cities and towns in the Province of Shantung for the residence and trade of foreigners.

Art. IV.—The present Treaty shall take effect on the day of its signature.

The present Treaty shall be ratified by His Majesty the Emperor of Japan and by His Excellency the President of the Republic of China, and the ratifications thereof shall be exchanged at Tokyo as soon as possible.

In witness whereof, the respective Plenipotentiaries have signed this Treaty made in duplicate, in Japanese and in Chinese, and have hereunto affixed their seals.

Done at Peking the 25th day of the 5th month of the 4th year of Taisho, corresponding to the 25th day of the 5th month of the 4th year of the inauguration of the Republic of China.

Eki Hioki,
Etc., etc., etc.

Lu Cheng-hsieng,
Etc., etc., etc.

Exchange of Notes

The following Notes dealing with the Shantung Treaty were exchanged :—

Monsieur le Ministre :— Peking, May 25th, 1591.

In the name of the Chinese Government, I have the honour to make the following declaration to your Excellency's Government :—

The Chinese Government will never lease or alienate, under any designation whatever, to any foreign Power any territory within or along the coast of the Province of Shantung or any island lying near the said coast.

I avail, etc., etc.,

Lu Cheng-hsieng,
Minister of Foreign Affairs of
the Republic of China.

His Excellency
Mr. Eki Hioki,
H. I. J. M.'s Envoy Extraordinary
and Minister Plenipotentiary.

Monsieur le Ministre :— Peking, May 25th, 1915.

I have the honour to acknowledge the receipt of your Excellency's note of to-day's date in which you make, in the name of the Government of China, the following declaration to the Imperial Government of Japan :—

The Chinese Government will never lease or alienate, under any designation whatever, to any foreign Power any territory within or along the coast of the Province of Shantung or any island lying near the said coast.

In reply I beg to state that I have taken note of this declaration.

I avail, etc., etc.,

Eki Hioki,
H. I. J. M.'s Envoy Extraordinary
and Minister Plenipotentiary.

His Excellency
Mr. Lu Cheng-hsieng,
Minister of Foreign Affairs
of the Republic of China.

Monsieur le Ministre :— Peking, May 25th, 1915.

I have the honour to state that the cities and towns to be opened in accordance with the stipulation of Art. III. of the Treaty respecting Shantung Province, signed to-day, will be selected and the regulations therefor will be drawn up by the Chinese Government, and will be decided upon after consultation with the Japanese Minister.

I avail, etc., etc.,

Lu Cheng-hsieng,
Minister of Foreign Affairs of
the Republic of China.

His Excellency
Mr. Eki Hioki,
H. I. J. M.'s Envoy Extraordinary
and Minister Plenipotentiary.

Monsieur le Ministre :— Peking, May 25th, 1915.

I have the honour to acknowledge the receipt of your Excellency's note of to-day's date, in which you state that the cities and towns to be opened in accordance with the stipulation of Art. III. of the Treaty respecting Shantung Province, signed to-day, will be selected and the regulations therefor will be drawn up by the Chinese Government, and will be decided upon after consultation with the Japanese Minister.

In reply I beg to state that I have taken note of the same.

I avail, etc., etc.,

EKI HIOKI,
H. I. J. M.'s Envoy Extraordinary
and Minister Plenipotentiary.

His Excellency
Mr. LU CHENG-HSIENG,
Minister of Foreign Affairs
of the Republic of China.

SINO-JAPANESE TREATY RESPECTING SOUTH MANCHURIA AND EASTERN INNER MONGOLIA

[*Signed at Peking, May 25th,* 1915]

His Majesty the Emperor of Japan and His Excellency the President of the Republic of China, being desirous to develop the economic relations of the two countries in the regions of South Manchuria and Eastern Inner Mongolia, have resolved to conclude a treaty for that purpose and to that end have named their Plenipotentiaries, that is to say :—

His Majesty the Emperor of Japan, Mr. Eki Hioki, Jushii, Second Class of the Imperial Order of the Sacred Treasure, His Majesty's Envoy Extraordinary and Minister Plenipotentiary to the Republic of China; and

His Excellency the President of the Republic of China, Mr. Lu Cheng-hsieng Tsung Ching, First Class of the Order of Chia-Ho, Minister of Foreign Affairs of the Republic of China;

Who, after having communicated to each other their respective full powers, which were found to be in good and due form, have agreed upon the following articles :—

Art. I.—The High Contracting Parties mutually agree to extend the term of the lease of Port Arthur and Dairen, and the term relating to the South Manchurian Railway and the Antung-Mukden Railway, to a period of ninty-nine years respectively.

Art. II.—The subjects of Japan shall be permitted in South Manchuria to lease land necessary either for erecting buildings for various commercial and industrial uses or for agricultural purposes.

Art. III.—The subjects of Japan shall have liberty to enter, travel and reside in South Manchuria and to carry on business of various kinds—commercial, industrial and otherwise.

Art. IV.—The Government of China shall permit joint undertakings, in Eastern Inner Mongolia, of the subjects of Japan and citizens of China, in agriculture and industries auxiliary thereto.

Art. V.—With respect to the three preceding Articles, the subjects of Japan shall produce before the local authorities the passports duly issued for the purpose of registration, and shall also submit themselves to the police laws and regulations and taxes of China.

In civil and criminal suits, the Japanese consular officer, where a Japanese subject is the defendant, and the Chinese official, where a Chinese citizen is the defendant, shall respectively try and decide the case, both the Japanese consular officer and the Chinese official being permitted each to send his agent to attend the trial of the other to watch the proceedings; provided that in civil suits arising out of land disputes between Japanese subjects and Chinese citizens the cases shall be tried and decided by the joint tribunal composed of the properly authorized officials of the two countries, in accordance with the laws and local usages of China.

In the future when the judicial system in the said regions shall have been completely reformed, all civil and criminal suits involving Japanese subjects shall be wholly tried and decided by the law-courts of China.

Art. VI.—The Government of China engage to open of their own accord, as early as possible, suitable cities and towns in Eastern Inner Mongolia for the residence and trade of foreigners.

Art. VII.—The Government of China agree to a speedy fundamental revision of various agreements and contracts relating to the Kirin-Changchun Railway, on the basis of the terms embodied in railway loan agreements which China has heretofore entered into with various foreign capitalists.

If in future the Chinese Government grant to foreign capitalists, in matters that relate to railway loans, more advantageous terms than those in the various existing railway loan agreements, the above-mentioned Kirin-Changchun Railway Loan Agreement shall, if so desired by Japan, be further revised.

Art. VIII.—Except as otherwise provided in this Treaty, all existing treaties between Japan and China with respect to Manchuria shall remain in force.

Art. IX.—The present Treaty shall take effect on the day of its signature.

The present Treaty shall be ratified by His Majesty the Emperor of Japan and by His Excellency the President of the Republic of China, and the ratifications thereof shall be exchanged at Tokyo as soon as possible.

In witness whereof, the respective Plenipotentiaries have signed this Treaty made in duplicate, in Japanese and in Chinese, and have hereunto affixed their seals.

Done at Peking the 25th day of the 5th month of the 4th year of Taisho, corresponding to the 25th day of the 5th month of the 4th year of the inauguration of the Republic of China.

EKI HIOKI,
Etc., etc., etc.

LU CHENG-HSIENG,
Etc., etc., etc.

FINAL PROTOCOL MADE BETWEEN CHINA AND ELEVEN POWERS, 1901

[*Translation*]

The Plenipotentiaries of Germany, Monsieur A. Mumm von Schwartzenstein; Austria-Hungary, Baron M. Czikann; Belgium, Monsieur Joostens; Spain, Monsieur B. J. de Cologan; United States, Mr. W. W. Rockhill; France, Monsieur Beau; Great Britain, Sir Ernest Satow; Italy, Marquis Salvago Raggi; Japan, Monsieur Jutaro Komuro; Netherlands, Monsieur F. M. Knobel; Russia, Monsieur Michael de Giers; and the Plenipotentaries of China, His Highness Yi-K'uang, Prince of the first rank; Ch'ing, President of the Board of Foreign Affairs; and His Excellency Li Hung-chang, Count of the first rank, Su-Yi, Tutor of the Heir Apparent, Grand Secretary of the Wên-Hua Throne Hall, Minister of Commerce, Superintendent of Trade for the North, Governor-General of Chihli, have met for the purpose of declaring that China has complied with the conditions laid down in the Note of the 22nd of December, 1900, and which were accepted in their entirety by His Majesty the Emperor of China in a Decree dated the 27th of December, 1900 (Annex No 1).

Art. I.—By an Imperial Edict of the 9th of June last (Annex No. 2) Tsai-Fêng, Prince of the first rank, Chun, was appointed Ambassador of His Majesty the Emperor of China and directed in that capacity to convey to His Majesty the Emperor of Germany the expression of the regrets of His Majesty the Emperor of China and of the Chinese Government at the assassination of His Excellency the late Baron von Ketteler, German Minister. Prince Chun left Peking the 12th of July last to carry out the orders which had been given him.

Art. II.—The Chinese Government has stated that it will erect on the spot of the assassination of H. E. the late Baron von Ketteler, a commemorative monument, worthy of the rank of the deceased, and bearing an inscription in the Latin, German and Chinese languages, which shall express the regrets of H. M. the Emperor of China for the murder committed.

The Chinese Plenipotentiaries have informed H. E. the German Plenipotentiary, in a letter dated the 22nd of July last (Annex No. 3) that an arch of the whole width of the street would be erected on the said spot, and that work on it was begun on the 25th of June last.

Art. II*a*.—Imperial Edicts of the 13th and 21st of February, 1901 (Annexes Nos. 4, 5 and 6), inflicted the following punishments on the principal authors of the attempts and crimes committed against the Foreign Governments and their nationals:—

Tsai-I, Prince Tuan, and Tsai-Lan, Duke Fu-kuo, were sentenced to be brought before the Autumnal Court of Assize for execution and it was agreed that, if the Emperor saw fit to grant them their lives, they should be exiled to Turkestan and there imprisoned for life, without the possibility of commutation of these punishments.

Tsai Hsün, Prince Chuang, Ying-Nien, President of the Court of Censors; and Chao Shu-chiao, President of the Board of Punishments, were condemned to commit suicide.

Yü Hsien, Governor of Shansi; Ch'i Hsiu, President of the Board of Rites; and Hsü Ch'êng-yü, formerly senior Vice-President of the Board of Punishments, were condemned to death.

Posthumous degradation was inflicted on K'ang Yi, Assistant Grand Secretary, President of the Board of Works; Hsu T'ung, Grand Secretary; and Li Ping-hêng, former Governor-General of Szu-ch'uan.

Imperial Edict of February 13th, 1901 (Annex No. 7), rehabilitated the memories of Hsû Yung-yi, President of the Board of War; Li Shan, President of the Board of Works; Hsû Ching-ch'êng, Senior Vice-President of the Board of Civil Office; Lien Yüan, Vice-Chancellor of the Grand Council; and Yüan Ch'ang, Vice-President of the Court of Sacrifices, who had been put to death for having protested against the outrageous breaches of International Law of last year.

Prince Chuang committed suicide on the 21st of February, 1901: Ying Nien and Chao Shu-chiao on the 24th, Yü-Hsien was executed on the 22nd, Ch'i-Hsiu and Hsû Ch'êng-yü on the 26th, Tung Fu-hsiang, General in Kansu, has been deprived of his office by Imperial Edict of the 13th of February, 1901, pending the determination of the final punishment to be inflicted on him.

Imperial Edicts dated the 29th April and the 19th August, 1901, have inflicted various punishments on the provincial officials convicted of the crimes and outrages of last summer.

Art. II*b*.—An Imperial Edict promulgated the 19th August, 1901 (Annex No. 8), ordered the suspension of official examinations for five years in all cities where foreigners were massacred or submitted to cruel treatment.

Art. III.—So as to make honourable reparation for the assassination of Mr. Sugiyama, Chancellor of the Japanese Legation, H.M. the Emperor of China by an Imperial Edict of the 18th of June, 1901 (Annex No. 9), appointed Na T'ung, Vice-President of the Board of Finances, to be his Envoy Extraordinary, and specially directed him to convey to H.M. the Emperor of Japan the expression of the regret of H.M. the Emperor of China and of his Government at the assassination of Mr. Sugiyama.

Art. IV.—The Chinese Government has agreed to erect an expiatory monument in each of the foreign or international cemeteries which were desecrated or in which the tombs were destroyed.

It has been agreed with the Representatives of the Powers that the Legations interested shall settle the details for the erection of these monuments, China bearing all the expenses thereof, estimated at ten thousand Taels for the cemeteries at Peking and in its neighbourhood, and at five thousand Taels for cemeteries in the Provinces. The amounts have been paid and the list of these cemeteries is enclosed herewith (Annex No. 10).

Art. V.—China has agreed to prohibit the importation into its territory of arms and ammunition as well as of materials exclusively used for the manufacture of arms and ammunition.

An Imperial Edict has been issued on the 25th of August, 1901 (Annex No. 11), forbidding said importation for a term of two years. New Edicts may be issued subsequently extending this by other successive terms of two years in case of necessity recognised by the Powers.

Art. VI.—By an Imperial Edict dated the 22nd of May, 1901 (Annex No. 12), H. M. the Emperor of China agreed to pay the Powers an indemnity of four hundred and fifty millions of Haikwan Taels.

This sum represents the total amount of the indemnities for States, Companies, or Societies, private individuals and Chinese referred to in Article VI. of the Note of December 22nd, 1900.

(*a*) These four hundred and fifty millions constitute a gold debt calculated at the rate of the Haikwan Tael to the gold currency of each country as indicated below:—

Haikwan Tael—	Mark	3.055
	Austro-Hungary crown	3.595
	Gold dollar	0.742
	Franc	3.740
	Pound sterling	£0. 3s. 0d.
	Yen	1.407
	Netherlands florin	1.796
	Gold rouble	1.412

This sum in gold shall bear interest at 4 per cent. per annum, and the capital shall be reimbursed by China in thirty-nine years in the manner indicated in the annexed plan of amortization (Annex No. 13). Capital and interest shall be payable in gold or at the rates of exchange corresponding to the dates at which the different payments shall fall due.

The amortization shall commence the 1st of January, 1902, and shall finish at the end of the year 1940. The amortizations are payable annually, the first payment being fixed on the first of January, 1903.

Interest shall run from the first of July, 1901, but the Chinese Government shall have the right to pay off within a term of three years, beginning January, 1902, the arrears of the first six months ending the 31st of December, 1901, on condition, however, that it pays compound interest at the rate of four per cent. per annum on the sums, the payments of which shall have been thus deferred.

Interest shall be payable semi-annually, the first payment being fixed on the 1st of July, 1902.

(*b*) The service of the debt shall take place in Shanghai in the following manner:—

Each Power shall be represented by a delegate on a commission of bankers authorised to receive the amount of interest and amortization which shall be paid to it by the Chinese Authorities designated for that purpose, to divide it among the interested parties and to give a receipt for the same.

(*c*) The Chinese Government shall deliver to the *Doyen* of the Diplomatic Corps at Peking a bond for the lump sum, which shall subsequently be converted into fractional bonds bearing the signature of the delegates of the Chinese Government designated for that purpose. This operation and all those relating to issuing of the bonds shall be performed by the above-mentioned Commission, in accordance with the instructions which the Powers shall send their delegates.

(*d*) The proceeds of the revenues assigned to the payment of the bonds shall be paid monthly to the Commission.

(*e*) The revenues assigned as security for the bonds are the following:—

(1.) The balance of the revenues of the Imperial Maritime Customs after payment of the interest and amortization of preceding loans secured on those revenues, plus the proceeds of the raising to five per cent. effective of the present tariff on maritime imports, including articles until now on the free list, but exempting rice, foreign cereals and flour, gold and silver bullion and coin.

(2.) The revenues of the native Customs, administered in the open ports by the Imperial Maritime Customs.

(3.) The total revenues of the salt gabelle, exclusive of the fraction previously set aside for other foreign loans.

The raising of the present tariff on imports to five per cent. effective is agreed to on conditions mentioned below. It shall be put in force two months after the signing of the present Protocol, and no exceptions shall be made except for merchandise in transit not more than ten days after the said signing.

(1.) All duties levied on imports *ad valorem* shall be converted as far as possible and as soon as may be into specific duties.

This conversion shall be made in the following manner:—The average value of merchandise at the time of their landing during the three years 1897, 1898 and 1899, that is to say, the market price less the amount of import duties and incidental expenses, shall be taken as the basis for the valuation of merchandise.

Pending the result of the work of conversion, duties shall be levied *ad valorem*.

(2.) The beds of the rivers Whangpoo and Peiho shall be improved with the financial participation of China.

Art. VII.—The Chinese Government has agreed that the quarter occupied by the Legations shall be considered as one specially reserved for their use and placed under their exclusive control, in which Chinese shall not have the right to reside and which may be made defensible.

The limits of this quarter have been fixed as follows on the annexed plan (Annex No. 14.)—

On the East, Ketteler Street (10, 11, 12).
On the North, the line 5, 6, 7, 8, 9, 10.
On the West, the line 1, 2, 3, 4, 5.
On the South, the line 12-1 drawn along the exterior base of the Tartar wall and following the line of the bastions.

In the Protocol annexed to the letter of the 16th of January, 1901, China recognised the right of each Power to maintain a permanent guard in the said quarter for the defence of its Legation.

Art. VIII.—The Chinese Government has consented to raze the forts of Taku and those which might impede free communication between Peking and the sea. Steps have been taken for carrying this out.

Art. IX.—The Chinese Government conceded the right to the Powers in the Protocol annexed to the letter of the 16th of January, 1901, to occupy certain points, to be determined by an agreement between them for the maintenance of open communication between the capital and the sea. The points occupied by the Powers are:—Huang-ts'un, Lang-fang, Yang-ts'un, Tientsin, Chün-liang-Ch'êng, Tong-ku, Lu-t'ai, Tong-shan, Lan-chou, Chang-li, Ch'in-wang Tao, Shanhai-kwan.

Art. X.—The Chinese Government has agreed to post and to have published during two years in all district cities the following Imperial Edicts:—

(*a*) Edict of the 1st of February, 1901 (Annex No. 15), prohibiting for ever, under pain of death, membership in an anti-foreign society.

(*b*) Edicts of the 13th and 21st of February, 29th of April and 19th of August, 1901, enumerating the punishments inflicted on the guilty.

(*c*) Edict of the 19th of August, 1901, prohibiting examinations in all cities where foreigners were massacred or subjected to cruel treatment.

(*d*) Edict of the 1st of February, 1901 (Annex No. 16), declaring all Governors-General, Governors and Provincial or local officials responsible for order in their respective districts, and that in case of new anti-foreign troubles or other infractions of the Treaties which shall not be immediately repressed and the authors of which shall not have been punished, these officials shall be immediately dismissed without possibility of being given new functions or new honours.

The posting of these Edicts is being carried on throughout the Empire.

Art. XI.—The Chinese Government has agreed to negotiate the amendments deemed necessary by the Foreign Governments to the Treaties of Commerce and Navigation and the other subjects concerning commercial relations with the object of facilitating them.

At present, and as a result of the stipulation contained in Article VI. concerning the indemnity, the Chinese Government agrees to assist in the improvement of the courses of the rivers Peiho and Whangpoo, as stated below:—

(*a*) The works for the improvement of the navigability of the Peiho, begun in 1898 with the co-operation of the Chinese Government, have been resumed under the direction of an International Commission. As soon as the administration of Tientsin shall have been handed back to the Chinese Government it will be in a position to be represented on this

Commission, and will pay each year a sum of 60,000 Haikwan Taels for maintaining the works.

(*b*) A Conservancy Board, charged with the management and control of the works for straightening the Whangpoo and the improvement of the course of that river, is hereby created.

This Board shall consist of members representing the interests of the Chinese Government and those of foreigners in the shipping trade of Shanghai.

The expenses incurred for the works and the general management of the undertaking are estimated at the annual sum of 460,000 Haikwan Taels for the first twenty years. This sum shall be supplied in equal portions by the Chinese Government and the foreign interests concerned. Detailed stipulations concerning the composition, duties and revenues of the Conservancy Board are embodied in Annex No. 17.

Art. XII.—An Imperial Edict of the 24th of July, 1901 (Annex No. 18), reformed the Office of Foreign Affairs, Tsungli Yamen, on the lines indicated by the Powers, that is to say, transformed it into a Ministry of Foreign Affairs, Waiwupu, which takes precedence over the six other Ministries of State: the same Edict appointed the principal members of this Ministry.

An agreement has also been reached concerning the modification of Court Ceremonial as regards the reception of the Foreign Representatives, and has been the subject of several Notes from the Chinese Plenipotentiaries, the substance of which has been embodied in a memorandum herewith annexed (Annex No. 19).

Finally it is expressly understood that as regards the declarations specified above and the annexed documents originating with the foreign Plenipotentiaries, the French text only is authoritative.

The Chinese Government having thus complied to the satisfaction of the Powers with the conditions laid down in the above-mentioned Note of December 22nd, 1900 the Powers have agreed to accede to the wish of China to terminate the situation created by the disorders of the summer of 1900. In consequence thereof the foreign Plenipotentiaries are authorised to declare in the names of their Governments that, with the exception of the Legation guards mentioned in Article VII., the International troops will completely evacuate the city of Peking on the 17th of September, 1901, and, with the exception of the localities mentioned in Article IX., will withdraw from the Province of Chihli on the 22nd of September, 1901.

The present Final Protocol has been drawn up in twelve identical copies and signed by all the Plenipotentiaries of the contracting countries. One copy shall be given to each of the Foreign Plenipotentiaries, and one copy shall be given to the Chinese Plenipotentiaries.

(Signed) A. von Mumm.
" M. Czikann.
" Joostens.
" B. J. de Cologan.
" W. W. Rockhill.
" Beau.
" Ernest Satow.
" Salvago Raggi.
" Jutaro Komura.
" F. M. Knobel.
" M. de Giers.
" Yi K'uang.
" Li Hung-chang.

Certified copy.

(Signed) A. d'Anthouard.
" B. Kroupensky.
" Reginald Tower.
" Von Bohlenund Halback.

GERMANY

TREATY OF PEACE BETWEEN CHINA AND GERMANY

RATIFIED AND SIGNED AT PEKING ON THE 1ST JULY, 1921

The Government of the Republic of China and the Government of the Republic of Germany, animated by the desire to reestablish the relations of friendship and commerce by an agreement between the two countries, taking as basis the Declaration of the Republic of Germany dated on this day and recognizing that the application of the principles of the respect of territorial sovereignty, of equality, and of reciprocity is the only means to maintain good understanding between the peoples, have named, for this purpose, as their Plenipotentiaries, that is to say:

The Government of the Republic of China, W. W. Yen, Minister of Foreign Affairs.

The Government of the Republic of Germany, H. von Borch, Consul-General.

Who, after having communicated to each other their full powers, which are found to be in good and due form, have agreed upon the following dispositions:

Art. I.—The two High Contracting Parties have the right mutually to send duly accredited diplomatic representatives who shall reciprocally enjoy in the country of their residence the privileges and immunities that are accorded to them by the law of nations.

Art. II.—The two High Contracting Parties accord to each other reciprocally the right to appoint, in all the places where there is established a consulate or a vice-consulate of a third nation, consuls, vice-consuls, and consular agents who shall be treated with the consideration and regard that are accorded to the agents of the same grade of other nations.

Art. III.—The nationals of one of the two Republics residing in the territory of the other shall have the right, in conformity with the laws and regulations of the country, to travel, to reside, and to engage in commerce or industry, in all the places where the nationals of another nation are allowed to do so.

They shall be placed, their persons as well as their properties, under the jurisdiction of the local courts: they shall conform themselves to the laws of the country where they reside. They shall not pay any imposts, taxes, or contributions higher than those paid by the nationals of the country.

Art. IV.—The two High Contracting Parties recognize that all the matters concerning tariff are regulated solely by the internal legislation of each of them. Any duties higher than those paid by the nationals of the country shall not, however, be levied on the products, raw or manufactured, having origin in one of the two Republics or in a third country at their importations, exportations, or transit.

Art. V.—The Declaration of the Republic of Germany on this day and the stipulations of the present Agreement shall be taken as the basis for the negotiation of a definitive treaty.

Art. VI—The present Agreement is drawn up in Chinese, German, and French: in case of difference in interpretation the French text shall prevail.

Art. VII.—The present Agreement shall be ratified as soon as possible and come into force on the day when the two Governments shall have made known to each other that the ratifications have been effectuated.

Done at Peking, in double copies, the 20th day, 5th Moon, 10th Year of the Republic, corresponding to May 20th, 1921.

Notices of ratification were exchanged at 10 o'clock, July 1st, at the Waichiaopu Building.

(Signed) Dr. W. W. YEN,
Minister of Foreign Affairs, China.

(Signed) H. VON BORCH,
Representative of the German Government.

Declaration

The undersigned, being the duly authorized representative of the Government of the Republic of Germany, has the honour to make known in the name of his Government to the Minister of Foreign Affairs of the Republic of China the following:

The Government of the Republic of Germany, animated by the desire to reestablish the relations of friendship and commerce between China and Germany,

Considering that such relations should be based upon the principles of perfect equality and absolute reciprocity in conformity with the generally recognized rules of international law;

Considering that the President of the Republic of China issued a Mandate on September 15th, 1919, concerning the restoration of peace with Germany;

Considering that Germany engages herself to fulfil the obligations towards China, derived from Articles 128 to 134 (inclusive) of the Treaty of Versailles, dated June 28th, 1919, and coming into force on January 10th, 1920;

Affirms that Germany has been obliged by the events of the War and by the Treaty of Versailles to renounce all the rights, interests, and privileges which she acquired by virtue of the Treaty concluded by her with China on March 6th, 1898, and other Acts concerning the Province of Shantung, and finds herself deprived of the possibility of restituting them to China;

And formally declares:

To consent to the abrogation of the consular jurisdiction in China.

To renounce, in favour of China, all the rights which the German Government possessed in the "Glacis" attached to the German Legation in Peking, admitting that by the expression "public properties" in the First Paragraph of Article 130 of the Treaty of Versailles the above-mentioned ground was equally included;

And to be prepared to reimburse the Chinese Government the expenses for the internment of German militaries in the various camps of internment in China.

The undersigned takes this occasion to renew to His Excellency the assurances of his high consideration.

(Signed) H. von Borch.

Letter from Dr. W. W. Yen, Minister of Foreign Affairs, to Herr von Borch

Your Excellency, May 20th, 1921.

"I have the honour to acknowledge the receipt of Your Excellency's letter of even date in which it is stated:—

"'As an explanation to the German Declaration and the Sino-German Agreement I have the honour, at the instruction of my Government, to make the following declarations:

(1) Customs tariff on Chinese goods imported into Germany. The statement that the import, export and transit duties to be paid by nationals of either of the Two High Contracting Parties shall not be higher than those paid by nationals of the country, as provided for in Article 4 of the Agreement, does not preclude China from the privilege of applying Article 264 of the Versailles Treaty.

Payment of Indemnity

(2.) The payment of indemnity. The statement in the German Declaration that Germany is prepared to reimburse the Chinese Government the expenses o the internment of German militaries in various camps of internment in China is understood to mean that Germany, in addition to indemnifying China for her losses, according to the principles of the Versailles Treaty, is also willing to refund to China the internment expenses. As to the indemnity for war losses, Germany undertakes

to pay in advance a portion thereof in a lump sum, which represents the equivalent of one-half of the proceeds from the liquidated German property and one-half of the values of the sequestrated but not yet liquidated German property, which amount will eventually be agreed upon and which will consist of $4,000,000 in cash and the balance in Tsin-Pu and Hu-Kuang railway bonds.

(3.) Chinese property in Germany. The movable and immovable properties of Chinese residents of Germany will be returned at the ratification of the agreement.

(4.) Chinese students in Germany will be returned at the ratification of the agreement.

(5.) Chinese students in Germany. In regard to the Chinese students in Germany the German Government will be pleased to assist them with its best efforts in securing admission to schools or acquiring practical experience.'

Queries Answered

As to the queries addressed by Your Excellency, I have the honour to reply as follows:

(1.) The security to be given in future to the property of Chinese or German residents. The Chinese Government promises to give full protection to the peaceful undertkings of Germans in China and agrees not to further sequestrate their properties except in accordance with the generally recognized principles of international law and the provisions of the laws of China, provided that the German Government will treat the Chinese residents in Germany in like manner.

(2.) Judicial guarantee. Lawsuits of Germans in China shall be tried in the modern courts according to the modern codes, with the right of appeal, and in accordance with the regular legal procedure. During the period of litigation the assistance of German lawyers and interpreters, who have been duly recognized by the court, is permitted.

(3.) In regard to the lawsuits in the Mixed Court in which Germans are involved either as one or both parties, the Chinese Government will in the future try to find a solution so as to insure justice and fairness to all parties concerned.

(4.) China's trading with the Enemy Act. All the laws and regulations concerning trade with the enemy will lose their effect from the day of the ratification of the treaty. All German trade-marks which had been registered at the Customs House will recover their validity if they are registered again, after the ratification of the Agreement, at the Customs House by their owners. Prior to the general application of the national tariff in China, the imports of Germans may pay the Customs duties according to the tariff rate in general use.

(5.) The liquidation of Sino-German indebtedness. The Chinese Government has no intention to join the Clearing House system, as provided for in Article 296 of the Versailles Treaty. Furthermore, the Chinese Government, in consideration of the fact that Germany undertakes, as stated above, to pay a lump sum as a portion of the indemnity for war losses sustained by the Chinese Government, agrees to effectually cease, at the signature of the Agreement, all liquidation of German properties, and on receipt of the aforesaid indemnity and after the ratification of the Agreement agrees to return to German owners all the proceeds from the liquidation of German property and all the German property still under sequestration. The aforesaid procedure shall be considered as a settlement of all the matters concerning the liquidation, sequestration or control of German property as stated in the second sentence of Article 133 of the Versailles Treaty.

As to the Deutsch-Asiatische Bank and the Ching-Hsin Mining Corporation, the Chinese authorities concerned will discuss methods of settlement with the Bank and the Corporation themselves; the unliquidated premises of the said bank in Peking and Hankow will, however, be returned to the original owner in accordance with the procedure stated above.

(Siged) W. W. Yen.

KOREA

TREATY OF ANNEXATION TO JAPAN

CONCLUDED 29TH AUGUST, 1910

DECLARATION

Notwithstanding the earnest and laborious work of reforms in the administration of Korea in which the Government of Japan and Korea have been engaged for more than four years since the conclusion of the agreement of 1905, the existing system of Government in that country has not proved entirely equal to the duty of preserving public order and tranquillity, and in addition a spirit of suspicion and misgiving dominates the whole peninsula In order to maintain peace and stability in Korea, to promote the prosperity and welfare of Koreans and at the same time to ensure the safety and repose of foreign residents, it has been made abundantly clear that fundamental changes in the actual *régime* of Government are absolutely essential. The Government of Japan and Korea being convinced of the urgent necessity of introducing reforms respective to the requirements of the situation and of furnishing sufficient guarantees for the future, have, with the approval of His Majesty the Emperor of Korea, concluded through their respective Plenipotentiaries a Treaty providing for the complete annexation of Korea to the Empire of Japan. By virtue of that important act, which shall take effect on its promulgation, the Imperial Government of Japan undertake the entire government and administration of Korea, and they hereby declare that the matters relating to foreigners and foreign trade in Korea shall be conducted in accordance with the following rules:—

1.—The Treaties hitherto concluded by Korea with Foreign Powers ceasing to be operative, Japan's existing treaties will, so far as practicable, be applied in Korea. Foreigners resident in Korea will, as far as conditions permit, enjoy the same rights and immunities as in Japan proper and the protection of their legally acquired rights, subject in all cases to the jurisdiction of Japan. The Imperial Government of Japan are ready to consent that the jurisdiction in respect of cases actually pending in any foreign Consular Courts in Korea at the time the Treaty of Annexation takes effect shall remain in such Courts until final decision.

2.—Independently of any conventional engagements formerly existing on the subject, the Imperial Government of Japan will for a period of ten years levy upon goods imported into Korea from foreign countries or exported from Korea to foreign countries and upon foreign vessels entering any of the open ports of Korea the same import or export duties and the same tonnage dues as under the existing schedules. The same import or export duties and tonnage dues as those to be levied upon the aforesaid goods and vessels will also for a period of ten years be applied in respect of goods imported into Korea from Japan or exported from Korea to Japan and Japanese vessels.

3.—The Imperial Government of Japan will also permit for a period of ten years vessels under the flags of Powers having treaties with Japan to engage in the coasting trade between the open ports of Korea and between those ports and any open ports of Japan.

4.—The existing open ports of Korea, with the exception of Masampo, will be continued as open ports, and in addition Shinwiju will be newly opened, so that vessels, foreign as well as Japanese, will there be admitted and goods may be imported into and exported from those ports.

Treaty

His Majesty the Emperor of Japan and His Majesty the Emperor of Korea, having in view the special and close relations between their respective countries, desiring to promote the common weal of the two nations and to assure permanent peace in the Extreme East, being convinced that these objects can be best attained by the annexation of Korea to the Empire of Japan, have resolved to conclude a treaty of such annexation and have for that purpose appointed as their plenipotentiaries, that is to say: His Majesty the Emperor of Japan, Viscount Masakata Terauchi, His Resident General; and His Majesty the Emperor of Korea, Ye Wan Yong, His Minister President of State, who, upon mutual conference and deliberation, have agreed to the following Articles:—

I.—His Majesty the Emperor of Korea makes complete and permanent cession to His Majesty the Emperor of Japan of all rights of sovereignty over the whole of Korea.

II.—His Majesty the Emperor of Japan accepts the concession mentioned in the preceding Article and consents to the complete annexation of Korea to the Empire of Japan.

III.—His Majesty the Emperor of Japan will accord to their Majesties the Emperor and Ex-Emperor and His Imperial Highness the Crown Prince of Korea and their consorts and heirs such titles, dignity and honour as are appropriate to their respective ranks, and sufficient annual grants will be made for the maintenance of such titles, dignity and honour.

IV.—His Majesty the Emperor of Japan will also accord appropriate honour and treatment to the members of the Imperial House of Korea and their heirs other than those mentioned in the preceding Articles, and the funds necessary for the maintenance of such honour and treatment will be granted.

V.—His Majesty the Emperor of Japan will confer peerages and monetary grants upon those Koreans who on account of meritorious services are regarded as deserving such special recognition.

VI.—In consequence of the aforesaid annexation the Government of Japan assume the entire government and administration of Korea and undertake to afford full protection for the persons and property of Koreans obeying the laws there in force and to promote the welfare of all such Koreans.

VII.—The Government of Japan will, so far as circumstances permit, employ in the public service of Japan in Korea those Koreans who accept the new *régime* loyally and in good faith and who are duly qualified for such service.

VIII.—The Treaty, having been approved by His Majesty the Emperor of Japan and His Majesty the Emperor or Korea, shall take effect from the date of its promulgation.

REGULATIONS UNDER WHICH BRITISH TRADE IS TO BE CONDUCTED IN COREA (CHOSEN)

I.—*Entrance and Clearance of Vessels*

1.—Within forty-eight hours (exclusive of Sundays and holidays) after the arrival of a British ship in a Corean port, the master shall deliver to the Corean Customs authorities the receipt of the British Consul showing that he has deposited the ship's papers at the British Consulate, and he shall then make an entry of this ship by handing in a written paper stating the name of the ship, of the port from which she comes, of her master, the number, and, if required, the names of her passengers, her tonnage, and the number of her crew, which paper shall be certified by the master to be a true statement, and shall be signed by him. He shall, at the same time, deposit a written manifest of his cargo, setting forth the marks and numbers of the packages and their contents as they are described in the bills of lading, with the names of the persons to whom they are consigned. The master shall certify that this description is correct, and shall sign his name to the same. When a vessel has been duly entered, the Customs authorities will issue a permit to open hatches, which shall be exhibited to the Customs officer on board. Breaking bulk without having obtained such permission will render the master liable to a fine not exceeding one hundred Mexican Dollars.

2.—If any error is discovered in the manifest, it may be corrected within twenty-four hours (exclusive of Sundays and holidays) of its being handed in, without the payment of any fee; but for alteration or post entry to the manifest made after that time a fee of Five Mexican Dollars shall be paid.

3.—Any master who shall neglect to enter his vessel at the Corean Custom-house within the time fixed by this Regulation shall pay a penalty not exceeding Fifty Mexican Dollars for every twenty-four hours that he shall so neglect to enter his ship.

4.—Any British vessel which remains in port for less than forty-eight hours (exclusive of Sundays and holidays) and does not open her hatches, also any vessel driven into port by stress of weather, or only in want of supplies, shall not be required to enter or pay tonnage dues so long as such vessel does not engage in trade.

5.—When the master of a vessel wishes to clear, he shall hand in to the Customs authorities an export manifest containing similar particulars to those given in the import manifest. The Customs authorities will then issue a clearance certificate and return the Consul's receipt for the ship's papers. These documents must be handed into the Consulate before the ship's papers are returned to the master.

6.—Should any ship leave the port without clearing outwards in the manner above prescribed, the master shall be liable to a penalty not exceeding Two Hundred Mexican Dollars.

7.—British steamers may enter and clear on the same day, and they shall not be required to hand in a manifest except for such goods as are to be landed or transhipped at the port of entry.

II.—*Landing and Shipping Cargo and Payment of Duties*

1.—The importer of any goods who desires to land them shall make and sign an application to that effect at the Custom-house, stating his own name, the name of the ship in which the goods have been imported, the marks, numbers, and contents of the packages and their values, and declaring that this statement is correct. The Customs authorities may demand the production of the invoice of each consignment of merchandise. If it is not produced, or if its absence is not satisfactorily accounted for, the owner shall be allowed to land his goods on payment of double the Tariff duty, but the surplus duty so levied shall be refunded on the production of the invoice.

2.—All goods so entered may be examined by the Customs officers of the places appointed for the purpose. Such examination shall be made without delay or injury to the merchandise, and the packages shall be at once re-sorted by the Customs authorities to their original condition, in so far as may be practicable.

3.—Should the Customs authorities consider the value of any goods paying an *ad valorem* duty as declared by the importer or exporter insufficient, they shall call upon him to pay duty on the value determined by an appraisement to be made by the Customs appraiser. But should the importer or exporter be dissatisfied with that appraisement, he shall within twenty-four hours (exclusive of Sundays and holidays) state his reasons for such dissatisfaction to the Commissioner of Customs, and shall appoint an appraiser of his own to make a re-appraisement. He shall then declare the value of the goods as determined by such re-appraisement. The Commissioner of Customs will thereupon, at his option, either assess the duty on the value determined by this re-appraisement, or will purchase the goods from the importer or exporter at the price thus determined, with the addition of five per cent In the latter case the purchase money shall be paid to the importer or exporter within five days from the date on which he has declared the value determined by his own appraiser.

4.—Upon all goods damaged on the voyage of importation a fair reduction of duty shall be allowed, proportionate to their deterioration. If any disputes arise as to the amount of such reduction, they shall be settled in the manner pointed out in the preceding clause.

5.—All goods intended to be exported shall be entered at the Corean Custom-house before they are shipped. The application to ship shall be made in writing, and shall state the name of the vessel by which the goods are to be exported, the marks and number of the packages, and the quantity, description, and value of the contents. The exporter shall certify in writing that the application gives a true account of all the goods contained therein, and shall sign his name thereto.

6.—No goods shall be landed or shipped at other places than those fixed by the Corean Customs authorities, or between the hours of sunset and sunrise, or on Sundays or holidays, without the special permission of the Customs authorities, who will be entitled to reasonable fees for the extra duty thus performed.

7.—Claims by importers or exporters for duties paid in excess, or by the Customs authorities for duties which have not been fully paid, shall be entertained only when made within thirty days from the date of payment.

8.—No entry will be required in the case of provisions for the use of British ships, their crews and passengers, nor for the baggage of the latter which may be landed or shipped at any time after examination by the Customs officers.

9.—Vessels needing repairs may land their cargo for that purpose without the payment of duty. All goods so landed shall remain in charge of the Corean Authorities, and all just charges for storage, labour, and supervision shall be paid by the master. But if any portion of such cargo be sold, the duties of the Tariff shall be paid on the portion so disposed of.

10.—Any person desiring to tranship cargo shall obtain a permit from the Customs authorities before doing so.

III.—*Protection of the Revenue*

1.—The Customs authorities shall have the right to place Customs officers on board any British merchant vessel in their ports. All such Customs officers shall have access to all parts of the ship in which cargo is stowed. They shall be treated with civility, and such reasonable accommodation shall be allowed to them as the ship affords.

2.—The hatches and all other places of entrance into that part of the ship where cargo is stowed may be secured by the Corean Customs officers between the hours of sunset and sunrise, and on Sundays and holidays, by affixing seals, locks, or other fastenings, and if any person shall, without due permission, wilfully open any entrance that has been so secured, or break any seal, lock, or other fastening that has been affixed by the Corean Customs officers, not only the person so offending, but the master of the ship also, shall be liable to a penalty not exceeding One Hundred Mexican Dollars.

3.—Any British subject who ships, or attempts to ship, or discharges, or attempts to discharge, goods which have not been duly entered at the Custom-house in the manner above provided, or packages containing goods different from those described in the import or export permit application, or prohibited goods, shall forfeit twice the value of such goods, and the goods shall be confiscated.

4.—Any person signing a false declaration or certificate with the intent to defraud the revenue of Corea shall be liable to a fine not exceeding Two Hundred Mexican Dollars.

5.—Any violation of any provision of these Regulations, to which no penalty is specially attached therein, may be punished by a fine not exceeding One Hundred Mexican Dollars.

Note.—All documents required by these Regulations, and all other communications addressed to the Corean Customs authorities, may be written in the English language.

[L.S.] HARRY S. PARKES.

" MIN YONG-MOK.

IMPORTS

No.	Article.	*Ad valorem* Rate of Duty. Per cent
1	Agricultural implements	Free
2	Alum	5
3	Amber	20
4	Anchors and chains	5
5	Arms, ammunition, fire-arms, fowling-pieces, or sidearms imported under special permit of the Corean Government for sporting purposes or for self-defence	20
6	Artificial flowers	20
7	Bamboo, split or not	5
8	Bark for tanning	5
9	Beans, peas, and pulse, all kinds ...	5
10	Beer, porter, and cider	10
11	Beverages, such as lemonade, ginger-beer, soda and mineral waters ...	7½
12	Birds' nests	20
13	Blankets and rugs	7½
14	Bones	5
15	Books, maps, and charts	Free
16	Bricks and tiles	5
17	Bullion, being gold or silver refined ...	Free
18	Buttons, buckles, hooks and eyes, &c.	7½
19	Camphor, crude	5
20	,, refined	10
21	Candles	7½
22	Canvas	7½
23	Carmine	10
24	Carpets of jute, hemp, or felt, patent tapestry	7½
25	Carpets, superior quality, as Brussels, Kidderminster, and other kinds not enumerated	10
26	Carpets, velvet	20
27	Carriages...	20
28	Cement, as Portland and other kinds	7½
29	Charcoal...	7½
30	Chemicals, all kinds...	7½
31	Clocks and parts thereof	10
32	Clothing and wearing apparel, all kinds, hats, boots and shoes, &c.	7½
33	Clothing and wearing apparel made wholly of silk...	10
34	Coal and coke	5
35	Cochineal	20
36	Cocoons	7½
37	Coins, gold and silver	Free
38	Confectioneries and sweetmeats, all kinds	10
39	Coral, manufactured or not	20
40	Cordage and rope, all kinds and sizes...	7½
41	Cotton, raw	5
42	Cotton manufacture, all kinds... ...	7½
43	Cotton and woollen mixtures, all kinds	7½
44	Cotton and silk mixtures, all kinds ...	7½
45	Cutlery, all kinds	7½
46	Drugs, all kinds	5
47	Dyes, colours, and paints, paint oils, and materials used for mixing paints	7½
48	Earthenware	7½
49	Embroideries in gold, silver, or silk	20
50	Enamel-ware	20
51	Explosives used for mining, &c., and imported under special permit ...	10
52	Fans, all kinds	7½
53	Feathers, all kinds	7½
54	Felt	7½
55	Fire engines	Free
56	Fireworks	20
57	Fish, fresh	5
58	,, dried and salted	7½
59	Flax, hemp, and jute...	5
60	Flints	5
61	Floor rugs, all kinds	7½
62	Flour and meal, all kinds	7½
63	Foil, gold and silver	10
64	,, tin, copper, and all other kinds...	7½
65	Fruit, fresh, all kinds	5
66	,, dried, salted, or preserved ...	7½
67	Furniture of all kinds	10
68	Furs, superior, as sable, sea otter, seal, otter, beaver, &c.	20
69	Gamboge	7½
70	Ginseng, red, white, crude, and clarified	20
71	Glass, window, plain and coloured, all qualities	7½
72	Glass, plate, silvered or unsilvered, framed or unframed...	10
73	Glassware, all kinds...	10
74	Glue	5
75	Grain and corn, all kinds	5
76	Grasscloth, and all textiles in hemp, jute, &c.	7½
77	Guano and manures, all kinds ...	5
78	Hair, all kinds except human	7½
79	,, human...	10
80	,, ornaments, gold and silver ...	20
81	Hides and skins, raw and undressed	5
82	,, ,, tanned and dressed .	7½
83	Horns and hoofs all kinds not otherwise provided for	5
84	Incense sticks	20
85	India-rubber, manufactured or not ...	10
86	Isinglass, all kinds	7½
87	Ivory, manufactured or not	20
88	Jade-ware	20
89	Jewellery, real or imitation	20
90	Kerosine, or petroleum, and other minerial oils	5
91	Lacquered-ware, common	10
92	,, superior	20
93	Lamps, all kinds	7½
94	Lanterns, paper...	5
95	Leather, all ordinary kinds, plain...	7½
96	,, superior kinds, and stamped, figured, or coloured...	10
97	Leather manufactures, all kinds ...	1
98	Lime	5
99	Linen, linen and cotton, linen and woollen mixtures, linen and silk mixtures, all kinds	7½

No.	Article.	*Ad valorem* Rate of Duty. Per cent.
100	Matches	5
101	Matting, floor, Chinese, Japanese, coir, &c., common qualities	5
102	Matting, superior qualities, Japanese "tatamis," &c.	7½
103	Meat, fresh...	5
104	Meat, dried and salted...	7½
105	Medicines, all kinds not otherwise provided for	5
106	Metals, all kinds, in pig, block, ingot, slab, bar, rod, plate, sheet, hoop, strip, band and flat, T and angle-iron, old and scrap iron...	5
107	Metals, all kinds, pipe or tube, corrugated or galvanized, wire, steel, tin-plates, quicksilver, nickel, platina, German silver, yellow metal, tutenauge or white copper, unrefined gold and silver	7½
108	Metal manufactures, all kinds, as nails, screws, tools, machinery, railway plant, and hardware...	7½
109	Models of inventions	Free
110	Mosquito netting, not made of silk ...	7½
111	,, ,, made of silk...	10
112	Musical boxes...	10
113	Musical instruments, all kinds ...	10
114	Musk	20
115	Needles and pins...	7½
116	Oil-cake	5
117	Oils, vegetable, all kinds	7½
118	Oil, wood (*Tung-yu*)...	5
119	Oil, and floor cloth, all kinds ...	7½
120	Packing bags, packing matting, tea-lead, and ropes for packing goods	Free
121	Paper, common qualities	5
122	,, all kinds, not otherwise provided for	7½
123	Paper, coloured, fancy, wall and hanging	10
124	Pearls	20
125	Pepper, unground	5
126	Perfumes and scent	20
127	Photographic apparatus	10
128	Pictures, prints, photographs, engravings, all kinds framed or unframed...	10
129	Pitch and tar	5
130	Planks, soft	7½
131	,, hard	10
132	Plants, trees and shrubs, all kinds ...	Free
133	Plate, gold and silver	20
134	Plated-ware, all kinds...	10
135	Porcelain, common qualities ...	7½
136	,, superior qualities	10
137	Precious stones, all kinds, set or unset	20
138	Rattans, split or not	5
139	Rhinoceros horns	20
140	Resin	7½
141	Saddlery and harness	10
142	Salt	7½
143	Samples in reasonable quantities ...	Free
144	Sapanwood	7½
145	Scales and balances...	5
146	Scented wood, all kinds	20
147	Scientific instruments, as physical, mathematical, meteorological, and surgical, and their appliances	Free
148	Seals, materials for...	10
149	Sea products, as seaweed, bêche-de-mer, &c.	7½
150	Seeds, all kinds	5
151	Silk, raw, reeled, thrown, floss or waste	7½
152	Silk manufactures, as gauze, crape, Japanese amber lustrings, satins, satin damasks, figured satins, Japanese white silk ("habutai")	10
153	Silk manufactures not otherwise provided for	10
154	Silk thread and floss silk in skein...	10
155	Soap, common qualities	10
156	Soap, superior qualities	71
157	Soy, Chinese and Japanese	5
158	Spectacles	7½
159	Spices, all kinds	20
160	Spirits, in jars	7½
161	Spirits and liqueurs, in wood or bottle, all kinds	20
162	Stationery and writing materials, all kinds, blank books, &c.	7½
163	Stones and slate, cut and dressed...	7½
164	Sugar, brown and white, all qualities, molasses, and syrups...	7½
165	Sugar candy	10
166	Sulphur	7½
167	Table stores, all kinds, and preserved provisions	7½
168	Tallow	7½
169	Tea	7
170	Telescopes and binocular glasses ...	10
171	Tobacco, all kinds and forms... ...	200
172	Tortoise shell, manufactured or not	20
173	Tooth powder...	10
174	Travellers' baggage...	Free
175	Trunks and portmanteaux	10
176	Twine and thread, all kinds, excepting in silk	5
177	Types, new and old	Free
178	Umbrellas, paper	5
179	,, cotton	7½
180	,, silk	10
181	Umbrella frames	7½
182	Varnish	7½
183	Vegetables, fresh, dried, and salted ...	5
184	Velvet, silk...	20
185	Vermicelli	7½
186	Vermilion	10
187	Watches, and parts thereof in common metal, nickel, or silver	10
188	Watches, in gold or gilt	20
189	Wax, bees' or vegetable	7½
190	,, cloth...	7½
191	Wines in wood or bottle, all kinds ...	10
192	Wood or timber, soft	7½
193	,, ,, hard	10
194	Wool, sheep's, raw...	5
195	Woollen manufactures, all kinds ...	7½
196	Woollen and silk mixtures, all kinds	7½

No.	Article.	*Ad valorem* Rate of Duty. Per cent.
197	Works of art	20
198	Yarns, all kinds, in cotton, wool, hemp, &c.	5
	All unenumerated articles, raw or unmanufactured	5
	All unenumerated articles, partly manufactured	7½
	All unenumerated articles, completely manufactured	10

Foreign ships, when sold in Corea, will pay a duty of 25 cents per ton on sailing vessels, and 50 cents per ton on steamers.

Prohibited Goods.

Adulterated drugs or medicines.

Arms, munitions, and implements of war, as ordnance, or cannon, shot and shell, firearms of all kinds, cartridges, side-arms, spears or pikes, saltpetre, gunpowder, guncotton, dynamite, and other explosive substances.

The Corean authorities will grant special permits for the importation of arms, firearms, and ammunition for purposes of sport or self-defence on satisfactory proof being furnished to them of the *bonâ fide* character of the application.

Counterfeit coins, all kinds.

Opium, except medicinal opium.

EXPORTS

Class I.

Duty-Free Export Goods.

Bullion, being gold and silver refined,
Coins, gold and silver, all kinds,
Plants, trees, and shrubs, all kinds.
Samples in reasonable quantity.
Traveller's baggage.

Class II.

All other native goods or productions not enumerated in Class I. will pay an *ad valorem* duty of five per cent.

The exportation of red ginseng is prohibited.

RULES

I.—In the case of imported articles the *ad valorem* duties of this Tariff will be calculated on the actual cost of the goods at the place of production or fabrication, with the addition of freight, insurance, etc. In the case of export articles the *ad valorem* duties will be calculated on market values in Corea.

II.—Duties may be paid in Mexican Dollars or Japanese silver Yen.

III.—The above Tariff of import and export duties shall be converted, as soon as possible and as far as may be deemed desirable, into specific rates by agreement between the competent authorities of the two countries.

[L.S.] Harry S. Parkes.
„ Min Yong-mok.

TREATIES WITH JAPAN

GREAT BRITAIN

TREATY OF COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND JAPAN

SIGNED AT LONDON, 16TH JULY, 1894

Ratifications Exchanged at Tokyo, 25th August, 1894

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Majesty the Emperor of Japan, being equally desirous of maintaining the relations of good understanding which happily exist between them, by extending and increasing the intercourse between their respective States, and being convinced that this object cannot better be accomplished than by revising the Treaties hitherto existing between the two countries, have resolved to complete such a revision, based upon principles of equity and mutual benefit, and, for that purpose, have named as their Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, the Right Honourable John, Earl of Kimberley, Knight of the Most Noble Order of the Garter, etc., etc., Her Britannic Majesty's Secretary of State for Foreign Affairs;

And His Majesty the Emperor of Japan, Viscount Aoki Siuzo, Junii, First Class of the Imperial Order of the Sacred Treasure, His Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Court of St. James';

Who, after having communicated to each other their full powers, found to be in good and due form, have agreed upon and concluded the following Articles:—

Article I.—The subjects of each of the two high contracting parties shall have full liberty to enter, travel, or reside in any part of the dominions and possessions of the other contracting party, and shall enjoy full and perfect protection for their persons and property.

They shall have free and easy access to the Courts of Justice in pursuit and defence of their rights; they shall be at liberty equally with native subjects to choose and employ lawyers, advocates, and representatives to pursue and defend their rights before such Courts, and in all other matters connected with the administration of justice they shall enjoy all the rights and privileges enjoyed by native subjects.

In whatever relates to rights of residence and travel; to the possession of goods and effects of any kind; to the succession to personal estate, by will or otherwise, and the disposal of property of any sort in any manner whatsoever which they may lawfully acquire, the subjects of each contracting party shall enjoy in the dominions and possessions of the other the same privileges, liberties, and rights, and shall be subject to no higher imposts, or charges in these respects than native subjects, or subjects or citizens of the most favoured nation. The subjects of each of the contracting parties shall enjoy in the dominions and possessions of the other entire liberty of conscience, and, subject to the Laws, Ordinances, and Regulations, shall enjoy the right of private or public exercise of their worship, and also the right of burying their respective countrymen, according to their religious customs, in such suitable and convenient places as may be established and maintained for that purpose.

They shall not be compelled, under any pretext whatsoever, to pay any charges or taxes other or higher than those that are, or may be, paid by native subjects, or subjects or citizens of the most favoured nation.

Article II.—The subjects of either of the contracting parties residing in the dominions and possessions of the other shall be exempted from all compulsory military service whatsoever, whether in the army, navy, national guards, or militia, from all contributions imposed in lieu of personal service; and from all forced loan or military exactions or contributions.

Article III.—There shall be reciprocal freedom of commerce and navigation between the dominions and possessions of the two high contracting parties.

The subjects of each of the high contracting parties may trade in any part of the dominions and possessions of the other by wholesale or retail in all kinds of produce, manufactures, and merchandize of lawful commerce, either in person or by agents, singly, or in partnership with foreigners or native subjects: and they may there own or hire and occupy the houses, manufactories, warehouses, shops, and premises which may be necessary for them, and lease land for residential and commercial purposes, conforming themselves to the Laws, Police, and Customs Regulations of the country like native subjects.

They shall have liberty to come with their ships and cargoes to all places, ports, and rivers in the dominions and possessions of the other which are or may be opened to foreign commerce, and shall enjoy, respectively, the same treatment, in matters of commerce and navigation, as native subjects, or subjects or citizens of the most favoured nation, without having to pay taxes, imposts, or duties, of whatever nature or under whatever denomination levied in the name or for the profit of the Government, public functionaries, private individuals, corporations, or establishments of any kind, other or greater than those paid by native subjects, or subjects or citizens of the most favoured nation, subject always to the Laws, Ordinances, and Regulations of each country.

Article IV. — The dwellings, manufactories, warehouses, and shops of the subjects of each of the high contracting parties in the dominions and possessions of the other, and all premises appertaining thereto destined for purposes of residence or commerce, shall be respected.

It shall not be allowable to proceed to make a search of, or a domiciliary visit to, such dwellings and premises, or to examine or inspect books, papers, or accounts except under the conditions and with the forms prescribed by the Laws, Ordinances, and Regulations for subjects of the country.

Article V.—No other or higher duties shall be imposed on the importation into the dominions and possessions of Her Britannic Majesty of any article, the produce or manufacture of dominions and possessions of His Majesty the Emperor of Japan, from whatever place arriving; and no other or higher duties shall be imposed on the importation into the dominions and possessions of His Majesty the Emperor of Japan of any article, the produce or manufacture of the dominions and possessions of Her Britannic Majesty, from whatever place arriving than on the like article produced or manufactured in any other foreign country; nor shall any prohibition be maintained or imposed on the importation of any article, the produce or manufacture of the dominions and possessions of either of the high contracting parties, into the dominions and possessions of the other, from whatever place arriving, which shall not equally extend to the importation of the like article, being the produce or manufacture of any other country. This last provision is not applicable to the sanitary and other prohibitions occasioned by the necessity of protecting the safety of persons, or of cattle, or of plants useful to agriculture.

Article VI.—No other or higher duties or charges shall be imposed in the dominions and possessions of either of the high contracting parties on the exportation of any article to the dominions and possessions of the other than such as are, or may be, payable on the exportation of the like article to any other foreign country; nor shall any prohibition be imposed on the exportation of any article from the dominions and possessions of either of the two contracting parties to the dominions and possessions of the other which shall not equally extend to the exportation of the like article to any other country.

Article VII.—The subjects of each of the high contracting parties shall enjoy

in the dominions and possessions of the other exemptions from all transit duties and a perfect equality of treatment with native subjects in all that relates to warehousing, bounties, facilities, and drawbacks.

Article VIII.—All articles which are or may be legally imported into the ports of the dominions and possessions of His Majesty the Emperor of Japan in Japanese vessels may likewise be imported into those ports in British vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in Japanese vessels; and, reciprocally, all articles which are or may be legally imported into the ports of the dominions and possessions of Her Britannic Majesty in British vessels may likewise be imported into those ports in Japanese vesssels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in British vessels. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other places.

In the same manner there shall be perfect equality of treatment in regard to exportation,so that the same export duties shall be paid and the same bounties and drawbacks allowed in the dominions and possessions of either of the high contracting parties on the exportation of any article which is or may be legally exported therefrom, whether such exportation shall take place in Japanese or in British vessels, and whatever may be the place of destination, whether a port of either of the contracting parties or of any third Power.

Article IX.—No duties of tonnage, harbour, pilotage, lighthouse, quarantine, or other similar or corresponding duties of whatever nature or under whatever denomination, levied in the name or for the profits of the Government, public functionaries, private individuals, corporations, or establishments of any kind, shall be imposed in the ports of the dominions and possessions of either country upon the vessels of the other country which shall not equally and under the same conditions be imposed in the like cases on national vessels in general, or vessels of the most favoured nation. Such equality of treatment shall apply reciprocally to the respective vessels, from whatever port or place they may arrive, and whatever may be their place of destination.

Article X.—In all that regards the stationing, loading, and unloading of vessels in the ports, basins, docks, roadsteads, harbours, or rivers of the dominions and possessions of the two countries, no privilege shall be granted to national vessels which shall not be equally granted to vessels of the other country ; the intention of the high contracting parties being that in this respect also the respective vessels shall be treated on the footing of perfect equality.

Article XI.—The coasting trade of both the high contracting parties is excepted from the provisions of the present Treaty, and shall be regulated according to the Laws, Ordinances, and Regulations of Japan and of Great Britain respectively. It is, however, understood that Japanese subjects in the dominions and possessions of Her Britannic Majesty and British subjects in the dominions and possessions of His Majesty the Emperor of Japan shall enjoy in this respect the rights which are or may be granted under such Laws, Ordinances, and Regulations to the subjects or citizens of any other country.

A Japanese vessel laden in a foreign country with cargo destined for two or more ports in the dominions and possessions of Her Britannic Majesty and a British vessel laden in a foreign country with cargo destined for two or more ports in the dominions and possessions of His Majesty the Emperor of Japan may discharge a portion of her cargo at one port, and continue her voyage to the other port or ports of destination where foreign trade is permitted, for the purpose of landing the remainder of her original cargo there, subject always to the Laws and Custom-house Regulations of the two countries.

The Japanese Government, however, agrees to allow British vessels to continue, as heretofore, for the period of the duration of the present Treaty, to carry cargo between the existing open ports of the Empire, excepting to or from the ports of Osaka, Niigata, and Ebisu-minato.

Article XII.—Any ship of war or merchant vessel of either of the high contracting parties which may be compelled by stress of weather, or by reason of any other distress, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary supplies, and to put to sea again, without paying any dues other than such as would be payable by national vessels. In case, however, the master of a merchant vessel should be under the necessity of disposing of a part of his cargo in order to defray the expenses, he shall be bound to conform to the Regulations and Tariffs of the place to which he may have come.

If any ship of war or merchant vessel of one of the contracting parties should run aground or be wrecked upon the coast of the other, the local authorities shall inform the Consul-General, Consul, Vice-Consul, or Consular Agent of the district of the occurrence, or, if there be no such Consular officer, they shall inform the Consul-General, Consul, Vice-Consul, or Consular Agent of the nearest district.

All proceedings relative to the salvage of Japanese vessels wrecked or cast on shore in the territorial waters of Her Britannic Majesty shall take place in accordance with the Laws, Ordinances, and Regulations of Great Britain, and, reciprocally, all measures of salvage relative to British vessels wrecked or cast on shore in the territorial waters of His Majesty the Emperor of Japan shall take place in accordance with the Laws, Ordinances, and Regulations of Japan.

Such stranded or wrecked ship or vessel, and all parts thereof, and all furniture, and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including those which may have been cast into the sea, or the proceeds thereof, if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners or their agents, when claimed by them. If such owners or agents are not on the spot, the same shall be delivered to the respective Consuls-General, Consuls, Vice-Consuls, or Consular Agents upon being claimed by them within the period fixed by the laws of the country, and such Consular officers, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all the duties of Customs unless cleared for consumption, in which case they shall pay the ordinary duties.

When a ship or vessel belonging to the subjects of one of the contracting parties is stranded or wrecked in the territories of the other, the respective Consuls-General, Consuls, Vice-Consuls, and Consular Agents shall be authorized, in case the owner or master, or other agent of the owner, is not present, to lend their official assistance in order to afford the necessary assistance to the subjects of the respective States. The same rule shall apply in case the owner, master, or other agent is present, but requires such assistance to be given.

Article XIII.—All vessels which, according to Japanese law, are to be deemed Japanese vessels, and all vessels which, according to British law, are to be deemed British vessels, shall, for the purposes of this Treaty, be deemed Japanese and British vessels respectively.

Article XIV.—The Consuls-General, Consuls, Vice-Consuls, and Consular Agents of each of the contracting parties, residing in the dominions and possessions of the other, shall receive from the local authorities such assistance as can by law be given to them for the recovery of deserters from the vessels of their respective countries.

It is understood that this stipulation shall not apply to the subjects of the country where the desertion takes place.

Article XV.—The high contracting parties agree that, in all that concerns commerce and navigation, any privilege, favour, or immunity which either contracting party has actually granted, or may hereafter grant to the Government, ships, subjects, or citizens of any other State, shall be extended immediately and unconditionally to the Government, ships, subjects, or citizens of the other contracting party, it being their intention that the trade and navigation of each country shall be placed, in all respects, by the other on the footing of the most favoured nation.

Article XVI.—Each of the high contracting parties may appoint Consuls-General, Consuls, Vice-Consuls, Pro-Consuls, and Consular Agents in all the ports, cities, and places of the other, except in those where it may not be convenient to recognize such officers.

This exception, however, shall not be made in regard to one of the contracting parties without being made likewise in regard to every other Power.

The Consuls-General, Consuls, Vice-Consuls, Pro-Consuls, and Consular Agents may exercise all functions, and shall enjoy all privileges, exemptions, and immunities which are or may hereafter be granted to Consular officers of the most favoured nation.

Article XVII.—The subjects of each of the high contracting parties shall enjoy in the dominions and possessions of the other the same protection as native subjects in regard to patents, trade marks, and designs, upon fulfilment of the formalities prescribed by law.

* Article XVIII.—Her Britannic Majesty's Government, so far as they are concerned, give their consent to the following arrangement:—

The several foreign Settlements in Japan shall be incorporated with the respective Japanese Communes, and shall thenceforth form part of the general municipal system of Japan.

The competent Japanese authorities shall thereupon assume all municipal obligations and duties in respect thereof, and the common funds and property, if any, belonging to such Settlements, shall at the same time be transferred to the said Japanese authorities.

When such incorporation takes place existing leases in perpetuity under which property is now held in the said Settlements shall be confirmed, and no conditions whatsoever other than those contained in such existing leases shall be imposed in respect of such property. It is, however, understood that the Consular authorities mentioned in the same are in all cases to be replaced by the Japanese authorities.

All lands which may previously have been granted by the Japanese Government free of rent for the public purposes of the said Settlements shall, subject to the right of eminent domain, be permanently reserved free of all taxes and charges for the public purposes for which they were originally set apart.

Article XIX.—The stipulations of the present Treaty shall be applicable, so far as the laws permit, to all the Colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to—

India.	South Australia.	Queensland.	New South Wales.
The Cape.	†The Dominion of Canada.	Western Australia.	Tasmania.
Victoria.	Natal.	Newfoundland.	New Zealand.

Provided always that the stipulations of the present Treaty shall be made applicable to any of the above-named Colonies or foreign possessions on whose behalf notice to that effect shall have been given to the Japanese Government by Her Britannic Majesty's Representative at Tokyo within two years from the date of the exchange of ratifications of the present Treaty.

* Owing to serious difference of opinion which arose between Japan of the one part and Great Britain, France and Germany of the other part regarding the interpretation of this clause with regard to leases held in perpetuity, an Arbitration Tribunal was appointed. The Governments of Germany, France and Great Britain named as Arbitrator M. Louis Renault, Professor of Law in the University of Paris and Legal Adviser to the Department of Foreign Affairs, and Japan named as Arbitrator His Excellency Itchiro Motono, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of Japan, at Paris, Doctor of Law. M. Gregers Gram, formerly Norwegian Minister of State, was chosen by the Arbitrators as Umpire. The Tribunal sat at The Hague, and on May 22nd, 1905, decided by a majority of votes and declared that: "The provisions of the Treaties and other engagements mentioned in the Protocols of Arbitration exempt not only the land held in virtue of the leases in perpetuity granted by or on behalf of the Government of Japan, but they exempt the land and buildings of every description constructed or which may hereafter be constructed on such land from all imposts, taxes, charges, contributions or conditions whatsoever, other than those expressly stipulated in the leases in question." Mr. Motono recorded his entire disagreement with the decision.

† On January 31st, 1906, an agreement was signed in Tokyo making the Stipulations of this Treaty applicable to the Dominion of Canada.

Article XX.—The present Treaty shall, from the date it comes into force, be substituted in place of the Conventions respectively of the 23rd day of the 8th month of the 7th year of Kayai, corresponding to the 14th day of October, 1854, and of the 13th day of the 5th month of the 2nd year of Keiou, corresponding to the 25th day of June, 1866, the Treaty of the 18th day of the 7th month of the 5th year of Ansei, corresponding to the 26th day of August, 1858, and all Arrangements and Agreements subsidiary thereto concluded or existing between the high contracting parties; and from the same date such Conventions, Treaty, Arrangements, and Agreements shall cease to be binding, and, in consequence, the jurisdiction then exercised by British Courts in Japan, and all the exceptional privileges, exemptions, and immunities then enjoyed by British subjects, as a part of or appurtenant to such jurisdiction, shall absolutely and without notice cease and determine, and thereafter all such jurisdiction shall be assumed and exercised by Japanese Courts.

Article XXI.—The present Treaty shall not take effect until at least five years after its signature. It shall come into force one year after His Imperial Japanese Majesty's Government shall have given notice to Her Britannic Majesty's Government of its wish to have the same brought into operation. Such notice may be given at any time after the expiration of four years from the date hereof. The Treaty shall remain in force for the period of twelve years from the date it goes into operation.

Either high contracting party shall have the right, at any time after eleven years shall have elapsed from the date this Treaty takes effect, to give notice to the other of its intention to terminate the same, and at the expiration of twelve months after such notice is given this Treaty shall wholly cease and determine.

Article XXII.—The present Treaty shall be ratified, and the ratifications thereof shall be exchanged at Tokyo as soon as possible, and not later then six months from the present date.

In witness whereof the respective Plenipotentiaries have signed the same and have affixed thereto the seal of their arms.

Done at London, in duplicate, this sixteenth day of the seventh month of the twenty-seventh year of Meiji.

[L.S.] KIMBERLEY.
" AOKI.

PROTOCOL

The Government of Her Majesty the Queen of Great Britain and Ireland and Empress of India, and the Government of His Majesty the Emperor of Japan, deeming it advisable in the interests of both countries to regulate certain special matters of mutual concern, apart from the Treaty of Commerce and Navigation signed this day, have, through their respective Plenipotentiaries, agreed upon the following stipulations:—

1.—It is agreed by the contracting parties that one month after the exchange of the ratifications of the Treaty of Commerce and Navigation signed this day, the Import Tariff hereunto annexed shall, subject to the provisions of Article XXIII. of the Treaty of 1858 at present subsisting between the contracting parties, as long as the said Treaty remains in force and thereafter, subject to the provisions of Articles V. and XV. of the Treaty signed this day, be applicable to the Articles therein enumerated, being the growth, produce, or manufacture of the dominions and possessions of Her Britannic Majesty, upon importation into Japan. But nothing contained in this Protocol, or the Tariff hereunto annexed, shall be held to limit or qualify the right of the Japanese Government to restrict or to prohibit the importation of adulterated drugs, medicines, food, or beverages, indecent or obscene prints, paintings, books, cards, lithographic or other engravings, photographs, or any other indecent or obscene articles; articles in violation of patent, trade-mark, or copy-right laws of Japan, or any other article which for sanitary reasons, or in view of public security or morals, might offer any danger.

The *ad valorem* duties established by the said Tariff shall, so far as may be deemed practicable, be converted into specific duties by a supplementary Convention, which shall be concluded between the two Governments within six months from the date of this Protocol; the medium prices, as shown by the Japanese Customs Returns during the six calendar months preceding the date of the present Protocol, with the addition of the cost of insurance and transportation from the place of purchase, production or fabrication, to the port of discharge, as well as commission, if any, shall be taken as the basis for such conversion. In the event of the Supplementary Convention not having come into force at the expiration of the period for the said Tariff to take effect, *ad valorem* duties in conformity with the rule recited at the end of the said Tariff shall, in the meantime, be levied.

In respect of articles not enumerated in the said Tariff, the General Statutory Tariff of Japan for the time being in force shall, from the same time, apply, subject, as aforesaid, to the provisions of Article XXIII. of the Treaty of 1858 and Articles V. and XV. of the Treaty signed this day, respectively.

From the date the Tariffs aforesaid take effect, the Import tariff now in operation in Japan in respect of goods and merchandise imported into Japan by British subjects shall cease to be binding.

In all other respects the stipulations of the existing Treaties and Conventions shall be maintained unconditionally until the time when the Treaty of Commerce and Navigation signed this day comes into force.

2.—The Japanese Government, pending the opening of the country to British subjects, agrees to extend the existing passport system in such a manner as to allow British subjects, on the production of a certificate of recommendation from the British Representative in Tokyo, or from any of Her Majesty's Consuls at the open ports in Japan, to obtain upon application passports available for any part of the country, and for any period not exceeding twelve months, from the Imperial Japanese Foreign Office in Tokyo, or from the chief authorities in the Prefecture in which an open port is situated; it being understood that the existing Rules and Regulations governing British subjects who visit the interior of the Empire are to be maintained.

3.—The Japanese Government undertakes, before the cessation of British Consular jurisdiction in Japan, to join the International Conventions for the Protection of Industrial Property and Copyright.

4.—It is understood between the two high contracting parties that, if Japan thinks it necessary at any time to levy an additional duty on the production or manufacture of refined sugar in Japan, an increased customs duty equivalent in amount may be levied on British refined sugar when imported into Japan, so long as such additional excise tax or inland duty continues to be raised.

Provided always that British refined sugar shall in this respect be entitled to the treatment accorded to refined sugar being the produce or manufacture of the most favoured nation.

5.—The undersigned Plenipotentiaries have agreed that this Protocol shall be submitted to the two high contracting parties at the same time as the Treaty of Commerce and Navigation signed this day, and that when the said Treaty is ratified the agreements contained in the Protocol shall also equally be considered as approved, without the necessity of a further formal ratification.

It is agreed that this Protocol shall terminate at the same time the said Treaty ceases to be binding.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

Done at London, in duplicate, this sixteenth day of July, in the year of our Lord one thousand eight hundred and ninety-four.

[L.S.] KIMBERLEY. [L.S.] AKOI.

[*In place of the Tariff above referred to are given in the following pages the Tariff officially promulgated in* 1906, *which embodies all the changes effected by Treaties with other Powers.*]

DRAFT CUSTOMS TARIFF LAW

Article I.—Customs duties shall be imposed according to the annexed Tariff upon articles imported from foreign countries.

Article II.—Duty upon an article subject to *ad valorem* duty shall be levied according to the value thereof at the time of its arrival at the port of importation.

Article III.—With regard to those articles in respect of which it is found advisable to convert the *ad valorem* duties into specific duties, such conversion may be made by Imperial Ordinance on the basis of the average values for a period of not less than six months.

Articles enumerated in the annexed Tariff may be further classified or their gross weight may be taken, in determining the rates of the specific duties mentioned in the preceding paragraph.

Article IV.—With regard to articles, the produce or manufacture of the regions which do not enjoy the benefit of special conventional arrangements, a benefit not exceeding the limits provided for in those arrangements may, by Imperial Ordinance designating the regions and articles, be extended to such articles, if necessary.

Article V.—With respect to articles, the produce or manufacture of a country in which vessels, or produce or manufacture of Japan are subjected to less favourable treatment than those of other countries, the articles of such country may be designated by Imperial Ordinance, which shall be liable to Customs duties not exceeding in amount the value of such articles in addition to the duties prescribed in the annexed Tariff.

Article VI.—In respect of articles on which an export bounty is granted in foreign countries, a Customs duty of the same amount as the said bounty may be imposed by Imperial Ordinance in addition to the duty prescribed in the annexed Tariff.

Article VII.—The following articles are exempted from import duty:—

1.—Articles for the use of the Imperial Household.

2.—Articles belonging to chiefs of foreign States, their families, and suites, visiting Japan.

3.—Arms, ammunition, and explosives imported by the Army or the Navy.

4.—Mineral oils, imported for use as fuel by the Army or the Navy, with a specific gravity exceeding 0.875 at 15 degrees Centigrade.

5.—Warships.

6.—Articles for personal use of foreign Ambassadors and Ministers accredited to Japan and articles for official use of foreign Embassies and Legations in Japan.

7.—Articles for personal use of the members of the Embassies and Legations in Japan of those countries which exempt from Customs duty the articles for personal use of the members of the Japanese Embassies and Legations in such countries and articles for official use of the Consulates in Japan of those countries which exempt from Customs duty the articles for official use of the Japanese Consulates in such countries.

8.—Orders, decorations, medals, and badges conferred upon persons resident in this country.

9.—Records, documents and others papers.

10.—Articles imported as specimens or objects of reference which are to be exhibited in Government or public schools, museums, commercial museums, and other institutions.

11.—Articles contributed for the purpose of charity or relief.

12.—Government monopoly articles imported by the Government.

13.—Samples of merchandise which are only fit to be used as such.

14.—Travellers' effects, and tools and instruments of professional necessity to travellers, in so far as they correspond to the social status of such travellers and are recognised as reasonable by the Customs.

15.—Articles sent back by Japanese military or naval forces and warships abroad.

16.—Effects of persons changing their residences provided that such effects have already been used.

17.—Exported articles which are re-imported within five years without any change in the character and form as at the time of exportation, excepting, however, alcohol, alcoholic liquors, sugar, and articles which were exempted from import duty or granted a drawback thereof under Art. VIII. or Art. IX.;

18.—Receptacles of exported goods designated by ordinance when such receptacles are re-imported;

19.—Fish, shell-fish, mollusca, sea-animals, seaweeds, and other aquatic products caught or gathered by vessels which set out for the purpose from Japan, and their manufactures of simple process, provided that they are imported by the same vessels or vessels attached thereto;

20.—Articles for ship's use delivered in open ports to warships and vessels bound for foreign countries;

21.—Wreckages and equipments of shipwrecked Japanese vessels;

22.—Exported goods shipped by vessels which cleared Japanese ports, and brought back on account of the shipwreck of such vessels;

23.—Horses, cattle, swine, sheep, and poultry, for breeding imported by the State and prefectures, and horses and cattle for breeding imported by associations of horse or cattle breeding.

Article VIII.—The following articles are exempted from import duty if they are to be re-exported within one year from the date of importation, provided that security corresponding in amount to the duty is deposited at the time of importation:—

1.—Articles imported for the purpose of having work done thereon, which are designated by ordinance;

2.—Receptacles of imported goods, designated by ordinance;

3.—Articles imported for repair;

4.—Articles imported for the purpose of scientific research;

5.—Articles imported as articles for trial;

6.—Samples imported for the purpose of collecting orders;

7.—Articles imported for use in theatrical and other performances.

Article IX.—When articles designated by ordinance have been manufactured with imported raw materials and are exported to foreign countries, the whole or part of the import duty on such materials may be refunded in a manner to be determined by ordinance.

When manures designated by ordinance have been manufactured with imported raw materials, the whole or part of the duty on such materials may be refunded in a manner to be determined by ordinance.

Any person who obtains or attempts to obtain fraudulently or illegally the refundment mentioned in the preceding two paragraphs shall be dealt with according to the provision of Art. LXXV. of the Customs Duties Law.

Article X.—Imported manufactured articles which are furnished or fitted up in a vessel which is constructed in Japan are exempted from import duty if they are exported together with such vessel within two years from the date of importation provided that security corresponding in amount to the duty is deposited at the time of importation.

Article XI.—The importation of the articles specified hereunder is prohibited:—

1.—Opium and utensils for smoking opium, excepting those imported by the Government;

2.—Counterfeit, altered, or imitation coins, paper money, bank notes, and negotiable papers;

3.—Books, pictures, carvings, and other articles injurious to public security or morals;

4. Articles which infringe rights in patents, utility models, designs, and trademarks and copyrights.

SUPPLEMENTARY ARTICLE

Article XII.—The date at which the present Law will be put in operation shall be determined by Imperial Ordinance.

CUSTOMS TARIFF OF JAPAN

(For New Conventional Tariff See Pages 224-226)

No.	Articles.	Unit.	Rate of Duty.
	GROUP I.—*Plants and Animals (Living).*		Yen.
1	Plants, twigs, stems, stalks and roots (for planting or grafting		free
2	Fungi for culture:		
	1. Yeast.		
	A. Pressed	100 kins	2.60
	B. Other...		free
	2. Saccharifying fungi, known as "*Koji*"	*ad val.*	20%
	3. Other		free
3	Horses	"	5%
4	Bulls, oxen and cows	"	10 "
5	Sheep	*Per head*	3.00
6	Goats	"	2.30
7	Swine	*ad val.*	20%
8	Poultry	"	20 "
9	Fish, shellfish and mollusca:		
	1. Fry and roes...		free
	2. Other		20%
10	Bees...	"	10 "
11	All other live animals...	"	20 "
	GROUP II.—*Grains, Flours, Starches and Seeds.*		
12	Rice and paddy	100 kins	0.64
13	Barley	"	0.42
14	Pearl barley	"	4.00
15	Malt	"	2.20
16	Wheat	"	0.60
17	Oats...	"	0.65
18	Millet, Italian or German	"	0.50
19	Millet, common (*Panicum miliaceum*)	"	0.35
20	Indian corn	"	0.30
21	Beans and pease:		
	1. Soja beans	"	0.50
	2. Red or white beans, small (*Phaseolus subtrilobata*) ...	"	0.50
	3. Beans (*Vice faba*)	"	0.40
	4. Green beans, small (*Phaseolus radiatus*)	"	0.50
	5. Pease (*Pisum sativum*)	"	0.45
	6. Ground nuts:		
	A Unshelled...	"	0.80
	B. Other...	"	0.95
	7. Other	"	0.45
22	Flours, meals or groats of grains and starches:		
	1. Wheat flour	"	1.65
	2. Oatmeal...	"	5.00
	3. Corn meal		3.15
	4. Tapioca and manioca...	"	1.05
	5. Sago	"	2.00
	6. Other	"	1.65
23	Sesame seed	"	1.00
24	Seeds of *Perilla ocimoides*	"	0.85
25	Rape Seed		0.65
26	Linseed		0.65
27	Cotton seed		0.10
28	Ivory nuts		free
29	Cocoa nuts	"	0.70
30	All other grains and seeds...	*ad val.*	15%

No.	Articles.	Unit.	Rate of Duty.
	GROUP III.—*Beverages, Comestibles and Tobacco.*		Yen.
31	Vegetables, fruits and nuts:		
	1. Preserved with sugar, molasses, syrup or honey (including receptacles)	100 kins	12.70
	2. Other:		
	A.—Vegetables:		
	1. Preserved in tin ... ... including receptacles	"	7.90
	2. " " bottle ... ... "	"	7.60
	3. " " jar ... ... "	"	1.95
	4. Other	*ad val.*	30%
	A. Fresh		—
	B. Dried		—
	C. Other		—
	B.—Other:		
	1. Preserved in tin ... ... including receptacles	100 kins	7.25
	2. " " bottle ... ... "	"	8.50
	3. " " jar ... ... "	"	3.20
	A Fresh fruits...	"	4.00
	B. Dried	"	6.90
	C. Nuts	"	7.85
	D. Other	*ad val.*	30%
32	Tea:		
	1. Black tea	100 kins	22.60
	2. " dust tea	"	6.80
	3. Other	"	6.00
33	Maté and other tea substitutes...	*ad val.*	45%
34	Coffee:		
	1. In the bean	100 kins	15.10
	2. Other	"	25.10
35	Chicory and other coffee substitutes	*ad val.*	45%
36	Cocoa (not sugared):		
	1. In the bean	100 kins	6.00
	2. Other ... ... including receptac es	"	43 00
37	Pepper:		
	1. In the seed	"	9 35
	2. Other ... ... including receptacles	"	11.70
38	Curry:		
	1. In powder ... ... including receptacles	"	21 10
	2 Other	*ad val.*	40%
39	Mustard:		
	1. In powder ... ... including receptacles	100 kins	8.35
	2. Other	*ad val.*	40%
40	Sugar:		
	1. Under No. 11 Dutch standard	100 kins	2.50
	2. Under No. 15 Dutch standard	"	3.10
	3. Under No. 18 Dutch standard	"	3.35
	4. Under No. 21 Dutch standard	"	4.25
	5. Other	"	4,65
41	Rock candy sugar, cube sugar, loaf sugar, and similar sugar	"	7.40
42	Molasses:		
	1. Containing not more than 60% by weight of sugar calculated as cane sugar	"	1,30
	2. Other	"	2.50
43	Grape sugar, malt sugar and "Ame"	"	13.65
44	Honey ... ... including receptacles	"	7.20
45	Confectioneries and cakes ... ... "	"	32.00
46	Jams, fruit jellies and the like... ... "	"	17.50
47	Biscuits (not sugared) ... ... "	"	13.30
48	Macaroni, vermicelli and the like	"	7.90
49	Fruit juices and syrups:		
	1. Fruit-juices (sugared) and syrups:		
	A. In bottle or tin ... ... including receptacles	"	15.30
	B. Other	"	10.70

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	2. Other ... ... including receptacles	100 kins	11.00
50	Sauces:		
	1. In cask	"	8.25
	2. Other ... ... including receptacles	"	11.00
51	Vinegar	100 litres	13.90
	Note.—Vinegar containing more than 10 grammes of acetic acid in 100 cubic centimetres at 15° C. is subject to an additional duty at the rate of 3 *yen* per 100 litres (3.33*d.* per gallon) for every additional one gramme of acetic acid.		
52	Meats, poultry, game, fish, shellfish and mollusca:		
	1. Fresh:		
	A. Beef	100 kins	3.80
	B. Mutton	"	6.00
	C. Other	*ad val.*	30%
	2. Preserved in tin, bottle or jar:		
	A. Meats, poultry and game...	"	35 "
	B. Fish, shellfish and mollusca:		
	a. Sardines in oil	"	40 "
	b. Other	"	40 "
	3. Other:		
	A. Sausages	100 kins	17.00
	B. Ham and bacon	"	16.20
	C. Salted meats	"	5.65
	D. Salted whale meat		
	a. Tail meat	"	3.60
	b. Other	"	1.90
	E. Salted fish	"	2.00
	F. Other	*ad val.*	30%
53	Butter, artificial butter and ghee	100 kins	29.60
54	Cheese	"	20.50
55	Condensed milk ... ... including receptacles	"	11.10
56	Infant foods ... ... "	"	24.30
57	Meat extract ... ... "	"	72.50
58	Peptone, somatose, hemoglobin and similar tonic foods ...	*ad val.*	35%
59	Eggs, fresh	100 kins	6.00
60	Mineral waters, soda water and similar beverages, not containing sugar or alcohol	100 litres	16.00
61	Saké	"	17.00
62	Chinese liquors, fermented	"	17.00
63	Beer, ale, porter and stout...	"	12.00
64	Wines of all kinds;		
	1. In bottle	"	40.00
	2. In other receptacles:		
	A. Containing not more than 14% by volume of pure alcohol:		
	a. ontaining not more than 1 gramme o sugar calculated as grape sugar in 100 cubic centimetres at 15° C.	"	12.00
	b. Other	"	20.00
	B. Other	"	30.00
	Note.—Those containing more than 20 grammes of sugar calculated as grape sugar in 100 cubic centimetres at 15° C. are subject to an additional duty at the rate of 25 *sen* per 100 litres (0.28*d.* per gallon) for every additional one gramme of sugar.		
65	Champagne and other sparkling wines	"	100.00

No.		Unit.	Rate of Duty.
			Yen.
66	Alcoholic liquors, not otherwise provided for:		
	1. Containing not more than 7% by volume of pure alcohol which has a specific gravity of 0.7947 at 15° C.	100 litres	20.00
	2. Other:		
	A. In bottle	"	110.00
	B. In other receptacles	"	60.00
	Note.—Those containing more than 50% by volume of pure alcohol which has a specific gravity of 0.7947 at 15° C. are subject to an additional duty at the rate of 1 *yen* per 100 litres (1.11*d*. per gallon) for every additional 1% of pure alcohol.		
67	Beverages and comestibles, not otherwise provided for:		
	1. Sugared...	*ad val.*	60 %
	2. Other	"	40 "
68	Tobacco:		
	1. Cigars, cigarettes and cut tobacco	"	355 "
	2. Chewing tobacco...	1 kin	2.23
	3. Snuff	"	5.17
	4. Other	*ad val.*	355%
	GROUP IV.—*Skins, Hairs, Bones, Horns, Teeth, Tusks, Shells, &c.*		
69	Furs:		
	1. Of sheep and goats	100 kins	9.40
	2. Other	*ad val.*	40 %
70	Fur manufactures, not otherwise provided for	"	50 "
71	Hide and skins, animal, raw:		
	1. Of bulls, oxen, cows and buffaloes	100 kins	1.70
	2. Of deer	"	1.90
	3. Of red deer (*Cervus Elaphus*)	"	1.25
	4. Waste		free
	5. Other	*ad val.*	5 %
72	Leather:		
	1. Of bulls, oxen, cows, buffaloes, horses, sheep and goats:		
	A. Lacquered, japanned or enamelled	"	20 %
	B. Dyed or coloured (excluding roller leather)	"	20 "
	C. Other:		
	I. Of bulls, oxen, cows, buffaloes and horses:		
	a. Sole leather	100 kins	15.20
	b. Tanned hide, known as "*Indian blood leather*"...	"	9.50
	c. Other	*ad val.*	20 %
	II. Of sheep and goats:		
	a. Roller leather	100 kins	69.00
	b. Other	"	24.00
	2. Of chamois (including imitation chamois leather) ...	"	74.40
	3. Of swine...	"	30.60
	4. Of alligators:		
	A. Each weighing not more than 150 grammes	"	207.00
	B. Other...	"	113.00
	5. Of lizards	"	394.00
	6. Waste	"	9.20
	7. Other	*ad val.*	20 %
73	Manufactures of leather, not otherwise provided for:		
	1. Belts, belting, and hoses, for machinery	100 kins	37.20
	2. Sweat leathers for hats (including those made of imitation leather)...	"	88.80

No.	Articles.	Unit.	Rate of Duty.
	3. Other:		Yen.
	A. Combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory, or tortoise-shells	*ad va*	50%
	B. Other	„	40 „
74	Hairs, animal, not otherwise provided for		free
75	Feathers and downs:		
	1. For ornament	„	40%
	2. Other	„	20 „
76	Bird's skins with feathers		free
77	Manufactures of feathers or bird's skins with feathers, not otherwise provided for	„	50%
78	Quill bristles...		free
79	Bones, animal, excluding those for medicinal use		„
80	Tusks, animal		„
81	Manufactures of animal tusks, not otherwise provided for:		
	1. Of elephant's ivory	„	30%
	2. Other	„	40 „
82	Animal horns, excluding those for medicinal use		free
83	Hoofs, animal		„
84	Sinews, animal		„
85	Bladders...	„	10%
86	Shells of mollusca		free
87	Tortoise-shells:		
	1. Shells of hawkbill:		
	A. Dorsal and marginal shells	100 kins	134.00
	B. Other	„	16.70
	2. Shells of loggerhead or of green turtle known as "*Wako*":		
	A. Dorsal shells	„	5.35
	B. Marginal shells	„	1.30
	C. Other	„	16.70
	3. Waste	„	7.95
	4. Other	*ad val.*	10%
88	Tortoise-shell manufactures, not otherwise provided for ...	„	50 „
89	Corals	„	40 „
90	Coral manufactures, not otherwise provided for	„	50 „
91	Pearls	„	5 „
92	Sponges:		
	1. Prepared	100 kins	181.00
	2. Other	„	9.20
93	Skin, hair, bones, horns, teeth, tusks, shells, not otherwise provided for (excluding those for medicinal use)	*ad val.*	10%
94	Manufactures of skin, hair, bone, horn, teeth, tusk, shell, not otherwise provided for	„	40 „
	GROUP V.—*Oils, Fats, Waxes and Manufactures thereof.*		
95	Volatile oils, vegetable:		
	1. Fragrant		free
	2. Other:		
	A. Of turpentine:		
	a. In cans, or barrels	100 kins	5.20
	b. Other	*ad val.*	20%
	B. Other...	„	„
96	Linseed oil:		
	1. In cans, or barrels:		
	A Boiled	100 kins	3 00
	B Other...	„	1.60
	2. Other	*ad val.*	20%
97	Castor oil:		
	1. In cans, barrels or jars	100 kins	2.20
	2. Other	*ad val.*	20%

No.	Articles.	Unit.	Rate of Duty.
			Yen.
98	Olive oil:		
	1. In can or barrel	100 kins	1.70
	2. Other	"	9.50
99	Cocoa-nut oil...	"	1.50
100	Ground nut oil	"	4.65
101	Soja bean oil	"	1.40
102	Cotton seed oil	"	4.45
103	Wood oil, obtained from the seeds of *Aleurites cordata* ...	"	1.90
104	Camellia oil	"	4.90
105	Cacao butter	"	18.50
106	Cod-liver oil	"	10.30
107	Fish oil and whale oil...	"	1.30
108	Fats, animal:		
	1. Lard	"	9.00
	2. Other	"	0.80
109	Compound lard	"	7.70
110	Stearin	"	12.00
111	Olein	"	5.00
112	Mineral oils:		
	1. Crude:		
	Distillates between 120° and 275° by fractional distillation:		
	A. Not exceeding 20% by volume	10 Am. gals.	0.17
	B. " " 25 " " "	"	0.21
	C. " " 30 " " "	"	0.25
	D. " " 35 " " "	"	0.29
	E. " " 40 " " "	"	0.33
	F. Other...	"	0.36
	Note.—Those containing more than 45% are subject to an additional duty at the rate of 1 sen per 10 American gallons (0.30*d.* per 10 Imperial gallons) for every additional 1%		
	2. Other, including lubricating oils containing animal and vegetable oils or fats, soaps, &c., of a specific gravity at 15° C.:		
	A. Not exceeding 0.730	"	0.56
	B. " " 0.875	"	0.90
	C. Other	100 kins	1.23
113	Vaseline	"	2.95
114	Paraffin wax:		
	1. Melting point up to 42° C.		free
	2. Other	"	12.00
115	Vegetable tallow or wax, obtained from the seeds of *Stillingia sebifera, Rhus vernicifera or Rhus succedanea*	"	6.00
116	Candles	"	11.00
117	Soaps:		
	1. Perfumed (including inner packings)	"	28.60
	2. Other	"	5.70
118	Perfumed oils, fats, and waxes, and preparations of perfumed oil, fat or wax (including receptacles and inner packings)	"	78.00
119	Perfumed waters (including receptacles and inner packings)	"	90.00
120	Oils, fats, and waxes, not otherwise provided for...	*ad val.*	20%
121	Manufactures of oil, fat, and wax, not otherwise provided for	"	30%
	GROUP VI.—*Drugs, Chemicals, Medicines, Compounds or Preparations thereof, and Explosives.*		
122	Hops		free
123	Liquorice	100 kins	2.00
124	Saffron	"	422.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
125	Ipecacuanha root	100 kins	82.00
126	Ginseng	*ad val.*	20 %
127	Cassia and cinnamon bark...	,,	20 %
128	Cinchona bark	100 kins	6.65
129	Ryutan or gentian root	,,	2.85
130	Rhubarb...	,,	8.60
131	Semen cynæ	,,	6.70
132	Senega root	,,	19.40
133	Ergot of rye	,,	14.30
134	Musk	1 kin	101.00
135	Artificial musk	100 kins	81.50
136	Nard or spikenard	,,	4.80
137	Cloves	,,	6.10
138	Agalwood or aloes-wood	,,	69.30
139	Sandal wood	,,	5.15
140	Galls, myrobalans, betel nuts, oak bark, mimosa bark, mangrove bark, chips or scraps of quebracho wood and similar tanning materials		free
141	Catechu and other tanning extracts...	,,	0.50
142	Balsam	,,	25.00
143	Crude indiarubber, crude gutta percha, and substitutes thereof		free
144	Gum arabic, shellac, rosin and other gums and gum resins, not otherwise provided for (excluding those for medicinal use)		,,
145	Glue	,,	2.70
146	Gelatin	,,	10.20
147	Isinglass...	,,	40.90
148	Dextrin	,,	1.15
149	Sulphur	*ad val.*	20%
150	Phosphorus, yellow and red or amorphous		free
151	Iodine	100 kins	135.00
152	Zinc dust	,,	1.50
153	Acid, boric	,,	3.20
154	,, acetic	,,	8.00
155	,, oxalic	,,	2.00
156	,, tartaric	,,	11.90
157	,, salcylic	,,	11.60
158	,, carbolic	,,	6.00
159	,, picric	*ad val.*	20 %
160	,, citric	100 kins	18.40
161	,, pyrogallic	,,	144.00
162	,, tannic	,,	20.70
163	Soda, caustic, and potash, caustic:		
	1. Refined	,,	7.25
	2. Other	,,	1.50
164	Iodide of soda	,,	155.00
165	Soda, ash and natural	,,	0.35
166	Soda, bicarbonate of	,,	0.95
167	,, peroxide of	,,	15.60
168	Nitrate of soda (Chili saltpetre):		
	1 Refined	,,	2.30
	2. Other		free
169	Soda sulphate of:		
	1. Refined	*ad val.*	20%
	2. Other	100 kins	0.45
170	Soda, borate of (borax)	,,	1.00
171	,, silicate of	,,	0.35
172	,, salicylate of	,,	14.10
173	Cyanide of soda and cyanide of potash		free
174	Potash, nitrate of (saltpetre)	,,	2.35
175	Potash, sulphate of:		
	1. Refined	*ad val.*	20%
	2. Other		free

No.	Articles.	Unit.	Rate of Duty.
			Yen.
176	Potash, chlorate of		free
177	„ bichromate of	100 kins	1.80
178	„ iodide of...	„	122.00
179	„ bromide of	„	10.00
180	Magnesium, carbonate of	„	2.50
181	Barium, peroxide of	„	2.50
182	Alum	„	0.45
183	Ferro-cyanide of soda	„	2.05
184	Ferri-cyanide „	*ad val.*	10%
185	Ferro-cyanide of potash	100 kins	2 70
186	Ferri-cyanide „	„	5.60
187	Bismuth, sub-nitrate of	„	81.10
188	Ammonium, chloride of	„	2.30
189	„ sulphate of:		
	1. Refined	*ad val.*	20%
	2. Other		free
190	Ammonium, carbonate of	100 kins	3.45
191	Thorium, nitrate of	„	86.80
192	Cerium, „ „	*ad val.*	10%
193	Calcium, acetate of	100 kins	0.41
194	Acetone	„	15.13
195	Formalin	„	5.10
196	Wood spirit or methyl alcohol	„	5.95
197	Alcohol	1 litre	0.73
198	Denatured alcohol	„	0.73
199	Glycerine	100 kins	3.20
200	Chloroform	„	22.30
201	Iodoform	„	202 00
202	Milk sugar	„	7.60
203	Saccharin and similar sweet substances...	1 kin	60 00
204	Naphthalin	100 kins	1.50
205	Borneo camphor, and blumea or nai camphor	„	37.30
206	Antifebrin	„	11.00
207	Antipyrin	„	82.00
208	Santonin...	„	326.00
209	Quinine, hydrochlorate of, and sulphate of	„	135.00
210	Morphine, „ „	1 kin	13.50
211	Cocaine:		
	1. Cocaine, sulphate of	1 kin	19 30
	2. „ hydrochlorate of...	*ad val.*	35%
212	Cinchonine, hydrochlorate of, and sulphate of	100 kins	38.80
213	Creosote, carbonate of...	„	33.40
214	Guaiacol, „ „	„	58.10
215	Aniline salt or hydrochlorate of aniline...	„	2.75
216	Diastase...	„	142.00
217	Baking powder	„	27.50
218	Insect „	„	15.70
219	Fly paper	*ad val.*	30%
220	Alcoholic medicinal preparations:		
	1 Tincture of opium	100 kins	39.00
	2. Other	1 litre	0.73
221	Vanillin, coumarin, heliotropin, and similar aromatic chemicals, not otherwise provided for	*ad val.*	10%
222	Tooth powders, tooth washes, toilet powders, and other prepared perfumeries, not otherwise provided for	„	50%
223	Joss sticks	„	40%
224	Roller composition	100 kins	8.80
225	Plasters (including inner packings)	„	53.60
226	Gauze, wadding, bandage, catgut, and similar materials for surgical use...	*ad val.*	30%
227	Gelatine capsules (including inner packings)	100 kins	67.30
228	Wafers	*ad val.*	30%

No.	Articles.	Unit.	Rate of Duty.
			Yen.
229	Drugs, chemicals, and medicines, not otherwise provided for	*ad val.*	20%
230	Compounds or preparations of drugs, chemicals, and medicines, not otherwise provided for	"	30%
231	Explosives:		
	1. Gunpowder	100 kins	8.05
	2. Dynamite	"	6.10
	3. Detonators (including inner packings)	"	25.50
	4. Fuses	"	37.40
	5. Other	*ad vu*	30%
232	Cartridges, loaded with explosives:		
	1. With bullets or shots:		
	A. Of metal shells (including inner packings)	100 kins	29.10
	B. Other " " "	"	23.10
	2. Other	*ad val.*	40%
233	Projectiles, loaded with explosives	"	40%
234	Fireworks	100 kins	12.70
235	Matches	*ad val.*	40%
	GROUP VII – *Dyes, Pigments, Coatings, and Filling Matters.*		
236	Indigo, natural:		
	1. Dry...	100 kins	21.20
	2. Liquid or in paste	*ad val.*	10%
237	Artificial indigo:		
	1. Dry...	100 kins	22.00
	2. Liquid or in paste	*ad val.*	10%
238	Turmeric	100 kins	1.00
239	Tafflower:		
	1. In cake	100 kins	9.65
	2. Other	"	2.70
240	Logwood...	*ad val.*	5%
241	" extract	100 kins	1.85
242	Caramel	"	13.65
243	Alizarin dyes, aniline dyes and other coal tar dyes, not otherwise provided for	"	4.60
244	Oxide of cobalt	"	52.40
245	Liquid gold, liquid silver and liquid platinum	1 kin	12.40
246	Bronze powder, aluminium powder and similar metal powders not otherwise provided for	100 kins	28.00
247	Prussian blue	"	9.25
248	Ultramarine blue...	"	3.15
249	White lead, red lead, and litharge	"	2.10
250	" zinc (oxide of or sulphide of zinc)	"	2.10
251	Chalk or whiting	"	0.65
252	Vermillion or cinnabar	"	26.80
253	Realgar and orpiment...	*ad val.*	10%
254	Gamboge and dragon's blood		free
255	Carbon black...	100 kins	1.95
256	Lacquer (the juice of *Rhus vernicifera*)	"	6.90
257	Varnishes	"	14.50
258	Wood tar and coal tar	"	0.50
259	Pitch and asphalt	"	0.55
260	Shoe polishes ... ...including receptacles	"	9.90
261	Pencils:		
	1. Not cased (slender strips of graphite or of colours) ...	*ad val.*	30%
	2. Other, excluding those with metal sheaths:		
	A. Cased with wood or paper:		
	a. With metal attachments	1 gross	0.75
	b. Other	"	0.55
	B. Other	*ad val.*	30%
262	Inks:		
	1. For copying or writing ... ...including receptacles	100 kins	8.35

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	For printing		
	A. Liquid or in paste:		
	I. In barrel:		
	a. Black	100 kins	3.45
	b. Other	*ad val.*	25%
	II. Other ... ...including receptacles	100 kins	21.50
	B. Solid	„	111.00
	2. Other	*ad val.*	30%
263	Black solid inks, and red solid inks, Chinese	„	„
264	Chalk-crayon and tailor's chalk	„	„
265	Artist's colours and artist's paints...including receptacles	100 kins	50.00
266	Paints:		
	1. Copper paints, international compositions, anti-fouling compositions, anti-corrosive paints, and similar ships' bottom paints	100 kins	6.15
	2. Patent dryer	„	2.80
	3. Enamel paints	„	13.20
	4. Other:		
	A. Each weighing not more than 6 kilogrammes including the weight of receptacle	„	6.40
	B. Other	„	4.95
267	Putty, mangan putty, marine glue pitch, and similar filling matter:		
	1. Putty	„	1.40
	2. Mangan putty	*ad val.*	30%
	3. Marine glue pitch	„	„
	4. Other	„	„
268	Sealing wax	100 kins	4.00
269	Dyes and pigments, not otherwise provided for	*ad val.*	15%
270	Coatings, „ „ „ „	„	30%
	GROUP VIII.—*Yarns, Threads, Twines, Cordages and Materials Thereof.*		
	Note.—In case an article in this group is constituted of more than one kind of fibre, any kind of fibre which does not exceed 5 per cent. by weight of the article shall not be considered as mixed in reference to the tariff classification, silk and artificial silk excepted.		
271	Cotton, in the seed or ginned, including carded or combed cotton		free
272	Cotton yarns:		
	1. Single or two-fold:		
	A. Grey, including gassed yarn:		
	a. Not exceeding No. 24 English...	100 kins	5.80
	b. „ „ „ 42 „	„	6.40
	c. „ „ „ 60 „	„	9.50
	d. „ „ „ 80 „	„	11.00
	e. Other	„	11.30
	B. Bleached simply, Duty on grey yarn with an addition of 1 yen per 100 kins	„	1.00
	C. Other, Duty on grey yarn with an addition of 3 yen per 100 kins	„	1.00
	2. Other:		
	A. Grey, including gassed yarn	„	28.00
	B. Other	„	30.00
273	Cotton twines not exceeding 3 grammes per 10 metres, and cotton threads:		
	1. In skein:		
	A. Grey	„	28.00
	B. Other	„	30.00

No.	Articles.	Unit.	Rate of Duty.
	2. Other:		Yen.
	A. Reeled on wooden spool (including spools)	100 kins	35.90
	B. Other	*ad val.*	30%
274	Flax, China grass, ramie, hemp, jute, and other vegetable fibres, not otherwise provided for		free
275	Linen yarns:		
	1. Single:		
	A Gray	100 kins	8.60
	B. Other	"	9.25
	2. Other:		
	A Gray	"	40.90
	B. Other	"	44.90
276	Linen twines made by twisting together single yarns above No. 7 English and not exceeding 12 grammes per 10 metres, and linen threads:		
	1. Grey	"	40.90
	2. Other	"	44.90
277	China grass yarns and ramie yarns...	*ad val.*	10%
278	China grass twines and ramie twines, made by twisting together single yarns above No. 7 English and not exceeding 12 grammes per 10 metres, China grass threads and ramie threads	"	30%
279	Hemp yarns	"	10%
280	Jute yarns	"	10%
281	Hemp twines and jute twines, made by twisting together single yarns above No. 7 English and not exceeding 12 grammes per 10 metres, hemp threads and jute threads...	100 kins	27.10
282	Sheep's wool, goat's hair and camel's hair, including those carded or combed		free
288	Woollen or worsted yarns:		
	1. Undyed or unprinted:		
	A. Yarns made by twisting woollen and worsted yarns together	*ad val.*	15%
	B Yarns made by twisting those of different number together and loop yarns	"	15%
	C Other;		
	I. Worsted:		
	a. Not exceeding No. 32 metric	100 kins	13.20
	b. Other	"	17.50
	II. Woollen	"	
	2. Other, Duty on undyed or unprinted yarns with an addition of 2.50 yen per 100 kin	"	12.00
284	Mixed yarns of cotton and wool:		
	1. Undyed or unprinted...	"	9.90
	2. Other, Duty on undyed or unprinted yarns with an addition of 3 yen per 100 kins		
285	Cocoons		free
286	Floss silk	"	30.00
287	Raw silk, including thrown silk:		
	1. Wild silk	"	31.00
	2. Other	*ad val.*	30%
288	Spun silk yarns	"	30%
289	Silk threads	"	30%
290	Artificial silk	100 kins	87.90
291	Yarns, not otherwise provided for:		
	1. Partly of silk, artificial silk, or metal	*ad val.*	30%
	2. Other	"	15%
292	Threads, not otherwise provided for	"	30%
293	Fishing gut	100 kins	86.80
294	Wool powder, silk powder, and artificial silk powder	*ad val.*	20%
295	Waste or old fibres, waste yarns and waste threads		free
296	Twines, cordages, braids, and plaited ropes, not otherwise provided for:		
	1. Of cotton	"	18.20

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	2. Of flax, China grass, ramie, hemp, jute, or Manila hemp, pure or mixed with one another	100 kins	6.00
	b. Other	*ad val.*	20%
297	Twines, cordages, braids, and plaited ropes, old, excluding those for trimming	100 kins	0.60
	GROUP IX.—*Tissues and Manufactures thereof.*		
	Notes.		
	1. The term "tissues" in this Group includes felts and knitted tissues.		
	2. The term "silk" in this Group includes artificial silk.		
	3. In case a tissue in this Group is constituted of more than one kind of fibre, any kind of fibre which does not exceed 5% by weight of the tissue shall not be considered as mixed in reference to the tariff classification, silk and artificial silk excepted.		
	4. The number of threads constituting the tissues shall be counted by elementary threads in the part where the greatest number of threads are used.		
	5. Figured tissues are those with a design or repeat constituted by interlacing both warps and woofs more than 20 in number. In case of counting number of thread aforesaid, twisted yarn consisting of two or more single yarns, or yarns put together to act as one shall be counted as one.		
298	Tissues of cotton:		
	1. Velvets, plushes, and other pile tissues, with piles cut or uncut:		
	A. Gray	100 kins	34.00
	B. Other	„	40.00
	2. Tissues woven with chenille threads	*ad val.*	20%
	3. Flannels and other raised tissues	100 kins	16.00
	4. Crapes	*ad val.*	20%
	5. Gauze tissues	100 kins	36.00
	6. Tissues interwoven with laces...	*ad val.*	20%
	7. Plain tissues, not otherwise provided for:		
	A. Gray:		
	I. Weighing not more than 5 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 19 threads or less...	100 kins	23.00
	b. 27 „ „	„	31.00
	c. 35 „ „	„	43.00
	d. 43 „ „	„	57.00
	e. More than 43 threads	„	77.00
	II. Weighing not more than 10 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 19 threads or less...	„	11.00
	b. 27 „ „	„	14.00
	c. 35 „ „	„	18.00
	d. 43 „ „	„	22.00
	e. More than 43 threads	„	28.00
	III. Weighing not more than 20 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 19 threads or less	„	10.00
	b. 27 „ „	„	11.00
	c. 35 „ „	„	14.00
	d. 43 „ „	„	18.00
	e. More than 43 threads...	„	22.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	IV. Weighing not more than 30 kilogrammes per 100 square meters, and having in a square of 5 millimetres side, in warp and woof:		
	a. 19 threads or less...	100 kins	9.00
	b. 27 „ „	„	10.00
	c. 35 „ „	„	12.00
	d. 43 „ „	„	16.00
	e. More than 43 threads...	„	20.00
	V. Other	„	14.00
	B. Bleached simply (Duty on gray tissues with an addition of 3 yen per 100 kins)		
	C. Other (Duty on gray tissues with an addition of 7 yen per 100 kins)		
	8. Figured or brocaded tissues, not otherwise provided for:		
	A. Gray:		
	I. Weighing not more than 5 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a 19 threads or less...	„	26.00
	b. 27 „ „	„	35 00
	c. 35 „ „	„	47.00
	d. 43 „ „	„	65.00
	e. More than 43 threads...	„	88.00
	II. Weighing not more than 20 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 19 threads or less...	„	14.00
	b. 27 „ „	„	18.00
	c. 35 „ „	„	22.00
	d. 43 „ „	„	29.00
	e. More than 43 threads...	„	36.00
	III. Weighing not more than 20 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 27 threads or less...	„	17.00
	b. 35 „ „	„	21.00
	c. 43 „ „	„	27.00
	d. More than 43 threads...	„	34.00
	IV. Weighing not more than 30 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 27 threads or less...	„	16.00
	b. 35 „ „	„	20.00
	c. 43 „ „	„	26.00
	d. More than 43 threads...	„	33.00
	V. Other	„	24.00
	B. Bleached simply (Duty on gray tissues with an addition of 3 yen per 100 kins.)		
	C. Other (Duty on gray tissues with an addition of 7 yen per 100 kins..		
	9. Other:		
	A. Gray:		
	I. Weighing not more than 5 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp ond woof:		
	a. 19 threads or less...	„	24.00
	b. 27 „ „	„	32 00
	c. 35 „ „	„	44.00
	d. 43 „ „	„	59.00
	e. More than 43 threads...	„	80.00
	II. Weighing not more than 10 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 19 threads or less...	„	12.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	b. 27 threads or less	100 kins	15.00
	c. 35 „ „	„	19.00
	d. 45 „ „	„	24.00
	e. More than 43 threads...	„	30.00
	III. Weighing not more than 20 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 27 threads or less	„	12.00
	b. 35 „ „	„	15.00
	c. 43 „ „	„	20.00
	d. More than 43 threads...	„	25.00
	IV. Weighing not more than 30 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 27 threads or less	„	11.00
	b. 35 „ „	„	13.00
	c 45 „ „	„	17.00
	d. More than 43 threads...	„	22.00
	V. Other	„	15.00
	B. Bleached simply (Duty on gray tissues with an addition of 3 yen per 100 kins)		
	C. Other (Duty on gray tissues with an addition of 7 yen per 100 kins)		
299	Tissues of flax, China grass, ramie, hemp or jute, pure or mixed with one another, including those mixed with cotton:		
	1. Velvets, plushes, and other pile tissues, with piles, cut or uncut	*ad val.*	20%
	2. Bolting cloth	„	15 „
	3. Gauze tissues, excluding bolting cloth	„	20 „
	4. Plain, figured or brocaded tissues, not otherwise provided for:		
	A. Tissues of jute:		
	Having in a square of 5 millimetres side, in warp and woof:		
	a. 4 threads or less	100 kins	2.00
	b. 10 „ „	„	4.00
	c. 20 „ „	„	7.40
	d. More than 20 threads	*ad val.*	20%
	B. Mixed with cotton:		
	I. Gray		
	A. Weighing not more than 40 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 10 threads or less	100 kins	8.00
	b. 20 „ „	„	14.00
	c. 30 „ „	„	24.00
	d. 40 „ „	„	32.00
	e. More than 40 threads...	„	42.00
	B. Other	„	10.00
	II. Other (Duty on gray tissues with an addition of 8 yen per 100 kins)		
	C. Other		
	I. Gray:		
	A. Weighing not more than 40 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 10 threads or less	„	10.00
	b. 20 „ „	„	18.00
	c. 30 „ „	„	32.00

No.	Articles.	Unit.	Rate of Duty
			Yen.
	d. 40 threads or less	100 kins	44.00
	e. More than 40 threads...	„	56.00
	B. Other	„	13.40
	II. Other (Duty on gray tissues with an addition of 8 yen per 100 kins)		
	5. Other:		
	A. Mixed with cotton:		
	I. Gr y:		
	A. Weighing not more than 40 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 10 threads or less	„	7.00
	b. 20 „ „	„	13 00
	c. 30 „ „	„	22.00
	d. 40 „ „	„	30.00
	e More than 40 threads...	„	48.00
	B. Other	„	9.00
	II. Other (Duty on gray tissues with an addition of 8 yen per 100 kins)		
	B. Other:		
	I. Gray:		
	A. Weighing not more than 40 kilogrammes per 100 square metres, and having in a square of 5 millimetres side, in warp and woof:		
	a. 10 threads or less	„	9.00
	b. 20 „ „	„	16.00
	c. 30 „ „	„	29.00
	d 40 „ „	„	40.00
	e. More than 40 threads...	„	50.00
	B. Other	„	12.00
	II. Other (Duty on gray tissues with an addition of 8 yen per 100 kins)		
300	Tissues of pineapple, *pueraria thunbergiana*, Manila hemp, agave, and other vegetable fibre (excluding cotton flax, ramie, hemp and jute), pure or mixed with one another: Having in a square of 5 millimetres side, in warp and woof:		
	1. 4 threads or less	„	2.00
	2. 10 „ „	„	6.00
	3. 20 „ „	„	12.00
	4. More than 20 threads	*adval.*	20%
301	Tissues of wool, and mixed tissues of wool and cotton, of wool and silk, or of wool, cotton and silk:		
	1. Velvets, plushes, and other pile tissues, with piles, cut or uncut:		
	A. Partly of silk	100 kins	180.00
	B. Other...	„	50.00
	2. Other		
	A. Of Wool:		
	a. Weighing not more than 100 grammes per square metre	„	57.50
	b. Weighing not more than 200 grammes per square metre	„	70.00
	c. Weighing not more than 500 grammes per square metre	„	60.00
	d. Other	„	50.00
	B. Of wool and cotton:		
	a. Weighing not more than 100 grammes per square metre	„	55.00
	b. Weighing not more than 200 grammes per square metre	„	52.50

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	c. Weighing not more than 500 grammes per square metre	100 kins	37.50
	d. Other	"	22.50
	C. Of wool and silk, or of wool, cotton and silk,		
	I. Containing not more than 10% by weight of silk:		
	a. Weighing not more than 100 grammes per square metre	"	144.00
	b. Weighing not more than 200 grammes per square metre	"	136.00
	c. Weighing not more than 500 grammes per square metre	"	128.00
	d. Other	"	120.00
	II. Containing not more than 25% by weight of silk:		
	a. Weighing not more than 100 grammes per square metre	"	188.00
	b. Weighing not more than 200 grammes per square metre	"	180.00
	c. Weighing not more than 500 grammes per square metre	"	172.00
	d. Other	"	164.00
	III. Other	*ad val.*	40%
302	Tissues of horse hair, including those mixed with other fibres	"	25 "
303	Silk tissues and silk mixed tissues, not otherwise provided for:		
	1. Velvets, plushes and other pile tissues with piles, cut or uncut:		
	A. Of silk	100 kins	520.00
	B Other...	"	180.00
	2. Bolting cloth	*ad val.*	15%
	3. Other:		
	A. Of silk:		
	a. Tissues of wild silk	100 kins	200.00
	b. Other	"	520.00
	B. Other:		
	a. Containing not more than 10% by weight of silk	"	90.00
	b. " " " 25% " "	"	180.00
	c. " " " 50% " "	"	280.00
	d. Other	"	380.00
304	Mixed tissues, not otherwise provided for:		
	1. Velvets, plushes, and other pile tissues, with piles, cut or uncut	"	57.00
	2. Other	"	37.00
305	Stockinette and similar knitted tissues, raised or not:		
	1. Wholly or partly of silk	*ad val.*	45%
	2. Other:		
	A. Weighing not more than 200 grammes per square metre	100 kins	68.60
	B. Weighing not more than 500 grammes per square metre	"	54.10
	C. Other	"	27.00
306	Lace tissues and netted tissues:		
	1. Curtainings:		
	A. of cotton	"	20.00
	B. Other	*ad val.*	30%
	2. Mosquito nettings:		
	A. Of cotton	100 kins	78.80
	B. Other	*ad val.*	30%
	3. Veilings:		
	A. Wholly or partly of silk	100 kins	680.00
	B. Other	*ad val.*	30%
	4. Nettings for fishing or hunting	"	25 "
	5. Other:		
	A. Wholly or partly of silk	"	45 "
	B. Other	"	30 "

No.	Articles.	Unit.	Rate of Duty.
			Yen.
307	Felts:		
	1. Of Wool, or wool and cotton	100 kins	47.40
	2. Other	*ad val.*	30%
308	Embroidered tissues	„	40 „
309	Bookbinders' cloth	100 kins	20.00
310	Tracing cloth	„	64.20
311	Artists' canvas	*ad val.*	30%
312	Window holland	100 kins	30.70
313	Empire cloth...	„	30.10
314	Leather cloth or oil cloth	„	22.40
315	Oil cloth for floor, or linoleum	„	6.60
316	Roofing canvas	„	11.00
317	Tarred canvas	*ad val.*	30%
318	Emery cloth, including glass cloth	100 kins	2.75
319	Waterproof tissues coated or inserted with india-rubber:		
	1. Wholly or partly of silk	*ad val.*	40%
	2. Other	100 kins	75.40
320	Elastic webbing and elastic cords, elastic braids or the like:		
	1. Exceeding 8 centimetres in width:		
	A. Partly of silk	„	148.00
	B. Other	„	86.00
	2. Other:		
	A. Woven:		
	a. Partly of silk	*ad val.*	40%
	b. Other	„	30 „
	B. Other:		
	a. Partly of silk	„	40%
	b. Other	„	30 „
321	Insulating tapes of tissues...	100 kins	19.60
322	Lamp wicks	*ad val.*	30%
323	Typewriter ribbons	„	30 „
324	Handkerchiefs, single:		
	1. Of cotton	100 doz.	25.90
	2. Of flax	„	83.70
	3. Of flax and cotton	„	73.20
	4. Wholly or partly of silk	*ad val.*	50%
	5. Other	„	35 „
325	Towels, single:		
	1. Of cotton	100 kins	40.00
	2. Other	*ad val.*	35%
326	Blankets, single:		
	1. Of wool, or wool and cotton	100 kins	30.40
	2. Other	„	25.80
327	Travelling rugs, single:		
	1. Wholly or partly of silk	„	232.00
	2. Other	„	60.00
328	Carpets and carpetings:		
	1. Wholly or partly of wool:		
	A. Woven with piles:		
	I. Having piles constituted with warp or woof of one system:		
	a. With cut piles	„	36.10
	b. Other	„	21.40
	II. Other:		
	a. With cut piles	„	44.50
	b. Other	„	27.20
	B. Of felt	„	17.10
	C. Other	*ad val*	30%
	2. Of hemp or jute	„	30 „
	3. Other	„	30 „
329	Table cloths, single:		
	1. Of cotton, of cotton and hemp, or of cotton and jute...	100 kins	60.00
	2. Of flax, or cotton and flax...	„	80.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	3. Of wool, or wool and cotton	100 kins	98.20
	4. Wholly or partly of silk, combined with metal threads, or embroidered	*ad val.*	50%
	5. Other	"	40 "
330	Curtains and window blinds:		
	1. Of wool, or wool and cotton	100 kins	93.00
	2. Wholly or partly of silk, combined with metal threads, or embroidered	*ad val.*	50%
	3 Other:		
	A. Of lace	100 kins	39.50
	B. Other	*ad val.*	40%
331	Trimmings:		
	1. Ribbons, laces, edgings, tapes, galloons, cords, braids, and the like:		
	A. Wholly or partly of silk, or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory, or tortoise shells	"	50 "
	B. Combined with imitation precious stones, glass bead , base metals, &c.	"	40 "
	C. Other:		
	a. Darned, embroidered or of lace work	"	40 "
	b. Other	"	30 "
	2. Other, such as tassels, knots, loops, stars, &c.:		
	A. Wholly or partly of silk, or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory, or tortoise shells	"	50 "
	B. Other	"	40 "
332	Mosquito nets	"	40 "
333	Hammocks	"	40 "
334	Fishing or hunting nets	"	25 "
335	Air cushions:		
	1. Wholly or partly of silk	100 kins	315 00
	2. Other	"	124.00
336	Bed quilts and cushions:		
	1. Wholly or partly of silk	*ad val.*	50%
	2. Other:		
	A. Stuffed with feathers or downs	100 kins	124.00
	B. Other	"	78.10
337	Woven belting for machinery and woven hose:		
	1. Of cotton	*ad val.*	20%
	2 Other	100 kins	19 20
338	Filter bags	*ad val.*	20%
339	Gunny bags	100 kins	2.55
340	Old Gunny bags		free
341	Rags		"
342	Tissues, not otherwise provided for	*ad val.*	30%
343	Manufactures of tissues, not otherwise provided for:		
	1. Wholly or partly of silk, or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory, or tortoise shells, or embroidered	"	50 "
	2. Other	"	40 "
	GROUP X.—*Clothing and Accessories thereof*		
	Note.—The term "silk" in this group includes artificial silk.		
344	Raincoats:		
	1. Wholly or partly of silk	"	50 "
	2. Other	100 kins	136 00
345	Shirts, fronts, collars and cuffs	"	134.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
346	Undershirts and drawers:		
	1. Knitted:		
	A. Of cotton	100 kins	115.00
	B Of wool, or wool and cotton...	"	133 00
	C. Wholly or partly of silk	*ad val.*	50%
	D. Other...	"	40 "
	2. Other:		
	A. Wholly or partly of silk	"	50 "
	B. Other:	"	40 "
347	Gloves:		
	1. Of leather	100 kins	450.00
	2. Of leather and other materials except silk	"	170.00
	3 Of cotton, of flax, of cotton and flax, of wool or of wool and cotton	"	226.00
	4. Wholly or partly of silk	"	949 00
	5. Other	*ad val.*	40%
348	Stockings and socks:		
	1. Of cotton, of flax, of cotton and flax, of wool or of wool and cotton	100 kins	138.00
	2. Wholly or partly of silk	*ad val.*	50%
	3. Other	"	40 "
349	Shawls, comforters and mufflers:		
	1. Mufflers:		
	A. Of silk	100 kins	853.00
	B. Partly of silk	"	530.00
	C. Other...	*ad val.*	40%
	2. Other:		
	A. Of cotton, of flax, of China grass, of wool or of wool and cotton	100 kins	159.00
	B. Of silk	"	750.00
	C. Partly of silk excluding those combined with furs or feathers	"	400.00
	D. Wholly or partly of furs or feathers	*ad val.*	50%
	E Other...	"	40 "
350	Neckties:		
	1. Wholly or partly of silk	1 kin	11 40
	2. Other	"	3 55
351	Trouser suspenders or braces:		
	1. Wholly or partly of silk	100 kins	454 00
	2. Other	"	102.00
352	Belts:		
	1. Made of or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls corals...	*ad val.*	50%
	2. Other:		
	A. Wholly or partly of silk	"	50 "
	B. Of leather...	"	40 "
	C. Other	"	40 "
353	Sleeve suspenders, stocking suspenders, and the like:		
	1. Wholly or partly of silk	"	50 "
	2. Of metal...	"	40 "
	3. Other	100 kins	178.00
354	Hats and hat bodies, caps, bonnets, and hoods:		
	1. Combined or trimmed with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, feathers, artificial flowers, &c....	*ad val.*	50%
	2. Other:		
	A. Wholly or partly of silk:		
	a. Silk hats or opera hats	1 doz.	28.80
	b. Chinese hats...	*ad val.*	50%
	c. Hoods	1 doz.	3.80
	d. Other	*ad val.*	50%

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	B. Of felt:		
	I. Hats	1 doz.	7.50
	II. Hat bodies:		
	a. Blocked	"	7.50
	b. Other		
	1. Of sheep's wool	"	0.95
	2. Other	*ad val.*	20%
	C. Of Panama straw or similar vegetable fibres	1 doz.	35.60
	D. Of straw or wood shaving, pure or mixed with one another	"	6.25
	E. Other:		
	a. Helmet hats	"	9.50
	b Chinese hats	"	1.15
	c. Caps of tissues, woven or knitted	"	3.00
	d Hoods	"	2.90
	e. Other	*ad val.*	10%
355	Boots, shoes, slippers, sandals, clogs, and the like:		
	1. Boots:		
	A Of leather...	100 kins	134.00
	B. Of india-rubber	"	50.00
	C. Other...	*ad val.*	40%
	2. Shoes:		
	A. Of leather...	100 kins	135.00
	B Of canvas or duck:		
	a. With leather sole...	"	86.70
	b. Other	"	57.80
	C. Wholly or partly of silk	*ad val.*	50%
	D. Other...	"	40 "
	3 Chinese shoes:		
	A. Wholly or partly of silk...	100 kins	62.50
	B. Other...	"	30.70
	4. Over-shoes of india-rubber	"	51.60
	5. Slippers:		
	A. Of leather...	"	119.00
	B Of tissues:		
	I. Wholly or partly of silk...	*ad val.*	50%
	II Of felt:		
	a. With leather sole	100 kins	76.40
	b Other	*ad val.*	40%
	III. Other...	"	40 "
	C. Other...	"	40 "
	6. Other	"	40 "
356	Shoe laces	"	40 "
357	Buttons, excluding those made of or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory or tortoise shells:		
	1. Buttons for cuffs or shirts...	"	40 "
	2. Other:		
	A. Covered (including inner packings)	100 kins	118.00
	B. Of metal (including inner packings)...	"	34.30
	C. Of porcelain or glass (including inner packings) ...	"	12.60
	D Of ivory nut, including imitations (including inner packings)	"	111.00
	E. Of bone or horn (including inner packings)	"	109.00
	F. Other	*ad val.*	40%
358	Buckles, hooks, eyes, and the like, excluding those made of or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory, or tortoise shells:		
	1. Buckles	100 kins	14.40
	2. Hooks and eyes	"	40.80

No.	Articles.	Unit.	Rate of Duty
			Yen.
	3. Shoe hooks and shoe eyelets	100 kins	51.30
	4. Other	*ad val.*	40 %
359	Jewellery for personal adornment	„	50 „
360	Clothing and accessories or parts thereof, not otherwise provided for:		
	1. Wholly or partly of fur, feather or silk, or made of or combined or trimmed with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory or tortoise shells or embroidered	„	50 „
	2. Other	„	40 „
	GROUP XI.—*Pulp for paper making, Papers, Paper Manufactures, Books, and Pictures.*		
361	Pulp for paper making:		
	1. Mechanical pulp	100 kins	0.22
	2. Other	„	0.27
362	Printing paper:		
	1 Art paper	„	3 20
	2. Other:		
	A. Coloured in the paste	„	1.60
	B. Other		
	a. Weighing not more than 58 grammes per square metre	„	1.00
	b. Other	„	2.20
363	Writing paper	„	3.15
364	Drawing paper	„	3.55
365	Blotting paper	„	3.80
366	Filter paper	„	17.40
367	Packing paper and match paper, excluding tissue paper ...	„	1 75
368	Cigarette paper	„	12.40
369	Wall paper	„	8.50
370	Pasteboard or cardboard	„	1.50
371	Chinese paper of all kinds	*ad val.*	30%
372	Imitation Japanese paper and tissue paper	100 kins	3 25
373	Imitation parchment, paraffin paper and wax paper:		
	1. Covered with or with application of metal foil or metal powder, embossed, or printed	„	3.85
	2. Other	„	3.20
374	Tracing paper	„	22 00
375	Litho transfer paper	„	36.50
376	Oiled paper	„	5.00
377	Glass paper for window pane	„	57.20
378	Papers, not otherwise provided for:		
	1. Covered with, or with application of metal foil or metal powder:		
	A. Covered with, or with application of foil or powder of precious metal	*ad val.*	30%
	B. Other...	100 kins	10.90
	2. Coloured on the surface:		
	A. Embossed...	„	4.95
	B. Other...	„	3.30
	3. Printed:		
	A. Embossed...	„	5.30
	B. Other...	„	4.10
	4. Other:		
	A. Craped or wrinkled	„	12.70
	B. Other...	*ad val.*	25%
379	Paper laces and paper borders:		
	1. Covered with, or with application of metal foil or metal powder...	100 kins	37.80
	2. Other	„	9.50

No.	Articles.	Unit.	Rate of Duty.
			Yen.
380	Blank Books:		
	1. Of Chinese paper	100 kins	9.00
	2. Other:		
	A. With paper covers...	„	25.30
	B. Other	„	47.80
381	Blank forms	„	16.40
382	Note paper in box	*ad val.*	30%
383	Envelopes:		
	1. In box, including those accompanying note paper (including boxes)...	100 kins	19.60
	2. Other	„	15.10
384	Albums:		
	1. With leather covers	*ad val.*	50%
	2. With cloth covers:		
	A Wholly or partly of silk	100 kins	48.90
	B. Other...	„	20.00
	3. With paper covers	„	15.30
	4. Other	*ad val.*	40%
385	Test paper	„	20 „
386	Baryta paper, albuminized paper, and sensitized papers for photograph:		
	1. Baryta paper (including inner packings)	100 kins	19.30
	2. Albuminized paper (including inner packingsl	„	85.60
	3. Bromide paper and platinum paper (including inner packings)	„	184.00
	4 "P.O.P." (including inner packings)	„	80.50
	5. Other	*ad val.*	40%
387	Carbon paper	100 kins	27.30
388	Emery paper, including glasspaper...	„	2.00
389	Labels	„	35.20
390	Playing cards	„	113.00
391	Photographs	*ad val.*	50%
392	Caligraphies and picture:		
	1. Printed	100 kins	39.30
	2. Other		free
393	Card calendars and block calendars...	*ad val.*	30%
394	Picture post-cards	100 kins	52.40
395	Christmas cards and the like	*ad val.*	50%
396	Printed books, copy books, drawing books with designs, music, newspapers, periodicals and other printed matter, not otherwise provided for		free
397	Plans, architectural and engineering		„
398	Geographical atlases or maps, charts and scientific diagrams or maps		„
399	Paper money, bank notes, coupons, share certificates and other negotiable papers		„
400	Waste paper		„
401	Manufactures of paper or pulp, not otherwise provided for	*ad val.*	40%
	GROUP XII.—*Minerals and Manufactures thereof.*		
402	Silica sands, quartz sand, and other sand, and gravel, not otherwise provided for:		
	1. Coloured		20 „
	2. Other		free
403	Flint		„
404	Pumice stone, powdered or not		„
405	Emery sand, corundum sand, Tripoli and similar mineral substances for grinding or polishing		„
406	Bath bricks	100 kins	0.45
407	Metal polishes, not otherwise provided for:		
	1. In paste (including receptacles)	„	5.00
	2. Other	„	2.60

No.	Articles.	Unit.	Rate of Duty.
			Yen.
408	Grindstones or whetstones:		
	1. Artificial	100 kins	9.00
	2. Other:		
	A. Oil stones, whetstones and the like	,,	27.90
	B Other	*ad val.*	10 %
409	Slate and manufactures thereof, not otherwise provided for:		
	1. Unworked		free
	2. Other:		
	A. Unsmoothed, unpolished or uncarved:		
	a. Roofing	100 kins	0.20
	b. Other	*ad val.*	10 %
	B. Other	,,	40 ,,
410	Lithographic stone:		
	1. Unworked		free
	2. Other	100 kins	0.50
411	Bort, carbonado and other black diamond		free
412	Precious stones	*ad val.*	5 %
413	Semi-precious stones and manufactures thereof, not otherwise provided for:		
	1. Uncut or unpolished	,,	20 ,,
	2. Other	,,	50 ,,
414	Stones and manufactures thereof, not otherwise provided for:		
	1. Unworked, or split or roughly hewn as it presents no regular shape		free
	2. Other;		
	A. Unsmoothed, unpolished or uncarved	*ad val.*	10%
	B. Other	,,	40 ,,
415	Amber and manufactures thereof, not otherwise provided for:		
	1 Unworked	,,	20 ,,
	2. Other	,,	50 ,,
416	Waste amber...		free
417	Meerschaum or artificial meerschaum and manufactures thereof:		
	1. Unworked	,,	20%
	2. Other	,,	40 ,,
418	Asbestos, and manufactures thereof, not otherwise provided for:		
	1. In lump, powder or fibre		free
	2. Yarn	100 kins	6.00
	3. Board	,,	1.70
	4. Other	,,	10.30
419	Mica, and manufactures thereof, not otherwise provided for:		
	1. In slab or powder		free
	2. Sheet:		
	A. Uncoloured or unornamented		,,
	B. Other	*ad val.*	30%
	3. Glued together with or without tissue, paper, etc. ...	100 kins	30.00
	4. Other	*ad val.*	30%
420	Talc and soapstone, powdered or not		free
421	Phosphorite		,,
422	Kainite, kieserite, carnallite and similar salts		,,
423	Gypsum:		
	1. Uncalcined	100 kins	0 06
	2. Other	,,	0.30
424	Manufactures of gypsum	*ad val.*	40%
425	Cryolite		free
426	Clay		,,
427	Plumbago		,,
428	Manufactures of plumbago, not otherwise provided for:		
	1. Crucibles	100 kins	6.15
	2. Other	*ad val.*	30%

No.	Articles.	Unit.	Rate of Duty.
			Yen.
429	Coal...		free
430	Coke	10,000 kins	5.65
431	Brick coal or briquettes	*ad val.*	10%
432	Portland cement, Roman cement, puzzolana cement and similar hydraulic cements	100 kins	0.30
433	Manufactures of cements:		
	1. Unpolished, uncoated or uncoloured	*ad val.*	30%
	2. Other	"	40 "
434	Dolomite and magnesite, calcined or not		free
435	Minerals and manufactures thereof, not otherwise provided for:		
	1. Unworked	"	5%
	2. Other:		
	A. Powdered or calcined	"	10 "
	B. Other	"	30 "
	GROUP XIII.—*Potteries, Glass, and Glass Manufactures.*		
436	Bricks, excluding cement bricks:		
	1. Fire bricks	100 kins	0.45
	2. Other:		
	A. Glazed or coloured	*ad val.*	20%
	B. Other:		
	a. Perforated	"	20 "
	b. Other	"	20 "
437	Tiles of clay:		
	1. Glazed or coloured	100 kins	3.10
	2. Other	"	9.00
438	Fireproof manufactures of clay not otherwise provided for:		
	1. Crucibles	"	3.00
	2. Gas retorts	*ad val.*	20%
	3. Nozzles and stoppers	"	"
	4 Other	"	"
439	Potteries, not otherwise provided for:		
	1. Combined with precious metals, or metals coated with precious metals	"	50%
	2. Other	"	40 "
440	Broken potteries		free
441	Glass in lump	"	10%
442	Glass powder...	"	10 "
443	Glass rods and glass tubes...	100 kins	7.00
444	Plate or sheet glass:		
	1. Uncoloured or unstained, with flat surface:		
	A. Not exceeding 4 millimetres in thickness:		
	a. Not exceeding 1 square metre each	100 sq. m.	11.80
	b. Other	"	18.40
	B. Other:		
	a. Not exceeding 1,000 square centimetres each ...	"	56.30
	b. Other	"	142.00
	2. Silvered:		
	A. Not exceeding 1,000 square centimetres each... ...	"	139.00
	B. Other...	"	159.00
	3. Stained, coloured or ground, excluding those ribbed, embossed and the like:		
	A. Not exceeding 1 square metre each	"	29.30
	B. Other...	"	33.20
	4. Ribbed, embossed or the like	"	29.70
	5. Other	*ad val.*	25%
445	Plate glass having inlaid metal wire or net	100 sq. m.	55.20
446	Side-light glass, without frame	100 kins	7.00
447	Sky-light glass	*ad val.*	25%
448	Spectacle glass, cut	"	30 "

No.	Articles.	Unit.	Rate of Duty.
			Yen.
449	Optical lenses or prisms, without frames or handles:		
	1. Unpolished	*ad val.*	20%
	2 Other	,,	30 ,,
450	Deck-glass for microscope	1,000 pieces	1.60
451	Object glass for microscope	,,	1.40
452	Dry plates for photograph:		
	1. Undeveloped (including inner packings)	100 kins	29.10
	2. Other	*ad val.*	40%
453	Spectacles and eyeglasses:		
	1. With frames or handles of precious metals, metals coated with precious metals, elephant's ivory, or tortoise shells	,,	50 ,,
	2. Other	,,	40 ,,
454	Looking glasses or mirrors:		
	1. Combined with precious metals or metals coated with precious metals...	,,	50 ,,
	2. Other	,,	40 ,,
455	Glass gems of beads, including those of imitation precious stones, imitation metals, imitation pearls, imitation corals, &c.	,,	40 ,,
456	Glass cullet...		free
457	Glass manufactures, not otherwise provided for:		
	1. Combined with precious metals or metals coated with precious metals...		50%
	2. Other	,,	40 ,,
	GROUP XIV.—*Ores and Metals.*		
458	Ores...		free
459	Platinum:		
	1. Ingots, slabs, bars, plates and sheets	1 kin	44.00
	2. Wire	,,	193.00
	3. Waste or old, fit only for remanufacturing	*ad val.*	5%
460	Gold:		
	1. Ingots, slabs, grains, plates, sheets and bands		free
	2. Tubes and wire	,,	20%
	3. Foils	,,	30 ,,
	4. Waste or old, fit only for remanufacturing		free
461	Silver:		
	1. Ingots, slabs, plates, sheets and bands		,,
	2. Tubes and wire	,,	20%
	3. Foils	,,	30 ,,
	4. Waste or old, fit only for remanufacturing		free
462	Iron:		
	1. In lumps, ingots, blooms, billets, and slabs:		
	A. Pig iron	100 kins	0.10
	B. Spiegeleisen	*ad val.*	10%
	C. Other...	,,	12 ,,
	2. Bars or rod, including those having such a shape as T, angle, &c.	,,	15 ,,
	3. Wire rods, in coils	,,	15 ,,
	4. Plates and sheets:		
	A. Not coated with metals:		
	I. Checkered	,,	15 ,,
	II. Corrugated...	,,	15 ,,

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	III. Other:		
	a. Not exceeding 0·7 millimetre in thickness ...	*ad val.*	15%
	b. Other	„	15 „
	B. Coated with base metals:		
	I. Tinned (tinned iron sheets and tinned steel sheets):		
	a. Ordinary	„	15 „
	b. Crystallized, embossed or the like	„	15 „
	II. Galvanized (corrugated or not)	„	15 „
	III. Other...	„	20 „
	5. Wire:		
	A. Not coated with metals	„	15 „
	B. Coated with base metals:		
	I. Galvanized...	„	15 „
	II. Tinned	„	20 „
	III. Other...	„	20 „
	6. Reed wire	„	15 „
	7. Ribbons	„	15 „
	8. Bands (hoop iron)	„	15 „
	9. Paragon wire:		
	A. Not coated with metals	„	15 „
	B. Coated with base metals	„	20 „
	10. Wire rope and twisted wires coated or not with base metals	„	20 „
	11. Barbed twisted wires	„	20 „
	12. Pipes and tubes, not otherwise provided for:		
	A. Not coated with metals:		
	I. Elbows and joints:		
	a. Non-malleable...	100 kins	2.40
	b. Other...	*ad val.*	15%
	II. Other:		
	a. Cast	100 kins	1.00
	b. Other	*ad val.*	15%
	B. Coated with base metals	„	20 „
	13. Waste or old, fit only for remanufacturing		free
463	Aluminium:		
	1. Ingots, slabs and grains	„	3.20
	2. Bars or rods, plates and sheets	„	18.50
	3. Wire and tubes	*ad val.*	20%
	4. Waste or old, fit only for remanufacturing	„	5 „
464	Copper:		
	1. Ingots and slabs...	100 kins	1.20
	2. Bars or rods...	„	8.90
	3. Plates and sheets	„	9.95
	4. Wire:		
	A. Not coated with metals:		
	a. Not exceeding 0·5 millimetre in diameter	„	13.10
	b. Other	„	9.50
	B. Coated with base metals	„	14.20
	5. Twisted wires	*ad val.*	25%
	6. Pipes and tubes:		
	A. Not coated with metals	100 kins	14.80
	B. Coated with base metals	*ad val.*	25%
	7. Waste or old, fit only for remanufacturing	100 kins	1.30

No.	Articles.	Unit.	Rate of Duty.
			Yen.
465	Lead:		
	1. Ingots and slabs...	100 kins	0.40
	2. Plates and sheets	"	1.80
	3. Tea lead		free
	4. Wire, ribbons and bands	"	2.80
	5. Tube	"	2.45
	6. Waste or old, fit only for remanufacturing	"	0.30
466	Tin:		
	1. Ingots and slabs...	"	3.75
	2. Plates, sheets, wire and tubes...	*ad val.*	20%
	3. Foils	100 kins	22.50
	4. Waste or old, fit only for remanufacturing	*ad val.*	5%
467	Zinc:		
	1. Ingots, slabs and grains	100 kins	3.00
	2. Plates and sheets:		
	A. Nickelled...	"	4.80
	B. Coated with enamel paint, varnish, lacquer, &c. ...	*ad val.*	20%
	C. Other:		
	a. Not exceeding 0·25 millimetre in thickness... ...		free
	b. Other	100 kins	3.30
	3. Wire and tubes	*ad val.*	20%
	4. Waste or old, fit only for remanufacturing	100 kins	0.40
468	Nickel:		
	1. Ingots and grains	"	4.75
	2. Bars or rods, plates and sheets	"	24.00
	3. Wire and tubes	*ad val.*	20%
	4 Waste or old, fit only for remanufacturing	"	5 "
469	Mercury...		free
470	Antimony and sulphide of antimony:		
	1. Ingots and slabs...		"
	2. Waste or old, fit only for remanufacturing		"
471	Brass and bronze:		
	1. Ingots and slabs...	"	10%
	2. Bars or rods...	100 kins	7.55
	3. Plates and sheets	"	8.30
	4. Wire	"	9.90
	5. Pipes and tubes:		
	A. Not coated with metals...	"	12.90
	B. Coated with base metals	"	14.90
	6. Foils	"	32.90
	7. Waste or old, fit only for remanufacturing	"	2.25
472	German silver:		
	1. Ingots and slabs...	*ad val.*	10%
	2. Bars or rods, plates and sheets	100 kins	14.60
	3. Wire and tubes	*ad val.*	20%
	4. Waste or old, fit only for remanufacturing	"	10 "
473	Solder	100 kins	5.20
474	Babbitt's metal and other anti-friction metals:		
	1. Ingots and slabs...	"	4.80
	2. Waste or old, fit only for remanufacturing	*ad val.*	10%
475	Gilt or silvered metals:		
	1. Gilt wire	100 kins	194.00
	2. Silvered wire	"	81.60
	3. Other	*ad val.*	40%
476	Metals, not otherwise provided for, and aforementioned metals having a form not otherwise provided for:		
	1. Ingots, slabs and grains	"	10 "
	2. Bars or rods (including those having such a shape as T, angle, &c.), plates, sheets, ribbons, bands, wire, pipes and tubes	"	20 "
	3. Wire rope and twisted wires	"	25 "
	4. Foils	"	25 "
	5. Waste or old, fit only for remanufacturing	"	10 "

No.	Articles.	Unit.	Rate of Duty.
	GROUP XV.—*Metal Manufactures.*		Yen.
477	Nails, rivets, screws, bolts, nuts and the like, excluding those made of or combined or coated with precious metals:		
	1. Iron nails:		
	A. Not coated with metals	100 kins	1.90
	B. Other	,,	3.20
	2. Copper nails...	,,	15.60
	3. Iron screws	,,	5.60
	4. Brass screws and bronze screws	,,	25.50
	5. Iron bolts, iron nuts, and iron washers...	,,	2.80
	6. Iron rivets	,,	2.20
	7. Iron dog-spikes	,,	2.20
	8. Iron boot protectors	,,	5.60
	9. Other	*ad val.*	25%
478	Belt-fasteners, not otherwise provided for:		
	1. Of iron	100 kins	9.00
	2. Other	*ad val.*	25%
479	Metal nets or nettings:		
	1. Woven:		
	A. Of iron, galvanized or not	100 litres	14.40
	B. Of copper, brass or bronze, excluding endless ...	,,	34.10
	C. Other	*ad val.*	25%
	2. Other:		
	A. Of iron, galvanized or not	100 kins	4.70
	B. Other	*ad val.*	30%
480	Rivetted iron tubes	,,	25 ,,
481	Flexible tubes:		
	1. Of iron	100 kins	13.90
	2. Other	*ad val.*	20%
482	Meterials for railway construction, not otherwise provided for:		
	1. Rails	,,	15 ,,
	2. Portable rails	,,	20 ,,
	3. Turntables and parts thereof	100 kins	3.50
	4. Fish-plates, tie-plates and sleepers	*ad val.*	15%
	5. Other	,,	25 ,,
483	Post and other materials for suspending electric lines, not otherwise provided for:		
	1. Posts and parts thereof	,,	15 ,,
	2. Other:		
	A. Of iron	100 kins	5.30
	B. Other	,,	14.00
484	Materials for construction of buildings, bridges, vessels, docks, &c, not otherwise provided for	,,	2.80
485	Gas holders, tanks for liquid, and parts thereof (of iron)	,,	2.90
486	Insulated electric wires:		
	1. Armoured with metals:		
	A. Submarine telegraphic or telephonic cables		free
	B. Other:		
	a. Combined with india-rubber or gutta-percha ...	,,	9.40
	b. Other	,,	4.70
	2. Other:		
	A. Flexible cords:		
	a. Combined with silk	*ad val.*	20%
	b. Other	100 kins	15.10
	B. Other:		
	a. Combined with india-rubber or gutta-percha ...	,,	12.00
	b. Other	*ad val.*	20%
487	Harpoons	100 kins	13.80
488	Iron anchors...	*ad val.*	15%

No.	Articles.	Unit.	Rate of Duty.
			Yen.
489	Chains, and otherwise provided for:		
	1. Made of or Combined or coated with precious metal ...	*ad val.*	50%
	2. Other:		
	A. Of iron:		
	a. Gearing chains	,,	25 ,,
	b. Other:		
	b. 1. Each weighing not more than 500 grammes..	,,	30 ,,
	b. 2. Other	100 kins	3.80
490	Chain belting for machinery	*ad val.*	20%
491	Chains for watches, spectacles, eyeglasses or other personal adornment:		
	1. Of gold or platinum	,,	50 ,,
	2. Gilt	1 kin	18.00
	3. Other	*ad val.*	50%
492	Cocks and valves, excluding those made of, or combined or coated with precious metals:		
	1. Coated with base metals	,,	35 ,,
	2. Other:		
	A. Of iron:		
	a. Each weighing not more than 100 kilogrammes	100 kins	8.00
	b. Each weighing not more than 1,000 kilogrammes	,,	6.95
	c. Other	*ad val.*	25%
	B. Of brass or bronzes...	100 kins	25.80
	C. Other...	*ad val.*	30%
493	Hinges, hat-hooks, and metal fittings for doors, windows, furniture, &c.:		
	1. Made of or combined or coated with precious metals...	,,	50 ,,
	2. Coated with base metals	,,	35 ,,
	3. Other:		
	A. Of iron	100 kins	7.60
	B. Of brass or bronze	,,	30.70
	C. Other...	*ad val.*	30%
494	Locks and keys:		
	1. Made of or combined or coated with precious metals ...	,,	50 ,,
	2. Coated with base metals	,,	35 ,,
	3. Other:		
	A. Of iron	100 kins	12.40
	B. Of brass or bronze	,,	51.40
	C. Other...	*ad val.*	30%
495	Platinum crucibles or dishes	1 kin	208.00
496	Mechanics' tools, agricultural implements and parts thereof, not otherwise provided for:		
	1. Anvils	*ad val.*	20%
	2. Hammers	,,	20 ,,
	3. Wrenches	100 kins	13.70
	4. Pipe cutters and ratchets	,,	17.00
	5. Tongs, nippers and pliers:		
	A. Each weighing not more than 5 kilogrammes	,,	23.30
	B. Other...	*ad val.*	20%
	6. Vices	100 kins	5.60
	7. Files, having a length excluding the tangs:		
	A. Not more than 10 centimetres	,,	33.80
	B. Not more than 20 centimetres	,,	18.90
	C. Not more than 30 centimetres	,,	15.60
	D. More than 30 centimetres	,,	14.40
	8. Augers	,,	14.10
	9. Stocks and dies, or screw plates (including boxes) ...	,,	22.30
	10. Shovels and scoops:		
	A. White handles...	,,	5.00
	B. Other...	,,	3.60
	11. Other	*ad val.*	20%
497	Drills, bits, reamers, and screw taps, not having handles or frames...	,,	20 ,,

No.	Articles.	Unit.	Rate of Duty.
			Yen.
498	Screw jacks	100 kins	8.20
499	Cutlery, not otherwise provided for:		
	1. Made of or combined or coated with precious metal	*ad val.*	50%
	2. Other:		
	A. Pocket knives:		
	a. With handles made of or combined with elephant's ivory, mother-of-pearl or tortoise shells, or enamelled	100 kins	20.90
	b. Other	,,	6.85
	B. Table knives:		
	a. With handles made of or combined with elephant's ivory, mother-of-pearl, or tortoise shells or enamelled	,,	47.40
	b. Other	,,	5.00
	C. Razors:		
	a. With handles	,,	22.80
	b. Other	*ad val.*	40%
	D. Swords	,,	40 ,,
	E. Other	,,	40 ,,
500	Table forks or spoons:		
	1. Made of or combined or coated with precious metals	,,	50 ,,
	2. Other:		
	A. Forks...	100 kins	4.90
	B. Spoons	,,	50.20
501	Corkscrews	,,	17.20
502	Capsules for bottles	1,000 pieces	0.35
503	Crown corks	1 gross	0.10
504	Cartridge cases or shells, of metal	100 kins	42.00
505	Sewing of knitting needles, and pins, excluding those for personal adornment:		
	1. Hand-sewing needles...	,,	54.20
	2. Sewing machines needles	,,	464.00
	3. Knitting machine needles...	,,	180.00
	4 Other	*ad val.*	30%
506	Pens:		
	1. Of gold	,,	50 ,,
	2. Other	1 gross	0.16
507	Copy press	100 kins	4.70
508	Call-bells, and alarm bells for vehicles	,,	44.00
509	Air pumps for cycles	100 pieces	13.50
510	Meat choppers	100 kins	12.60
511	Coffee mills	,,	13.50
512	Ice-cream freezers	,,	13.00
513	Iron pans for tea roasting or caustic soda manufacturing	,,	2.00
514	Stoves:		
	1. Of cast iron:		
	A Enamelled	,,	13.70
	B. Other	,,	13.49
	2. Other	*ad val.*	40%
515	Radiators:		
	1. Of cast iron	100 kins	6.60
	2. Other	*ad val.*	10%
516	Bedsteads and parts thereof	100 kins	9.70
517	Safes and cash boxes	*ad val.*	40%
518	Cash-registers, calculating machines, numbering machines, dating machines, check perforators and the like, and parts thereof	,,	25%
519	Typewriters and parts thereof	100 kins	94.00
520	Coins:		
	1. Of gold or silver		free
	2. Other:		
	A. Home-currencies		,,
	B Other	*ad val.*	10%

No.	Articles.	Unit.	Rate of Duty.
			Yen.
521	Manufactures of precious metals and metal manufactures combined or coated with precious metals not otherwise provided for	*ad val.*	50 %
522	Manufactures of copper, brass or bronze, not otherwise provided for:		
	1. Coated with base metals	,,	40 ,,
	2. Other	100 kins	48.00
523	Aluminium manufactures, not otherwise provided for ...	,,	92.00
524	Iron manufactures, not otherwise provided for:		
	1. Enamelled	,,	13.60
	2. Coated with base metals	*ad val.*	40%
	3. Other:		
	A. Cast:		
	a. Each weighing not more than 5 kilogrammes ...	100 kins	9.60
	b. Each weighing not more than 50 kilogrammes ...	,,	6.60
	c. Other	,,	4.50
	B. Other:		
	a. Each weighing not more than 5 kilogrammes ...	,,	13.00
	b. Each weighing not more than 50 kilogrammes ...	,,	8.50
	c. Other	,,	6.00
525	Metal manufactures, not otherwise provided for	*ad val.*	40 %
	GROUP XVI.—*Clock, Watches, Scientific Instruments, Fire Arms, Vessels and Machinery.*		
526	Watches:		
	1. With gold or platinum cases:		
	A. Not exceeding 40 millimetres in diameter:		
	a. Having cylinder escapements...	1 piece	10.50
	b. Other	,,	40.90
	B. Other:		
	a. Having cylinder escapements	,,	15.50
	b. Other	,,	15.90
	2. With silver or gilt cases:		
	A. Not exceeding 40 millimetres in diameter:		
	a. Having cylinder escapements	,,	0.95
	b. Other	,,	1.35
	B. Other:		
	a. Having cylinder escapements	,,	1.10
	b. Other	,,	1.50
	3. Other:		
	A. Having cylinder escapements	,,	0.70
	B. Other	,,	1.00
527	Parts of watches:		
	1. Cases, including those having glasses:		
	A Of gold or platinum:		
	a. Not exceeding 40 millimetres in diameter	,,	10.00
	b. Other	,,	15.00
	B. Of silver, or gilt:		
	a. Not exceeding 40 millimetres in diameter	,,	0.45
	b. Other	,,	0.60
	C. Other...	,,	0.20
	2. Movements, including those having dials and hands:		
	A. Having cylinder escapements	,,	0.50
	B. Other...	,,	0.90
	3. Springs	100 pieces	0.60
	4. Hair springs	,,	0.35
	5. Dials	,,	1.20
	6. Watch glasses	100 kins	58.60
	7. Jewels for movements...	*ad val.*	15 %
	8. Other	,,	40 ,,
528	Standing or hanging clocks	,,	40 ,,
529	Watchman's clocks and other time-recording clocks	,,	30 ,,

No.	Articles.	Unit.	Rate of Duty.
530	Parts of standing or hanging clocks, of towers clocks and of watchman's clocks or other time-recording clocks:		Yen.
	1. Movements:		
	A For watchman's clocks or other time-recording clocks	*ad val*	30 %
	B. Other:		
	a. Each weighing not more than 1 kilogramme ...	100 kins	78.40
	b. Each weighing not more than 10 kilogrammes ...	„	45 90
	c. Other	*ad val.*	40%
	2. Springs	100 kins	16.70
	3. Hair springs...	1 kin	1.60
	4. Other	*ad val.*	40%
531	Chronometers and parts thereof, excluding those for pocket use	„	20 „
532	Mariners compasses and parts thereof	„	20 „
533	Binoculars and monoculars:		
	1. With prisms...	1 kin	15.00
	2. Other	„	3.00
534	Telescope:		
	1. Each weighing not more than 1 kilogramme	100 kins	102.00
	2. Other	*ad val.*	20%
535	Microscopes and parts thereof	„	20 „
536	Straight rules, squares, measuring tapes, wire gauges, screw pitch gauges, thickness gauges, micrometers, protractors, calipers, dividers, levels and the like:		
	1. Of wood...	100 kins	40.80
	2. Of metal	„	69.70
	3. Of tissue:		
	A. In case	„	69.30
	B. Other...	„	47.80
	4. Other	*ad val.*	20%
537	Balances, with weights or not:		
	1. Platform balances:		
	A. Each weighing not more than 40 kilogrammes ...	100 kins	12 00
	B. Each weighing not more than 450 kilogrammes ...	„	7 50
	C. Other...	„	5 15
	2. Other	*ad val.*	20%
538	Parts of balances and weights	„	20 „
539	Gas meters:		
	1. Each weighing not more than 1 kilogramme	100 kins	22·00
	2. Each weighing not more than 500 kilogrammes... ...	„	18 00
	3. Each weighing not more than 1,000 kilogrammes ...	„	10·00
	4. Each weighing not more than 10,000 kilogrammes ...	„	6.00
	5. Other	„	4.00
540	Water meters:		
	1. Each weighing not more than 10 kilogrammes	„	33.00
	2. Each weighing not more than 50 kilogrammes	„	19.00
	3. Each weighing not more than 100 kilogrammes... ...	„	14.00
	4. Other	„	7.00
541	Thermometers:		
	1. Clinical thermometers, in case or not (including case)	„	116.00
	2. Other	*ad val.*	20%
542	Barometers:		
	1. Barographs	„	20 „
	2. Aneroid barometers	100 kins	63.40
	3. Other	*ad val.*	20%
543	Ampere-meters and voltmeters	100 kins	62.50
544	Wattmeters	„	39.90
545	Pressure gauges, including vacuum gauges	„	46.40
546	Tachometers, ship's logs, steam engine indicators, anemometers, dynamometers, cyclometers, pedometers and the like	*ad val.*	20%
547	Electric batteries:		
	1. Accumulators	„	20 „

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	2. Dry batteries	100 kins	13.80
	3. Other	*ad val.*	25%
548	Parts of electric batteries, excluding carbon for electrical use:		
	1. Electrodes	"	20 "
	2. Other	"	25 "
549	Surgical or orthopedic instruments and parts thereof, not otherwise provided for	"	20 "
550	Drawing or surveying instruments and parts thereof, not otherwise provided for	"	20 "
551	Philosophical instruments and parts thereof, not otherwise provided for	"	20 "
552	Magic lanterns, cinematographs or kinetoscopes, and parts thereof	"	50 "
553	Photographic instruments	"	50 "
554	Parts of photographic instruments:		
	1. Lenses	"	30 "
	2. Other	"	50 "
555	Phonographs, gramophones and other talking machines ...	"	50 "
556	Parts and accessories of phonographs, gramophones and other talking machines:		
	1. Discs or cylinders for music:		
	A. With music recorded thereon	100 kins	74.30
	B. Other	"	57.40
	2. Other	*ad val.*	50%
557	Musical instruments:		
	1. Pianos	100 kins	34.40
	2. Organs	"	23.10
	3. Accordions	"	30.00
	4. Other	*ad val.*	40%
558	Parts and accessories of musical instruments:		
	1. Organ reeds	100 kins	28.00
	2. Piano pins for winding wire	"	3.00
	3. Other	*ad val.*	10%
559	Telegraphic and telephonic instruments and parts thereof, not otherwise provided for	"	20 "
560	Fire-arms and parts thereof:		
	1. Rifles and sporting guns	1 piece	7.40
	2. Pistols or revolvers	"	1.40
	3. Other	*ad val.*	40%
561	Railway carriages and other vehicles, running on rails, not otherwise provided for	"	30 "
562	Parts of locomotives, tenders and other vehicles, running on rails, not otherwise provided for:		
	1. Wheels and axles:		
	A. For locomotives	100 kins	3.30
	B. Other	"	2.40
	2. Tyres	"	2.40
	3. Buffers and springs	"	5.00
	4. Coatrollers for electric cars	"	8.00
	5. Other	*ad val.*	20%
563	Automobiles	"	50 "
564	Parts of automobiles, excluding motive machinery	"	20 "
565	Cycles:		
	1. With motive machinery	1 piece	93.60
	2. Other	"	16.60
566	Parts of cycles, excluding motive machinery:		
	1. Tyres	100 kins	114.00
	2. Rims, spokes, nipples and mud guards	"	21.00
	3. Handle bars, saddles, pedals, chains, sprocket-wheels, hubs (excluding those with brakes) and roller brakes	"	32.90
	4. Coaster brakes, gear cases, free wheels and valves ...	"	99.50

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	5. Other	*ad val.*	40 %
567	Vehicles and parts thereof, not otherwise provided for ...	,,	40 ,,
568	Vessels:		
	1. Propelled by mechanical power or sails, excluding those whose capacity is not to be measured by tonnage	1 gross ton	15.00
	2. Other	*ad val.*	15 %
569	Steam boilers	100 kins	5.00
570	Parts and accessories of steam boilers, not otherwise provided for:		
	1. Mechanical stokers	,,	4.25
	2. Corrugated boiler furnace tubes	,,	2.45
	3. Flanged boiler plate	,,	4.10
	4. Other	*ad val.*	25 %
571	Fuel economizers...	100 kins	1.60
572	Feed water-heaters	,,	7.10
573	Locomotives and tenders, running on rails:		
	1. Locomotives:		
	A. Propelled by steam power	,,	9.00
	B. Other	,,	10.60
	2. Tenders	*ad val.*	20 %
574	Steam locomotives not running on rails, and portable steam engines	100 kins	6.60
575	Steam turbines	*ad val.*	20 %
576	Steam engines, not otherwise provided for:		
	1. Each weighing not more than 250 kilogrammes...	100 kins	16.00
	2. ,, ,, ,, ,, ,, 1,000 kilogrammes...	,,	9.00
	3. ,, ,, ,, ,, ,, 5,000 kilogrammes...	,,	8.00
	4. ,, ,, ,, ,, ,, 50,000 kilogrammes...	,,	6.00
	5. ,, ,, ,, ,, ,, 100,000 kilogrammes...	,,	4.40
	6. Other	,,	4.00
577	Gas engines, petroleum engines and hot-air engines:		
	1. Each weighing not more than 100 kilogrammes...	,,	30.00
	2. ,, ,, ,, ,, ,, 250 kilogrammes...	,,	20.00
	3. ,, ,, ,, ,, ,, 1,000 kilogrammes...	,,	9.00
	4. ,, ,, ,, ,, ,, 2,000 kilogrammes...	,,	7.00
	5. Other	,,	5.00
578	Water turbines and Pelton wheels:		
	1. Each weighing not more than 500 kilogrammes...	,,	26.00
	2. ,, ,, ,, ,, ,, 1,000 kilogrammes...	,,	9.00
	3. ,, ,, ,, ,, ,, 5,000 kilogrammes...	,,	8.00
	4. ,, ,, ,, ,, ,, 10,000 kilogrammes...	,,	7.00
	5. Other	,,	5.40
579	Dynamos, electric motors, transformers, converters and armatures:		
	1. Each weighing not more than 25 kilogrammes...	,,	26.00
	2. ,, ,, ,, ,, ,, 50 kilogrammes...	,,	16.00
	3. ,, ,, ,, ,, ,, 100 kilogrammes...	,,	14.00
	4. ,, ,, ,, ,, ,, 250 kilogrammes...	,,	13.00
	5. ,, ,, ,, ,, ,, 500 kilogrammes...	,,	12.00
	6. ,, ,, ,, ,, ,, 1,000 kilogrammes...	,,	10.00
	7. ,, ,, ,, ,, ,, 5,000 kilogrammes...	,,	9.00
	8. Other	,,	7.00
580	Dynamos combined with motive machinery:		
	1. Combined with steam turbines	*ad val.*	20 %
	2. Combined with steam engines:		
	A. Each weighing not more than 250 kilogrammes...	100 kins	15.20
	B. ,, ,, ,, ,, ,, 500 kilogrammes...	,,	10.60
	C. ,, ,, ,, ,, ,, 1,000 kilogrammes...	,,	10.20
	D. ,, ,, ,, ,, ,, 2,000 kilogrammes...	,,	8.80
	E. ,, ,, ,, ,, ,, 5,000 kilogrammes...	,,	8.40
	F. ,, ,, ,, ,, ,, 10,000 kilogrammes...	,,	7.20
	G. ,, ,, ,, ,, ,, 50,000 kilogrammes...	,,	6.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	H. Each weighing not more that 100,000 kilogrammes	100 kins	5.40
	I. Other	„	5.20
	4. Combined with gas engines, petroleum engines, or hot-air engines:		
	A. Each weighing not more than 250 kilogrammes...	„	17.60
	B. „ „ „ „ „ 500 kilogrammes...	„	10.60
	C. „ „ „ „ „ 1,000 kilogrammes...	„	12.20
	D. „ „ „ „ „ 2,000 kilogrammes...	„	8.20
	E. „ „ „ „ „ 5,000 kilogrammes...	„	6.60
	F. Other	„	5.80
	4. Other	*ad val.*	20%
581	Motive machinery, not otherwise provided for	„	20 „
582	Blocks and chain blocks:		
	1. Of wood	„	30 „
	2. Other:		
	A. Each weighing not more than 5 kilogrammes ...	„	30 „
	B. Other	100 kins	5.50
583	Cranes:		
	1. Combined with motive machinery	„	5.00
	2. Other	„	4.70
584	Capstans, winches, windlasses and other winding machines, not otherwise provided for:		
	1. Combined with motive machinery:		
	A. Each weighing not more than 1,000 kilogrammes	„	8.00
	B. „ „ „ „ „ 5,500 kilogrammes	„	6.00
	C. Other	„	5.00
	2. Other	„	3.85
585	Dredging machines:		
	1. Not framed	„	5.90
	2. Other	*ad val.*	20%
586	Power hammers:		
	1. Steam operated:		
	A. Each weighing not more than 10,000 kilogrammes	100 kins	3.65
	B. Other...	„	2.30
	2. Other	*ad val.*	20%
587	Air compressors, ammonia compressors, and other gas compressors	100 kins	7.10
588	Sewing machines:		
	1. Without stands, including tops of sewing machines.	„	16.30
	2. Other	„	11.10
589	Parts and accessories of sewing machines, excluding needles:		
	1. Of cast iron...	„	6.70
	2. Other	*ad val.*	25%
590	Diving apparatus and parts thereof:		
	1. Diving dresses	1 piece	15.00
	2. Other	*ad val.*	20%
591	Pumps, not otherwise provided for:		
	1. Of iron:		
	A. Each weighing not more than 100 kilogrammes...	100 kins	12.00
	B. „ „ „ „ „ 500 kilogrammes...	„	9.00
	C. „ „ „ „ „ 5,000 kilogrammes...	„	8.00
	D. „ „ „ „ „ 10,000 kilogrammes...	„	7.00
	E. „ „ „ „ „ 50,000 kilogrammes...	„	6.00
	F. Other	„	4.60
	2. Other	*ad val.*	20%
592	Injectors and ejectors:		
	1. Of iron	100 kins	9.00
	2. Other	„	58.60
593	Blowing machines	*ad val.*	20 %
594	Hydraulic presses:		
	1. Each weighing not more than 500 kilogrammes ...	100 kins	9.00
	2. „ „ „ 1 000 kilogrammes ...	„	8.00

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	3. Each weighing not more than 5,000 kilogrammes ...	100 kins	7.00
	4. „ „ „ „ 50,000 kilogrammes ...	„	5.00
	5. Other	„	4.00
595	Pneumatic tools	„	52.30
596	Metal or wood working machinery, not otherwise provided for, including rolling machines, drawing machines, nail-making machines, moulding machines, flanging machines, bending machines, rivetting machines, &c.:		
	1. Each weighing not more than 25 kilogrammes ...	„	27.50
	2. „ „ „ „ 50 kilogrammes ...	„	22.50
	3. „ „ „ „ 100 kilogrammes ...	„	14.30
	4. „ „ „ „ 250 kilogrammes ...	„	12.80
	5. „ „ „ „ 500 kilogrammes ...	„	11.30
	6. „ „ „ „ 1,000 kilogrammes ...	„	9.80
	7. „ „ „ „ 2,500 kilogrammes ...	„	6.80
	8. „ „ „ „ 5,000 kilogrammes ...	„	6.00
	9. „ „ „ „ 50,000 kilogrammes ...	„	3.80
	10. Other	„	3.50
597	Spinning machines, preparatory machines for spinning or weaving, and yarn finishing or twisting machines, including ginning machines, scouring machines, bundling machines, etc.	„	4.15
598	Weaving looms:		
	1. Of metal...	„	2.90
	2. Other	*ad val.*	15%
599	Tissue finishing machines	100 kins	4.80
600	Knitting machines:		
	1. Each weighing not more than 500 kilogrammes	„	24.12
	2. Other	„	12.00
601	Yarn or tissue dyeing machines, including yarn tissue printing machines, and yarn or tissue bleaching or mercerizing machines	*ad val.*	15%
602	Paper making machines and preparatory machines for paper making	„	15 „
603	Printing machines:		
	1. Each weighing not more than 250 kilogrammes	„	20 „
	2. Other	100 kins	5.90
604	Machinery, not otherwise provided for	*ad val.*	20%
605	Parts of machinery, not otherwise provided for:		
	1. Iron wheels:		
	A. Toothed wheels	100 kins	6.40
	B. Other...	„	5.40
	2. Rollers:		
	A. Of Iron:		
	I. Carved	*ad val.*	20%
	II. Other:		
	a. Each weighing not more than 5 kilogrammes	100 kins	10.70
	b. „ „ „ „ 100 kilogrammes	„	9.50
	c. „ „ „ „ 1,000 kilogrammes	„	5.80
	d. Other	„	4.30
	B. Of copper, brass or bronze:		
	a. Carved	„	22.20
	b. Other	„	10.90
	C. Covered with copper, brass or bronze	*ad val.*	20%
	D. Other...	„	20 „
	3. Milling cutters and gear cutters	100 kins	130.00
	4. Saws for machinery	„	11.10
	5. Iron spindles or flyers for spinning or yarn twisting ...	„	20.60
	6. Travellers of spinning or yarn twisting:		
	A. Of iron, including inner packings	„	36.00
	B. Other, including inner packings...		43.90
	7. Bobbins for spinning or yarn twisting:		
	A. Of wood		11.30

No.	Articles.	Unit.	Rate of Duty.
			Yen.
	B. Other ...	*ad val.*	20%
	8. Card cans:		
	A. Of metal ...	100 kins	4.10
	B. Other...	*ad val.*	20%
	9. Card Clothing:		
	A. Combined with leather ...	100 kins	28.00
	B. Other...	"	24.80
	10. Shuttles ...	"	12.80
	11. Reeds of metal ...	"	16.00
	12. Endless felts for paper making ...	"	25.00
	13. Endless metal nets for paper making ...	"	25.60
	14. Other ...	*ad val.*	20%
	GROUP XVII.—*Miscellaneous Articles.*		
606	Copra ...		free
607	*Funori (Gloiopeltis), sekkasai (Gelidium corneum)* and Irish moss ...		"
608	Straw, Panama straw, palm leaves, rushes, reeds, vines, willow wickers and the like:		
	1. Bleached, dyed or coloured ...	*ad val.*	10%
	2. Other ...	"	5 "
609	Rattan:		
	1. Unsplit ...		free
	2. Other ...	100 kins	1.50
610	Bamboo ...	*ad val.*	20%
611	Cork and cork manufactures:		
	1. Bark ...		free
	2. Sheets ...	"	10%
	3. Stoppers and rings:		
	A. Wholly of cork ...	100 kins	9.30
	B. Other...	*ad val.*	40%
	4. Waste and old ...		free
	5. Other ...	"	20%
612	Wood:		
	1. Cut, sawn, or split, simply:		
	A. Kwarin, tagayason (Baryxylum rufum, Lour), tsuge or boxwood, red or rosewood, red sandal wood and ebony wood ...	100 kins	0.50
	B. Lignum vitæ ...		free
	C. Teak ...		"
	D. Mahogany ...	*ad val.*	10%
	E. Oak ...	"	5 "
	F. Pine, fir and cedar:		
	I. Cedar, not exceeding 20 centimetres in length, 7 centimetres in width and 7 millimetres in thickness		free
	II. Other:		
	a. Not exceeding 65 millimetres in thickness ...	100 kins	3.10
	b. Other ...	"	1.80
	G. Kiri (Paulownia tomentosa or *Paulownia Fortonei)*	"	0.90
	H. Shurochiku (Rhapis flabelliformis) ...	"	1.50
	I. Other ...	*ad val.*	15%
	2. Other:		
	A. Wood shavings ...	"	25 "
	B. Wood flocks ...	"	20 "
	C. Other ...	"	25 "
613	Wood pith, in sheet or not ...	"	25 "
614	Filter mass of vegetable matter ...	100 kins	6.80
615	Firewood ...	*ad val.*	10%
616	Charcoal...	"	15 "
617	Animal charcoal ...	100 kins	0.40
618	Filaments for incandescent electric lamps ...	*ad val.*	20%
619	Carbon for electrical use, not otherwise provided for ...	100 kins	1.30

No.	Articles.	Unit	Rate of Duty.
			Yen.
620	Sparteries	*ad val.*	30%
621	Plaits of straw or wood shaving, pure or mixed with one another:		
	1. Straw plaits:		
	A. Not exceeding 6·5 millimetres in width	100 kins	102.00
	B. Not exceeding 10·0 millimetres in width...	„	17.40
	C. Other	„	7.65
	2. Other	„	30%
622	Mats or mattings, made of vegetable materials excluding textile fibres:		
	1. For packing...		free
	2. Other:		
	A. Of rush	100 kins	3.20
	B. Of coir:		
	a. Mattings	„	7.40
	b. Other	„	8.75
	C. Other...	*ad val.*	35%
623	Manufactures of straw, Panama straw, palm leaves, rushes, reeds, bamboo, rattan, vines, willow wickers, or the like, not otherwise provided for	„	40 „
624	Umbrella sticks, walking sticks, whips and their handles:		
	1. Made of or combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory or tortoise shells	„	50 „
	2. Other	„	40 „
625	Umbrellas and parasols:		
	1. Wholly or partly of silk	„	50 „
	2. Other	„	40 „
626	Wood manufactures, not otherwise provided for:		
	1. Combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory or tortoise shells ...	„	50 „
	2. Other:		
	A. Of *Kwarin, tagayasan (Baryxylum rufum, Lour), tsuge* or box wood, red or rose wood, red sandal wood and ebony wood	100 kins	13.10
	B. Other:		
	a. Picture frames and mouldings	„	8.10
	b. Bent wood chairs with rattan seat	„	13.70
	c. Pipes and tubes	*ad val.*	25%
	d. Nails	„	25 „
	e. Other	„	40 „
627	Tarred felt, tarred paper, and the like, coated with tar, asphalt, gum resin, &c., and being used for roofing, ship's bottom sheating, &c.	100 kins	2.25
628	Boiler felts	*ad val.*	20%
629	Manufactures of india-rubber or gutta-percha, not otherwise provided for:		
	1. India-rubber solution (including receptacles)	100 kins	18.10
	2. India-rubber paste, reclaimed india-rubber and other unvulcanized india-rubber	*ad val.*	20%
	3. Dental rubber	100 kins	75.80
	4. Other:		
	A. Soft:		
	I. In lumps	*ad val.*	20%
	II. Rods and cords:		
	a. Combined with metal, tissues, yarns, threads, cords, or fibres	100 kins	8.65
	b. Other	*ad val.*	20%
	III. Plates and sheets:		
	a. Combined with metal, tissues, yarns, threads, cords, or fibres	100 kins	7.40

No.	Articles.	Unit.	Rate of Duty
			Yen.
	b. Other:		
	1. Not exceeding 1 millimetre in thickness	100 kins	59.60
	2. Other	„	50.30
	IV. Tubes:		
	a. Amoured with metal, inside or outside... ...	„	15.30
	b. Other:		
	1. Combined with tissues, yarns, threads, cords, or fibres, or with metal insertion...	„	13.80
	2. Other	„	93.20
	V. Belts and belting for machinery	„	22.20
	VI. Threads, strips, bands, rings and washers:		
	a. Combined with metal, tissues, yarns, threads, cords, or fibres...	„	15.30
	b. Other	„	55.60
	VII. Erasers	„	24.90
	VIII. Water bottles	„	48.50
	IX. Teats (including inner packing)	„	132.00
	X. Mats and mattings	*ad val.*	30 %
	XI. Other	„	40 „
	B. Other:		
	I. In lumps, bars or rods plates and sheets	100 kins	35.40
	II. Tubes	„	38.90
	III. Rings and washers...	„	43.70
	IV. Combs (including inner packings)	„	157.00
	V. Other	*ad val.*	40 %
630	Waste or old india-rubber and gutta-percha, fit only for remanufacturing...		free
631	Hard fibres (rods, plates, sheets, &c.)	100 kins	11.40
632	Celluloid and manufactures thereof, not otherwise provided for:		
	1. In lumps, bands, bars or rods, plates, sheets, tubes, &c.	„	37.50
	2. Combs (including inner packings)	„	63.60
	3. Other	*ad val.*	40 %
633	Galalith and manufactures thereof, not otherwise provided for:		
	1. In lumps, bands, bars or rods, plates, sheets, tubes, &c.	100 kins	29.60
	2. Other	*ad val.*	40 %
634	Brushes and broom:		
	1. Combined with precious metals, metals coated with precious metals, elephant's ivory, or tortoise shell ...	„	40 „
	2. Other	„	50 „
635	Lamps, lanterns and parts thereof:		
	1. Safety lamps	100 kins	73.00
	2. Side light lamps...	*ad val.*	30 %
	3. Incandescent electric lamps:		
	A. With carbon filaments:		
	a. Not exceeding 32 candle-power	100 kins	8.90
	b. Other	„	21.00
	B. Other	*ad val.*	40 %
	4. Sockets and shade holders	100 kins	64.60
	5. Gas mantles...	100 pieces	6.30
	6. Other	*ad val.*	40 %
636	Films for photograph:		
	1. Sensitized (including inner packings)	1 kin	1.00
	2. Developed (including inner packings)	„	8.25
	3. Other	*ad val.*	40 %
637	Gelatin paper	„	30 „
638	Artificial flowers, including imitation leaves, imitation fruits, &c., and parts thereof	„	50 „
639	Toilet cases	„	50 „
640	Articles for billiards, tennis, cricket, chess, and other games, and accessories thereof	„	50 „
641	Tops	„	50 „

No.	Articles.	Unit.	Rate of Duty.
			Yen.
642	Models		free
643	Fodder for cattle:		
	1. Hay...	100 kins	0.18
	2. Other	*ad val.*	5 %
644	Wheat bran	100 k ns	0.20
645	Rice bran	"	0.06
646	Manures, including oil cakes, uneatable dried fish, bone dust, dried blood, bone ashes, guano, super-phosphate of lime, &c.		free
647	Articles, not otherwise provided for:		
	1. Raw...	*ad val.*	10 %
	2. Other:		
	A. Combined with precious metals, metals coated with precious metals, precious stones, semi-precious stones, pearls, corals, elephant's ivory or tortoise shells	"	50 %
	B. Other	"	40 %
	Note.—The unit of the rates of specific duty is Yen.		

CONVENTION BETWEEN THE UNITED KINGDOM AND JAPAN FOR THE PROTECTION OF THE ESTATES OF DECEASED PERSONS

SIGNED AT TOKYO, APRIL 26TH, 1900

Ratifications exchanged at Tokyo, 25th October, 1900

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Majesty the Emperor of Japan, being equally desirous of maintaining the relations of good understanding which happily exist between them by laying down rules for the protection of the estates of deceased persons, have agreed to conclude a Convention, and for that purpose have named as their respective Plenipotentiaries, that is to say:—Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, Sir Ernest Mason Satow, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary; and His Majesty the Emperor of Japan, Viscount Aoki Siüzo, Junü, First Class of the Imperial Order of the Rising Sun, His Imperial Majesty's Minister of State for Foreign Affairs, who, having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles:—

Art. I.—Whenever a subject of one of the high contracting parties shall die within the dominions of the other, and there shall be no person present at the time of such death who shall be rightly entitled to administer the estate of such deceased person, the following rules shall be observed:

1. When the deceased leaves, in the above-named circumstances, heirs of his or her own nationality only, or who may be qualified to enjoy the civil status of their father or mother, as the case may be, the Consul-General, Consul, Vice-Consul, or Consular Agent of the country to which the deceased belonged, on giving notice to the proper authorities, shall take possession and have custody of the property of the said deceased, shall pay the expenses of the funeral, and retain the surplus for the payment of his or her debts, and for the benefit of the heirs to whom it may rightly belong.

But the said Consul-General, Consul, Vice-Consul or Consular Agent shall be bound immediately to apply to the proper Court for letters of administration of the effects left by the deceased, and these letters shall be delivered to him with such limitations and for such time as to such Court may seem right.

2. If, however, the deceased leaves in the country of his or her decease and in the above-named circumstances, any heir or universal legatee of other nationality than his or her own, or to whom the civil status of his or her father or his or her mother, as the case may be, cannot be granted, then each of the two Governments may determine whether the proper Court shall proceed according to law, or shall confide the collection and administration to the respective Consular officers under the proper limitations. When there is no Consul-General, Consul, Vice-Consul, or Consular Agent in the locality where the decease has occurred (in the case contemplated by the first rule of this Article) upon whom devolves the custody and administration of the estate, the proper authority shall proceed in these acts until the arrival of the respective Consular officer.

Art. II.—The stipulations of the present Convention shall be applicable, so far as the laws permit, to all the Colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to

India	Natal	Tasmania
The Dominion of Canada	New South Wales	South Australia
Newfoundland	Victoria	Western Australia
The Cape	Queensland	New Zealand

Provided always that the stipulations of the present Convention shall be made applicable to any of the above-named Colonies or foreign possessions, on whose behalf notice to that effect shall have been given to the Japanese Government by Her Britannic Majesty's Representative at Tokyo, within two years from the date of the exchange of ratifications of the present Convention.

Art. III.—The present Convention shall come into force immediately after the exchange of the ratifications thereof, and shall remain in force until the 17th July, 1911.

Either high contracting Power shall have the right at any time after the 16th July, 1910, to give notice to the other of its intention to terminate the same, and at the expiration of twelve months after such notice is given this Convention shall wholly cease and determine.

Art. IV.—The present Convention shall be ratified, and the ratifications thereof shall be exchanged at Tokyo as soon as possible, and not later than six months from the present date.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

Done at Tokyo, in duplicate, this 26th day of April, nineteen hundredth year of the Christian era.

[L.S.] ERNEST MASON SATOW.
" SIUZO VICOMTE AKOI.

CONVENTION REGARDING THE COMMERCIAL RELATIONS BETWEEN JAPAN AND INDIA

SIGNED AT TOKYO ON THE 29TH DAY OF AUGUST, 1904

His Majesty the Emperor of Japan and His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, being equally desirous of facilitating the commercial relations between Japan and India have resolved to conclude a Convention to that effect, and have named as their respective Plenipotentiaries:

His Majesty the Emperor of Japan, Baron Jutaro Komura, Jusammi, First Class of the Imperial Order of the Rising Sun, His Imperial Majesty's Minister of State for Foreign Affairs; and

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, Sir Claude Maxwell Macdonald, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Knight Commander of the Most Honourable Order of the Bath, His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary;

Who, having reciprocally communicated their full powers, found in good and due form, have agreed as follows:—

Art. I.—Any article, the produce or manufacture of the dominions and possessions of His Majesty the Emperor of Japan, shall enjoy, upon importation into India the lowest customs duties applicable to similar products of any other foreign origin.

Art II.—Reciprocally any article, the produce or manufacture of India, shall enjoy, upon importation into the dominions and possessions of His Majesty the Emperor of Japan, the lowest customs duties applicable to similar products of any other foreign origin.

Art. III.—The privileges and engagements of the present Convention shall extend to Native States of India which by treaty with His Britannic Majesty or otherwise may be entitled to be placed with regard to the stipulations of the Convention on the same footing as British India.

His Britannic Majesty's Government shall communicate from time to time to the Imperial Government of Japan a list of these States.

Art. IV.—The present Convention shall be ratified and the ratifications shall be exchanged at Tokyo as soon as possible. It shall come into effect immediately after the exchange of ratifications, and shall remain in force until the expiration of six months from the day on which one of the high contracting parties shall have announced the intention of terminating it.

In witness whereof the above-mentioned Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Done in duplicate at Tokyo, in the Japanese and English languages, this 29th day of the 8th month of the 37th year of Meiji, corresponding to the 29th day of August of the year one thousand nine hundred and four.

[L. S.] Baron Jutaro Komura,
His Imperial Japanese Majesty's Minister of State for Foreign Affairs.

[L. S.] Claude M. Macdonald,
His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary.

TREATY OF COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND JAPAN

Signed at London, 3rd April, 1911

Preamble

His Majestey the Emperor of Japan and His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, being desirous to strengthen the relations of amity and good understanding which happily exist between them and between their subjects, and to facilitate and extend the commercial relations between their two countries, have resolved to conclude a Treaty of Commerce and Navigation for that purpose, and have named as their Plenipotentiaries, that is to say:

His Majesty the Emperor of Japan, His Excellency Monsieur Takaaki Kato, Jusammi, First Class of the Order of the Sacred Treasure, His Imperial Majesty's Ambassador Extraordinary and Plenipotentiary at the Court of St. James; and His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, the Right Honourable Sir Edward Grey, a Baronet of the United Kingdom, a Member of Parliament, His Majesty's Principal Secretary of State for Foreign Affairs; who, after having communicated to each other their respective full powers, found to be in good and due form, have agreed upon the following Articles:—

Art. I.—The subjects of each of the high contracting parties shall have full liberty to enter, travel, and reside in the territories of the other, and, conforming themselves to the laws of the country—

1.—Shall in all that relates to travel and residence be placed in all respects on the same footing as native subjects.

2.—They shall have the right, equally with native subjects, to carry on their commerce and manufacture, and to trade in all kinds of merchandise of lawful commerce, either in person or by agents, singly or in partnerships with foreigners or native subjects.

3.—They shall in all that relates to the pursuit of their industries, callings, professions, and educational studies be placed in all respects on the same footing as the subjects or citizens of the most favoured nation.

4.—They shall be permitted to own or hire and occupy houses, manufactories, warehouses, shops, and premises which may be necessary for them, and to lease land for residential, commercial, industrial, and other lawful purposes, in the same manner as native subjects.

5.—They shall, on condition of reciprocity, be at full liberty to acquire and possess every description of property, movable or immovable, which the laws of the country permit or shall permit the subjects or citizens of any other foreign country to acquire and possess, subject always to the conditions and limitations prescribed in such laws. They may dispose of the same by sale, exchange, gift, marriage, testament, or in any other manner, under the same conditions which are or shall be established with regard to native subjects. They shall also be permitted, on compliance with the laws of the country, freely to export the proceeds of the sale of their property and their goods in general without being subjected as foreigners to other or higher duties that those to which subjects of the country would be liable under similar circumstances.

6.—They shall enjoy constant and complete protection and security for their persons and property; shall have free and easy access to the Courts of Justice and other tribunals in pursuit and defence of their claims and rights; and shall have full liberty, equally with native subjects, to choose and employ lawyers and advocates to represent them before such Courts and tribunals; and generally shall have the same rights and privileges as native subjects in all that concerns the administration of justice.

7.—They shall not be compelled to pay taxes, fees, charges, or contributions of any kind whatever other or higher than those which are or may be paid by native subjects or the subjects or citizens of the most favoured nation.

8.—And they shall enjoy a perfect equality of treatment with native subjects in all that relates to facilities for warehousing under bond, bounties, and drawbacks.

Art. II.—The subjects of each of the high contracting parties in the territories of the other shall be exempted from all compulsory military services, whether in the army, navy, national guard, or militia; from all contributions imposed in lieu of personal service; and from all forced loans and military requisitions or contributions unless imposed on them equally with native subjects as owners, lessees, or occupiers of immovable property.

In the above respects the subjects of each of the high contracting parties shall not be accorded in the territories of the other less favourable treatment than that which is or may be accorded to subjects or citizens of the most favoured nation.

Art. III.—The dwellings, warehouses, manufactories, and shops of the subjects of each of the high contracting parties in the territories of the other, and all premises appertaining thereto used for lawful purposes, shall be respected. It shall not be allowable to proceed to make a domiciliary visit to, or a search of, any such buildings and premises, or to examine or inspect books, papers, or accounts, except under the conditions and with the forms prescribed by the laws for native subjects.

Art. IV.—Each of the high contracting parties may appoint Consuls-General, Consuls, Vice-Consuls, and Consular Agents in all ports, cities, and places of the other, except in those where it may not be convenient to recognise such officers. This exception, however, shall not be made in regard to one of the high contracting parties without being made likewise in regard to all other Powers.

Such Consuls-General, Consuls, Vice-Consuls, and Consular Agents, having received exequaturs or other sufficient authorisations from the Government of the country to which they are appointed, shall have the right to exercise their functions, and to enjoy the privileges, exemptions, and immunities which are or may be granted to the Consular officers of the most favoured nation. The Government issuing exequaturs or other authorisations has the right in its discretion to cancel the same on explaining the reasons for which it is thought proper to do so.

Art. V.—In case of the death of a subject of one of the high contracting parties in the territories of the other, without leaving at the place of his decease any person entitled by the laws of his country to take charge of and administer the estate, the competent Consular officer of the State to which the deceased belonged shall, upon fulfilment of the necessary formalities, be empowered to take custody of and administer the estate in the manner and under the limitations prescribed by the law of the country in which the property of the deceased is situated.

The foregoing provision shall also apply in case of a subject of one of the high contracting parties dying outside the territories of the other, but possessing property therein, without leaving any person there entitled to take charge of and administer the estate.

It is understood that in all that concerns the administration of the estates of deceased persons, any right, privilege, favour, or immunity which either of the high contracting parties has actually granted, or may hereafter grant, to the Consular officers of any other foreign State shall be extended immediately and unconditionally to the Consular officers of the other high contracting party.

Art. VI.—There shall be between the territories of the two high contracting parties reciprocal freedom of commerce and navigation. The subjects of each of the high contracting parties shall have liberty freely to come with their ships and cargoes to all places, ports, and rivers in the territories of the other, which are or may be opened to foreign commerce, and, conforming themselves to the laws of the country to which they thus come, shall enjoy the same rights, privileges, liberties, favours, immunities, and exemptions in matters of commerce and navigation as are or may be enjoyed by native subjects.

Art. VII.—Articles, the produce or manufacture of the territories of one high contracting party, upon importation into the territories of the other, from whatever place arriving, shall enjoy the lowest rates of Customs duty applicable to similar articles of any other foreign origin.

No prohibition or restriction shall be maintained or imposed on the importation of any article, the produce or manufacture of the territories of either of the high contracting parties, into the territories of the other, from whatever place arriving, which shall not equally extend to the importation of the like articles, being the produce or manufacture of any other foreign country. This provision is not applicable to the sanitary or other prohibitions occasioned by the necessity of securing the safety of persons, or of cattle, or of plants useful to agriculture.

Art. VIII.—The articles, the produce or manufacture of the United Kingdom, enumerated in Part I. of the Schedule annexed to this Treaty, shall not, on importation into Japan, be subjected to higher Customs duties than those specified in the Schedule.

The articles, the produce or manufacture of Japan, enumerated in Part II. of the Schedule annexed to this Treaty, shall be free of duty on importation into the United Kingdom.

Provided that if at any time after the expiration of one year from the date this Treaty takes effect either of the high contracting parties desires to make a modification in the Schedule it may notify its desire to the other high contracting party, and thereupon negotiations for the purpose shall be entered into forthwith. If the negotiations are not brought to a satisfactory conclusion within six months from the date of notification, the high contracting party which gave the notification may, within one month, give six months' notice to aborgate the present Article, and on the expiration of such notice the present Article shall cease to have effect, without prejudice to the other stipulation of this Treaty.

Art. IX.—Articles, the produce or manufacture of the territories of one of the high contracting parties, exported to the territories of the other, shall not be subjected on export to other or higher charges than those on the like articles exported to any other foreign country. Nor shall any prohibition or restriction be imposed on the exportation of any article from the territories of either of the two High Contracting Parties to the territories of the other which shall not equally extend to the exportation of the like article to any other foreign country.

Art. X.—Articles, the produce or manufacture of the territories of one of the high contracting parties, passing in transit through the territories of the other, in conformity with the laws of the country, shall be reciprocally free from all transit duties, whether they pass direct, or whether during transit they are unloaded, warehoused, and reloaded.

Art. XI.—No internal duties levied for the benefit of the State, local authorities, or corporations which affect, or may affect, the production, manufacture, or consumption of any article in the territories of either of the high contracting parties shall for any reason be a higher or more burdensome charge on articles the produce or manufacture of the territories of the other than on similar articles of native origin.

The produce or manufacture of the territories of either of the high contracting parties imported into the territories of the other, and intended for warehousing or transit, shall not be subjected to any internal duty.

Art. XII.—Merchants and manufacturers, subjects of one of the high contracting parties, as well as merchants and manufacturers domiciled and exercising their commerce and industries in the territories of such party, may, in the territories of the other, either personally or by means of commercial travellers, make purchases or collect orders, with or without samples, and such merchants, manufacturers, and their commercial travellers, while so making purchases and collecting orders, shall in the matter of taxation and facilities, enjoy the most favoured nation treatment.

Articles imported as samples for the purposes above-mentioned shall, in each country, be temporarily admitted free of duty on compliance with the Customs regulations and formalities established to assure their re-exportation or the payment of the prescribed Customs duties if not re-exported within the period allowed by law. But the foregoing privilege shall not extend to articles which, owing to their quantity or value, cannot be considered as samples, or which, owing to their nature, could not be identified upon re-exportation. The determination of the question of the qualification of samples for duty-free admission rests in all cases exclusively with the competent authorities of the place where the importation is effected.

Art. XIII.—The marks, stamps, or seals placed upon the samples mentioned in the preceding Article by the Customs authorities of one country at the time of exportation, and the officially-attested list of such samples containing a full description thereof issued by them, shall by reciprocally accepted by the Customs officials of the other as establishing their character as samples and exempting them from inspection except so far as may be necessary to establish that the samples produced are those

enumerated in the list. The Customs authorities of either country may, however, affix a supplementary mark to such samples in special cases where they may think this precaution necessary.

Art. XIV.—The Chambers of Commerce, as well as such other Trade Association, and other recognised Commercial Associations in the territories of the high contracting Parties as may be authorised in this behalf, shall be mutually accepted as competent authorities for issuing any certificates that may be required for commercial travellers.

Art. XV.—Limited liability and other companies and associations, commercial, industrial, and financial, already or hereafter to be organised in accordance with the laws of either high contracting party, are authorised, in the territories of the others to exercise their right and appear in the Courts either as plaintiffs or defendants, subject to the laws of such other party.

Art. XVI.—Each of the high contracting parties shall permit the importation or exportation of all merchandise which may be legally imported or exported, and also the carriage of passengers from or to their respective territories, upon the vessels of the other; and such vessels, their cargoes, and passengers, shall enjoy the same privileges as, and shall not be subjected to, any other or higher duties or charges than national vessels and their cargoes and passengers.

Art. XVII.—In all that regards the stationing, loading, and unloading of vessels in the ports, docks, roadsteads, and harbours of the high contracting parties, no privileges or facilities shall be granted by either party to national vessels which are not equally, in like cases, granted to the vessels of the other country; the intention of the high contracting parties being that in these respects also the vessels of the two countries shall be treated on the footing of perfect equality.

Art. XVIII.—All vessels which according to Japanese law are to be deemed Japanese vessels, and all vessels which according to British law are to be deemed British vessels, shall, for the purpose of this Treaty, be deemed Japanese and British vessels respectively.

Art. XIX.—No duties of tonnage, harbour, pilotage, lighthouse, quarantine, of other analogous duties or charges of whatever nature, or under whatever denomination, levied in the name or for the profit of Government, public functionaries, private individuals, corporations or establishments of any kind, shall be imposed in the ports of either country upon the vessels of the other which shall not equally, under the same conditions, be imposed in like cases on national vessels in general, or vessels to the most-favoured nation. Such equality of treatment shall apply to the vessels of either country from whatever place they may arrive and whatever may be their destination.

Art. XX.—Vessels charged with performance of regular scheduled postal service of one of the high contracting parties shall enjoy in the territorial waters of the other the same special facilities, privileges, and immunities as are granted to like vessels of the most favoured nation.

Art. XXI.—The coasting trade of the high contracting parties is excepted from the provisions of the present Treaty, and shall be regulated according to the laws of Japan and the United Kingdom respectively. It is, however, understood that the subjects and vessels of either high contracting party shall enjoy in this respect most favoured nation treatment in the territories of the other.

Japanese and British vessels may, nevertheless, proceed from one port to another, either for the purpose of landing the whole or part of their passengers or cargoes brought from abroad, or of taking on board the whole or part of their passengers or cargoes for a foreign destination.

It is also understood that, in the event of the coasting trade of either country being exclusively reserved to national vessels, the vessels of the other country, if engaged in trade to or from places not within the limits of the coasting trade so reserved, shall not be prohibited from the carriage between two ports of the former country of passengers holding through tickets or merchandise consigned on through bills of lading to or from places not within the above-mentioned limits, and while engaged in

such carriage these vessels and their cargoes shall enjoy the full privileges of this Treaty.

Art. XXII.—If any seaman should desert from any ship belonging to either of the high contracting parties in the territorial waters of the other, the local authorities shall, within the limits of law, be bound to give every assistance in their power for the recovery of such deserter, on application to that effect being made to them by the competent Consular officer of the country to which the ship of the deserter may belong, accompanied by an assurance that all expense connected therewith will be repaid.

It is understood that this stipulation shall not apply to the subjects of the country where the desertion takes place.

Art. XXIII.—Any vessel of either of the high contracting parties which may be compelled, by stress of weather or by accident, to take shelter in a port of the other shall be at liberty to refit therein, to procure all necessary stores, and to put to sea again, without paying any dues other than such as would be payable in the like case by a national vessel. In case, however, the master of a merchant-vessel should be under the necessity of disposing of a part of his merchandise in order to defray the expenses, he shall be bound to conform to the Regulations and Tariffs of the place to which he may have come.

If any vessel of one of the high contracting parties should run aground or be wrecked upon the coasts of the other, such vessel, and all parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including any which may have been cast into the sea, or the proceeds thereof, if sold, as well as all papers found on board such stranded or wrecked vessel, shall be given up to the owners or their agents when claimed by them. If there are no such owners or agents on the spot, then the same shall be delivered to the Japanese or British Consular officer in whose district the wreck or stranding may have taken place upon being claimed by him within the period fixed by the laws of the country, and such Consular officer, owners, or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the like case of a wreck or stranding of a national vessel.

The high contracting parties agree, moreover, that merchandise saved shall not be subjected to the payment of any Customs duty unless cleared for internal consumption.

In the case either of a vessel being driven in by stress of weather, run aground, or wrecked, the respective Consular officers shall, if the owner or master or other agent of the owner is not present, or is present and requires it, be authorised to interpose in order to afford the necessary assistance to their fellow-countrymen.

Art. XXIV.—The high contracting parties agree that in all that concerns commerce, navigation, and industry, any favour, privilege, or immunity which either high contracting party has actually granted, or may hereafter grant, to the ships, subjects, or citizens of any other foreign State shall be extended immediately and unconditionally to the ships or subjects of the other high contracting party, it being their intention that the commerce, navigation, and industry of each country shall be placed in all respects on the footing of the most favoured nation.

Art. XXV.—The stipulations of this Treaty do not apply to tariff concessions granted by either of the high contracting parties to contiguous States solely to facilitate frontier traffic within a limited zone on each side of the frontier, or to the treatment accorded to the produce of the national fisheries of the high contracting parties or to special tariff favours granted by Japan in regard to fish and other aquatic products taken in the foreign waters in the vicinity of Japan.

Art. XXVI.—The stipulations of the present Treaty shall not be applicable to any of His Britannic Majesty's Dominions, Colonies, Possessions, or Protectorates beyond the Seas, unless notice of adhesion shall have been given on behalf of any such Dominion, Colony, Possession, or Protectorate by His Britannic Majesty's Representative at Tokyo before the expiration of two years from the date of the exchange of the ratifications of the present Treaty.

Art. XXVII.—The present Treaty shall be ratified, and the ratifications exchanged at Tokyo as soon as possible. It shall enter into operation on the 17th July, 1911, and remain in force until the 16th July, 1923. In case neither of the high contracting parties shall have given notice to the other, twelve months before the expiration of the said period, of its intention to terminate the Treaty, it shall continue operative until the expiration of one year from the date on which either of the high contracting parties shall have denounced it.

As regards the British Dominions, Colonies, Possessions, and Protectorates to which the present Treaty may have been made applicable in virtue of Article XXVI., however, either of the high contracting parties shall have the right to terminate it separately at any time on giving twelve months' notice to that effect.

It is understood that the stipulations of the present and of the preceding Article referring to British Dominions, Colonies, Possessions, and Protectorates apply also to the island of Cyprus.

In witness whereof the respective Plenipotentiaries have signed the present Treaty, and have affixed thereto the seal of their arms.

Done at London in duplicate this 3rd day of April, 1911.

(Signed) TAKAAKI KATO [L.S.]
" E. GREY "

SCHEDULE

PART I.

No. in Japanese Statutory Tariff.	Description of Article.	Unit of Weight.	Rate of Duty in Yen.
266.—Paints:—			
4. Other:			
A.	Each weighing not more than 6 kilogrammes including the weight of the receptacle	100 kin. (including receptacles.)	4.25
B.	Other	100 kin.	3.30
275.—Linen Yarns:—			
1. Single:			
A.	Gray	100 "	8.60
B.	Other	100 "	9.25
298.—Tissues of Cotton:—			
1. Velvets, plushes, and other pile tissues, with piles cut or uncut:			
A.	Gray	100 "	25.50
B.	Other	100 "	30.00
7. Plain tissues, not otherwise provided for:			
A. Gray:			
*A*1.	Weighing not more than 5 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
a.	19 threads or less	100 "	15.30
b.	27 " "	100 "	20.70
c.	35 " "	100 "	28.70
d.	43 " "	100 "	38.00
e.	More than 43 threads	100 "	51.30

No. in Japanese Statutory Tariff.	Description of Article.	Unit of Weight.	Rate of Duty in Yen.
	*A*2. Weighing not more than 10 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 19 threads or less	100 kin.	8.30
	b. 27 „ „	100 „	10.50
	c. 35 „ „	100 „	13.50
	d. 43 „ „	100 „	16.50
	e. More than 43 threads	100 „	18.70
	*A*3. Weighing not more than 20 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 19 threads or less	100 „	6.70
	b. 27 „ „	100 „	8.30
	c. 35 „ „	100 „	10.50
	d. 43 „ „	100 „	13.50
	e. More than 43 threads	100 „	14.70
	*A*4. Weighing not more than 30 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 19 threads or less	100 „	6.00
	b. 27 „ „	100 „	6.70
	c. 35 „ „	100 „	8.00
	d. 43 „ „	100 „	10.70
	e. More than 43 threads	100 „	13.30
	*A*5. Other	100 „	9.30
	B. Bleached simply ...The above duties on gray tissues plus 3 yen per 100 kin.		
	C. Other ... ... „ „ „ „ 7 „ „		
9.	Other:		
	A. Gray:		
	*A*1. Weighing not more than 5 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 19 threads or less	100 kin.	16.00
	b. 27 „ „	100 „	21.30
	c. 35 „ „	100 „	29.30
	d. 43 „ „	100 „	39.30
	e. More than 43 threads	100 „	53.30
	*A*2. Weighing not more than 10 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 19 threads or less	100 „	8.00
	b. 27 „ „	100 „	10.00
	c. 35 „ „	100 „	14.30
	d. 43 „ „	100 „	18.00
	e. More than 43 threads	100 „	20.00
	*A*3. Weighing not more than 20 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 27 threads or less	100 „	8.00
	b. 35 „ „	100 „	11.30
	c. 43 „ „	100 „	15.00
	d. More than 43 threads	100 „	18.80

No. in Japanese Statutory Tariff.	Description of Article.	Unit of Weight.	Rate of Duty in Yen.
	*A*4. Weighing not more than 30 kilogrammes per 100 square metres, and having in a square of 5 millimetres side in warp and woof:		
	a. 27 threads or less	...100 kin.	7.30
	b. 35 „ „	...100 „	8.70
	c. 43 „ „	...100 „	11.30
	d. More than 43 threads	...100 „	14.70
	*A*5. Other	...100 „	10.00
	B. Bleached simply ...The above duties on gray tissues plus 3 yen per 100 kin.		
	C. Other ... . „ „ „ „ 7 „ „		
301.—Tissues of wool, and mixed tissues of wool and cotton, of wool and silk, or of wool, cotton and silk :—			
	2. Other:		
	A. Of wool:		
	b. Weighing not more than 200 grammes per square metre	...100 kin.	57.50
	c. „ „ 500 „ „	...100 „	45.00
	d. Other	...100 „	40.00
	B. Of wool and cotton:		
	c. Weighing not more than 500 grammes per square metre	...100 „	30.00
	d. Other	...100 „	18.00
462.—Iron :—			
	1. In lumps, ingots, blooms, billets, and slabs:		
	A. Pig iron	...100 „	00.83
	4. Plates and Sheets:		
	A. Not coated with metals:		
	*A*3. Other:		
	a. Not exceeding 0.7 millimetres in thickness	...100 „	0.30
	B. Coated with base metals:		
	*B*1. Tinned (tinned iron sheets and tinned steel sheets):		
	a. Ordinary	...100 „	0.70
	*B*2. Galvanised (corrugated or not)	...100 „	1.20

PART II.

1.—Habutae or pure silk, not dyed or printed.
2.—Handkerchiefs or habutae or pure silk, not dyed or printed.
3.—Copper, unwrought, in ingots and slabs.
4.—Plaiting or straw and other materials.
5.—Camphor and camphor oil.
6.—Baskets (including trunks) and basketware of bamboo.
7.—Mats and matting of rush.
8.—Lacquered wares, coated with Japanese lacquer (*Urushi*).
9.—Rape-seed oil.
10.—Cloisonné wares.

TREATY OF ALLIANCE WITH GREAT BRITAIN

SIGNED IN LONDON, JULY 13TH, 1911

The Governments of Great Britain and Japan, in view of the great change that has taken place in the political situation since the present Anglo-Japanese Agreement was concluded on August 12th, 1905, and believing it to be conducive to the

general peace and security to amend the said Agreement and adapt it to the changed conditions, have agreed upon the following stipulations in the place of the said Agreement, which have the same objects as the present Agreement, that is to say:—

A. The consolidation and maintenance of the general peace in the regions of Eastern Asia and of India;

B. The preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China;

C. The maintenance of the territorial rights of the high contracting parties in the regions of Eastern Asia and of India, and the defence of their special interests in the said regions:—

Art. I.—It is agreed that whenever, in the opinion of either Great Britain or Japan, any of the rights and interests referred to in the Preamble of this Agreement are in jeopardy, the two Governments will communicate with one another fully and frankly, and will consider in common the measures which should be taken to safeguard those menaced rights or interests.

Art. II.—If by reason of unprovoked attack or aggressive action, wherever arising, on the part of any other Power or Powers either contracting party should be involved in war in defence of its territorial rights or special interests mentioned in the Preamble of this Agreement, the other contracting party will at once come to the assistance of its ally, and will conduct the war in common, and make peace in mutual agreement with it.

Art. III.—It is agreed that either of the high contracting parties shall not make any Agreement with a third party which is or may be prejudicial to the objects referred to in the Preamble of this Agreement, without consulting the other.

Art. IV.—When either of the high contracting parties has concluded a comprehensive Arbitration Treaty with a third party, this Agreement shall exempt the said high contracting parties from any obligation to go to war with the third party during the time the said Arbitration Treaty may remain in force.

Art. V.—The conditions under which armed assistance shall be afforded by either Power to the other in the circumstances mentioned in the present Agreement, and the means by which such assistance is to be made available, will be arranged by the Naval and Military authorities of the contracting parties, who will from time to time consult one another fully and freely upon all questions of mutual interest.

Art. VI.—The present Agreement shall come into effect immediately after the date of its signature and remain in force for ten years from that date.

In case neither of the high contracting parties should have notified twelve months before the expiration of the said ten years the intention of terminating it, it shall remain binding until the expiration of one year from the day on which either of the high contracting parties shall have denounced it. But if, when the date fixed for its expiration arrives, either ally is actually engaged in war, the alliance shall, *ipso facto*, continue until peace is concluded.

In faith whereof the Undersigned, duly authorised by their respective Governments, have signed this Agreement and have affixed thereto their seals.

Done in duplicate at London, the 13th day of July, 1911.

[L.S.] GREY,
His Britannic Majesty's Principal Secretary of State for Foreign Affairs.

[L.S.] KATO TAKAAKI,
Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of Japan at the Court of St. James.

UNITED STATES OF AMERICA

EXTRADITION TREATY BETWEEN THE UNITED STATES OF AMERICA AND JAPAN

SIGNED AT TOKYO, ON THE 29TH APRIL, 1886

Ratified at Tokyo, on the 27th September, 1886

His Majesty the Emperor of Japan and the President of the United States of America having judged it expedient, with a view to the better administration of Justice, and to the prevention of crime within the two countries and their jurisdictions that persons charged with or convicted of the crimes or offences hereinafter named and being fugitives from justice, should, under certain circumstances, be reciprocally delivered up, they have named as their Plenipotentiaries to conclude a Treaty for this purpose, that is to say:

His Majesty the Emperor of Japan, Count Inouye Kaoru, Jusammi, His Imperial Majesty's Minister of State for Foreign Affairs, First Class of the Order of the Rising Sun, etc., etc., etc., and the President of the United States of America, Richard B. Hubbard, their Envoy Extraordinary and Minister Plenipotentiary near His Imperial Majesty the Emperor of Japan, who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:

Art. I.—The High Contracting Parties engage to deliver up to each other, under the circumstances and conditions stated in the present Treaty, all persons who, being accused or convicted of one of the crimes or offences named below in Article II., and committed within the jurisdiction of the one party, shall be found within the jurisdiction of the other party.

Art. II.—1.—Murder and assault with intent to commit murder.

2.—Counterfeiting or altering money, or uttering or bringing into circulation counterfeit or altered money, counterfeiting certificates or coupons of public indebtedness, bank notes, or other instruments of public credit of either of the parties, and the utterance or circulation of the same.

3.—Forgery, or altering and uttering what is forged or altered.

4.—Embezzlement or criminal malversation of the public funds committed within the jurisdiction of either party, by the public officers or depositaries.

5.—Robbery.

6.—Burglary, defined to be the breaking and entering by night-time into the house of another person with the intent to commit a felony therein; and the act of breaking and entering the house of another, whether in the day or night time, with the intent to commit a felony therein.

7.—The act of entering, or of breaking and entering, the offices of the Government and public authorities, or the offices of banks, banking-houses, savings-banks, trust companies, insurance or other companies, with the intent to commit a felony therein.

8.—Perjury or subornation of perjury.

9.—Rape.

10.—Arson.

11.—Piracy by the law of nations.

12.—Murder, assault with intent to kill, and manslaughter committed on the high seas, on board a ship bearing the flag of the demanding country.

13.—Malicious destruction of, or attempt to destroy, railways, trams, vessels, bridges, dwellings, public edifices, or other buildings, when the act endangers human life.

Art. III.—If the person demanded be held for trial in the country on which the demand is made, it shall be optional with the latter to grant extradition or to proceed with the trial: Provided that, unless the trial shall be for the crime for which the fugitive is claimed, the delay shall not prevent ultimate extradition.

Art. IV.—If it be made to appear that extradition is sought with a view to try or punish the person demanded for an offence of a political character, surrender shall not take place, nor shall any person surrendered be tried or punished for any political offence committed previously to his extradition, or for any offence other than that in respect of which the extradition is granted.

Art. V.—The requisition for extradition shall be made through the diplomatic agents of the contracting parties, or, in the event of the absence of these from the country or its seat of Government, by superior Consular officers.

If the person whose extradition is requested shall have been convicted of a crime, a copy of the sentence of the Court in which he was convicted, authenticated under its seal, and an attestation of the official character of the judge by the proper executive authority, and of the latter by the Minister or Consul of Japan or of the United States, as the case may be, shall accompany the requisition.

When the fugitive is merely charged with crime, a duly authenticated copy of the warrant of arrest in the country making the demand and of depositions on which such warrant may have been issued, must accompany the requisition.

The fugitive shall be surrendered only on such evidence of criminality as according to the laws of the place where the fugitive or person so charged shall be found would justify his apprehension and commitment for trial if the crime had been there committed.

Art. VI.—On being informed by telegraph, or other written communication through the diplomatic channel, that a lawful warrant has been issued by competent authority upon probable cause for the arrest of a fugitive criminal charged with any of the crimes enumerated in Article II. of this Treaty, and on being assured from the same source that a request for the surrender of such criminal is about to be made in accordance with the provisions of this Treaty, each Government will endeavour to procure, so far as it lawfully may, the provisional arrest of such criminal, and keep him in safe custody for a reasonable time, not exceeding two months, to await the production of the documents upon which claim for extradition is founded.

Art. VII.—Neither of the contracting parties shall be bound to deliver up its own subjects or citizens under the stipulations of this convention, but they shall have the power to deliver them up if in their discretion it be deemed proper to do so.

Art. VIII.—The expenses of the arrest, detention, examination, and transportation of the accused shall be paid by the Government which has requested the extradition.

Art. IX.—The present Treaty shall come into force sixty days after the exchange of the ratifications thereof. It may be terminated by either party, but shall remain in force for six months after notice has been given of its termination.

The Treaty shall be ratified, and the ratifications shall be exchanged at Washington as soon as possible.

In witness whereof the respective Plenipotentiaries have signed the present Treaty in duplicate and have thereunto affixed their seals.

Done at the city of Tokyo, the twenty-ninth day of the fourth month of the nineteenth year of Meiji, corresponding to the twenty-ninth day of April in the eighteen hundred and eighty-sixth year of the Christian era.

(Signed) [L.S.] INOUYE KAORU.

" " RICHARD B. HUBBARD.

AGREEMENT BETWEEN JAPAN AND THE UNITED STATES

NOTES EXCHANGED AT WASHINGTON, 30TH NOVEMBER, 1908

Letter from Sir Kogoro Takahira, Japanese Minister at Washington, to the Hon. Elihu Root, American Secretary of State

SIR,—The exchange of views between us which has taken place at the several interviews which I have recently had the honour of holding with you has shown that Japan and the United States, holding important outlying insular possessions in the region of the Pacific Ocean, the Governments of the two countries are animated by a common aim, policy and intention in the region.

Believing that a frank avowal of that aim, policy and intention would not only tend to strengthen the relations of friendship and good neighbourhood which have immemorially existed between Japan and the United States, but would materially contribute to the preservation of the general peace, the Imperial Government have authorised me to present to you an outline of their understanding of that common aim, policy and intention.

1. It is the wish of the two Governments to encourage the free and peaceful development of their commerce on the Pacific Ocean.

2. The policy of both Governments, uninfluenced by any aggressive tendencies, is directed to the maintenance of the existing *status quo* in the region above mentioned, and to the defence of the principle of equal opportunity for commerce and industry in China.

3. They are accordingly firmly resolved reciprocally to respect the territorial possessions belonging to each other in the said region.

4. They are also determined to preserve the common interests of all Powers in China by supporting, by all pacific means at their disposal, the independence and integrity of China, and the principle of equal opportunity for commerce and industry of all nations in that empire.

5. Should any event occur threatening the *status quo* as above described, or the principle of equal opportunity as above defined, it remains for the two Governments to communicate with each other in order to arrive at an understanding as to what measures they may consider it useful to take.

If the foregoing outline accords with the view of the Government of the United States, I shall be gratified to receive your confirmation.

From Hon. Elihu Root, American Secretary of State, to Sir Kogoro Takahira, Japanese Minister at Washington

YOUR EXCELLENCY,—I have the honour to acknowledge the receipt of your Note of to-day setting forth the result of the exchange of views between us in our recent interviews defining the understanding of the two Governments in regard to their policy in the region of the Pacific Ocean.

It is a pleasure to inform you that this expression of mutual understanding is welcome to the Government of the United States as appropriate to the happy relations of the two countries, and as the occasion for a concise mutual affirmation of that accordant policy respecting the Far East which the two Governments have so frequently declared in the past.

I am happy to be able to confirm to your Excellency, on behalf of the United States, the declaration of the two Governments embodied in the following words.

[Then follow the five points mentioned in Japan's Note, which are repeated in exactly the same wording.]

LANSING—ISHII AGREEMENT

Communication exchanged in Washington by The Secretary of State for The U.S.A., Mr. Robert Lansing, and the Special Japanese Ambassador to The United States, Viscount Ishii, under Date of November 2nd, 1917.

Excellency:—I have the honour to communicate herein my understanding of the Agreement reached by us in our recent conversation, touching the questions of mutual interests to our Governments relating to the Republic of China.

In order to silence mischievous reports that have from time to time been circulated, it is believed by us that a public announcement once more of the desires and intentions shared by our two Governments with regard to China is advisable.

The Governments of the United States and Japan recognize that territorial propinquity creates special relations between countries, and consequently the Government of the United States recognizes that Japan has special interests in China, particularly in the part to which her possessions are contiguous.

The territorial sovereignty of China nevertheless remains unimpaired, and the Government of the United States has every confidence in the repeated assurance of the Imperial Japanese Government that while geographic position gives Japan such special interests they have no desire to discriminate against the trade of other nations or to disregard the commercial rights heretofore granted by China in treaties with other Powers.

The Governments of the United States and Japan deny that they have any purpose to infringe in any way the independence or territorial integrity of China. They declare, furthermore, that they always adhere to the principle of the so-called "Open Door" or equal opportunity for commerce and industry in China.

Moreover, they mutually declare that they are opposed to the acquisition by any Government of any special rights or privileges that would affect the independence or territorial integrity of China or that would deny to the subjects or citizens of any country the full enjoyment of equal opportunity in the commerce and industry of China.

I shall be glad to have your Excellency confirm this understanding of the Agreement reached by us.

Accept, Excellency, the renewed assurance of my highest consideration.

(Signed) Robert Lansing.

RUSSIA

TREATY OF PEACE BETWEEN JAPAN AND RUSSIA

SIGNED AT PORTSMOUTH, U.S.A., AUGUST 23RD, 1905
Ratified November 5th, 1905

His Majesty the Emperor of Japan on the one part, and His Majesty the Emperor of all the Russias on the other part, animated by the desire to restore the blessings of peace to their countries and peoples, have resolved to conclude a Treaty of Peace, and have, for this purpose, named their Plenipotentiaries, that is to say:—

His Majesty the Emperor of Japan, His Excellency Baron Komura Jutaro, Jusammi, Grand Cordon of the Imperial Order of the Rising Sun, His Minister for Foreign Affairs, and His Excellency M. Takahira Kogoro, Jusammi, Grand Cordon of the Imperial Order of the Sacred Treasure, His Envoy Extraordinary and Minister Plenipotentiary to the United States of America; and His Majesty the Emperor of all the Russias, His Excellency M. Serge Witte, His Secretary of State and President of the Committee of Ministers of the Empire of Russia, and His Excellency Baron Roman Rosen, Master of the Imperial Court of Russia and His Ambassador Extraordinary and Plenipotentiary to the United States of America; Who, after having exchanged their full powers, which were found to be in good and due form, have concluded the following Articles:—

Art. I.—There shall henceforth be peace and amity between Their Majesties the Emperor of Japan and the Emperor of all the Russias, and between their respective States and subjects.

Art. II.—The Imperial Russian Government, acknowledging that Japan possesses in Korea paramount political, military, and economical interests, engage neither to obstruct nor interfere with the measures of guidance, protection, and control which the Imperial Government of Japan may find it necessary to take in Korea.

It is understood that Russian subjects in Korea shall be treated exactly in the same manner as the subjects or citizens of other foreign Powers, that is to say, they shall be placed on the same footing as the subjects or citizens of the most favoured nation.

It is also agreed that, in order to avoid all cause of misunderstanding, the two high contracting parties will abstain, on the Russo-Korean frontier, from taking any military measure which may menace the security of Russian or Korean territory.

Art. III.—Japan and Russia mutually engage—

(1.) To evacuate completely and simultaneously Manchuria, except the territory affected by the lease of the Liaotung Peninsula, in conformity with the provisions of additional Article I. annexed to this Treaty; and

(2.) To restore entirely and completely to the exclusive administration of China all portions of Manchuria now in the occupation or under the control of the Japanese or Russian troops, with the exception of the territory above mentioned.

The Imperial Government of Russia declare that they have not in Manchuria any territorial advantages or preferential or exclusive concessions in impairment of Chinese sovereignty or inconsistent with the principle of equal opportunity.

Art. IV.—Japan and Russia reciprocally engage not to obstruct any general measures common to all countries which China may take for the development of the commerce and industry of Manchuria.

Art. V.—The Imperial Russian Government transfer and assign to the Imperial Government of Japan, with the consent of the Government of China, the lease of Port Arthur, Talien, and adjacent territory and territorial waters, and all rights, privileges, and concessions connected with or forming part of such lease, and they also transfer and assign to the Imperial Government of Japan all public works and properties in the territory affected by the above-mentioned lease.

The two high contracting parties mutually engage to obtain the consent of the Chinese Government mentioned in the foregoing stipulation.

The Imperial Government of Japan on their part undertake that the proprietary rights of Russian subjects in the territory above referred to shall be perfectly respected.

Art. VI.—The Imperial Russian Government engage to transfer and assign to the Imperial Government of Japan, without compensation and with the consent of the Chinese Government, the railway between Chang-chun (Kuan-cheng-tzu) and Port Arthur and all its branches, together with all rights, privileges, and properties appertaining thereto in that region, as well as all coal mines in the said region belonging to or worked for the benefit of the railway.

The two high contracting parties mutually engage to obtain the consent of the Government of China mentioned in the foregoing stipulation.

Art. VII.—Japan and Russia engage to exploit their respective railways in Manchuria exclusively for commercial and industrial purposes and in no wise for strategic purposes.

It is understood that restriction does not apply to the railway in the territory affected by the lease of the Liaotung Peninsula.

Art. VIII.—The Imperial Governments of Japan and Russia, with a view to promote and facilitate intercourse and traffic, will as soon as possible conclude a separate convention for the regulation of their connecting railway services in Manchuria.

Art. IX.—The Imperial Russian Government cede to the Imperial Government of Japan in perpetuity and full sovereignty the southern portion of the Island of Saghalien and all islands adjacent thereto, and all public works and properties thereon. The fiftieth degree of North latitude is adopted as the northern boundary of the ceded territory. Exact alignment of such territory shall be determined in accordance with the provisions of additional Article II. annexed to this Treaty.

Japan and Russia mutually agree not to construct in their respective possessions on the Island of Saghalien or the adjacent islands, any fortifications or other similas military works. They also respectively engage not to take any military measurer which may impede the free navigation of the Straits of La Perouse and Tartary.

Art. X.—It is reserved to the Russian subjects, inhabitants of the territory ceded to Japan, to sell their real property and retire to their country; but, if they prefer to remain in the ceded territory, they will be maintained and protected in the full exercise of their industries and rights of property, on condition of submitting to Japanese laws and jurisdiction. Japan shall have full liberty to withdraw the right of residence in, or to deport from, such territory, any inhabitants who labour under political or administrative disability. She engages, however, that the proprietary rights of such inhabitants shall be fully respected.

Art. XI.—Russia engages to arrange with Japan for granting to Japanese subjects rights of fishery along the coasts of the Russian possessions in the Japan Okhotsk, and Behring Seas.

It is agreed that the foregoing engagement shall not affect rights already belonging to Russian or foreign subjects in these regions.

Art. XII.—The Treaty of Commerce and Navigation between Japan and Russia having been annulled by the war, the Imperial Governments of Japan and Russia engage to adopt as the basis of their commercial relations, pending the conclusion of a new Treaty of Commerce and Navigation on the basis of the Treaty which was in force previous to the present war, the system of reciprocal treatment on the footing of the most favoured nation, in which are included import and export

duties, Customs formalities, transit and tonnage dues, and the admission and treatment of the agents, subjects, and vessels of one country in the territories of the other.

Art. XIII.—As soon as posible after the present Treaty comes into force, all prisoners of war shall be reciprocally restored. The Imperial Governments of Japan and Russia shall each appoint a special Commissioner to take charge of prisoners. All prisoners in the hands of one Government shall be delivered to and received by the Commissioner of the other Government or by his duly auothorised representative, in such convenient numbers and at such convenient ports of the delivering State as such delivering State shall notify in advance to the Commissioner of the receiving State.

The Governments of Japan and Russia shall present to each other as soon as possible after the delivery of prisoners has been completed, a statement of the direct expenditures respectively incurred by them for the care and maintenance of prisoners from the date of capture or surrender up to the time of death or delivery. Russia engages to repay to Japan, as soon as possible after the exchange of the statements as above provided, the difference between the actual amount so expended by Japan and the actual amount similarly disbursed by Russia.

Art. XIV.—The present Treaty shall be ratified by Their Majesties the Emperor of Japan and the Emperor of all the Russias. Such ratification shall, with as little delay as possible and in any case not later than fifty days from the date of the signature of the Treaty, be announced to the Imperial Governments of Japan and Russia respectively through the French Minister in Tokyo and the Ambassador of the United States in St. Petersburg, and from the date of the later of such announcements this Treaty shall in all its parts come into full force.

The formal exchange of the ratifications shall take place at Washington as soon as possible.

Art. XV.—The present Treaty shall be signed in duplicate in both the English and French languages. The texts are in absolute conformity, but in case of discrepancy in interpretation the French text shall prevail.

In witness whereof the respective Plenipotentiaries have signed and affixed their seals to the present Treaty of Peace.

Done at Portsmouth (New Hampshire), this fifth day of the ninth month of the thirty-eighth year of Meiji, corresponding to the twenty-third day of August (fifth September N.S.), one thousand nine hundred and five.

SERGE WITTE.	JUTARO KOMURA.
ROSEN.	K. TAKAHIRA.

SUPPLEMENTARY AGREEMENT

In conformity with the provisions of Articles III. and IX. of the Treaty of Peace between Japan and Russia of this date, the undersigned Plenipotentiares have concluded the following additional Articles:—

I. To Art. III.—The Imperial Governments of Japan and Russia mutually engage to commence the withdrawal of their military forces from the territory of Manchuria simultaneously and immediately after the Treaty of Peace comes into operation; and within a period of eighteen months from that date the armies of the two countries shall be completely withdrawn from Manchuria, except from the leased territory of the Liaotung Peninsula.

The forces of the two countries occupying the front positions shall be first withdrawn.

The high contracting parties reserve to themselves the right to maintain guards to protect their respective railway lines in Manchuria. The number of such guards

shall not exceed fifteen per kilomètre, and within that maximum number the Commanders of the Japanese and Russian armies shall, by common accord, fix the number of such guards to be employed, as small as possible having in view the actual requirements.

The Commanders of the Japanese and Russian forces in Manchuria shall agree upon the details of the evacuation in conformity with the above principles, and shall take by common accord the measures necessary to carry out the evacuation as soon as possible and in any case not later than the period of eighteen months.

II. To Art. IX.—As soon as possible after the present Treaty comes into force a Commission of Delimitation, composed of an equal number of members to be appointed respectively by the two high contracting parties, shall on the spot mark in a permanent manner the exact boundary between the Japanese and Russian possessions on the Island of Saghalien. The Commission shall be bound, so far as topographical considerations permit, to follow the fiftieth parallel of North latitude as the boundary line, and in case any deflections from that line at any points are found to be necessary, compensation will be made by correlative deflections at other points. It shall also be the duty of the said Commission to prepare a list and description of the adjacent islands included in the cession, and finally the Commission shall prepare and sign maps showing the boundaries of the ceded territory The work of the Commission shall be subject to the approval of the high contracting parties.

The foregoing additional Articles are to be considered as ratified with the ratification of the Treaty of Peace to which they are annexed.

Portsmouth, the 5th day, 9th month, 38th year of Meiji, corresponding to the 23rd August (5th September N.S.,) 1905.

SERGE WITTE. JUTARO KOMURA.
ROSEN. K. TAKAHIRA.

AGREEMENT RELATING TO CHINA, 1907

The Government of His Majesty the Emperor of Japan and the Government of His Majesty the Tsar of all the Russias, being desirous of strengthening the peaceful, friendly, and neighbourly relations now happily restored between Japan and Russia, and also of removing all possible future cause of misunderstanding in the relations of the two Powers, have entered into the following agreements:—

Art. I.—Each of the high contracting parties agrees to respect the present territorial integrity of the other, as well as all the rights arising out of Treaties, Conventions, and Contracts now in force between them and China, copies of which have been exchanged between the contracting parties, so far as the said rights are not incompatible with the principle of equal opportunity enunciated in the Treaty signed at Portsmouth on September 5th, 1905, *i.e.*, August 23rd in the Russian Calendar, and other special conventions concluded between Japan and Russia.

Art. II.—The two high contracting parties agree to recognise the independence and the territorial integrity of the Chinese Empire, and the principle of equal opportunity for the commerce and industry of all nations in the said Empire, and they engage to uphold and defend the maintenance of the *status quo* and the respect of that principle by all the peaceful means possible to them.

In witness whereof, the undersigned, duly authorised by their respective Governments, have signed this Agreement and have affixed thereto their seals.

Done at St. Petersburg, the 30th day of the seventh month of the 40th year of Meiji, corresponding to 17th of July, 1907 (Russian Calendar July 30th, 1907).

[L.S.] ICHIRO MOTONO.
ISWOLSKY.

RUSSO-JAPANESE RAILWAY CONVENTION

SIGNED AT ST. PETERSBURG, MAY, 1907

The Imperial Government of Japan and the Imperial Government of Russia, having resolved to conclude a Convention concerning the connection of the Japanese and the Russian Railways in Manchuria, conformably to the provisions of Art. VIII. of the Treaty of Peace signed at Portsmouth on September 5 (August 23, 1905, O.S.), the undersigned, Ichiro Motono, Docteur en Droit, Envoy Extraordinary and Minister Plenipotentiary of Japan; and le Maitre de la Cour Imperial Alexandre Iswolsky, Minister of Foreign Affairs of Russia, being duly authorized for the purpose by their respective Governments, have agreed and concluded the following Articles, under the title of Provisionary.

Regarding the provisions of this Convention which concern the South Manchuria Railway Company on the one part and the Chinese Eastern Railway Company on the other, the two Governments engage mutually to take necessary measures to ensure their prompt execution by the said Companies.

Art. I.—The junction of the sections of the two railways will be made at the boundary line of the Kuanchengtze station of the Chinese Eastern Railway. The Southern Manchurian Railway Company shall prolong its line at the gauge adopted by that Company from the Tchantchun station of the said Company to the limit of the Kuanchengtze station of the Chinese Eastern Railway, and the Chinese Eastern Railway shall construct a line of the same gauge in continuation to the Japanese line constructed by the Southern Manchurian Railway to the platform of the Russian Kuanchengtze station. The Chinese Eastern Railway shall construct in prolongation of its line, a railway of the gauge of 1 metre ·524 (Russian gauge of 5 English feet) from the platform of the Russian Kuanchengtze station to the limit of that station, and the Southern Manchurian Railway Company shall construct a line of the same gauge in continuation to the prolongation of the Russian railway constructed by the Chinese Eastern Railway Company to the Japanese Tchantchun station.

The point of junction of the two sections of the Japanese and Russian railways and the plans of that junction shall be resolved upon in common accord between the two companies.

Art. II.—The Southern Manchurian Railway Company as well as the Chinese Eastern Railway Company shall establish, besides the junction of their lines, direct communication for passengers and for merchandise, and also all the necessary installations, in order to effect in the shortest time and with the least expense possible the transport of the merchandise at the terminal stations, made necessary by the difference in the width of the gauges.

Each Company reserves the right to decide on the plans of construction within the limits of its own ground.

Art. III.—Each Company takes charge of all the undertakings mentioned in Articles I. and II. of the present Convention which entails on them respectively, and the undertakings shall be executed by the companies with the least possible delay and as far as possible simultaneously.

Art. IV.—The maintenance of the tracks, of the installations for transmission and transport, and all the other accessories upon the ground of each railway shall respectively be taken charge of by the Companies.

Art. V.—The traffic between the Southern Manchurian Railway and the Chinese Eastern Railway shall be established conformably to the following conditions:

The passenger trains of the Southern Manchurian Railway, with passengers, their baggage, and other objects transported by those trains, proceed on the Japanese track to the Russian station of Kuanchengtze, and the passenger trains of the Chinese Eastern Railway, with passengers, their baggage, and other objects transported by those trains, proceed on the Russian track to the Japanese station of Tchantchun.

The freight trains of the Southern Manchuria Railway to proceed on the Chinese Eastern line come on the Japanese track to the Russian station of Kuanchengtze, where the delivery and transport of the merchandise to the Russian railway are effected, and the freight trains of the Chinese Eastern Railway to proceed on the Southern Manchurian line come by the Russian track to the Japanese station of Tchantchun, where the delivery and transport of the merchandise to the Japanese railway are effected.

Art. VI.—The time schedule for the movement of trains, having in view the connection of the two railways, shall be arranged in common accord by the managements of the two Railway Companies.

Art. VII.—The passenger fares and freight charges for travelling between the terminal stations shall be collected: those going from south to north, conformatory to the tariffs in force on the Southern Manchurian line, and those going from north to south, conformatory to the tariffs in force on the Chinese Eastern line.

The distribution of the fees collected for transport on the lines of the two Companies shall be made in accordance with an agreement to be concluded between the managements of the two Companies.

Art. VIII.—Each Company enjoys the right gratuitously and reciprocally to make use of the connecting line and the installations attached to the service of transport appertaining to the other.

Art. IX.—The two railway Companies shall organize a train service mutually co-ordinating and sufficient to ensure regular passenger and merchandise traffic, and establish regulations and provisions for the service of exploitation, all in conformity with the interests of that service.

Art. X.—All the provisions to be later adopted on the basis of the present Convention and concerning the train service, the transportation of passengers, the transport of merchandise, the signal service, etc., shall be regulated by special arrangement between the two Companies, with due approval of the respective Governments. The mutual use of the means of transportation, the relations between employees of the two railways, as well as the mode of apportioning the quota to each administration in the distribution of the receipts, shall be regulated subsequently by similar arrangement.

Art. XI.—In all cases where the management of the two railways cannot agree on points covered by the present Convention or in general upon all the other points concerning their reciprocal relations mentioned in the said Convention, the differences shall be regulated by the decision of the two respective Governments, arrived at in common after the exchange of views between them on the subject.

In witness whereof the Envoy Extraordinary and Minister Plenipotentiary of Japan and the Minister of Foreign Affairs of Russia have signed the present Provisionary Convention and affixed their seals thereto.

Done at St. Petersburg in duplicate on the 13th day of the sixth month of the 40th of Meiji, corresponding to May 31 (June 13), 1907.

(Signed) ISWOLSKY.

" I. MOTONO.

Protocol

At the moment of proceeding to the signature of the Provisionary Convention for the connection of the Japanese and Russian railways in Manchuria, the two high contracting parties, judging it useful to settle certain questions relative to the terminus of Kuanchengtze and to the coal-mines of Shibelin and Taokiatun, the undersigned, Ichiro Motono, Docteur en Droit, Envoy Extraordinary and Minister Plenipotentiary of Japan, and le Maître de la Cour Imperial, Alexandre Iswolsky, Minister of Foreign Affairs of Russia, have concluded the following:—

Art. I.—It has been agreed between the two high contracting parties that in principle the terminus of Kuanchengtze and its appendages are the common property of Japan and Russia, but that, for the sake of practical convenience, the exclusive ownership of the said terminus and of its appendages shall remain with Russia and that for it the Russian Government shall pay to the Japanese Government a sum of 560,393 roubles in virtue of compensation for the renunciation by Japan of her rights of co-ownership of the Kuanchengtze terminus and its appendages.

Art. II.—The Russian Government shall remit to the Japanese Government, with the briefest possible delay, after the signature of the Provisionary Convention of the railway connection, in their actual state, all the railways and all the objects belonging to these railways which are to the South of the point marked N. 2,223 in the plan here annexed, as well as the coal mines at Shibelin and Taokiatun with all their appendages. Immediately after the signing of the said Convention, the necessary instructions shall be sent by the two Governments of Japan and Russia, on the one part to the South Manchurian Railway Company, and on the other part to the Chinese Eastern Railway, directing the transfer of the said railways and of the appendages of these railways as well as the aforementioned coal mine.

Art. III.—It is agreed between the two high contracting parties that the Japanese Government shall subsequently choose a site where shall be constructed the Japanese terminus of Changchun, between the Russian terminus of Kuanchengtze and the town of Changchun.

In the event of the construction of the Kirin railway line, the Japanese Government shall exert itself to cause the construction by the railway company, outside the limits of the Changchun terminus, of crossings and viaducts to the points of the said line and the principal roads between the Russian station of Kuanchengtze and the town of Changchun.

Art. IV.—The detailed regulations relative to the transfer of passengers and merchandise from one railway to the other shall be discussed and concluded between the railway companies interested, with the briefest possible delay, after the signing of the Provisional Convention relating to railway connection. The place and the date of the meeting of the Delegates appointed to make these arrangements shall be subsequently determined in the manner most agreeable to the parties.

Art. V.—It is agreed between the two high contracting parties that the Convention signed this day shall be put in force immediately after the construction of the provisional Japanese station mentioned in Article III. of the Additional Articles of the said Convention shall have been completed.

In testimony whereof, the Envoy Extraordinary and Minister Plenipotentiary of Japan and the Minister of Foreign Affairs of Russia have signed the present Protocol and affixed thereto their seals.

Done at St. Petersburg in duplicate, this 13th day of the 6th month of the 40th year of Meiji, corresponding to May 31 (June 13), 1907.

(Signed) I. Motono.

Iswolsky.

RUSSO-JAPANESE CONVENTION

SIGNED AT PETROGRAD ON JULY 3RD, 1916

The Imperial Government of Japan and the Imperial Government of Russia, having decided to co-operate for the maintenance of permanent peace in the Orient, have entered into the following Convention:—

Art. 1.—Japan shall not become party to any political Convention or Alliance aimed at counteracting Russia's interests.

Russia shall not become party to any political Convention or Alliance aimed at counteracting Japan's interests.

Art. 2.—In the event of the territorial rights or special interests in the Far East of either of the High Contracting Parties recognised by the other being encroached upon, Japan and Russia shall consult with each other regarding the steps to be taken for mutual support or co-operation to protect or safeguard such rights or interests.

In witness whereof the undersigned, with the proper authorisation of their respective Governments, have affixed their names and seals.

Done this day July 3rd, 1916 (June 20th, 1916, O.S.) at Petrograd.

MOTONO ICHIRO.

SAZANOFF.

AGREEMENT REGARDING THE CHINA-KOREAN BOUNDARY

SIGNED AT PEKING, SEPTEMBER 4TH, 1909

The Imperial Government of Japan and the Imperial Government of China, desiring to secure for Chinese and Korean inhabitants in the frontier region the blessings of permanent peace and tranquillity, and considering it essential to the attainment of such desire that the two Governments should, in view of their relations of cordial friendship and good neighbourhood, recognise the River Tumen as forming the boundary between China and Korea, and should adjust all matters relating thereto in a spirit of mutual accommodation, have agreed upon the following stipulations:—

Art. I.—The Governments of Japan and China declare that the River Tumen is recognised as forming the boundary between China and Korea, and that in the region of the source of that river the boundary line shall start from the boundary monument, and thence follow the course of the stream Shih-Yi-Shwei.

Art II.—The Government of China shall, as soon as possible after the signing of the present agreement, open Lung-Ching-tsun, Chu-tsz-Chie, Tou-tao-kou, Pai-Tsao-kou to the residence and trade of foreigners, and the Government of Japan may there establish Consulates or branch offices of Consulates. The date of opening such places shall be separately determined.

Art. III.—The Government of China recognise the residence of Korean people, as heretofore, on the agricultural lands lying north of the River Tumen.

Art. IV.—The Korean people residing on the agricultural lands within the mixed residence district to the north of the River Tumen shall submit to the laws of China, and shall be amenable to the jurisdiction of the Chinese local officials. Such Korean people shall be accorded by the Chinese authorities equal treatment with Chinese subjects, and similarly in the matter of taxation and all other administrative measures they shall be placed on equal footing with Chinese subjects. All cases, whether civil or criminal, relating to such Korean people shall be heard and decided by the Chinese authorities in accordance with the laws of China, and in a just and equitable manner. A Japanese Consular officer, or an official duly authorised by him, shall be allowed freely to attend the Court, and previous notice is to be given to the Japanese Consular officers the hearing of important cases concerning lives of persons. Whenever the Japanese Consular officers find that decision has been given in disregard of law, they shall have right to apply to the Chinese authorities for a new trial, to be conducted by officials specially selected, in order to assure a just decision.

Art. V.—The Government of China engages that lands and buildings owned by Korean people in the mixed residence district to the north of the River Tumen shall be fully protected, equally with properties of Chinese subjects. Ferries shall be established on the River Tumen at places properly chosen, and people on either side of the river shall be entirely at liberty to cross to the other side, it being, however, understood that persons carrying arms shall not be permitted to cross the frontier without previous official notice or passports. In respect of cereals produced in the mixed residence district, Korean people shall be permitted to export them out of the said district, except in time of scarcity, in which case such exportation may be prohibited. Collection of firewood and grass shall be dealt with in accordance with the practice hitherto followed.

Art. VI.—The Government of China shall undertake to extend the Kirin-Changchun Railway to the southern boundary of Yenchi, and to connect it at Hoiryong with a Korean railway, and such extension shall be effected upon the same terms as the Kirin-Changchun Railway. The date of commencing the work of proposed extension shall be determined by the Government of China considering the actual requirements of the situation and upon consultation with the Government of Japan.

Art. VII.—The present agreement shall come into operation immediately upon its signature, and thereafter the Chientao branch office of the Residency-General, as well as all the civil and military officers attached thereto, shall be withdrawn as soon as possible and within two months. The Government of Japan shall within two months hereafter establish its Consulates at the places mentioned in Art. II.

In witness whereof the undersigned, duly authorised by their respective Governments, have signed and sealed the present agreement in duplicate in the Japanese and Chinese languages.

CHINA-JAPAN AGREEMENT REGARDING MANCHURIAN QUESTIONS

SIGNED AT PEKING, SEPTEMBER 4TH, 1909

The Imperial Government of Japan and the Imperial Government of China, actuated by the desire to consolidate relations of amity and good neighbourhood between the two countries by settling definitively matters of common concern in Manchuria and by removing for the future all cause of misunderstanding, have agreed upon the following stipulations:—

Art. I.—The Government of China engages that in the event of its undertaking to construct a railway between Hsin-min-tun and Fakumen it shall arrange previously with the Government of Japan.

Art. II.—The Government of China recognises that the railway between Taschichao and Yingkow is a branch line of the South Manchurian Railway, and it is agreed that the said branch line shall be delivered up to China simultaneously with the South Manchurian Railway upon the expiration of the term of concession for that main line. The Chinese Government further agrees to the extension of the said branch line to the port of Yingkow.

Art. III.—In regard to coal mines at Fushun and Yuentai, the Governments of Japan and China are agreed as follows:—

a.—The Chinese Government recognises the right of the Japanese Government to work the said coal mines.

b.—The Japanese Government, respecting the full sovereignty of China, engages to pay to the Chinese Government a tax on coals produced in those mines, the rate of such tax to be separately arranged on the basis of the lowest tariff for coals produced in any other part of China.

c.—The Chinese Government agrees that, in the matter of exportation of coals produced in the said mines, the lowest tariff of export duty for coals of any other mines shall be applied.

d.—The extent of the said coal mines, as well as all the detailed regulations, shall be separately arranged by Commissioners specially appointed for that purpose.

Art. IV.—All mines along the Antung-Mukden Railway and the main line of the South Manchurian Railway, excepting those at Fushun and Yuentai, shall be exploited as joint enterprises of Japanese and Chinese subjects upon the general principles which the Viceroy of the Three Eastern Provinces and the Governor of Shingking Province agreed upon with the Japanese Consul-General in 1907, corresponding to the 33rd year of Kuanghsu. Detailed regulations in respect of such mines shall in due course be arranged by the Viceroy and the Governor with the Japanese Consul-General.

Art V.—The Government of Japan declares that it has no objection to the extension of the Peking-Mukden Railway to the city wall of Mukden. Practical measures for such extension shall be adjusted and determined by the local Japanese and Chinese authorities and technical experts.

In witness whereof the undersigned, duly authorised by their respective Governments, have signed and sealed the present agreement in duplicate in the Japanese and Chinese languages. (Signatures follow.)

TREATIES WITH SIAM

GREAT BRITAIN

TREATY OF FRIENDSHIP AND COMMERCE

Ratifications Exchanged at Bangkok, 15th April, 1856

Art. I.—There shall henceforward be perpetual peace and friendship between Her Majesty and her successors, and Their Majesties the Kings of Siam and their successors. All British subjects coming to Siam shall receive from the Siamese Government full protection and assistance to enable them to reside in Siam in full security, and trade with every facility, free from oppression or injury on the part of the Siamese, and all Siamese subjects going to an English country shall receive from the British Government the same complete protection and assistance that shall be granted to British subjects by the Government of Siam.

Art. II.—The interests of all British subjects coming to Siam shall be placed under the regulation and control of a Consul, who will be appointed to reside at Bangkok; he will himself conform to, and will enforce the observance by British subjects of, all the provisions of this Treaty, and such portions of the former Treaty negotiated by Captain Burney, in 1826, as shall still remain in operation. He shall also give effect to all rules or regulations that are now or may hereafter be enacted for the government of British subjects in Siam, and conduct of their trade, and for the prevention of violations of the laws of Siam. Any disputes arising between British and Siamese subjects shall be heard and determined by the Consul, in conjunction with the proper Siamese officers; and criminal offences will be punished, in the case of English offenders, by their own laws, through the Siamese authorities. But the Consul shall not interfere in any matters referring solely to Siamese, neither will the Siamese authorities interfere in questions which only concern the subjects of Her Britannic Majesty.

It is understood, however, that the arrival of the British Consul at Bangkok shall not take place before the ratification of this Treaty, nor until ten vessels owned by British subjects sailing under British colours and with British papers shall have entered the port of Bangkok for the purposes of trade, subsequent to the signing of this Treaty.

Art. III.—If Siamese in the employ of British subjects offend against the law of their country, or if any Siamese having so offended, or desiring to desert, take refuge with a British subject in Siam, they shall be searched for, and, upon proof of their guilt or desertion, shall be delivered up by the Consul to the Siamese authorities. In like manner any British offenders resident or trading in Siam who may desert, escape to, or hide themselves in, Siamese territory, shall be apprehended and delivered over to the British Consul on his requisition. Chinese not able to prove themselves to be British subjects shall not be considered as such by the British Consul, nor be entitled to his protection.

Art. IV.—British subjects are permitted to trade freely in all the seaports of Siam, but may reside permanently only at Bangkok, or within the limits assigned by this Treaty. British subjects coming to reside at Bangkok may rent land, buy or build

houses, but cannot purchase land within a circuit of 200 *sen* (not more than 4 miles English) from the city walls, until they shall have lived in Siam for ten years, or shall obtain special authority from the Siamese Government to enable them to do so. But with the exception of this limitation, British residents in Siam may at any time buy or rent houses, lands, or plantations, situated anywhere within a distance of twenty-four hours' journey from the city of Bangkok, to be computed by the rate at which boats of the country can travel. In order to obtain possession of such land or houses, it will be necessary that the British subject shall, in the first place, make application through the Consul to the proper Siamese officers; and the Consul, having satisfied himself of the honest intention of the applicant, will assist him in settling, upon equitable terms, the amount of the purchase money, will mark out and fix the boundaries of the property, and will convey the same to the British purchaser under sealed deeds. Whereupon he and his property shall be placed under the protection of the Governor of the district and that of the particular local authorities; he shall conform, in ordinary matters, to any just directions given him by them, and will be subject to the same taxation that is levied on Siamese subjects. But if, through negligence and want of capital or other cause, a British subject should fail to commence the cultivation or improvement of the land so acquired within a term of three years from the date of receiving possession thereof, the Siamese Government shall have the power of resuming the property, upon returning to the British subject the purchase-money paid by him for the same.

Art. V.—All British subjects intending to reside in Siam shall be registered at the British Consulate. They shall not go out to sea, nor proceed beyond the limits assigned by this Treaty for the residence of British subjects, without a passport from the Siamese authorities, to be applied for by the Britsh Consul; nor shall they leave Siam if the Siamese authorities show to the British Consul that legitimate objection exists to their quitting the country. But within the limits appointed under the preceding article, British subjects are at liberty to travel to and fro under protection of a pass, to be furnished them by the British Consul and counter-sealed by the proper Siamese officer, stating, in the Siamese characters, their names, calling, and description. The Siamese officers of the Government stations in the interior may, at any time, call for the production of this pass, and immediately on its being exhibited they must allow the parties to proceed; but it will be their duty to detain those persons who, by travelling without a pass from the Consul, render themselves liable to the suspicion of their being deserters; and such detention shall be immediately reported to the Consul.

Art. VI.—All British subjects visiting or residing in Siam shall be allowed the free exercise of the Christian religion and liberty to build churches in such localities as shall be consented to by the Siamese authorities. The Siamese Government will place no restriction upon the employment by the English of Siamese subjects as servants, or in any other capacity. But whenever a Siamese subject belongs to or owes service to some particular master, the servant who engages himself to a British subject without the consent of his master may be reclaimed by him; and the Siamese Government will not enforce an agreement between a British subject and any Siamese in his employ unless made with the knowledge and consent of the master who has a right to dispose of the services of the person engaged.

Art. VII.—British ships of war may enter the river and anchor at Paknam, but they shall not proceed above Paknam, unless with the consent of the Siamese authorities, which shall be given when it is necessary that a ship shall go into dock for repairs. Any British ship of war conveying to Siam a public functionary accredited by Her Majesty's Government to the Court of Bangkok shall be allowed to come up to Bangkok, but shall not pass the forts called Pong Phrachamit and Pit-patch-nuck, unless expressly permitted to do so by the Siamese Government; but in the absence of a British ship of war the Siamese authorities engage to furnish the Consul with a force sufficient to enable him to give effect to his authority over British subjects and to enforce discipline among British shipping.

Art. VIII.—The measurement duty hitherto paid by British vessels trading to Bangkok under the Treaty of 1826 shall be abolished from the date of this Treaty coming into operation, and British shipping and trade will henceforth be only subject

to the payment of import and export duties on the goods landed or shipped. On all articles of import the duties shall be three per cent., payable at the option of the importer, either in kind or money, calculated upon the market value of the goods. Drawback of the full amount of duty shall be allowed upon goods found unsaleable and re-exported. Should the British merchant and the Custom-house officers disagree as to the value to be set upon imported articles, such disputes shall be referred to the Consul and proper Siamese officer, who shall each have the power to call in an equal number of merchants as assessors, not exceeding two on either side, to assist them in coming to an equitable decision.

Opium may be imported free of duty, but can only be sold to the Opium Farmer or his agents. In the event of no arrangement being effected with them for the sale of the opium, it shall be re-exported, and no impost or duty shall be levied thereon. Any infringement of this regulation shall subject the opium to seizure and confiscation.

Articles of export from the time of production to the date of shipment shall pay one import duty, whether this be levied under the name of inland tax, transit duty, or duty on exportation. The tax or duty to be paid on each article of Siamese produce previous to or upon exportation is specified in the tariff attached to this Treaty; and it is distinctly agreed that goods or produce which pay any description of tax in the interior shall be exempted from any further payment of the duty on exportation.

English merchants are to be allowed to purchase directly from the producer the articles in which they trade, and in like manner to sell their goods directly to the parties wishing to purchase the same, without the interference, in either case, of any other person.

The rates of duty laid down in the tariff attached to this Treaty are those that are now paid upon goods or produce shipped in Siamese or Chinese vessels or junks; and it is agreed that British shipping shall enjoy all the privileges now exercised by, or which hereafter may be granted to, Siamese or Chinese vessels or junks.

British subjects will be allowed to build ships in Siam, on obtaining permission to do so from the Siamese authorities.

Whenever a scarcity may be apprehended of salt, rice, or fish, the Siamese Government reserve to themselves the right of prohibiting, by public proclamation, the exportation of these articles.

Bullion or personal effects may be imported free of charge.

Art. IX.—The code of regulations appended to this Treaty shall be enforced by the Consul, with the co-operation of the Siamese authorities; and they, the said authorities and Consul, shall be enabled to introduce any further regulations which may be necessary in order to give effect to the objects of this Treaty.

All fines and penalties inflicted for infraction of the provisions and regulations of this Treaty shall be paid to the Siamese Government.

Until the British Consul shall arrive at Bangkok and enter upon his functions the consignees of British vessels shall be at liberty to settle with the Siamese authorities all questions relating to their trade.

Art. X.—The British Government and its subjects will be allowed free and equal participation in any privileges that may have been, or may hereafter be, granted by the Siamese Government to the government or subject of any other nation.

Art. XI.—After the lapse of ten years from the date of the ratification of this Treaty, upon the desire of either the British or Siamese Government, and on twelve months' notice being given by either party, the present and such portions of the Treaty of 1826 as remain unrevoked by this Treaty, together with the Tariff and the Regulations hereunto annexed, or those that may hereafter be introduced, shall be subject to revision by Commissioners appointed on both sides for this purpose, who will be empowered to decide on and insert therein such amendments as experience shall prove to be desirable.

GENERAL REGULATIONS UNDER WHICH BRITISH TRADE IS TO BE CONDUCTED IN SIAM

Art. I.—The master of any English ship coming to Bangkok to trade must, either before or after entering the river, as may be found convenient, report the arrival of his vessel at the Custom-house at Paknam, together with the number of his crew and guns, and the port from whence he comes. Upon anchoring his vessel at Paknam, he will deliver into the custody of the Custom-house officers all his guns and ammunition; and a Custom-house officer will then be appointed to the vessel, and will proceed in her to Bangkok.

Art. II.—A vessel passing Paknam without discharging her guns and ammunition as directed in the foregoing regulation will be sent back to Paknam to comply with its provisions, and will be fined eight hundred ticals for having so disobeyed. After delivery of her guns and ammunition she will be permitted to return to Bangkok to trade.

Art. III.—When a British vessel shall have cast anchor at Bangkok, the master, unless a Sunday should intervene, will within four and twenty hours after arrival proceed to the British Consulate, and deposit there his ship's papers, bills of lading, etc., together with a true manifest of his import cargo; and upon the Consuls reporting these particulars to the Custom-house permission to break bulk will at once be given by the latter.

For neglecting so to report his arrival or for presenting a false manifest, the master will subject himself, in each instance, to a penalty of four hundred ticals; but he will be allowed to correct, within twenty-four hours after delivery of it to the Consul, any mistake he may discover in his manifest, without incurring the above-mentioned penalty.

Art. IV.—A British vessel breaking bulk, and commencing to discharge, before due permission shall be obtained, or smuggling, either when in the river or outside the bar, shall be subject to the penalty of eight hundred ticals and confiscation of the goods so smuggled or discharged.

Art. V.—As soon as a British vessel shall have discharged her cargo and completed her outward lading, paid all her duties and delivered a true manifest of her outward cargo to the British Consul, a Siamese port-clearance shall be granted her on application from the Consul, who in the absence of any legal impediment to her departure, will then return to the master his ship's papers, and allow the vessel to leave. A Custom-house officer will accompany the vessel to Paknam; and on arriving there she will be inspected by the Custom-house officers of that station, and will receive from them the guns and ammunition previously delivered into their charge. The above regulations, numbered from 1 to 5, are obligatory under the Treaty concluded between Great Britain and Siam; those which follow, numbered from 6 to 14, are equally to be observed by masters of British vessels and their crews.

Art. VI.—Masters of British vessels, when reporting their arrival at Her Majesty's Consulate at the port of Bangkok, as directed by the fourth regulation above quoted, shall notify in writing the names of all passengers and persons not forming part of the registered crew.

Notice must likewise be given of the number and names of persons, who, as passengers or in any other capacity (seamen borne on the muster-roll excepted), intend to leave Siam in a British vessel.

Art. VII.—Seamen, lascars, and others belonging to British vessels in the port are strictly prohibited to wear side knives and other weapons while on shore.

Art. VIII.—Should any seaman or apprentice absent himself without leave, the master will report his absence, if such exceeds twenty-four hours, at the Consulate offices.

Art. IX.—Any British subject who entices a seaman or apprentice to desert, incurs, according to the Merchant Shipping Act, 1854, paragraph 257, a penalty not

exceeding ten pounds; or any such subject who wilfully harbours or secretes a person deserted from his ship incurs a penalty not exceeding twenty pounds, if it be proved that he had knowledge of his being a deserter.

In default of the payment of such fines, the offender is to be imprisoned in the Consular gaol for any term not exceeding three months, with or without hard labour.

Art. X.—All cases of death, and especially of sudden death, occurring on board of British vessels in the port of Bangkok must be immediately reported at the Consulate.

Art. XI.—The discharge of guns from vessels anchored in the port of Bangkok, without notice having been previously given, and permission obtained through H.M. Consul from the proper Siamese authority, is forbidden, under a penalty not exceeding ten pounds.

Art. XII.—It is strictly prohibited to shoot birds within the precincts of the Wats or Temples, either in Bangkok or elsewhere within the Siamese dominions, or to injure or damage any of the statues or figures, the trees or shrubs in such localities of Siamese worship; any British subject or seaman of a British vessel guilty of such an act renders himself liable to a penalty not exceeding twenty pounds, or in default thereof to an imprisonment in the Consular gaol for a period of not more than one month.

Art. XIII.—When a vessel under the British flag is ready to leave the port of Bangkok, the master will give notice at the Consulate office, and hoist a blue peter twenty-four hours before departure, which is to fly until she breaks anchorage.

Art. XIV.—Should any vessel take in or discharge cargo subsequent to the issue of the Siamese port clearance, as directed by the fifth regulation above quoted, the master, as in a case of smuggling, subjects himself to a penalty of 800 ticals (equal to £100), and goods so taken or discharged will be liable to confiscation.

Art. XV.—Every fine or penalty levied under these regulations is (if not paid in sterling money) at the rate of eight ticals Siamese currency for one pound.

Tariff of Export and Inland Duties to be levied on Articles of Trade

I.—The undermentioned Articles shall be entirely free from Inland or other taxes, on production of transit pass, and shall pay Export Duty as follows:—

		Tical	Salung	Fuang	Hun	
1	Ivory	10	0	0	0	per picul
2	Gamboge	6	0	0	0	,,
3	Rhinoceros' horns	50	0	0	0	,,
4	Cardamons, best	14	0	0	0	,,
5	Cardamons, bastard	6	0	0	0	,,
6	Dried mussels	1	0	0	0	,,
7	Pelicans' quills	2	2	0	0	,,
8	Betel nut, dried	1	0	0	0	,,
9	Krachi wood	0	2	0	0	,,
10	Sharks' fins, white	6	0	0	0	,,
11	Sharks' fins, black	3	0	0	0	,,
12	Lukkraban seed	0	2	0	0	,,
13	Peacocks' tails	10	0	0	0	per 100 taels
14	Buffalo and cow bones	0	0	0	3	per picul
15	Rhinoceros' hides	0	2	0	0	,,
16	Hide cuttings	0	1	0	0	,,
17	Turtle shell	1	0	0	0	,,
18	Soft ditto	1	0	0	0	,,
19	Beche-de-mer	3	0	0	0	,,
20	Fish maws	3	0	0	0	,,
21	Birds' nests, uncleaned	20 per cent.				
22	Kingfishers' feathers	6	0	0	0	per 100
23	Cutch	0	2	0	0	per picul
24	Beyche seed *(Nux Vomica)*	0	2	0	0	,,
25	Pungtarai seed	0	2	0	0	,,
26	Gum Benjamin	4	0	0	0	,,
27	Angrai bark	0	2	0	0	,,
28	Agilla wood	2	0	0	0	per picul
29	Ray skins	3	0	0	0	,,
30	Old deers' horns	0	1	0	0	,,
31	Soft, or young ditto	10 per cent.				

		Tical	Salung	Fuang	Hun	
32	Deer hides, fine	8	0	0	0	per 100 hides
33	Deer hides, common	3	0	0	0	„
34	Deer sinews	4	0	0	0	per picul
35	Buffalo and cow hides	1	0	0	0	„
36	Elephants' bones	1	0	0	0	„
37	Tigers' bones	5	0	0	0	„
38	Buffalo horns	0	1	0	0	„
39	Elephants' hides	0	1	0	0	per skin
40	Tigers' skin	0	1	0	0	
41	Armadillo skins	4	0	0	3	per picul
42	Sticklac	1	1	0	0	„
43	Hemp	1	2	0	0	
44	Dried Fish, *Plaheng*	1	2	0	0	„
45	Dried Fish, *Plusalit*	1	0	0	8	„
46	Sapanwood	0	2	1	0	„
47	Salt meat	2	0	0	0	„
48	Mangrove bark	0	1	0	0	„
49	Rosewood	3	2	0	0	„
50	Elony	1	1	0	0	„
51	Rice	4	4	0	0	per koyan

II.—The undermentioned Articles being subject to the Inland or Transit duties herein named, and which shall not be increased, shall be exempt from export duty:—

		Tical	Salun	Fuang	Hun	
52	Sugar, White	0	2	0	0	per picul
53	„ Red	0	1	0	0	„
54	Cotton, clean and uncleaned	10 per cent				
55	Paper	1	0	0	0	„
56	Salt fish, *Plat*	1	0	0	0	p. 1,000 fish
57	Beans and Peas	one twelfth				
58	Dried Prawns	„				
59	Tilseed	„				
60	Silk, raw	„				
61	Bees' wax	one fifteenth				
62	Tawool	1	0	0	0	per picul
63	Salt	6	0	0	0	per koyan
64	Tobacco	1	2	0	0	p. 1,000 bdles.

III.—All goods or produce unenumerated in this Tariff shall be free of Export Duty, and shall only be subject to one Inland Tax or Transit Duty, not exceeding the rate now paid.

AGREEMENT RELATIVE TO THE REGISTRATION OF BRITISH SUBJECTS IN SIAM

Signed at Bangkok, November 29th, 1899

The Governments of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and of His Majesty the King of Siam, recognizing the necessity of having a satisfactory arrangement for the registration of British subjects in Siam, the undersigned, Her Britannic Majesty's Minister Resident and His Siamese Majesty's Minister for Foreign Affairs, duly authorized to that effect, have agreed as follows:—

Art. I.—The registration according to Article V. of the Treaty of April 18th, 1885, of British subjects residing in Siam, shall comprise the following categories:

1. All British natural born or naturalized subjects, other than those of Asiatic descent.

2. All children and grandchildren born in Siam of persons entitled to be registered under the first category, who are entitled to the status of British subjects in contemplation of English law.

Neither great-grandchildren nor illegitimate children born in Siam of persons mentioned in the first category are entitled to be registered.

3. All persons of Asiatic descent, born within the Queen's dominions, or naturalized within the United Kingdom, or born within the territory of any Prince or State in India under the suzerainty of, or in alliance with, the Queen, except natives of Upper Burmah or the British Shan States who became domiciled in Siam before January 1st, 1886.

4. All children born in Siam of persons entitled to be registered under the third category.

No grandchildren born in Siam of persons mentioned in the third category are entitled to be registered for protection in Siam.

5. The wives and widows of any persons who are entitled to be registered under the foregoing categories.

Art. II.—The lists of such registration shall be open to the inspection of a properly authorized representative of the Siamese Government on proper notice being given.

Art. III.—If any question arises as to the right of any person to hold a British certificate of registration or as to the validity of the certificate itself, a joint inquiry shall be held by the British and Siamese authorities and decided according to the conditions laid down in this Agreement, upon evidence to be adduced by the holder of the certificate, in the usual way.

Art. IV.—Should any action, civil or criminal, be pending while such inquiry is going on, it shall be determined conjointly in what Court the case shall be heard.

Art. V.—If the person, in respect of whom the inquiry is held, come within the conditions for registration laid down in Article I., he may, if not yet registered, forthwith be registered as a British subject and provided with a certificate of registration at Her Britannic Majesty's Consulate; otherwise he shall be recognized as falling under Siamese jurisdiction, and, if already on the lists of Her Britannic Majesty's Consulate, his name shall be erased.

In witness whereof the undersigned have signed the same in duplicate and have affixed thereto their seals at Bangkok, on the 29th day of November, 1899, of the Christian era, corresponding to the 118th year of Ratanakosindr.

[Seal] (Signed) George Greville.
" " Devawongse Varoprakar.

TREATY BETWEEN GREAT BRITAIN AND SIAM

Signed at Bangkok, March 10th, 1909
Ratifications Exchanged at London, July 9th, 1909

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and His Majesty the King of Siam, being desirous of settling various questions which have arisen affecting their respective dominions, have decided to conclude a Treaty, and have appointed for this purpose as their Plenipotentiaries:

His Majesty the King of Great Britain, Ralph Paget, Esq., his Envoy Extraordinary and Minister Plenipotentiary, etc.; His Majesty the King of Siam, His Royal Highness Prince Devawongse Varoprakar, Minister for Foreign Affairs, etc.; who, after having communicated to each other their respective full powers, and found them to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—The Siamese Government transfers to the British Government all rights of suzerainty, protection, administration, and control whatsoever which they possess over the States of Kelantan, Tringganu, Kedah, Perlis, and adjacent islands. The frontiers of these territories are defined by the Boundary Protocol annexed hereto.

Art. II.—The transfer provided for in the preceding Article shall take place within thirty days after the ratification of this Treaty.

Art. III.—A mixed Commission, composed of Siamese and British officers, shall be appointed within six months after the date of ratification of this Treaty, and shall be charged with the delimitation of the new frontier. The work of the Commission shall be commenced as soon as the season permits, and shall be carried out in accordance with the Boundary Protocol annexed hereto.

Subjects of His Majesty the King of Siam residing within the territory described in Article I. who desire to preserve their Siamese nationality will, during the period of six months after the ratification of the present Treaty, be allowed to do so if they become domiciled in the Siamese dominions. His Britannic Majesty's Government undertake that they shall be at liberty to retain their immovable property within the territory described in Article I.

It is understood that in accordance with the usual custom where a change of suzerainty takes place any Concessions within the territories described in Article I. hereof to individuals or companies, granted by or with the approval of the Siamese Government, and recognized by them as still in force on the date of the signature of the Treaty, will be recognized by the Government of His Britannic Majesty.

Art. IV.—His Britannic Majesty's Government undertake that the Government of the Federated Malay States shall assume the indebtedness to the Siamese Government of the territories described in Article I.

Art. V.—The jurisdiction of the Siamese International Courts, established by Article VIII. of the Treaty of the 3rd September, 1883, shall, under the conditions defined in the Jurisdiction Protocol annexed hereto, be extended to all British subjects in Siam registered at the British Consulates before the date of the present Treaty.

This system shall come to an end and the jurisdiction of the International Courts shall be transferred to the ordinary Siamese Courts after the promulgation and the coming into force of the Siamese codes, namely, the Penal Code, the Civil and Commercial Codes, the Codes of Procedure, and the Law for organization of Courts.

All other British subjects in Siam shall be subject to the jurisdiction of the ordinary Siamese Courts under the conditions defined in the Jurisdiction Protocol.

Art. VI.—British subjects shall enjoy throughout the whole extent of Siam the rights and privileges enjoyed by the natives of the country, notably the right of property, the right of residence and travel.

They and their property shall be subject to all taxes and services, but these shall not be other or higher than the taxes and services which are or may be imposed by law on Siamese subjects. It is particularly understood that the limitation in the Agreement of the 20th September, 1900, by which the taxation of land shall not exceed that on similar land in Lower Burmah, is hereby removed.

British subjects in Siam shall be exempt from all military service, either in the army or navy, and from all forced loans or military exactions or contributions.

Art. VII.—The provisions of all Treaties, Agreements, and Conventions between Great Britain and Siam, not modified by the present Treaty, remain in full force.

Art. VIII.—The present Treaty shall be ratified within four months from its date.

In witness whereof the respective Plenipotentiaries have signed the present Treaty and affixed their seals.

Done at Bangkok, in duplicate, the 10th day of March, in the year 1909.

[Seal] (Signed) RALPH PAGET.
" " DEVAWONGSE VAROPRAKAR.

ANNEX 1

Boundary Protocol annexed to the Treaty

The frontiers between the territories of His Majesty the King of Siam and the territory over which his suzerain rights have by the present Treaty been transferred His to Majesty the King of Great Britain and Ireland are as follows:—

Commencing from the most seaward point of the northern bank of the estuary of the Perlis River and thence north to the range of hills which is the watershed between the Perlis River on the one side and the Pujoh River on the other; then following the watershed formed by the said range of hills until it reaches the main watershed or dividing line between those rivers which flow into the Gulf of Siam on the one side and into the Indian Ocean on the other; following this main watershed so as to pass the sources of the Sungei Patani, Sungei Telubin, and Sungei Perak, to a point which is the source of the Sungei Pergau; then leaving the main watershed and going along the watershed separating the waters of the Sungei Pergau from the Sungei Telubin, to the hill called Bukit Jeli or the source of the main stream of the Sungei Golok. Thence the frontier follows the *thalweg* of the main stream of the Sungei Golok to the sea at a place called Kuala Tabar.

This line will leave the valleys of the Sungei Patani, Sungei Telubin, and Sungei Tanjung Mas and the valley on the left or west bank of the Golok to Siam and the whole valley of the Perak River and the valley on the right or east bank of the Golok to Great Britain.

Subjects of each of the parties may navigate the whole of the waters of the Sungei Golok and its affluents.

The island known as Pulo Langkawi, together with all the islets south of mid-channel between Terutau and Langkawi and all the islands south of Langkawi shall become British. Terutau and the islets to the north mid-channel shall remain to Siam.

With regard to the islands close to the west coast, those lying to the north of the parallel of latitude where the most seaward point of the north bank of the Perlis River touches the sea shall remain to Siam, and those lying to the south of that parallel shall become British.

All islands adjacent to the eastern States of Kelantan and Tringganu, south of a parallel of latitude drawn from the point where the Sungei Golok reaches the coast at a place called Kuala Tabar shall be transferred to Great Britain, and all islands to the north of that parallel shall remain to Siam.

A rough sketch of the boundary herein described is annexed hereto.

2. The above-described boundary shall be regarded as final, both by the Governments of His Britannic Majesty and that of Siam, and they mutually undertake that, so far as the boundary effects any alteration of the existing boundaries of any State or province, no claim for compensation on the ground of any such alteration made by any State or province so affected shall be entertained or supported by either.

3. It shall be the duty of the Boundary Commission, provided for in Article III. of the Treaty of this date, to determine and eventually mark out the frontier above described.

If during the operations of delimitation it should appear desirable to depart from the frontier as laid down herein, such rectification shall not under any circumstance be made to the prejudice of the Siamese Government.

In witness whereof the respective Plenipotentiaries have signed the present Protocol and affixed their seals.

Done at Bangkok, in duplicate, the 10th day of March, 1909.

[Seal] (Signed) RALPH PAGET.
" DEVAWONGSE VAROPRAKAR.

ANNEX 2

Protocol concerning the Jurisdiction applicable in the Kingdom of Siam to British Subjects and annexed to the Treaty dated March 10, 1909.

Sec. 1.—International Courts shall be established at such places as may seem desirable in the interests of the good administration of justice; the selection of these places shall from the subject of an understanding between the British Minister at Bankok and the Siamese Minister for Foreign Affairs.

Sec. 2.—The jurisdiction of the International Courts shall extend—

1. In civil matters: To all civil and commercial matters to which British subjects shall be parties.

2. In penal matters: To breaches of law of every kind, whether committed by British subjects or to their injury.

Sec. 3.—The right of evocation in the International Courts shall be exercised in accordance with the provisions of Article VIII. of the Treaty of the 3rd September, 1883.

The right of evocation shall cease to be exercised in all matters coming within the scope of codes or laws regularly promulgated as soon as the text of such codes or laws shall have been communicated to the British Legation in Bangkok. There shall be an understanding between the Ministry for Foreign Affairs and the British Legation at Bangkok for the disposal of cases pending at the time that the said codes and laws are communicated.

Sec. 4.—In all cases, whether in the International Courts or in the ordinary Siamese Courts in which a British subject is defendant or accused, a European legal adviser shall sit in the Court of First Instance.

In cases in which a British born or naturalized subject not of Asiatic descent may be a party, a European adviser shall sit as a Judge in the Court of First Instance, and where such British subject is defendant or accused the opinion of the adviser shall prevail.

A British subject who is in the position of defendant or accused in any case arising in the provinces may apply for a change of venue, and should the Court consider such change desirable the trial shall take place either at Bangkok or before the Judge in whose Court the case would be tried at Bangkok. Notice of any such application shall be given to the British Consular officer.

Sec. 5.—Article IX. of the Treaty of the 3rd September, 1883, is repealed.

Appeals against the decisions of the International Courts of First Instance shall be adjudged by the Siamese Court of Appeal at Bangkok. Notice of all such appeals shall be communicated to His Britannic Majesty's Consul, who shall have the right to give a written opinion upon the case to be annexed to the record.

The judgment on an appeal from either the International Courts or the ordinary Siamese Courts shall bear the signature of two European Judges.

Sec. 6.—An appeal on a question of law shall lie from the Court of Appeal at Bangkok to the Supreme or Dika Court.

Sec. 7.—No plea of want of jurisdiction based on the rules prescribed by the present Treaty shall be advanced in any Court after a defence on the main issue has been offered.

Sec. 8.—In order to prevent difficulties which may arise in future from the transfer of jurisdiction contemplated by the present Treaty and Protocol, it is agreed :—

(a.) All cases in which action shall be taken subsequently to the date of the ratification of this Treaty shall be entered and decided in the competent International or Siamese Court, whether the cause of action arose before or after the date of ratification.

(b.) All cases pending in His Britannic Majesty's Courts in Siam on the date of the ratification of this Treaty shall take their usual course in such Courts and in any Appeal Court until such cases have been finally disposed of, and the jurisdiction of His Britannic Majesty's Courts shall remain in full force for this purpose.

The execution of the judgment rendered in any such pending case shall be carried out by the International Courts.

In witness whereof the respective Plenipotentiaries have signed the present Protocol and affixed their seals.

Done at Bangkok, in duplicate, the 10th day of March, 1909.

[Seal] (Signed) RALPH PAGET.

" " DEVAWONGSE VAROPRAKAR.

Annex 3

Mr. Paget to Prince Devawongse

M. le Ministre, March 10, 1909.

In view of the position of British possessions in the Malay Peninsula and of the contiguity of the Siamese Malay provinces with British-protected territory, His Majesty's Government are desirous of receiving an assurance that the Siamese Government will not permit any danger to arise to British interests through the use of any portion of the Siamese dominions in the peninsula for military or naval purposes by foreign Powers.

His Majesty's Government would therefore request that the Siamese Government shall not cede or lease, directly or indirectly, to any foreign Government any territory situated in the Malay Peninsula south of the southern boundary of the Monthon Rajaburi, or in any of the islands adjacent to the said territory; also that within the limits above mentioned a right to establish or lease any coaling station, to build or own any construction or repairing docks, or to occupy exclusively any harbours, the occupation of which would be likely to be prejudicial to British interests from a strategic point of view, shall not be granted to any foreign Government or Company.

Since this assurance is desired as a matter of political expediency only, the phrase "coaling station" would not be held to include such small deposits of coal as may be required for the purposes of the ordinary shipping engaged in the Malay Peninsula coasting trade.

Prince Devawongse to Mr. Paget

M. le Ministre, Foreign Office, Bangkok, March 10, 1909.

I have the honour to acknowledge receipt of your note of this date, in which you express the desire of your Government that the Siamese Government shall not cede or lease, directly or indirectly, to any foreign Government any territory situated in the Malay Peninsula south of the southern boundary of the Monthon Rajaburi or in any of the islands adjacent to the said territory; also that within the limits above-mentioned a right to establish or lease any coaling station, to build or own any construction or repairing docks, or to occupy exclusively any harbours, the occupation of which would be likely to be prejudicial to British interests from a strategic point of view, shall not be granted to any foreign Government or company.

In reply, I beg to say that the Siamese Government gives its assurance to the above effect, taking note that the phrase "coaling station" shall not include such small deposits of coal as may be required for the purposes of the ordinary shipping engaged in the Malay Peninsula coasting trade.

(Signed) Devawongse Varoprakar.

Prince Devawongse to Mr. Paget

M. le Ministre, Foreign Office, Bangkok, March 10, 1909.

With reference to the provision contained in Article IV. of the Jurisdiction Protocol to the effect that in all cases in which a British subject is defendant or accused a European adviser shall sit in Court, I would express the hope, on behalf of His Majesty's Government, that His Britannic Majesty's Government will be prepared in due course to consider the question of a modification of or release from this guarantee when it shall be no longer needed; and, moreover, that in any negotiations in connection with such a modification or release the matter may be treated upon its merits alone, and not as a consideration for which some other return should be expected.

The Siamese Government appreciates that a Treaty like the one signed to-day marks an advance in the administration of justice in the kingdom. The conclusion of such a Treaty is in itself a sign of progress. It is the intention of the Siamese Government to maintain the high standard in the administration of justice which it has set before it, and towards which it has been working for some time.

In this connection I take pleasure in acknowledging the contribution which Mr. J. Stewart Black has made to this work.

I wish also to say that provision will be made for the treatment of European prisoners according to the standard usual for such prisoners in Burmah and the Straits Settlements.

(Signed) DEVAWONGSE VAROPRAKAR.

Mr. Paget to Prince Devawongse

M. le Ministre, March 10, 1909.

With reference to the guarantee contained in the first paragraph of Article IV. of the Jurisdiction Protocol, I have the honour to state that His Majesty's Government will be prepared in due course to consider the question of modification of or release from this guarantee when it shall no longer be needed. His Majesty's Government are also willing that in any negotiations in connection with such a modification or release the matter shall be treated upon its merits alone, and not as a consideration for which some other return shall be expected.

His Majesty's Government learn with much satisfaction that it is the intention of the Siamese Government to maintain the high standard in the administration of justice which it has set before it, and towards which it has been working for same time; and I may assure your Royal Highness that it will be the aim of His Majesty's Government in every manner to second the efforts of His Siamese Majesty's Government in this direction.

I wish also to say that the International Courts referred to in Section 1 of the Protocol on Jurisdiction annexed to the Treaty signed to-day need not necessarily be Courts specially organized for this purpose. Provincial ("Monthon") Courts or District ("Muang") Courts may constitute International Courts, according as British subjects may be established in greater or less number within the jurisdiction of those Courts. The fact that an ordinary Court is designated as an International Court will have as a consequence the introduction into that ordinary Court of all the provisions relating to International Courts secured by the Protocol on Jurisdiction.

(Signed) RALPH PAGET.

AGREEMENT BETWEEN THE UNITED KINGDOM AND SIAM RESPECTING THE RENDITION OF FUGITIVE CRIMINALS BETWEEN THE STATE OF NORTH BORNEO AND SIAM

SIGNED AT BANGKOK, SEPTEMBER 18TH, 1913

The Government of His Britannic Majesty and the Government of His Siamese Majesty, being desirous of regulating the rendition of fugitive criminals between the State of North Borneo under the protection of His Britannic Majesty and the territories of His Majesty the King of Siam, hereby agree as follows:—

Art. I.—The provisions of the Extradition Treaty between His Britannic Majesty and His Majesty the King of Siam, signed at Bangkok on the 4th day of March, 1911, shall be deemed to apply, so far as local circumstances permit, to the rendition of fugitive criminals between the territories of His Majesty the King of Siam and the State of North Borneo.

Art. II.—In pursuance of the provisions of Article 3 of the said Extradition Treaty there shall reciprocally be no obligation on the part of the State of North Borneo to surrender to Siam any person who is a subject of that State or a British subject.

Done in duplicate at Bangkok, the 18th day of September, in the year 1913 of Christ, and in the year 2456 of Buddha.

[L.S.] ARTHUR PEEL.

" DEVAWONGSE VAROPRAKAR.

FOREIGN JURISDICTION

STATUTORY RULES AND ORDERS, 1909. No. 754

The Siam Order-in-Council, 1909

At the Court at Buckingham Palace, the 28th day of June, 1909

Present:

Lord President.	Sir Frederick M. Darley.
Lord Steward.	Mr. Herbert Samuel.
Earl Grey.	Mr. C. E. H. Hobhouse.
Earl Carrington.	Mr. Russell Rea.

Whereas by Treaty, grant, usage, sufferance, and other lawful means, His Majesty the King has power and jurisdiction within the dominions of the King of Siam:

And whereas the exercise of the power and jurisdiction aforesaid is now regulated by the Siam Order-in-Council, 1906:

And whereas by a Treaty between His Majesty the King and His Majesty the King of Siam, signed in Bangkok on the 10th day of March, 1909, the States of Kelantan, Tringganu, Kedah, Perlis, and the adjacent islands, were transferred to the Government of His Majesty, the frontiers of the said territories being defined in the Boundary Protocol annexed to the said Treaty:

And whereas by Article of the said Treaty it was agreed that the jurisdiction of the Siamese International Courts, established by Article VIII. of the Treaty of the 3rd September, 1883, between Her late Majesty Queen Victoria and His Majesty the King of Siam, should, under the conditions defined in the Jurisdiction Protocol annexed to the said recited Treaty of the 10th March, 1909, and printed in the Schedule to this Order, be extended to all British subjects in Siam registered at the British Consulates before the date of the said Treaty, and that this system should come to an end, and the jurisdiction of the International Courts should be transferred to the ordinary Siamese Courts after the promulgation and the coming into force of the Siamese codes, namely, the Penal Code, the Civil and Commercial Codes, the Codes of Procedure, and the Law for Organization of Courts, and that all other British subjects in Siam should be subject to the jurisdiction of the ordinary Siamese Courts under the conditions defined in the said Jurisdiction Protocol.

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by "The Foreign Jurisdiction Act, 1890," or otherwise in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The Siam Order-in-Council, 1909," and shall be read as one with the "Siam Order-in-Council, 1906," hereinafter called the "Principal Order."

2. From and after the commencement of this Order the Principal Order shall, except as regards any judicial matters pending in any Court established by the Principal Order on the day above mentioned, cease to be in force and operation in the States of Kelantan, Tringganu, Kedah, Perlis, and the adjacent islands, being the territories transferred to the control of His Majesty's Government, the frontiers whereof are defined by the Boundary Protocol annexed to the said Treaty.

3. With respect to any civil or criminal case arising within the limits of the Principal Order, elsewhere than in the districts referred to in Article II., between British subjects who were registered at the date of the said Treaty in accordance with Part VIII of the Principal Order, or in which a British subject so registered may be a party as complainant, accused, plaintiff, or defendant, the Principal Order shall not operate or have any effect so long as the said Treaty of the 10th March, 1909, continues in force, unless and until such case shall have been transferred by an exercise of the right of evocation in accordance with the provisions of the Jurisdiction Protocol annexed to the said Treaty and printed in the Schedule hereto to a Court established under the Principal Order.

4. Notwithstanding anything contained in Article III., the Courts established by the Principal Order shall continue to transact all non-contentious business in relation to the probate of wills and the administration of estates of deceased British subjects who were registered in accordance with Part VIII. of the Principal Order at the date of the said Treaty; but, except as to non-contentious business, the provisions of Article III. shall apply in matters of probate and administration.

5. "The Foreign Jurisdiction (Probates) Order-in-Council, 1908," shall not operate in Siam, except to the extent and in the cases where the provisions of the Principal Order are in operation.

6. With respect to all civil or criminal cases, other than those referred to in Articles III. and IV., arising within the limits of the Principal Order, elsewhere than in the districts referred to in Article II., the Principal Order shall not operate or have effect so long as the said Treaty continues in force.

7. Where a case is transferred from an International Court to a Court established by the Principal Order, such Court shall give such directions as seem proper for its determination, having regard to the proceedings (if any) in the International Court. In determining such case the Court shall apply any Siamese law, other than a law relating to procedure, which would have been applied in the International Court.

In a criminal case, if the accused is handed over by the International Court in custody, he may be detained in custody as if he had been arrested under a warrant on the day on which he is handed over.

8. Criminal or civil proceedings which have been instituted in any Court established under the Principal Order before the commencement of this Order shall not be affected by this Order.

9. Articles CXXXIX. to CLIII. (inclusive), CLVI. and CLVII. of the Principal Order are hereby repealed, but such repeal shall not affect the past operation of such Articles, or any right, title, obligation or liability accrued or the validity or invalidity of anything done or suffered under such Articles before the commencement of this Order.

10. This Order shall commence and have effect on such date as the Minister shall appoint.

And the Right Honourable Sir Edward Grey, Baronet, one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

A. W. Fitzroy.

FRANCE

TREATY BETWEEN FRANCE AND SIAM

SIGNED AT PARIS, FEBRUARY, 1904

I.—The frontier between Siam and Cambodia starts on the left bank of the Great Lake, from the mouth of the River Stung Ruolos. It follows the parallel of this point in an Eastward direction till it meets the River Preak Kompung Tiam; then, turning Northward, it corresponds to the meridian of that point till it reaches the Pnom Dong-rek Mountains. Thence it follows the watershed between the basins of the Nam-Sen and the Mekong on the one side, and of the Nam-Mun on the other, and joins the Pnon Padang range, the crest of which it follows towards the East as far as the Mekong. Above that point the Mekong remains the frontier of the Kingdom of Siam, in conformity with Clause I. of the Treaty of October 3, 1893.

II.—With regard to the frontier between Louang-Prabang, on the right bank of the Mekong, and the Provinces of Muang-Phichai and Muang-Nan, it starts from the Mekong at its confluence with the Nam-Huong, and follows the *thalweg* of that river to its confluence with the Nam-Tang. Then, ascending the course of the said River Nam-Tang, it reaches the watershed between the basins of the Mekong and the Menan, at a point situated near Pou-Dene-Dene. From that spot it turns Northward, following the watershed between the two basins to the sources of the River Nam-Kop, the course of which it follows till it meets the Mekong.

III.—The delimitation of the frontier between the Kingdom of Siam and the territories forming French Indo-China shall be carried out. That delimitation shall be made by mixed Commissions, composed of officers appointed by the two ontracting countries. The duties of those Commissions shall concern the frontier edetermined by Clauses I. and II., as well as the region comprised between the Great Lake and the sea. With the object of facilitating the work of the Commissions and of avoiding every possible difficulty in the delimitation of the frontier in the region comprised between the Great Lake and the sea, the two Governments will come to an agreement before nominating the mixed Commissions, fixing the principal points of the delimitation in that region, and especially the point at which the frontier will reach the sea. The mixed Commissions shall be appointed and begin their work within four months after the notification of the present Convention.

IV.—The Siamese Government renounces all Sovereign rights over the territories of Louang-Prabang, situated on the right bank of the Mekong. Merchant boats and wood rafts belonging to the Siamese shall have the right to navigate freely that portion of the Mekong traversing the territory of Louang-Prabang.

V.—As soon as the Agreement stipulated for in Paragraph 2 of Clause III., relative to the delimitation of the frontier between the Great Lake and the sea, shall have been established, and as soon as it has been officially notified to the French authorities that the territory involved in this Agreement, and the territories situated to the East of the frontier, as indicated in Clauses I. and II. of the present Treaty, are at their disposal, the French troops which provisionally occupied Chantabun, in virtue of the Convention of October 3, 1893, shall leave that town.

VI.—The stipulations of Clause IV. of the Treaty of October 3, 1893, shall be replaced by the following:—"His Majesty the King of Siam undertakes that the troops he sends or keeps throughout the whole of the Siamese Basin of the Mekong shall always be troops of Siamese nationality, commanded by officers of that nationality. The only exception to this rule is made in favour of the Siamese Gendarmerie, at present commanded by Danish officers. Should the Siamese Government wish to substitute for these officers foreign officers belonging to another

nationality, it must previously come to an understanding with the French Government. So far as the Provinces of Siem-Reap, Battambang, and Sesupon are concerned, the Siamese Government undertakes to keep there none but the Police Contingents necessary for the maintenance of order. These contingents shall be recruited exclusively on the spot, from among the native inhabitants."

VII.—In future, in the Siamese portion of the Mekong Basin, if the Royal Government wishes to construct ports, canals, railways (especially railways intended to connect the Capital with any point in that basin), it will come to an agreement with the French Government, if such works cannot be exclusively executed by Siamese and with Siamese capital. The same would naturally apply to the working of the said enterprises. With regard to the use of the ports, canals, and railways in the Siamese portion of the Mekong Basin, as well as in the rest of the Kingdom, it is understood that no differential rights shall be established, contrary to the principle of commercial equality included in the Treaties signed by Siam.

VIII.—In execution of Clause VI. of the Convention of October 3, 1893, plots of land of a superficial area to be determined shall be ceded by the Siamese Government to the Government of the Republic at the following points situated on the right bank of the Mekong:—Xieng-Kheng, Mong-Kheng, Mong-Sing; on the right or left bank—Mong-Dahan, Kemmarat, and the mouth of the Nam-Mong. The two Governments will come to an understanding to clear the course of the Nam-Moun, between its confluents with the Mekong and Pimun, of the obstacles which hinder navigation. In case of those works being found impossible to execute, or too costly, the two Governments will concert together for the establishment of communication by land between Pimun and Mekong. They will also come to an understanding for the construction between Bassak and the frontier of Louang-Prabang, of the railway lines which may be recognised as necessary owing to the innavigability of the Mekong.

IX.—It is from the present moment agreed that the two Governments will facilitate the establishment of a railway connecting Pnom Penh and Battanbang. The construction and working shall be undertaken either by the Governments themselves, each undertaking the portion which is on its territory, or by a Franco-Siamese Company accepted by the two Governments. The two Governments are agreed on the necessity of carrying out work for the improvement of the course of the river between the Great Lake and Battanbang. With that object in view, the French Government is ready to place at the disposal of the Siamese Government the technical agents it may require, both for the execution and maintenance of the said works.

X.—The Government of his Majesty the King of Siam accepts the list of the French *protegés* such as they exist at the present moment, with the exception of the persons whose licences may be recognised by both parties as having been illegally obtained. A copy of these lists will be communicated to the Siamese authorities by the French authorities. The descendents of the *protegés* thus maintained under French jurisdiction shall not have the right to claim their licence if they do not belong to the category of persons described in the following Clause of the present Convention:—

XI.—Persons of Asiatic origin born in a territory subject to the direct domination, or placed under the Protectorate of France, except those who took up their residence in Siam previous to the time when the territory on which they were born was placed under that domination, or that Protectorate, shall have the right to French protection. French protection will be granted to the children of those persons, but it shall not extend to their grandchildren.

XII.—So far as concerns the jurisdiction to which, for the future and without exception, all French subjects and all French *protegés* shall be subjected to in Siam, the two Governments agree to substitute for the existing regulations the following:—

1. In criminal matters, French subjects or French *protegés* shall only be amenble to French judicial authority.

2. In civil matters, all actions brought by a Siamese against a Frenchman or French *protegé*, shall be heard before the French Consular Court. All

actions in which the defendant is a Siamese shall be heard before the Siamese Court of Foreign Causes, instituted at Bangkok. Except in the provinces of Xieng Mai, Lakhon, Lampoun, and Nan, all civil and criminal cases involving French subjects and *protegés* shall be heard before the International Siamese Court. But it is understood that in all these cases the French Consul shall have the right of being present at the trial, or of being represented by a duly authorised deputy, and of making all observations which may appear to him to be required in the interest of justice. In the case of the defendant being French or a French *protegé*, the French Consul may, at any time during the proceedings, if he thinks fit, and upon a written requisition, claim to hear the case. The case shall then be transferred to the French Consular Court, which, from this moment, shall alone be competent, and to which the Siamese authorities are bound to give their assistance and good offices. Appeals against the judgments delivered both by the Court of Foreign Causes, as well as the International Court, shall be taken before the Court of Appeal at Bangkok.

XIII.—With regard to the future admission to French protection of Asiatics who are not born on territory under the direct authority or the protectorate of France, or who may not find themselves legally naturalised, the Government of the Republic shall enjoy rights equal to those which Siam may accord to any other Power.

XIV.—The Regulations under former Treaties, Agreements, and Conventions between France and Siam, which are not modified by the present Convention, remain in full force.

XV.—In case of difficulties in the interpretation of the present Convention which is drawn up in French and Siamese, the French text alone shall stand.

XVI.—The present Convention shall be ratified within four months from the day of the signature, or earlier if possible.

ADDITIONAL TREATY BETWEEN FRANCE AND SIAM

SIGNED AT BANGKOK, MARCH 23RD, 1907

(*Translation*)

The President of the French Republic, and His Majesty the King of Siam, in continuation of the work of delimitation undertaken with a view to carrying out the Convention of the 13th February, 1904, being desirous on the one hand of assuring the final settlement of all questions relative to the common frontiers of Indo-China and Siam, by a reciprocal and rational system of exchanges, and being desirous on the other hand of facilitating the relations between the two countries by the progressive introduction of an uniform system of jurisdiction, and by the extension of the rights of French nationals established in Siam, have decided to conclude a fresh Treaty, and have appointed for this purpose as their Plenipotentiaries, namely, the President of the French Republic, M. Victor Emile Marie Joseph Collin (de Plancy), Envoy Extraordinary and Minister Plenipotentiary of the French Republic in Siam, Officer of the Legion of Honour and of Public Instruction; His Majesty the King of Siam, His Royal Highness Prince Devawongse Varoprakar, Chevalier of the Order of Maha-Chakrkri, Grand Officer of the Legion of Honour, etc., Minister for Foreign Affairs; who, furnished with full powers, which have been found in good and due form, have resolved upon the following provisions:—

Art. I.—The Siamese Government cedes to France the territories of Battambang, Siem-Reap, and Sisophon, the frontiers of which are defined by Clause I. of the Protocol of Delimitation annexed herewith.

Art. II.—The French Government cedes to Siam the territories of Dan-Sai and Kratt, the frontiers of which are defined by Clauses I. and II. of the said Protocol,

as well as all the islands situated to the south of Cape Lemling as far as and inclusive of Koh-Kut.

Art. III.—The handing over of these territories shall take place on one side and the other not less than twenty days after the date on which the present Treaty is ratified.

Art. IV.—A mixed Commission, composed of French and Siamese officers and officials, shall be appointed by the two contracting countries, not less than four months after the ratification of the present Treaty, and shall be charged with delimiting the new frontiers. It shall commence its operations as soon as the season shall permit, and shall carry them out in conformity with the Protocol of Delimitation annexed to the present Treaty.

Art. V.—All French Asiatic subjects and protected persons who shall be registered at the French Consulates in Siam after the signature of the present Treaty, by application of Article XI. of the Convention of the 13th February, 1904, shall be under the jurisdiction of the ordinary Siamese Tribunals.

The jurisdiction of the International Siamese Courts, the institution of which is arranged for by Article XII. of the Convention of the 13th February, 1904, shall, subject to the conditions given in the Protocol of Jurisdiction annexed herewith, be extended, throughout the whole kingdom of Siam, to the French Asiatic subjects and protected persons alluded to in Articles X. and XI. of the same Convention, and who are actually registered at the French Consulates in Siam.

The *régime* shall terminate and the jurisdiction of the International Courts shall be transferred to the ordinary Siamese Tribunals, after the promulgation and the bringing into force of the Siamese Codes (Penal Code, Civil and Commercial Code, Codes of Procedure, Law of Judicial Organization).

Art. VI.—French Asiatic subjects and protected persons shall enjoy throughout the whole kingdom of Siam the same rights and privileges which the natives of the country possess, notably rights of property, of free residence, and of free circulation.

They shall be subject to the ordinary taxes and "prestations."

They shall be exempt from military service and shall not be subjected to extraordinary resquisitions and duties.

Art. VII.—The provisions of the old Treaties, Agreements, and Conventions between France and Siam, which are not modified by the present Treaty, remain in full force.

Art. VIII.—In the event of any difficulty arising in connection with the interpretation of the present Treaty, drawn up in French and Siamese, the French text shall be binding.

Art. IX.—The present Treaty shall be ratified in not less than four months from the date of signature, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the present Treaty, and have affixed their seals.

Done at Bangkok, in duplicate, the 23rd March, 1907,

(Signed) V. Collin (de Plancy).
" Devawongse Varoprakar.

Protocol concerning the Delimitation of the Frontiers, and annexed to the Treaty of March 23rd, 1907

With a view to facilitating the labours of the Commission arranged for in Article IV. of the Treaty of to-day's date, and with a view to avoiding any possible difficulties arising in regard to the delimitation, the Government of the French Republic and the Government of His Majesty the King of Siam have agreed upon the following:—

Clause I.—The frontier between French Indo-China and Siam starts from the sea at a point situated opposite the highest summit of the Island of Koh-Kut. It follows from this point a north-easterly direction to the crest of Pnom-Krevanh. It is formally agreed that, in all cases, the east slopes of these mountains, including the whole of the basin of the Klong-Kopo, should continue to form part of French Indo-China.

The frontier follows the crest of the Pnom-Krevanh in a northerly direction as far as Pnom-Thom, which is situated on the main line of the watershed, between the rivers which flow towards the gulf of Siam, and those which flow towards the Great Lake. From Pnom-Thom, the frontier follows at first in a north-westerly direction, then in a northerly direction, the actual frontier between the Province of Battambang on the one hand, and that of Chantaboum and Kratt on the other, as far as the point where this frontier joins the river called Nam-Sai. It then follows the course of this river as far as its confluence with the River of Sisophon, and the latter river to a point situated 10 kilom. below the town of Aranh. Lastly, from this latter point, it continues in a straight line to a point situated on the Dang-Reck, halfway between the passes called Chong-Ta-Koh and Chong-Sa-Met. It is understood that this latter line must leave in Siamese territory the direct route between Aranh and Chong-Ta-Koh.

From the above mentioned point, situated on the crest of Dang-Reck, the frontier follows the watershed between the basin of the Great Lake and the Mekong on the one side, and the basin of the Nam-Moun on the other, and touches the Mekong below Pak-Moun, at the mouth of the Huei-Doue, in conformity with the sketch map adopted by the last Commission of Delimitation on the 18th January, 1907.

Clause II.—From the side of Luang-Prabang, the frontier quits the Mekong, in the south, at the mouth of the Nam-Huong, and follows the *thalweg* of that river as far as its source which is situated at the Phu-Khao-Mieng. Thence the frontier follows the watershed between the Mekong and the Menam and terminates in the Mekong, at the point called Keng-Pha-Dai, in conformity with the sketch map adopted by the last Commission of Delimitation of the 16th January, 1906.

Clause III.—The Commission of Delimitation arranged for in Article IV. of the Treaty of to-day's date shall determine and trace if necessary, on the spot, that portion of the frontier which is described in Clause I. of the present Protocol. If, in the course of the work of delimitation, the French Government should wish to obtain a rectification of the frontier with a view to substituting natural lines for conventional lines, this rectification cannot be made, in any case, to the detriment of the Siamese Government.

In witness whereof the respective Plenipotentiaries have signed the present Protocol, and have affixed their seals.

Done at Bangkok, in duplicate, the 23rd March, 1907

(Signed) V. Collin (de Plancy).
,, Devawongse Varoprakar.

Protocol concerning the jurisdiction applicable in the Kingdom of Siam to French Asiatic subjects and protected persons, and annexed to the Treaty of the 23rd March, 1907

In fulfilment of Article V. of the Treaty of to-day's date, the Government of the French Republic and the Government of His Majesty the King of Siam, being desirous of regulating the organization and working of the International Courts, have agreed upon the following:—

Clause I.—International Courts shall be created, wherever the requirements of justice shall make such a course necessary, after an understanding has been arrived at between the Minister of the French Republic and the Siamese Minister for Foreign Affairs.

Clause II.—The jurisdiction of International Courts extends:

1. In civil matters: to all civil or commercial matters in which French Asiatic subjects and protected persons are involved.

2. In criminal matters: to infractions of every kind committed either by or against French Asiatic subjects or protected persons.

Clause III.—In the Provinces of Udorn and Isarn the jurisdiction of the International Courts shall extend provisionally to all French Asiatic subjects and protected persons, whatever may be the date of their registration at the French Consulates.

Clause IV.—The right of removing a cause shall be exercised in accordance with the provisions of Article XII. of the Convention of the 13th February, 1904.

This right, however, shall no longer be exercised in regard to all matters which form the subject of Codes or Laws regularly promulgated, after the said Codes or Laws have been communicated to the French Legation, and have been brought into force.

An understanding shall be arrived at between the Ministry for Foreign Affairs and the French Legation for the settlement of outstanding questions whenever the said Codes or Laws shall come into force.

Clause V.—All appeals against the decisions of the International Courts of First Instance shall be communicated to the French Consul, who shall be entitled to furnish on the subject a written opinion, which shall be added to the *dossier*.

The appeal must bear the signature of two European Judges.

Clause VI.—Appeal shall lie from the decisions of the Courts of Appeal. Such appeal can be exercised on the ground of want of jurisdiction, and on account of abuse of power, and, in general, all violations of the law.

The appeal shall be determined by the Supreme Court, or San Dika.

Clause VII.—Before whatever Court a civil or criminal cause may be brought, the plea of want of jurisdiction, pursuant to the rules laid down by the Treaty of to-day's date, must be raised before the defence on the merits.

In witness whereof the respective Plenipotentiaries have signed the present Protocol and have attached their seals.

Done at Bangkok, in duplicate, the 23rd March, 1907

(Signed) V. Collin (de Plancy).
,, Devawongse Varoprakar.

Agreement regulating the régime of Concessions allotted to the Government of the French Republic on the right bank of the Mekong, in pursuance of Article VIII. of the Convention of the 13th February, 1904

Clause I.—In fulfilment of Article VIII. of the Convention of the 13th February, 1904, the Siamese Government leases to the Government General of Indo-China, which agrees to the lease, territories exempt from all servitude, active or passive, situated at Xieng-Khan, Nong Khay, Muong-Saniabouri, mouth of the Nam-Khan, Ban-Mouk-Dahan, Kenmarat and Pak-Mam.

Clause II.—The leases are made for a period of fifty years, renewable for the same period if the Government General of Indo-China so desires.

Clause III.—The Government General of Indo-China shall pay annually to the Siamese Government, from the 1st January, 1908, a nominal rent of 1 tical per hectare and part of a hectare.

Clause IV.—In accordance with Article IV. of the Treaty of the 3rd October, 1893, and with Article VIII of the Convention of the 13th February, 1904, the Concessions are exclusively framed with a view to facilitating commercial navigation.

The following establishments can be created there:

Depôts of fuel and coal.

Depôts of material, such as timber, iron, bamboo, dynamite, etc.

Warehouses for goods in transit.

Quarters for passengers and for the crews of pirogues and launches.

Quarters and offices for the staff of navigation companies and public works.

Commercial establishments, on the express understanding that there shall be no trade in spirituous liquors, opium, arms, and ammunition.

The territory ceded is under Siamese jurisdiction, as exercised in the rest of the kingdom in accordance with the Treaties concluded between France and Siam.

Done at Bangkok, in duplicate, the 23rd March, 1907.

(Signed) Chatidej. (Signed) V. Collin (de Plancy).
,, Bernard. ,, Devawongse.

JAPAN

TREATY OF FRIENDSHIP, COMMERCE AND NAVIGATION BETWEEN JAPAN AND SIAM

SIGNED AT BANGKOK, 25TH FEBRUARY, 1898

His Majesty the Emperor of Japan and His Majesty the King of Siam, being equally animated by a desire to promote the relations of friendship, commerce and navigation which happily exist between their respective States and subjects, have resolved to conclude a Treaty for that purpose, and have named as their Plenipotentiaries that is to say:

His Majesty the Emperor of Japan, Manjiro Inagaki, Shogoi, His Majesty's Minister Resident at the Court of His Majesty the King of Siam, and His Majesty the King of Siam, His Royal Highness Prince Krom Luang Devawongse Varoprakar, Knight of the Order of Chakrakri, First Class of the Order of Rising Sun, etc., Minister for Foreign Affairs of His Majesty the King of Siam, who, after having communicated to each other their respective full powers, found to be in good and due form, have agreed upon and concluded the following Articles:—

Art. I.—There shall be constant peace and perpetual friendship between Japan and Siam, and the subjects of each of the high contracting parties shall enjoy in the dominions and possessions of the other full and entire protection for their persons and property according to the established law of the country.

Art. II.—It shall be free to each of the contracting parties to appoint Consuls-General, Consuls, Vice-Consuls and Consular Agents to reside in the towns and ports of the dominions and possessions of the other, where similar officers of other Powers are permitted to reside. Such Consuls-General, Consuls, Vice-Consuls and Consular Agents, however, shall not enter upon their functions until after they shall have been approved and admitted in the usual form by the Government to which they are sent. They shall enjoy all the honours, privileges, exemptions and immunities which are or may be granted to Consuls of the most favoured nation.

Art. III.—The subjects of each of the high contracting parties may enter, remain and reside in any part of the dominions and possessions of the other, where the subjects and citizens of the nation most favoured in these respects are permitted to enter, remain and reside; they may there hire and occupy houses, manufactories shops and warehouses, and they may there engage in trade by wholesale and retail in all kinds of produce, manufactures and merchandise, paying no other or higher taxes, imposts, charges or exactions of any kind than are now or may hereafter be paid by the subjects or citizens of the most favoured nation.

In all that relates to travel, trade and residence; to the acquisition, possession and disposal of property of all kinds, and to the right to engage in all kinds of business, occupation and enterprise, the subjects of each of the contracting parties in the dominions and possessions of the other shall at all times enjoy the treatment accorded to the subjects or citizens of the most favoured nations.

Art. IV.—There shall be reciprocally full and entire freedom of commerce and navigation between the dominions and possessions of the two high contracting parties. The subjects of each of the contracting parties shall have liberty freely and securely to come and go with their ships and cargoes to and from all places,

ports and rivers in the dominions and possessions of the other, which are now or may hereafter be opened to foreign commerce and navigation.

Art. V.—The subjects of each of the high contracting parties shall enjoy in the dominions and possessions of the other a perfect equality of treatment with the subjects or citizens of the most favoured nation in all that relates to transit duties, warehousing, bounties, the examination and appraisement of merchandise and drawbacks.

Art. VI.—No other or higher duties shall be imposed on the importation into the dominions and possessions of His Majesty the King of Siam of any article, the produce or manufacture of the dominions and possessions of His Majesty the Emperor of Japan, from whatever place arriving, and no other or higher duties shall be imposed on the importation into the dominions and possessions of His Majesty the Emperor of Japan of any article, the produce or manufacture of the dominions and possessions of His Majesty the King of Siam, from whatever place arriving, than on the like article produced or manufactured in any other foreign country; nor shall any prohibition be maintained or imposed on the importation of any article, the produce or manufacture of the dominions and possessions of either of the high contracting parties into the dominions and possessions of the other from whatever place arriving, which shall not equally extend to the importation of the like article being the produce or manufacture of any other country. This last provision is not applicable to the sanitary and other prohibitions occasioned by the necessity of protecting the safety of persons, or of cattle, or of plants useful to agriculture.

Art. VII.—No other or higher duties, taxes, or charges of any kind shall be imposed in the dominions and possessions of either of the high contracting parties in respect of any article exported to the dominions and possessions of either of the other than such as are or may be payable in respect of the like article exported to any other foreign country; nor shall any prohibition be imposed on the exportation of any article from the dominions and possessions of either of the two contracting parties to the dominions and possessions of the other, which shall not equally extend to the exportation of the like article to any other country.

Art. VIII.—All articles which are or may be legally imported into the ports of the dominions and possessions of His Majesty the Emperor of Japan in Japanese vessels or vessels of the most favoured nation may likewise be imported into those ports in Siamese vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in Japanese vessels or vessels of the most favoured nation, and reciprocally, all articles which are or may be legally imported into the ports of the dominions and possessions of His Majesty the King of Siam in Siamese vessels or in vessels of the most favoured nation, may likewise be imported into those ports in Japanese vessels, without being liable to any other or higher duties or charges of whatever denomination than if such articles were imported in Siamese vessels or vessels of the most favoured nation. Such reciprocal equality of treatment shall take effect without distinction, whether such articles come directly from the place of origin or from any other place.

In the same manner there shall be perfect equality of treatment in regard to exportation, so that the same internal and export duties shall be paid and the same bounties and drawbacks allowed in the dominions and possessions of either of the high contracting parties on the exportation of any article which is or may be legally exported therefrom whether such exportation shall take place in Japanese or Siamese vessels or in vessels of a third Power and whatever may be the place of destination, whether a port of either of the contracting parties, or of any third Power.

Art. IX.—No other higher duties or charges on account of tonnage, light or harbour dues, pilotage, quarantine, salvage in case of damage or shipwreck or any other local charges, shall be imposed in any ports of Japan on Siamese vessels nor in any of the ports of Siam on Japanese vessels than are now or may hereafter be payable in the like cases in the same ports on national vessels in general or vessels of the most favoured nation. Such equality of treatment shall apply reciprocally to the respective vessels from whatever port or place they may arrive and whatever may be their place of destination.

Art. X.—In all that concerns the entering, clearing, stationing, loading and unloading of vessels in the ports, basins, docks, roadsteads, harbours, or rivers of the dominions and possessions of the two countries no privilege shall be granted by one country to national vessels or vessels of any third Power, which shall not be equally granted in similar cases to vessels of the other country.

Art. XI.—Any ship of war or merchant vessel of either of the high contracting parties which may be compelled by stress of weather, or by reason of any other distress, to take shelter in a port of the other, shall be at liberty to refit therein, to procure all necessary supplies, and to put to sea again, without paying any duties other than such as would be payable by national vessels. In case, however, the master of a merchant vessel should be under the necessity of disposing of a part of his cargo in order to defray the expenses, he shall be bound to conform to the regulations and tariffs of the place to which he may come.

If any ship of war or merchant vessel of one of the contracting parties should run aground or be wrecked upon the coasts of the other, such ship or vessel, and all parts thereof, and all furnitures and appurtenances belonging thereunto, and all goods and merchandise saved therefrom, including those which may have been cast into the sea, or the proceeds thereof, if sold, as well as all papers found on board such stranded or wrecked ship or vessel, shall be given up to the owners, master or their agents, when claimed by them. If such owners, master or agents are not on the spot, the same shall be delivered to the respective Consuls-General, Consuls, Vice-Consuls or Consular Agents upon being claimed by them within the period fixed by the laws of the country, and such consular officers, owners, master or agents shall pay only the expenses incurred in the preservation of the property, together with the salvage or other expenses which would have been payable in the case of a wreck of a national vessel.

The goods and merchandise saved from the wreck shall be exempt from all the duties of the Customs unless cleared for consumption, in which case they shall pay the ordinary duties.

In the case of a ship or vessel belonging to the subjects of either of the contracting parties being driven in by stress of weather, run aground or wrecked in the dominions and possessions of the other, the respective Consuls-General, Consuls, Vice-Consuls and Consular Agents shall, if the owner or master or other agent of the owner is not present, or is present but requires it, be authorized to interpose in order to afford the necessary assistance to the subjects of the respective States.

Art. XII.—The vessels of war of each of the high contracting parties may enter, remain, and make repairs in those ports and places of the other, to which the vessels of war of the most favoured nation are accorded access; they shall there submit to the same regulations and enjoy the same honours, advantages, privileges and exemptions as are now or may hereafter be conceded to vessels of war of the most favoured nation.

Art. XIII.—The high contracting parties agree that in all that concerns commerce, industry and navigation, any privilege, favour, or immunity which either contracting party has actually granted, or may hereafter grant, to the Government, subjects, citizens, ships or merchandise of any other State shall be extended immediately and unconditionally to the Government, subjects, ships or merchandise of the other contracting party; it being their intention that the trade, industry and navigation of each country shall be placed, in all respects, by the other on the footing of the most favoured nation.

Art. XIV.—The present Treaty shall come into force immediately after the exchange of ratifications, and shall remain in force for ten years, and thereafter until the expiration of a year from the day on which one or the other of the contracting parties shall have repudiated it.

Art. XV.—The present Treaty is signed in duplicate in the Japanese, Siamese and English languages, and in case there should be found any discrepancy between the Japanese and Siamese texts, such discrepancy shall be decided in conformity with the English text.

Art. XVI.—The present Treaty shall be ratified and the ratifications thereto shall be exchanged at Bangkok as soon as possible.

In witness whereof, the respective Plenipotentiaries have signed the same and have affixed thereto the seal of their arms.

Done at Bangkok in sextuplicate, this twenty-fifth day of the second month of the thirty-first year of Meiji, corresponding to the twenty-fifth day of February, of the one hundred and sixteenth year of Ratanakosindr Sok and the eighteen hundred and ninety-eighth year of the Christian era.

[L.S.] MANJIRO INAGAKI.
,, DEVAWONGSE VAROPRAKAR.

PROTOCOL

At the moment of proceeding this day to the signature of the Treaty of Friendship, Commerce and Navigation between Japan and Siam, the Plenipotentiaries of the two high contracting parties have declared as follows:—

I.—The Siamese Government consents that Japanese Consular officers shall exercise jurisdiction over Japanese subjects in Siam until the judicial reforms of Siam shall have been completed; that is, until a Criminal Code, a Code of Criminal Procedure, a Civil Code (with exception of Law of Marriage and Succession), a Code of Civil Procedure and a Law of Constitution of the Courts of Justice will come into force.

II.—The Japanese Government accept as binding upon Japanese subjects and vessels resorting to Siam the Trade Regulations and Customs Tariffs now in force in Siam in respect of the subjects, citizens and vessels of the Powers having Treaties with Siam.

Such Regulations and Tariffs shall be subject to revision at any time upon twelve months' previous notice, on demand of either Japan or Siam.

All fines and penalties imposed for infractions of the said Regulations or of the Treaty signed this day, shall be paid to the Siamese Government.

III.—Any controversies which may arise respecting the interpretation or the execution of the Treaty signed this day or the consequences of any violation thereof, shall be submitted, when the means of settling them directly by amicable agreement are exhausted, to the decision of Commissions of Arbitration, and that the result of such arbitration shall be binding upon both Governments.

The members of such Commissions shall be selected by the two Governments by common consent, failing which each of the parties shall nominate an Arbitrator or an equal number of Arbitrators, and the Arbitrators thus appointed shall select an Umpire.

The procedure of the Arbitration shall in each case be determined by the contracting parties, failing which the Commission of Arbitration shall be itself entitled to determine it beforehand.

The undersigned Plenipotentiaries have agreed that this Protocol shall be submitted to the high contracting parties at the same time as the Treaty, and that when the Treaty is ratified the agreements contained in this Protocol shall also equally be considered as approved, without the necessity of a further formal ratification.

In witness whereof, the respective Plenipotentiaries have signed the present Protocol and have affixed thereto their seals.

Done at Bangkok in sextuplicate, this twenty-fifth day of the second month of the thirty-first year of Meiji, corresponding to the twenty-fifth day of February of the one hundred and sixteenth year of Ratanakosindr Sok and the eighteen hundred and ninety-eighth year of the Christian era.

[L.S.] MANJIRO INAGAKI.
,, DEVAWONGSE VAROPRAKAR.

RUSSIA

DECLARATION EXCHANGED BETWEEN RUSSIA AND SIAM

SIGNED AT BANGKOK, 23RD JUNE, 1899

The Imperial Government of Russia and the Royal Government of Siam, being desirous to facilitate the relations between the two countries, have, awaiting the conclusion of a Treaty of Commerce and Amity, agreed as follows:—

That for everything relating to jurisdiction, commerce, and navigation, Russian subjects on Siamese territory and Siamese subjects on Russian territory shall henceforth enjoy, till the expiration of the present arrangement, all the rights and privileges granted to the subjects of other nations respectively in Siam and in Russia by the Treaties now in existence and by Treaties that may be concluded in the future.

This arrangement shall be applied by the two contracting parties from the day of its signature and till the expiration of six months after the day on which the one or the other of the high contracting parties shall have denounced it.

The present declaration having been drawn up in the Russian, Siamese and French languages, and the three versions having the same scope and the same meaning, the French text shall be regarded as official and legal in all respects.

In faith of which the undersigned, duly authorised for that purpose, have drawn up the present declaration, to which they have affixed their signatures and seals.

GREAT BRITAIN AND FRANCE

DECLARATION SIGNED BY GREAT BRITAIN AND FRANCE RESPECTING SPHERES OF INFLUENCE

SIGNED AT LONDON, 15TH JANUARY, 1896

The undersigned, duly authorised by their respective Governments, have signed the following Declaration:—

I.—The Governments of Great Britain and France engage to one another that neither of them will, without the consent of the other, in any case, or under any pretext, advance their armed forces into the region which is comprised in the basins of the Petcha Bouri, Meiklong, Menam, and Bang Pa Kong (Petriou) rivers and their respective tributaries, together with the extent of coast from Muong Bang Tapan to Muong Pase, the basins of the rivers on which those two places are situated, and the basins of the other rivers, the estuaries of which are included in that coast; and including also the territory lying to the north of the basin of the Menam and situated between the Anglo-Siamese frontier, the Mekong River, and the Eastern watershed of the Me Ing. They further engage not to acquire within this region any special privilege or advantage which shall not be enjoyed in common by, or equally open to, Great Britain and France and their nationals and dependents. These stipulations, however, shall not be interpreted as derogating from the special clauses which, in virtue of the Treaty concluded on Oct. 3, 1893, between France and Siam, apply to a zone of 25 kilom. on the right bank of the Mekong and to the navigation of that river.

II.—Nothing in the foregoing clause shall hinder any action on which the two Powers may agree and which they shall think necessary in order to uphold the independence of the Kingdom of Siam. But they engage not to enter into any separate agreement permitting a third Power to take any action from which they are bound by the present declaration themselves to abstain.

III.—From the mouth of the Nam Huok northwards as far as the Chinese frontier the *thalweg* of the Mekong shall form the limit of the possessions or spheres of influence of Great Britain and France. It is agreed that the nationals and dependents of each of the two countries shall not exercise any jurisdiction or authority within the possessions or sphere of influence of the other.

The police of the islands in this part of the river, which are separated from the British shore by a branch of the river, shall, so long as they are thus separated, be entrusted to the French authorities. The fishery shall be open to the inhabitants of both banks.

IV.—The two Governments agree that all commercial and other privileges and advantages conceded in the two Chinese provinces of Yunnan and Szechuen either to Great Britain or France, in virtue of their respective Conventions with China of March 1, 1894, and June 20, 1895, and all privileges and advantages of any nature which may in the future be conceded in these two Chinese provinces, either to Great Britain or France, shall, as far as rests with them, be extended and rendered common to both Powers and to their nationals and dependents, and they engage to use their influence and good offices with the Chinese Government for this purpose.

THE MALAY STATES FEDERATION AGREEMENT, 1896

Agreement between the Governor of the Straits Settlements, acting on behalf of the Government of Her Majesty the Queen, Empress of India, and the Rulers of the following Malay States, that is to say, Perak, Selangor, Pahang, and Negri Sembilan.

Art. I.—In confirmation of various previous Agreements, the Sultan of Perak, the Sultan of Selangor, the Sultan of Pahang, and the Chiefs of the States which form the territory known as the Negri Sembilan, hereby severally place themselves and their States under the protection of the British Government.

Art. II.—The above-named Rulers and Chiefs of the respective States hereby agree to constitute their countries a Federation, to be known as the Protected Malay States, to be administered under the advice of the British Government.

Art. III.—It is to be understood that the arrangement hereby agreed upon does not imply that any one Ruler or Chief shall exercise any power or authority in respect of any State other than that which he now possesses in the State of which he is the recognised Ruler or Chief.

Art. IV.—The above-named Rulers agree to accept a British Officer, to be styled the Resident-General, as the agent and representative of the British Government under the Governor of the Straits Settlements. They undertake to provide him with suitable accommodation, with such salary as is determined by Her Majesty's Government, and to follow his advice in all matters of administration other than those touching the Mohammedan religion. The appointment of the Resident-General will not affect the obligations of the Malay Rulers towards the British Residents now existing or to be hereafter appointed to offices in the above-mentioned Protected States.

Art. V.—The above-named Rulers also agree to give to those States in the Federation which require it such assistance in men, money, or other respects as the British Government, through its duly appointed officers, may advise; and they further undertake, should war break out between Her Majesty's Government and that of any other Power, to send, on the requisition of the Governor, a body of armed and equipped Indian troops for service in the Straits Settlements.

Art. VI.—Nothing in this Agreement is intended to curtail any of the powers or authority now held by any of the above-named Rulers in their respective States, nor does it alter the relations now existing between any of the States named and the British Empire.

OPIUM AGREEMENT BETWEEN GREAT BRITAIN AND PORTUGAL

SIGNED AT LONDON, JUNE 14TH, 1913

In pursuance of the conclusions of the International Opium Conference, and in consideration of the fact that the geographical situation of the colonies of Macao and Hongkong makes it necessary to regulate in a similar way the opium monopolies in the said colonies in all matters concerning the restriction of the consumption, sale, and exportation of prepared opium and repression of smuggling;

The undersigned, duly authorised thereto by their respective Governments, have agreed to the following Articles:—

Art. I.—The Government of the Portuguese Republic, whilst reserving the right of managing and controlling the manipulation of raw opium and the sale of prepared opium in the Colony of Macao, engage to introduce in the opium regulations of that Colony clauses and provisions similar to those contained in the regulations of Hongkong relative to the repression of the illicit trade in prepared opium.

Art. II.—The Macao Opium Farmer will not be permitted to import more than 260 chests of opium (a chest means 40 balls of raw opium) per annum exclusively destined for the consumption of the fixed and floating population of Macao.

Art. III.—The Hongkong Opium Farmer will not be permitted to import more than 540 chests per annum. These imports shall be exclusively destined for the consumption of the fixed and floating population of Hongkong. These figures are embodied in the contract recently concluded with the Hongkong farmer.

Art. IV.—The farmers of Macao and Hongkong will be permitted to import, per annum, respectively, 240 and 120 chests of raw opium exclusively destined for exportation to countries which have not prohibited at present or which shall not prohibit hereafter such imports of opium.

Art. V.—The limit fixed in the preceding Article for Hongkong must be considered a definite one and not subject to alteration; however, it is understood that in Macao power will be retained to increase the number of chests of raw opium imported each year and destined for exportation, provided that proof is given that the said imports are destined to meet the requirements of lawful trade. For this purpose the farmer shall produce to the Governor of Macao Customs certificates passed by the authorities of countries importing the opium showing that the quantities authorized are required for legitimate purposes, over and above the 240 chests referred to in Article 4.

Art. VI.—The Governor of Macao will have power to grant licences under the preceding Article for the importation of the quantities of raw opium exceeding the limit fixed in Article IV.

Art. VII—Whereas the limit of chests of raw opium that can be imported annually into Macao has been fixed in Articles II., IV., and V. of this Agreement, the Government of India will permit the purchase of opium in open market at the sales at Calcutta or Bombay or any places in India, for export to Macao, up to and not exceeding the limits and conditions so fixed, so long as the Opium Farmer at Hongkong is permitted to obtain his supplies from this source.

Art. VIII.—Raw opium coming from India, consigned to the farmer of Macao, within the limits and conditions above indicated, will be allowed transhipment at Hongkong free of duty or taxation.

Art. IX.—It is understood that if after periods of five years (the duration of the contracts of the farmer) the numbers of chests agreed upon for local consumption at or export from Macao should respectively prove to be excessive, the Portuguese Government will consider the desirability of revising the amount in question.

The present agreement shall remain in force for a period of ten years, but may be terminated by either Government at any time on giving to the other twelve months' notice of its intention to do so. On the expiration of the said period of ten years it shall continue in force, unless and until a similar notice of termination is given by either Government.

(Signed) E. GREY. (Signed) P. DE TOVAR.

WASHINGTON CONFERENCE RESOLUTIONS, 1921

THE QUADRUPLE ALLIANCE

Official Text

At the fourth plenary session of the Conference on Limitation of Armaments, held on December 10th, Senator Lodge made public the following draft of a treaty and accompanying reservations:—

The United States of America, the British Empire, France and Japan, with a view to the preservation of the legal peace and the maintenance of their rights in relation to their insular possessions and insular dominions in the region of the Pacific Ocean, have determined to conclude a Treaty to this effect, and have appointed as their plenipotentiaries the President of the United States of America; His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and for the Dominion of Canada, for the Commonwealth of Australia, for the Dominion of New Zealand, for India; the President of the French Republic; His Majesty The Emperor of Japan; who, having communicated their full powers found in good and due form, have agreed as follows:—

Article I.—The high contracting parties agree as between themselves to respect their rights in relation to their insular possessions and insular dominions in the region of the Pacific Ocean. If there should develop between any of the high contracting parties a controversy arising out of any Pacific question and involving their said rights, which is not satisfactorily settled by diplomacy and is likely to affect the harmonious accord now happily subsisting between them, they shall invite the other high contracting parties to a joint conference to which the whole subject will be referred for consideration and adjustment.

Article II.—If the said rights are threatened by the aggressive action of any other Power, the high contracting parties shall communicate with one another fully and frankly in order to arrive at an understanding as to the most efficient measures to be jointly or separately taken to meet the particular situation.

Article III.—This Agreement shall remain in force for ten years from the time it shall take effect, and after the expiration of said period it shall continue to be in force subject to the right of any of the high contracting parties to terminate it upon twelve months' notice.

Article IV.—This Agreement shall be ratified as soon as possible in accordance with the constitutional methods of the high contracting parties and shall take effect on the deposit of ratifications, which shall take place at Washington, and thereupon the Agreement between Great Britain and Japan which was concluded at London on July 13, 1911, shall terminate.

Reservations.—The signing of this Treaty is on the part of the United States subject to (reservations affecting) the island of Yap and what are termed the Mandate Islands in the Pacific Ocean, north of the Equator, the negotiations in regard to which are almost concluded, and also the reservations with respect to what are termed the Mandate Islands in the Pacific Ocean south of the Equator.

It should also be observed that the controversies to which the proposed Treaty refers do not include questions which, according to the principles of international law, lie exclusively within the domestic jurisdiction of the respective Powers.

In the course of his address, Senator Lodge stated: "To put it in a few words, the Treaty provides that the four signatory Powers will agree between themselves in regard to their insular possessions and dominions in the region of the Pacific, and that if any controversy should arise as to such rights all the high contracting parties shall be invited to a joint conference looking to the adjustment of such controversy. They agree to take similar action in the case of aggression by any other Power upon these insular possessions or dominions. This Agreement is to remain in force for ten years, and, after ratification under the constitutional methods of the high contracting parties, the existing agreement between Great Britain and Japan, which was concluded at London on July 13, 1911, shall terminate. Each signer is bound to respect the rights of the others, and before taking action in any controversy to consult with them. There is no provision for the use of force to carry out any of the terms of the Agreement, and no military or naval stations lurk anywhere in the background or under cover of these plain and direct clauses. The surest way to prevent war is to remove the cause of war. This is an attempt to remove the cause of war over a great area of the globe's surface by reliance upon the good faith and honest intentions of the nations which signed this Treaty solving all differences through a process of diplomacy and joint consideration and conciliation.

TERRITORIAL AND ADMINISTRATIVE INTEGRITY OF CHINA

The Far Eastern Committee of the Conference unanimously adopted a resolution declaring in favour of the territorial and administrative integrity of China. The resolution, which was drafted and presented by Senator Root, was signed by eight Powers, China refraining from appending her signature as being unfitting in a document regarding herself.

Following is the text of the resolution:—"It is the firm intention of the Powers attending the Conference, firstly, to respect the sovereignty, independence and territorial and administrative integrity of China; secondly, to provide the fullest, unembarrassed opportunity for China to develop and to maintain an effective and stable Government; thirdly, to use their influence for the purpose of effectively establishing and maintaining the principle of equal opportunity for commerce and industry to all nations throughout Chinese territory; fourthly, to refrain from taking advantage of present conditions in order to seek special rights and privileges abridging the rights of subjects of friendly States, and also to refrain from countenancing any action inimical to the security of such States."

The Far Eastern Committee passed a resolution, suggested by Sir Auckland Geddes, under which the Powers attending the Conference declared their intention "not to enter into any treaty, agreement, arrangement, or understanding with one another, or individually or collectively with any Power or Powers, which infringe or impair the principles declared by the resolution adopted by the Committe on the 21st ult." (*i.e.*, Senator Root's resolution declaring for the territorial and administrative integrity of China).

FOREIGN POST OFFICES IN CHINA

Representatives of the nine Powers sitting as a Committee on the Pacific and Far Eastern questions adopted a resolution in favour of the relinquishment of foreign post-office privileges in China. All the Powers agreed upon January 1st, 1923, as the date of relinquishment.

The text of the resolution is:— "Recognising the justice of the desire expressed by the Chinese Government to secure the abolition of foreign postal agencies in China, save or except in leased territories or otherwise specifically provided for by Treaty, it is resolved:

"I:—That the four Powers having such postal agencies agree to their abandonment, subject to the following conditions: First, that an efficient Chinese postal service be maintained; second, that an assurance be given by the Chinese Government that they contemplate no change in the present postal administration as far as the status of the foreign co-director-general is concerned.

"II:—To enable China and the Powers concerned to make the necessary dispositions this arrangement shall come into force not later than (date blank). Pending the complete withdrawal of foreign postal agencies the four Powers concerned severally undertake to afford full facilities to the Chinese Customs authorities to examine all postal matter (except ordinary letters, whether registered or not, which upon external examination appear to contain written matter) passing through with a view to ascertaining whether they contain articles of dutiable contraband or otherwise contravening the Customs regulations and laws of China."

EXTRA-TERRITORIAL RIGHTS IN CHINA

A resolution was unanimously adopted by the Far Eastern Committee relative to the extra-territorial question. It provides that the Powers concerned shall establish a Commission, to which each shall appoint a member, to enquire into the present practice of extra-territorial jurisdiction in China, and into the laws, the judicial system and methods of judicial administration, with a view to reporting findings of fact, with recommendations regarding the means to improve the existing conditions of administration of justice in China and to assist the efforts of the Chinese Government to effect such legislation and judicial reforms as will warrant the Powers in relinquishing progressively or otherwise their rights of extra-territoriality.

The Commission shall be constituted within three months after the adjournment of the Conference, and be instructed to submit its report and recommendations within a year after the Commission's first meeting. Each of the Powers shall be deemed free to accept or reject all or any portion of the recommendations, but in no case are any of the Powers to make acceptance directly or indirectly dependent on China's granting any special concession, favour, benefit, or immunity, whether political or economic.

An additional resolution provides that non-signatory Powers having extra-territorial rights in China may accede to the resolution in regard to extra-territoriality within three months after the adjournment of the Conference.

A further additional resolution express China's satisfaction with the sympathy of the Powers in regard to the abolition of extra-territoriality, and declares China's intention to appoint a Chinese member of the Extra-territoriality Commission, it being understood that China is free to accept or reject any or all of the recommendations of the Commission. China is prepared to co-operate in the work of the Commission and in every way to facilitate the successful accomplishment of its task.

RADIO STATIONS IN CHINA

A report was submitted by the Sub-Committee on Drafting relating to radio stations for China which states that representatives of the nine Powers at the Conference decided that all radio stations in China, whether maintained under the provisions of the International Protocol of September, 1901, or, in fact maintained on the grounds of any of the foreign Legations in China, shall be limited in use to sending and receiving Government messages and shall not receive or send commercial, personal, or unofficial messages, including Press matter.

It is provided, however, that in case all other telegraphic communication is interrupted, then, upon official notification, accompanied by proof of such interruption, to the Chinese Ministry of Communications such stations may afford temporary facilities for messages excluded as before-mentioned until the Chinese Government notify the termination of the interruption.

All radio stations on Chinese territory operated by foreign Governments' subjects under treaties or concessions shall limit the messages sent or received by the terms of the treaty or concession under which the respective stations are maintained. Any radio station maintained without the authority of the Chinese Government shall be transferred to China to be operated under the direction of the Chinese Ministry of Communications, against compensation to the owners for the value of the installation, as soon as the Ministry is prepared to operate the same effectively for general public benefit Should any question arise regarding radio stations in leased territories, the South Manchuria railway zone, or the French Concession in Shanghai they shall be regarded as matters for discussion between the Chinese Government and the Governments concerned. Owners or managers of all foreign radio stations shall confer with the Chinese Ministry of Communications for the purpose of seeking a common arrangement to avoid interference in the use of wave lengths by wireless stations in China, subject to such a general arrangement as may be made by the International Conference convened for revision of the rules established by the London International Radio Telegraph Convention of 1912.

TREATY PORTS, PORTS OF CALL, AND PLACES OPEN TO FOREIGN TRADE IN THE FAR EAST

[*Note.*—E.O. signifies "effectively opened."]

I.—CHINA.

(*a*) Treaty ports and places opened by China to foreign trade:—
Aigun (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).
Amoy (Nanking), 1842.
Antung (United States' Treaty, 1903; actually opened, May 1, 1906).
Canton (Nanking, 1842).
Changchun (Japanese Treaty, 1905, E.O. January 14, 1907).
Changsha (Japanese Treaty of October 8, 1903, E.O. July 1, 1904).
Chefoo (Yentai or Tangchow) (Tientsin, 1858, E.O. 1861). *a*
Chinan (Imperial Decree, 1904, E.O. January 20, 1906).
Ching-wang-tao (Imperial Decree, 1898).
Chinkiang (Tientsin, 1858, E.O. 1861).
Choutsun (Imperial Decree, 1904, E.O. January 20, 1906).
Chungking (Additional Article, Peking, 1890; Shimonoseki, 1895).
Dairen (Dalny) (by Japan, E.O. September 1, 1906).
Fakumen (Japanese Treaty, 1905, E.O. September 10, 1906).
Feng Huang Cheng (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).
Foochow (Nanking, 1842).
Hailar (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).
Hangchow (Shimonoseki, 1895).
Hankow (Tientsin, 1858, E.O. 1861). *b*
Harbin (Japanese Treaty, 1905, E.O. January 14, 1907).
Hun Chun (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).
Ichang (Chefoo, 1876, E.O. 1877).
Kiao-chau (leased to Germany, 1898).
Kirin (Japanese Treaty, 1905, E.O. January 14, 1907).
Kiukiang (Tientsin, 1858, E.O. 1861). *b*
Kiungchow (or Hoihow-in-Hainan) (Tientsin, 1858).
Kong Kung Market (Special Article, 1897, modifying Burmah Convention, 1894).
Kongmoon (Shanghai Treaty, 1902).
Kowloon, port of entry for Canton.
Kuang-chouwan (leased to France).
Lappa, port of entry for Canton.
Liao Yang (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907.
Lungchow (French Treaty, 1886).
Mandchourie (Manchuli) (Japanese Treaty, 1905, E.O. January 14, 1907).
Mengtze (French Treaty, 1886).
Mukden (United States' Treaty, 1903; actually opened, June 1, 1906).
Nanking (French Treaty, 1858, E.O. 1899).
Nanning (Note from Tsung-li Yamen to Sir C. MacDonald of February 4, 1897, supplementing Treaty of 1897 modifying Burmah Convention of 1894, E.O. January 1, 1907).
Newchwang (or Yingkow) (Tientsin, 1858, E.O. 1861). *c*
Ningpo (Nanking, 1842).
Ninguta (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).
Pakhoi (or Pei-hai) (Chefoo, 1876, E.O. 1877).
Samshui (Special Article, 1897, modifying Burmah Convention, 1894).

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a Tangchow is the port named in the Treaty, but Chefoo is the port actually opened.
b Hankow and Kiukiang were selected, by arrangement with the Chinese Government, in November, 1860, as ports to be opened under Article X, of the Treaty of Tientsin.
c Yingkow is the port of Newchwang.

Sanhsing (Sino-Japanese Treaty, 1905; actually opened, June 28, 1907).
Santuao (or Funing) (Imperial Decree, 1898).
Shanghae (Nanking, 1842).
Shashi (Shimonoseki, 1895).
Sinminting (Japanese Treaty, 1905, E.O. October 10, 1906).
Soochow (Shimonoseki, 1895).
Swatow (or Chao-Chow) Tientsin, 1858, E.O. 1860). *a*
Szemao (French Additional Convention, 1895).
Ta-tung-kou (Japanese Treaty, 1903).
Tengyueh (Momein) (Agreement of 1897, modifying Burmah Convention 1894).
Tiehling (Japanese Treaty, 1095, E.O. September 10, 1906).
Tientsin (Peking, 1860).
Tsi-tsi-har (Japanese Treaty, 1905. E.O. January 14, 1907).
Tungchiangtzu (Japanese Treaty, 1905, E.O. September 10, 1906).
Weihaiwei (leased to Great Britain).
Wei-hsien (Imperial Decree, 1904, E.O. January 20, 1906).
Wenchow (Chefoo, 1876, E.O. 1877).
Wuchow (Special Article, 1897, modifying Burmah Convention, 1894).
Wuhu (Chefoo, 1876, E.O. 1877).
Wusung (Imperial Decree, 1898).
Yochow (Imperial Decree, 1898).

(*b*) Ports of call:—

(1.) On the Yang-tsze, for passengers and cargo—
Ho-kou (Chefoo Convention, 1876).
Luchikou (Chefoo Convention, 1876).
Nganking (Anking) (Chefoo Convention, 1876).
Tatung (Chefoo Convention, 1876).
Wu-Sueh (Chefoo Convention, 1876).

(2.) On the Yang-tsze, for passengers—
Hwangchow (Yang-tsze Regulations, 1898).
Hwang-tze-kang (Yang-tsze Regulations, 1898).
I-chang *b* (Yang-tsze Regulations, 1898).
Kiang-yin (Yang-tsze Regulations 1898).

(3.) On the West River, for passenger and cargo—
Do-Sing *c d* (by Shanghae Treaty, 1902).
Komchuk (Burmah Convention, 1897).
Lo-ting hau (by Shanghae Treaty, 1902). *d*
Pak-tau hau (by Shanghae Treaty, 1902). *d*
Shiu-hing (Burmah Convention, 1897).
Takhing (Burmah Convention, 1897).

(4.) On the West River, for passengers—
Fung-chuen (Shanghae Treaty, 1902). *d*
How-lik (Shanghae Treaty, 1902). *c d*
Kau Kong (Shanghae Treaty, 1902). *c d*
Kulow (Shanghae Treaty, 1902). *d*
Luk Pu (Shanghae Treaty, 1902). *c d*
Luk To (Shanghae Treaty, 1902). *c d*
Mah-ning (Shanghae Treaty, 1902). *c d*
Wing-on (Shanghae Treaty, 1902). *d*
Yuet Sing (Shanghae Treaty, 1902). *c d*
Yungki (Shanghae Treaty, 1902). *c d*

a Chao-Chow is the port named in the Treaty

b Not to be confounded with Ichang, the Treaty port.

c Opened for passenger traffic in January, 1903, by the Viceroy of Canton, at the suggestion of His Majesty's Consul-General prior to ratification of Treaty.

d Canton Consulate reported, June 20, 1904, by telegram that all had been declared open by Customs notification of March 1, 1904.

II.—JAPAN

(*a.*) Treaty ports:—

Hakodate	opened in 1859	Hiogo	opened in 1868
Nagasaki	opened in 1859	Osaka *b*	opened in 1868
Yokohama or Kanagawa	opened in 1859	Niigata *b* (or Ebisumi-nato)	opened in 1869
Tokio *a*	opened in 1867		

(*b.*) Ports in Formosa opened to subjects of Powers having Commercial Treaties with Japan for residence and trade:—*c*

Anping	opened in 1896	Tamsui	opened in 1896
Keelung	opened in 1896	Tainan (or Taiwan-foo) (opened in 1896; to foreign vessels and their cargo only).	
Takao	opened in 1896		

(*c.*) Opened with a proviso as to closing at three months' notice:—

	Opened in		Opened in
Shimizu *d* (Province of Suruga)	1899	Miyazu *d* (Province of Tango)	1899
Taketoyo *d* (Province of Owari)	1899	Tsuruga *d* (Province of Echizen)	1899
Nagoya *e* (Province of Owari)	1907	Nanao *d* (South Bay) (Province of Noto)	1899
Yokkaichi *d* (Province of Ise)	1899	Fushiki *d* (Provinee of Etchu)	1899
Shimonoseki *d* (Province of Nagato)	1899	Otaru *d* (Porvince of Shiribeshi)	1899
Moji *d* (Province of Buzen)	1899	Kushiro *d* (Prov nce of Kushiro)	1899
Hakata *d* (Province of Chikzen)	1899	Muroran *f h* (Province of Iburi)	1899
Karatsu *d* (Province of Hizen)	1899	Itozaki (Province of Bingo)	1900
Kuch notsu *d* (Province of Hizen)	1899	Wakamatsu *i* (Province of Chikuzen)	1904
Misumi *d* (Provinee of Higo)	1899	Shishimi *d* (Island of Tsushima)	1899
Izuhara *d* (Island of Tsuhima)	1899	Naha *d* (Loochoo Islands)	1899
Sasuna *d* (Island of Tsushima)	1899	Suminoye *j* (Province of Hizen)	1906
Hamada *d* (Province of Iwami)	1899	Awomori *f g* (Province of Mutsu)	1906
Sakai *d* (Province of Hoki)	1899		

a Tokio was never a shipping port, but simply a place open to foreign trade and residence.

b These ports are under Article XI. of the Treaty of 1894 excluded from the category of ports between which coasting trade is permitted to British vessels.

c Opening notified by departmental notice issued by Foreign Office in Tokio (February, 1896).

d Article 3 of Imperial Ordinance No. 342 (published in "Official Gazette" of the 13th July, 1899), by which the opening of these ports was notified, reads as follows:—

"When the imports and exports together at any of the ports mentioned in Article 1 for any two years in succession do not reach the value of 50,000 yen they shall be closed.

"When in cases where, in consequence of the development of communications, new ports are established in the vicinity of any of the ports enumerated in Article 1, the further maintenance of any such port, as an open port, is considered unnecessary, it may be closed, notwithstanding the provisions of the preceding clause.

"The date of the closing shall be notified three months beforehand by the Minister of Finance."

e Opened by Imperial Ordinance No. 330 (published in "Official Gazette" of the 28th October, 1907), under same conditions as ports under 4.

f The following articles only may be imported at the ports of Muroran and Awomori:—

Grains and seeds.
Beverages and comestibles (articles in Group 3 of the Import Tariff attached to the Customs Tariff Law).
Sugar, confectionery, and sweetmeats (articles included in Group 4 of the said Tariff).
Furs.
Hides and skins (articles included in Group 6, No. 66 of the above-mentioned Tariff).
Oils, fats, and waxes.
Iron—
T, angle, and the like.
Rails and fishplates for rails.
Bolts, nuts, washers, rivets, and dogspikes (all made of iron).
Materials for bridging and building (made of metal).
Mechanics' tools, and agricultural implements and parts thereof.
Locomotives, locomotive tenders, and parts thereof.
Railway passenger cars, freight waggons, and parts thereof.
Duty free articles,
Articles exempted from import duty (articles included in Article 7 of Customs Tariff Law).

(*d.*) Ports in Formosa and the Pescadores open, for the present, only to junk traffic:—*k*

(1.) Formosa—*l*

	Opened in
Gosei (or Tokaku) *m* Taichu Prefecture	1899
Koro (or Oulong) Taichu Prefecture	1899
Rokko (or Lukong) Taichu Prefecture	1899
Kiuko (or Kiukong) Taihoku Prefecture	1899
Toko (or Tongkong), Tainan Prefecture	1899
Tosekiko (or Toncho), Tainan Prefecture	1899

(2.) The Pescadores—
Makiu (or Makung), opened in 1899.

III.—COREA

Treaty ports:—

Chemulpo (opened 1880 under Japanese Treaty 1876).
Chinnampo (opened October 1, 1897).
Chungchin (opened April 1, 1908).
Fusan (Japanese Treaty, 1876).
Kunsan (May 1, 1899).
Masampo (May 1, 1899).
Mokpo (October 1, 1897).
Seoul (Hanyang) (British Treaty, 1883).
Songchin (May 1, 1899).
Wonsan (or Gensan) (opened 1880 under Japanese Convention, 1879).
Ping-yang (held to be open by Agreement among foreign Representatives at Seoul, November, 1899).
Yang-wha-chin (opened 1883 under Japanese Convention, 1882).
Yongampo (date of opening not yet fixed).
Wiju (date of opening not yet fixed).

N.B.—Though the opening of the ports of Yongampo and Wiju has not yet been officially announced, the Customs opened offices at these ports in July, 1906, and foreign steamers call there without objection on the part of the authorities.

IV.—SIAM

Article IV. of the Treaty of April 18, 1855, stipulates that:—

"British subjects are permitted to trade freely in all the seaports of Siam, but may reside permanently only at Bangkok or within the limits assigned by this Treaty."

g At the port of Awomori the following additional goods may be imported from the 1st December, 1907:—

Tinplates, iron tubes, solder.

h At the port of Muroran all articles may be imported after the 1st December, 1907, with the exception of those prohibited by Article 10 of the Customs Tariff Law.

i At the port of Wakamatsu the following goods may be imported:—

Fresh eggs.
Rice, unhulled rice, barley, wheat, oats, Indian corn and beans.
Iron ore.
Pig iron.
Manure.

And from the 1st December, 1907:—

Coke, manganese ore, ferro-manganese, and spiegleisen.

j At the Port of Suminoye only the export of commodities is permitted.

k Opening notified by Decree of Formosan Government, dated August, 1899.

l The Port of Kakoko (or Hokkokei), opened with the others in 1899, was closed from the 1st July, 1907, by Decree of Formosan Government, dated May, 1907.

m The name in brackets in this case, as in the case of each of the ports of Formosa and of the port in the Pescadores, is the local Chinese name of the port in question.

THE FOREIGN JURISDICTION ACT, 1890

53 AND 54 VICTORIA, CHAPTER 37

AN ACT TO CONSOLIDATE THE FOREIGN JURISDICTION ACTS

[4th AUGUST, 1890]

WHEREAS by treaty, capitulation grant, usage, sufferance, and other lawful means, Her Majesty the Queen has jurisdiction within divers foreign countries, and it is expedient to consolidate the Acts relating to the exercise of Her Majesty's jurisdiction out of Her dominions:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Exercise of jurisdiction in foreign country.

1.—It is and shall be lawful for Her Majesty the Queen to hold, exercise, and enjoy any jurisdiction which Her Majesty now has or may at any time hereafter have within a foreign country in the same and as ample a manner as if Her Majesty had acquired that jurisdiction by the cession or conquest of territory.

Exercise of jurisdiction over British subjects in countries without regular governments.

2.—Where a foreign country is not subject to any government from whom Her Majesty the Queen might obtain jurisdiction in the manner recited by this Act, Her Majesty shall by virtue of this Act have jurisdiction over Her Majesty's subjects for the time being resident in or resorting to that country, and that jurisdiction shall be jurisdiction of Her Majesty in a foreign country within the meaning of the other provisions of this Act.

Validity of acts done in pursuance of jurisdiction.

3.—Every act and thing done in pursuance of any jurisdiction of Her Majesty in a foreign country shall be as valid as if it had been done according to the local law then in force in that country.

Evidence as to existence or extent of jurisdiction in foreign country.

4.—(1.) If in any proceeding, civil or criminal, in a Court in Her Majesty's dominions or held under the authority of Her Majesty, any question arises as to the existence or extent of any jurisdiction of Her Majesty in a foreign country, a Secretary of State shall, on the application of the Court, send to the Court within a reasonable time his decision on the question, and his decision shall for the purposes of the proceeding be final.

(2.) The Court shall send to the Secretary of State, in a document under the seal of the Court, or signed by a Judge of the Court, questions framed so as properly to raise the question, and sufficient answers to those questions shall be returned by the Secretary of State to the Court, and those answers shall, on production thereof, be conclusive evidence of the matters therein contained.

Power to extend enactments in First Schedule.

5.—(1.) It shall be lawful for Her Majesty the Queen in Council, if she thinks fit, by Order to direct that all or any of the enactments described in the First Schedule to this Act, or any enactments for the time being in force amending or substituted for the same, shall extend, with or without any exceptions, adaptations, or modifications in the Order mentioned, to any foreign country in which for the time being Her Majesty has jurisdiction.

(2.) Thereupon those enactments shall, to the extent of that jurisdiction, operate as if that country were a British possession, and as if Her Majesty in Council were the Legislature of that possession.

Power to send persons charged with offences for trial to a British possession.

6.—(1.) Where a person is charged with an offence cognizable by a British court in a foreign country, any person having authority derived from Her Majesty in that behalf may, by warrant, cause the person so charged to be sent for trial to any British possession for the time being appointed in that behalf by Order in Council, and upon the arrival of the person so charged in that British possession, such criminal court of that possession as is authorised in that behalf by Order in Council, or, if no court is so authorised, the supreme criminal court of that possession may cause him to be kept in safe and proper custody, and so soon as conveniently may be may inquire of, try, and determine the offence, and on conviction punish the offender according to the laws in force in that behalf within that possession in the same manner as if the offence had been committed within the jurisdiction of that criminal court.

Provided that—

(*a.*) A person so charged may, before being so sent for trial, tender for examination to a British court in the foreign country where the offence is alleged to have been committed any competent witness whose evidence he deems material for his defence and whom he alleges himself unable to produce at the trial in the British possession:

(*b.*) In such case the British court in the foreign country shall proceed in the examination and cross-examination of the witness as though he had been tendered at a trial before that court, and shall cause the evidence so taken to be reduced into writing, and shall transmit to the criminal court of the British possession by which the person charged is to be tried a copy of the evidence, certified as correct under the seal of the court before which the evidence was taken, or the signature of a judge of that court:

(*c.*) Thereupon the court of the British possession before which the trial takes place shall allow so much of the evidence so taken as would have been admissible according to the law and practice of that court, had the witness been produced and examined at the trial, to be read and received as legal evidence at the trial:

(*d.*) The court of the British possession shall admit and give effect to the law by which the alleged offender would have been tried by the British court in the foreign country in which his offence is alleged to have been committed, as far as that law relates to the criminality of the act alleged to have been committed, or the nature or degree of the offence, or the punishment thereof, if the law differs in those respects from the law in force in that British possession.

(2.) Nothing in this section shall alter or repeal any law, statute, or usage by virtue of which any offence committed out of Her Majesty's dominions may, irrespectively of this Act, be inquired of, tried, determined and punished within Her Majesty's dominions, or any part thereof.

Provision as to place of punishment of persons convicted.

7. Where an offender convicted before a British court in a foreign country has been sentenced by that court to suffer death, penal servitude, imprisonment, or any other punishment, the sentence shall be carried into effect in such place as may be directed by Order in Council or be determined in accordance with directions given by Order in Council, and the conviction and sentence shall be of the same force in the place in which the sentence is so carried into effect as if the conviction had been made and the sentence passed by a competent court in that place.

8. Where, by Order in Council made in pursuance of this Act, any British court in a foreign country is authorised to order the removal or deportation of any person from that country, that removal or deportation, and any detention for the purposes thereof, according to the provisions of the Order in Council, shall be as lawful as if the order of the court were to have effect wholly within that country.

Validity of acts done under Order in Council.

9. It shall be lawful for Her Majesty the Queen in Council, by Order, to assign to or confer on any court in any British possession, or held under the authority of Her Majesty, any jurisdiction, civil or criminal, original or appellate, which may lawfully by Order in Council be assigned to or conferred on any British court in any foreign country, and to make such provisions and regulations as to Her Majesty in Council seem meet respecting the exercise of the jurisdiction so assigned or conferred, and respecting the enforcement and execution of the judgments, decrees, orders, and sentences of any such court, and respecting appeals therefrom.

Power to assign jurisdiction to British Courts in cases within Foreign Jurisdiction Act.

10. It shall be lawful for Her Majesty the Queen in Council to revoke or vary any Order in Council made in pursuance of this Act.

Power to amend Orders in Council.

11. Every Order in Council made in pursuance of this Act shall be laid before both Houses of Parliament forthwith after it is made, if Parliament be then in session, and if not, forthwith after the commencement of the then next session of Parliament, and shall have effect as if it were enacted in this Act.

Laying before Parliament, and effect of Orders in Council.

12.—(1.) If any Order in Council made in pursuance of this Act as respects any foreign country is in any respect repugnant to the provisions of any Act of Parliament extending to Her Majesty's subjects in that country, or repugnant to any order or regulation made under the authority of any such Act of Parliament, or having in that country the force and effect of any such Act, it shall be read subject to that Act, order, or regulation, and shall, to the extent of such repugnancy, but not otherwise, be void.

In what cases Orders in Council void for repugnancy.

(2.) An Order in Council made in pursuance of this Act shall not be, or be deemed to have been, void on the ground of repugnancy to the law of England unless it is repugnant to the provisions of some such Act of Parliament, order, or regulation as aforesaid.

13.—(1.) An action, suit, prosecution, or proceeding against any person for any act done in pursuance or execution or intended execution of this Act, or of any enactment repealed by this Act, or of any Order in Council made under this Act, or of any such jurisdiction of Her Majesty as is mentioned in this Act, or in respect of any alleged neglect or default in the execution of this Act, or of any such enactment, Order in Council, or jurisdiction as aforesaid, shall not lie or be instituted:

Provisions for protection of persons acting under Foreign Jurisdiction Acts.

(*a.*) in any court within Her Majesty's dominions, unless it is commenced within six months next after the act, neglect, or default complained of, or in case of a continuance of injury or damage within six months next after the ceasing thereof, or where the cause of action arose out of Her Majesty's dominions within six months after the parties to the action, suit, prosecution, or proceeding have been within the jurisdiction of the court in which the same is instituted; nor

(*b.*) in any of Her Majesty's courts without Her Majesty's dominions unless the cause of action arose within the jurisdiction of that court, and the action is commenced within six months next after the act, neglect or default complained of, or, in case of a continuance of injury, or damage, within six months next after the ceasing thereof.

(2.)—In any such action, suit, or proceeding, tender of amends before the same was commenced may be pleaded in lieu of or in addition to any other plea. If the action, suit, or proceeding was commenced after such tender, or is proceeded with after payment into court of any money in satisfaction of the plaintiff's claim, and the plaintiff does not recover more than the sum tendered or paid, he shall not recover any costs incurred after such tender or payment, and the defendant shall be entitled to costs, to be taxed as between solicitor and client, as from the time of such tender or payment; but this provision shall not affect costs on any injunction in the action, suit, or proceeding.

Jurisdiction over ships in certain Eastern seas.

14.—It shall be lawful for Her Majesty the Queen in Council to make any law that may seem meet for the government of Her Majesty's subjects being in any vessel at a distance of not more than one hundred miles from the coast of China or of Japan, as fully and effectual as any such law might be made by Her Majesty in Council for the Government of Her Majesty's subjects being in China or in Japan.

Provision as to subjects of Indian Princes.

15.—Where any Order in Council made in pursuance of this Act extends to persons enjoying Her Majesty's protection, that expression shall include all subjects of the several Princes and States in India.

Definitions.

16.—In this Act,—

The expression "foreign country" means any country or place out of Her Majesty's dominions:

The expression "British court in a foreign country" means any British court having jurisdiction out of Her Majesty's dominions in pursuance of an Order in Council whether made under any Act or otherwise:

The expression "jurisdiction" includes power.

Power to repeal or vary Acts in Second Schedule.

17.—The Acts mentioned in the Second Schedule to this Act may be revoked or varied by Her Majesty by Order in Council.

Repeal.

18.—The Acts mentioned in the Third Schedule to this Act are hereby repealed to the extent in the third column of that schedule mentioned: Provided that,—

(1) Any Order in Council, commission, or instructions made or issued in pursuance of any enactment repealed by this Act, shall, if in force at the passing of this Act, continue in force, until altered or revoked by Her Majesty as if made in pursuance of this Act; and shall, for the purposes of this Act, be deemed to have been made or issued under and in pursuance of this Act; and

(2) Any enactment, Order in Council, or document referring to any enactment repealed by this Act shall be construed to refer to the corresponding enactment of this Act.

Short title.

19.—(1.) This Act may be cited as the Foreign Jurisdiction Act, 1890.

(2.) The Acts whereof the short titles are given in the First Schedule to this Act may be cited by the respective short titles given in that schedule.

SCHEDULES

FIRST SCHEDULE (Sections 5 and 19)

Session and Chapter.	Title.	Enactments which may be extended by Order in Council.	Short Title.
12 & 13 Vict. c. 96.	An Act to provide for the Prosecution and Trial in Her Majesty's Colonies of Offences committed within the jurisdiction of the Admiralty.	The whole Act.	Admiralty Offences (Colonial) Act, 1849.
14 & 15 Vict. c. 99.	An Act to amend the law of evidence.	Sections seven and eleven.	Evidence Act, 1851.
17 & 18 Vict. c. 104.	The Merchant Shipping Act, 1854.	Part X.	
19 & 20 Vict. c. 113.	An Act to provide for taking evidence in Her Majesty's Dominions in relation to civil and commercial matters pending before Foreign tribunals.	The whole Act.	Foreign Tribunals Evidence Act, 1856.
22 Vict. c. 20.	An Act to provide for taking evidence in Suits and Proceedings pending before Tribunals in Her Majesty's Dominions, in places out of the jurisdiction of such tribunals.	The whole Act.	Evidence by Commission Act, 1859
22 & 23 Vict. c. 63.	An Act to afford Facilities for the more certain Ascertainment of the Law administered in one Part of Her Majesty's Dominions, when pleaded in the Courts of another Part thereof.	The whole Act.	British Law Ascertainment Act, 1859.
23 & 24 Vict. c. 122.	An Act to enable the Legislatures of Her Majesty's Possessions Abroad to make Enactments similar to the Enactment of the Act ninth, George the Fourth, chapter thirty-one, section eight.	The whole Act.	Admiralty Offences (Colonial) Act, 1860.
24 & 25 Vict. c. 11.	An Act to afford facilities for the better Ascertainment of the Law of Foreign Countries when pleaded in Courts within Her Majesty's Dominions.	The whole Act.	Foreign Law Ascertainment Act, 1861.
30 & 31 Vict. c. 124.	The Merchant Shipping Act, 1867.	Section eleven.	
37 & 38 Vict. c. 94.	The Conveyancing (Scotland) Act, 1874.	Section fifty-one.	
44 & 45 Vict. c. 69.	The Fugitive Offenders Act, 1881.	The whole Act.	
48 & 49 Vict. c. 74.	The Evidence by Commission Act, 1885.	The whole Act.	

SECOND SCHEDULE (Section 17)

Acts which may be revoked or varied by Order in Council

Session and Chapter.	Title.	Extent of Repeal.
24 & 25 Vict. c. 31.	An Act for the prevention and punishment of offences committed by Her Majesty's subjects within certain territories adjacent to the colony of Sierra Leone.	The whole Act.
26 & 27 Vict. c. 35.	An Act for the prevention and punishment of offences committed by Her Majesty's subjects in South Africa.	The whole Act.

THIRD SCHEDULE (Section 18)

Enactments repealed

Session and Chapter.	Title or Short Title.	Extent of Repeal.
26 & 7 Vict. c. 94	The Foreign Jurisdiction Act, 1843.	The whole Act.
20 & 21 Vict. c. 75	An Act to confirm an Order in Council concerning the exercise of jurisdiction in matters arising within the kingdom of Siam.	The whole Act.
28 & 29 Vict. c. 116	The Foreign Jurisdiction Act Amendment Act, 1865.	The whole Act.
29 & 30 Vict. c. 87	The Foreign Jurisdiction Act Amendment Act, 1866.	The whole Act.
33 & 34 Vict. c. 55	The Siam and Straits Settlements Jurisdiction Act, 1870.	The whole Act.
38 & 39 Vict. c. 85	The Foreign Jurisdiction Act, 1875.	The whole Act.
39 & 40 Vict. c. 46	An Act for more effectually punishing offences against the laws relating to the slave trade.	Sections four and six.
41 & 42 Vict. c. 67	The Foreign Jurisdiction Act, 1878.	The whole Act.

ORDERS IN COUNCIL

ORDER OF HIS MAJESTY THE KING IN COUNCIL FOR THE GOVERNMENT OF HIS MAJESTY'S SUBJECTS IN CHINA AND COREA

AT THE COURT AT BUCKINGHAM PALACE, THE 24TH DAY OF OCTOBER, 1904

PRESENT:—

THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

LORD PRESIDENT. LORD WINDSOR.
MR. SECRETARY BRODRICK. MR. A. GRAHAM MURRAY.

WHEREAS by Treaty, grant, usage, sufferance, and other lawful means, His Majesty the King has jurisdiction within the dominions of the Emperor of China and of the Emperor of Corea;

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by the Foreign Jurisdiction Act, 1890, or otherwise in His Majesty vested, is pleased by and with the advice of his Privy Council to order, and it is hereby ordered, as follows:—

I.—PRELIMINARY AND GENERAL.

1. This Order is divided into parts, as follows:— Division of Order.

PARTS.	SUBJECT.	ARTICLES.
I.	Preliminary and General	1-6
II.	Constitution and Powers of Courts	7-34
III.	Criminal Matters	35-88
IV.	Civil Matters	89-117
V.	Procedure, Criminal and Civil	118-128
VI.	Mortgages and Bills of Sale...	129-150
VII.	Foreign Subjects and Tribunals	151-154
VIII.	Regulations	155-159
IX.	Miscellaneous...	160-171
	Schedule of Repealed Orders.	

2. The limits of this Order are the dominions of the Emperor of China and of the Emperor of Corea, including the territorial waters of those dominions respectively; but, except as provided in this Order, the said limits do not include places within the limits of the Weihaiwei Order in Council, 1901. Limits Order.

Interpretation.

3. In the construction of this Order the following words and expressions have the meanings hereby assigned to them, unless there be something in the subject or context repugnant thereto, that is to say:—

"Administration" means letters of administration, including the same with will annexed or granted for special or limited purposes or limited in duration.

"British ship" means a merchant-ship being a British ship within the meaning of the Merchant Shipping Act, 1894, and includes any ship provided with sailing letters from the Governor of Hongkong, or from His Majesty's Minister in China or Corea.

"British possession" means any part of His Majesty's dominions exclusive of the United Kingdom.

"British subject" includes a British protected person, that is to say, a person who either (*a*) is a native of any Protectorate of His Majesty, and is for the time being in China or Corea; or (*b*) by virtue of Section 15 of the Foreign Jurisdiction Act, 1890, or otherwise enjoys His Majesty's protection in China and Corea.

"China" means so much of the Empire of China as is within the limits of this Order.

"Consular district" means the district in and for which a Consular officer usually acts, or for which he may be authorized to act, for all or any of the purposes of this Order by authority of the Secretary of State.

"Consular officer" means a Consul-General, Consul, Vice-Consul Consular Agent, or Pro-Consul of His Majesty resident in China or Corea, including a person acting temporarily, with the approval of the Secretary of State, as or for a Consul-General, Consul, Vice-Consul, or Consular Agent of His Majesty so resident.

"Commissioned Consular officer" means a Consular officer holding a commission of Consul-General, Consul, or Vice-Consul from His Majesty, including a person acting temporarily, with the approval of the Secretary of State, or of His Majesty's Minister in China or Corea, as or for such a commissioned Consular officer.

"Consulate" and "Consular office" refer to the Consulate and office of a Consular officer.

"The Court," except when the reference is to a particular Court, means any Court established under this Order, subject, however, to the provisions of this Order with respect to powers and local jurisdictions.

"Foreigner" means a subject or citizen of a State in amity with His Majesty, including China and Corea.

"Judge," except where the context intends a reference to the Judge of the Supreme Court only, includes Assistant Judge, and, except where the context intends a reference in the Supreme Court only, includes the officer for the time being holding a Provincial Court.

"Legal practitioner" includes barrister-at-law, advocate, solicitor, Writer to the Signet, and any person possessing similar qualifications.

"Lunatic" means idiot or person of unsound mind.

"Master," with respect to any ship, includes every person (except a pilot) having command or charge of that ship.

"Minister" means His Majesty's Minister in China or in Corea, as the case may be, and includes Charge d'Affaires or other chief Diplomatic Representative.

"Month" means calendar month.

"Oath" and "affidavit," in the case of persons for the time being allowed by law to affirm or declare, instead of swearing, include affirmation and declaration, and the expression "swear," in the like case, includes affirm and declare.

"Offence" includes crime, and any act or omission punishable criminally in a summary way or otherwise.

"Person" includes Corporation.

"Prescribed" means prescribed by Regulations or Rules of Court.

"Prosecutor" means complainant or any person appointed or allowed by the Court to prosecute.

"Proved" means shown by evidence on oath, in the form of affidavit, or other form, to the satisfaction of the Court or Consular officer acting or having jurisdiction in the matter, and "proof" means the evidence adduced in that behalf.

"Rules of Court" means rules of Court made under the provisions of this Order.

"Secretary of State" means one of His Majesty's Principal Secretaries of State.

"Ship" includes any vessel used in navigation, however propelled, with her tackle, furniture and apparel, and any boat or other craft.

"The Treasury" means the Commissioners of His Majesty's Treasury.

"Treaty" includes any Convention, Agreement, or Arrangement, made by or on behalf of His Majesty with any State or Government, whether the Government of China or of Corea is a party thereto or not.

"Will" means will, codicil, or other testamentary instrument.

Expressions used in any rules, regulations, or orders made under this Order shall, unless a contrary intention appears, have the same respective meanings as in this Order.

Rules of Construction.

4.—(1) In this Order, words importing the plural or the singular may be construed as referring to one person or thing, or to more than one person or thing, and words importing the masculine as referring to the feminine (as the case may require).

(2) Where this Order confers any power or imposes any duty, then, unless a contrary intention appears, the power may be exercised and the duty shall be performed from time to time as occasion requires.

(3) Where this Order confers a power, or imposes a duty on, or with respect to, a holder of an office, as such, then, unless a contrary intention appears, the power may be exercised and the duty shall be performed by, or with respect to, the holder for the time being of the office or the person temporarily acting for the holder.

(4) Where this Order confers a power to make any rules, regulations, or orders, the power shall, unless a contrary intention appears, be construed as including a power exercisable in the like manner and subject to the like consent and conditions, if any, to rescind, revoke, vary, or amend the rules, regulations, or orders.

(5) This Article shall apply to the construction of any rules, regulations, or orders made under this Order, unless a contrary intention appears.

Extent of Jurisdiction.

5. The jurisdiction conferred by this Order extends to the persons and matters following, in so far as by Treaty, grant, usage, sufferance, or other lawful means, His Majesty has jurisdiction in relation to such matters and things, that is to say:—

(1) British subjects, as herein defined, within the limits of this Order.

(2) The property and all personal or proprietary rights and liabilities within the said limits of British subjects, whether such subjects are within the said limits or not.

(3) Foreigners in the cases and according to the conditions specified in this Order and not otherwise.

(4) Foreigners, with respect to whom any State, King, Chief, or Government, whose subjects, or under whose protection they are, has by any Treaty as herein defined or otherwise agreed with His Majesty for, or consents to, the exercise of power or authority by His Majesty.

(5) British ships with their boats, and the persons and property on board thereof, or belonging thereto, being within the limits of this Order.

Exercise of Jurisdiction.

6. All His Majesty's jurisdiction exercisable in China or Corea for the hearing and determination of criminal or civil matters, or for the maintenance of order, or for the control or administration of persons or property, or in relation thereto, shall be exercised under and according to the provisions of this Order, and not otherwise.

II.—Constitution and Powers of Courts.

(i) *Supreme Court.*

Constitution of Supreme Court.

7.—(1) There shall be a Court styled "His Britannic Majesty's Supreme Court for China and Corea" (in this Order referred to as the Supreme Court, and comprised in the term "the Court").

(2) Subject to the provisions of this Order, there shall be a Judge, and as many Assistant Judges of the Supreme Court as may from time to time be required, who shall respectively be appointed by His Majesty by warrant under His Royal sign manual.

Every Judge shall be at the time of his appointment a member of the Bar of England, Scotland, or Ireland, of not less than seven years' standing.

(3) The Judges, or anytwo of them, shall sit together for the purposes described in this Order, and the Supreme Court so constituted is hereinafter in this Order referred to as the "Full Court."

(4) When the Full Court consists of not more than two Judges, and there is a difference of opinion, the opinion of the Judge, or, in his absence, the Senior Assistant Judge, shall prevail.

(5) Subject to any Rules of Court, the Judge shall make any such arrangements as he thinks fit for the distribution of the business of the Court.

(6) If the Chief Justice in office at the passing of this Order becomes the Judge of the Supreme Court under this Order, he shall retain the title of Chief Justice during his tenure of office.

Acting Judge.

8. During a vacancy in the office of Judge, or in case of the illness or incapacity of the Judge, or of his absence from the district of the Consulate of Shanghai, the Secretary of State may appoint a fit person to act as Judge, but unless or until such appointment is made, the Assistant Judge or Senior Assistant Judge shall act as Judge.

An Acting Judge shall, during the continuance of his appointment, have all the power and authority of the Judge.

Acting Assistant Judge.

9. During a vacancy or temporary vacancy in the office of Assistant Judge, or in case of the absence, or illness, or other incapacity of an Assistant Judge, the Judge may, by writing under his hand and the seal of the Supreme Court, appoint any fit person, approved by the Secretary of State, or by His Majesty's Minister in China, to act as and for such Assistant Judge for the time therein mentioned or during the vacancy, as the case may be; but every such appointment shall be revocable, at pleasure, by the Judge, by writing under his hand and the seal of the Supreme Court, or by the Secretary of State.

The person so appointed shall, during the continuance of his appointment, have all the power and authority of an Assistant Judge.

Additional Assistant Judge.

10. The Secretary of State may appoint either a person qualified as provided in Article 7, or a Consular officer to act as an additional Assistant Judge, and any person so appointed shall, during the continuance of his appointment, have all the power and authority of an Assistant Judge.

Seal of Supreme Court

11. The Supreme Court shall have a seal, bearing the style of the Court and such device as the Secretary of State approves, but the seal in use at the commencement of this Order shall continue to be used until a new seal is provided.

Officers of Supreme Court.

12.—(1) There shall be attached to the Supreme Court a Sheriff, a Crown Advocate, a Registrar, a Chief Clerk, a Marshal, and such other officers and clerks under such designations as the Secretary of State thinks fit.

(2) The Secretary of State, or His Majesty's Minister in China or Corea, as the case may be, may temporarily attach to the Supreme Court such persons, being Consular officers, as he thinks fit.

(3) Every officer, clerk, and other person thus attached shall discharge such duties in connection with the Court as the Judge may direct, subject to any instructions of the Secretary of State.

Sheriff.

13. The Sheriff shall have all the powers and authorities of the Sheriff of a county in England, with all the privileges and immunities of the office, and shall be charged with the execution of all decrees, orders and sentences made and passed by the Supreme Court, on the requisition in that behalf of the Supreme Court.

He shall be entitled to such fees and costs as the Supreme Court may direct.

Registrar.

14. The Registrar shall be appointed by His Majesty.

He shall be either a member of the Bar of England, Scotland, or Ireland, or a Solicitor of the Supreme Court in England or Ireland, or a Writer to His Majesty's Signet, or a Solicitor in the Supreme Courts of Scotland.

He may also, with the approval of the Secretary of State, hold the office of Chief Clerk of the Supreme Court.

In case of the absence from Shanghai or of the illness of the Registrar, or during a vacancy in the office of Registrar, or during the employment of the Registrar in another capacity, or on emergency, the Judge may, by writing under his hand and the seal of the Supreme Court, appoint any fit person to act as Registrar for the time therein mentioned, or until the appointment is revoked by the Judge or disapproved or revoked by the Secretary of State.

Tenure of Judges and Registrar.

15. The Judge, each Assistant Judge, and the Registrar shall hold office during the pleasure of His Majesty.

Revocation of Appointments.

16. In case at any time His Majesty thinks fit by warrant under his Royal sign manual to revoke the warrant appointing any person to be Judge, Assistant Judge, or Registrar, or while there is a Judge, Assistant Judge, or Registrar in office, thinks fit by warrant under his Royal sign manual to appoint another person to be Judge, Assistant Judge, or Registrar (as the case may be), then, and in every such case, until the warrant of revocation or of new appointment is notified by His Majesty's Minister in China to the person holding office, all powers and authorities vested in that person shall continue and be deemed to have continued in as full force—and he shall continue, and be deemed to have continued, entitled to all the privileges and emoluments of the office as fully, and all things done by him shall be and be deemed to have been as valid in law—as if such warrant of revocation or new appointment had not been made.

Sittings of Supreme Court.

17. The Supreme Court shall ordinarily sit at Shanghai; but may, if it seems expedient, sit at any other place within the limits of this Order, and may at any time transfer its ordinary sittings to any such place as the Secretary of State approves. Under this Article the Judges may sit at the same time at different places, and each sitting shal be deemed to be a sitting of the Supreme Court.

Visitation of Judges.

18. The Judge or under his directions an Assistant Judge may visit, in a magisterial or judicial capacity, any place in China or Corea, and there inquire of, or hear and determine, any case, civil or criminal, and may examine any records or order documents in any Provincial Court, and give directions as to the keeping thereof.

(ii) *Provincial Courts.*

Constitution of Provincial Courts.

19.—(1) Every commissioned Consular officer, with the exception of those at Shanghai and with such other exceptions (if any) as the Secretary of State thinks fit to make, shall for and in his Consular district hold and form a Court, in this Order referred to as a Provincial Court.

(2) Where His Majesty's Minister in China or Corea, as the case may be, appoints any person to be Acting Consul-General, Consul, or Vice-Consul at any port or place in China or Corea, which is for the time being open to foreign trade, and at which no commissioned Consular officer is resident, that person shall hold and form a Provincial Court for the district for which he is appointed to act.

(3) Every Provincial Court shall be styled "His Britannic Majesty's Court at Canton" (or as the case may be).

(4) Every Provincial Court may, with the approval of the Judge of the Supreme Court, appoint a competent person, or persons, to perform such duties and to exercise such powers in and for that Court as are by this Order and any Rules of Court imposed or conferred upon the Registrar and Marshal respectively, and any person so appointed shall perform such duties and exercise such powers accordingly.

(5) Every Provincial Court shall have a seal bearing its style and such device as the Secretary of State from time to time directs; but where such a seal is not provided, the seal of the Consular officer holding the Court may be used.

(iii) *Jurisdiction of Courts.*

Courts of Record.

20. The Supreme Court, and each Provincial Court, shall, in the exercise of every part of its jurisdiction, be a Court of Record.

Jurisdiction of Supreme Court at Shanghai.

21. All His Majesty's jurisdiction, civil and criminal, including any jurisdiction by this Order conferred expressly on a Provincial Court, shall for and within the district of the Consulate of Shanghai be vested exclusively in the Supreme Court as its ordinary original jurisdiction.

Jurisdiction of Provincial Courts.

22. All His Majesty's jurisdiction, civil and criminal, not under this Order vested exclusively in the Supreme Court, shall to the extent and in the manner provided by this Order be vested in the Provincial Courts.

Concurrent jurisdiction of Supreme Court.

23. The Supreme Court shall have in all matters, civil and criminal, an original jurisdiction, concurrent with the jurisdiction of the several Provincial Courts, to be exercised subject and according to the provisions of this Order.

Jurisdiction of Registrar.

24.—(1) The Registrar of the Supreme Court shall, subject to any directions of the Judge, hold preliminary examinations, and shall hear and determine such criminal cases in that Court as are not, under this Order, required to be heard and determined on a charge.

(2) The Registrar shall also have authority to hear and determine such civil actions as may be assigned to him by the Judge, but actions

which under this Order are required or directed to be heard with a jury or assessors shall not be so assigned.

(3) For the purposes of this Article the Registrar shall exercise all the powers and jurisdiction of a Provincial Court, and the provisions of this Order with respect to appeal and reserved case in criminal matters and to appeal in civil matters shall apply accordingly.

Case reported or removed to Supreme Court.

25.—(1) Where any case, civil or criminal, commenced in a Provincial Court, appears to that Court to be beyond its jurisdiction, or to be one which for any other reason ought to be tried in the Supreme Court, the Provincial Court shall report the case to the Supreme Court for directions.

(2) The Supreme Court may of its own motion, or upon the report of a Provincial Court, or on the application of any party concerned, require any case, civil or criminal, pending in any Provincial Court to be transferred to, or tried in, the Supreme Court, or may direct in what Court and in what mode, subject to the provisions of this Order, any such case shall be tried.

Courts to be auxiliary to one another

26. The Supreme Court and every Provincial Court shall be auxiliary to one another in all particulars relative to the administration of justice, civil or criminal.

Conciliation.

27. Every Judge and Officer of Courts established under this Order shall, as far as there is proper opportunity, promote reconciliation and encourage and facilitate the settlement in an amicable way and without recourse to litigation of matters in difference between British subjects, or between British subjects and foreigners in China or Corea.

Modes of trial.

28. Subject to the provisions of this Order, criminal and civil cases may be tried as follows:—

(*a*) In the case of the Supreme Court, by the Court itself, or by the Court with a jury, or with assessors.

(*b*) In the case of a Provincial Court by the Court itself, or by the Court with assessors.

Process of Supreme Court of Hongkong.

29. Any of His Majesty's Courts in China or Corea may cause any summons, order, or judgment issuing from the Supreme Court of Hongkong, in any civil proceeding, and accompanied by a request in writing under the seal of that Court, to be served in China or Corea.

Immunity of Legation.

30.—(1) Notwithstanding anything in this Order, the Court shall not exercise any jurisdiction in any proceeding whatsoever over His Majesty's Minister, or over his official or other residences, or his official or other property.

(2) Notwithstanding anything in this Order, the Court shall not exercise, except with the consent of the Minister signified in writing to the Court, any jurisdiction in any proceeding over any person attached to or being a member of, or in the service of, the Legation. The consent of the Minister may be given, either specially with respect to any person, or generally with respect to any class of persons so attached.

(3) If in any case under this Order it appears to the Court that the attendance of the Minister, or of any person attached to or being a member of the Legation, or being in the service of the Legation, to give evidence before the Court is requisite in the interest of justice, the Court may address to the Minister a request in writing for such attendance.

(4) A person attending to give evidence before the Court shall not be compelled or allowed to give any evidence or produce any document, if, in the opinion of the Minister, signified by him personally or in writing to the Court, the giving or production thereof would be injurious to His Majesty's service.

Operation of Imperial Acts, &c.

31. Where, by virtue of any Imperial Act, or of this Order, or otherwise, any provisions of any Imperial Acts, or of any law of a British

possession, or of any Orders in Council other than this Order, are applicable in China or Corea, or any forms, regulations, or procedure prescribed or established by or under any such Act, Law or Order, are made applicable for any purpose of this Order or any other order relating to China or Corea, such Acts, Laws, Orders, Forms, Regulations, or procedure may be construed or used with such alterations and adaptations not affecting the substance as may be necessary having regard to local circumstances, and anything required to be done by, to, or before any Court, Judge, officer, or authority may be done by, to, or before a Court, Judge, officer, or authority having the like or analogous functions, or by, to, or before any officer designated by the Secretary of State or by the Court (as the case may require) for that purpose; and the seal of the Supreme or Provincial Court (as the case may be) may be substituted for any other seal, and in case any difficulty occurs in the application it shall be lawful for a Secretary of State to direct by, to, or before whom and in what manner anything is to be done, and such Act, Law, Order, Form, Regulation, or Procedure shall be construed accordingly.

Where under any such Imperial Act, Law, or Order any publication is required to be made, as respects any judicial proceeding in any *Gazette* or otherwise, such publication shall in China or Corea be made in such newspaper or by such other mode as the Court shall think fit to direct.

Jurors and Assessors.

Jury.

32.—(1) Every male resident British subject—being of the age of 21 years upwards—having a competent knowledge of the English language—having or earning a gross income at such rate as may be fixed by Rules of Court—not having been attainted of treason or felony, or convicted of any crime that is infamous (unless he has obtained a free pardon) and not being under outlawry—shall be qualified to serve on a jury.

(2) All persons so qualified shall be liable so to serve, except the following persons, who shall nevertheless be competent to serve, that is to say:—

Persons in His Majesty's Diplomatic, Consular, or other Civil Service, in actual employment;

Officers, clerks, keepers of prisons, messengers, and other persons attached to or in the service of the Court;

Officers and others on full pay in His Majesty's navy or army, or in actual employment in the service of any Department connected therewith;

Persons holding appointments in the civil, naval, or military service of China or Corea;

Clergymen and other ministers of religion in the actual discharge of professional duties;

Legal practitioners in actual practice;

Physicians, surgeons, and apothecaries in actual practice;

Persons who are over 60 years of age or are disabled by mental or bodily infirmity.

(3) A jury shall consist of such number of jurors, not more than twelve nor less than five, as may be determined in accordance with Rules of Court; and in such Rules different provisions may be made with respect to the several places at which the Supreme Court may sit, regard being had to the number of available jurors and any other considerations.

(4) In civil and in criminal cases the like challenges shall be allowed as in England—with this addition, that in civil cases each party may challenge three jurors peremptorily.

(5) A jury shall be required to give an unanimous verdict; provided that, with the consent of parties, the verdict of a majority may be taken in civil cases.

Assessors.

33.—(1) An Assessor shall be a competent and impartial British subject, of good repute, nominated and summoned by the Court for the purpose of acting as Assessor.

(2) In the Supreme Court there may be one, two, or three Assessors, as the Court thinks fit.

(3) In a Provincial Court there shall ordinarily be not fewer than two, and not more than four, Assessors. Where, however, by reason of local circumstances, the Court is able to obtain the presence of one Assessor only, the Court may, if it thinks fit, sit with one Assessor only: and where, for like reasons, the Court is not able to obtain the presence of an Assessor, the Court may, if it thinks fit, sit without an Assessor—the Court in every case, recording in the Minutes its reasons for sitting with one Assessor only or without an Assessor.

(4) An Assessor shall not have any voice in the decision of the Court in any case, civil or criminal; but an Assessor dissenting, in a civil case, from any decision of the Court, or, in a criminal case, from any decision of the Court or the conviction or the amount of punishment awarded, may record in the Minutes his dissent, and the grounds thereof, and shall be entitled to receive without payment a certified copy of the Minutes.

Penalty for non-attendance.

34.—(1) Any person failing to attend as juror or Assessor according to a summons shall be deemed guilty of a contempt of Court, and shall be liable to a fine not exceeding £10, but a person shall not be liable to fine for non-attendance unless he is resident in the Consular district in which the Court sits.

(2) Any such fine shall not be levied until after the expiration of fourteen days. The proper officer of the Court shall forthwith give to the person fined notice in writing of the imposition of the fine, and require him within six days after receipt of the notice to file an affidavit excusing non-attendance (if he desire to do so). The Court shall consider the affidavit, and may, if it seems proper, remit or reduce the fine.

III.—Criminal Matters.

Application of criminal law of England.

35.—(1) Except as regards offences made or declared such by this or any other Order relating to China or Corea, or by any Rules or Regulations made under any Order;

Any act that would not by a Court of Justice having criminal jurisdiction in England be deemed an offence in England, shall not, in the exercise of criminal jurisdiction under this Order, be deemed an offence, or be the subject of any criminal proceeding under this Order.

(2) Subject to the provisions of this Order, criminal jurisdiction under this Order shall, as far as circumstances admit, be exercised on the principles of, and in conformity with, English law for the time being, and with the powers vested in the Courts of Justice and Justices of the Peace in England, according to their respective jurisdiction and authority.

Local Jurisdiction in Criminal Matters.

Power to summon Offenders.

36. Every Court may cause to be summoned or arrested, and brought before it, any person subject to and being within the limits of its jurisdiction, and accused of having committed an offence cognizable under this Order, and may deal with the accused according to the jurisdiction of the Court and in conformity with the provisions of this Order.

Place of offence for purposes of trial.

37. For the purposes of criminal jurisdiction every offence and cause of complaint committed or arising within the limits of this Order shall be deemed to have been committed or to have arisen, either in the place where the same actually was committed or arose, or in any place where the person charged or complained of happens to be at the time of the institution or commencement of the charge or complaint.

Escape and arrest in another district.

38. Where a person accused of an offence escapes or removes from the Consular district within which the offence was committed, and is found within another Consular district, the Court within whose district he is found may proceed in the case to trial and punishment, or to preliminary examination (as the case may require), in like manner as if the offence had been committed in its own district; or may, on the requisition or with the consent of the Court within whose district the offence was committed, send him in custody to that Court, or require him to give security for his surrender to that Court, there to be dealt with according to law.

Where any person is to be so sent in custody, a warrant shall be issued by the Court within whose district he is found, and that warrant shall be sufficient authority to any person to whom it is directed to receive and detain the person therein named, and to carry him to and deliver him up to the Court within whose district the offence was committed, according to the warrant.

Admiralty offences, &c.

39.—(1) In cases of murder or manslaughter if either the death, or the criminal act which wholly or partly caused the death, happened within the jurisdiction of a Court acting under this Order, that Court shall have the like jurisdiction over any British subject who is accused either as the principal offender, or as accessory before the fact to murder, or as accessory after the fact to murder or manslaughter, as if both the criminal act and the death had happened within that jurisdiction.

(2) In the case of any offence committed on the high seas, or within the Admiralty jurisdiction, by any British subject on board a British ship, or on board a foreign ship to which he did not belong, the Court shall, subject to the provisions of this Order, have jurisdiction as if the offence had been committed within the jurisdiction of that Court. In cases tried under this Article no different sentence can be passed from the sentence which could be passed in England if the offence were tried there.

(3) The foregoing provisions of this Article shall be deemed to be adaptations, for the purposes of this Order and of the Foreign Jurisdiction Act, 1890, of the following enactments, that is to say:—

The Admiralty Offences (Colonial) Act, 1849.

The Admiralty Offences (Colonial) Act, 1860.

The Merchant Shipping Act, 1894, Part. XIII.

And those enactments shall apply accordingly and be administered in China and Corea.

Apprehension and Custody of Accused Persons.

Bringing accused before Court.

40.—(1) Where a person accused of an offence is arrested on a warrant issuing out of any Court, he shall be brought before the Court within forty-eight hours after the arrest, unless in any case circumstances unavoidably prevent his being brought before the Court within that time, which circumstances shall be recorded in the Minutes.

(2) In every case, he shall be brought before the Court as soon as circumstances reasonably admit, and the time and circumstances shall be recorded in the Minutes.

Remand.

41.—(1) Where an accused person is in custody, he shall not be remanded at any time for more than seven days, unless circumstances

appear to the Court to make it necessary or proper that he should be remanded for a longer time, which circumstances, and the time of remand, shall be recorded in the Minutes.

(2) In no case shall a remand be for more than fourteen days at one time, unless in case of illness of the accused or other case of necessity.

Detention of ship.

42. Where the Supreme Court or a Provincial Court issues a summons or warrant against any person on complaint of an offence committed on board of, or in relation to, a British ship, then, if it appears to the Court that the interests of public justice so require, the Court may issue a warrant or order for the detention of the ship, and may cause the ship to be detained accordingly, until the charge is heard and determined, and the order of the Court thereon is fully executed, or for such shorter time as the Court thinks fit; and the Court shall have power to make all such orders as appears to it necessary or proper for carrying this provision into effect.

Execution writs of Supreme Court

43. Every Provincial Court shall execute any writ, order, or warrant issuing from the Supreme Court, and may take security from any person named therein for his appearance personally or by attorney, according to the writ, order, or warrant; or may cause such person to be taken in custody or otherwise to the Supreme Court or elsewhere in China or Corea, according to the writ, order, or warrant.

Bail.

44.—(1) The Court may, in its discretion, admit to bail persons accused of any of the following offences, namely :—

Any felony.

Riot.

Assault on any officer in the execution of his duty, or on any person acting in his aid.

Neglect or breach of duty by an officer.

But a person accused of treason or murder shall not be admitted to bail except by the Supreme Court.

(2) In all other cases the Court shall admit the accused to bail unless the Court, having regard to the circumstances, sees good reason to the contrary, which reason shall be recorded in the Minutes.

(3) The Supreme Court may admit a person to bail, although a Provincial Court has not thought fit to do so.

(4) The accused who is to be admitted to bail, either on remand or on or after trial ordered, shall produce such surety or sureties as, in the opinion of the Court, will be sufficient to insure his appearance as and when required, and shall with him or them enter into a recognizance accordingly.

Trial with Jury or Assessors.

Trial with jury or assessors.

45.—(1) Where the offence charged is treason or murder the case must be tried on a charge before the Supreme Court with a jury.

(2) In each of the two following cases, namely :—

(i) Where the offence charged is rape, arson, housebreaking, robbery with violence, piracy, forgery, or perjury ; or

(ii) Where the offence charged is any other than as aforesaid, but it appears to the Court at any time before the trial, the opinion of the Court being recorded in the Minutes, that the offence charged, if proved, would not be adequately punished by imprisonment for three months with hard labour, or by a fine of £20, or both such imprisonment and fine—

The offence shall be tried on a charge with a jury or assessors (according to the provisions of this Order applicable to the Court) ; but may, with the consent of the accused, be tried without assessors or jury.

In the Supreme Court, when the accused does not so consent, the charge shall be tried with a jury, unless the Court is of opinion that a jury cannot be obtained.

(3) The Supreme Court may, for any special reason, direct that any case shall be tried with assessors or a jury, and a Provincial Court may, for any special reason, direct that any case shall be tried with assessors. In each such case the special reason shall be recorded in the Minutes.

Speedy trial.

46.—(1) Where an accused person is ordered to be tried before a Court with a jury or with assessors, he shall be tried as soon after the making of the order as circumstances reasonably admit.

(2) As long notice of the time of trial as circumstances reasonably admit shall be given to him in writing, under the seal of the Court, which notice, and the time thereof, shall be recorded in the Minutes.

Report of sentences.

47.—(1) The Supreme Court shall, when required by the Secretary of State, send to him a report of the sentence of the Court in any case tried before that Court with a jury or assessors, with a copy of the Minutes and notes of evidence, and with any observations which the Court thinks fit to make.

(2) Every Provincial Court shall, in accordance with Rules of Court, send to the Supreme Court a report of the sentence of the Court in every case tried by the Court with assessors, with such Minutes, notes of evidence, and other documents as such Rules may direct, and with any observations which the Court thinks fit to make.

Summary Trial.

Summary trial.

48. Where the complaint discloses an offence which is not required or directed to be heard on a charge, the accused may be tried summarily on the complaint: Provided that where an offence is tried summarily no greater punishment shall be awarded than imprisonment for three months or a fine of £20, or both.

Preliminary Examination.

Preliminary Examination.

49.—(1) Where the accused is before the Court, and it appears to the Court that the complaint discloses an offence—

(*a*) Which ought to be tried in or reported to another Court; or

(*b*) Which ought to be tried before the same Court with a jury or assessors;

the Court shall proceed to make a preliminary examination in the prescribed manner.

(2) On the conclusion of the preliminary examination, the Court shall bind by recognizance the prosecutor and every witness to appear at the trial to prosecute, or to prosecute and give evidence, or to give evidence (as the case may be), and if the case is to be tried in or reported to another Court, shall forthwith send the depositions, with a minute of other evidence (if any) and a report, to the Court before which the trial is to take place.

Trial before Court in His Majesty's dominions.

50. Where a British subject is accused of an offence the cognizance whereof appertains to any Court established under this Order, and it is expedient that the offence be inquired of, tried, determined, and punished in a British possession, the accused may (under the Foreign Jurisdiction Act, 1890, Section 6) be sent for trial to Hongkong or to Burma; and the Supreme Court of Hongkong and the Sessions Court at Mandalay shall respectively be the authorized Courts for the purposes of that enactment.

The Court may, where it appears so expedient, by warrant under the hand of a Judge and the seal of the Court, cause the accused to be sent for trial to Hongkong or to Mandalay accordingly.

The warrant shall be sufficient authority to any person to whom it is directed to receive and detain the person therein named, and to carry him to and deliver him up at Hongkong or Mandalay, according to the warrant.

Where any person is to be so sent to Hongkong or to Burma, the Court before which he is accused shall take the preliminary examination, and if it seems necessary and proper shall bind over such of the proper witnesses as are British subjects in their own recognizances to appear and give evidence on the trial.

Refusal to enter into recognizance.

51.—(1) If a British subject, having appeared as prosecutor or witness at a preliminary examination, refuses to enter into a recognizance to appear at the trial to prosecute or give evidence, the Court may send him to prison, there to remain until after the trial, unless in the meantime he enters into a recognizance.

(2) But if afterwards, from want of sufficient evidence or other cause, the accused is discharged, the Court shall order that the person imprisoned for so refusing be also discharged.

(3) Where the prosecutor or witness is not a British subject, the Court may require him either to enter into a recognizance or to give other security for his attendance at the trial, and if he fails to do so may in its discretion dismiss the charge.

Expenses of witnesses jurors, &c.

52. Subject to Rules of Court made under this Order, the Court may order payment of allowances in respect of their reasonable expenses to any complainant or witness attending before the Court on the trial of any criminal case by a jury or with assessors, and also to jurors, assessors, interpreters, medical practitioners, or other persons employed in or in connection with criminal cases.

Charges.

Trial on charge.

53.—(1) The charge upon which an accused person is tried shall state the offence charged, with such particulars as to the time and place of the alleged offence, and the person (if any) against whom or the thing (if any) in respect of which it was committed, as are reasonably sufficient to give the accused notice of the matter with which he is charged.

(2) The fact that a charge is made is equivalent to a statement that every legal condition required by law to constitute the offence charged was fulfilled in the particular case.

(3) Where the nature of the case is such that the particulars above mentioned do not give such sufficient notice as aforesaid, the charge shall also contain such particulars of the manner in which the alleged offence was committed as will give such sufficient notice.

(4) For the purposes of the application of any Statute law, a charge framed under the provisions of this Order shall be deemed to be an indictment.

Separate charges for separate offences.

54. For every distinct offence of which any person is accused there shall be a separate charge, and every such charge shall be tried separately, except in the cases following, that is to say:—

(*a*) Where a person is accused of more offences than one of the same kind committed within the space of twelve months from the first to the last of such offences, he may be charged with, and tried at one trial for any number of them not exceeding three.

(*b*) If in one series of acts so connected together as to form the same transaction more offences than one are committed by the same person, he may be charged with and tried at one trial for every such offence.

(*c*) If the acts alleged constitute an offence falling within two or more definitions or descriptions of offences in any law or laws.

the accused may be charged with and tried at one trial for each of such offences.

(*d*) If several acts constitute several offences, and also, when combined, a different offence, the accused may be charged with, and tried at one trial for, the offence constituted by such acts when combined, or one or more of the several offences, but in the latter case shall not be punished with more severe punishment than the Court which tries him could award for any one of those offences.

(*e*) If a single act or series of acts is of such a nature that it is doubtful which of several offences the facts which can be proved will constitute, the accused may be charged with having committed all or any of such offences, and any number of such charges may be tried at once; or he may be charged in the alternative with having committed some one of the offences; and if it appears in evidence that he has committed a different offence for which he might have been charged, he may be convicted of that offence, although not charged with it.

Trial of co-defendants.

55. When more persons than one are accused of the same offence or of different offences committed in the same transaction, or when one is accused of committing an offence and another of abetting or attempting to commit that offence, they may be charged and tried together or separately, as the Court thinks fit.

Alteration of charges.

56.—(1) Any Court, if sitting with a jury or assessors, may alter any charge at any time before the verdict of the jury is returned or the opinions of the assessors are expressed; if sitting without jury or assessors, at any time before judgment is pronounced.

(2) Every such alteration shall be read and explained to the accused.

(3) If the altered charge is such that proceeding with the trial immediately is likely, in the opinion of the Court, to prejudice the accused or the prosecutor, the Court may either direct a new trial or adjourn the trial for such period as may be necessary.

Errors and variances.

57.—(1) No error or omission in stating either the offence or the particulars shall be regarded at any stage of the case as material, unless the accused was misled by such error or omission.

(2) When the facts alleged in certain particulars are proved and constitute an offence, and the remaining particulars are not proved, the accused may be convicted of the offence constituted by the facts proved, although not charged with it.

(3) When a person is charged with an offence, and the evidence proves either the commission of a minor offence or an attempt to commit the offence charged, he may be convicted of the minor offence or of the attempt.

Charge of previous conviction.

58.—(1) If the accused has been previously convicted of any offence, and it is intended to prove such conviction for the purpose of affecting the punishment which the Court is competent to award, the fact, date, and place of the previous conviction shall be stated in the charge.

(2) If such statement is omitted, the Court may add it at any time before sentence is passed.

(3) The part of the charge stating the previous convictions shall not be read out in Court, nor shall the accused be asked whether he has been previously convicted, as alleged in the charge, unless and until he has either pleaded guilty to, or been convicted of, the subsequent offence.

(4) If he pleads guilty to, or is convicted of, the subsequent offence, he shall then be asked whether he has been previously convicted, as alleged in the charge.

(5) If he answers that he has been so previously convicted, the Court may proceed to pass sentence on him accordingly, but, if he denies that he has been so previously convicted, or refuses to, or does not, answer such question, the Court shall then inquire concerning such previous conviction, and in such case (where the trial is by jury) it shall not be necessary to swear the jurors again.

Punishments.

Limitation of powers of Courts.

59. The powers of the Courts with respect to punishments are limited as follows:—

(1) The Supreme Court may award in respect of an offence any punishment which may in respect of a similar offence be awarded in England: provided that (*a*) imprisonment with hard labour shall be substituted for penal servitude, and (*b*) the Supreme Court shall not award a fine exceeding £500; or, in case of a continuing offence, in addition to imprisonment or fine, or both, a fine exceeding £1 for each day during which the offence continues after conviction.

(2) A Provincial Court may award imprisonment, not exceeding twelve months, with or without hard labour, and with or without a fine not exceeding £100; or a fine not exceeding £100, without imprisonment; or in case of a continuing offence, in addition to imprisonment or fine, or both, a fine not exceeding 10*s*. for each day during which the offence continues after conviction.

(3) But nothing in this Article shall be deemed to empower any Court to award for any offence any punishment not authorized by law in relation to that offence.

Offences against this Order.

60.—(1) If any person is guilty of an offence against this Order not distinguished as a grave offence against this Order, he is liable:—

(i) To a fine not exceeding £5, without any imprisonment; or

(ii) To imprisonment not exceeding one month, without fine; or

(iii) To imprisonment not exceeding fourteen days, with a fine not exceeding 50*s*.

(2) Imprisonment under this Article is without hard labour.

Grave offence against this Order.

61.—(1) If any person is guilty of an offence against this Order, distinguished as a grave offence against this Order, he is liable:—

(i) To a fine not exceeding £10, without imprisonment; or

(ii) To imprisonment not exceeding two months, without fine; or

(iii) To imprisonment not exceeding one month, with a fine not exceeding £5.

(2) Imprisonment under this Article is, in the discretion of the Court, with or without hard labour.

62.—(1) The Court may, if it thinks fit, order a person convicted of an assault to pay to the person assaulted by way of damages any sum not exceeding £10.

(2) Damages so ordered to be paid may be either in addition to or in lieu of a fine, and shall be recoverable in like manner as a fine.

(3) Payment of such damages shall be a defence to an action for the assault.

63.—(1) The Court may, if it thinks fit, order a person convicted before it to pay all or part of the expenses of his prosecution, or of his imprisonment or other punishment or of both, the amount being specified in the order.

(2) Where it appears to the Court that the charge is malicious, or frivolous and vexatious, the Court may, if it thinks fit, order the

complainant to pay all or part of the expenses of the prosecution, the amount being specified in the order.

(3) In these respective cases the Court may, if it thinks fit, order that the whole or such portion as the Court thinks fit of the expenses so paid be paid over to the complainant or to the accused (as the case may be).

(4) In all cases the reasons of the Court for making any such order shall be recorded in the Minutes.

Punishment of death.

64. Where any person is sentenced by the Supreme Court to suffer the punishment of death, the Judge shall forthwith send a report of the sentence, with a copy of the Minutes of Proceedings and notes of evidence in the case, and with any observations he thinks fit, to His Majesty's Minister in China or Corea as the case may be.

The sentence shall not be carried into execution without the direction of His Majesty's Minister in writing under his hand.

If His Majesty's Minister does not direct that the sentence of death be carried into execution, he shall direct what punishment in lieu of the punishment of death is to be inflicted on the person convicted, and the person convicted shall be liable to be so punished accordingly.

Prisons and punishments.

65.—(1) The Judge of the Supreme Court may by general order, approved by the Secretary of State, prescribe the manner in which and the prisons in China or Corea at which punishments passed by any Court or otherwise awarded under this Order are to be carried into execution.

(2) The warrant of any Court shall be sufficient authority to any person to whom it is directed to receive and detain the person therein named in any prison so prescribed.

(3) For the purposes of this Article "China" includes places within the limits of the Weihaiwei Order in Council, 1901.

Imprisonment in His Majesty's dominions.

66.—(1) Where an offender is sentenced to imprisonment, and the Supreme Court thinks it expedient that the sentence be carried into effect within His Majesty's dominions, and the offender is accordingly, under Section 7 of the Foreign Jurisdiction Act, 1890, sent for imprisonment to a place in His Majesty's dominions, the place shall be either Hongkong, or a place in some other part of His Majesty's dominions, the Government whereof consents that offenders may be sent thither under this Article.

(2) The Supreme Court may, by warrant under the hand of a Judge and the seal of the Court, cause the offender to be sent to Hongkong, or other such place as aforesaid, in order that the sentence may be there carried into effect accordingly.

(3) The warrant shall be sufficient authority to any person to whom it is directed to receive and detain the person therein named, and to carry him to and deliver him up at the place named, according to the warrant.

Mitigation of punishments.

67.—(1) A Judge of the Supreme Court may, if he thinks fit, report to the Secretary of State or to the Minister in China or in Corea, as the case may be, recommending a mitigation or remission of any punishment awarded by any Court, and thereupon the punishment may be mitigated or remitted by the Secretary of State or Minister.

(2) Nothing in this Order shall affect His Majesty's prerogative of pardon.

Inquests.

nquests.

68.—(1) The Court shall have and discharge all the powers and duties appertaining to the office of Coroner in England, in relation to deaths of British subjects happening in the district of the Court.

(2) The Court may also exercise the said powers in relation to deaths of any persons having happened at sea on board British ships

arriving in the district, and to deaths of British subjects having happened at sea on board foreign ships so arriving.

(3) The jurisdiction of the Court under this Article shall be exercised subject to the following provisions:—

(*a*) Where a British subject is charged with causing the death, the Court may, without holding an inquest, proceed forthwith with the preliminary examination.

(*b*) Where a British subject is not charged with causing the death, the Court shall, without any jury, hold an inquest, taking the depositions of those who know the facts. If, during or after the inquest, a British subject is so charged, the depositions shall be read over in the presence of the witnesses and of the accused, who shall be entitled to cross-examine each witness, and the procedure shall be as in other cases of preliminary examination. If after the inquest the Court does not see fit to cause any person to be charged, the Court shall certify its opinion of the cause of the death. When the inquest is held by a Provincial Court, the certificate and the depositions shall be sent forthwith to the Supreme Court, and that Court may give any directions which may seem proper in the circumstances.

(4) In this Article the expression "the Court" includes the Registrar of the Supreme Court.

Statutory or other Offences.

Patents and trade-marks.

69. Any act which, if done in the United Kingdom, or in a British possession, would be an offence against any of the following Statutes of the Imperial Parliament or Orders in Council, that is to say:—

The Merchandize Marks Act, 1887;

The Patents, Designs and Trade-marks Act, 1883 to 1888;

Any Act, Statute, or Order in Council for the time being in force relating to copyright, or to inventions, designs, or trade-marks;

Any Statute amending, or substituted for, any of the above-mentioned Statutes;

Shall, if done by a British subject in China or Corea, be punishable as a grave offence against this Order, whether such act is done in relation to any property or right of a British subject, or of a foreigner or native, or otherwise howsoever;

Provided—

(1) That a copy of any such Statute or Order in Council shall be published in the public office of the Consulates at Shanghai and Seoul, and shall be there open for inspection by any person at all reasonable times; and a person shall not be punished under this Article for anything done before the expiration of one month after such publication, unless the person offending is proved to have had express notice of the Statute or Order in Council.

(2) That a prosecution by or on behalf of a prosecutor who is not a British subject shall not be entertained unless the Court is satisfied that effectual provision exists for the punishment in Consular or other Courts in China or Corea of similar acts committed by the subjects of the State or Power of which such prosecutor is a subject, in relation to, or affecting the interests of, British subjects.

Smuggling.

70.—(1) If a British subject—

(i) Smuggles, or attempts to smuggle, out of China or Corea any goods on exportation whereof a duty is payable to the Chinese or Corean Government;

(ii) Imports or exports, or attempts to import or export, into or out of China or Corea, any goods, intending and attempting to evade payment of duty payable thereon to the Chinese or Corean Government;

(iii) Imports or exports, or attempts to import or export, into or out of China or Corea any goods the importation or exportation whereof, into or out of China or Corea, is prohibited by law;

(iv) Without a proper licence, sells, or attempts to sell, or offers for sale, in China or Corea, any goods whereof the Chinese or Corean Government has by law a monopoly;

In each of the four cases aforesaid he shall be guilty of an offence against this Order, and on conviction shall be liable to imprisonment, with or without hard labour, for any term not exceeding six months, and with or without a fine not exceeding £100, or to a fine not exceeding £100 without imprisonment.

(2) Where a person is charged with such an offence as in this Article is mentioned, the Court may seize the goods in relation to which the alleged offence was committed, and may hold the same until after the hearing of the charge.

(3) If a person so charged is convicted, then those goods, whether they have been so seized or not, shall be forfeited to His Majesty the King, and the Court shall dispose of them, subject to any general or special directions of the Secretary of State as the Court thinks fit.

Levying war, etc.

71.—(1) If any British subject, without His Majesty's authority, proof whereof shall lie on the party accused, does any of the following things, that is to say:—

(*a*) Levies war or takes any part in any operation of war against, or aids or abets any person in carrying on war, insurrection, or rebellion against the Government of China or of Corea; or,

(*b*) Takes part in any operation of war in the service of the Government of China or of Corea against any persons engaged in carrying on war, insurrection, or rebellion against those respective Governments he shall be guilty of an offence against this Order, and, on conviction thereof, shall be liable to imprisonment, with or without hard labour, for any term not exceeding two years, and with or without a fine not exceeding £500, or to a fine not exceeding £500 without imprisonment.

(2) In addition to any such punishment every conviction under the provisions of this Article shall of itself, and without further proceedings, make the person convicted liable to deportation, and the Court may order him to be deported from China or Corea in manner provided by this Order.

(3) Where a person accused of an offence against this Article is brought before a Provincial Court, that Court shall report the case to the Supreme Court, and the Supreme Court shall thereupon direct in what mode and where the case shall be heard and determined, and the case shall be heard and determined accordingly.

Piracy

72. Any British subject being in China or Corea may be proceeded against, tried, and punished under this Order for piracy wherever committed.

If a person accused of piracy is brought before a Provincial Court, that Court shall report the case to the Supreme Court, and the Supreme Court shall thereupon give such directions as it may think fit with respect to the trial.

Violation Treaties.

73. If any British subject in China or in Corea violates or fails to observe any stipulation of any Treaty between His Majesty, his predecessors, heirs, or successors, and the Emperor of China or of Corea

for the time being in force, in respect of the violation whereof any penalty is stipulated for in the Treaty, he shall be deemed guilty of an offence against the Treaty, and on conviction thereof under this Order shall be liable to the penalty stipulated in the Treaty.

International Regulations.

74.—(1) Where, by agreement among the Diplomatic or Consular representatives in China and Corea of foreign States, or some of them, in conjunction with the Chinese or Corean authorities, Sanitary, or Police, or Port, or Game, or other Regulations are established, and the same, as far as they affect British subjects, are approved by the Secretary of State, the Court may, subject and according to the provisions of this Order, entertain any complaint made against a British subject for a breach of those Regulations, and may enforce payment of any fine incurred by that subject or person in respect of that breach, in like manner, as nearly as may be, as if that breach were by this Order declared to be an offence against this Order.

(2) In any such case the fine recovered shall, notwithstanding anything in this Order, be disposed of and applied in manner provided by those Regulations.

Seditious conduct.

75. Every person subject to the criminal jurisdiction of the Court who prints, publishes, or offers for sale any printed or written newspaper or other publication containing matter calculated to excite tumult or disorder, or to excite enmity between His Majesty's subjects, and the Government of China or Corea, as the case may be, or between that Government and its subjects, shall be guilty of a grave offence against this Order, and may, in addition to, or in lieu of, any other punishment, be ordered to give security for good behaviour, and in default thereof, or on a further conviction for the like offence, he may be ordered to be deported.

An offence against this Article shall not be tried except by the Supreme Court.

Offences against religions.

76.—(1) If a British subject—

(i) Publicly derides, mocks, or insults any religion established or observed within China or Corea; or

(ii) Publicly offers insult to any religious service, feast, or ceremony established or kept in any part of those dominions, or to any place of worship, tomb, or sanctuary belonging to any religion established or observed within those dominions, or to the ministers or professors thereof; or

(iii) Publicly and wilfully commits any act tending to bring any religion established or observed within those dominions, or its ceremonies, mode of worship, or observances, into hatred, ridicule, or contempt, and thereby to provoke a breach of the public peace;

he shall be guilty of an offence, and on conviction thereof, liable to imprisonment not exceeding two years, with or without hard labour, and with or without a fine not exceeding £50, or to a fine alone not exceeding £50.

(2) Notwithstanding anything in this Order, every charge under this Article shall be heard and determined by the Court alone, without jury or assessors, and any Provincial Court shall have power to impose the punishment aforesaid.

(3) Consular officers shall take such precautionary measures as seem to them proper and expedient for the prevention of such offences.

Contempt of Court.

77.—(1) If any person, subject to the criminal jurisdiction of a Court, does any of the following things, namely:—

(*a*) Wilfully, by act or threat, obstructs an officer of, or person executing any process of, the Court in the performance of his duty; or

(*b*) Within or close to the room or place where the Court is sitting wilfully misbehaves in a violent, threatening, or disrespectful manner, to the disturbance of the Court, or to the intimidation of suitors or others resorting thereto; or

(*c*) Wilfully insults any member of the Court, or any assessor or juror, or any person acting as clerk or officer of the Court, during his sitting or attendance in Court, or in his going to or returning from Court; or

(*d*) Does any act in relation to the Supreme Court or a Provincial Court or a matter pending therein, which, if done in relation to the High Court in England, would be punishable as a contempt of that Court—

he shall be guilty of a grave offence against this Order;

Provided that the Court, if it thinks fit, instead of directing proceedings as for an offence against this Order, may order the offender to be apprehended forthwith, with or without warrant, and on inquiry and consideration, and after the hearing of any defence which such person may offer, without further process or trial, may adjudge him to be punished with a fine not exceeding £10, or with imprisonment not exceeding twenty-four hours, at the discretion of the Court.

(2) A Minute shall be made and kept of every such case of punishment, recording the facts of the offence, and the extent of the punishment. In the case of a Provincial Court, a copy of the Minute shall be forthwith sent to the Supreme Court.

(3) Nothing herein shall interfere with the power of the Court to remove or exclude persons who interrupt or obstruct the proceedings of the Court.

Negligence of officers.

78.—(1) If an officer of the Court employed to execute an order loses by neglect or omission the opportunity of executing it, then, on complaint of the person aggrieved, and proof of the fact alleged, the Court may, if it thinks fit, order the officer to pay the damages sustained by the person complaining, or part thereof.

(2) The order shall be enforced as an order directing payment of money.

ortion.

79.—(1) If a clerk or officer of the Court, acting under pretence of the process or authority of the Court, is charged with extortion, or with not paying over money duly levied, or with other misconduct, the Court, if it thinks fit, may inquire into the charge in a summary way, and may for that purpose summon and enforce the attendance of all necessary persons, as in an action, and may make such order for the repayment of any money extorted, or for the payment over of any money levied, and for the payment of such damages and costs, as the Court thinks fit.

(2) The Court may also, if it thinks fit, on the same inquiry, impose on the clerk or officer such fine, not exceeding £5 for each offence, as the Court thinks fit.

(3) A clerk or officer against whom an order has been made or who has been acquitted under this Article shall not be liable to an action in respect of the same matter; and any such action, if begun, shall be stayed by the Court in such manner and on such terms as the Court thinks fit.

Authority within 100 *miles of Coast.*

Offences within 100 miles of the coast.

80.—(1) Where a British subject, being in China or Corea, is charged with having committed, either before or after the commencement of this Order, any offence within a British ship at a distance of not more than 100 miles from the coast of China, or within a Chinese or Corean ship at such a distance as aforesaid, or within a ship not lawfully entitled to claim the protection of the flag of any State, at such a distance as

aforesaid, any of His Majesty's Courts in China or Corea within the jurisdiction whereof he is found may cause him to be apprehended and brought before it, and may take the preliminary examination and commit him for trial.

(2) If the Court before which the accused is brought is a Provincial Court, the Court shall report to the Supreme Court the pendency of the case.

The Supreme Court shall thereupon direct in what mode and where the case shall be heard and determined, and (notwithstanding anything in this Order) the case shall be so heard and determined accordingly.

(3) The provisions of this Order relative to offences, and proceedings in criminal matters, shall in all respects, as far as may be, extend and apply to every such case, in like manner as if the offence had been committed in China or Corea.

Jurisdiction Supreme Court at Hongkong.

81. Where a British subject, being in Hongkong, is charged with having committed, either before or after the commencement of this Order, any crime or offence within any British, Chinese, or Corean ship at such a distance as aforesaid, the Supreme Court at Hongkong shall have and may exercise authority and jurisdiction with respect to the crime or offence as fully as if it had been committed in Hongkong.

Apprehension of deserters.

82. His Majesty's Minister in China or Corea, any Judge of the Supreme Court, any Consular officer in China or Corea, or the Governor of Hongkong, on receiving satisfactory information that any soldier, sailor, marine, or other person belonging to any of His Majesty's military or naval forces, has deserted therefrom, and has concealed himself in any British ship at such a distance as aforesaid, may, in pursuance of such information, issue his warrant for a search after and apprehension of such deserter, and on being satisfied on investigation that any person so apprehended is such a deserter, shall cause him to be, with all convenient speed, taken and delivered over to the nearest military station of His Majesty's forces, or to the officer in command of a ship of war of His Majesty serving in China or Corea, as the case may require.

Deportation.

Deportation.

83.—(1) Where it is proved that there is reasonable ground to apprehend that a British subject is about to commit a breach of the public peace—or that the acts or conduct of a British subject are or is likely to produce or excite to a breach of the public peace—the Court may, if it thinks fit, cause him to be brought before it, and require him to give security to the satisfaction of the Court to keep the peace, or for his future good behaviour, as the case may require.

(2) Where a British subject is convicted of an offence before the Court, the Court may, if it thinks fit, require him to give security to the satisfaction of the Court for his future good behaviour, and for that purpose may (if need be) cause him to be brought before the Court.

(3) In either of the foregoing cases, if the person required to give security fails to do so, the Court may order that he be deported from China or Corea to such place as the Court directs.

(4) The place shall be a place in some part (if any) of His Majesty's dominions to which the person belongs, or the Government of which consents to the reception of persons deported under this Order.

(5) A Provincial Court shall report to the Supreme Court any order of deportation made by it and the grounds thereof, before the order is executed. The Supreme Court may reverse the order, or may confirm it with or without variation, and in case of confirmation, shall direct it to be carried into effect.

(6) The person to be deported shall be detained in custody until a fit opportunity for his deportation occurs.

(7) He shall, as soon as is practicable, and in the case of a person convicted, either after execution of the sentence or while it is in course of execution, be embarked in custody under the warrant of the Supreme Court on board one of His Majesty's ships of war, or, if there is no such ship available, then on board any British or other fit ship bound to the place of deportation.

(8) The warrant shall be sufficient authority to the commander or master of the ship to receive and detain the person therein named, and to carry him to and deliver him up at the place named according to the warrant.

(9) The Court may order the person to be deported to pay all or any part of the expenses of his deportation. Subject thereto, the expenses of deportation shall be defrayed in such manner as the Secretary of State, with the concurrence of the Treasury, may direct.

(10) The Supreme Court shall forthwith report to the Secretary of State any order of deportation made or confirmed by it and the grounds thereof, and shall also inform His Majesty's Minister in China or Corea as the case may require.

(11) If any person deported under this or any former Order returns to China or Corea without permission in writing of the Secretary of State (which permission the Secretary of State may give) he shall be deemed guilty of a grave offence against this Order; and he shall also be liable to be forthwith again deported.

Dealing with deported persons at Hongkong.

84. Where any person is deported to Hongkong, he shall on his arrival there be delivered, with the warrant under which he is deported, into the custody of the Chief Magistrate of Police of Hongkong, who, on receipt of the person deported, with the warrant, shall detain him and shall forthwith report the case to the Governor of Hongkong, who shall either by warrant (if the circumstances of the case appear to him to make it expedient) cause the person so deported to be taken to England, and in the meantime to be detained in custody (so that the period of such detention do not exceed three months), or else shall discharge him from custody.

Appeal and Reserved Case.

Appeal and reserved case.

85.—(1) Where a person is convicted of any offence before any Court—

(*a*) If he considers the conviction erroneous in law, then, on his application, within the prescribed time (unless it appears merely frivolous, when it may be refused); or

(*b*) If the Judge thinks fit to reserve for consideration of the full Supreme Court any question of law arising on the trial;

the Judge shall state a case, setting out the facts and the grounds of the conviction, and the question of law, and send or deliver it to the Registrar of the Supreme Court.

Procedure case stated.

86.—(1) Where a case is stated under the last preceding Article, the Court, before whom the trial was had, shall, as it thinks fit, either postpone judgment on the conviction, or respite execution of the judgment, and either commit the person convicted to prison, or take security for him to appear and receive judgment, or to deliver himself for execution of the judgment (as the case may require) at an appointed time and place.

(2) The full Supreme Court, sitting without a jury or assessors, shall hear and determine the matter, and thereupon shall reverse, affirm, or amend the judgment given, or set it aside, and order an entry to be

made in the Minutes that in the judgment of the Supreme Court the person ought not to have been convicted, or order judgment to be given at a subsequent sitting of the Provincial Court, or order a new trial, or make such other order as the Supreme Court thinks just, and shall also give all necessary and proper consequential directions.

(3) The judgment of the full Court shall be delivered in open Court, after the public hearing of any argument offered on behalf of the prosecutor or of the person convicted.

(4) Before delivering judgment, the full Court may, if necessary, cause the case to be amended by the Provincial Court.

(5) The full Court shall not annul a conviction or sentence, or vary a sentence, or order a new trial on the ground—

(*a*) Of any objection which, if stated during the trial, might, in the opinion of the Supreme Court, have been properly met by amendment at the trial; or

(*b*) Of any error in the summoning of assessors; or

(*c*) Of any person having served as assessor who was not qualified; or

(*d*) Of any objection to any person as assessor which might have been raised before or at the trial; or

(*e*) Of any informality in the swearing of any witness; or

(*f*) Of any error or omission in the charge, or any informality in procedure which, in the opinion of the Supreme Court, did not affect the substance of the case or subject the convicted person to any undue prejudice.

87. There shall be no appeal in a criminal case to His Majesty the King in Council from a decision of the Supreme Court, except by special leave of His Majesty in Council. **Appeal to Privy Council.**

Fugitive Offenders.

88. The Fugitive Offenders Act, 1881, and the Colonial Prisoners Removal Act, 1884, shall apply to China and Corea, as if those places were a British possession and part of His Majesty's dominions. **Fugitive offenders.**

Subject as follows:—

(*a*) His Majesty's Minister in China or Corea, as the case may require, is hereby substituted for the Governor or Government of a British possession; and

(*b*) The Supreme Court is hereby substituted for a Superior Court of a British possession.

(*c*) The Supreme Court and each Provincial Court is substituted for a Magistrate of any part of His Majesty's dominions.

(*d*) For the purposes of Part II. of the said Act of 1881, and of this Article in relation thereto, China, Corea, Weihaiwei and Hongkong shall be deemed to be one group of British possessions.

IV.—Civil Matters.

89. Subject to the provisions of this Order, the civil jurisdiction of every Court acting under this Order shall, as far as circumstances admit, be exercised on the principles of, and in conformity with, English law for the time being in force. **General provision as to civil jurisdiction.**

Procedure.

90.—(1) Every civil proceeding in the Court shall be taken by action, and not otherwise, and shall be designated an action. **All proceedings to be by action.**

(2) For the purposes of any statutory enactment or other provision applicable under this Order to any civil proceeding in the Court, an

action under this Order shall comprise and be equivalent to a suit, cause, or petition, or to any civil proceeding, howsoever required by any such enactment or provision to be instituted or carried on.

Commencement of action.

91.—(1) Every action shall commence by a summons issued from the Court, on the application of the plaintiff, and served on the defendant (in this Order referred to as an original summons); but notwithstanding this provision, proceedings may be taken in and applications may be made to the Court in particular classes of cases, in such manner as may be prescribed by Rules of Court, or, where such manner is not so prescribed, in such manner as like proceedings and applications are taken and made in England.

Trial by jury in Supreme Court.

92.—(1) Subject to the provisions of this Order, every action in the Supreme Court which involves the amount or value of £150 or upwards shall, on the demand of either party in writing, filed in the Court seven days before the day appointed for the hearing, be heard with a jury.

(2) Any other suit may, on the suggestion of any party, at any stage, be heard with a jury, if the Court thinks fit.

(3) Any suit may be heard with a jury if the Court, of its own motion, at any stage, thinks fit.

Trial by assessors.

93.—(1) The Supreme Court may, if it thinks fit, hear any action with assessors.

(2) A Provincial Court shall (subject to the provisions of this Order) hear with assessors every action which involves the amount or value of £150 or upwards.

(3) In all other cases a Provincial Court may, as it thinks fit, hear the action either with or without assessors.

Special case.

94.—(1) After the issue of a summons by any Court, the decision of that Court may be given upon a special case submitted to the Court by the parties.

(2) Any decision of a Provincial Court may be given subject to a case to be stated by, or under the direction of, that Court for the opinion or direction of the Supreme Court.

Costs.

95. Subject to the provisions of this Order and the Rules of Court, the costs of and incident to all proceedings in the Court shall be in the discretion of the Court, provided that if the action is tried with a jury the costs shall follow the event, unless the Court shall for good cause (to be entered in the Minutes) otherwise order.

Arbitration.

Arbitration.

96.—(1) Any agreement in writing between any British subjects or between British subjects and foreigners to submit present or future differences to arbitration, whether an Arbitrator is named therein or not, may be filed in the Court by any party thereto, and, unless a contrary intention is expressed therein, shall be irrevocable, and shall have the same effect as an order of the Court.

(2) Every such agreement is in this Order referred to as a submission.

(3) If any action is commenced in respect of any matter covered by a submission, the Court, on the application of any party to the action, may by order stay the action.

Reference of actions to special Referees.

97.—(1) In any action—

(*a*) If all parties consent, or

(*b*) If the matters in dispute consist wholly or partly of matters of account, or require for their determination prolonged examination of documents or any scientific or local examination:

the Court may at any time refer the whole action, or any question or issue arising therein, for inquiry and report, to the Registrar or any special Referee.

(2) The report of the Registrar or special Referee may be adopted wholly or partially by the Court, and if so adopted may be enforced as a judgment of the Court.

(3) The Court may also in any case, with the consent of both parties to an action, or of any parties between whom any questions in the action arise (such consent being signified by a submission) refer the action or the portions referred to in the submission to arbitration, in such manner and upon such terms as it shall think reasonable or just.

(4) In all cases of reference to a Registrar, special Referee, or Arbitrator, under any order of the Court, the Registrar, special Referee, or Arbitrator shall be deemed to be an officer of the Court, and shall have such powers and authority, and shall conduct the reference or arbitration in such manner as may be prescribed by any Rules of Court, and subject thereto as the Court may direct.

Enforcement of submission or award.

98. Subject to Rules of Court, the Court shall have authority to enforce any submission, or any award made thereunder, and to control and regulate the proceedings before and after the award, in such manner and on such terms as the Court thinks fit.

Bankruptcy.

Bankruptcy.

99. Each Court shall, as far as circumstances admit, have, for and within its own district, with respect to the following classes of persons being either resident in China or Corea, or carrying on business there, namely, resident British subjects and their debtors and creditors, being British subjects, or foreigners submitting to the jurisdiction of the Court, all such jurisdiction in bankruptcy as for the time being belongs to the High Court and the County Courts in England.

Admiralty.

Admiralty Jurisdiction.

100.—(1) The Supreme Court shall have Admiralty jurisdiction for and within the limits of this Order, and over vessels and persons coming within the same.

(2) The following enactments of the Colonial Courts of Admiralty Act, 1890, that is to say, Section 2, Sub-sections (2) to (4); Sections 5 and 6; Section 16, Sub-section (3); shall apply to the Supreme Court as if that Court were a Colonial Court of Admiralty, and as if China and Corea were a British possession; and for the purpose of this application the expressions "judgment" and "appeal" shall in the enactments so applied have the same respective meanings as are assigned thereto in Section 15 of the said Act.

Matrimonial.

Matrimonial jurisdiction.

101. The Supreme Court shall, as far as circumstances admit, have for and within China and Corea, with respect to British subjects, all such jurisdiction in matrimonial causes except the jurisdiction relative to dissolution or nullity or jactitation of marriage, as for the time being belongs to the High Court in England.

Lunacy.

Lunacy jurisdiction.

102.—(1) The Supreme Court shall, as far as circumstances admit, have for and within China and Corea, in relation to British subjects, all such jurisdiction relative to the custody and management of the persons and estates of lunatics, as for the time being belongs to the Lord Chancellor or other Judge or Judges in England intrusted by virtue of His Majesty's sign manual with the care and commitment of the custody of the persons and estates of lunatics, and also such jurisdiction as may be

exercised in England by a judicial authority under the provisions of the Lunacy Act, 1890, or any Act amending the same.

(2) A Provincial Court shall, as far as circumstances permit, have in relation to British subjects, such jurisdiction relative to the custody and management of the persons and estates of lunatics as for the time being may be prescribed by Rules of Court, and until such Rules are made, and so far as such Rules do not apply, as may be exercised in England by a judicial authority and by the Masters in Lunacy under the provisions of the Lunacy Act, 1890, or any Act amending the same.

(3) In any such case the Provincial Court may, of its own motion, or on the application of any person interested, take or authorise such steps as to the Court may seem necessary or expedient for the person and property of any person appearing to the Court to be a lunatic, and may from time to time revoke, or vary, or supplement any order or proceeding taken in the matter.

(4) Subject to the provisions of this Article and to any Rules of Court, a Provincial Court shall not proceed in any such matter except under and according to the directions of the Supreme Court.

(5) Sections 5 to 7 of the Lunatics Removal (India) Act, 1851 (14 and 15 Vict., cap. 81), shall apply to China and Corea, with the substitution of "the Supreme Court" for "the Supreme Court of Judicature at any of the Presidencies of India." Provided that the jurisdiction of the Supreme Court under those sections may be exercised in and for Corea by the Provincial Court at Seoul.

Probate and Administration.

Real property to devolve as personal estate.

103. All real or immovable property situate in China or Corea, and belonging at the time of his death to any British subject dying after the commencement of this Order, shall be deemed to be personal estate, and the devolution thereof, in case of intestacy, shall be regulated according to the law of England for the time being relating to personal estate.

Jurisdiction of Courts.

104.—(1) The Supreme Court shall, as far as circumstances admit, have, for and within China and Corea, with respect to the wills and the property in China and Corea of deceased British subjects, all such jurisdiction as for the time being belongs to the High Court in England.

(2) A Provincial Court shall have power to grant probate or letters of administration where there is no contention respecting the right to the grant.

(3) Probate or administration granted by a Court under this Order shall have effect over all the property of the deceased within China or Corea, and shall effectually discharge persons dealing with an executor or administrator thereunder, notwithstanding that any defect afterwards appears in the grant.

Enactment applied.

105. Section 51 of the Conveyancing (Scotland) Act, 1874, and any enactment for the time being in force amending or substituted for the same, are hereby extended to China and Corea with the adaptation following, namely:—

The Supreme Court is hereby substituted for a Court of Probate in a Colony.

Sealing of British or Colonial probate, &c.

106.—(1) Where a Court of Probate in the United Kingdom or in any British Possession to which the Colonial Probates Act, 1892, for the time being extends, has granted probate or letters of administration or confirmation in respect of the estate of a deceased person, the probate letters or confirmation so granted may, on being produced to, and a copy thereof deposited with, the Supreme Court, be sealed with the seal of that Court, and thereupon shall be of the like force and effect and have the same operation as if granted by that Court.

(2) Provided that the Supreme Court shall, before sealing any probate letters or confirmation under this section, be satisfied either that all probate or estate duty has been paid in respect of so much of the estate, situated in China or Corea as is liable to such duty, or that security has been given in a sum sufficient to cover the property (if any) in China or Corea, and may require such evidence, if any, as it thinks fit as to the domicile of the deceased person.

(3) The Supreme Court may, also, if it thinks fit, on the application of any creditor, require before sealing that adequate security be given for the payment of debts due from the estate to creditors residing in China or Corea.

(4) For the purposes of this Article, a duplicate of any probate letters of administration, or confirmation sealed with the seal of the Court granting the same, or a copy thereof certified as correct by or under the authority of the Court granting the same, shall have the same effect as the original.

Custody of property of intestate.

107.—(1) Where a British subject dies in China or Corea, or elsewhere, intestate, then, until administration is granted, his property in China or Corea shall be vested in the Judge of the Supreme Court.

(2) The Court within whose jurisdiction any property of the deceased is situated shall, where the circumstances of the case appear to the Court so to require, forthwith on his death, or as soon after as may be, take possession of his property within the particular jurisdiction, or put any such property under the seal of the Court (in either case if the nature of the property or other circumstances so require, making an inventory), and so keep it until it can be dealt with according to law.

Executor failing to obtain probate.

108. If any person named executor in the will of the deceased takes possession of and administers or otherwise deals with any part of the property of the deceased, and does not obtain probate within one month after the death, or after the termination of any suit or dispute respecting probate or administration, he shall be guilty of an offence and shall be liable to a fine not exceeding £50.

Administering estate without authority.

109. If any person, other than the person named administrator or an executor or an officer of the Court, takes possession of and administers or otherwise deals with any part of the property of a deceased British subject, whether resident or not, he shall be deemed guilty of a contempt of Court, and shall be liable to a fine not exceeding £50.

Death or failure of executor.

110. Where a person appointed executor in a will survives the testator, but either dies without having taken probate, or, having been called on by the Court to take probate, does not appear, his right in respect of the executorship wholly ceases: and without further renunciation the representation to the testator and administration of his property shall go and may be committed as if that person had not been appointed executor.

Testamentary papers to be deposited in Court.

111.—(1) Where a British subject dies in China or Corea, any other such subject having in his possession, or under his control, any paper or writing of the deceased, being, or purporting to be testamentary, shall forthwith bring the original to the Court within whose particular jurisdiction the death happens, and deposit it there.

If any person fails to do so for fourteen days after having knowledge of the death of the deceased, he shall be guilty of an offence and liable to a fine not exceeding £50.

(2) Where it is proved that any paper of the deceased, being or purporting to be testamentary, is in the possession or under the control of a British subject, the Court may, whether a suit or proceeding respecting probate or administration is pending or not, order him to produce the paper and bring it into Court.

(3) Where it appears to the Court that there are reasonable grounds for believing that any person has knowledge of any paper being, or purporting to be, testamentary (although it is not shown that the paper is in his possession or under his control), the Court may, whether a suit or proceeding for probate or administration is pending or not, order that he be examined respecting it before the Court or elsewhere, and that he do attend for that purpose, and after examination order that he do produce the paper and deposit it in Court.

Administration of small estates.

112. Where it appears to the Court that the value of the property or estate of a deceased person does not exceed £50, the Court may, without any probate or letters of administration, or other formal proceeding, pay thereout any debts or charges, and pay, remit, or deliver any surplus to such persons, subject to such conditions (if any) as the Court thinks proper, and shall not be liable to any action, suit, or proceedings in respect of anything done under this Article. Provided that a Provincial Court shall not exercise the powers of this Article except with the approval of the Supreme Court. Every proceeding of the Court under this Article shall be recorded in the Minutes.

Appeals and Rehearings.

Appeal to Supreme Court.

113.—(1) Where an action in a Provincial Court involves the amount for value of £25 or upwards, any party aggrieved by any decision of that Court, with or without assessors, in the action shall have the right to appeal to the Supreme Court against the same, on such terms and conditions as may be prescribed by Rules of Court.

(2) In any other case, the Provincial Court may, if it seems just and expedient, give leave to appeal on like terms.

(3) In any case the Supreme Court may give leave to appeal on such terms as seem just.

Rehearing in Supreme Court.

114.—(1) The Supreme Court may, if it thinks fit, on the application of any party or of its own motion, order a rehearing of an action, or of an appeal, or of any arguments on a verdict or on any other question of law.

(2) The provisions of this Order respecting a hearing with a jury or assessors shall extend to a rehearing of an action.

(3) The Supreme Court may, if it thinks fit, direct any rehearing to be before the full Court.

(4) If the party applying for a rehearing has by any order been ordered to pay money or do any other thing, the Court may direct either that the order be carried into execution, or that the execution thereof be suspended pending the rehearing, as it thinks fit.

(5) If the Court directs the order to be carried into execution, the party in whose favour it is given shall before the execution give security to the satisfaction of the Court for the performance of such order as shall be made on the rehearing.

(6) If the Court directs the execution of the order to be suspended, the party against whom it is given shall, before an order for suspension is given, give security to the satisfaction of the Judge for performance of such order as shall be made on the rehearing.

(7) An application for a rehearing shall be made within the prescribed time.

Appeals to His Majesty in Council.

Appeal to Privy Council.

115.—(1) Where a final judgment or order of the Supreme Court made in a civil action involves the amount or value of £500 or upwards, any party aggrieved thereby may, within the prescribed time, or, if no

time is prescribed, within fifteen days after the same is made or given, apply by motion to the Supreme Court for leave to appeal to His Majesty the King in Council.

(2) The applicant shall give security to the satisfaction of the Court to an amount not exceeding £500 for prosecution of the appeal, and for such costs in the event of the dismissal of the appeal for want of prosecution as the Supreme Court may award, and for payment of all such costs as may be awarded to any respondent by His Majesty in Council, or by the Lords of the Judicial Committee of His Majesty's Privy Council.

(3) He shall also pay into the Supreme Court a sum estimated by that Court to be the amount of the expense of the making up and transmission to England of the transcript of the record.

(4) If security and payment are so given and made within two months from the filing of the motion-paper for leave to appeal, then, and not otherwise, the Supreme Court shall give leave to appeal, and the appellant shall be at liberty to prefer and prosecute his appeal to His Majesty in Council according to the rules for the time being in force respecting appeals to His Majesty in Council from his Colonies, or such other rules as His Majesty in Council from time to time thinks fit to make concerning appeals from the Supreme Court.

(5) In any case the Supreme Court, if it considers it just or expedient to do so, may give leave to appeal on the terms and in the manner aforesaid.

Execution pending appeal.

116.—(1) Where leave to appeal to His Majesty in Council is applied for by a person ordered to pay money or do any other act, the Supreme Court shall direct either that the order appealed from be carried into execution, or that the execution thereof be suspended pending the appeal, as the Court thinks just.

(2) If the Court directs the order to be carried into execution, the person in whose favour it is made shall, before the execution of it, give security to the satisfaction of the Court for performance of such order as His Majesty in Council may think fit to make.

(3) If the Court directs the execution of the order to be suspended the party against whom it is given shall, before an order for suspension is made, give security to the satisfaction of the Court for performance of such order as His Majesty in Council may think fit to make.

Appeal by special leave.

117. This Order shall not affect the right of His Majesty in Council at any time, on the humble petition of a person aggrieved by a decision of the Supreme Court, to admit his appeal thereon on such terms and in such manner as His Majesty in Council may think fit, and to deal with the decision appealed from in such manner as may be just.

V.—Procedure, Criminal and Civil.

Minutes of proceedings.

118.—(1) In every case, civil or criminal, Minutes of the proceedings shall be drawn up, and shall be signed by the Judge before whom the proceedings are taken, and shall, where the trial is held with assessors, be open for their inspection and for their signature if concurred in by them.

(2) These Minutes, with the depositions of witnesses, and the notes of evidence taken at the hearing or trial by the Judge, shall be preserved in the public office of the Court.

Rules of Court.

119. The Judge of the Supreme Court may make Rules of Court—

(*a*) For regulating the pleading practice and procedure in the Courts established under this Order with respect to all matters within the jurisdiction of the respective Courts;

(*b*) For regulating the means by which particular facts may be proved in the said Courts;

(*c*) For prescribing any forms to be used;

(*d*) For prescribing or regulating the duties of the officers of the said Courts;

(*e*) For prescribing scales of costs and regulating any matters in connection therewith;

(*f*) For prescribing and enforcing the fees to be taken in respect of any proceedings under this Order, not exceeding, as regards any matters provided for by the Consular Salaries and Fees Act, 1891, fees fixed and allowed from time to time by any Order in Council made under that Act;

(*g*) For prescribing the allowances to be made in criminal cases to complainants, witnesses, jurors, assessors, interpreters, medical practitioners, and other persons employed in the administration of Justice and the conditions upon which an order may be made by the Court for such allowances;

(*h*) For taking and transmitting depositions of witnesses for use at trials in a British possession or in the United Kingdom;

(*i*) For regulating the mode in which legal practitioners are to be admitted to practise as such, and for withdrawing or suspending the right to practise on grounds of misconduct, subject to a right of appeal to His Majesty in Council.

Where under any Act of Parliament which is applicable to China and Corea, Rules may or are required to be made in England by the Lord Chancellor or any Judicial authority, the powers of this Article shall include a power to make such Rules for the purposes of that Act so far as applicable.

Rules framed under this Article shall not have effect until approved by the Secretary of State and, so far as they relate to fees and costs, sanctioned by the Treasury; but in case of urgency declared in any such Rules with the approval of His Majesty's Minister, the same shall have effect unless and until they are disapproved by the Secretary of State and notification of such disapproval is recorded and published by the Judge of the Supreme Court.

Until such rules have been made, or in relation to matters to which they do not extend, a Court may adopt and use any procedure or forms heretofore in use in the Consular Courts in China or Corea, or any Regulations or Rules made thereunder and in force immediately before the commencement of this Order, with any modifications or adaptations which may be necessary.

Power to dispense with payment of Court fees.

120.—(1) The Court may, in any case, if it thinks fit, on account of the poverty of a party, or for any other reason, to be recorded in the Minutes, dispense with or remit the payment of any fee in whole or in part.

(2) Payment of fees payable under any Rules to be made in pursuance of this Order, and of costs and of charges and expenses, of witnesses, prosecutions, punishments, and deportations and of other charges and expenses, and of fines respectively payable under this Order, may be enforced under order of the Court by seizure and sale of goods, and on default of sufficient goods, by imprisonment as a civil prisoner for a term not exceeding one month, but such imprisonment shall not operate as a satisfaction or extinguishment of the liability.

(3) Any bill of sale or mortgage, or transfer of property made with a view of avoiding seizure or sale of goods or ship under any provision of this Order, shall not be effectual to defeat the provisions of this Order.

121.—(1) Every person doing an act or taking a proceeding in the Court as plaintiff in a civil case, or as making a criminal charge against another person, or otherwise, shall do so in his own name and not otherwise, and either— Appearances.

(*a*) By himself; or

(*b*) By a legal practitioner; or

(*c*) By his attorney or agent thereunto lawfully authorized in writing and approved by the Court.

(2) Where the act is done or proceeding taken by an attorney or by an agent (other than a legal practitioner), the power of attorney, or instrument authorizing the agent, or an authenticated copy thereof, shall be first filed in the Court.

(3) Where the authority has reference only to the particular proceeding, the original document shall be filed.

(4) Where the authority is general, or has reference to other matters in which the attorney or agent is empowered to act, an authenticated copy of the document may be filed.

(5) Any person doing any act or taking any proceeding in the Court in the name or on behalf of another person, not being lawfully authorized thereunto, and knowing himself not to be so authorized, is guilty of a contempt of Court.

122.—(1) In any case, criminal or civil, and at any stage thereof, the Court either of its own motion or on the application of any party, may summon a British subject to attend to give evidence, or to produce documents, or to be examined; but a Provincial Court shall have power so to summon British subjects in its own district only. Witnesses.

(2) If the person summoned, having reasonable notice of the time and place at which he is required to attend, and (in civil cases) his reasonable expenses having been paid or tendered, fails to attend and be sworn, and give evidence, or produce documents or submit to examination accordingly, and does not excuse his failure to the satisfaction of the Court, he shall be guilty of an offence against this Order.

(3) Persons of Chinese, Corean, or other Asiatic origin or nationality shall be deemed to be persons allowed by law to affirm or declare instead of swearing.

(4) Any person appearing before the Court to give evidence in any case, civil or criminal, may be examined or give evidence in the form or with the ceremony that he declares to be binding on his conscience.

(5) If in any case, civil or criminal, a British subject wilfully gives false evidence in the Court, or on a reference, he shall be deemed guilty of wilful and corrupt perjury.

123. Whenever under this Order any person is to be taken for trial or imprisonment or by way of deportation or for any other purpose, to the Supreme Court or elsewhere in China or Corea, or to Hongkong, England, or elsewhere, the Court or other authority by this Order authorized to cause him to be so taken, may for that purpose (if necessary) cause him to be embarked on board one of His Majesty's ships of war, or if there is no such ship available, then on board any British or other fit ship, at any port or place whether within or beyond the particular jurisdiction or district of that Court or authority, and in order to such embarkment may (if necessary) cause him to be taken, in custody or otherwise, by land or by water, from any place to the port or place of embarkment. Conveyance of accused persons.

The writ, order, or warrant of the Court, by virtue whereof any person is to be so taken, shall be sufficient authority to every constable, officer, or other person acting thereunder, and to the commander or master of any ship of war, or other ship (whether the constable, officer,

or other person, or the ship or the commander or master thereof, is named therein or not), to receive, detain, take, and deliver up such person, according to the writ, order, or warrant.

Where the writ, order, or warrant is executed under the immediate direction of the Court or authority issuing it, the writ, order or warrant shall be delivered to the constable, officer, or other person acting thereunder, and a duplicate thereof shall be delivered to the commander or master of any ship in which the person to whom the writ, order, or warrant relates is embarked.

Where the writ, order, or warrant issues from the Supreme Court, and is executed by a Provincial Court, a copy thereof certified under the seal of the Court executing the same shall be delivered to the constable, officer, or other person acting thereunder, and to the commander or master of any ship in which the person taken is embarked; and any such copy shall be for all purposes conclusive evidence of the order of which it purports to be a copy.

Expenses of removal.

124. Subject to the other provisions of this Order, all expenses of removal of prisoners and others from or to any place in China or Corea, or from or to Hongkong, and the expenses of deportation and of the sending of any person to England, shall be defrayed in such manner as the Secretary of State from time to time directs.

Any master of a British ship when required shall be bound to take such persons for a reasonable remuneration, to be determined by a Judge of the Supreme Court, and in case of non-compliance shall be liable to a penalty not exceeding £50.

Application of enactments as to evidence.

125. The following Acts, namely:—

The Foreign Tribunals Evidence Act, 1856;
The Evidence by Commission Act, 1859;
The Evidence by Commission Act, 1885;

or so much thereof as is for the time being in force, and any enactment for the time being in force amending or substituted for the same, are hereby extended to China and Corea, with the adaptation following, namely:—

In the said Acts the Supreme Court is hereby substituted for a Supreme Court in a Colony.

The following Acts, namely.

126. The following Acts, namely:—

The British Law Ascertainment Act, 1859;
The Foreign Law Ascertainment Act, 1861;

or so much thereof as is for the time being in force, and any enactment for the time being in force amending or substituted for the same, are hereby extended to China and Corea, with the adaptation following, namely:—

In the said Acts the Supreme Court is hereby substituted for a Superior Court in a Colony.

Protection of public officers.

127. The Public Authorities Protection Act, 1893, shall extend and apply to China and Corea, as if China and Corea were therein mentioned in place of the United Kingdom, and as if this Order and any other Order relating to China or Corea, and any Regulations or Rules made under any such Order were therein referred to, in addition to any Act of Parliament.

Evidence by Commission.

128. The Supreme Court may, if it thinks fit, order that a Commission do issue for examination of witnesses at any place out of China and Corea on oath, by interrogatories or otherwise, and may by order give such directions touching the time, place, and manner of the examination, or anything connected therewith, as to the Court appear reasonable and just.

VI.—Mortgages and Bills of Sale.

Mortgages.

129. A deed or other instrument of mortgage, legal or equitable, of lands or houses in China or Corea, executed by a British subject, may be registered at any time after its execution at the Consulate of the Consular district wherein the property mortgaged is situate. Registration of mortgages.

130. Registration is made as follows:—The original and a copy of the deed or other instrument of mortgage, and an affidavit verifying the execution and place of execution thereof, and verifying the copy, are brought into the Consulate and the copy and affidavit are left there. Mode of registration.

131. If a deed or other instrument of mortgage is not registered at the Consulate aforesaid within the respective time following, namely:— Time for registration.

(1) Within fourteen days after its execution, where it is executed in the Consular district wherein the property mortgaged is situate;

(2) Within two months after its execution, where it is executed in China or Corea, elsewhere than in that Consular district, or in Weihaiwei or Hongkong;

(3) Within six months after its execution, where it is executed elsewhere than in China, Corea, Weihaiwei or Hongkong;

then, and in every such case, the mortgage debt secured by the deed or other instrument and the interest thereon shall not have priority over judgment or simple contract debts contracted before the registration of that deed or other instrument.

132. Registered deeds or other instruments of mortgage, legal or equitable, of the same lands or houses have, as among themselves, priority in order of registration. Priority.

133. His Majesty's Minister may, with the approval of the Secretary of State, make Rules for prescribing and regulating the making and keeping of indexes, and of a general index, to the register of mortgages, and searches in those indexes, and other particulars connected with the making, keeping, and using of those registers and indexes, and for authorizing and regulating the unregistering of any deed or other instrument of mortgage, or the registering of any release or satisfaction in respect thereof. Rules for indexes of mortgages.

Bill of Sale.

134. The provisions of this Order relating to bills of sale:— To what bill of sale this Order applies.

(1) Apply only to such bills of sale executed by British subjects as are intended to affect chattels in China or Corea;

(2) Do not apply to bills of sale given by sheriffs or others under or in execution of process authorizing seizure of chattels.

135.—(1) Every bill of sale must conform with the following rules, namely:— Contents of bill of sale.

(*a*) It must state truly the name, description, and address of the grantor.

(*b*) It must state truly the consideration for which it is granted.

(*c*) It must have annexed thereto or written thereunder an inventory of the chattels intended to be comprised therein.

(*d*) Any defeasance, condition, or declaration of trust affecting the bill not contained in the body of the bill must be written on the same paper as the bill.

(*e*) The execution of the bill must be attested by a credible witness, with his address and description.

(2) Otherwise, the bill is void in China and in Corea to the extent following, but not further, that is to say:—

(*a*) In the case of failure to conform with the rule respecting an inventory, as far as regards chattels omitted from the inventory; and

(*b*) In any other case, wholly.

(3) The inventory, and any defeasance, condition, or declaration as aforesaid, respectively, is for all purposes deemed part of the bill.

Time for registration Bill

136. A bill of sale conforming, or appearing to conform, with the foregoing rules, may be registered, if it is intended to affect chattels in China or Corea, at the Supreme Court or at the Consulate of the Consular district wherein the chattels are, within the respective time following and not afterwards, namely:—

(1) Within fourteen days after its execution, where it is executed in the Consular district wherein the chattels are;

(2) Within two months after its execution, where it is executed in China or in Corea elsewhere than in that Consular district, or in Weihaiwei or Hongkong;

(3) Within six months after its execution, where it is executed elsewhere than in China, Corea, Weihaiwei, or Hongkong.

Mode of registering bill.

137. Registration is made as follows:—The original and a copy of the bill of sale, and an affidavit verifying the execution, and the time and place of execution, and the attestation thereof, and verifying the copy, are brought into the proper office of the Court or the Consulate; and the copy and affidavit are left there.

Penalty for failure to register.

138. If a bill of sale is not registered at a place and within the time by this Order appointed and allowed for registration thereof, it is, from and after the expiration of that time, void in China or in Corea, according as that place is in China or in Corea, to the extent following, but not further, that is to say:—

(1) As against trustees or assignees of the estate of the grantor, in or under bankruptcy, liquidation, or assignment for the benefit of creditors; and

(2) As against all sheriffs and others seizing chattels under process of any Court, and any person on whose behalf the seizure is made; but only

(3) As regards the property in, or right to, the possession of such chattels comprised in the bill as, at or after the filing of the petition for bankruptcy or liquidation, or the execution of the assignment, or the seizure, are in the grantor's possession, or apparent possession.

Priority

139. Registered bills of sale affecting the same chattels have as among themselves priority in order of registration.

Effect of bill in case of bankruptcy.

140. Chattels comprised in a registered bill of sale are not in the possession, order, or disposition of the grantor within the law of bankruptcy.

Subsequent bill covering same goods.

141. If in any case there is an unregistered bill of sale, and within or on the expiration of the time by this Order allowed for registration thereof, a subsequent bill of sale is granted affecting the same or some of the same chattels, for the same or part of the same debt, then the subsequent bill is, to the extent to which it comprises the same chattels and is for the same debt absolutely void, unless the Court is satisfied that the subsequent bill is granted in good faith for the purpose of correcting some material error in the prior bill, and not for the purpose of unlawfully evading the operation of this Order.

Time for renewal.

142. The registration of a bill of sale must be renewed once at least every five years.

Mode of renewal.

143. Renewal of registration is made as follows:—An affidavit stating the date of and parties to the bill of sale, and the date of the original

registration, and of the last renewal, and that the bill is still a subsisting security, is brought in to the proper office of the Court or the Consulate of original registration, and is left there.

144. If the registration of a bill of sale is not so renewed in any period of five years, then on and from the expiration of that period the bill is deemed to be unregistered. Failure to renew.

145, The provisions of this Order relating to renewal apply to bills of sale registered under the Orders in Council repealed by this Order. Application to subsisting bills.

146. A transfer or assignment of a registered bill of sale need not be registered; and renewal of registration is not necessary by reason only of such a transfer or assignment. Transfer of bills.

147. Where the time for registration or renewal of registration of a bill of sale expires on a Sunday, or other day on which the office for registration is closed, the registration or renewal is valid if made on the first subsequent day on which the office is open. Expiration time on Sunday.

148. If in any case the Court is satisfied that failure to register or to renew the registration of a bill of sale in due time, or any omission or mis-statement connected with registration or renewal, was accidental or inadvertent, the Court may, if it thinks fit, order the failure, omission, or mis-statement to be rectified in such manner and on such terms, if any, respecting security, notice by advertisement or otherwise, or any other matter, as the Court thinks fit. Failure to register may be rectified.

149. The provisions of this Order apply to a bill of sale executed before the commencement of this Order. Bills executed before this Order comes into force.

150. The power conferred on the Judge of the Supreme Court by this Order of framing Rules from time to time extends to the framing of Rules for prescribing and regulating the making and keeping of indexes, and of a general index, to the registers of bills of sale and searches in those indexes, and other particulars connected with the making, keeping, and using of those registers and indexes, and for authorizing and regulating the unregistering of any bill of sale, or the registering of any release or satisfaction in respect thereof. Rules for indexes to register of bills.

VII.—Foreign Subjects and Tribunals.

151.—(1) Where a foreigner desires to institute or take in the Court an action against a British subject, or a British subject desires to institute or take in the Court an action against a foreigner, the Court shall entertain the same, and shall hear and determine it, according to the ordinary course of the Court. Actions by and against foreigners.

(2) Provided that the foreigner, if so required by the Court, first obtains and files in the Court the consent in writing of the competent authority on behalf of his own nation to his submitting, and does submit, to the jurisdiction of the Court, and, if required by the Court, give security to the satisfaction of the Court, and to such reasonable amount as the Court thinks fit, by deposit or otherwise, to pay fees, damages, costs, and expenses, and abide by and perform such decision as shall be given by the Court or on appeal.

(3) A cross-action or counter-claim shall not be brought in the Court against a plaintiff, being a foreigner.

(4) Where a foreigner obtains in the Court an order against a defendant being a British subject, and in another suit that defendant is plaintiff and the foreigner is defendant, the Court may, if it thinks fit, on the application of the British subject, stay the enforcement of the order pending that other suit, and may set off any amount ordered to be paid by one party in one suit against any amount ordered to be paid by the other party in the other suit.

(5) Where a plaintiff, being a foreigner, obtains an order in the Court against two or more defendants being British subjects jointly, and in another action one of them is plaintiff and the foreigner is defendant, the Court may, if it thinks fit, on the application of the British subject, stay the enforcement of the order pending that other action, and may set off any amount ordered to by paid by one party in one action against any amount ordered to be paid by the other party in the other action, without prejudice to the right of the British subject to require contribution from his co-defendants under the joint liability.

(6) Where a foreigner is co-plaintiff in a suit with a British subject who is within the particular jurisdiction, it shall not be necessary for the foreigner to give security for costs, unless the Court so directs, but the co-plaintiff British subject shall be responsible for all fees and costs.

Attendance of British subjects before Chinese or foreign Tribunals.

152.—(1) Where it is proved that the attendance within the particular jurisdiction of a British subject to give evidence, or for any other purpose connected with the administration of justice, is required in a Court of China or Corea, or before a Chinese or Corean judicial officer, or in a Court or before a judicial officer of a State in amity with His Majesty, the Court may, if it thinks fit, in a case and in circumstances in which the Court would require his attendance before the Court, order that he do attend in such Court, or before such judicial officer, and for such purpose as aforesaid.

(2) A Provincial Court, however, cannot so order attendance at any place beyond its particular jurisdiction.

(3) If the person ordered to attend, having reasonable notice of the time and place at which he is required to attend, fails to attend accordingly, and does not excuse his failure to the satisfaction of the Court, he shall (independently of any other liability) be guilty of an offence against this Order.

Actions by British subjects in Chinese or foreign Court

153. When a British subject invokes or submits to the jurisdiction of a Chinese, Corean, or foreign Tribunal, and engages in writing to abide by the decision of that Tribunal, or to pay any fees or expenses ordered by such Tribunal to be paid by him, the Supreme Court, or any Provincial Court may, on such evidence as it thinks fit to require, enforce payment of such fees and expenses in the same manner as if hey were fees payable in a proceeding by such person in that Court, and shall pay over or account for the same when levied to the proper Chinese, Corean, or foreign authority, as the Court may direct.

Garnishee proceedings n aid of judgment of foreign Court.

154.—(1) The Supreme Court may upon the application of any British subject or foreigner who has obtained a judgment or order for the recovery or payment of money in a foreign Court in China or Corea against a person subject to the jurisdiction of that Court, and upon a certificate by the proper officer of the foreign Court that such judgment has been recovered or order made (specifying the amount), and that it is still unsatisfied, and that a British subject is alleged to be indebted to such debtor and is within the jurisdiction, order that all debts owing or accruing from such British subject (hereinafter called the garnishee) to such debtor shall be attached to answer the judgment or order; and by the same or a subsequent order, may order the garnishee to pay his debt or so much as may be sufficient to satisfy the judgment or order of the foreign Court.

(2) The proceedings for the summoning of the garnishee, for the ascertainment of his liability, and for the payment of money ordered by the Court to be paid, ond all matters for giving effect to this Article, may be regulated by Rules of Court.

(3) An order shall not be made under this Article unless the Court is satisfied that the foreign Court is authorized to exercise similar power

in the case of a debt due from a person subject to the jurisdiction of that Court to a British subject against whom a judgment has been obtained in a Court established under this Order.

VIII.—Regulations.

155. His Majesty's Ministers in China and Corea shall have power collectively with respect to China and Corea or any parts thereof, or severally with respect to China or Corea, or any parts thereof as the case may be, to make Regulations (to be called King's Regulations) for the following purposes, that is to say:— King's Regulations.

(*a*) For the peace, order, and good government of British subjects in relation to matters not provided for by this Order, and to matters intended by this Order to be prescribed by Regulation.

(*b*) For securing the observance of any Treaty for the time being in force relating to any place or of any native or local law or custom whether relating to trade, commerce, revenue, or any other matter.

(*c*) For regulating or preventing the importation or exportation in British ships or by British subjects of arms or munitions of war, or any parts or ingredients thereof, and for giving effect to any Treaty relating to the importation or exportation of the same.

(*d*) For requiring returns to be made of the nature, quantity, and value of articles exported from or imported into his district, any part thereof, by or on account of any British subject who is subject to this Order, or in any British ship, and for prescribing the times and manner at or in which, and the persons by whom, such returns are to be made.

(2) Any Regulations made under this Article may provide for forfeiture of any goods, receptacles, or things in relation to which, or to the contents of which, any breach is committed of such Regulations, or of any Treaty or any native or local law or custom, the observance of which is provided for by such Regulations.

(3) Any person committing a breach of any such Regulations shall, in addition to any forfeiture prescribed thereby, be liable, on conviction, to imprisonment, for a period not exceeding three months, or to a fine, or to both.

(4) Any fine imposed for a breach of Regulations shall not exceed £50: Provided that where the breach is of any Regulation relating to customs law, or to the importation or exportation of any goods, the fine may extend to a sum equivalent to treble the value of the goods in relation to which the breach is committed.

156. His Majesty's Ministers in China and Corea respectively, in the exercise of the powers aforesaid, may, if they think fit, join with the Ministers of any foreign Powers in amity with His Majesty in making or adopting Regulations for the municipal government of any foreign concession or settlement in China or Corea as the case may be; and as regards British subjects, such joint Regulations shall be as valid and binding as if they related to British subjects only. Municipal Regulations.

157.—(*a*) Regulations made or adopted under this Order shall not have effect as respects British subjects unless and until they are approved by His Majesty the King, that approval being signified through the Secretary of State—save that, in case of urgency declared in any such Regulations, the same shall take effect before that approval, and shall continue to have effect unless and until they are disapproved by His Majesty the King, and until notification of that disapproval has been received and published by His Majesty's Minister in China or Corea as the case may be. Approval of Regulations.

(*b*) Any Regulations when so approved, and published as provided by this Order, shall have effect as if contained in this Order.

Publication of Regulations.

158.—(1) All Regulations approved under this Order, whether imposing penalties or not, shall be printed, and a printed copy thereof shall be affixed, and be at all times kept exhibited conspicuously, in the public office of each Consulate in China and Corea.

(2) Printed copies of the Regulations shall be kept on sale at such reasonable price as His Majesty's Minister from time to time directs.

(3) A printed copy of any Regulations purporting to be made under this Order, and to be certified under the hand of His Majesty's Minister in China or Corea, or under the hand and Consular seal of one of His Majesty's Consular officers in China and Corea, shall be conclusive evidence of the due making of such Regulations.

Prison Regulations.

159. The respective powers aforesaid extend to the making of Regulations for the governance, visitation, care, and superintendence of prisons in China or in Corea, for the removal of prisoners from one prison to another, and for the infliction of corporal or other punishment on prisoners committing offences against the rules or discipline of a prison; but the provisions of this Order respecting penalties, and respecting the printing, affixing, exhibiting, and sale of Regulations, and the mode of trial of charges of offences against Regulations, do not apply to Regulations respecting prisons and offences of prisoners.

IX.—Miscellaneous.

Customs may be observed.

160. Nothing in this Order shall deprive the Court of the right to observe, and to enforce the observance of, or shall deprive any person of the benefit of, any reasonable custom existing in China or Corea, unless this Order contains some express and specific provision incompatible with the observance thereof.

Customary powers of Consular officers.

161. Nothing in this Order shall prevent any Consular officer in China or Corea from doing anything which His Majesty's Consuls in the dominions of any other State in amity with His Majesty are, for the time being, by law, usage, or sufferance, entitled or enabled to do.

Registration of British subjects.

162.—(1) Every British subject resident shall, in January in every year, register himself at the Consulate of the Consular district within which he is resident: Provided that—

(*a*) The registration of a man shall comprise the registration of his wife, if living with him; and

(*b*) The registration of the head of a family shall be deemed to comprise the registration of all females and minors being his relatives, in whatever degree, living under the same roof with him at the time of his registration.

(2) The Consular officer may, without fee, register any British subjects being minors living in the houses of foreigners.

(3) Every British subject arriving at a place in China or Corea where there is a Consular office, unless borne on the muster-roll of a British ship there arriving, shall, on the expiration of one month after arrival, be deemed, for the purposes of this article, to be resident, and shall register himself accordingly.

(4) A person shall not be required to register himself oftener than once in a year, reckoned from the 1st January.

(5) The Consular officer shall yearly give to each person registered by him a certificate of registration, signed by him and sealed with his Consular seal.

(6) The name of a wife, if her registration is comprised in her husband's, shall, unless in any case the Consular officer sees good reason to the contrary, be indorsed on the husband's certificate.

(7) The names and descriptions of females and minors whose registration is comprised in that of the head of the family shall, unless in any case the Consular officer sees good reason to the contrary, be indorsed on the certificate of the head of the family.

(8) It shall be lawful by King's Regulations to require that every person shall, on every registration of himself, pay such fee as may therein be prescribed, not exceeding 2 dollars in China and 2 yen in Corea; and such Regulations may provide that any such fee may either be uniform for all persons, or may vary according to the position and circumstances of different classes.

(9) The mode of registration may be prescribed by King's Regulations, but if no other mode is so prescribed, every person by this Order required to register himself or herself shall, unless excused by the Consular officer, attend personally for that purpose at the Consulate on each occasion of registration.

(10) If any person fails to comply with the provisions of this Order respecting registration, and does not excuse his failure to the satisfaction of the Consular officer, he or she shall be guilty of an offence against this Order, and any Court or authority may, if it thinks fit, decline to recognize him as a British subject.

Deposit of powers of attorney.

163. Section 48 of the Conveyancing and Law of Property Act, 1881 (which relates to the deposit of instruments creating powers of attorney in the Central Office of the Supreme Court in England or Ireland), shall apply to China and Corea with these modifications, that is to say: the Office of the Supreme Court is substituted for the Central Office, and Rules of Court under this order are substituted for General Rules.

Rates of exchange for payment of fees, fines, &c.

164. All fees, fines, penalties, and other sums of money which, under the provisions of this Order or any Regulations or Rules of Court, are stated or imposed in terms of British currency, shall, if not paid in British gold, be paid in China in British or Mexican dollars at the rate of exchange fixed periodically by the Treasury; in Corea, in Japanese currency at the rate of 10 yen to the pound sterling.

The said rates of exchange shall apply to the ascertainment of the value of any income for any purpose of qualification or of any limitation or security, in any case where this Order or any Rule or Regulation contains a reference to British currency.

Accounting of fines, fees, &c.

165. Except as in this Order otherwise provided, all fees, dues, fines, and other receipts under this Order shall be carried to the public account, and shall be accounted for and paid as the Secretary of State, with the concurrence of the Treasury, directs.

Report by Judge of the Supreme Court.

166. Not later than the 31st March in each year, the Judge of the Supreme Court shall send to the Secretary of State a report on the operation of this Order up to the 31st December of the preceding year, showing for the then last twelve months the number and nature of the proceedings, criminal and civil, taken in the Court under this Order, and the result thereof, and the number and amount of fees received, and containing an abstract of the registration list, and such other information, and being in such form, as the Secretary of State from time to time directs.

Report by Provincial Court.

167. Each Provincial Court shall at such time as may be fixed by Rules of Court furnish to the Supreme Court an annual report of every case, civil and criminal, brought before it, in such form as the Supreme Court directs.

Publication Order.

168.—(1) A printed copy of this Order shall be always kept exhibited in a conspicuous place in each Consular office and in each Court-house.

(2) Printed copies shall be sold at such reasonable price as the Supreme Court directs.

(3) Judicial notice shall be taken of this Order, and of the commencement thereof, and of the appointment of Consuls, and of the constitution and limits of the Courts and districts, and of Consular seals and signatures, and of any Rules made or in force under this Order, and no proof shall be required of any of such matters.

The provisions of the Evidence Act, 1851 (14 and 15 Vict., cap. 99), Secs. 7 and 11, relating to the proof of judicial and other documents, shall extend and be applied for all purposes as if the Courts, districts, and places to which this Order applies were in a British Colony.

Repeal.

169.—(1) The Orders in Council mentioned in the Schedule to this Order are hereby repealed, but this appeal shall not—

(a) Affect the past operation of those Orders, or any of them, or any appointment made, or any right, title, obligation, or liability accrued, or the validity or invalidity of anything done or suffered under any of those Orders, before the making of this Order;

(b) Interfere with the institution or prosecution of any proceeding or action, criminal or civil, in respect of any offence committed against, or forfeiture incurred or liability accrued under or in consequence of, any provision of any of those Orders, or any Regulation confirmed by any such Order or made thereunder;

(*c*) Take away or abridge any protection or benefit given or to be enjoyed in relation thereto.

(2) Notwithstanding the repeal of the Orders aforesaid, all Rules and Regulations approved or confirmed by or under any Order so repealed shall continue and be as if this Order had not been made; but so that the same may be revoked, altered, or otherwise dealt with under this Order, as if they had been made under this Order.

(3) Criminal or civil proceedings begun under any of the Orders repealed by this Order, and pending at the time when this Order comes into operation, shall, from and after that time, be regulated by the provisions of this Order, as far as the nature and circumstances of each case admits.

(4) Lists of jurors and assessors in force at the passing of this Order shall continue in force until revised and settled under the provisions of this Order.

Commencement of Order.

170.—(1) This Order shall take effect on such day not less than one month nor more than three months after it is first exhibited in the public office of the Supreme Court at Shanghai, as the Minister shall by public notification appoint.

(2) The day on which this Order so takes effect is in this Order referred to as the commencement of this Order.

(3) For the purposes of this Article the Judge of the Supreme Court shall forthwith, on the receipt by him from the Minister in China of a certified printed copy of this Order, cause the same to be affixed and exhibited conspicuously in that office, together with the said notification.

(4) He shall also keep the same so affixed and exhibited until the commencement of this Order.

(5) A copy of the said notification shall, as soon as practicable, be published at each of the Provincial Consulates in such manner as the Supreme Court may direct.

(6) A certified printed copy of this Order shall also be affixed and exhibited in the public offices of the Provincial Court at Seoul, at the same time (or as near as circumstances admit) at which it is first exhibited at Shanghai.

(7) Proof shall not in any proceeding or matter be required that the provisions of this Article have been complied with, nor shall any act or proceeding be invalidated by any failure to comply with any of such provisions.

(8) Where this Order confers power to make any appointment, Rules, or Regulations, or to do any other thing for the purposes of this Order, that power may be exercised at any time after the passing of this Order, so, however, that any such appointment, Rules, or Regulations shall not take effect before the commencement of this Order.

171. This Order may be cited as "The China and Corea Order in Council, 1904." Short title.

A. W. Fitzroy.

SCHEDULE.

Orders Repealed.

The China and Japan Order in Council, 1865.
The China and Japan Order in Council, 1877.
The China and Japan Order in Council, 1878.
The China and Japan Order in Council, 1881.
The China, Japan, and Corea Order in Council, 1884.
The China, Japan, and Corea Order in Council, 1884 (Supplemental).
The China, Japan, and Corea Order in Council, 1886.
The China, Japan, and Corea Order in Council, 1886 (No. 2).
The China and Japan Order in Council, 1898.
The China, Japan, and Corea (Supreme Court) Order in Council, 1899.

THE CHINA AND COREA (AMENDMENT) ORDER IN COUNCIL, 1907

At the Court at Buckingham Palace, the 11th day of February, 1907

Present:

The King's Most Excellent Majesty in Council

Whereas by Treaty, grant, usage, sufferance, and other lawful means, His Majesty the King has jurisdiction within the dominions of the Emperor of China and the Emperor of Corea:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by "The Foreign Jurisdiction Act, 1890," or otherwise in His Majesty vested, is pleased by and with the advice of His Privy Council to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The China and Corea (Amendment) Order in Council, 1907," and shall be read as one with "The China and Corea Order in Council, 1904," hereinafter referred to as the "Principal Order."

2.—(1) Where one or more commissioned Consular officers are stationed on a Consular district assigned to another commissioned Consular officer, the Minister may, if he thinks fit, appoint such commissioned Consular officer or officers to whom no district is assigned to be an additional Judge or additional Judges of the Provincial Court of the district.

(2) Where an officer is so appointed he shall hear and determine such matters, civil and criminal, being within the jurisdiction of a Provincial Court, as the Consular officer to whom the district is assigned, with the sanction of the Judge of the Supreme Court, directs.

(3) Where an officer is appointed under this Article he may sit at the same time and place as the Consular officer to whom the district is assigned, or in a different place, and each sitting shall be deemed a sitting of the Provincial Court of the district.

3. The following Article shall be substituted for Article 69 of the Principal Order:—

Any act which, if done in the United Kingdom or in a British Possession, would be an offence against any of the following Statutes of the Imperial Parliament or Orders in Council, that is to say:—

(*a*) The Merchandize Marks Act, 1887;

(*b*) The Patents, Designs, and Trade-marks Acts, 1883 to 1902;

(*c*) The Trade Marks Act, 1905;

(*d*) Any Statute amending or substituted for any of the above-mentioned Statutes;

(*e*) Any Statute, or Order in Council for the time being relating to copyright, or to inventions, designs, or trade-marks, of which a copy is kept exhibited in the public offices of the Consulates at Shanghai and Seoul, and is there open for inspection by any person at all reasonable times;

shall, if done by a British subject in China or Corea, be punishable as a grave offence against the Principal Order, whether such act is done in relation to any property or right of a British subject, or of a foreigner or native, or otherwise howsoever

Provided:—

(1) That no person shall be punished under this Order for an act which would be an offence against any Act, Statute, or Order in Council, the exhibition of which is required by paragraph (*e*) above, unless such exhibition had commenced not less than one month before the act took place, or unless the person offending is proved to have had express notice of such Act, Statute, or Order in Council.

(2) That a prosecution by or on behalf of a prosecutor who is not a British subject shall not be entertained, unless either (*a*) an arrangement is in force between His Majesty's Government and the Government of the State or Power to which the prosecutor belongs, or (*b*) the Court is satisfied that effectual provision exists for the punishment in Consular or other Courts in China or Corea of similar acts committed by the subjects of such State or Power in relation to or affecting the interests of British subjects. Where such an arrangement is in force the Minister may issue a notification to that effect, and the Court shall take judicial notice thereof.

4. No action shall be brought for the protection of any copyright, trade-mark, patent, or design by any person who is not a British subject, unless either (*a*) an arrangement is in force between His Majesty's Government and the Government of the Stateor Power to which the plaintiff belongs, or (*b*) the Court is satisfied that effectual provision exists for the protection in Consular or other Courts in China or Corea of the rights and interests of British subject in copyrights, trade-marks, patents, and designs infringed by the subjects of such State or Power.

Where such an arrangement is in force the Minister may issue a notification to that effect, and the Court shall take judicial notice thereof.

5. The following Article shall take effect instead of Article 75 of the Principal Order:—

(1) Every person subject to the criminal jurisdiction of the Court who prints, publishes, or offers for sale any printed or written newspaper or other publication containing seditious matter shall be guilty of a grave offence against the Principal Order, and may, in addition to, or in lieu of, any other punishment, be ordered to give security for good behaviour, and in default thereof, or on a further conviction for the offence, he may be ordered to be deported.

(2) Where any printed or written newspaper or other publication containing seditious matter is printed, published, or offered for sale within the limits of the Order by a Company registered in the United Kingdom or in a British possession, the Court may, after notice to the Company, and on proof of the facts, require the Company to give security to abstain from such printing, publishing, or offering for sale in future. If the Company fail to give security, or if the Company is shown to have again printed, published, or offered for sale such newspaper or other publication containing seditious matter after giving such security, the Court may make an order prohibiting the Company from carrying on business within the limits of the Order, and may make such other orders as to the Court may seem just. The Court may also declare all the property of the Company within the limits of the Order to be forfeited to His Majesty the King, and shall dispose of it, subject to any general or special directions of the Secretary of State, as it thinks fit.

(3) Matter calculated to excite tumult or disorder, or to excite enmity between His Majesty's subjects and the Government of China or the Government of Corea, or the authorities or subjects of any Power in amity with His Majesty, being within the limits of this Order, or between the Government of China and its subjects, or the Government of Corea and its subjects, shall be deemed to be seditious matter within the meaning of this Article.

(4) Jurisdiction under this Article shall not be exercised except by the Supreme Court.

6. The following Article shall be substituted for Art. 84 of the Principal Order:—

Where any person is deported to any place to which he can most conveniently be sent through Hongkong, and it is necessary to land and tranship him at Hongkong, he shall, on his arrival there, be delivered, with the warrant under which he is deported, into the custody of a Magistrate of Police at Hongkong, who, on receipt of the person deported and of the warrant, shall detain him, and shall forthwith report the case to the Governor of Hongkong, who shall, by warrant, cause the person so deported to be detained in custody until a convenient opportunity occurs for sending him to the place to which he has been deported, and shall then send him to that place.

7. Where a case is stated under Article 85 of the Principal Order, the Judge shall have power, save where the case has been stated by himself, to order that it shall be heard and determined in the manner provided by Article 86 by himself alone, instead of by the Full Court.

8. The following Article shall be substituted for Article 108 of the Principal Order:—

If any person named executor in a will takes possession of and administers or otherwise deals with any part of the property of deceased, and does not obtain probate within one month after the death or after the termination of any proceedings respecting probate or administration, he shall be liable to pay double the amount of any fees chargeable on obtaining probate, and he shall also be liable to a fine not exceeding one hundred pounds.

9. Article 112 of the Principal Order shall be amended by the substitution of the sum of one hundred pounds for the sum of fifty pounds therein mentioned.

10. Any person desirous of levying a distress for rent may apply to the Court to appoint a bailiff to levy such distress, and the Court may thereupon, and upon the applicant giving sufficient security to answer for any misconduct on the part of such bailiff, appoint a person to act as bailiff to levy such distress.

11. The following Articles shall be substituted for Article 114 of the Principal Order:—

(1) Any party to an action in the Supreme Court, other than an Admiralty action, or to an appeal to the Supreme Court, aggrieved by the decision of that Court or by the verdict of a jury, may move the Supreme Court to re-hear such action or appeal.

(2) The motion shall be heard by the Full Court unless the Judge of the Supreme Court otherwise orders.

(3) On such motion the Supreme Court may make any order that may be made by the Court of Appeal in England in the exercise of its ordinary appellate jurisdiction.

(4) An application for a rehearing shall be made within the prescribed time.

12. The following provision shall be substituted for Article 151 (1) of the Principal Order:—

(1) Where a foreigner desires to institute or take in the Court an action against a British subject, or a British subject desires to institute or take in the Court an action against a foreigner, the Court shall entertain the same, and the action shall be heard and determined either by the Judge sitting alone or, if all parties consent or the Court so directs, with a jury or assessors, but in all other respects according to the ordinary procedure of the Court.

13. The following provision shall be substituted for Article 155 (3) of the Order:—

Any person committing a breach of any such Regulations shall, on conviction, be liable to the punishment, forfeiture, or fine therein prescribed, or, if no such punishment or fine is prescribed, he shall be liable, on conviction, to imprisonment, with or without hard labour, for a period not exceeding three months, or to a fine, or to both. Regulations imposing penalties shall be so framed as to allow in every case of part only of the highest penalty being imposed.

14. The following Article shall take effect instead of Article 157 of the Principal Order:—

King's Regulations and Municipal Regulations made or adopted under Articles 155 and 156 of the Principal Order shall not have effect unless and until they are approved by a Secretary of State, save that in case of urgency declared in any such Regulations the same shall take effect before that approval, and shall continue to have effect unless and until they are disapproved by a Secretary of State, and until notice of that disapproval has been received and published by the Minister.

15. Every Consular officer shall, as far as there is proper opportunity, promote reconciliation and encourage and facilitate the settlement in an amicable way, and without recourse to litigation, of matters in difference between British subjects, or between British subjects and foreigners in China or Corea.

16. "The China, Japan, and Corea (Patents) Order in Council, 1899," "The China and Corea (Supreme Court) Order in Council, 1900," and the following Articles of the Principal Order are hereby repealed, viz.:—Articles 27, 69, 75, 84, 108, 114, 151 (1), 155 (3), 157; but this repeal shall not (*a*) affect the past operation of such Orders or such Articles, or any right, title, obligation, or liability thereunder, or (*b*) interfere with the institution or prosecution of any legal proceedings thereunder.

And the Right Honourable Sir Edward Grey, Bart., one of His Majesty's Principal Secretaries of State, is to give the necessary direction herein.

A. W. FITZROY.

NOTE.—His Majesty having ceased to be represented in Corea by a Minister, an amending Order in Council, 1907, directs that all references in the Principal Order to the Minister shall be deemed to be references to the Consul-General.

THE CHINA AND COREA (AMENDMENT) ORDER IN COUNCIL, 1909

ISSUED OCTOBER, 1909

1. This Order may be cited as "The China and Corea (Amendment) Order in Council, 1909," and shall be read as one with "The China and Corea Order in Council, 1904," hereinafter referred to as the "Principal Order."

2. In place of that contained in Article 5 of "The China and Corea (Amendment) Order in Council, 1907," the following Article shall take effect instead of Article 75 of the Principal Order:—

(1.) Every person subject to the criminal jurisdiction of the Court who prints, publishes, or offers for sale any printed or written newspaper or other publication containing seditious matter shall be guilty of a grave offence against the Principal Order, and may, in addition to, or in lieu of, any other punishment, be ordered either to give security for good behaviour or to be deported.

(2) Where any printed or written newspaper or other publication containing seditious matter is printed, published, or offered for sale within the limits of the Principal Order by a Company registered in the United Kingdom or in a British possession, the Court may, after notice to the Company, and on proof of the facts, require the Company to give security to abstain from such printing, publishing, or offering for sale in future. If the Company fail to give security, or if the Company is shown to have again printed, published, or offered for sale such newspaper or other publication containing seditious matter after giving such security, the Court may make an order prohibiting the Company from carrying on business withinthe limits of the Order, or may make such other orders as to the Court may seem just. The Court may also declare all the property of the Company within the limits of the Order to be forfeited to His Majesty the King, and shall dispose of it, subject to any general or special directions of the Secretary of State, as it thinks fit.

(3.) Matter calculated to excite tumult or disorder, or to excite enmity between His Majesty's subjects and the Government of China, or the Government of Corea, or the authorities or subjects of any Power in amity with His Majesty, being within the limits of this Order, or between the Government of China and its subjects or the Government of Corea and its subjects, shall be deemed to be seditious matter within the meaning of this Article.

(4.) An offence against this Article shall not be tried except on a charge and by the Supreme Court.

(5.) Notwithstanding anything contained in the Principal Order, the charge may, for reasons to be recorded on the minutes, be heard and determined before a Judge sitting without a jury or assessors.

3.—(1.) The power of His Majesty's Minister in China to make King's Regulations under Article 155 of the Principal Order, or to join with the Ministers of any foreign Powers in amity with His Majesty in making or adopting municipal Regulations under Article 156 of the Principal Order, shall extend to making, or joining in making or adopting, Regulations for the creation, maintenance, discipline, and control of a police force for any foreign Concession or Settlement in China.

(2.) Such Regulations may provide for the dismissal, fine (not exceeding one month's pay), confinement to barracks, reduction in rank, class, or seniority, suspension or removal from special duty, of any member of the force by the person for the time being in command thereof.

(3.) The Minister may also issue to such person a warrant empowering him while in command of the force to inflict summary punishment upon members of the force by imprisonment with hard labour for a period not exceeding fifteen days. Such warrant may be at any time withdrawn.

(4.) Any fine inflicted under this Article shall be paid, after deduction of the costs incurred in the imposition or recovery thereof, to the authority by whom the police force is paid.

4. Article 5 of "The China and Corea (Amendment) Order in Council, 1907," is hereby repealed, but this repeal shall not (*a*) affect the past operation of such Article, or any right, title, obligation, or liability thereunder, or (*b*) interfere with the institution or prosecution of any legal proceeding thereunder.

And the Right Honourable Sir Edward Grey, Baronet, one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

THE CHINA AND COREA (AMENDMENT) ORDER IN COUNCIL, 1910

ISSUED NOVEMBER, 1910

1. That this Order may be cited as "The China and Corea (Amendment) Order in Council, 1910" and shall be read as one with the China and Corea Order in Council, 1904, hereinafter referred to as "The Principal Order" and the Principal Order, the China and Corea (Amendment) Order in Council, 1907, the China and Corea (Amendment) Order in Council, 1909, and this Order may be cited together as the China and Corea Orders in Council, 1904 to 1910.

2—(1) Where a British subject is sentenced to imprisonment for a term of not less than six months, the Court may, as part of the sentence, order that he be deported.

(2) Article 83, sub-articles 4 to 11, of the Principal Order and Article 6 of the China and Corea (Amendment) Order in Council, 1907, shall apply to deportations under this Article.

3. Where a person not belonging to Hongkong is sentenced to imprisonment and deportation under Article 2, and is sent for imprisonment to Hongkong, the Governor of Hongkong shall, if lawfully empowered thereto, deport such person to the place to which he was ordered by the Court to be deported; and if not so empowered the Governor shall cause such person to be sent back to Shanghai.

4.—(1) Where a warrant is issued by the Minister to the person for the time being in command of the police force in any foreign concession or settlement in China as provided in Article 3, sub-article 3, of the China and Corea Amendment Order in Council, 1909, the jurisdiction authorized by the said warrant shall be exercised in conformity with and shall be subject to such rules as the Judge of the Supreme Court, with the approval of the Secretary of State, may make, and pending the issue of such rules, such of the China and Corea Rules of Court, 1905, as the Judge may direct.

(2) A monthly return of all summary punishments inflicted by the person holding such warrant shall be sent to the Judge of the Supreme Court.

5.—(1) A warrant issued by the Minister under Article 3, sub-article 3, of the China and Corea (Amendment) Order in Council, 1909, to the person for the time being in command of a police force in any foreign concession or settlement in China may empower such person while in command of the force to inflict summary punishment upon members of the force by detention for a period not exceeding fifteen days in such place as may be provided as a detention barrack by the authority by whom the force is paid.

(2) Any warrant or King's Regulation issued under Article 3 of the China and Corea (Amendment) Order in Council, 1909, in force at the date of this order, authorizing a sentence of imprisonment, shall be deemed to authorize a sentence either of imprisonment or of detention.

(3) For the purposes of this Article "detention" and "detention barrack" shall have the same meaning as in the Army Act.

THE CHINA (AMENDMENT) ORDER IN COUNCIL, 1913

AT THE COURT AT BUCKINGHAM PALACE, THE 12TH DAY OF AUGUST, 1913

PRESENT:—

The King's Most Excellent Majesty

Lord President — Sir William Carington

Mr. Secretary Harcourt — Mr. Fischer

Sir Louis Mallet.

Whereas by treaty, grant, usage, sufferance, or other lawful means, His Majesty the King has jurisdiction within China:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by the Foreign Jurisdiction Act, 1890, or otherwise in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1.—This Order may be cited as "The China (Amendment) Order in Council, 1913," and shall be read as one with the China Order in Council, 1904, hereinafter referred to as the "Principal Order," and this Order and the China Orders in Council, 1904 to 1910, may be cited together as "The China Orders in Council, 1904 to 1913."

2.—In this Order, unless the context otherwise requires:—

"Judgment" includes decree, order, sentence, or decision; "Record" means the aggregate of papers relating to an Appeal to His Majesty in Council (including the pleadings, proceedings, evidence and judgments) proper to be laid before His Majesty in Council and on the hearing of the Appeal;

"Registrar" includes the officer having the custody of the Records in the Supreme Court.

3.—(1) Any person committing a breach of any International Regulations approved by the Secretary of State under Article 74 of the Principal Order shall, on conviction, be liable to the punishment, forfeiture, or fine therein prescribed. or, if no such punishment or fine is prescribed, he shall be liable, on conviction, to imprisonment with or without hard labour for a period not exceeding one month, or to a fine not exceeding £20.

(2) Where a fine is recovered for breach of such Regulations, and the Regulations contain no provisions as to the manner in which it shall be disposed of and applied, it shall be disposed of and applied in such manner as the Minister may direct.

4.—In the application of the Perjury Act, 1911, by the Court in the exercise of its criminal jurisdiction on the principles of, and in conformity with, English law for the time being under Article 35 (2) of the Principal Order, the words "judicial proceeding" in the said Act shall be deemed to include a proceeding before a Chinese Court or a Court in China of any State in amity with His Majesty.

5.—If any person subject to the jurisdiction of the Court does any act in relation to proceedings in a Chinese Court, or before a Chinese judicial officer, or in a Court or before a judicial officer in China of any State in amity with His Majesty, which, if done in the course of or in relation to, any proceedings in the Court, would have been punishable as an offence, such person shall be guilty of an offence, and shall be liable, on conviction, to such punishment as he would have been liable to if the offence had been committed in the course of, or in relation to, proceedings in the Court.

6.—When a British subject is accused of an offence, the cognizance whereof appertains to any Court established under the Principal Order, and it is expedient that the offence be enquired of, tried, determined, and punished in a British possession, the accused may (under "The Foreign Jurisdiction Act, 1890," section 6) be sent for trial to Lahore, and the Chief Court of the Punjab shall be the authorized Court for the purposes of that enactment.

The Court may, where it appears to be so expedient, by warrant under the hand of a Judge and the Seal of the Court, cause the accused to be sent for trial to Lahore accordingly.

The warrant shall be sufficient authority to any person to whom it is directed to receive and detain the person therein named, and to carry him to and deliver him up at Lahore, according to the Warrant.

When any person is to be so sent to Lahore, the Court before which he is accused shall take the preliminary examination, and, if it seems necessary and proper, shall bind over such of the proper witnesses as are British subjects in their own recognizances to appear and give evidence at the trial.

Nothing in this Article shall affect the operation of Article 50 of the Principal Order.

Appeals in Criminal Cases.

7.—Any person who is convicted of an offence on a trial under Article 45 of the Principal Order, or who is sentenced on a conviction for an offence under Article 48 of the Principal Order, to be imprisoned without the option of a fine, may appeal to the Full Court—

(i.) Against his conviction—

(*a*) On any ground of appeal which involves a question of law alone; or

(*b*) With the leave of the Full Court, or upon the certificate of the Court which tried him, that it is a fit case for appeal, against his conviction on any ground of appeal which involves a question of fact alone, or a question of mixed law and fact; or

(*c*) With the leave of the Full Court on any other ground which appears to the Full Court to be a sufficient ground of appeal.

(ii.) With the leave of the Full Court, against the sentence passed on his conviction, unless the sentence is one fixed by law.

8. After the hearing and determination at a summary trial under Article 48 of the Principal Order of any information or complaint, either party to such summary trial may, if dissatisfied with the said determination as being erroneous in point of law, appeal to the Full Court.

9.—(1) When a person desires to appeal to the Full Court under Articles 7 or 8 he shall give notice of his appeal, or of his application for leave to appeal, to the Court against whose judgment or sentence he desires to appeal, in such manner as may be prescribed, within seven days of the date of his conviction or of the determination of an information or complaint.

(2) An appellant may, in such manner as may be prescribed, present his case and his argument in writing, and deliver the same to the Registrar of the Court before which the trial took place. The respondent may in like manner present his

case and argument in writing, and deliver the same to the Registrar of the said Court.

(3) Such Court shall thereupon send under the seal of the Court to the Registrar of the Supreme Court the notice, the case, and the argument, if any, and a report by the Judge who presided at the trial, together with such other papers and in such manner as may be prescribed.

(4) Where the trial took place before a Judge of the Supreme Court, sitting elsewhere than at Shanghai, the papers may be transmitted to the Registrar of the Supreme Court through the Provincial Court of the district.

10. Where notice is given under Article 9, the Court before which the trial was had may, as it thinks fit, either postpone judgment on the conviction or respite execution of the judgment, and either commit the person convicted to prison or take security for him to come up for judgment, or to deliver himself for execution of the judgment (as the case may require) at an appointed time and place.

11. An appellant shall not be entitled to be present at the hearing of an Appeal except by leave of the Full Court, or of the Court before which he was convicted.

12.—(1) Appeals under Articles 7 and 8 of this Order shall be heard and determined by the Full Court.

(2) In the hearing and determination of such Appeals the Full Court shall, so far as circumstances admit, follow the practice of the Court of Criminal Appeal in England and the provisions contained in sections 1 (5), 4, 5, 6, 8, 9, 11 (2), 14 (2) (3), 17, and 21 of the Criminal Appeal Act, 1907, or of any law amending or substituted for the same.

(3) Provided that the Full Court shall not annul a conviction or sentence, or vary a sentence, on the ground—

(*a*) Of any objection which, if stated during the trial, might, in the opinion of the Court, have been properly met by amendment at the trial; or
(*b*) Of any error in the summoning of the jury or the assessors; or
(*c*) Of any person having served as a juryman or an assessor who was not qualified; or
(*d*) Of any objection to any person as a juryman or assessor which might have been raised before or at the trial; or
(*e*) Of any informality in the swearing of any witness; or
(*f*) Of any error or informality which, in the opinion of the Court, did not affect the substance of the case or subject the convicted person to any undue prejudice.

(4) The Full Court shall not award costs to either side in an Appeal under this part of the Order save in an Appeal under Article 8.

13. The power of the Judge of the Supreme Court, under Article 119 of the Principal Order, to make rules of Court shall extend to rules for the purpose of regulating the manner of presenting Appeals, as to the papers which are to be sent to the Full Court, and the transmission of the same, and generally as to the conduct of Appeals and all matters connected therewith.

14. Article 52 of the Principal Order shall apply to all proceedings before the Full Court under this Order.

15. When notice has been given of any Appeal or application for leave to appeal, the Judge of the Supreme Court shall, save where the trial took place before himself, have power, for reasons to be recorded in the minutes, to order that it shall be heard and determined or dealt with, in the manner provided in this Order by himself alone instead of by the Full Court.

16. Where a person is convicted of any offence before any Court, if the Judge of such Court thinks fit to reserve for the consideration of the Full Court any question of law arising at the trial, he shall state a case, setting out the facts and the

grounds of the conviction, and the question of law, and send or deliver it to the Registrar of the Supreme Court.

The jurisdiction of the Full Court under this Article shall be exercised subject to the provisions of this Order.

17. There shall be no Appeal in a criminal case to His Majesty the King in Council from a decision of the Full Court or from a decision of the Judge alone under Article 15, except by special leave of His Majesty in Council.

18. Reports to the Minister under Article 64 of the Principal Order of sentences of death shall not be sent until the expiration of the time allowed for an Appeal, or for applying for leave to appeal, against the conviction, or, if there is an Appeal, until the determination of the Appeal.

Appeals to His Majesty in Council.

19. Subject to the provisions of this Order, an Appeal shall lie to His Majesty in Council—

(1) As of right, from any final judgment of the Supreme Court made in a civil action, where the matter in dispute on the Appeal amounts to or is of the value of £500 or upwards, or where the Appeal involves, directly or indirectly, some claim or question to or respecting property or some civil right amounting to or of the value of £500 or upwards; and

(2) At the discretion of the Supreme Court, from any other judgment of the Supreme Court, whether final or interlocutory, if, in the opinion of the Supreme Court, the question involved in the Appeal is one which, by reason of its great general or public importance or otherwise, ought to be submitted to His Majesty in Council for decision.

20. Applications to the Supreme Court for leave to appeal shall be made by motion within fifteen days from the date of the judgment to be appealed from, and, unless the application is made in Court at the time when such judgment is given, the applicant shall give the opposite party notice of his intended application.

21. Leave to appeal under Article 13 shall only be granted by the Supreme Court in the first instance—

(*a*) Upon condition of the appellant, within two months from the date of the hearing of the application for leave to appeal, giving security, to the satisfaction of the Court, to an amount not exceeding £500, for the due prosecution of the Appeal, and for the payment of all such costs as may become payable to the respondent in the event of the appellant's not obtaining an order granting him final leave to appeal, or of the Appeal being dismissed for non-prosecution, or of His Majesty in Council ordering the appellant to pay the respondent's costs of Appeal (as the case may be); and

(*b*) Upon such other conditions (if any) as to the time or times within which the appellant shall take the necessary steps for the purpose of procuring the preparation of the Record and the dispatch thereof to England as the Court, having regard to all the circumstances of the case, may think it reasonable to impose.

22. Where the judgment appealed from requires the appellant to pay money or perform a duty, the Supreme Court shall have power, when granting leave to appeal, either to direct that the said judgment shall be carried into execution or that the execution thereof shall be suspended pending the Appeal, as to the Court shall seem just, and in the case the Court shall direct the said judgment to be carried into execution, the person in whose favour it was given shall, before the execution thereof, enter into good and sufficient security, to the satisfaction of the Court, for the due performance of such order as His Majesty in Council shall think fit to make thereon.

23. The preparation of the Record shall be subject to the supervision of the Supreme Court, and the parties may submit any disputed question arising in connection therewith to the decisions of the Court, and the Court shall give such directions thereon as the justice of the case may require.

24. The Registrar, as well as the parties and their legal agents, shall endeavour to exclude from the Record all documents (more particularly such as are merely formal) which are not relevant to the subject-matter of the Appeal, and, generally, to reduce the bulk of the Record as far as practicable, taking special care to avoid the duplication of documents and the unnecessary repetition of headings and other merely formal parts of documents; but the documents omitted to be copied or printed shall be enumerated in a list to be placed after the index or at the end of the Record.

25. Where in the course of the preparation of a Record one party objects to the inclusion of a document on the ground that it is unnecessary or irrelevant, and the other party nevertheless insists upon its being included, the Record, as finally printed, shall, with a view to the subsequent adjustment of the costs of and incidental to such document, indicate in the index of papers, or otherwise, the fact that, and the party by whom, the inclusion of the document was objected to.

26. The Record shall be printed in accordance with the rules in the Schedule to this Order, and may be printed either locally or in England.

27. Where the Record is printed locally the Registrar shall, at the expense of the appellant, transmit to the Registrar of the Privy Council forty copies of such Record, one of which copies he shall certify to be correct by signing his name on, or initialling, every eighth page thereof, and by affixing thereto the seal of the Supreme Court.

28. Where the Record is to be printed in England, the Registrar shall, at the expense of the appellant, transmit to the Registrar of the Privy Council one certified copy of such Record, together with an index of all the papers and exhibits in the case. No other certified copies of the Record shall be transmitted to the agents in England by or on behalf of the parties to the Appeal.

29. Where part of the Record is printed locally and part is to be printed in England, Articles 21 and 22 shall, as far as practicable, apply to such parts as are printed locally and such as are to be printed in England respectively.

30. The reasons given by the Judge, or any of the Judges, for or against any judgment pronounced in the course of the proceedings out of which the Appeal arises, shall, unless they are included in the Record, be communicated in writing by such Judge or Judges to the Registrar, and shall by him be transmitted to the Registrar of the Privy Council at the same time when the Record is transmitted.

31. Where there are two or more applications for leave to appeal arising out of the same matter, and the Supreme Court is of opinion that it would be for the convenience of the Lords of the Judicial Committee and all parties concerned that the Appeals should be consolidated, the Court may direct the Appeals to be consolidated, and grant leave to appeal by a single order.

32. An appellant, who has obtained an order granting him conditional leave to appeal, may at any time prior to the making of an order granting him final leave to appeal withdraw his Appeal on such terms as to costs and otherwise as the Supreme Court may direct.

33. Where an appellant, having obtained an order granting him conditional leave to appeal, and having complied with the conditions imposed on him by such order, fails thereafter to apply with due diligence to the Supreme Court for an order granting him final leave to appeal, the Court may, on an application in that behalf made by the respondent, rescind the order granting conditional leave to appeal, notwithstanding the appellant's compliance with the conditions imposed by such order, and may give such directions as to the costs of the Appeal and the security entered into

by the appellant as the Court shall think fit, or make such further or other order in the premises as, in the opinion of the Court, the justice of the case requires.

34. On an application for final leave to appeal, the Supreme Court may inquire whether notice, or sufficient notice, of the application has been given by the appellant to all parties concerned, and, if not satisfied as to the notices given, may defer the granting of the final leave to appeal, or may give such other directions in the matter as, in the opinion of the Court, the justice of the case requires.

35. An appellant who has obtained final leave to appeal shall prosecute his Appeal in accordance with the rules for the time being regulating the general practice and procedure in Appeals to His Majesty in Council.

36. Where an appellant, having obtained final leave to appeal, desires, prior to the dispatch of the Record to England, to withdraw his Appeal, the Supreme Court may, upon an application in that behalf made by the appellant, grant him a certificate to the effect that the Appeal has been withdrawn, and the Appeal shall thereupon be deemed, as from the date of such certificate, to stand dismissed without express Order of His Majesty in Council, and the costs of the Appeal and the security entered into by the appellant shall be dealt with in such manner as the Court may direct.

37. Where an appellant, having obtained final leave to appeal, fails to show due diligence in taking all necessary steps for the purpose of procuring the dispatch of the Record to England, the respondent may, after giving the appellant due notice of his intended application, apply to the Supreme Court for a certificate that the Appeal has not been effectually prosecuted by the appellant, and if the Court sees fit to grant such a certificate, the Appeal shall be deemed, as from the date of such certificate, to stand dismissed for non-prosecution without express Order of His Majesty in Council, and the costs of the Appeal and the security entered into by the appellant shall be dealt with in such manner as the Court may direct.

38. Where at any time between the order granting final leave to appeal and the dispatch of the Record to England the Record becomes defective by reason of the death, or change of status, of a party to the Appeal, the Supreme Court may, notwithstanding the order granting final leave to appeal, on an application in that behalf made by any person interested, grant a certificate showing who, in the opinion of the Court, is the proper person to be substituted or entered on the Record in place of, or in addition to, the party who has died, or undergone a change of status, and the name of such person shall thereupon be deemed to be so substituted or entered on the Record as aforesaid without express Order of His Majesty in Council.

39. Where the Record subsequently to its dispatch to England becomes defective by reason of the death, or change of status, of a party to the Appeal, the Supreme Court shall, upon an application in that behalf made by any person interested, cause a certificate to be transmitted to the Registrar of the Privy Council showing who, in the opinion of the Court, is the proper person to be substituted, or entered, on the Record, in place of, or in addition to, the party who has died or undergone a change of status.

40. The Case of each party to the Appeal may be printed either locally or in England, and shall, in either event, be printed in accordance with the rules in the Schedule to this Order, every tenth line thereof being numbered in the margin, and shall be signed by at least one of the Counsel who attends at the hearing of the Appeal, or by the party himself if he conducts his Appeal in person.

41. The Case shall consist of paragraphs numbered consecutively, and shall state, as concisely as possible, the circumstances out of which the Appeal arises, the contentions to be urged by the party lodging the same, and the reasons of appeal. References by page and line to the relevant portions of the Record as printed shall, as far as practicable, be printed in the margin, and care shall be taken to avoid, as far as possible, the reprinting in the Case of long extracts from the Record. The taxing officer, in taxing the costs of the Appeal, shall, either of his own motion, or at the

instance of the opposite party, inquire into any unnecessary prolixity in the Case, and shall disallow the costs occasioned thereby.

42. Where the Judicial Committee directs a party to bear the costs of an Appeal incurred in China, such costs shall be taxed by the proper officer of the Supreme Court in accordance with the rules for the time being regulating taxation in the Supreme Court.

43. The Supreme Court shall execute any Order which His Majesty in Council may think fit to make on an Appeal from a judgment of the Supreme Court in like manner as any original judgment of the Supreme Court should or might have been executed.

Consular Registers of Companies.

44. A register of companies incorporated or registered in the United Kingdom or in any British possession and carrying on business in China shall be kept in the office of every Consulate in China.

45. The Consulate at which companies shall be registered shall be that in the district of which their chief local office is situated, or their business is chiefly carried on, and notice shall be given at the Consulate of any other district in which the company is also carrying on business as to the place at which the company is so registered.

46. On the registration of a company at a Consulate there shall be deposited and filed in the office of the Consulate a copy of the certificate of incorporation of the company, or other document corresponding thereto, a copy of the memorandum and articles of association or other documents corresponding thereto, a statement showing the nominal capital of the company, and the amounts thereof which have been subscribed and paid up respectively, and, if the company has been incorporated under a law which provides for the periodical filing of a list of the shareholders, a copy of the last list so filed.

47. The consular officer shall, on the registration of a company at the Consulate, issue to the person making the registration a certificate, signed and sealed with the consular seal, that the company has been so registered.

48.—(1) Every company registered under this Order shall register the name and address of the manager or other chief local representative in China, and shall from time to time, as may be necessary, register any alteration of the representative of the company or in his address. Names and addresses so registered shall be open to the inspection of the public.

(2) Rules of Court made under Article 119 of the Principal Order may provide that service of writs, notices, or other documents upon the person registered under this Article, or at his address, shall be good service of such documents upon the company.

49. Registration of a company under this Order shall not require to be renewed annually, but may be renewed from time to time as the parties may desire, and must be renewed when any change takes place in the name of the company.

50. On every registration of a company under this Order, and on every renewal thereof, there shall be payable a fee of £1, and on every registration under Article 41 there shall be payable a fee of 2*s*.

51.—(1) A company shall not be entitled to be recognized or protected as a British company unless it is registered under this Order, but shall, although not so registered, be subject to the jurisdiction of His Majesty's Courts in China.

(2) Nothing in this Article shall affect the right of the Secretary of State to direct that British protection shall not be accorded to a company, even though it has been registered under this Order.

Orders of a Court of Consuls.

52.—(1) Where by agreement among the diplomatic representatives in China of foreign States, Regulations have been, or are, made for the establishment, control or procedure of a Court of Consuls, or other like Court, to deal with disputes or suits

relating to the property or proceedings of any board, committee, association or other like group of persons which has been appointed for public purposes at any treaty port or foreign settlement or concession in China, and on which other nations besides Great Britain are represented, and such Regulations have been or are approved by the Secretary of State, the jurisdiction of the said Court shall not, so far as persons subject to the Principal Order are concerned, be deemed to conflict with Article 6 of the Principal Order, and the Court shall enforce on all persons subject to its jurisdiction the orders and decrees of such Court of Consuls or other like Court.

(2) Regulations approved by the Secretary of State under this Article shall be published in the same manner as King's Regulations.

53—(1) Articles 85, 86, 87, 115, and 116 of the Principal Order are hereby repealed, but such repeal shall not—

(*a*) Affect the past operation of such Articles or any right, title, obligation or liability thereunder ; or

(*b*) Interfere with the institution or prosecution of any legal proceedings thereunder.

(2) Appeals in criminal cases and Appeals to His Majesty in Council commenced under any Articles hereby repealed shall be continued so far as is practicable in accordance with this Order.

And the Right Honourable Sir Edward Grey, Baronet, K.G., one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

SCHEDULE

1. Records and Cases of Appeals to His Majesty in Council shall be printed in the form known as Demy Quarto.

2. The size of the paper used shall be such that the sheet, when folded and trimmed, will be 11 inches in height and $8\frac{1}{2}$ inches in width.

3. The type to be used in the text shall be pica type, but long primer shall be used in printing accounts, tabular matter, and notes.

4. The number of lines in each page of pica type shall be forty-seven or thereabouts, and every tenth line shall be numbered in the margin.

THE CHINA (AMENDMENT) ORDER IN COUNCIL, 1914

AT THE COURT AT BUCKINGHAM PALACE, THE 30TH DAY OF MARCH, 1914

PRESENT:—

The King's Most Excellent Majesty

Lord President — Lord Colebrooke

Viscount Knollys — Lord Emmott.

Whereas by treaty, grant, usage, sufferance, or other lawful means His Majesty the King has jurisdiction in China:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by the Foreign Jurisdiction Act, 1890, or otherwise in His Majesty vested, is

pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The China (Amendment) Order in Council, 1914," and shall be read as one with the China Order in Council, 1904, hereinafter referred to as the "Principal Order," and this Order and the China Orders in Council, 1904 to 1913, may be cited together as the "China Orders in Council, 1904 to 1914."

2.—(1) In addition to the documents to be deposited and filed in the office of a consulate, in accordance with Article 46 of the China (Amendment) Order in Council, 1913, on the registration of a company in accordance with the provisions of that Order, there shall be deposited and filed a list of the directors of the company showing in respect of each director his full name and nationality and his address.

(2) Every company registered under the China (Amendment) Order in Council, 1913, shall register in the month of January in every year a list of the directors of the company, showing in respect of each director his full name and nationality and his address, and shall from time to time, as may be necessary, register any alterations in such list.

(3) On every registration under sub-article (2) of this article there shall be payable a fee of 2*s*.

3. Where any municipal regulations or byelaws have been established for any foreign concession in China the Court may entertain a complaint against a British subject for a breach of such municipal regulations or byelaws, and may enforce compliance therewith.

Provided—

(1) That the said municipal regulations or byelaws have been accepted by His Majesty's Government. Acceptance of the municipal regulations or byelaws of a foreign concession by His Majesty's Government shall be signified by a copy thereof being exhibited and kept exhibited in the public office of His Majesty's consulate at such treaty port.
(2) That no punishment other in nature or greater in degree than that provided by the Principal Order shall be imposed.
(3) That the Court is satisfied that effectual provision exists for the punishment in the Court of the foreign Powers whose municipal regulations or byelaws it is sought to enforce of breaches by the subjects or citizens of that Power of the municipal regulations or byelaws of British concessions in China.

4. In article 21 of the China (Amendment) Order in Council, 1913, the reference to article 13 should be read as a reference to article 19, and in article 29 the references to articles 21 and 22 should be read as references to articles 27 and 28, and in article 50 the reference to article 41 should be read as a reference to article 48.

And the Right Honourable Sir Edward Grey, Baronet, K.G., one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

THE CHINA (AMENDMENT) ORDER IN COUNCIL, 1915

By this Order Article 3 of "The China (Amendment) Order in Council, 1914," was repealed.

CHINA (AMENDMENT No. 2) ORDER IN COUNCIL, 1920

At the Court at Buckingham Palace, the 9th day of November, 1920

Present:—

The King's Most Excellent Majesty in Council

Whereas by treaty, grant, usage, sufferance, and other lawful means, His Majesty the King has jurisdiction in China:

Now, therefore, His Majesty, by virtue and in exercise of the powers in that behalf by "The Foreign Jurisdiction Act, 1890," or otherwise, in His Majesty vested, is pleased by and with the advice of His Privy Council to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The China (Amendment No. 2) Order in Council, 1920," and shall be read as one with "The China Order in Council, 1904" (hereafter called the "Principal Order"), and with any Order amending the same.

2. The words in Article 101 of the Principal Order "except the jurisdiction relative to dissolution, or nullity, or jactitation of marriage" are hereby repealed.

3. This Order shall take effect on the day on which it is first exhibited in the Public Office of the Supreme Court at Shanghai.

And the Right Honourable George Nathaniel, Earl Curzon of Kedleston, one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

Almeric Fitzroy.

Rules of Court drawn up under this Order by Judge Skinner Turner were published in the *Hongkong Government Gazette* on June 10th, 1921.

THE CHINA (AMENDMENT) ORDER IN COUNCIL No. 3, 1920

At the Court at Buckingham Palace, the 21st day of December, 1920

Present:—

The King's Most Excellent Majesty in Council

Whereas by Treaty, grant, usage, sufferance, and other lawful means, His Majesty the King has jurisdiction in China:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by "The Foreign Jurisdiction Act, 1890," or otherwise, in His Majesty vested,

is pleased, by and with the advice of his Privy Council, to order, and it is hereby ordered, as follows :—

1. This Order may be cited as "The China (Amendment) Order in Council, No. 3, 1920," and shall be read as one with "The China Order in Council, 1904" (hereinafter called the "Principal Order"), and with any Order amending the same, and the provisions of Article 170 of the Principal Order shall in particular apply to this Order.

2. Every person subject to the criminal jurisdiction of the Court who has acted, is acting, or is about to act in a manner prejudicial to the public safety, or to the defence, peace or security of His Majesty's Dominions, or of any part of them, shall be guilty of a grave offence against the Principal Order, and may, in addition to, or in lieu of, any other punishment, be ordered to give security for good behaviour or to be deported.

3. Every person subject to the criminal jurisdiction of the Court who prints, publishes, or offers for sale any printed or written newspaper or other publication containing seditious matter, or has in his possession with intent to publish or distribute any such newspaper or other publication, shall be guilty of a grave offence against the Principal Order, and may, in addition to, or in lieu of, any other punishment, be ordered to give security for good behaviour or to be deported.

4. In addition and without prejudice to any powers which the Court may possess to order the exclusion of the public from any proceedings, if, in the course of the trial of a person for an offence under this Order, application is made by the prosecutor, in the interests of national safety, that all or any portion of the public should be excluded during any part of the hearing, the Court may make an order to that effect, but the passing of sentence shall in any case take place in public.

5. Article 2 (1) of "The China and Corea (Amendment) Order in Council, 1909," and the whole of "The China (War Powers) Order in Council, 1917," are hereby repealed, but this repeal shall not (*a*) affect the past operation thereof or any right, title, obligation or liability thereunder; or (*b*) interfere with the institution or prosecution of any legal proceeding thereunder.

6. This order is in substitution for "The China (Amendment) Order in Council, 1920," which has not taken effect and is hereby revoked.

And the Right Honourable George Nathaniel, Earl Curzon of Kedleston, K.G., &c., one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

THE CHINA (COMPANIES) ORDER IN COUNCIL, 1915

AT THE COURT AT BUCKINGHAM PALACE, THE 30TH DAY OF NOVEMBER, 1915

PRESENT :—

Lord President. Mr. Chancellor of the Duchy of Lancaster.

Lord Stamfordham. Sir Frederick Ponsonby.

Whereas by Treaty, grant, usage, sufferance, and other lawful means His Majesty the King has jurisdiction in China:

And whereas it is desirable to make further provision with reference to the exercise of jurisdiction over British Companies carrying on business within the limits of this Order:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by "The Foreign Jurisdiction Act, 1890" or otherwise, in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1.—This Order may be cited as "The China (Companies) Order in Council, 1915," and shall be read as one with the "China Order, 1904" (hereinafter called the "Principal Order"), and with any Order amending the same.

2.—In this Order—

"The Ordinance" means "The Companies Ordinance, 1911, of the Colony of Hongkong," and includes any Ordinance amending or substituted for the same.

"The Life Insurance Companies Ordinance," means the Life Insurance Companies Ordinance, 1907, of the Colony of Hongkong, and includes any Ordinance amending or substituted for the same.

"China Company" means a Company limited by shares or by guarantee incorporated under the Ordinance, and the operations of which are directed and controlled from some place within the limits of this Order.

"Hongkong China Company" means a Company incorporated under the Ordinance which carries on some part of its business within the limits of this Order, and the operations of which are directed and controlled from some place in Hongkong.

"British Company" means a Company incorporated in the United Kingdom, or in a British Possession, and includes a China Company and a Hongkong China Company.

3.—(1.) The Consul-General at Shanghai, including any person acting for such Consul-General, shall be Registrar of Companies at Shanghai.

(2) All acts done within the limits of this Order in pursuance of the provisions of the Ordinance or of the Life Insurance Companies Ordinance by, to, with, or before the Registrar of Companies at Shanghai, shall, subject to the provisions of this Order, be of the same force and validity as if they had been done by, to, with, or before the Registrar of Companies in Hongkong.

(3) The Registrar of Companies at Shanghai shall be entitled to initiate such proceedings in the Court as he may think necessary to enforce compliance with the provisions of this Order on the part of British Companies in China.

4.—The Judge may by Rules of Court confer upon Provincial Courts jurisdiction in matters dealt with in the Ordinance, and may specify in such Rules the Courts by which, and the classes of cases in which, such jurisdiction shall be exercised, but subject thereto the jurisdiction conferred by the Ordinance upon any Court shall within the limits of this Order be exercised by the Supreme Court.

5.—In all matters relating to a Hongkong China Company the jurisdiction of the Supreme Court and of the Supreme Court of Hongkong shall be concurrent, and the said two Courts shall in all respects be auxiliary to each other.

6.—Where any proceedings relating to a Hongkong China Company, or for the winding up of any such Company, are commenced in the Supreme Court, and it appears that the principal part of such Company's business is carried on within the limits of Hongkong, or that for any other reason such proceedings might more conveniently be carried on at Hongkong, the Supreme Court may, of its own motion, or on the application of any party, make an Order transferring the proceedings to the Supreme Court of Hongkong.

7.—The Supreme Court shall enforce within the limits of this Order any Order or Decree made by the Supreme Court of Hongkong in the course of any proceedings relating to a Hongkong China Company, or for the winding up of any such Company.

8.—(1.) The majority of the Directors of a China Company shall be British Subjects resident within the limits of this Order.

(2.) If at any time the proportion of Directors who are British Subjects resident within the limits of this Order falls to or below one-half, it shall be the duty of the Directors and also of the Shareholders of the Company to take within 30 days, or such further period as the Court may allow, all necessary steps for the appointment of such number of Directors who are British Subjects resident within the limits of this Order as may be necessary to comply with the provisions of this article.

(3.) If default is made in compliance with this article the Company shall be liable to a fine not exceeding 50 dollars for every day during which the default continues, and every Director and every Manager of the Company who knowingly authorizes or permits the default shall be liable to the like penalty.

(4.) Failure to comply with the provisions of this article shall be aground upon which an Order for winding up the Company may be made by the Court.

9.—No person other than a British Subject shall be entitled to act as the auditor of a China Company. The appointment of any such person as the auditor of a China Company shall be void, and any certificate or other document given, or act done, by any person who is not a British Subject purporting to act as auditor of a China Company shall not be held to comply with any requirements of the Ordinance.

10.—No person other than a British Subject shall be appointed to act within the limits of this Order as liquidator of a British Company or as receiver or manager on behalf of the debenture-holders of the property of a British Company except with the sanction of the Court.

11.—(1) All documents and other written information which a Company is required by the Ordinance to file with the Registrar of Companies shall, in the case of a China Company, be filed with the Registrar of Companies at Shanghai, and a copy of all such documents and other written information shall, in the case of a Hongkong China Company, be filed with the Registrar of Companies at Shanghai.

(2) If any Company to which this article applies fails to comply with its provisions, the Company and every Officer and Agent of the Company who is knowingly a party to the default shall be liable to a fine not exceeding 50 dollars for every day during which such default has continued.

12.—The registered office of a China Company shall be situated within the limits of this Order.

13.—(1) No shares shall be issued by a China Company except either as fully paid up shares or upon the term that the shares shall be paid up in full within a specified period not exceeding *three* months after allotment.

(2) Shares issued by a China Company otherwise than as fully paid up shares shall be deemed to be issued upon the condition that if not paid for in full before the expiration of one week from the date upon which the final payment was due, they shall be forfeited by the Directors, and it shall be the duty of the Directors at the expiration of that period to forfeit the said shares. Notice of the forfeiture of any such shares shall forthwith be given to the registered holder.

Any shares so forfeited shall be deemed to be the property of the Company, and the Directors may sell, re-allot, or otherwise dispose of the same in such manner as they think fit. Certificates or other documents of title relating to shares forfeited under this article shall be returned to the Company.

(3) Within one month of the expiration of the time allowed for the completion of the payment of all sums due upon the shares, the Secretary of the Company shall forward to the Registrar of Companies at Shanghai a return signed by the auditor of the Company giving particulars of the shares issued, of the amounts paid thereon, of the shares in respect of which default has been made in payment of sums due, and of the shares forfeited.

(4) If shares are issued by a China Company on terms which fail to comply with the provisions of this article, or if other default is made in complying therewith the Company, and every Director, Manager, Secretary, and other Officer, who is knowingly a party to such issue or default, shall be guilty of an offence, and shall be liable to a fine not exceeding 500 dollars for every day during which such offence continues.

(5) Where on application made it is established to the satisfaction of the Court that there has been a failure to comply with the provisions of this article through inadvertence or accidental miscalculation or from some other reasonable cause, and not from any want of good faith, the Court may, if under all the circumstances it considers it just so to do, give relief from any forfeiture or penalty which has been incurred by the applicant, or to which he is, or may be, liable upon such terms as it may think fit.

(6) The provisions of this article shall only apply to shares issued by a China Company after the date when this Order comes into effect:

14.—(1) No China Company limited by guarantee shall be allowed to operate in China without the consent of the Minister.

(2) As a condition of this consent the Minister may require that no persons other than a British Subject shall be a Member of the Company, or that any Member of the Company who is not a British Subject shall deposit in Court or give security for or conform to such arrangement as the Minister shall think fit, for ensuring the payment of the amount for which he would be liable under the guarantee.

(3) If any China Company limited by guarantee operates in China without the consent of the Minister, or if any terms imposed by him as a condition of his consent are not complied with, the Company and every Director, or Manager, Secretary, and other Officer, who is knowingly a party thereto, shall be guilty of an offence, and shall be liable to a fine not exceeding 500 dollars for every day during which such offence continues.

(4) Where on application made it is established to the satisfaction of the Court that there has been a failure to comply with the provisions of this article through inadvertence or accidental miscalculation or from some other reasonable cause, and not from any want of good faith, the Court may, if under all the circumstances it considers it just so to do, give relief from any forfeiture or penalty which has been incurred by the applicant, or to which he is, or may be, liable upon such terms as it may think fit.

(5) The provisions of this article shall not apply to China Companies limited by guarantee operating in China at the date of this Order.

15.—(1) Subject to the provisions of this Order, the jurisdiction of the Court in respect of all British Companies carrying on business in China shall be exercised, so far as circumstances admit, in conformity with the provisions of the Ordinance and of the Life Insurance Companies Ordinance, except that Section 16 of the Companies Amendment Ordinance, 1913, shall not apply in China

(2) Where reference is made or inferred in any Section of the said Ordinances to any other Ordinance of the Colony of Hongkong which does not apply within the limits of this Order, such Section shall be read as though the corresponding law or enactment applicable in England were referred to therein.

(3) The duties of the Governor, or of the Governor in Council, or of the Colonial Treasurer under Sections 20, 21, 120 (4), 219, 253, and 255 of the Ordinance shall, within the limits of this Order, be exercised by the Minister, and under Sections 141 (1), 149, 185, 217, and 261 shall within the limits of this Order be exercised by the Judge.

(4) In the application of the said Ordinance "legal practitioner" is substituted for "counsel" or "solicitor" or "solicitor and counsel," and "such newspaper as the Judge may direct" is substituted for "the Gazette."

(5) All offences under the said Ordinances made punishable by fine may, if committed within the limits of this Order, be prosecuted summarily under Article 48 of the Principal Order, provided that the maximum fine which can be imposed in the case of offences under the Ordinances tried summarily shall be £200 instead of £20.

16.—(1) The power of the Judge under Article 119 of the Principal Order to make Rules of Court shall extend to any matter which under the Ordinance or under the Life Insurance Companies Ordinance is to be regulated by Rules.

(2) Any Rules in force at Hongkong at the date of this Order relating to matters dealt with in the said Ordinances shall, unless and until they are repealed by Rules made under this article, apply, so far as circumstances admit, within the limits of this Order.

17. All fees prescribed by or under the Ordinance or by or under the Life Insurance Companies Ordinance which are paid to the Registrar of Companies at Shanghai shall be paid by him to the Colonial Treasurer at Hongkong.

18. Nothing in this Order shall prejudice or affect the jurisdiction of the Supreme Court over British Companies other than China Companies and Hongkong China Companies within the meaning of this Order.

19. This Order shall come into effect on the 1st day of January, 1916.

And the Right Honourable Sir Edward Grey, Baronet, K.C., one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

THE CHINA (COMPANIES) AMENDMENT ORDER IN COUNCIL, 1919

AT THE COURT AT BUCKINGHAM PALACE, THE 9TH DAY OF OCTOBER, 1919

PRESENT:—

The King's Most Excellent Majesty

Lord Steward — Sir Francis Villiers

Mr. Secretary Shortt — Sir George Buchanan

Whereas by treaty, grant, usage, sufferance, and other lawful means, His Majesty the King has jurisdiction in China:

And whereas it is desirable to make further provision with reference to the exercise of jurisdiction over British companies carrying on business within the limits of this Order:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by "The Foreign Jurisdiction Act, 1890," or otherwise, in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The China (Companies) Amendment Order in Council, 1919," and shall be read as one with "The China (Companies) Order in Council, 1915."

2. In this Order:—

"The Fire and Marine Insurance Companies Ordinance" means "The Fire and Marine Insurance Companies Ordinance, 1917, of the Colony of Hongkong," and includes any Ordinance amending or substituted for the same.

"The Ordinance" means "The Companies Ordinance, 1911, of the Colony of Hongkong," and includes any Ordinance amending or substituted for the same.

3. Where the general or substantial control of the business of a Company incorporated under the Ordinance is exercised by a person or persons ordinarily resident within the limits of this Order, such Company shall, irrespective of the place at which the Board of Directors may meet, or of any other circumstances, be deemed to be a Company of which the operations are directed and controlled from a place within the limits of this Order and shall be a China Company within the meaning of "The China (Companies) Order in Council, 1915."

4. (1.) No person, other than a British subject resident within the limits of this Order, shall act as managing director or in any position similar to that of managing director, or shall otherwise exercise general or substantial control of the business of a China Company.

(2.) If default is made in compliance with this article the Company shall be liable to a fine not exceeding 50 dollars for every day during which the default continues, and every director and every manager of the Company who knowingly authorizes or permits the default shall be liable to the like penalty.

(3.) Failure to comply with the provisions of this article shall be a ground upon which an order for winding up the Company may be made by the Court.

(4.) This article shall come into force 60 days after the publication of this Order.

5. All documents and other written information which a company is required by the Ordinance to file with the Registrar of Companies shall, in the case of a China Company, be filed with the Registrar of Companies at Shanghai, and a copy of all such documents and other written information shall, in the case of a Hongkong China Company, be filed with the Registrar of Companies at Shanghai.

6.—(1.) The provisions of the Fire and Marine Insurance Companies Ordinance shall be applied to China Companies and Hongkong China Companies.

(2.) All acts done within the limits of this Order in pursuance of the Fire and Marine Insurance Companies Ordinance by, to, with, or before the Registrar of Companies at Shanghai shall, subject to the provisions of this Order, be of the same force and valdity as if they had been done by, to, with, or before the Registrar of Companies in Hongkong.

(3.) The Registrar of Companies at Shanghai shall be entitled to initiate such proceedings as he may think necessary to enforce compliance with the provisions of this Order.

7.—(1.) Subject to the provisions of this Order the jurisdiction of the Court in respect of China Companies and Hongkong China Companies shall be exercised, so far as circumstances admit, in conformity with the provisions of the Fire and Marine Insurance Companies Ordinance.

(2.) The duties of the Governor or of the Governor in Council under Sections 5 (2), 5 (5), 6 (2), and 7 (1), and of paragraphs 2, 3 and 7 of the First Schedule of the Fire and Marine Insurance Companies Ordinance shall, within the limits of this Order, be exercised by the Minister.

(3.) All offences under the Fire and Marine Insurance Companies Ordinance made punishable by fine may, if committed within the limits of this Order, be prosecuted summarily under Article 48 of "The China Order in Council, 1904," provided that the maximum fine which can be imposed in the case of offences tried summarily shall be £200 instead of £20.

8. All fees prescribed by or under the Fire and Marine Insurance Companise Ordinance which are paid to the Registrar of Companies at Shanghai shall be paid by him to the Colonial Treasurer at Hongkong.

9. This Order shall come into effect on the first day of January, 1920.

And the Right Honourable Arthur James Balfour, O.M., one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

CHINA (WAR POWERS) ORDER IN COUNCIL, 1917

AT THE COURT AT BUCKINGHAM PALACE, THE 30TH DAY OF MARCH, 1917

PRESENT:—

The King's Most Excellent Majesty

Lord President	Lord Newton
Lord Chamberlain	Sir Frederick Ponsonby.

Whereas by treaty, grant, usage, sufferance, and other lawful means His Majesty the King has jurisdiction in China:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by "The Foreign Jurisdiction Act, 1890," or otherwise, in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The China (War Powers) Order in Council, 1917," and shall be read as one with the "China Order in Council, 1904" (hereinafter called the "Principal Order"), and with any Order amending the same.

2. Where in the opinion of the Minister there are reasonable grounds for believing that any British subject has acted, is acting, or is about to act in a manner prejudicial to the public safety, or to the defence, peace, or security of His Majesty's dominions or of any part of them, the Minister may by order in writing direct that such person—

(*a*) Shall not enter, reside, or remain in any area specified in the order;
(*b*) Shall reside or remain in any area so specified;
(*c*) Shall conduct himself in such manner, or abstain from such acts, or take such order with any property in his possession or under his control, as may be specified in such order;
(*d*) Shall be detained in custody in such place as may be specified in the order; and the person so detained shall be deemed for all purposes to be in legal custody.

3. If any person in respect of whom an order is made under paragraph (*a*), (*b*), or (*c*) of the preceding article fails to comply with any of the provisions of the order, he shall be guilty of an offence against this Order, and shall be liable on conviction by the Court to imprisonment with or without hard labour for a term not exceeding three years; provided, however, that nothing in this article shall be deemed to empower a Provincial Court to award any sentence greater than is authorised by Article 59 (2) of the Principal Order.

4. Where in the opinion of the Minister it is expedient that any person, in respect of whom the provisions of Article 2 of this Order apply, should be deported from China to some place in His Majesty's dominions, he shall send to the Supreme Court a certificate under his hand and seal to that effect, and the Supreme Court may thereupon order that such person shall be deported from China to the place specified in such certificate. The provisions of the Principal Order, and of any Order amending the same, relative to deportation shall, subject to the provisions of this Order, apply to any deportation effected under this article.

5. If any person deported under this Order returns to China without permission in writing of the Minister (which permission the Minister may give) he shall (without prejudice to any liability under Article 83 (11) of the Principal Order) be guilty of an offence against this Order, and shall be liable on conviction by the Court to imprisonment with or without hard labour for a term not exceeding three years; provided, however, that nothing in this article shall be deemed to empower a Provincial Court to award any sentence greater than is authorised by Article 59 (2) of the Principal Order.

6. This Order shall take effect on the day on which the text thereof is first exhibited in the public office of the Supreme Court at Shanghai, along with a certificate under the hand of the Minister stating that he has been informed by telegraph by the Secretary of State that the Order has been passed in the form annexed to the certificate, and shall remain in force only during the continuance of the present war.

And the Right Honourable Arthur James Balfour, one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ALMERIC FITZROY.

THE CHINA (TREATY OF PEACE) ORDER IN COUNCIL, 1919

AT THE COURT AT BUCKINGHAM PALACE, THE 9TH DAY OF DECEMBER, 1919

PRESENT :—

The King's Most Excellent Majesty

Lord President	Lord Somerleyton
Lord Chamberlain	Sir Frederick Ponsonby

Whereas at Versailles, on the 28th day of June, 1919, a Treaty of Peace with Germany (hereinafter referred to as "the Treaty") was signed on behalf of His Majesty; and

Whereas it was provided in the Treaty that the property of German nationals within the territory or under the control of an Allied or Associated State might be constituted a pledge for enemy liabilities upon the conditions laid down in the Treaty; and

Whereas by the Treaty of Peace Act, 1919, it was provided that His Majesty might make such appointments, establish such offices, make such Orders in Council, and do such things as appeared to Him to be necessary for carrying out the Treaty, and for giving effect to any of the provisions thereof; and

Whereas by Treaty, grant, usage, sufferance, or other lawful means His Majesty has power and jurisdiction in China; and

Whereas there is now in China certain property of German nationals under the control of His Majesty, and it is expedient to make provision for charging such property with the payment of the liabilities for which it may be constituted a pledge by the Treaty in the manner hereinafter provided:

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by the Foreign Jurisdiction Act, 1890, or otherwise in Him vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows :—

1. All property rights and interests in China belonging to German nationals at the date when the Treaty comes into force (not being property rights or interests acquired under any general licence issued by or on behalf of His Majesty) and the net proceeds of their sale, liquidation, or other dealings therewith, so far as such property rights and interests or such net proceeds are vested in or otherwise under the control of the Custodian of enemy property or other British authority under the Trading with the Enemy Acts or the Trading with the Enemy Regulations, are hereby charged :—

(*a*) First, with payment of the amounts due in respect of claims by British nationals with regard to their property rights and interests, including companies and associations in which they are interested in German territory, or debts owing to them by German nationals and with payment of any compensation awarded by the Mixed

Arbitral Tribunal or by an arbitrator appointed by that Tribunal in pursuance of paragraph (*e*) of Article 297 of the Treaty, and with payment of claims growing out of acts committed by the German Government or by German authorities since the 31st July, 1914, and before the 4th August, 1914.

(*b*) Secondly, with payment of the amounts due in respect of claims by British nationals with regard to their property rights and interests in the territories of Austria-Hungary, Bulgaria, and Turkey in so far as those claims are not otherwise satisfied.

Provided that any particular property rights or interests so charged may at any time, if the Minister thinks fit, be released from the charge so created.

2. In the application and enforcement of the charge created by this Order the claims of or debts owing to British nationals resident or carrying on business in China shall enjoy priority over the claims of or debts owing to other British nationals.

3. With a view to making effective and enforcing such charge as aforesaid :—

(*a*) No person shall without the consent of the Custodian, transfer, part with, or otherwise deal in any property, right, or interest subject to the charge, and if he does so he shall be liable, on summary conviction, to a fine not exceeding one hundred pounds, or to imprisonment for a term not exceeding three months, or to both such imprisonment and fine.

(*b*) Every person owning or having the control or management of any property right or interest subject to the charge (including where the property right or interest consists of shares, stocks, or other securities issued by a company, municipal authority, or other body, or any right or interest therein, such company, authority, or body) shall, unless particulars thereof have already been furnished to the Custodian in accordance with the Trading with the Enemy Acts, 1914 to 1918, or the Trading with the Enemy Consolidation Regulations, 1918, within one month from the date when this Order comes into operation, by notice in writing communicate the fact to the Custodian, and shall furnish the Custodian with such particulars in relation thereto as the Custodian may require, and if any person fails to do so he shall, on summary conviction, be liable to a fine not exceeding one hundred pounds.

(*c*) Where the property charged consists of inscribed or registered stock, shares, or other securities, any company, municipal authority, or other body by whom the securities were issued or are managed shall, on application being made by the Custodian, enter the Custodian in the books in which the securities are inscribed or registered as the proprietor of the securities subject to the charge, and the Custodian shall, subject to the consent of the Minister, have power to sell or otherwise deal with the securities as proprietor of which he is so registered or inscribed.

(*d*) The Minister may by order vest in the Custodian any property rights and interests subject to the charge, or the right to transfer the same, and for that purpose section 4 of the Trading with the Enemy (Amendment) Act, 1916, shall apply as if such property rights and interests were property belonging to an enemy or enemy subject.

(*e*) If any person called upon to pay any money or to transfer or otherwise to deal with any property rights or interests has reason to suspect that the same are subject to such charge as aforesaid, he shall, before paying, transferring, or dealing with the same, report the matter to the Custodian, and shall comply with any directions that the Custodian may give with respect thereto.

4. All decisions of the Mixed Arbitral Tribunal constituted under Section VI of Part X of the Treaty, if within the jurisdiction of that Tribunal, shall be final and conclusive, and binding on all courts.

5. For the purpose of enforcing the attendance of witnesses before the Mixed Arbitral Tribunal, whether sitting in China or not, and compelling the production before the Tribunal of documents, the Minister shall have power to issue orders which shall have the like effect as if the proceedings before the Tribunal were an action in the court and the order were a formal process issued by that court in the due exercise of its jurisdiction and shall be enforceable by that court accordingly, and disobedience to any such order shall be punishable as contempt of court.

6. Sections IV, V, and VI of Part X of the Treaty relating to property rights and interests, to contracts, prescriptions and judgments, and to the Mixed Arbitral Tribunal, and all provisions of the said Treaty affecting or relating to the charge created by this Order shall have full force and effect as law.

7. The time at which the periods of prescription or limitation of right of action referred to in Article 300 of the Treaty shall begin again to run shall be at the expiration of six months after the coming into force of the Treaty, and the period to be allowed within which presentation of negotiable instruments for acceptance or payment, and notice of non-acceptance or non-payment or protest may be made under Article 301, shall be six months from the coming into force of the Treaty.

8. Rules made during the war by any recognised Exchange or Commercial Association providing for the closure of contracts entered into before the war by an enemy, and any action taken thereunder are hereby confirmed, subject to the provisos contained in paragraph 4 (*a*) of the Annex to Section V of Part X of the Treaty.

9. The power under Article 155 of the China Order in Council, 1904, or under any Order amending the said Order, to make King's Regulations shall extend to the issue of regulations for the purpose of enforcing the charge created by this Order, and for making such arrangements as may be required for establishing and assessing the claims and debts for the payment of which the property charged is rendered liable, and for the payments, in whole or in part, of the sums due.

10. This Order may be cited as the China (Treaty of Peace) Order in Council, 1919, and shall be read as one with the China Order in Council, 1904, and with any Order amending the same.

11. This Order shall come into operation on the date when the Treaty of Peace comes into force.

ALMERIC FITZROY.

NEW CONSORTIUM AGREEMENT

SIGNED ON OCTOBER 15TH, 1920

The following is the full text of the new Consortium agreement:—

The Hongkong and Shanghai Banking Corporation, having its office at 9 Gracechurch Street in the City of London (hereinafter called "the Hongkong Bank") of the first part,

The Banque de L'Indo-Chine having its office at 15 bis Rue Laffite, Paris (hereinafter called "the French Bank") of the second part,

The Yokohama Specie Bank, Limited, having its office at Yokohama in Japan (hereinafter called "the Japanese Bank") of the third part, and,

Messrs. J. P. Morgan & Co., Messrs. Kuhn, Loeb & Co., the National City Bank of New York, the Guaranty Trust Company of New York, Messrs. Lee, Higginson & Co., of Boston, and the Continental and Commercial Trust and Savings Bank of Chicago (hereinafter called "the American Managers") acting as to the United Kingdom by Messrs. Morgan, Grenfell & Co., of 22 Old Broad Street in the City of London and as to France by Messrs. Morgan, Marjes & Co., of Paris, of the fourth part.

Whereas the Hongkong Bank, the French Bank, the Japanese Bank, and the American Managers are acting for the purposes of this Agreement as the representatives of the British, French, Japanese and American Groups respectively,

And whereas the British, French, Japanese and American Groups were formed with the object of negotiating and carrying out Chinese loan business,

And whereas their respective Governments have undertaken to give their complete support to their respective national groups, the parties hereto, in all operations undertaken pursuant to the agreement hereinafter contained and have further undertaken that in the event of competition in the obtaining of any specific loan contract the collective support of the diplomatic representatives in Peking of the four Governments will be assured to the parties hereto for the purpose of obtaining such contract,

And whereas the said national groups are of the opinion that the interests of the Chinese people can in existing circumstance best be served by the co-operative action of the various banking groups representing the investment interests of their respective countries in procuring for the Chinese Government the capital necessary for a programme of economic reconstruction and improved communications,

And whereas with these objects in view the respective national groups are prepared to participate on equal terms in such undertakings as may be calculated to assist China in the establishment of her great public utilities and to these ends welcome the co-operation of Chinese capital.

Now it is hereby agreed by and between the parties hereto as follows:—

1.—Each Group reserves to itself the right of increasing or reducing the number of its own members but so that any member of a group dropping out shall remain bound by the restrictive provisions hereof and any member of a group coming in shall become subject to the restrictive provisions hereof and so that no group shall (without the consent of the others) be entitled to admit into its group a new member who is not of its nationality and domiciled in its market. The admission of any new group shall be determined by the parties hereto, subject to the approval of their respective Governments.

2.—This agreement relates to existing and future loan agreements which involve the issue for subscription by the public of loans to the Chinese Government or to Chinese Government Departments or to Provinces of China or to companies or corporations owned or controlled by or on behalf of the Chinese Government or any Chinese Provincial Government or to any party if the transaction in question is guaranteed by the Chinese Government or Chinese Provincial Government but does

not relate to agreements for loans to be floated in China. Existing agreements relating to industrial undertakings upon which it can be shown that substantial progress has been made may be omitted from the scope of this agreement.

3.—The existing agreements and any future loan agreements to which this agreement relates and any business arising out of such agreements respectively shall be dealt with by the said groups in accordance with the provisions of this agreement.

4.—This agreement is made on the principle of complete equality in every respect between the parties hereto and each of the parties hereto shall take an equal sharein all operations and sign all contracts and shall bear an equal share of all charges in connexion with any business (except stamp duties and any charges of and in connexion with the realization by the parties hereto in their respective markets of their shares in the operations) and the parties hereto shall conclude all contracts with equal rights ahd obligations as between themselves and each party shall have the same rights privileges prerogatives advantages responsibilities and obligations of every sort and kind. Acccordingly preliminary advances on account of or in connexion with business to which this agreement relates shall be borne by each of the parties hereto in equal shares and each of the parties hereto shall be entitled to participate equally in the existing agreement and will offer to the other parties hereto an equal participation with itself in any future loan business falling within the scope of this agreement. Should one or more of the parties hereto decline a participation in the existing agreements or any of them or in any such future loan business as aforesaid the party or parties accepting a participation therein shall be free to undertake the same but shall issue on its or their markets only.

5.—All contracts shall so far as possible be made so as not to impose joint liability on the parties hereto but each of the parties hereto shall severally liquidate its own engagements or liabilities. The parties hereto will so far as possible come to an understanding with regard to the realization of the operations but so that such realization in whatever manner this may take place shall be for the separate benefit of each of the parties hereto as regards their respective participations therein and so that each of the parties hereto shall be entitled to realize its participation in the operations only in its own market, it being understood that the issues in the respective markets are to be made at substantial parity.

6.—Any one or more of the parties hereto who shall have accepted its or their participation in any business hereunder shall be entitled by notice in writing to call upon the other or others of the parties hereto who propose to issue their own respective participations to issue for the account of the party or parties giving such notice or notices either all or one-half of the amount which may constitute the participation of the party or parties giving such notice or notices and the party or parties so called upon shall issue the said amount or amounts (hereinafter called "the Residuary Participation") specified in such notice or notices upon and subject to the terms and conditions following, viz.:—

(1) Such notice or notices must be received by the other or others of the parties hereto before the execution of the final agreement for the issue of the loan or (in the case of an issue of a part only of the loan) of so much thereof as the parties hereto may from time to time agree to issue.

(2) The party or parties to whom such notice or notices shall have been given shall be entitled to decide among themselves and without reference to the party or parties giving such notice or notices as to which one or more of them shall issue the Residuary Participation but in default of any such decision they shall issue the same equally between them.

(3) In issuing the Residuary Participation no distinction shall be made between the Residuary Participation and the amount or amounts issued on its or their own account by the party or parties issuing the Residuary Participation which shall in all respects be subject to the conditions of the respective Syndicates which may be formed for the purpose of effecting the issue.

(4) Each of the parties issuing the Residuary Participation shall be entitled to decide for itself and without reference to the party or parties giving such notice or notices as to what expenses shall be incurred in relation to the issue of the total amount issued by such party.

(5) The party or parties issuing the Residuary Participation shall be entitled between them to charge the party or parties giving such notice or notices with a commission of not exceeding $1\frac{1}{2}$ per cent. on the nominal amount of the Residuary Participation and also with a *pro rata* share of the expenses which the issuing party or parties may in their sole discretion incur in relation to the whole issue and being in the proportion which the Residuary Participation bears to the total nominal amount of the issue.

(6) The party or parties issuing the Residuary Participation shall not by virtue of this agreement incur any responsibility to subscribe for the Residuary Participation or to cause the same to be subscribed.

(7) Each party issuing the Residuary Participation shall apply all subscriptions received by it *pro rata* between the Residuary Participation issued by it and the amount issued by such party on its own account.

(8) Each of the parties issuing the Residuary Participation will apply for and use its best endeavours to obtain a quotation on its market for the total amount issued by it.

(9) No issue of the Residuary Participation or any part thereof shall be made by the party or parties giving such notice or notices unless mutually agreed by the parties hereto.

7.—No participation shall be given by any one of the parties hereto outside its own market. Any participation given in its own market by any one of the parties hereto shall be for its own market only or in the event of the issue including any of the Residuary Participation for the accounts *pro rata* of the issuing Bank and the party or parties giving such participation. The party giving the same shall use its best endeavours to secure that no part of such participation shall be transferred to parties outside the market of the party giving the same. Any other participation shall be given only with the consent of all parties hereto and shall be borne in equal shares by the parties hereto.

8.—This agreement shall remain in force for the period of five years from the date hereof provided nevertheless that a majority of the parties hereto may by twelve months' previous notice in writing addressed to the other parties hereto determine this agreement at any time.

In witness whereof the duly authorized representatives of the respective parties hereto have set their hands the day and year first above written.

For the Hongkong and Shanghai Banking Corporation.
On behalf of the British Group: C. S. ADDIS.

For the Banque de L'Indo-Chine.
On behalf of the French Group: TH. DE LA CHAUME.

For the Yokohama Specie Bank, Ltd.
On behalf of the Japanese Group: K. TAKEUCHI.

For and on behalf of the American Group: J. P. MORGAN & Co.
KUHN, LOEB & Co.

The National City Bank of New York: by J. A. STILLMAN, *President.*

The Guaranty Trust Company of New York: by J. R. SWAN, *Vice-President.*

Continental & Commercial Trust Savings Bank, Chicago: by JOHN JAY ABBOTT, *Vice-President.*

Chase National Bank, New York City: by A. H. WIGGIN, *Chairman.*
LEE, HIGGINSON & Co.

STATUTORY RULES AND ORDERS, 1909. No. 751

THE CHINA AND COREA (CONSULAR FEES) ORDER IN COUNCIL, 1909

AT THE COURT AT BUCKINGHAM PALACE, THE 28TH DAY OF JUNE, 1909

PRESENT:

The King's Most Excellent Majesty in Council.

Whereas by "The Consular Salaries and Fees Act, 1891," His Majesty the King is authorized by Order in Council to fix the fees to be taken in respect of any matter or thing done by a Consular officer in the execution of his office, and to vary such fees by way of increase or decrease, and to abolish fees and to create new fees;

And whereas it is expedient that the Table of Fees fixed by the China and Corea (Consular and Marriage Fees) Order in Council, 1906, should, in certain respects, be added to, and that fees should be created in respect of the attendance of Consular officers in the Mixed Court at Shanghai, and in respect of the assistance rendered by Consular officers to British litigants in such Court:

Now, therefore, in pursuance of the before-mentioned Act, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:

1. This Order may be cited as "The China and Corea (Consular Fees) Order in Council, 1909."

2. The several fees set forth in the Table annexed to this Order are hereby established, and the said Table shall be construed as part of this Order.

3. This Order shall come into operation on such date as His Majesty's Consul-General at Shanghai shall appoint.

4. This Order shall extend to all places in China and Corea.

And the Right Honourable Sir Edward Grey, Baronet, one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

A. W. FITZROY.

SCHEDULE

TABLE OF CONSULAR FEES TO BE TAKEN IN RESPECT OF ASSISTANCE RENDERED BY THE ASSESSOR IN THE MIXED COURT AT SHANGHAI.

1. On application to the Assessor for his request for the assistance of the Chinese authorities, including filing Petition:—

Where the amount involved is—	s.	d.
Under 10*l.*	2	6
10*l.* and under 50*l.*	5	0
50*l.* and under 100*l.*	7	6
100*l.* or upwards	10	0
For each complete 100*l.* not exceeding a total fee of 5*l.*		
2. On each subsequent communication in writing to the China authorities	2	6
3. Hearing fee on each attendance of the Assessor at a sitting of the Court	10	0

TABLES OF CONSULAR AND MARRIAGE FEES.

To be taken in China and Corea in pursuance of the Consular Salaries and Fees Act, 1891, the Foreign Marriages Act, 1892, the Foreign Marriages Order in Council, 1892, the China and Corea (Shipping Registry) Order in Council, 1904, and the China and Corea (Consular and Marriage Fees) Order in Council, 1906.

Part I

Fees to be taken in respect of Matters in which the Interposition of a Consular Officer is required by Law.

Matter in respect of which the Fee is to be taken.

	£	s.	d.
1.—For every declaration taken or recorded under the Merchant Shipping Acts, with a view to the registry, transfer and transmission of ships, interests in ships, or mortgages on ships	0	5	0
2.—For endorsing a memorandum of change of master upon the certificate of registry, and initialing his signature on agreement with crew, if required	0		0
3.—For granting a provisional certificate of registry (this fee to be exclusive of fees on declarations)	1	0	0
4.—For recording a mortgage of a ship, or shares in a ship	1	0	0
5.—For recording the transfer of a mortgage of a ship, or shares in a ship	1	0	0
6.—For recording the discharge of a mortgage of a ship, or shares in a ship	1	0	0
7.—For every sale of a ship, or shares in a ship, made before a Consular officer	1	0	0
8.—For inspection of the register book of transactions in ships, kept in pursuance of Merchant Shipping Acts	0	1	0
9.—For certified copy of extract from register book of transactions in ships	0	2	6
9A.—Certificate of registry	1	10	0
9B.—Certificate of sale or mortgage	0	4	0
9C.—Indorsing ownership on certificate of registry	0	4	0
9D.—Transfer of registry to another port	0	4	0
9E.—Pass for ship	0	10	0
9F.—Alteration in register of name, rig, or tonnage	0	4	0
9G.—For measurement of tonnage as under :—			
For ships of 15 tons, and under 500 tons. gross ton	1	10	0
,, 500 ,, 1,000 ,,	2	5	0
,, 1,000 ,, 2,000 ,,	2	14	0
,, 2,000 ,, 3,000 ,,	3	3	0
,, 3 000 ,, 4,000 ,,	3	12	0
,, 4,000 ,, 5,000 ,,	4	0	0
,, 5,000 ,, and upwards ,,	4	10	0
9H.—For the inspection of the berthing or sleeping accommodation of the crew :—			
For each visit to the ship	0	10	0

Provided as follows :—

(*a*) The aggregate amount of the fees for any such inspection shall not exceed £1 whatever be the number of separate visits.

(*b*) When the accommodation is inspected at the same time with the measurement of the tonnage, no separate fee shall be charged for the inspection.

For the inspection of light and fog signals :—

	£	s.	d.
For each visit made to the ship on the application of the owner, and for each visit made where the lights or fittings are found defective	0	10	0

Provided that the aggregate amount of fees for any such inspection shall not exceed £1 whatever be the number of separate visits.

For the inspection of the marking of a ship :—

	£	s.	d.
For each visit made to the ship on the application of the owner, and for each visit made where the provisions of the Merchant Shipping Acts with respect thereto have not been complied with	0	5	0

Provided as follows :—

(*a*) The aggregate amount of the fees for any such inspection shall not exceed 10s. whatever be the number of separate visits.

(*b*) When the marking of a ship is inspected at the same time with the inspection of light and fog signals, no separate fee shall be charged for the inspection.

[N.B.—Fees 1 to 9H are to be taken under the provisions of the China and Corea (Shipping Registry) Order in Council, 1904.]

	£	s.	d.
10.—For every seaman engaged before a Consular officer	0	2	0
11.—For every alteration in agreements with seamen made before a Consular officer	0	2	0
12.—For every seaman discharged or left behind with the sanction of the Consular officer	0	2	0
13.—For every desertion certified by a Consular officer	0	2	0
14.—For indorsing a ship's agreement with respect to the death of any person on board	0	2	0
15.—For attesting a seaman's will (see No. 102)	0	2	0
16.—For certification of form of claim for wages, &c., of a deceased seaman	0	1	0
17.—For examination of provisions or water, to be paid by the party who proves to be in default, in addition to cost of survey	0	10	0
18.—For every salvage bond made in pursuance of Section 560 (1) of the Merchant Shipping Act, 1894, to be paid by the master or owner of the property salved	2	0	0
19.—For making endorsement on ship's papers as required by Section 257 of "The Merchant Shipping Act, 1894"	0	2	6

(To include the fee for inspection of ship's papers, See No. 46.)

N.B.—A payment of £5 shall free the ship from the payment of Fees Nos. 19 and 40 at every port in China during the following three months.

Marriage Fees to be taken by Marriage Officers acting under the Foreign Marriage Act, 1892, and the Foreign Marriages Order in Council, 1892.

	£	s.	d.
20.—For receiving notice of an intended marriage	0	10	0
21.—For receiving notice of a caveat	1	0	0
22.—For every marriage solemnised by or in the presence of a Marriage officer, and registered by him	0	10	0
23.—For certificate by Marriage Officer of notice having been given and posted up, Art. 6 of the Foreign Marriages Order in Council, 1892	0	5	0
24.—For registration by a Consular Officer of a marriage solemnised in accordance with the local law, in addition to the fee for attendance (Fee 92) See Art. 8 of the Foreign Marriages Order in Council, 1892.	0	10	0

Part II.

Fees to be taken in respect of Matters in which the Interposition of a Consular Officer is to be given when required by the Parties interested.

Matter in respect of which the Fee is to be taken.

	£	s.	d.
25.—For noting a marine protest and furnishing one certified copy if required	0	7	6
26.—For every other copy	0	2	6
27.—For filing a request for survey and issuing order of survey	0	10	0
28.—For receiving report of survey, filing original in archives, if not exceeding 200 words, and furnishing, if required, one certified copy of request, order, and report of survey	1	0	0
29.—For extending marine protest, if not exceeding 200 words, filing original, and furnishing one certified copy if required. This is to be exclusive of fee for oaths or declarations (See No. 51), or for drawing, if required, the body of the protest (See No. 96)	1	0	0

	£	s.	d.
30.—For any other protest [except bill of exchange (See No. 50)], if not exceeding 200 words, filing original, and furnishing one certified copy, if required. This to be exclusive of fee for drawing, if required, the body of the protest (See No. 96)	1	0	0
31.—If the protest or report of survey exceed 200 words, for every additional 100 words or fraction thereof	0	2	6
32.—For attesting average, bottomry or arbitration bond, each copy (See No. 95)	0	5	0
33.—For preparing a fresh agreement with the crew of a British vessel on new articles of agreement being opened at a foreign port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the crew	0	10	0
34.—Bill of health	0	10	0
35.—Certifying to a foreign bill of health	0	10	0
36.—Certificate of origin of goods and filing copy	0	5	0
37.—Certificate of due landing of goods exported from a British port	0	5	0
38.—For application addressed to local authorities for arrest or imprisonment of a seaman, if granted pursuant to the request of the master	0	5	0
39.—Ditto, for release of a seaman	0	5	0
40.—For each certificate granted as to the number of the crew of a vessel, or as to any other matter required by local authorities for the clearance inwards and outwards of a vessel (See Nos. 19 and 41)	0	5	0

N.B.—A payment of £5 shall free the ship from the payment of Fees 19 and 40 at every port in China during the following three months.

	£	s.	d.
41.—For drawing up in form and language required by local authorities, a muster-roll, or detailed list, giving the names, &c., of each member of the crew of a vessel (to be charged in addition to No. 40)	0	2	6
42.—For affixing Consular signature and seal, if required, to a ship's manifest	0	10	0
43.—For affixing Consular seal or signature to any entry in the official long-book of a British vessel, if not required by the Merchant Shipping Act	0	5	0
44.—For attesting the execution of a bill of sale of a ship, or shares in a ship	0	5	0
45.—For any document required from Consular office by foreign authorities as a preliminary to the engagement of a British seaman in a foreign vessel, including official seal and signature	0	1	0
46.—For inspecting ship's papers when their production is required to enable a Consular officer to perform any specific service on the ship's behalf	0	2	6

N.B.—This Fee not to be charged when Fee No. 19 is leviable, or commuted, nor in addition to Fee 19, unless the agreement has been withdrawn from the Consular officer in the interval.

	£	s.	d.
47.—For granting any certificate not otherwise provided for, if not exceeding 100 words	0	5	0
48.—If exceeding 100 words, for every additional 100 words or fraction thereof	0	5	0
49.—For noting a bill of exchange	0	5	0
50.—For protest of a bill of exchange and copy	1	0	0
51.—For administering an oath, or receiving a declaration or affirmation without attestation of signature	0	2	6
52.—For administering an oath, or receiving a declaration or affirmation with attestation of signature	0	5	0
53.—For each Consular signature attached to an exhibit referred to in an affidavit or declaration	0	2	6
54.—For each alteration or interlineation initialed by the Consular officer in any document not prepared by him	0	0	6
55.—For each signature to a transfer of shares or stock attested by the Consular officer	0	2	0
56.—For each signature to a transfer of shares or stock attested by the Consular officer when executed in the presence of one or more witnesses besides the Consular officer	0	5	0
57.—For each execution of a power of attorney attested by the Consular officer (See No. 104)	0	5	0

N.B.—When more than four persons execute a power of attorney at the same time a fee of £1 only is to be charged.

	£	s.	d.
58.—For attesting the execution of a will of any person not being a British seaman (See Nos. 15 and 102)	0	10	0
59.—For each execution of a deed, bond, or conveyance under seal, attested by the Consular officer where the value of the property in question does not exceed £1	0	1	0
Ditto, ditto, £5	0	2	6
Ditto, exceeds, £5	0	7	6

N.B.—When more than four persons execute an instrument at the same time, the fee must not be more than four times 1s., 2s. 6d., or 7s. 6d., as the case may be.

	£	s.	d.
60.—For each signature to an application for a patent attested by a Consular officer	0	5	0
61.—For attaching Consular signature, and seal if required, to quarterly or monthly declarations for Government-pay, half-pay, or pension	0	1	0
62.—For attaching Consular signature to any other declaration of existence	0	2	6
63.—Ditto, if drawn up by a Consular officer	0	5	0
64.—For certificate of a person's identity	0	5	0
65.—For attesting the signature of a foreign authority	0	5	0
66.—For each signature attested by the Consular officer in any document not otherwise provided for	0	5	0

N.B.—No fee is to be charged for attesting a signature to any document required for the deposit or withdrawal of money in or from the Post Office Savings Bank, or in connection with Savings Bank annuities.

	£	s.	d.
67.—For registration of a birth or death (except the death of a seaman)	0	2	6
68.—For any registration not otherwise provided for	0	2	6

N.B.—No fee is to be charged for the registration of a British subject at a Consular office, where such registration is not compulsory under Order in Council.

	£	s.	d.
69.—For issue of certificate of British registration, when such registration is not compulsory under Order in Council	0	2	6
70.—For each search in the register books of births, marriages, or deaths kept at the Consulate provided no other fee is chargeable	0	1	0
71.—For furnishing a certified copy of an entry in register books of births, marriages, or deaths (See No. 70)	0	2	6
72.—For certifying to a copy of any document or part of a document, if not exceeding 100 words	0	5	0
73.—If exceeding 100 words, for every additional 100 words or fraction thereof	0	1	0

N.B.—An additional fee is to be charged when the copy is made by the Consular officer (See No. 99).

	£	s.	d.
74.—Passport	0	5	0
75.—Visa of a passport	0	2	0
76.—For issue of certificate of nationality	0	2	6
77.—Consular request to local authorities for a passport, pass, or visa	0	2	6
77A.—For transit pass	0	3	0
78.—Opening the will of a British subject, not being a seaman, including Consular signature to minute of proceedings	1	0	0
79.—For the administration and distribution, or for either administration or distribution, of the property, situate in the country of the Consular officer's residence, of a British subject, not being a seaman, dying intestate, or if not intestate, when undertaken in the absence of legally competent representatives of the deceased	2½ per cent. on gross value.		
80.—For uniting documents and attaching Consular seal to the fastening	0	2	
81.—For directing search for, or obtaining from Public Record Office or elsewhere, extracts from local registers, or copies of wills, deeds, or other matters, in addition to expenses incurred and any fees for attestation	0	5	0
82.—For affixing Consular signature, and seal if required, to any document not otherwise provided for by this Table	0	5	0

N.B.—No charge is to be made for an order or letter sending a seaman to hospital.

	£	s.	d.
83.—For each Consular seal affixed to a document, packet, or article, when no signature is required	0	2	0
83A.—For new title-deeds of land, including registration, ¼ per cent. on value of the property, with a minimum fee of £1 10s. and a maximum of £10.			
83B.—For notifying to authorities loss of owner's copy of title-deed, and requesting issue of copy to replace it	1	0	0
83C.—For transfer of land, ¼ per cent. on value of the property, with a minimum fee of £1 10s. and a maximum of £10.			
83D.—For cancelment of title deeds	1	0	0
83E.—For registration of title-deeds issued by local authorities	1	0	0
83F.—For registration or discharge of mortgage	1	0	0
83G.—For registration of foreclosure of mortgage	2	0	0
83H.—For any entry, not otherwise provided for, made in land register at the request of the parties interested	0	6	0
83I.—For reference to land, mortgage, or other registers (except those under Nos. 8 and 70)	0	6	0

Part III.

Fees to be taken for certain Attendances in addition to any other Fee chargeable under the present Table, and to travelling and other Expenses (See Notes 3 and 4)

Attendance in respect of which the Fee is to be taken.

	£	s.	d.
84.—At a shipwreck, or for the purpose of assisting a ship in distress, per day	2	0	0
85.—At a shipwreck, at request of parties interested, to assist or advise as to salvage, per day	3	0	0
86.—At request of parties interested, or of local authorities, at the affixing or removing of seals on property of deceased persons, if absent less than two hours	1	0	0
87.—Ditto, ditto, for each additional hour, or fraction thereof, 10s. with a maximum per day of	4	0	0
88.—At request of parties interested, or of local authorities, at a valuation, if absent less than two hours	1	0	0
89.—Ditto, ditto, for each additional hour, or fraction thereof, 10s., with a maximum per day of	4	0	0
90.—At request of parties interested, or of local authorities, at a sale, if absent less than two hours	2	0	0
91.—Ditto, ditto, or each additional hour, or fraction thereof, 10s., with a maximum per day of	4	0	0
92.—At request of parties interested, or of local authorities, for the transaction elsewhere than at the Consular Office of any of the duties for which a fee is provided in the Table of Consular Fees, for each hour, or fraction thereof, 10s., with a maximum per day of	4	0	0
92A.—At request of parties interested, or of local authorities, at a measurement of land, for each hour, or fraction thereof, 10s., with a minimum of	1	0	0
93.—At the request of parties interested, for the transaction of any duty for which a fee is leviable under this order, whether at the Consular office or at the Consular officer's residence, in addition to such fee, for each half-hour, or fraction thereof, if in the daytime, that is to say, between the hours of 6 a.m. and 9 p.m., but not during the customary business hours of the place	0	5	0

N.B.—This fee is leviable for any attendance on Sundays.

Part IV.

Fees to be taken in respect of certain other Services which may be rendered by a Consular officer at his discretion at the request of Parties interested

Service in respect of which the Fee is to be taken.

	£	s.	d.
94.—For the transaction of any duty for which a fee is leviable under this Order, whether at the Consular office or at the Consular officer's residence, in addition to such fee, for each half-hour, or fraction thereof, if in the night time, that is to say, between the hours of 9 p.m. and 6 a.m.	0	10	0
95.—For preparing average, bottomry or arbitration bond (See No. 32)	1	0	0
96.—For drawing a declaration or other document, or the body of a protest, or for taking down in writing verbal declarations or depositions of persons made before a Consular officer or for reducing into writing agreements made before him by contracting parties, exclusive of fees for attestation, &c. (See Part II.), if not exceeding 100 words	0	5	0
97.—If exceeding that number, for each subsequent 100 words, or fraction thereof	0	2	6
98.—For assisting in drawing up petitions, applications, or other documents not specified, each	0	5	0
99.—For making a copy of a document, if not exceeding 100 words, exclusive of fee for certificate See No. 72)	0	1	6
100.—If exceeding that number for every subsequent 100 words, or fraction thereof	0	1	0

N.B.—If the copy is in any foreign language double the above fees (99 and 100) are to be charged.

	£	s.	d.
101.—For making or verifying a translation of a document, in any European language, for every 100 words, or fraction thereof, exclusive of fee for certificate (See No. 47)	0	5	0
101A.—For making or verifying a translation of a document in the Chinese, Corean or other Oriental language, for first 100 characters	2	10	0
101B.—For making or verifying a translation of a document in the Chinese, Corean or other Oriental language, for every subsequent 100 characters, or fraction thereof	0	15	0
102.—For drawing a will, if not exceeding 200 words (See Nos. 15 and 58)	1	0	0
103.—If exceeding that number, for every subsequent 100 words, or fraction thereof	0	5	0
104.—For drawing a power of attorney, if not exceeding 200 words (See No. 57	0	10	0
105.—If exceeding that number, for every subsequent 100 words, or fraction thereof	0	5	
106.—In cases where one or more attesting witnesses, besides a Consular officer, are required, for each witness supplied by him at the request of the parties interested	0	2	6
107.—Attendance elsewhere than at Consular office, at the request, and on behalf, of private persons, for the transaction of business which a Consular officer is permitted, but is not bound, to undertake under the Consular Regulations, for each hour, or fraction thereof, 10s., with a maximum per day of (See Notes 3 and 4 and Form A)	4	0	0
108.—In cases where a Consular officer acts as arbitrator, provided the parties interested declare in writing in the reference to arbitration that they are aware of the nature and rate of the fee chargeable for such service, and agree to pay the same, a commission on the value of the property or amount in dispute of 2½ per cent., with a minimum of	2	0	0

N.B.—The value of the property or amount in dispute must be ascertained and agreed by the parties to the arbitration, and stated in the reference to arbitration.

Notes.—1.—If the Consular officer shall be named Commissioner to examine witnesses under a Commission issued by a British Court of Justice he is allowed to act as such, charging and retaining the customary fees for so doing. A Consular officer should, however, before undertaking the office, come to an arrangement with the parties at whose instance the Commission is being issued as to the exact scale of fees to be charged.

2.—No fee is to be charged for drafting or receiving depositions, &c., taken *ex officio* under the Merchant Shipping Acts, except in cases specially provided for.

3.—In cases of attendances (Parts III. and IV.) the fee per day is to cover a period not exceeding twelve hours.

4.—In cases of attendances away from the Consular office or the Consular officer's residence (Parts III. and IV.), if the Consular officer finds it necessary to be accompanied by a clerk, the fee will be increased by one-half, or if a clerk only is sent, half the fees are to be charged.

5.—The above fees, if not paid in British gold, are to be paid in China in Mexican dollars at the rate of exchange fixed periodically by the Treasury; in Corea, in Japanese currency at the rate of 10 yen to the £ sterling.

THE UNITED STATES COURT FOR CHINA

(Chapter 3,934, Prescribing the Jurisdiction of the Court.)

Be it Enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That a Court is hereby established, to be called he United States Court for China, which shall have exclusive jurisdiction in all cases and judicial proceedings whereof jurisdiction may now be exercised by United States Consuls and Ministers by law and by virtue of treaties between the United States and China, except in so far as the said jurisdiction is qualified by Section 2 of this Act. The said Court shall hold sessions at Shanghai, China, and shall also hold sessions at the cities of Canton, Tientsin, and Hankow at stated periods, the dates of such sessions at each city to be announced in such manner as the Court shall direct, and a session of the Court shall be held in each of these cities at least once annually. It shall be within the power of the judge, upon due notice to the parties in litigation, to open and hold Court for the hearing of a special cause at any place permitted by the treaties, and where there is a United States Consulate, when, in his judgment, it shall be required by the convenience of witnesses, or by some public interest. The place of sitting of the Court shall be in the United States Consulate at each of the cities, respectively.

That the seal of the said United States Court for China shall be the arms of the United States, engraved on a circular piece of steel of the size of a half dollar, with these words on the margin, "The Seal of the United States Court for China."

The seal of said Court shall be provided at the expense of the United States.

All writs and processes issuing from the said Court, and all transcripts, records, copies, jurats, acknowledgments, and other papers requiring certification or to be under seal, may be authenticated by said seal, and shall be signed by the clerk of said Court. All processes issued from the said Court shall bear test from the day of such issue.

Sec. 2.—The Consuls of the United States in the cities of China to which they are respectively accredited shall have the same jurisdiction as they now possess in civil cases where the sum or value of the property involved in the controversy does not exceed five hundred dollars United States money, and in criminal cases where the punishment for the offence charged cannot exceed by law one hundred dollars' fine or sixty days' imprisonment, or both, and shall have power to arrest, examine, and discharge accused persons or commit them to the said Court. From all final judgments of the Consular Court either party shall have the right of appeal to the United States Court for China: Provided, Also, That appeal may be taken to the United States Court for China from any final judgment of the Consular Courts of the United States in Korea so long as the rights of extra-territoriality shall obtain in favour of the United States. The said United States Court for China shall have and exercise supervisory control over the discharge by Consuls and Vice-Consuls of the duties prescribed by the laws of the United States relating to the estates of decedents in China. Within sixty days after the death in China of any citizen of the Uinted States, or any citizen of any territory belonging to the United States, the Consul or Vice-Consul whose duty it becomes to take possession of the effects of such deceased person under the laws of the United States shall file with the clerk of said Court a

sworn inventory of such effects, and shall, as additional effects come from time to time into his possession, immediately file a supplemental inventory or inventories of the same. He shall also file with the clerk of said Court within said sixty days a schedule under oath of the debts of said decedent, so far as known, and a schedule or statement of all additional debts thereafter discovered. Such Consul or Vice-Consul shall pay no claims against the estate without the written approval of the judge of said Court, nor shall he make sale of any of the assets of said estate without first reporting the same to said judge and obtaining a written approval of said sale, and he shall likewise within ten days after any such sale report the fact of such sale to said Court, and the amount derived therefrom. The said judge shall have power to require at any time reports from Consuls or Vice-Consuls in respect of all their acts and doings relating to the estate of any such deceased person. The said Court shall have power to require, where it may be necessary, a special bond for the faithful performance of his duty to be given by any Consul or Vice-Consul into whose possession the estate of any such deceased citizen shall have come in such amount and with such sureties as may be deemed necessary, and for failure to give such bond when required, or for failure to properly perform his duties in the premises, the Court may appoint some other person to take charge of said estate, such person having first given bond as aforesaid. A record shall be kept by the clerk of said Court of all proceedings in respect of any such estate under the provisions hereof.

Sec. 3.—That appeals shall lie from all final judgments or decrees of said Court to the United States Circuit Court of Appeals of the ninth judicial circuit, and thence appeals and writs of error may be taken from the judgments or decrees of the said Circuit Court of Appeals to the Supreme Court of the United States in the same class of cases as those in which appeals and writs of error are permitted to judgments of said Court of Appeals in cases coming from District and Circuit Courts of the United States. Said appeals or writs of error shall be regulated by the procedure governing appeals within the United States from the District Courts to the Circuit Courts of Appeal, and from the Circuit Courts of Appeal to the Supreme Court of the United States, respectively, so far as the same shall be applicable; and said Courts are hereby empowered to hear and determine appeals and writs of error so taken.

Sec. 4.—The jurisdiction of said United States Court, both original and on appeal, in civil and criminal matters, and also the jurisdiction of the Consular Courts in China, shall in all cases be exercised in conformity with said treaties and the laws of the United States now in force in reference to the American Consular Courts in China, and all judgments and decisions of said Consular Courts, and all decisions, judgments, and decrees of said United States Court, shall be enforced in accordance with said treaties and laws. But in all such cases when laws are deficient in the provisions necessary to give jurisdiction or to furnish suitable remedies, the common law and the law as established by the decisions of the Courts of the United States shall be applied by said Court in its decisions and shall govern the same subject to the terms of any treaties between the United States and China.

Sec. 5.—That the procedure of the said Court shall be in accordance, so far as practicable, with the existing procedure prescribed for Consular Courts in China in accordance with the Revised Statutes of the United States: Provided, However, That the judge of the said United States Court for China shall have authority from time to time to modify and supplement said rules of procedure. The provisions of sections forty-one hundred and six and forty-one hundred and seven of the Revised Statutes of the United States allowing Consuls in certain cases to summon associates shall have no application to said Court.

Sec. 6.—There shall be a district attorney, a marshal, and a clerk of said Court with authority possessed by the corresponding officers of the District Courts in the United States as far as may be consistent with the conditions of the laws of the United States and said treaties. The judge of said Court and the district attorney, who shall be lawyers of good standing and experience, marshal, and clerk shall be

appointed by the President, by and with the advice and consent of the Senate, and shall receive as salary, respectively, the sums of eight thousand dollars per annum for said judge, four thousand dollars per annum for said district attorney, three thousand dollars per annum for said marshal, and three thousand dollars per annum for said clerk. The judge of the said Court and the district attorney shall, when the sessions of the Court are held at other cities than Shanghai, receive in addition to their salaries their necessary expenses during such sessions not to exceed ten dollars per day for the judge and five dollars per day for the district attorney.

Sec. 7—The tenure of office of the judge of said Court shall be ten years, unless sooner removed by the President for cause; the tenure of office of the other officials of the Court shall be at the pleasure of the President.

Sec. 8.—The marshal and the clerk of said Court shall be required to furnish bond for the faithful performance of their duties, in sums and with sureties to be fixed and approved by the judge of the Court. They shall each appoint, with the written approval of said judge, deputies at Canton and Tientsin, who shall also be required to furnish bonds for the faithful performance of their duties, which bonds shall be subject, both as to form and sufficiency of the sureties, to the approval of the said judge. Such deputies shall receive compensation at the rate of five dollars for each day the sessions of the Court are held at their respective cities. The office of marshal in China now existing in pursuance of section forty-one hundred and eleven of the Revised Statutes is hereby abolished.

Sec. 9—The tariff of fees of said officers of the Court shall be the same as the tariff already fixed for the Consular Courts in China, subject to amendment from time to time by order of the President, and all fees taxed and received shall be paid into the Treasury of the United States.

Approved, June 30, 1906.

SIXTIETH CONGRESS. SESS. II. 1909. CHAP. 235

Extract

The judicial authority and jurisdiction in civil and criminal cases now vested in and reserved to the Consul-General of the United States at Shanghai, China, by the Act of June thirtieth, nineteen hundred and six, entitled, "An Act creating a United States Court for China and prescribing the jurisdiction thereof," shall, subsequent to June thirtieth, nineteen hundred and nine, be vested in and exercised by a Vice-Consul-General of the United States to be designated from time to time by the Secretary of State, and the Consul-General at Shanghai shall thereafter be relieved of his judicial functions.

RULES OF PROCEDURE FOR THE COURT OF CONSULS, SHANGHAI

Approved by the Consular Body, 10th July, 1882

Rule 1.—Every petition and other pleading filed in the Court and all notices and other documents issuing from the Court shall be entitled "In the Court of Consuls."

Rule 2.—The Court will appoint a Secretary whose name and address will be made public and who shall hold the office until the Court otherwise directs. The Secretary shall have charge of all records and, under the direction of the Court, issue and serve or cause to be served all notices and other documents. He shall also be the medium of all correspondence.

Rule 3.—Suits shall be commenced and proceeded with in person or by attorney, and suitors may be heard with or without counsel.

Rule 4.—The language of the Court will be English.

Rule 5.—All proceedings shall be commenced by a petition to the Court, to be filed in quadruplicate and to state all facts material to the issue in distinct paragraphs.

Rule 6.—The petition will be served upon the defendant with notices to file an answer in quadruplicate within fourteen days from the date of service. A copy of the answer will be served on the plaintiff or his counsel under the direction of the Court.

Rule 7.—Amendments and other proper pleadings will be admitted upon such terms as the Court may impose, and such interim order may be made prior to the hearing of the cause as the Court may consider necessary.

Rule 8.—When it appears to the Court that a cause is ready to be heard such cause will be set down for hearing, and notice of the date and place of hearing will be given to the parties.

Rule 9.—Sittings of the Court will be public and its proceedings recorded by the Secretary.

Rule 10.—The onus of producing witnesses shall be with the parties, but the Court will, as far as practicable, aid in procuring the attendance of witnesses. Evidence will be taken on oath or otherwise as the witness may consider binding. The examination of witnesses will be conducted as the Court may direct.

Rule 11.—A failure to respond to any order or notice issued by the Court will entitle the adverse party to judgment by default, and the Court shall be empowered to give judgment accordingly.

Rule 12.—In any case upon application within sixty days after judgment the Court may order re-hearing upon such terms as seem just.

Rule 13.—Special cases where the facts are admitted may be submitted in writing to the Court for decision without appearance of the parties.

Rule 14.—A minute of all orders shall be drawn up and shall be signed by the Consuls forming the Court or a majority of them, and all orders shall be expressed to be made "By the Court" and shall be signed by the Secretary.

Rule 15.—Judgments will be given in writing by the Judges of the Court, and either read in Court after notice or served upon the parties.

Rule 16.—The fee shall be for hearing $10—for each notice issued and served $3—and such fees for recording the proceedings shall be allowed as the Court may direct. A deposit in such sum as the Court may think sufficient to secure payment of fees will be required of each petitioner. The costs, including those of counsel, in the discretion of the Court, shall be paid as the Court directs.

Rule 17.—All fees shall be at the disposal of the Court for the remuneration of the Secretary.

RULES OF THE SHANGHAI MIXED COURT

The following Provisional Rules for defining the respective jurisdictions of the Mixed Courts of the International and French Settlement adopted by the Consular Body of Shanghai, 10th June, 1902, for reference to the Diplomatic Body at Peking were approved by the Diplomatic Body at Peking on 28th June, 1902.

1.—In all civil cases between Chinese the plaintiff will follow the defendant, and will sue him before the Mixed Court of his, the defendant's, residence.

2.—In all criminal cases where foreigners are not concerned and in all police cases against Chinese residents in the Settlements the Mixed Court of the Settlements in which the crime of contravention has been committed is alone competent.

N.B.—The above two clauses include clauses where the defendant or accused is in the employ of a foreigner, the countersignature of the Consular representative of the national concerned being as heretofore to be obtained.

3.—In Mixed Civil cases—

(*a*)—If the plaintiff is a foreigner—not of French nationality—and the Chinese defendant is a resident of the International Settlement, he is to be sued before the Mixed Court of the International Settlement.

(*b*)—If the plaintiff is French and the Chinese defendant is a resident of the French Settlement, he is to be sued before the Mixed Court of the French Settlement.

(*c*)—If the plaintiff is a foreigner—not of French nationality—and the Chinese defendant is a resident of the French Settlement, the latter shall be sued before the Mixed Court of the International Settlement, whose warrant or summons for his appearance after countersignature by the French Consul-General will be executed or served by the runners of the International Mixed Court with the assistance of the Police of the French Settlement, without previous hearing in the Mixed Court of the French Settlement.

(*d*)—If the plaintiff is French and the Chinese defendant is a resident of the International Settlement the latter shall be sued before the Mixed Court of the French Settlement, whose warrant or summons for his appearance after countersignature by the Senior Consul will be executed or served by the runners of the French Mixed Court with the assistance of the Police of the International Settlement, without previous hearing in the Mixed Court of the International Settlement.

4.—In criminal cases where a foreigner—not of French nationality—is complainant the Mixed Court of the International Settlement is competent; if a Frenchman is the complainant the Mixed Court of the French Settlement is competent.

The provisions under Clause 3, *c* and *d*, as to executing warrants, also apply under this clause.

This does not affect or change in any way the present system whereby all warrants of the Mixed Court of the International Settlement are to be countersigned by the Senior Consul before their execution by the yamen runners with the assistance of the Police

JOHN GOODNOW,
Senior Consul.

FEES FOR THE CONSULAR COURTS OF THE UNITED STATES OF AMERICA IN CHINA

98—*In Consular Court.*

In all cases and estates where the amount in question is not more than $500 ... $ 5.00
In all cases and estates where it is over $500 ... 15.00
In all cases where do specific damages are sought the fee shall be $5 for minor and $1 for greater cases.

99—*Clerk's Fees.*

For issuing all writs, warrants, attachments, or other compulsory process ... 1.50
For docketing every suit commenced ... 1.00
For executions ... 1.00
For all summonses ... 50
For all subpœnas and notices ... 25
For filing and entering every declaration, plea, or other paper ... 10
For administering an oath or affirmation, except to an associate ... 19
For taking an acknowledgment ... 25
For taking and certifying depositions to file (for each folio of 100 words): for the first 100 words, 50 cents; for each succeeding folio ... 20
For a copy of such deposition, furnished to a party on request, per folio ... 15
For entering any return, rule, order, continuance, judgment, decree, or recognizance, or drawing any bond, or making any record, certificate, return, or report: for each folio ... 15
For a copy of any entry or of any paper on file: for each folio ... 10
The docket fee of $1, hereinbefore allowed, shall cover all charges for making dockets and indexes issuing *venire* for associates, taxing costs, and all other services not specified herein, in all cases where the amount involved is $100 or less; where the amount involved exceeds $100 the clerk shall be allowed for the services specified in the foregoing paragraph, in all cases up to $500, inclusive, a fee of... 2.00
In all cases involving more than $500 the clerk shall be allowed for like services ... 3.00

For causes where issue is joined but no testimony is given, for causes, dismissed or discontinued, the clerk shall be allowed, for like services, one-half of the above fees, respectively.

For affixing the seal of the court to any instrument, when required ... 20
For every search for any particular mortgage, or other lien ... 15
For searching the records of the court for judgments, decrees, or other instruments constituting a lien on any property and certifying the result of such search: for each person against whom such search is required to be made ... 1.00

For receiving, keeping, and paying out money in pursuance of any statute or order of court, 1 *per centum* of the amount so received, kept, and paid.
For travelling, made necessary by the duties of his office: for going, 5 cents a mile, and 5 cents a mile for returning.
All books in the clerk's office containing public records shall, during office hours, be open to the inspection of any person desiring to examine the same without any fees or charge therefor.

In cases of escheat the clerk shall receive for publication to heirs ... 2.00
For service as escheator ... 10.00
For every office found ... 2.50
For recording proceedings of inquest, per folio ... 15
For an affidavit in attachment ... 50
For approving bond in attachment ... 1.00
For affidavit in distress cases ... 50
For affidavit in replevin cases ... 50
For approving replevin bond ... 1.00
For affidavit in trials of right of property ... 50
Where bond is given in trial of right of property, for approving it ... 1.00

100—*Marshal's Fees.*

For apprehending a deserter and delivering him on board the vessel deserted from, to be paid by the vessel before leaving port ... 5.00
For searching for the same, and, if not found, to be certified by the consul, and his order to be paid by the ship 2.00
For serving any writ, warrant, attachment, or other compulsory process, each person ... 2.00
For serving summonses ... 1.00
For returning all notices, writs, attachment, warrants, and summonses, each ... 50
For each bail bond ... 1.00
On every commitment or discharge of prisoner ... 2.00
For subpœnas, for each witness summoned ... 50
For returning subpœna ... 25
For each day's attendance upon court ... 3.00
For levying execution ... 1.00
For advertising property for sale ... 2.00
For releasing property under execution by order of plaintiff ... 3.00
For selling property under execution, when the amount collected does not exceed $1,000 ... .5 per cent.
If over $1,000 and not exceeding $5,000 ... .3 per cent.
If over $5,000 ... .2 per cent.
For making collections under $200, in cases where no adjudication has taken place ... .5 per cent.
If the amount exceeds $200 ... 2½ per cent.
For travelling fees in serving all processes, each mile ... 10
For serving every notice not heretofore provided for, in addition to the usual travelling fees... 50

If an execution be paid and satisfied while in the hands of the marshal, and after he has made a levy on property to satisfy the same, he shall receive one-half the fees fixed for selling property under execution or attachment.

* Scale substituted for the original scale, 15th March, 1889.

For executing a deed prepared by a party or his attorney ... $1.00
For drawing and executing a deed ... 5.00
For copies of writs or papers, furnished on request, per folio ... 25
For every proclamation in admiralty ... 30
For serving an attachment *in rem*, or a libel in admiralty ... 2.00

For the necessary expenses of keeping boats, vessels, or other property, attached or libelled in admiralty, a compensation to be fixed by the court.

When the debt, or claim in admiralty, is settled by the parties, without a sale of the property, the marshal shall be entitled to a commission of 1 per cent. on the first $500 of the claim or decree, and one-half of 1 per cent. on the excess of any sum over $500: *Provided*, that when the value of the property is less than the claim such commission shall be allowed on the appraised value thereof.

For sale of vessels, or other property, under process in admiralty or under the order of a court of admiralty, and for receiving and paying over the money, 2½ per cent. on any sum under $500, and 1½ per cent. on the excess of any sum over $500.

101—*Interpreter's Fees.*

For each day's attendance upon court ... 3.00
For making translations ... 2.00
If more than 200 words for each additional 100 ... 1.00

102—*Witnesses' Fees.*

For each day's attendance upon court ... 1.50
For each mile travelled in going to and returning from court ... 15

103—*Crier's Fees.*

On trial of every suit ... 1.00

104—*Citizen Associates' Fees.*

For each day's attendance ... 3.00

105—*Costs for Prevailing Party.*

All necessary Court fees paid out.

106—*Consul's Fees.*

The following fees shall be allowed in arbitration proceedings:

Where the amount in question is $500, or less ... 5.00
Where it exceeds $500, and up to $1,000 ... 10.00
Where it exceeds $1,000, for each $1,000 or fraction thereof ... 10.00
In cases of libel, slander, and all proceedings not requiring money judgments ... 10.00

In all arbitration proceedings judgment may be entered for costs, and execution issued thereon.

For issuing a search warrant ... 3.00
For holding an inquest ... 10.00
Fees for inquests are payable out of the estate of the descendent.

107—*Fees in Probate Matters.*

(1) The administrator shall present to the court a bill of particulars of the services rendered by him, and the court shall allow him a reasonable compensation, to be determined by the court.
(2) The consul, when salaried officer (drawing fixed compensation), shall not be allowed any fees in any judicial proceeding whatsover appertaining to probate matters heard and decided by him as a consular court.
(3) If, in any case, a consul shall be appointed for any of the open ports of China and Japan, to whose office there is no fixed salary, and whose compensation depends on collection of consular fees, and who is vested with judical authority (as the consuls who have fixed compensation), then such consul shall be allowed the following fees:

For passing on current reports of executor, administrator, or guardian ... 5.00
For passing on final reports of same ... 5.00
For a final order of discharge ... 5.00
For hearing application for distribution of estates ... 5.00
For making order of distribution ... 5.00
The clerk shall receive the following fees:

For a citation in administration ... 50
For preparing and administering the oath to an executor, administrator, or guardian ... 1.00
For issuing and recording letters of administration and guardian's certificate ... 1.00
For docket fee ... 1.00
For filing papers ... 25
For seal to letters of appointment of appraisers of estate ... 1.00
For seal to letters of administration ... 1.00

For all other services, such as entering orders, copying and recording orders, etc., and such like acts, the clerk shall receive the same fees as are allowed under the general schedule for like services, and subject to such reasonable compensation as may be allowed by the consular court.

The marshal shall receive for any services rendered by him in matters of probate, the same fees that are provided in the general schedule for services of the same nature.

108—*Fees in Ministerial Court.*

The fees of the court and its officers shall be the same as hereinbefore prescribed for the consular courts, except in cases brought before said court upon appeal, in all of which cases a court fee shall be charged of ... 15.00

In addition to which, the same fees as consuls are allowed to charge shall be allowed for the issuance, filing, etc., of all papers and process, and also administering oaths, etc.

The fees of the clerk, marshal, interpreters, etc., in a ministerial court, shall be the same in appellate as in other cases.

UNITED STATES CONSULAR COURT REGULATION

(Embezzlement, Vagrancy) April 13, 1907

Whereas, defects and deficiencies exist in the laws to be enforced by the judicial authorities of the United States in China as regards embezzlement and vagrancy:

Now therefore, by virtue of the power vested in me by Section 4,086 of the Revised Statutes of the United States, I, William Woodville Rockhill, Envoy Extraordinary and Minister Plenipotentiary of the United States of America at Peking, China, do hereby decree:

1. If any agent, attorney, clerk, or servant of a private person or co-partnership, or any officer, attorney, agent, clerk, or servant of any association or incorporated company, shall wrongfully convert to his own use, or fraudulently take, make away with, or secrete, with intent to convert to his own use, anything of value which shall come into his possession or under his care by virtue of his employment or office, whether the thing so converted be the property of his master or employer or that of any other person, co-partnership, association, or corporation, he shall be deemed guilty of embezzlement, and shall be punished by a fine not exceeding one thousand dollars, or by imprisonment for not more than ten years, or both.

2. All persons having no visible means of honest and reputable support, or who lead an idle and dissolute life; and all persons living by stealing or by trading in, bartering for, or buying, stolen property, shall be deemed and considered vagrants, and upon conviction thereof shall be punished by a fine not exceeding one hundred dollars, or by imprisonment for not exceeding sixty days, or both.

American Legation, W. W. Rockhill.

Peking, China, April 13, 1907.

CHARTER OF THE COLONY OF HONGKONG

Letters Patent passed under the Great Seal of the United Kingdom, constituting the office of Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies.

George the Fifth by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas King, Defender of the Faith, Emperor of India: To all to whom these Presents shall come, Greeting. *Dated 14th February, 1917.*

Whereas, by certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the Nineteenth day of January 1888, Her Majesty Queen Victoria did constitute the office of Governor and Commander-in-Chief in and over the Colony of Hongkong and its Dependencies, as therein decribed, and did provide for the Government thereof: Recites Letters Patent of 19th January, 1888.

And whereas by Orders of Her said Majesty in Her Privy Council bearing date respectively the Twentieth day October 1898, and the Twenty-seventh day of December 1899, certain territories adjacent to the said Colony were, for the term therein referred to, declared to be part and parcel of the Colony in like manner and for all intents and purposes as if they had originally formed part of the Colony: Recites Orders in Council of 20th October, 1898 and 27th Dec., 1899.

And whereas We are minded to make other provision in lieu of the above recited Letters Patent of the Nineteenth day of January 1888:

Now, know ye that We do by these presents revoke the above recited Letters Patent of the Nineteenth day of January 1888, but without prejudice to anything lawfully done thereunder; and We do by these Our Letters Patent declare Our Will and Pleasure as follows: Revokes Letters Patent of 19th January, 1888.

I.—There shall be a Governor and Commander-in-Chief in and over Our Colony of Hongkong and its Dependencies (hereinafter called the Colony), and appointments to the said Office shall be made by Commission under Our Sign Manual and Signet. Office of Governor constituted.

II.—We do hereby authorise, empower, and command our said Governor and Commander-in-Chief (hereinafter called the Governor) to do and execute all things that belong to his said office, according to the tenour of these our Letters Patent and of any Commission issued to him under Our Sign Manual and Signet, and according to such Instructions as may from time to time be given to him, under Our Sign Manual and Signet, or by Order in Our Privy Council, or by Us through one of Our Principal Secretaries of State, and to such laws as are now or shall hereafter be in force in the Colony. Governor's powers and authorities.

III.—Every person appointed to fill the office of Governor shall with all due solemnity, before entering upon any of the duties of his office, cause the commission appointing him to be Governor to be read and published in the presence of the Chief Justice or other Judge of the Supreme Court, and of such Members of the Executive Council of the Publication of Governor's Commission.

Colony as can conveniently attend; which being done he shall then and there take before them the Oath of Allegiance in the form provided by an Act passed in the session holden in the Thirty-first and Thirty-second years of the reign of Her Majesty Queen Victoria, intituled "An Act to amend the Law relating to Promissory Oaths"; and likewise the usual Oath for the due execution of the office of Governor, and for the due and impartial administration of justice; which Oaths the said Chief Justice or Judge, or if they be unavoidably absent, the senior Member of the Executive Council then present, is hereby required to administer.

Oaths to be taken by Governor.

Imperial Act, 31 & 32 Vict., c. 72.

Public Seal.

IV.—The Governor shall keep and use the public seal of the Colony for sealing all things whatsoever that shall pass the said public seal.

Executive Council.

V.—There shall be an Executive Council in and for the Colony and the said Council shall consist of such persons as We shall direct by Instructions under Our Sign Manual and Signet, and all such persons shall hold their places in the said Council during Our pleasure. The Governor may upon sufficient cause to him appearing suspend from the exercise of his functions in the Council any Member thereof pending the signification of Our pleasure, giving immediate notice to Us through one of Our Principal Secretaries of State. If the suspension is confirmed by Us through one of Our Principal Secretaries of State the Governor shall forthwith by an instrument under the Public Seal of the Colony revoke the appointment of such Member, and thereupon his seat in the Council shall become vacant.

Legislative Council.

VI.—There shall be a Legislative Council in and for the Colony, and the said Council shall consist of the Governor and such persons as We shall direct by any Instructions under Our Sign Manual and Signet, and all such persons shall hold their places in the said Council during Our pleasure. The Governor may upon sufficient cause to him appearing suspend from the exercise of his functions in the Council any Member thereof pending the signification of Our pleasure, giving immediate notice to Us through one of Our Principal Secretaries of State. If the suspension is confirmed by Us through one of Our Principal Secretaries of State the Governor shall forthwith by an instrument under the Public Seal of the Colony revoke the appointment of such Member, and thereupon his seat in the Council shall become vacant.

Governor, with advice and consent of Council, to make Laws.

VII.—The Governor, by and with the advice and consent of the Legislative Council, may make laws for the peace, order, and good government of the Colony.

Disallowance of Laws.

VIII.—We do hereby reserve to Ourselves, Our heirs and successors, full power and authority to disallow, through one of Our Principal Secretaries of State, any such law as aforesaid. Every such disallowance shall take effect from the time when the same shall be promulgated by the Governor in the Colony.

Power of Legislation reserved to the Crown.

IX.—We do also reserve to Ourselves, Our heirs and successors, Our and their undoubted right, with advice of Our or their Privy Council, to make all such laws as may appear necessary for the peace, order, and good government of the Colony.

Assent to Bills.

X.—When a Bill passed by the Legislative Council is presented to the Governor for his assent he shall, according to his discretion, but subject to any Instructions addressed to him under Our Sign Manual and Signet or through one of Our Principal Secretaries of State, declare that he assents thereto, or refuses his assent to the same, or that he reserves the same for the signification of Our pleasure.

Reserved Bills.

XI.—A Bill reserved for the signification of Our pleasure shall take effect so soon as We shall have given Our assent to the same by Order in

Council, or through one of Our Principal Secretaries of State, and the Governor shall have signified such assent by message to the Legislative Council or by proclamation: Provided that no such message shall be issued after two years from the day on which the Bill was presented to the Governor for his assent.

Governor and Legislative Council to observe instructions.

XII.—In the making of any laws the Governor and the Legislative Council shall conform to and observe all rules, regulations, and directions in that behalf contained in any Instructions under Our Sign Manual and Signet.

Land grants.

XIII.—The Governor, in Our name and on Our behalf, may make and execute, under the Public Seal of the Colony, grants and dispositions of any lands which may be lawfully granted or disposed of by Us. Provided that every such grant or disposition be made in conformity either with some law in force in the Colony or with some Instructions addressed to the Governor under Our Sign Manual and Signet, or through one of Our Principal Secretaries of State, or with some regulations in force in the Colony.

Governor empowered to appoint Judges and other officers.

XIV.—The Governor may constitute and appoint all such Judges Commissioners, Justices of the Peace, and other necessary Officers and Ministers in the Colony, as may lawfully be constituted or appointed by Us, all of whom, unless otherwise provided by law, shall hold their offices during Our pleasure.

Grant of pardon.

XV.—When any crime or offence has been committed within the Colony, or for which the offender may be tried therein, the Governor may, as he shall see occasion, in Our name and on Our behalf, grant a pardon to any accomplice in such crime or offence who shall give such information as shall lead to the conviction of the principal offender, or of any one of such offenders, if more than one; and further, may grant to any offender convicted of any crime or offence in any Court, or before any Judge or other Magistrate within the Colony, a pardon either free or subject to lawful conditions, or any remission of the sentence passed on such offender or any respite of the execution of such sentence for such period as the Governor thinks fit, and may remit any fines, penalties, or forfeitures due or accrued to Us. Provided always that the Governor shall in no case, except when the offence has been of a political nature unaccompanied by any other grave crime, make it a condition of any pardon or remission of sentence that the offender shall be banished from or shall absent himself or be removed from the Colony.

Remission of fines.

Proviso. Banishment prohibited.

Exception. Political offences.

Dismissal and Suspension of officers.

XVI. The Governor may, upon sufficient cause to him appearing, dismiss any public officer not appointed by virtue of a Warrant from Us, whose pensionable emoluments do not exceed one thousand dollars or one hundred pounds sterling a year, according as the said emoluments are fixed with reference to dollars or to pounds sterling as the case may be, provided that in every such case the grounds of intended dismissal are definitely stated in writing and communicated to the officer in order that he may have full opportunity of exculpating himself, and that the matter is investigated by the Governor with the aid of the head for the time being of the department in which the officer is serving

The Governor may, upon sufficient cause to him appearing, also suspend from the exercise of his office any person holding any office in the Colony whether appointed by virtue of any Commission or Warrant from Us, or in Our name, or by any other mode of appointment. Such suspension shall continue and have effect only until Our pleasure therein shall be signified to the Governor. If the suspension is confirmed by one of Our Principal Secretaries of State, the Governor shall forthwith cause

the officer to be so informed, and thereupon his office shall become vacant. In proceeding to any such suspension, the Governor is strictly to observe the directions in that behalf given to him by Our Instructions as aforesaid.

Succession to Government.

XVII.—Whenever the office of Governor is vacant, or if the Governor become incapable, or be absent from the Colony, Our Lieutenant Governor of the Colony, or if there shall be no such Officer therein, then such person or persons as may by appointed under the Royal Sign Manual and Signet, and in default of any such appointment, the person lawfully discharging the functions of Colonial Secretary shall during Our pleasure, administer the Government of the Colony, first taking the Oaths hereinbefore directed to be taken by the Governor and in the manner herein prescribed; which being done, We do hereby authorise, empower, and command Our Lieutenant Governor, or any other such Administrator as aforesaid, to do and execute, during Our pleasure, all things that belong to the office of Governor and Commander-in-Chief, according to the tenour of these Our Letters Patent, and according to Our Instructions as aforesaid, and the laws of the Colony.

Proviso. Oath of Office.

Powers, &c. of Administrator.

Officers and others to obey and assist Governor.

XVIII.—And We do hereby require and command all Our officials and ministers, civil and military, and all other inhabitants of the Colony, to be obedient, aiding and assisting unto the Governor and to any person for the time being administering the Government of the Colony.

Term "Governor" explained.

XIX.—In these Our Letters Patent the term "the Governor" shall include every person for the time being administering the government of the Colony.

Power reserved to His Majesty to revoke, alter or amend present Letters Patent.

XX.—And We do hereby reserve to Ourselves, Our heirs and successors, full power and authority, from time to time, to revoke, alter, or amend these Our Letters Patent as to Us or them shall seem meet.

Publication of Letters Patent.

XXI.—And We do further direct and enjoin that these Our Letters Patent shall be read and proclaimed at such place or places within the Colony as the Governor shall think fit, and shall come into operation on a day to be fixed by the Governor by Proclamation.

In witness whereof We have caused these Our Letters to be made Patent. Witness Ourself at Westminster, the Fourteenth day of February in the Seventh year of Our Reign.

By Warrant under the King's Sign Manual,

SCHUSTER.

CONSTITUTION OF THE EXECUTIVE AND LEGISLATIVE COUNCILS

Instructions passed under the Royal Sign Manual and Signet to the Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies.

GEORGE *R.I.*

Instructions to Our Governor and Commander-in-Chief in and over Our Colony of Hongkong and its Dependencies or other Officer for the time being administering the Government of Our said Colony and its Dependencies.

Dated 14th February, 1917.

Whereas by certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing even date herewith, We have made provision for the office of Governor and Commander-in-Chief (therein and hereinafter called the Governor) in and over Our Colony of Hongkong, and its Dependencies (therein and hereinafter called the Colony):

Preamble.

Recites Letters Patent of even date.

And whereas We have thereby authorised and commanded the Governor to do and execute all things that belong to his said office according to the tenour of Our said Letters Patent and of any Commission issued to him under Our Sign Manual and Signet and according to such Instructions as may from time to time be given to him under Our Sign Manual and Signet or by Order in Our Privy Council or by Us through one of Our Principal Secretaries of State and to such laws as are now or shall hereafter be in force in the Colony:

And whereas Her Majesty Queen Victoria did issue certain Instructions to the Governor under Her Sign Manual and Signet bearing date the Nineteenth day of January 1888, and certain Additional Instructions bearing date the Seventh day of July 1896:

Recites Instructions of 19th January 1888 and Additional Instructions of 7th July 1896.

And whereas We are minded to substitute fresh Instructions for the aforesaid Instructions and Additional Instructions:

Now therefore We do, by these Our Instructions under Our Sign Manual and Signet, revoke as from the date of the coming into operation of Our said recited Letters Patent, the aforesaid Instructions of the Nineteenth day of January 1888 and the aforesaid Additional Instructions of the Seventh day of July 1896, but without prejudice to anything lawfully done thereunder, and instead thereof We do direct and enjoin and declare Our will and pleasure as follows:—

Revokes Instructions of 19th January 1888 and Additional Instructions of 7th July 1896.

I.—The Governor may, whenever he thinks fit, require any person in the public service of the Colony to take the Oath of Allegiance, in the form prescribed by the Act mentioned in Our said recited Letters Patent, together with such other Oath or Oaths as may from time to time be prescribed by any laws in force in the Colony. The Governor is to administer such Oaths, or to cause them to be administered by some public officer of the Colony.

Administration of Oaths.

Constitution of Executive Council.

II.—The Executive Council of the Colony shall consist of the Lieutenant-Governor of the Colony (if any), the Senior Military Officer for the time being in command of Our Regular Troops within the Colony, the persons for the time being lawfully discharging the functions of Colonial Secretary, of Attorney-General, and of Treasurer of the Colony, who are hereinafter referred to as *ex officio* Members, and of such other persons as at the date of the coming into operation of Our said recited Letters Patent are Members of the said Council, or as We may from time to time appoint by any Instructions or Warrant under Our Sign Manual and Signet, or as the Governor in pursuance of Instructions from Us through one of Our Principal Secretaries of State may from time to time appoint under the Public Seal of the Colony.

Provisional appointment of Members of the Executive Council.

III.—Whenever any Member, other than an *ex officio* Member, of the Executive Council of the Colony shall, by writing under his hand, resign his seat in the Council, or shall die, or be declared by the Governor by an Instrument under the Public Seal of the Colony to be incapable of exercising his functions as a Member of the Council, or be absent from the Colony, or shall be acting in an office the holder of which is an *ex officio* Member of the Council, or shall be suspended from the exercise of his functions as a Member of the Council, the Governor may, by an Instrument under the Public Seal of the Colony, provisionally appoint any public officer to be temporarily an Official or Unofficial Member of the Council, and any person not a public officer to be temporarily an Unofficial Member of the Council in the place of the Member so resigning, or dying, or being suspended, or declared incapable, or being absent, or sitting as an *ex officio* Member.

Such person shall forthwith cease to be a Member of the Council if his appointment is disallowed by Us, or if the Member in whose place he was appointed shall be released from suspension, or, as the case may be, shall be declared by the Governor by an Instrument under the Public Seal capable of again discharging his functions in the Council, or shall return to the Colony, or shall cease to sit in the Council as an *ex officio* Member.

Such provisional appointments to be immediately reported.

IV.—The Governor shall without delay, report to Us, for Our confirmation or disallowance, through one of Our Principal Secretaries of State, every provisional appointment of any person as a Member of the said Executive Council. Every such person shall hold his place in the Council during Our pleasure, and the Governor may by an Instrument under the Public Seal revoke any such appointment.

Precedences.

V.—The Official Members of the Executive Council shall take precedence of the Unofficial Members, and among themselves shall have seniority and precedence as We may specially assign, and, in default thereof, first, the *ex officio* Members in the order in which their offices are above mentioned (except that the Senior Military Officer, if below the rank of Lieutenant-Colonel in Our Army, shall take precedence after the person lawfully discharging the functions of Attorney-General), and then other Official Members and all Unofficial Members according to the priority of their respective appointments, or if appointed by or in pursuance of the same Instrument, according to the order in which they are named therein.

Governor to communicate Instructions to Executive Council.

VI.—The Governor shall forthwith communicate these Our Instructions to the Executive Council, and likewise all such others, from time to time, as We may direct, or as he shall find convenient for Our service to impart to them.

VII.—The Executive Council shall not proceed to the despatch of business unless duly summoned by authority of the Governor, nor unless two Members at the least (exclusive of himself or of the Member presiding), be present and assisting throughout the whole of the meetings at which any such business shall be despatched.

Executive Council not to proceed to business unless summoned by Governor's authority. Quorum.

VIII.—The Governor shall attend and preside at all meetings of the Executive Council, unless when prevented by illness or other grave cause, and in his absence such Member as the Governor may appoint, or in the absence of such Member the senior Member of the Council actually present, shall preside.

Who to preside.

IX.—Minutes shall be regularly kept of all the proceedings of the Executive Council; and at each meeting of the Council the Minutes of the last preceding meeting shall be confirmed or amended, as the case may require, before proceeding to the despatch of any other business.

Minutes of Executive Council to be kept.

Twice in each year a full and exact copy of all Minutes for the preceding half year shall be transmitted to Us through one of Our Principal Secretaries of State.

To be transmitted home twice a year.

X.—In the execution of the powers and authorities granted to the Governor by Our said recited Letters Patent, he shall in all cases consult with the Executive Council, excepting only in cases which may be of such a nature that, in his judgment, Our service would sustain material prejudice by consulting the Council thereupon, or when the matters to be decided shall be too unimportant to require their advice, or too urgent to admit of their advice being given by the time within which it may be necessary for him to act in respect of any such matters. In all such urgent cases he shall, at the earliest practicable period, communicate to the Executive Council the measures which he may so have adopted, with the reasons therefor.

Governor to consult Executive Council.

XI.—The Governor shall alone be entitled to submit questions to the Executive Council for their advice or decision; but if the Governor decline to submit any question to the Council when requested in writing by any Member so to do, it shall be competent to such Member to require that there be recorded upon the Minutes his written application, together with the answer returned by the Governor to the same.

Governor alone entitled to submit questions.

XII.—The Governor may, in the exercise of the powers and authorities granted to him by Our said recited Letters Patent, act in opposition to the advice given to him by the Members of the Executive Council, if he shall in any case deem it right to do so; but in any such case he shall fully report the matter to Us by the first convenient opportunity, with the grounds and reasons of his action. In every such case it shall be competent to any Member of the said Council to require that there be recorded at length on the Minutes the grounds of any advice or opinion he may give upon the question.

Governor may act in opposition to Executive Council. Reporting grounds for so doing. Members may require their adverse opinions to be recorded on Minutes.

XIII.—The Legislative Council of the Colony shall consist of the Governor, the Lieutenant Governor (if any), the Senior Military Officer for the time being in command of Our regular troops within the Colony, the persons for the time being lawfully discharging the functions of Colonial Secretary, Attorney-General, and Treasurer of the Colony, and such other persons holding office in the Colony, and not exceeding three in number at any one time, as at the date of the coming into operation of Our said recited Letters Patent are Official Members of the said Council, or as We may from time to time appoint by any Instructions or Warrants under Our Sign Manual and Signet, or as the Governor, in pursuance of Instructions from Us, through one of Our Principal Secretaries of State, may from time to time appoint by an Instrument under the Public Seal of the Colony, and all such persons shall be styled Official Members of the Legislative Council; and further of such persons,

Constitution of Legislative Council. Official Members.

Unofficial Members.

not exceeding six in number at any one time, as at the date of the coming into operation of Our said recited Letters Patent are Unofficial Members of the said Council, or as the Governor, in pursuance of Instructions from Us, through one of our Principal Secretaries of State, may from time to time appoint by an Instrument under the Public Seal of the Colony, and all such persons shall be styled Unofficial Members of the Legislative Council.

Provisional appointments in place of Official Members absent, &c

XIV.—Whenever any Official Member other then an *ex Officio* Member of the Legislative Council of the Colony shall, by writing under his hand, resign his seat in the Council, or shall die, or be suspended from the exercise of his functions as a Member of the Council, or be declared by the Governor by an Instrument under the Public Seal of the Colony to be incapable of exercising his functions as a Member of the Council, or be absent from the Colony, or shall be acting in an office the holder of which is an *ex Officio* Member of the Council, the Governor may, by an Instrument under the Public Seal of the Colony, provisionally appoint some person to be temporarily an Official Member of the Council in the place of the Member so resigning, or dying, or being suspended, or declared incapable, or being absent, or sitting as an *ex Officio* Member.

Such person shall forthwith cease to be an Official Member of the Council if his appointment is disallowed by Us, or if the Member in whose place he was appointed shall return to the Colony, or shall be released from suspension, or shall be declared by the Governor by an Instrument under the Public Seal capable of again discharging his functions in the said Council, or shall cease to sit in the Council as an *ex Officio* Member.

Provisional appointments to be immediately reported.

Revocation of such appointments.

The Governor shall, without delay, report to Us, for Our confirmation or disallowance, through one of Our Principal Secretaries of State, every provisional appointment of any person as an Official Member of the Legislative Council. Every such person shall hold his place in the Council during Our pleasure, and the Governor may by an Instrument under the Public Seal revoke any such appointment.

Provisional appointments in place of Unofficial Members absent, &c.

XV.—If any Unofficial Member of the Legislative Council shall die, or become incapable of discharging his functions as a Member of the Council, or be suspended or removed from his seat in the Council, or be absent from the Colony, or if he resign by writing under his hand, or if his seat become vacant, the Governor may, by an Instrument under the Public Seal of the Colony, provisionally appoint in his place a fit person to be temporarily an Unofficial Member of the said Council.

Such person shall forthwith cease to be a Member if his appointment is disallowed by Us, or if the Member in whose place he was appointed shall return to the Colony, or, as the case may be, shall be released from suspension, or shall be declared by the Governor by an Instrument under the Public Seal capable of again discharging his functions in the said Council.

Provisional appointments to be immediately reported.

Revocation of such appointments.

The Governor shall, without delay, report to Us, for Our confirmation or disallowance, to be signified through one of Our Principal Secretaries of State, every provisional appointment of any person as an Unofficial Member of the Legislative Council. Every such person shall hold his place in the Council during Our pleasure, and the Governor may by an Instrument under the Public Seal revoke any such appointment.

Vacation of seats by Unofficial Members.

XVI.—Every person who at the date of the coming into operation of Our said recited Letters Patent is an Unofficial Member of the Legislative Council may retain his seat until the end of six years from the date of his appointment, and every Unofficial Member appointed after the date of the coming into operation of Our said recited Letters Patent shall vacate his seat at the end of six years from the date of the Instrument by which or in pursuance of which he is appointed, unless it is otherwise provided by that Instrument.

Provided that if and such Member is provisionally appointed to fill a vacant seat in the Council and his provisional appointment is immediately followed by his definitive appointment, the aforesaid period of six years shall be reckoned from the date of the Instrument provisionally appointing him.

Every such Unofficial Member shall be elegible to be re-appointed by the Governor by an Instrument under the Public Seal of the Colony for a further period not exceeding six years, subject to Our approval conveyed through one of Our Principal Secretaries of State.

Seats declared void in certain cases.

XVII.—If any Unofficial Member of the Legislative Council shall become bankrupt or insolvent, or shall be convicted of any criminal offence, or shall absent himself from the Colony for more than three months without leave from the Governor, the Governor may declare in writing that the seat of such Member at the Council is vacant, and immediately on the publication of such declaration he shall cease to be a Member of the Council.

Resignation of Members.

XVIII.—Any Unofficial Member may resign his seat at the Council by writing under his hand, but no such resignation shall take effect until it be accepted in writing by the Governor, or by Us through one of Our Principal Secretaries of State.

Council may transact business notwithstanding vacancies.

Quorum.

XIX.—The Legislative Council shall not be disqualified from the transaction of business on account of any vacancies among the Members thereof; but the said Council shall not be competent to act in any case unless (including the Governor or the Member presiding) there be present at and throughout the meetings of the Council five Members at the least.

Precedence of members.

XX.—The Official Members of the Legislative Council shall take precedence of the Unofficial Members; and among themselves shall take precedence as We may specially assign, and, in default thereof, first the *ex officio* Members, in the order in which their offices are mentioned (except that the Senior Military Officer, if below the rank of Lieutenant-Colonel in Our Army, shall take precedence after the person lawfully discharging the functions of Attorney-General), then other Official Members and all Unofficial Members according to the priority of their respective appointments, or if appointed by or in pursuance of the same Instrument according to the order in which they are named therein.

Every Unofficial Member of the Legislative Council re-appointed immediately on the termination of his term of office shall take precedence according to the date from which he has been continuously a Member of the said Council.

Who to preside.

XXI.—The Governor shall attend and preside in the Legislative Council, unless prevented by illness or other grave cause; and in his absence any Member appointed by him in writing shall preside, or in default of such Member, the Member who is first in precedence of those present shall preside.

Questions to be decided by a majority. Governor to have original and casting vote.

XXII.—All questions proposed for debate in the Legislative Council shall be decided by the majority of votes, and the Governor or the Member presiding shall have an original vote in common with the other Members of the Council, and also a casting vote, if upon any question the votes shall be equal.

Rules and orders to be made.

XXIII.—The Legislative Council may from time to time make standing rules and orders for the regulation of their own proceedings; provided such rules and orders be not repugnant to Our said recited Letters Patent, or to these Our Instructions, or to any other Instructions from Us under Our Sign Manual and Signet.

Question, &c. for debate.

XXIV.—It shall be competent for any Member of the Legislative Council to propose any question for debate therein; and such question, if seconded by any other Member, shall be debated and disposed of according

to the standing rules and orders. Provided always that every ordinance, vote, resolution, or question, the object or effect of which may be to dispose of or charge any part of Our revenue arising within the Colony, shall be proposed by the Governor, unless the proposal of the same shall have been expressly allowed or directed by him.

Rules and regulations under which Ordinances are to be enacted.

XXV.—In the passing of Ordinances the Governor and the Council shall observe, as far as practicable, the following Rules:—

Form of enacting Ordinances.

1.—All laws shall be styled "Ordinances," and the enacting words shall be, "enacted by the Governor of Hongkong, with the advice and consent "of the Legislative Council thereof."

Ordinances to be numbered and methodically arranged.

2.—All Ordinances shall be distinguished by titles, and shall be divided into successive clauses or paragraphs, numbered consecutively, and to every such clause there shall be annexed in the margin a short summary of its contents. The Ordinances of each year shall be distinguished by consecutive numbers, commencing in each year with the number one.

Except in the case of Bills reserved for the signification of Our pleasure, all Ordinances passed by the Legislative Council in any one year shall, is assented to by the Governor, be assented to by him in that year, shall be dated as of the day on which the assent of the Governor is given, and shall be numbered as of the year in which they are passed. Bills not so assented to by the Governor, but reserved by him for the signification of Our pleasure, shall be dated as of the day and numbered as of the year on and in which they are brought into operation.

Different subjects not to be mixed in same Ordinance. No clause to be introduced foreign to what title of Ordinance imports. Temporary Ordinances.

3.—Each different matter shall be provided for by a different Ordinance, without intermixing in one and the some Ordinance such things as have no proper relation to each other; and no clause is to be inserted in or annexed to any Ordinance which shall be foreign to what the title of such Ordinance imports, and no perpetual clause shall be part of any temporary Ordinance.

Description of Bills not to be assented to.

XXVI.—The Governor shall not, except in the cases hereunder mentioned, assent in Our name to any Bill of any of the following classes:—

1.—Any Bill for the divorce of persons joined together in holy matrimony:

2.—Any Bill whereby any grant of land or money, or other donation or gratuity, may be made to himself:

3.—Any Bill affecting the Currency of the Colony or relating to the issue of Bank notes:

4.—Any Bill establishing any Banking Association, or amending or altering the constitution, powers, or privileges of any Banking Association:

5.—Any Bill imposing differential duties:

6.—Any Bill the provisions of which shall appear inconsistent with obligations imposed upon Us by Treaty:

7. Any Bill interfering with the discipline or control of Our forces by land, sea, or air:

8.—Any Bill of an extraordinary nature and importance, whereby Our prerogative, or the rights and property of Our subjects not residing in the Colony, or the trade and shipping of Our United Kingdon and its Dependencies, may be prejudiced:

9.—Any Bill whereby persons not of European birth or descent may be subjected or made liable to any disabilities or restrictions to which persons of European birth or descent are not also subjected or made liable:

10.—Any Bill containing provisions to which Our assent has been once refused, or which have been disallowed by Us:

Proviso in cases of emergency for immediate operation of an Ordinance.

Unless in the case of any such Bill as aforesaid the Governor shall have previously obtained Our instructions upon such Bill through one of Our Principal Secretaries of State, or unless such Bill shall contain a clause

suspending the operation of such Bill until the signification of Our pleasure thereupon, or unless the Governor shall have satisfied himself that an urgent necessity exists requiring that such Bill be brought into immediate operation, in which case he is authorised to assent in Our name to such Bill, unless the same shall be repugnant to the law of England, or inconsistent with any obligations imposed on Us by treaty. But he is to transmit to Us, by the earliest opportunity the Bill so assented to together with his reasons for assenting thereto.

Private Bills.

XXVII.—Every Bill intended to affect or benefit some particular person, association or corporate body shall contain a section saving the rights of Us, Our heirs and successors, all bodies politic and corporate, and all others except such as are mentioned in the Bill and those claiming by, from, and under them. No such Bill, not being a Government measure, shall be introduced into the Legislative Council until due notice has been given by not less than two successive publications of the Bill in the *Hongkong Government Gazette*, and in such other manner as may be required by the Standing Rules and Orders for the time being in force; and the Governor shall not assent thereto in Our name until it has been so published. A certificate under the hand of the Governor shall be transmitted to Us with the Bill signifying that such publication has been made.

Ordinances, &c., to be sent home duly authenticated.

XXVIII.—When any Ordinance shall have been passed or when any Bill shall have been reserved for the signification of Our pleasure, the Governor shall transmit to Us, through one of Our Principal Secretaries of State, for Our final approval, disallowance or other direction thereupon, a full and exact copy in duplicate of the same, and of the marginal summary thereof, duly authenticated under the Public Seal of the Colony, and by his own signature. Such copy shall be accompanied by such explanatory observations as may be required to exhibit the reasons and occasion for passing such Ordinance or Bill.

Collection of Ordinances to be published every year.

XXIX.—At the earliest practicable period at the commencement of each year, the Governor shall cause a complete collection to be published, for general information, of all Ordinances enacted during the preceding year.

Minutes of proceedings of Legislative Council to be kept, and sent home after every meeting.

XXX.—Minutes shall be regularly kept of the proceedings of the Legislative Council, and at each meeting of the said Council, the Minutes of the last preceding meeting shall be confirmed, or amended, as the case may require, before proceeding to the despatch of any other business.

The Governor shall transmit to Us, through one of Our Principal Secretaries of State, as soon as possible after every meeting a full and exact copy of the Minutes of the said Council.

Surveys and reservations to be made before waste lands are disposed of.

Governor not to purchase lands.

XXXI.—Before disposing of any vacant or waste land to Us belonging the Governor shall cause the same to be surveyed, and such reservations to be made thereout as he may think necessary for roads or other public purposes. The Governor shall not, directly or indirectly, purchase for himself any of such lands without Our special permission given through one of Our Principal Secretaries of State.

Appointments to be provisional and during pleasure.

XXXII.—All Commissions to be granted by the Governor to any person or persons for exercising any office or employment shall, unless otherwise provided by law, be granted during pleasure only; and whenever the Governor shall appoint to any vacant office or employment, of which the initial emoluments exceed one thousand dollars or one hundred pounds sterling a year, according as the said emoluments are fixed with reference to dollars or to pounds sterling, as the case may be, any person not by Us specially directed to be appointed thereto, he shall, at the same time, expressly apprise such person that such appointment is to be considered only as temporary and provisional until Our allowance or disallowance thereof be signified.

Suspension of Officers.

XXXIII.—Before suspending from the exercise of his office any public officer whose annual pensionable emoluments exceed one thousand dollars or one hundred pounds sterling, according as the said emoluments are fixed with reference to dollars or to pounds sterling, as the case may be, the Governor shall signify to such officer, by a statement in writing, the grounds of the intended suspension, and shall call upon him to state in writing the grounds upon which he desires to exculpate himself, and if the officer does not furnish such statement within the time fixed by the Governor, or fails to exculpate himself to the satisfaction of the Governor, the Governor shall appoint a Committee of the Executive Council to investigate the charge make and to make a full report to the Executive Council. The Governor shall forthwith cause such report to be considered by the Council, and shall cause to be recorded on the Minutes whether the Council or the majority thereof does or does no assent to the suspension; and if the Governor thereupon proceed to such suspension, he shall transmit the report of the Committee and the evidence taken by it, together with the Minutes of the proceedings of the Council, to Us through one of Our Principal Secretaries of State by the earliest opportunity. But if in any case the interests of Our service shall appear to the Governor to demand that a person shall cease to exercise the powers and functions of his office instantly, or before there shall be time to take the proceedings hereinbefore directed, he shall then interdict such person from the exercise of the powers and functions of his office.

Regulation of power of pardon in capital cases. Judge's report to be laid before Executive Council.

XXXIV.—Whenever any offender shall have been condemned by the sentence of any Court in the Colony to suffer death, the Governor shall call upon the Judge who presided at the trial to make to him a written report of the case of such offender, and shall cause such report to be taken into consideration at the first meeting of the Executive Council which may be conveniently held thereafter, and he may cause the said Judge to be specially summoned to attend at such meeting and to produce his notes thereat. The Governor shall not pardon or reprieve any such offender unless it shall appear to him expedient so to do, upon receiving the advice of the Executive Council thereon; but in all such cases he is to decide either to extend or to withhold a pardon or reprieve, according to his own deliberate judgment, whether the Members of the Executive Council concur therein or otherwise, entering, nevertheless, on the Minutes of the Executive Council a Minute of his reasons at length, in case he should decide any such question in opposition to the judgment of the majority of the Members thereof.

Governor to take advice of Executive Council in such cases. May exercise own judgment; entering his reasons on Council Minutes, if unable to accept the advice of the majority.

Blue Book.

XXXV.—The Governor shall punctually forward to Us from year to year, through one of Our Principal Secretaries of State, the annual book of returns for the Colony, commonly called the Blue Book, relating to the Revenue and Expenditure, Defence, Public Works, Legislation, Civil Establishments, Pensions, Population, Schools, Course of Exchange, Imports and Exports, Agriculture, Produce, Manufactures, and other matters in the said Blue Book more particularly specified, with reference to the state and condition of the Colony.

Governor's absence.

XXXVI.—The Governor shall not upon any pretence whatever quit the Colony without having first obtained leave from Us for so doing under Our Sign Manual and Signet, or through one of Our Principal Secretaries of State.

Term "the Governor" explained.

XXXVII.—In these Our Instructions the term "the Governor" shall, unless inconsistent with the context, include every person for the time being administering the Government of the Colony.

Given at Our Court at Saint James's, this Fourteenth day of February, 1917, in the Seventh year of Our Reign.

The Executive Council.

At present (1921) the Executive Council consists of

The Governor (*ex-officio*).
The Senior Military Officer in Command (*ex-officio*).
The Colonial Secretary (*ex-officio*).
The Attorney General (*ex-officio*).
The Colonial Treasurer (*ex-officio*).
The Director of Public Works.
The Secretary for Chinese Affairs.
Hon. Sir C. P. Chater, Kt., C.M.G.
Hon. Mr. E. H. Sharp, K.C., O.B.E.

Legislative Council.

The following are the members of the Legislative Council :—

The Governor. The Senior Military Officer in Command. The Colonial Secretary. The Attorney General. The Colonial Treasurer. The Director of Public Works. The Secretary for Chinese Affairs. The Director of Education.	Official Members.
Hon. Mr. H. E. Pollock, K.C. Hon. Mr. Lau Chu Pak. Hon. Mr. H. W. Bird. Hon. Mr. A. G. Stephen. Hon. Mr. A. O. Lang. Hon. Mr. Chow Shou-son.	Unofficial Members.

Appointment of Members of the Legislative Council.

By a Despatch from the Secretary of State, the following course is followed in the appointment of unofficial members :—

Appointed by the Governor (one at least of whom being a member of the Chinese community)	4
Elected by the Chamber of Commerce	1
Elected by the Justices of the Peace	1
Total.....	6

STANDING RULES AND ORDERS

OF

THE LEGISLATIVE COUNCIL OF HONGKONG

Made by the Legislative Council on the 7th day of March, 1912, *in pursuance of Article XIX. of the Royal Instructions of the* 19*th day of January,* 1888, *as amended by the Royal Instructions of the 7th day of July,* 1896, *in substitution for the Standing Rules and Orders in force on that date.*

Summons

1.—The meetings of the Legislative Council shall be held on such day and hour as shall from time to time be ordered by the Governor. Meetings.

2.—Notice of a meeting shall be given by the Clerk of the Council, hereinafter called the Clerk, to each Member of the Council, at least two clear days before the day of meeting; except in case of emergency, when as long notice as possible shall be given. At the time of giving such notice, a copy of the Orders of the Day shall also be sent to each Member. Notice of meetings. Orders of the Day.

3.—A printed copy of every Bill shall, if possible, be sent to each Member by the Clerk at least two clear days before it is read a first time. Bills to be sent to Members.

4.—A Member, who for any reason cannot attend a Council meeting of which notice has been given him, shall whenever possible communicate to the President through the Clerk his inability to attend. Inability to attend.

Meetings and Adjournment

5.—The Governor shall preside at all meetings of the Legislative Council unless prevented by illness or other grave cause, and in his absence that Member shall preside who is first in precedence of those present. Governor to preside at all meetings.

6.—The Legislative Council shall not be disqualified from the transaction of business on account of any vacancies among the Members thereof; but the said Council shall not be competent to act in any case unless (including the President) there be present at and throughout the meetings of the Council five Members at the least. Council may transact business notwithstanding vacancies.

7.—The Clerk shall keep Minutes of the proceedings of the Council; and shall, if possible, two clear days at least before each meeting, send a printed copy of the Minutes of the previous meeting to each Member. Minutes of proceedings.

8.—When a quorum has been formed, the President shall, if the Minutes of the last meeting have been previously circulated in print among the Members, propose that they be confirmed. If they have not been previously so circulated, the Clerk shall read them and they shall after being approved or, if necessary, corrected, be confirmed; but no debate shall be allowed thereupon, except as to any proposed correction having reference to the accuracy of the Minutes. Confirmation of minutes.

9.—The President may at any time suspend or adjourn any meeting. Suspension or adjournment of meeting.

10.—At any time during a meeting, the Council may, on motion to that effect being carried, adjourn to any other hour or day; and, should the adjournment be to another day, notice of the day to which Council is adjourned shall be given to the Members by the Clerk. Adjournments.

Committees

11.—At the first Meeting of the Council in each year, the President may appoint the following Standing Committees:— Nomination of Standing Committees.

(a) Finance Committee—consisting of the Colonial Secretary (Chairman), and the other Members of Council except the Governor or Officer Administering the Government.

(b) A Law Committee—consisting of the Attorney-General (Chairman), and four other Members.

(c) A Public Works Committee—consisting of the Director of Public Works (Chairman), and four other Members.

12.—If any Member of either the Law Committee or the Public Works Committee shall die, or become incapable of acting, or be absent from the Colony, or resign by writing under his hand, or if from any cause his seat on either of such Committees becomes vacant, the President may, at any meeting of the Council, appoint another Member of Council, in his place, to be a Member of such Committee. Filling vacancies.

13.—All Members may attend the meetings of the Standing Committees of Council, but shall not join in the discussion or vote. Committees to be open.

14.—Every Special Committee shall consist of at least three Members who shall be nominated by the President: Provided that any Member may move that the name of another Member be substituted for any Member so nominated, and if the motion be duly seconded the amendments shall, after debate, be put to the vote in accordance with Rules 30 and 31. Nomination of Special Committees.

15.—No Special or Standing Committee shall be competent to act unless at least three of its Members be present. The Clerk shall attend upon any Special or Standing Committee if required by the Chairman thereof to do so. Quorum. Attendance on Committees.

16.—The report of every Committee shall be signed by the Chairman, or, in his absence, by the Senior Member present. If there be any Minority Report it shall be attached, duly signed, to the report of the Committee. Report by whom to be signed.

Business

17.—When the Minutes of the last Meeting have been confirmed in accordance with Rule 8, the following shall be the Order of business:— Order of business.

(a) Messages or Minutes of the Governor; which may, however, be read at any time during a Meeting.

(b) Reports from Committees. The report shall be laid on the table by the Chairman of the Committee or in his absence by the senior Member of the Committee present. Provided that in the case of a Bill referred to a Standing or Special Committee the report may be laid when the Bill is under consideration by the Council, and in accordance with the procedure laid down in Rule 45.

(c) Petitions in accordance with the procedure detailed in Rule 51.

(d) Notices of Motions which any Member may desire to bring forward on a day or at a Meeting to be specified: Provided that if notice be not so given at a Meeting it must be sent in writing to the Clerk at least three clear days before the Meeting at which it is intended to be brought forward.

(*e*) Questions, of which notice must have been previously given in the same manner as laid down above for Motions: Provided that a question may be put without full notice if the President so permit. No debate shall be allowed after a question has been duly answered.

(*f*) Papers laid upon the table by permission of, or by order of, the President.

(*g*) The first, second or third readings and the Committee stages of Bills.

Business not disposed of.

18.—Any matter under discussion or business not disposed of at the time of any adjournment shall stand as part of the Orders of the Day for the next meeting of the Council.

Rules of Debate

Questions, &c., for debate.

19.—Subject to Rule 17, it shall be competent for any Member of the Legislative Council to propose any question, for debate therein; and such question, if seconded by any other Member, shall be debated and disposed of according to the Standing Rules and Orders: Provided always, that every Ordinance, vote, resolution, or question, the object or effect of which may be to dispose of or charge any part of the revenue arising within the Colony, shall be proposed by the President, unless the proposal of the same by some other member shall have been expressly allowed or directed by him.

Motions without notice.

20.—The following motions may be made without notice:—

(*a*) Any motion for the confirmation or correction of the Minutes of the Council, or for the adoption, consideration, modification, or rejection of the report of any Committee.

(*b*) Any motion that a petition, or other paper, do lie on the table, or be printed.

(*c*) Any motion for the adjournment of the Council, or of a debate.

(*d*) Any motion for the suspension of any Standing Rule.

(*e*) Any motion for the reference of any matter to a Committee.

(*f*) Any motion for the withdrawal of Strangers.

(*g*) Any motion made when the Council is in Committee.

(*h*) Any motion the urgency of which is admitted by two-thirds of the Members present including the President.

Members speaking to address President.

21.—Every Member shall speak standing, except when the Council is in Committee, and shall address himself to the President.

No Member to be referred to by name.

22.—No Member shall refer to any other Member by name except in the case of reference to an unofficial Member and then only where it is necessary for the purpose of the debate.

Interruptions.

23.—No Member shall interrupt another when speaking, except by rising to order. A Member rising to order shall simply direct attention to the point which he desires to bring to notice, and submit it to the decision of the President.

Precedence when two Members rise together.

24.—If two Members rise to speak at the same time, the President shall call upon one of them to address the Council first.

Speech not to be read.

25.—A Member may not read his speech, but he may read extracts from written or printed papers in support of his argument.

How often Members may speak.

26.—No Member may speak more than once on any question, except when the Council is in Committee. The Mover of any motion may, however, reply at the close of a debate, and any Member may explain himself if he has been misapprehended in any essential statement.

Motion or amendment should be seconded.

27.—The Mover of any motion or amendment may speak in support thereof; but no further debate shall be allowed, whether the Council be in Committee or not, until the motion or amendment be duly seconded.

28.—If any amendment be proposed and seconded, it shall be considered before the original question. If an amendment of a proposed amendment be moved and duly seconded, it shall be considered first. Order in which amendments should be entertained.

29.—Any amendment moved and seconded may be required by the President to be committed to writing by the Mover and delivered to the Clerk. Proposed amendments to be committed to writing.

30.—All questions proposed for debate in the Legislative Council shall be decided by the majority of votes, and the President shall have an original vote in common with the other Members of the Council, and also, if upon any question the votes shall be equal, a casting vote. Question to be decided by majority. Governor to have original and casting vote.

31.—On a division, the roll of Members present shall be read by the Clerk, who shall record the votes, beginning with the Junior Member. Manner of voting.

Each Member shall in his turn give his vote in the distinct terms "Aye" or "No."

The Clerk shall then read out the result, mentioning the total number of votes for and against respectively.

32.—Any Member who dissents from the opinion of the majority may, if he give notice forthwith of his intention to do so, lay upon the table a statement of the grounds of his dissent, either at the same meeting, or at the next ordinary meeting after the confirmation of the Minutes. Dissent.

33.—After a question has been put by the President no further discussion thereupon shall be allowed. No discussion after question put.

34.—Strangers may be present in the Council Chamber during debates; but shall withdraw when called upon to do so by the President on any Member taking notice of their presence. Any stranger expressing approbation or disapprobation shall be immediately removed under the supervision of the Clerk. Strangers.

35.—It shall be the duty of the President on his own authority to enforce all these Rules: and when the President addresses the Council, any Member speaking shall immediately resume his seat. President's authority.

Ordinances

36.—In the making of Laws the Governor and the Council shall observe, as far as practicable, the following Rules:— Rules and Regulations under which Ordinances are to be enacted.

(1) All Laws shall be styled "Ordinances," and the enacting words shall be, "enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof." Form of enacting Ordinances

(2) All Ordinances shall be distinguished by titles, and shall be divided into successive clauses or paragraphs, numbered consecutively, and to every such clause there shall be annexed in the margin a short summary of its contents. The Ordinances of each year shall be distinguished by consecutive numbers, commencing in each year with the number one. Ordinances to be numbered and methodically arranged.

37.—The Mover of a Bill, on moving the first reading thereof, shall state the object and intention of the measure and the reasons on which it is founded. Introductory speech.

38.—After such motion has been seconded by another Member, the Bill shall be read a first time. The President may address the Council on the first reading of a Bill should he desire to do so, but no further discussion shall be permitted. First reading.

39.—On the first reading of a Bill, the Clerk shall read only the title of it. Only title to be read.

40.—Except as provided for in Rule 48, every Bill shall be published in the *Gazette* for general information after having been read a first time. Publication after first reading.

Second reading.

41.— When a motion for a second reading of a Bill shall have been made and seconded, a debate may be taken only upon the general merits and principles of the Bill, and if such second reading be assented to, the Council may either refer the Bill to a Standing or Special Committee or may, either forthwith or at a subsequent meeting, resolve itself into a Committee of the whole Council.

Publication.

42.—Except as provided for in Rule 48, no Bill shall be read a second time before it shall have been published at least once in the *Gazette*, and, subject to the said exception, no Bill which shall have been materially amended in Committee shall be read a third time until it has been published as so amended in the *Gazette*.

Procedure in Committee.

43.—When the Council shall, by motion made and seconded, have resolved itself into a Committee of the whole Council for the consideration of a Bill, the Clerk shall read the Bill clause by clause unless the President with the consent of the Committee shall have directed him to read the marginal headings only. And the Committee shall agree to or alter each clause separately as they may think fit. Provided that any clause may be left over for discussion and decision at a subsequent meeting of the Council in Committee, and that whether the whole Bill or any clause thereof be left in Committee the Council may on motion made and adopted resume and proceed with the remaining business of the day.

Filling blanks.

44.—In filling up blanks in Bills, and in putting questions of amendment respecting amounts of money or periods of time, the question of the lowest amount of money or shortest period of time proposed shall be first put.

Bill reported on by Standing Committee.

45.—If a Committee to which any Bill has been referred shall recommend any material amendment therein, the Bill may be printed with such amendments and, after publication in the *Gazette*, may with permission of the Council be substituted for the Bill as read a second time. Every such Bill shall be considered in Committee of the whole Council.

Bil may be re-committed.

46.—When a Bill has been reported to the Council as having passed through Committee, or if, on the third reading, any Member desire to omit or amend any provision contained in the Bill, or to introduce any fresh provision thereinto, it may on motion to that effect being made and carried be re-committed, provided that it has not been read a third time, and thereupon the Council shall again resolve itself into Committee for the discussion of any specified amendment to any clause. If a Bill has passed through Committee with the exception of any specially reserved clause it shall not be possible for any Member to move an amendment to any clause already assented to and passed, unless a motion shall have been previously made and carried that the clause or the whole Bill be re-committed.

Third reading.

47.—If no material alteration be made in any Bill in Committee of the whole Council, it may be read a third time, and passed, at the same meeting, if no Member object; but, except as provided for in Rule 48, if any material alteration be made, or any Member object to proceed immediately with the third reading, it shall be postponed till the next ensuing meeting.

Suspension of Standing Orders.

48.—In cases where no amendments whatever, or only amendments of an unimportant nature have been made to a Bill, or in cases of emergency, if the Governor declares that such emergency exists, and the grounds therefor, and that in his opinion it is necessary or desirable in the public interest that any of the Standing Rules relative to the ordinary procedure in respect to Bills be suspended, it may be moved that the said Rules be suspended, and if the motion be adopted by a majority of the

votes of the Members present, the Bill may be carried through its remaining stages at one sitting.

49.—A Bill may be referred either to a Special Committee or to a Standing Committee at any stage of its progress prior to the third reading. Reference of Bill to a Committee.

50.—When a Bill has been read a third time, the question "that this Bill do pass" shall immediately be put. Passing of Bills.

Petitions

51.—The Petitions addressed to the Council may be sent to the Clerk or they may be presented by any Member of the Council. Petitions.

No Petition shall be received which is not properly and respectfully worded, or which does not relate to matters of Legislation.

It shall be the duty of the Clerk or of the Member presenting a Petition to inform the President if he has any doubt whether the Petition comes under either of these prohibitions; and as to the first the decision of the President shall be final, and as to the second the President shall if he has any doubt refer the matter for the decision of the Law Committee. If the Petition be rejected under either of these prohibitions it shall be returned by the Clerk to the Petitioner.

Petitions not coming within the above prohibitions shall be received as of course without question.

Petitions relating to any Bills before a Special or Standing Committee, shall on receipt be referred by the Clerk to the Committee, by whom they will be presented to the Council with their Report. Other petitions after being received, if it be so resolved, may be read, or may be printed and laid on the table, or may be referred to a Committee for consideration and report.

52.—No speech shall be made on presenting a petition, beyond such as may be necessary to explain its nature and object. Speech on petition.

Private Rights

53.—In any case where individual rights or interests of property may be peculiarly affected by any proposed Bill, all parties interested may, upon petition for that purpose, or motion made, seconded and carried, be heard before the Council, or any Committee thereof, either in person, or by Counsel. Petition to be heard.

54.—When it is intended to examine any Witnesses, the Member, or the Petitioner requiring such Witnesses, shall deliver to the Clerk a list containing the names and residences of such Witnesses, at least two days before the day appointed for their examination. The evidence of every such Witness shall be taken down by the Clerk and be signed by the Witness. Examination of Witnesses.

55.—Before any Private Bill, whereby the property of any private person may be affected, is introduced, notification of the intention of the parties to apply for such Private Bill shall be given by the parties, by two advertisements in the *Gazette*, and two in some daily Newspaper circulating in the Colony, and, if the parties affected are Chinese, in one Chinese Newspaper, and by publication of the proposed Bill at least once in the *Gazette* prior to the first reading and, if amended in Committee, once prior to the third reading. No Private Ordinance shall be passed whereby the property of any private person may be affected in which there is not a saving of the rights of His Majesty the King, His Heirs and Successors, and of all bodies politic or corporate and of all other persons except such as are mentioned in the Ordinance and those claiming by, from and under them. Notification of Private Bill in the *Gazette*.

CHINESE EMIGRATION IN BRITISH SHIPS

Emigration

Under the Imperial Chinese Passengers' Act, 1855, any vessel clearing with more than twenty Asiatics on a voyage of more than seven days' duration is a Chinese passenger ship.

Proclamations of 26th January, 1856, and 17th November, 1858, declare the length of certain voyages.

Ordinance 1 of 1889, Sections 3 and 4, give the legal definition of a voyage.

Section 46 of the same Ordinance provides that all ships proceeding on a voyage of not more than thirty days' duration shall be subject to the regulations contained in the following Schedule :—

1. No ship shall clear out or proceed to sea unless the master thereof shall have received from an Emigration Officer a copy of these regulations and a certificate in the form contained in schedule *K*, nor until the master shall have entered into the bond prescribed by Section IV. of "The Chinese Passengers' Act, 1855."

2. No Emigration Officers shall be bound to give such certificate till seven days after receiving an application in writing for the same from the owners or charterers of the ship, or, if absent, from their respective agents, specifying the name of the ship, her tonnage, the port of destination, the proposed day of departure, the number of passengers intended to be carried, and whether such passengers or any of them are under contracts of service.

3. After receiving such application, the Emigration Officer, and any person authorized by him in that behalf shall be at liberty at all times to enter and inspect the ship, and the fittings, provisions, and stores therein, and any person impeding such entry or inspection, or refusing to allow of the same, shall be liable to a fine not exceeding one hundred dollars for each offence.

4. The following conditions as to the accommodation of passengers shall be observed to the satisfaction of the Emigration Officer :—

(1) The space appropriated to the passengers between decks shall be properly ventilated, and shall contain at the least 9 superficial and 54 cubical feet of space for every adult on board; that is to say, for every passenger above twelve years of age, and for every two passengers between the ages of one and twelve years. The height between decks shall be at least six feet.

(2) The accommodation for female passengers between decks shall be separate from that provided for male passengers.

(3) A space of four superficial feet per adult shall be left clear on the upper deck for the use of the passengers.

(4) A reasonable space shall be set apart properly divided and fitted up as a sick bay, and sufficient latrines, both as to condition and number, shall be provided in suitable parts of the ship.

5. The Emigration Officer may, in his discretion, permit deck passengers to be carried, upon such conditions as may, from time to time, be prescribed under instructions from one of Her Majesty's Principal Secretaries of State, and until and subject to such instructions upon the conditions following :—

(1) A suitable awning with screen shall be provided on deck, sufficient for the protection of the passengers from the sun and from rain.

(2) The space appropriated to such deck passengers shall contain at the least sixteen superficial feet for every adult, that is to say, for every

passenger above twelve years of age, and for every two passengers between the ages of one and twelve.

(3) In case deck passengers shall be carried in addition to other passengers for whom accommodation between decks shall be provided, the space to be appropriated for deck passengers shall be reckoned exclusively of the space of four superficial feet per adult required to be left clear on the upper deck for the use of such other passengers.

6. The following conditions as to provisions shall be observed to the satisfaction of the Emigration Officer:—

(1) Provisions, fuel, and water shall be placed on board of good quality, properly packed and sufficient for the use and consumption of the passengers, over and above the victualling of crew during the intended voyage, according to the following scale:—

For every Passenger per diem:—

Rice or Bread Stuff	lb.	1½.
Dried and/or Salt Fish	lb.	0½.
Chinese Condiments and Curry Stuffs	oz.	1.
Fresh Vegetables which will keep for short voyages, such as Sweet Potatoes, Turnips, Carrots, and Pumpkins	lb.	1½.
Fire wood	lb.	1½.
Water (to be carried in tanks or sweet casks)	1	gallon.

(2) The last preceding condition as to provisions shall be deemed to have been complied with in any case where by the special authority of the Emigration Officer any other articles of food shall have been substituted for the articles enumerated in the foregoing scale, as being equivalent thereto.

(3) The passengers may supply their own provisions for the voyage and proper accommodation for the stowage and sufficient cabooses for the cooking of such provisions must be allowed.

7. The Emigration Officer shall not give his certificate unless he shall have been satisfied:—

(1) That the ship is seaworthy, and properly manned, equipped, fitted, and ventilated, and has not on board any cargo likely, from its quality, quantity, or mode of stowage, to prejudice the health or safety of the passengers.

(2) That suitable medicines and medical stores, provisions, fuel and water have been placed on board, of good quality, properly packed and sufficient in quantity to supply the passengers on board during the intended voyage.

(3) That all the requirements of Section 46 of this Ordinance have been complied with.

8. The Emigration Officer may, in his discretion (subject in Hongkong to an appeal to the Governor) withhold his certificate in all cases where the intended passengers or any of them are under contracts of service, and he shall in no case give his certificate until he shall have mustered the passengers, and have ascertained to the best of his power that they understand whither they are going, and in case they shall have made any contracts of service that they comprehend the nature thereof; he shall also take care that a copy of the form of any such contracts, or an abstract of their substance, signed by himself, is appended to the said certificate: if any of the passengers are in bad health, or insufficiently provided with clothing, or if any contracts are unfair, or if there is reason to suspect that fraud and violence have been practised in their collection or embarkation, he may detain the ship, and if he shall think fit, may order all or any of the passengers to be re-landed.

9. The Emigration Officer may, if he shall think fit, before granting his certificate employ any duly qualified medical practitioner, master mariner, marine surveyor, or

other person whose professional assistance and advice he may require for the purpose of ascertaining whether the requirements of Section 46 of this Ordinance have been duly complied with, and the costs and charges of obtaining such assistance and advice shall be defrayed by the owners or charterers of the ship, whether the Emigration Officer shall grant his certificate or not.

10. The Emigration Officer shall, from time to time, fix a reasonable scale of fees and charges to be approved by one of Her Majesty's Principal Secretaries of State, for the remuneration of any professional persons who may be employed by him under the last preceding regulation, and pending the approval or disapproval of such scale, the fees and charges therein specified shall be payable, as if the same had been approved in manner aforesaid.

11. The owners or charterers of every ship shall pay such fees for the remuneration of the Emigration Officer as may, from time to time, be ordered under the instructions from one of Her Majesty's Principal Secretaries of State, and until and subject to such instructions, the following fees shall be payable in addition to all fees chargeable under Regulation 10:—

Upon the application for a Certificate $25
Upon the granting of the Certificate $25

Provided always that no fees shall be payable to the Emigration Officer of Hongkong, but in lieu thereof the following stamp duties are hereby imposed, that is to say:—

Upon every application for a certificate under Regulation 2 contained in this schedule, a stamp duty of $1
Upon every Certificate granted under Regulation 1 of this schedule, a stamp duty of $1

And the Stamp Ordinance, 1886, shall be read as if the stamp duties hereby imposed were inserted in the schedule thereof.

12. In case default shall be made by the owners or charterers of the ship in the payment of any fees and charges to which they may be liable under Section 46 of this Ordinance and this Schedule, the ship may be detained by the British Consul, or if in Hongkong by the Governor, until such fees and charges shall have been paid.

13. The Emigration Officer may withhold his certificate or revoke the same at any time before the departure of the ship, if it shall appear to his satisfaction that any particulars contained in the application in writing which shall have been made or the same or any other particulars which may have been furnished to him by or on behalf of the owners, charterers, or master of the ship in relation thereto, are untrue and that the conditions of Section 46 of this Ordinance have not been complied with and in every such case it shall be lawful for the British Consul, or if in Hongkong for the Governor, to seize and detain the ship until the certificate, if already granted, shall have been delivered up to be cancelled.

14. The master of every British ship shall, during the whole of the intended voyage, make issues of provisions, fuel, and water, according to aforesaid dietary scale, to all the passengers except such as shall have supplied themselves therewith, and shall not make any alteration except for the manifest advantage of the passengers, in respect of the space allotted to them as aforesaid, or in respect of the means of ventilation, and shall not ill-use the passengers, or require them (except in case of necessity) to help in working the vessel; and shall issue medicines and medical comforts, as shall be requisite, to the best of his judgment, and shall call at such ports as may be mentioned in the Emigration Officer's clearing certificate for fresh water and other necessaries; and shall carry the passengers without unnecessary delay to the destination to which they have contracted to proceed.

15. The master of every British ship shall, within 24 hours after his arrival at the port of destination and at any port of call, produce his emigration papers to the British Consul (if any) at such port, or in case such port shall be in her Majesty's dominions to any officer appointed or authorized by the local Government in that

behalf. It shall be lawful for such Consul or other officer to enter and inspect such ship, and in case the master shall obstruct or refuse to assist him in the discharge of such duty, or shall without reasonable cause fail to produce his emigration papers as aforesaid, he shall be liable to a fine of five hundred dollars, and the ship may be detained by the British Consul, or if in Her Majesty's dominions, by the local Government, until such fine shall have been paid and the emigration papers shall have been given up.

16. In all ports and places where no Emigration Officer shall have been appointed, the British Consul shall, until such appointment, and at all times pending the vacancy of such office, be deemed to be the Emigration Officer for the purposes of these Regulations.

Section 21 of Ordinance 1 of 1889 provides that the Governor in Council may grant a special licence for any period not exceeding twelve months, to first-class steamers, to carry a limited number of free Chinese passengers upon voyages of not more than thirty days' duration between ports to be specified in the licence, and subject to certain regulations which, as regards dietary, space, and accommodation are the same as those given above.

Vessels proceeding on voyages of more than thirty days' duration are subject to rules made under the Chinese Passengers' Act, 1855.

IMPERIAL ORDINANCE RELATING TO FOREIGN INSURANCE COMPANIES IN JAPAN

1.—If a Foreign Company establishes an agency in Japan and carries on insurance business, it must have a representative in Japan.

2.—The said Foreign Company must report to the Government the name and the residence of its representative.

3.—Articles 95 and 97 to 101 of the Commercial Code shall be applicable to Foreign Companies.

4.—If the Government recognizes that a Foreign Company has difficulty in continuing in business (is insolvent?), or if the Company violates the instructions of the Government, the Government may suspend the business or order that its representative be changed.

5.—When the Foreign Company makes up its balance-sheet, a written report of the business, together with the balance-sheet showing profit and statement of the dividend, must be produced to the Government.

6.—A Foreign Company which has established a branch office or agency in Japan previous to the operation of the Commercial Code must obtain a licence from the Government within six months from the date of the operation of the Commercial Code.

7.—Articles 1, 2, 4, and 5, and Articles 98 to 101 in the Commercial Code shall be applied to the Company which has established a branch office or agency in Japan previous to the operation of the Commercial Code.

This Imperial Ordinance will take effect from the day of the operation of the Commercial Code.

HONGKONG PORT REGULATIONS

Abstract of Ordinance 26 of 189

III.—No British-owned vessel without a Register to use the waters of the Colony.

IV.—British ships to be provided with boats and life-buoys.

2. Penalties for non-compliance: not exceeding five hundred dollars.

V.—British and Foreign steamships of 60 tons and upwards carrying more than 12 passengers to possess Survey Certificates.

VI —Harbour Master may refuse clearances to ships carrying more passengers than allowed by certificate.

2 and 3.—Penalty for taking excess of passengers: not exceeding two hundred dollars, in addition to a penalty not exceeding five dollars for every passenger in excess of the number permitted to be carried by port clearance. Penalty for proceeding to sea without a port clearance: five hundred dollars.

5. Government may prohibit conveyance of deck passengers.

6. Section VI. does not apply to vessels which come under the Chinese Passengers' Act.

VII.—Regulations for steamships under 60 tons.

VIII.—Licences may be granted to River steamers, limiting number of passengers to be carried.

IX.—Power to detain unsafe ships, and procedure for such detention.

X.—Application to foreign ships of provisions of Ordinance as to detention.

XI.—Sending or taking unseaworthy ships to sea a misdemeanour.

3. Prosecution under this section not to be instituted without consent of the Governor.

XII.—If any person sends or attempts to send by, or, not being master or owner of the vessel, carries or attempts to carry in any vessel, British or foreign, any dangerous goods, that is to say: aquafortis, vitriol, naphtha, benzine, gunpowder, lucifer matches, nitro-glycerine, petroleum, or any other goods of a dangerous nature without distinctly marking their nature on the outside of the package containing the same, and giving written notice of the nature of such goods and of the name and address of the sender or carrier thereof to the master or owner of the vessel at or before the time of sending same to be shipped, or taking the same on board the vessel, he shall for every such offence incur a penalty not exceeding five hundred dollars: Provided that if such person show that he was merely an agent in the shipment of such goods and had no reason to suspect that the goods shipped by him were of a dangerous nature, the penalty which he incurs shall not exceed fifty dollars.

2. Penalty for misdescription of dangerous goods: not exceeding two thousand five hundred dollars.

3. The master or owner of any vessel, British or foreign, may refuse to take on board any package or parcel which he suspects to contain goods of a dangerous nature, and may require it to be opened to ascertain the fact.

4. Where any dangerous goods, as defined in Paragraph I. of this section, or any goods which, in the judgment of the master or owner of the vessel, are of a dangerous nature, have been sent or brought aboard any vessel, British or foreign, without being marked as aforesaid, or without such notice having been given as aforesaid, the master or owner of the vessel may cause such goods to be thrown overboard, together with any package or receptacle in which they are contained; and neither the master

nor the owner of the vessel shall, in respect of such throwing overboard, be subject to any liability, civil or criminal, in any Court.

5. Dangerous goods improperly sent may be forfeited.

6 The Court may proceed in absence of the owners.

7. Saving as to Dangerous Goods Ordinance.

XIII.—Constitution and powers of Marine Courts and Courts of Survey.

XIV.—If a shipowner feels aggrieved:—

(*a*) By a declaration of a Government Surveyor or Surveyors under Sub-section 8 of Section V. of this Ordinance, or by the refusal of a Surveyor to give the said declaration; or

(*b*) By the refusal of a certificate of clearance for an emigrant ship under the "Chinese Passengers' Act, 1855," or the Ordinance relating thereto; or

(*c*) By the refusal of a certificate of clearance under this Ordinance—the owner, charterer, master, or agent may appeal in the prescribed manner to a Court of Survey.

XV.—Examinations shall be instituted for persons who intend to become masters, engineers. or mates of foreign-going ships.

3. Applicant to give notice to Harbour Master.

6. Every applicant for a certificate of competency shall, upon lodging his application, pay to the Harbour Master a fee, if for a master's or first-class engineer's certificate, of twenty dollars, and if for any other certificate, of fifteen dollars.

8. Any applicant who shall have passed a satisfactory examination, and shall have given satisfactory evidence of his sobriety, experience, and general good conduct on board ship, shall be entitled to receive a certificate of competency.

XVI.—2. The name of a master, first, only or second mate, or first or second engineer shall not be attached to the register, or articles of agreement, of any British or Colonial ship unless such master, mate, or engineer shall possess a certificate of service or competency issued by the Board of Trade or by the proper authority in any British Possession.

3. No British or Colonial ship shall leave the waters of the Colony unless the master thereof, and the first and second or only mate have obtained and possess valid certificates of competency or service appropriate to their several stations in such ship, or of a higher grade, and no such ship, if of one hundred tons burden or upwards shall leave the waters as aforesaid, unless at least one officer, besides the master, has obtained, and possesses, a valid certificate appropriate to the grade of only mate therein, or to a higher grade.

4. Every British steamship of one hundred nominal horse-power or upwards, leaving the waters of the Colony, shall have as its first and second engineers two certificated engineers, the first possessing a "first-class engineer's certificate," and the second possessing a "second-class engineer's certificate," or a certificate of the higher grade, and every British steamship of less than one hundred nominal horse-power shall have as its only or first engineer an engineer possessing a "second-class engineer's certificate," or certificate of the higher grade.

7. Every person who, having been engaged in any of the capacities mentioned in Sub-sections 2 and 3, in any such ship as aforesaid goes to sea in that capacity without being at the time entitled to and possessed of such certificate as is required by this section; and every person who employs any person in any of the above capacities in such ship without ascertaining that he is at the time entitled to or possessed of such certificate as is required by this section, shall, for each offence, incur a penalty not exceeding two hundred and fifty dollars.

8. No seaman shall, except with the Harbour Master's sanction, be shipped to do duty on board a British ship, or any foreign ship whose flag is not represented by a Consular officer resident in the Colony, elsewhere than at the Mercantile Marine Office. Fees to be charged.

11. No seaman shall be discharged from a British ship, or any foreign ship whose

flag is not represented by a Consular officer resident in the Colony, elsewhere than at the Mercantile Marine Office, and every seaman discharged from a foreign ship so represented shall, within twenty-four hours of being discharged at the office of his Consul or Vice-Consul, produce to the Harbour Master, or some person deputed by him, a certificate of his discharge, signed by such Consul or Vice-Consul, under a penalty not exceeding twenty-five dollars; in default, imprisonment not exceeding twenty-one days.

12. No master of any ship shall discharge in this Colony, under a penalty not exceeding twenty-five dollars, any seaman shipped on board thereof unless on a certificate from the Superintendent of the Mercantile Marine Office or his deputy, or from the Consul or Vice-Consul, if any, representing the nation to which the ship belongs; and the Superintendent or his deputy, and the Consul or Vice-Consul are empowered to withhold or grant his certificate upon such conditions for the subsistence of the seaman as he shall think fit, and if any seaman shall wilfully or negligently remain in the Colony after the departure of the vessel in which he shall have shipped, such seaman shall, on conviction, be subject to a penalty not exceeding twenty-five dollars, or to imprisonment for a term not exceeding one month with or without hard labour.

13. Penalty for wrongfully leaving behind any seaman or apprentice: Two hundred and fifty dollars or imprisonment not exceeding six months.

XIX.—British and Colonial Ships to carry medicines, medical stores, etc., in accordance with scale issued by Board of Trade.

3. Health Officer to approve of lime or lemon juice.

XX.—Seamen deserting may be apprehended and put on board the vessels to which they belong, or may be confined in gaol.

2. Ships or houses may be searched for deserters from ships.

3. Penalty on persons harbouring deserters from ships: not exceeding two hundred and fifty dollars, or imprisonment with or without hard labour not exceeding six months.

4. Harbour Master may require masters of ships to search for suspected deserters.

5. Whenever any seaman engaged in any foreign ship commits any of the following offences within the waters of the Colony, he shall be liable to be punished summarily by a Stipendiary Magistrate as follows, that is to say:

(a) For wilful disobedience to any lawful command, he shall be liable to imprisonment for any period not exceeding four weeks, with or without hard labour, and also, at the discretion of the Court, to forfeit, out of his wages, a sum not exceeding two days' pay;

(b) For continued wilful disobedience to lawful commands, or continued wilful neglect of duty, he shall be liable to imprisonment for any period not exceeding twelve weeks, with or without hard labour, and also, at the discretion of the Court, to forfeit, for every twenty-four hours' continuance of such disobedience or neglect, either a sum not exceeding six days' pay, or any expenses which have been incurred in hiring a substitute;

(c) For combining with any other or others of the crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship or the progress of the voyage, he shall be liable to imprisonment for any period not exceeding twelve weeks, with or without hard labour:

Provided that when there is a Consul, Vice-Consul, or Consular Agent resident at Hongkong of the nation to which the ship belongs the Court shall not deal with the case unless thereto requested by such officer in writing.

6. All expenses incidental to the apprehension, confinement, and removal of any seaman, under this section, shall be paid by the master of the ship to which such seaman may belong, and be recoverable from him at the suit of the Captain Superintendent of Police, as a debt due to the Government of this Colony; and the subsistence money for every such seaman confined in gaol shall be paid in advance

to the Superintendent of the Gaol, and in default of such payment, the gaoler may release such seaman: Provided that every seaman imprisoned under this chapter may be sent on board his ship prior to her departure from the waters of the Colony by direction of the committing magistrate.

XXI.—In the event of the death of any of the passengers, or other persons, occurring on board of any merchant vessel in the waters of the Colony, or on voyage to the Colony, or in case of the death, desertion, or removal of any of the crew, the master of such vessel shall forthwith report the same to the Harbour Master, under a penalty not exceeding twenty-five dollars for every death, desertion, or removal which he shall neglect to report.

XXII.—Any seaman, or other person, who shall give a false description of his services, or show, make, or procure to be made, any false character, or shall make false statements as to the name of the last ship in which he served, or as to any other information which may be required of him by any person having lawful authority to demand such information, shall incur a penalty not exceeding fifty dollars.

Regulation and Control of the Waters of the Colony and of Vessels Navigating the same

Regulations

Duties of Master

XXIV.—Every master of a merchant ship shall hoist her national colours and number on entering the waters of the Colony; and shall keep such number flying until the ship shall have been reported at the Harbour Master's Office.

2. Harbour Master and Health Officer to be allowed on board at once.

3. Every such master shall, within twenty-four hours after arrival within the waters of this Colony, report the arrival of his ship at the Harbour Master's Office, and in the case of a British ship, or of a ship which shall not be represented by a Consul, shall deposit there the ship's articles, list of passengers, ship's register, and true copy of manifest if required. In the case of a foreign ship represented by a Consul, the said papers shall be lodged by the master at the proper consulate. Any master offending against the provisions of this sub-section shall incur a penalty not exceeding two hundred dollars.

4. Subject to the provision of Section 30 every such master arriving in the waters of the Colony shall take up the berth pointed out by the Harbour Master, or by any person sent on board by him for that purpose, and shall moor his ship there properly, and shall not remove from it to take up any other berth, without his permission, except in case of necessity, to be decided by the Harbour Master, under a penalty not exceeding one hundred dollars; and he shall remove his vessel to any new berth when required so to do by the Harbour Master, under a fine not exceeding twenty dollars for every hour that the vessel shall remain in her old berth after notice to remove under the hand of the Harbour Master, or his deputy, shall have been given on board of her.

5. Every such master shall immediately strike spars, clear hawse, or shift berth, or obey any other order which the Harbour Master may think fit to give, and any master wilfully disobeying or neglecting this regulation shall incur a penalty not exceeding two hundred dollars.

6. Every such master about to proceed to sea shall where practicable hoist a Blue Peter twenty-four hours before time of intended departure, and shall give notice thereof to the Harbour Master, who, if there is no reasonable objection, will furnish a port clearance, and attest the manifest, if necessary; and any master having obtained such clearance and not sailing within thirty-six hours thereafter shall report to the Harbour Master his reason for not sailing, and shall re-deposit the ship's papers. Any master wilfully neglecting or disobeying this regulation, or going to sea without having obtained a port clearance, shall incur a penalty not exceeding fifty dollars.

Quarantine

XXV.—Governor in Council may make Quarantine Regulations.

Steamers' Fairway

XXVI.—No vessel or boat of any description shall be allowed to anchor within any fairway which shall be set apart by the Harbour Master for the passage of vessels, and the master or other person in charge of any vessel or boat dropping anchor in or otherwise obstructing such fairway shall for each offence incur a penalty not exceeding fifty dollars, and in default thereof imprisonment with or without hard labour not exceeding three months.

Enactments concerning the Safety of Ships and Prevention of Accidents

XXVII.—Every master of a ship, hulk, or other vessel, not being a boat propelled by oars, being at anchor in the waters of this Colony, shall, from sunset to sunrise, cause to be exhibited a bright white light at the place where it can be best seen, but at a height not exceeding twenty feet above the hull, and in default, shall incur a penalty not exceeding one hundred dollars.

3. In case of fire occurring on board any ship or vessel in the waters of the Colony: if *at night*, three lights shall be hoisted in a vertical position at the highest *masthead* and a single light at *the peak*, and guns shall be fired in quick succession until sufficient assistance shall be rendered; *if during the day*, the ensign Union down with the signal NM, "I am on fire," shall be hoisted at the highest *masthead* and guns fired as above provided for night time.

4. If on board any ship or vessel in the waters of the Colony a disturbance or riot shall occur which the master or his officers are unable to quell: *if by day*, the ensign Union down shall be hoisted at the *peak* and the Signal PC. "*want assistance*; *mutiny*" shall be hoisted at the highest *masthead* or wherever practicable under the circumstances; guns may also be fired as in Sub-section 2; *if by night*, three lights shall be hoisted at the *peak* and a single light at the *masthead*, and guns may also be fired as before stated.

Offences in the Waters of the Colony

[*See also "The Dangerous Goods Ordinance*, 1873," *and Regulations*]

XXVIII.— Every person who within the Colony or the waters thereof shall commit any of the following offences shall incur a penalty of not more than fifty dollars, or imprisonment for any term not exceeding three months, with or without hard labour; namely:

Damaging furniture of ship. Throwing into water goods unlawfully obtained. Mooring boats so as to prevent access to wharves. Obstruction of harbour by rubbish Boarding ship without permission. Making fast to ship under weigh.

2. Except as is hereinbefore directed by Sub-sections 3 and 4 of Section XXVII., or with the sanction of the Harbour Master, no cannon, gun, or fire-arm, or firework of any description shall be discharged within such portions of the waters of the Colony as the Governor may from time to time by regulations prescribe from any merchant vessel or boat, under penalty not exceeding two hundred dollars.

Removal of Obstructions

XXIX.—The Harbour Master may, by written notice, require any person to remove within a reasonable time, to be specified in such notice, any obstruction in the waters of the Colony caused by such person or belonging to him or in his charge or keeping; and if such person fail to remove the obstruction within the specified time, the Harbour Master shall cause the obstruction to be removed, and may recover the expenses of removal from the person named in the notice.

Moorings and Buoys

1. It shall be lawful for the Harbour Master to place in the waters of the Colony such Government moorings and buoys as may be approved by the Governor

and to allow the use thereof upon such terms and conditions and for such fees as the Governor in Council may direct.

2. No person shall place moorings or buoys in the waters of the Colony except with the sanction of the Harbour Master and except upon the conditions contained in table O*a* of the schedule (rental $5 half-yearly), and such moorings and buoys shall be of such nature as the Harbour Master shall approve.

3. No person shall moor or anchor hulks or vessels of like description within the waters of the Colony without the sanction of the Harbour Master and except upon such conditions and subject to the payment of such fees as the Governor in Council may direct.

4. Moorings and buoys sanctioned by the Harbour Master under Sub-section 2 shall not be made use of by any vessel other than the vessels of the person to whom such sanction has been granted except with the consent of such person. The master of any vessel using any such moorings and buoys without such consent shall be liable to a penalty of twenty dollars per day for every day or part of a day during which he shall so use such moorings and buoys after he has been requested to remove therefrom.

Lighthouses, Buoys, or Beacons

Light Dues

XXXIII.—The owner or master of every ship which enters the waters of the Colony shall pay such dues in respect of the said lighthouses, buoys, beacons, cables and other apparatus as may from time to time be fixed by order of the Governor pursuant to resolution of the Legislative Council, to such officers as the Governor shall from time to time appoint to collect the same, and the same shall be paid by such officers into the Colonial Treasury.

Importation and Storage of Explosives

[*See also "The Dangerous Goods Ordinance*, 1873," *and Regulations*]

XXXVII.—The Governor is hereby empowered to provide, at the expense of the Colony, all necessary vessels and buildings for the storage of gunpowder or other explosives, and no gunpowder or other explosives arriving in this Colony shall be stored in any other building or vessel except as provided by Sub-section 10, and subject to the observance of the rules and regulations to be made under Sub-section 12 of this Ordinance.

2. Such vessels or buildings shall for the purposes of this chapter be termed a government depôt or government depôts for the storage of gunpowder, and shall be under the control and management of the Harbour Master subject to such orders as may from time to time be received from the Governor; and such vessel or vessels shall be fitted and manned in such manner as the Harbour Master with the approval of the Governor shall deem expedient.

3. The master of every vessel arriving in this Colony having on board thereof any quantity of gunpowder or other explosives exceeding 200 lbs. shall immediately, upon the arrival thereof, and before the discharge from the ship of any such gunpowder or other explosives, furnish the Harbour Master with a copy of the manifest of the same, the marks of all the packages, and the names of the consignees, if he shall know the same.

4. The master of every such vessel as in the last preceding section mentioned shall as soon as possible take the same to the place which shall be pointed out to him by the Harbour Master, and the said vessel shall not be removed therefrom without the permission in writing of the Harbour Master.

5. When any quantity of gunpowder or other explosives exceeding 200 lbs. is about to be conveyed out of the Colony, the master of the vessel about to convey the same shall, on producing the written authority of the owners thereof or their agents, receive from the Harbour Master a permit to take on board the packages mentioned in such authority, and the master of such vessel shall thereupon move the

same into such anchorage as the Harbour Master may deem expedient, and from such anchorage the master of such vessel shall not remove the same except for the purpose of proceeding on his voyage or for some other sufficient cause to be approved by the Harbour Master.

6. The master of every vessel having on board more than 200 lbs. of gunpowder or other explosives, or whilst engaged in the transhipment of the same, shall exhibit a red flag at the highest masthead.

7. It shall not be lawful for the master of any vessel to tranship any gunpowder or other explosives between the hours of 6 P.M. and 6 A.M. from October to March inclusive, nor between the hours of 7 P.M. and 5 A.M. from April to September inclusive, without the written permission of the Harbour Master.

8. It shall not be lawful for the master of any vessel, without the written permission of the Harbour Master, to anchor such vessel within five hundred yards of any government depôt for the storage of gunpowder.

9. It shall not be lawful for the master of any vessel having on board gunpowder or other explosives exceeding in quantity 200 lbs. to anchor nearer than five hundred yards to any other vessel.

10. It shall not be lawful for any person, without the permission in writing of the Governor, to keep, except at the Government Depôt, for any time, however short, within any house, store, godown, or other place on land, a larger quantity of gunpowder than 15 lbs. or any quantity of other explosives.

11. It shall be lawful for any justice of the peace, or Police officer duly authorized by warrant, to enter, and if necessary to break into, any house, store, godown, vessel or place either on land or water, within which such justice of the peace shall be credibly informed on oath, or shall have reasonable grounds of his own knowledge to suspect and believe, that gunpowder or other explosives is kept or carried, or is on board of any vessel contrary to the provisions of this chapter.

12. The Governor in Council is hereby empowered to make rules and regulations for the proper carrying out of the provisions of this chapter including storage of gunpowder or other explosives otherwise on land, or its carriage, within the waters of the Colony, and to fix and vary from time to time the sums chargable for the storage of gunpowder or other explosives as hereinbefore prescribed, and every violation or neglect of any such rules or regulations shall render the party so offending liable to the penalties imposed by Sub-section 14 of this section for offences against any provisions thereof.

13. The sums charged in respect of such storage shall be paid monthly by the party claiming to be entitled to such gunpowder or other explosives, and in the event of the same not being paid within twenty-one days after the same shall have become due and payable, it shall be lawful for the Governor to direct the said gunpowder or other explosives to be sold, in order to defray the expense of storage, and the proceeds thereof, after deduction of all government charges and the expenses of sale, shall be paid to the party who shall prove himself entitled thereto to the satisfaction of the Governor.

14. Every person who shall violate or refuse or fail to comply with the provisions of this chapter shall incur a penalty not exceeding three hundred dollars, or imprisonment for any period not exceeding six months.

15. Nothing in this chapter contained shall apply to Her Majesty's ships of war or the ships of war of any foreign nation, or to hired armed vessels in Her Majesty's service or in the service of any foreign nation, or to Government stores.

Deck and Load Line

Grain Cargoes

XL.—Ships to be marked with Deck and Load Lines.

XLI.—No cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, hereinafter referred to as grain cargo, shall be carried on board any Colonial ship, unless such grain cargo be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise.

General

6. Where under this Ordinance a ship is authorised or ordered to be detained, if the ship after such detention or after service on the master of any notice of or order for such detention proceeds to sea before it is released by competent authority, the master of the ship, and also the owner or agent and any person who sends the ship to sea, if such owner or agent or person be party or privy to the offence, shall be liable to a penalty not exceeding five hundred dollars.

7. Where a ship so proceeding to sea takes to sea when on board thereof in the execution of his duty any officer authorised to detain the ship, or any Surveyor or officer appointed by the Governor, the owner and master of the ship shall each be liable to pay all expenses of and incidental to the officer or Surveyor being so taken to sea, and also a penalty not exceeding five hundred dollars, or if the offence is not prosecuted in a summary manner, not exceeding fifty dollars for every day until the officer or Surveyor returns, or until such time as would enable him after leaving the ship to return to the port from which he is taken, and such expenses may be recovered in like manner as the penalty.

16. Whosoever, with intent to defraud, shall forge, or alter, or shall offer, utter, dispose of, or put off knowing the same to be forged or altered, any certificate, ticket, document, matter, or thing named in this Ordinance, or any regulation made thereunder, shall be guilty of felony, and being convicted thereof, shall be liable, at the discretion of the Supreme Court, to be kept in penal servitude for any term not exceeding seven years, or to be imprisoned with or without hard labour.

GENERAL PORT REGULATIONS FOR BRITISH CONSULATES IN CHINA

The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of British Trade in China, acting under the authority conferred upon him by the 85th Section of the China and Japan Order in Council, 1865, hereby declares the following Regulations, made, in pursuance of the above Order in Council, to secure the observance of Treaties and the maintenance of friendly relations between British subjects and Chinese subjects and authorities to be applicable to all ports which are, or may hereafter become, open to British trade:—

I.—The British Consulate offices at the several open ports shall be opened for public business from 10 o'clock A.M. to 4 o'clock P.M. daily, excepting Sundays, Christmas Day, Good Friday, King's Birthday, Easter Monday, those holidays upon which public offices in England are closed, and Chinese New Year's day, and such Chinese holidays as the Chinese Customs authorities may observe.

II.—On the arrival of any British vessel at the anchorage of any of the open ports, the master shall, within 24 hours, deposit his ship's papers, together with a summary of the manifest of her cargo, at the Consulate office, unless a Sunday or holiday shall intervene.

III.—Every British vessel must show her national colours on entering the port or anchorage, and keep them hoisted until she shall have been reported at the Consulate and her papers deposited there.

IV.—No British vessel or any vessel the property of a British subject, unless, provided with a certificate of registry, or provisional or other pass from the Superintendent of Trade at Peking, or from the Colonial Government at Hongkong, shall hoist the British ensign within any port or anchorage, or any flag similar to the

British ensign or of a character not to be easily distinguishable from it. Nor shall any registered British vessel flying the Red ensign hoist any other ensign or flag (except she be entitled to fly the Blue ensign) in use by Her Majesty's vessels of war, or the national ensign of any foreign State or any ensign or flag not plainly distinguishable from the ensigns used by Her Majesty's ships of war or from those flown by Ships of foreign States

V.—Should any seaman absent himself from his ship without permission, the master shall forthwith report the circumstance at the Consulate office, and take the necessary measures for the recovery of the absentee, and it shall be lawful for the Consul, if circumstances shall require it, in his discretion to prohibit leave being given to seamen to come ashore, and any master who shall violate such prohibition shall incur the penalties hereinafter declared.

VI.—The discharge of guns or other firearms from vessels in harbour is strictly prohibited, unless permission shall have been granted by the Consul.

VII.—Masters of vessels when reporting their arrival at a port shall notify in writing the names of all passengers and persons not forming part of the articled crew on board, and, previous to leaving, notice must be given of the names of all persons, not forming part of the articled crew, intending to leave the port on board any vessel.

VIII.—All cases of death occurring at sea must be reported to the Consul within 24 hours of the vessel's arriving in port or harbour, and all cases of death on board vessels in harbour, or in the residences of British subjects on shore, must be immediately reported at the Consulate office, and in the event of sudden or accidental death the fullest information obtainable should be given. It is strictly prohibited to throw overboard the bodies of seamen or other persons dying on board of a vessel in harbour. Except in case of urgent necessity, no burial should take place on shore or from any ship in harbour without the licence of the Consul first obtained.

IX.—Stone or ballast shall not be thrown overboard in any port or harbour, unless permission shall have been first obtained from the local authorities through the intervention of Her Majesty's Consular officer.

X.—All cases of loss of property by theft or fraud on board ships, as well as of assault or felony requiring redress or involving the public peace, must be immediately reported at the Consulate office.

If any Chinese subject guilty of, or suspected of, having committed a misdemeanour on shore or afloat be detained, information must in such cases be forthwith lodged at the Consulate office, and in no instance shall British subjects be permitted to use violence toward Chinese offenders or to take the law into their own hands.

XI.—Any vessel having in the whole above 200lbs. of gunpowder or other explosive material on board shall not approach nearer than a distance of one mile from the limits of the anchorage. On arriving at that distance, she must be forthwith reported to the Consular authority.

Special anchorages or stations will be assigned for such ships in the neighbourhood of the ports.

XII.—No seaman or other person belonging to a British ship may be discharged or left behind at any port or anchorage without the express sanction of the Consul and not then until sufficient security shall have been given for his maintenance and good behaviour while remaining on shore, and, if required, for the expenses incident to his shipment to a port in the United Kingdom or to a British Colonial port, according as the seaman or other person is a native of Great Britain or of any British Colony.

If any British subject left at a port or anchorage by a British vessel be found to require public relief prior to the departure of such vessel from the dominions of the Emperor of China, the vessel will be held responsible for the maintenance and removal from China of such British subject.

XIII.—When a vessel is ready to leave a port anchorage, the master or consignee shall apply at the Custom-house for a Chinese port clearance, and on

his presenting this document, together with a copy of the manifest of his export cargo, at the Consular office, his ship's papers will be returned to him, and he will be furnished with a Consular port clearance, on receiving which the vessel will be at liberty to leave the port. Should any vessel take in or discharge cargo subsequent to the issue of the Customs' clearance, the master will be subject to a penalty, and the ship to such detention as may be necessary to the ends of justice.

XIV.—When a vessel is ready to leave a port or anchorage, the master shall give notice thereof to the Consul, and shall hoist a Blue Peter at least 24 hours before the time appointed for her departure. The Consul may dispense with the observance of this regulation on security being given that claims presented within 24 hours will be paid.

XV.—No British subject may establish or carry on an hotel, boarding or eating-house, house of entertainment, or shop for the sale of liquors within the Consular district without the sanction and licence of the Consul, and payment of such fees in respect of such licence, yearly or otherwise, as may be duly authorised The Consul shall require every person so licensed to give security for the good conduct of all inmates and frequenters of his house, and also that he will not harbour any seaman who is a runaway or who cannot produce his discharge accompanied by a written sanction from the Consul to reside on shore.

Every person so licensed will be held accountable for the good conduct of all inmates and frequenters of his house, and in case of their misconduct may be sued upon the instrument of security so given.

XVI.—Any British subject desiring to proceed up the country to a greater distance than thirty miles from any Treaty port is required to procure a Consular passport, and any one found without such a passport beyond that distance will be liable to prosecution.

XVII.—The term Consul in these Regulations shall be construed to include all and every officer in Her Majesty's Consular service, whether Consul-General, Consul, Vice-Consul, or Consular agent, or other person duly authorized to act in any of the aforesaid capacities within the dominions of the Emperor of China.

XVIII.—British vessels are bound as to mooring and pilotage to act in accordance with the Harbour and Pilotage Regulations authorized in each port by Her Majesty's Minister for the time being, and any infraction of the same shall render the party offending liable to the penalties attached to these regulations.

XIX.—No loading or discharging of cargo may be carried on except within the limits of the anchorage defined by the Consul and the Chinese authorities of each port.

XX.—Any infringement of the preceding General Port Regulations or of the Special Regulations referred to in Regulations XVIII. and XIX. shall subject the offender, for each offence, to imprisonment for any term not exceeding three months with or without hard labour, and with or without a fine not exceeding 200 dollars or to a fine not exceeding 200 dollars, without imprisonment, and with or without further fines for continuing offences, not exceeding in any case 25 dollars for each day during which the offence continues after the original fine is incurred; such fine to be inflicted, levied, and enforced in accordance with the Order of Her Majesty in Council dated the 9th day of March, 1865.

And in consideration of the urgent necessity for these Regulations, the undersigned hereby further declares that they shall have effect unless and until they shall be disapproved by Her Most Gracious Majesty, and notification of such disapproval shall be received and published by me or other of Her Majesty's Ministers in China.

(Signed) THOMAS FRANCIS WADE.

PEKING, 28th March, 1881.

JAPAN HARBOUR REGULATIONS

Art. I.—The limits of the undermentioned Ports open to foreign commerce are defined as follows:—

At YOKOHAMA: the harbour limits are comprised within a line drawn from the Juniten (Mandarin Bluff) to the light-ship, and thence due north, to a point on the coast east of the mouth of the Tsurumigawa.

At KOBE: the harbour limits are comprised within the area bounded by two lines, one drawn from the former mouth of the Ikutagawa due south, and the other running in a north-easterly direction from the point of Wada-no-misaki.

At NIIGATA: the harbour limits are comprised within the arc of a circle, the centre being the light-house, and the radius being two and a half nautical miles.

At EBISUMINATO: the harbour limits are comprised within a line drawn from Shiidomari-mura to Isori-mura on the outside, and a line drawn from Minotocho on the east shore of Lake Kamo to Kamomura on the north-west shore of the same lake.

At OSAKA: the harbour limits are comprised within a line drawn from a point (Tree Point) at the mouth of the Mukogawa south by west, and a line from the mouth of the Yamatogawa, the two lines cutting each other at a distance of six nautical miles from a point (Tree Point) and five nautical miles from the mouth of the Yamatogawa.

At NAGASAKI: the harbour limits are comprised within a line drawn from Kanzaki to Megami.

At HAKODATE: the harbour limits are comprised within a line drawn from a point off the coast, half a nautical mile south of Anoma Point, to a point on the east bank of the mouth of the Arikawa, Kamiiso-mura.

Art. II.—Every vessel on entering a port shall hoist its ensign and its signal letters. Regular Mail Packets may hoist the Company's flag in lieu of the signal letters.

The ensign and signal letters or Company's flag must not be lowered until the vessel's arrival shall have been duly reported to the Harbour Master.

Such report shall be made within 24 hours after arrival, Sundays and holidays excepted, and no Customs facilities shall be extended to any vessel until such report shall have been made.

Art. III.—Every Master on arrival in port shall prevent all communication between his ship and other vessels or the shore until it shall have been admitted to "free pratique."

Art. IV.—The Harbour Master's boat will be in attendance near the entrance of the harbour, and the Harbour Master will assign a berth to every ship on entering, which berth it must not leave without special permission, unless forced to do so. The Harbour Master may cause a vessel to change its berth, should he consider it necessary.

Art. V.—The Harbour Master shall always wear a uniform when on duty and his boat shall carry a flag of the pattern prescribed.

The Harbour Master may at any time satisfy himself that his directions as regards anchorage, the movements of ships and the proper condition of moorings are carried out.

Art. VI.—No vessel shall anchor in the public fair-way or otherwise obstruct free navigation. Vessels which have run out jib-booms shall rig them in at the request of the Harbour Master, if they obstruct free navigation.

Art. VII.—Every vessel either at anchor or under weigh within the harbour limits shall carry between sunset and sunrise the Lights required by the Laws, Ordinances or Orders relating to the prevention of collisions at sea.

Art. VIII.—When bad weather threatens or warning signals are exhibited, vessels shall immediately get ready one or more reserve anchors; and steamships shall, in addition, get up steam.

Art. IX.—Any vessel carrying explosives or highly inflammable materials in excess of ordinary requirements shall come to outside the harbour limits and there await the Harbour Master's orders. Such vessels while so waiting shall, between sunrise and sunset, fly at the foremast head the signal letter "B," and between sunset and sunrise shall hoist in some place a red lantern.

No vessel shall ship or discharge any such materials except at such places as the Harbour Master may indicate.

Art. X.—Every ship which is laid up or undergoing repairs, and all yachts, store-ships, lighters, boats, etc., shall be moored in special berths designated by the Harbour Master.

Art. XI.—In case of fire breaking out on board a ship within the harbour limits, the ship's bell shall be rung until the arrival of assistance, and the signal letters "N. M." shall be hoisted between sunrise and sunset or a red lantern shall be continuously hoisted and lowered between sunset and sunrise.

If police assistance be required the signal letter "G" shall be hoisted between sunrise and sunset, and between sunset and sunrise blue or flash lights shall be shown.

All discharging of fire arms or letting off of fire-works within the harbour limits is forbidden without permission from the Harbour Master, except in such as above-mentioned for the purpose of signalling.

Art. XII.—Any vessel arriving from a place which has been declared by an official declaration of the Imperial Government as being infected with an epidemic or contagious disease (such as cholera, small-pox, yellow-fever, scarlet-fever, or pest) or on board of which any such disease shall have occurred during the voyage, shall come to outside the harbour limits and shall hoist a yellow flag at the foremast head between sunrise and sunset, and shall show a red and a white light one above the other in the same place between sunset and sunrise. Such vessel must undergo inspection by the proper sanitary authorities.

The sanitary authorities shall, on approaching the vessel, be informed whether any cases of any such diseases have actually occurred during the voyage and the nature of such diseases, in order that suitable precaution may be taken.

The said ship must not lower the yellow flag or the above-mentioned lights until it shall have been admitted to "free pratique," neither shall any person land from it nor shall any communication be held with other ships without the permission of the proper sanitary authorities.

The provisions of the preceding paragraphs apply to vessels anchored within the harbour limits on board of which any of the above-mentioned epidemic or contagious diseases have broken out.

Such vessels must change their berth on receiving an order to that effect from the Harbour Master.

Any vessel arriving from a place infected with cattle-disease or on board of which such disease has broken out during the voyage shall not land or tranship either the cattle, their dead bodies, skins, hides or bones, without the permission of the proper sanitary authorities.

Art. XIII.—No carcases, ballast, ashes, sweepings, etc., shall be thrown overboard within the harbour limits.

Whilst taking in or discharging coal, ballast or other similar materials, the necessary precautions shall be taken to prevent their falling into the sea.

If any materials detrimental to the harbour shall have been thrown into the sea or shall have been allowed to fall in through negligence by any ship, they shall be removed by the ship upon receipt of an order to that effect from the Harbour Master; and if not so removed the Harbour Master may cause them to be removed at the ship's expense.

Art. XIV.—Any ship intending to leave port shall give notice at the Harbour Master's Office and hoist the Blue Peter.

Steamers which have fixed dates of departure need only make one declaration on their arrival and departure.

Art. XV.—All wreckage or other substances which obstruct the public fairway in a harbour or its approaches must be removed by their owner within the time indicated by the Harbour Master. If this order is not complied with within the time specified by the Harbour Master, the Harbour Master may cause them to be removed or destroyed at the owner's expense.

Art. XVI.—A suitable and sufficient number of buoy moorings for regular Mail Steamers shall be provided by the Harbour Master's Office. A prescribed fee shall be charged for the use of such moorings.

Art. XVII.—No chains, ropes, or other gear shall be attached to any lightship, signal, buoy or beacon.

Any vessel running foul of or damaging a light-ship, buoy, beacon, jetty, or any other structure shall pay the necessary expenses for repairs or replacement.

Art. XVIII.—Any infringement of the provisions of the present Regulations shall render the offender liable to a fine of not less than Yen 2 and not exceeding Yen 200.

Art. XIX.—The Master of a vessel shall also be held responsible for any fines, fees or expenses which may be imposed or charged on or in respect of the vessel.

Art. XX.—No vessel shall be allowed to depart until all fines, fees and expenses imposed or charged under these Regulations shall have been paid, or until security therefor to the satisfaction of the Harbour Master shall have been deposited with the Harbour Master.

Art. XXI.—The word "Harbour Master" as used in these Regulations is also meant to include the Harbour Master's Assistants and Deputies; and by the word "Master" is meant any person in command of, or having the direction of, a ship, whatever his designation may be; and by the word "Port" or "Harbour" is meant one of the ports or harbours enumerated in Article I. of these Regulations.

Art. XXII.—A portion of each harbour shall be reserved as a man-of-war anchorage.

Art. XXIII.—The only provisions in these Regulations which shall apply to men-of-war are those contained in Articles IV., VI., XII. and XXI., and in the first and second paragraphs of Article XIII.

Art. XXIV.—The time when and the localities where these Regulations are to come into operation shall be notified by the Minister of Communications. The Minister of Communications shall also issue detailed rules for the due enforcement of these Regulations.

HONGKONG STORM SIGNAL CODES.

A new Local Storm Signal Code was introduced at Hongkong on 1st July, 1917, in place of the old Local Code. The principal change in the Local Code is that the Signals show the direction from which the gale is expected, instead of the position of the typhoon. The latter is now indicated by the China Seas Storm Signal Code. The new Local Code is as follows:—

Signal. Symbol. DAY SIGNALS. *Meaning.*

1.—Red cone.—A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.—Black cone.— Gale expected from the North (N.W. to N.E.)
3.—Black cone inverted.— „ „ „ „ South (S.E. to S.W.)
4.—Black drum.— „ „ „ „ East (N.E. to S.E.)
5.—Black ball.— „ „ „ „ West (N.W. to S.W.)
6.—Double cone.—Gale expected to increase.
7.—Black cross.—Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds, at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed on the Radio mast at the Royal Observatory, the Harbour Office, H.M.S. *Tamar*, Green Island signal-mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chi-kok, and the flagstaff near the Field Officer's Quarters at Lyemun.

NIGHT SIGNALS. (Lamps.)

1 White / White / White	2 White / Green / Green	3 Green / White / White	4 Green / Green / White	5 White / White / Green	6 Green / Green / Green	7 Red / Green / Red

The Night Signals will be displayed, at sunset, on the Radio mast at the Royal Observatory, on the tower of the Railway Station, on H.M.S. *Tamar*, and on the Harbour Office flagstaff. They will have the same signification as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbour a Cone will be exhibited at the following stations:—

Gap Rock	Stanley	Sau Ki Wan	Sha Tau Kok
Waglan	Aberdeen	Sai Kung	Tai Po

to notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 8 by Beaufort Scale, or 40-45 m.p.h., mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 5 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a located typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is hoisted after a black signal has been displayed it will mean that, on account of a change in the track of the typhoon, or for some other reason, a gale is no longer expected from the direction indicated by the last signal, and that another black signal may possibly be hoisted later.

The China Seas Code of Storm Signals was introduced in Hongkong on 1st June, 1920. It gives the latitude and longitude of the storm centre, its direction of motion, and a signal indicating the degree of accuracy with which it is believed the position of the centre has been located. A signal giving the time at which the warning was issued is hoisted at the mast-head, the position formerly occupied by the local typhoon signals.

HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The Ball is hoisted half-mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the Time Ball be out of order, the above routine will b carried out with the flag "Z" on the Storm Signal mast.

Time Signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From $8^h\ 56^m\ 0^s$ to $9^h\ 0^m\ 0^s$ p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours East of Greenwich).

LEGALISED TARIFF OF FARES FOR CHAIRS, JINRICKSHAS, BOATS, &c., IN THE COLONY OF HONGKONG

SCALE OF FARES FOR CHAIRS

I.—Lower Levels

	With 2 Bearers.	With 4 Bearers.
Ten minutes	10 cts.	20 cts.
Quarter hour	15 „	30 „
Half hour...	25 „	40 „
One hour	35 „	80 „
Every subsequent hour	25 „	40 „

II.—In the Hill District

	With 2 Bearers.	With 4 Bearers
Ten minutes...	15 cts.	30 cts.
Quarter hour...	20 „	40 „
Half hour	30 „	60 „
One hour	40 „	80 „
Every subsequent hour	25 „	40 „

SCALE OF FARES FOR JINRICKSHAS

I.—In the Island of Hongkong

Caine Road and Lower Levels, and in Kowloon and New Kowloon

(*With Single Driver*)

Five minutes	5 cents	Half hour	20 cents.
Ten minutes...	10 „	One hour	30 „
Quarter hour	15 „	Every subsequent hour	30 „

If the Jinricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable. For 2 or 3 drivers the fares are double or treble respectively.

II.—In the Hill District

Ten minutes	15 cts.	Half hour	30 cts.
Quarter hour	20 „	One hour	40

III.—In the New Territories

By arrangement with the proprietors through the Police.

PASSENGER BOATS

Per Day of 12 Hours

Class A		Class B	
1st Class boats	$3.00	1st Class boats	$200
2nd Class boats	2,00	2nd Class boats	1.50
All other boat	1.50	All other boats	1.50

Per Hour or Less

Class A

Per hour with 2 passengers ... ... 40 cents
Per half-hour „ ... ... 20 „

For each extra passenger, 10 cents for half-an-hour, 20 cents per hour.

Between sunset and sunrise, 10 cents extra per passenger.

Class B

Per hour with 2 passengers ... ... 20 cents
Per half-hour „ ... ... 10 „

For each extra passengers 5 cents for half-an-hour, 10 cents for an hour.

Between sunset and sunrise, 10 cents extra per passenger.

"1st Class Boat" are those measuring 30 feet and over in length.
"2nd Class Boat" are those measuring from 20 to 30 feet in length.
"All other Boats" are those of under 20 feet in length.

CARGO BOATS

	Per day or night of 12 hours	Per Load
Vessels of 10,000 piculs and upwards	$60	$30
Vessels under		
10,000 piculs and not less than 5,000 piculs...	50	25
5,000 „ „ „ 4,000 „	40	20
4,000 „ „ „ 3,000 „	30	15
3,000 „ „ „ 2,000 „	20	10
2,000 „ „ „ 1,000 „	15	8
1,000 „ „ „ 800 „	10	
80 „ „ „ 500 „	5	
500 „ „ „ 100 „	3	2
100 piculs ... ... „	1.50	1

LIST OF HONGKONG STAMP DUTIES

CHARGEABLE UNDER THE STAMP (AMENDMENT) ORDINANCE 8 OF 1921

SCHEDULE

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping where stamping is compulsory.
1	Adjudication Fee (to be paid on the requisition or other application and adjudication).	$5.	Overembossed.	Before adjudication.	The person applying for adjudication.
2	Affidavit, Affirmation, Declaration, and Statutory Declaration. *Exemptions.* (*a*) Affidavit or declaration made for the immediate purpose of being filed, read or used in any court, or before any judge or officer of any court. (*b*) Affidavit or declaration made for the sole purpose of enabling any person to receive any pension or charitable allowance. (*c*) Affidavit or declaration by an interpreter as to the interpretation of a duly stamped or exempted instrument, made at the same time as such duly stamped or exempted instrument. (*d*) Affidavit or declaration required to be made pursuant to any Ordinance relating to marriages. (*e*) Affidavit or declaration for the Commissioner under Estate Duty Ordinance, 1915. (*f*) Affidavit or declaration intended for use solely outside the Colony. Affirmation : *See* Affidavit.	$3.	,,	7 days after making.	The person making.
3	Agreement or any memorandum of agreement, made under hand only, and not otherwise specifically charged with any duty, whether the same be only evidence of a contract, or obligatory upon the parties from its being a written instrument.	$1.	Overembossed.	7 days after execution.	Voluntary.

No. of Heading.	Instrument	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
	Exemptions (*a*) Agreement or memorandum between the master and mariners of any ship for wages. (*b*) Passage ticket. See also :— Agreement for lease. Exchange Contract. Godown Warrant. Share contract.				
4	Agreement of service with a corporate body, whether under the seal of such corporate body or not. Agreement or contract accompanied by a deposit : *See* Letter of hypothecation, and Mortgage. Agreement for a lease : *See* Lease. Allotment : *See* Letter of Allotment.	$1.	Overembossed.	7 days after execution.	Voluntary.
5	Appointment of a new trustee.	$10.	"	"	All persons executing.
6	Articles of clerkship whereby any person first becomes bound to serve as a clerk in order to his admission as a solicitor. Assignment : *See* Conveyance, Letters Patent, Mortgage, and Trade Marks. Assurance : *See* Policy of Insurance.	$150.	"	Before execution.	"
7	Attested copy of any instrument chargeable with stamp duty. Attorney, Letter or Power of : *See* Power of Attorney. Average : *See* Bond.		"	days after attestation.	Voluntary.
8	Award. Bank Cheque : *See* Bill of Exchange.	$5	"	7 days after execution.	The arbitrator, or, if more than one, all the arbitrators and the umpire (if any).

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
9	Bank Note.	1 °/₀ per annum on the average value of bank notes in circulation, to be paid monthly by the banker to the Collector.	—	—	—
10	Bill of Exchange (including Cheques, Circular Notes, Letters of Credit, and "Traveller's Cheques"), and Promissory Note.				
	(1) Bill of Exchange payable within the Colony on demand or at sight or on presentation (except a cheque).	10 cents.	Adhesive.	1. If drawn in the Colony: before execution. 2. If drawn out of the Colony: in accordance with section 18.	See sections 17, 18 and 20.
	(2) Cheque.	"	Impressed and dated.	Before issue of the cheque form by the banker to the customer.	The banker issuing the cheque form.
	(3) Circular Note, if issued within the Colony (on each separate note). (4) Letter or Credit, if issued within the Colony.	10 cents for every $500 or part thereof.	Adhesive.	Before issue.	The person issuing.
	Exemption. Letter of credit granted in the Colony, authorising drafts to be drawn out of the Colony payable in the Colony.				
	(5) "Traveller's Cheque", if issued within the Colony (on each separate "cheque" or "note").	"		"	

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
	(6) Bill of Exchange of any other kind whatsoever (except a bank note), if drawn, or expressed to be payable, or actually paid, or endorsed, or in any manner negotiated, within the Colony.	10 cents for every $500 or part thereof.	Adhesive.	1. If drawn in the Colony: before execution. 2. If drawn out of the Colony: in accordance with section 18.	See sections 17, 18 and 20.
	(7) Promissory Note of any kind whatsoever (except a bank note), if drawn, or expressed to be payable, or actually paid, or endorsed, or in any manner negotiated, within the Colony. See section 19 as to bills in sets.	10 cents for every $500 or part thereof.	1. If made in the Colony: overembossed. 2. If made out of the Colony: adhesive	1. If made: in the Colony: before execution. 2. If made out of the Colony: in accordance with section 18.	See sections 17, 18 and 20.
11	Bill of Lading (each part of every set). Note: For all other ships receipts, including Chinese shippers books, *see* Heading No. 41 Bill of Sale. Absolute: *See* Conveyance. By way of security: *See* Mortgage.	When the freight is under $5: 10 cents. When the freight is $5 or more: 30 cents.	Overembossed.	Before execution.	All persons executing.
12	Bond, Bottomry, General Average, or Respondentia. Broker's Note: *See* Shares (4).	25 cents for every $100 or part thereof.	"	"	The obligee.
13	Certificate to practise to be taken out yearly (Section 21).	$25 for every calendar year or part thereof.	Overembossed.	Before beginning to practise in any calendar year.	The person intending to practise.
14	Charter Party. Cheque: *See* Bill of Exchange (2). Circular Note: *See* Bill of Exchange (3). Collateral Security: *See* Mortgage. Contract: *See* Agreement. Contract Note: *See* Shares (4).	15 cents for every $100 or part thereof of the total or estimated hire or freight.	"	Before execution.	All persons executing.

No. of Heading	Instrument	Duty	Nature of Stamp	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory
15	Conveyance on Sale, the duty to be calculated on the amount or value of the consideration on the day of the date of the instrument. See also :— Exchange. Foreclosure Order. Letters Patent. Shares. Trade Marks. Voluntary disposition *inter vivos.* Section 34 (general exemptions). Copy : *See* Attested copy. Counterpart : *See* Duplicate. Debenture : *See* Marketable security. Declaration : *See* Affidavit.	Where the amount or value of the consideration does not exceed $20,000: 50 cts. for every $100 or part thereof. Where the amount or value of the consideration exceeds $20,000: $1 for every $100 or part thereof.	Overembossed.	7 days after execution.	All persons executing.
16	Declaration or revocation of any use or trust of or concerning any property by any writing, not being a will or an instrument chargeable with *ad valorem* duty as a settlement. *Exemptions.* (*a*) Declaration of trust by the nominees of a banker to whom property is transferred to secure an advance made by the banker. (*b*) Trust receipt given to a banker.	$20	"	"	
17	Deed of any kind whatsoever not described in this schedule (including a deed of partition, a deed of assignment by a trustee to a *cestui que* trust, and a deed confirmatory of a conveyance on which the full conveyance duty has been paid). See also :— Agreement of service with a corporate body. Deposit of title deeds: *See* Mortgage.		"	"	"

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
18	Duplicate or counterpart of any instrument chargeable with any duty *Exemption.* Policies of insurance, duplicates of: *See* Policy of insurance 8). Equitable mortgage: *See* Mortgage.	Where the duty on the original instrument does not exceed $2: the same duty as the original instrument. Where the duty on the original instrument exceeds $2: $2.	Overembossed.	7 days after execution.	Voluntary.
19	Exchange.	The same duty as on a conveyance on sale for a consideration equal to the value of the property of the greater value.	"	"	All persons executing.
20	Exchange Contract Cancellation Note.	10 cts. for every $500 or part thereof.	Adhesive.	2 days after cancellation, etc., see section 22(5)	The seller.
21	Foreclosure Order, the duty to be calculated on the value of the property.	Where the value of the property does not exceed $20,000: 50 cts. for every $100 or part thereof. Where the value of the property exceeds $20,000: $1 for every $100 or part thereof.	Overembossed.	Before the order is signed by the Registrar.	The person obtaining the order

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
22	Foreign Attachment Bond. Further Charge: *See* Mortgage. Gift: *See* Voluntary disposition *inter vivos.*	$1 for every $100 or part thereof.	Overembossed.	Before execution.	All persons executing.
23	Godown Warrant. Guarantee: *See* Agreement. Hypothecation: *See* Letter of Hypothecation. Insurance: *See* Policy of Insurance.	20 cents.	"	Before issue.	The person issuing.
24	Lease. (1) If granted in consideration of a premium or fine.	The same duty as on a conveyance on sale, the duty to be calculated on the prem. or fine.	Overembossed.	7 days after execution.	All persons executing.
	(2) If granted in consideration of a rent.	Where the lease is for any term not exceeding 1 year: 25 cents for every $100 or part thereof of the rent for 1 year. Where the lease is for any term exceeding 1 year but not exceeding 3 years: 50 cts. for every $100 or part thereof of the rent for 1 year. Where the lease is for any term exceeding 3 years: $1 for every $100 or part thereof of the rent for 1 year.	"	"	"

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
	(3) If the consideration includes both premium or fine and rent.	The total of both the above duties.	Overembossed.	7 days after execution.	All persons executing.
	(4) Agreement for a lease. (5) Surrender of lease.	The same duty as on a lease.	"	"	"
	(6) Lease executed pursuance of a duly stamped agreement for a lease.	$3	"	"	"
25	Letter of allotment or any other document having the effect of a letter of allotment of shares in any company or proposed company or in respect of any loan raised or proposed to be raised by any company or proposed company, and letter of renunciation. Letter of Attorney: *See* Power of Attorney. Letter of Credit: *See* Bill of Exchange (4).	10 cents.	"	Before execution.	"
26	Letter of hypothecation.	Referring to particular property: $3. General: $6.	"	7 days after execution.	"
27	Letters Patent, Assignment of.	$10.	"	"	"
28	Marketable security issued in the Colony, or made or issued by or on behalf of a corporate or un-incorporate body formed or established in the Colony.	20 cts. for every $100 or part thereof of the money secured.	"	Before issue.	The body issuing.
29	Mortgage. (1) Being the only or principal or primary security.	20 cts. for every $100 or part thereof of the principal sum secured. (For tontine mortgages *see* sec. 33).	"	7 days after execution	All persons executing.
	(2) Being a collateral or auxiliary or additional or substituted security, other than a mortgage executed in pursuance of a duly stamped agreement for a mortgage, or executed by way of further assurance where the principal security is duly stamped.	10 cts. for every $100 or part thereof of the principal sum secured.	"	"	"

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
	(3) Extension of the time of an original mortgage, whether endorsed on the mortgage deed or not. (4) Transfer or assignment of any mortgage, bond, debenture, or covenant (except a marketable security), or of any money or stock secured by any such instrument, or by any warrant of attorney to enter up judgment, or by any judgment.	10 cts. for every $100 or part thereof of the principal sum secured.	Over-embossed	7 days after execution.	All persons executing.
	(5) Where any further money is added to the money already secured.	20 cts. for every $100 or part thereof of the additional principal sum secured.	,,	,,	,,
	(6) Agreement for a mortgage.	20 cts for every $100 or part thereof of the principal sum to be secured.	,,	,,	,,
	(7) Re-conveyance, reassignment, release, discharge, surrender, or renunciation of any such security as aforesaid, or of the benefit thereof, or of the money thereby secured. (8) Certificate of satisfaction.	10 cts. for every $500 or part thereof of the principal sum secured.	,,	,,	,,
	(9) Mortgage executed in pursuance of a duly stamped agreement for a mortgage. *Exemption.* Reassignment and mortgage made for the sole purpose of obtaining a new Crown lease: *See* section 34. See also: Letter of hypothecation. Servant's security agreement.	$3.	,,	,,	
30	Notarial Act of any kind whatsoever (except a protest of a bill of exchange or promissory note). *Exemption* Notarial acts relating solely to transfers of shares on share registers which are not required by law to be kept within the Colony.	$3.	,,	,,	The notary.

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
31	Note of protest of a bill of exchange or promissory note.	75 cents.	Overembossed.	7 days after execution.	The notary.
32	Partnership nstrument.	$10.	"	"	All persons executing.
33	Policy of Insurance.				
	(1) Life Policies.	25 cts. for every $1,000 or part thereof insured.	"	Before execution.	The insurer.
	(2) Life Policies, renewal receipts.	5 cents.	Adhesive.	Before delivery.	"
	(3) Marine Policies, hull risks for time.	25 cts. for every $1,000 or part thereof insured.	Overembossed.	Before execution.	"
	(4) Floating Policies, for each endorsement.	Where the amount insured does not exceed $1,000: 20 cts.	"	"	
	(5) Marine Policies other than those specified above.				
	(6) Fire, Accident, and all other policies not specifically referred to above.	Where the amount insured exceeds $1,000: 50 cts.			
	(7) Renewals, except life renewals.	The same duty as on the original policy	"	"	"
	(8) Duplicates of policies.				
	(9) Re-insurance.	The same rates of duty as on direct policies.	"	"	"
34	Power of attorney or revocation of power of attorney.				
	(1) For appointing a proxy to vote at a specified meeting.	10 cents.	"	"	The person executing.
	(2) Of any other kind whatsoever.	$5.	"	7 days after execution.	"
	Exemption. Power of attorney relating exclusively to things to be done out of the Colony.				
	Promissory Note: *See* Bill of exchange (7)				
35	Protest by a master of a vessel.	75 cents.	Overembossed	7 days after execution.	The master of the vessel.
	Proxy: *See* Power of Attorney (1).				
	Re-assignment: *See* Mortgage (7).				

No. of Heading.	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
36	Receipt. *Exemptions.* (*a*) Receipt for an amount not exceeding $10. (*b*) Receipt given by a banker for money lodged or deposited with him and to be accounted for by him to the person lodging or depositing the money. (*c*) Acknowledgment by a banker of the receipt of any bill of exchange or promissory note for the purpose of being presented for acceptance or payment. (*d*) Receipt given by a banker endorsed on a telegraphic transfer advice. (*e*) Receipt given by an officer in His Majesty's service to any Government department. (*f*) Receipt indorsed or otherwise written upon or contained in any instrument liable to stamp duty, and duly stamped, acknowledging the receipt of the consideration money therein expressed, or the receipt of any principal money, interest, or annuity thereby secured or therein mentioned. Release: *See* Conveyance on sale, and Mortgage (7). Revocation of trust: *See* Declaration of trust.	5 cents.	Adhesive.	Before being parted with by the maker.	The maker, *i.e.*, the person giving the receipt.
37	Servant's Security Agreement which is not chargeable with mortgage duty.	20 cents for every $100 or part thereof of the amount up to which security is given.	Overembossed.	7 days after execution.	The employer.

No. of Heading	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
38	Settlement.	30 cents for every $100 or part thereof of the amount or value of the property settled or agreed to be settled.	Overembossed.	7 days after execution.	All persons executing.
39	Settlement executed in pursuance of a duly stamped agreement for a settlement.	$3.	"	"	"
40	Shares. (1) Transfer of. *Exemptions.* (*a*) Transfers of shares on share registers which are not required by law to be kept within the Colony. (*b*) Transfers of share warrants to bearer.	20 cents for every $100 or part thereof of the market value of the shares on the date of stamping.	"	Before execution.	The transferor and the transferee.
	(2) Transfer for a nominal amount, in the discretion of the Collector.	$2.	"	"	—
	(3) Share Warrant to Bearer, issued in the Colony.	$1 for every $100 or part thereof of the nominal value of the share.	"	Before issue	The company issuing.
	(4) Share Contract Note, on every bought note and every sold note.	When the value does not exceed $1,000: $1. When it exceeds $1,000 but does not exceed $10,000: $3. When it exceeds $10,000 but does not exceed $20,000: $5. When it exceeds $20,000 but does not exceed $50,000: $7½. When it exceeds $50,000: $10.	"	Before delivery by the broker.	The broker.

No. of Head	Instrument.	Duty.	Nature of Stamp.	Point of time before which, or period within which, the instrument must be stamped.	Person liable for stamping, where stamping is compulsory.
41	Shippers' Books (Chinese) and all other receipts for goods shipped given by or on behalf of the owner or master of a vessel where bills of lading are not used. Statutory Declaration: *See* Affidavit. Surrender of Lease: *See* Lease (5).	When the freight is under $5: 10 cents. When the freight is $5 or more: 30 cents.	Adhesive.	Before the book is chopped or (as the case may be) before the receipt is parted with to the shipper or to any one on his behalf.	The person who chops the book or gives the receipt.
42	Telegraphic Transfer Advice. *Exemption.* Telegraphic transfers in silver currencies from the Colony to China.	10 cents for every $500 or part thereof, to be calculated on the equivalent in Hongkong currency of the money despatched.	,,	2 days after the despatch of the money: *See* section 27.	The person who despatches the money on behalf of another.
43	Trade Mark, Assignment of. Transfer: *See* Mortgage, Shares and Telegraphic Transfer Advice. Traveller's Cheque: *See* Bill of Exchange (5). Vesting Order: *See* Conveyance on Sale.	$10.	Overembossed	7 days after execution.	All persons executing.
44	Voluntary disposition *inter vivos*, the duty to be calculated on the value of the property.	Where the value of the property does not exceed $20,000: 50 cents for every $100 or part thereof. Where the value of property exceeds $20,000: $1 for every $100 or part thereof.	,,	,,	,,

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General Information

Office, Hours, etc.

1.—The General Post Office is in Pedder Street, with district offices at Wantsai (Queen's Road East), Sheung Wan (Morrison Street), Sai Ying P'un (Pokfulam Road), Kowloon (Tsimshatsui), and Yaumati (Waterloo Road).

2.—On week days the General Post Office is open for the sale of stamps from 7 a.m. to 6 p.m. The Registration and Parcel Branch is open from 7 a.m. to 5 p.m.; the Poste Restante from 7 a.m. to 6 p.m.; and the Money Order Office from 10 a.m. to 4 p.m. except on Saturdays, when it closes at 1 p.m.

On Sundays and Holidays the General Post Office is open from 8 to 9 a.m. with the exception of the Money Order Office, which is entirely closed.

Note :—Postal Notes can be had at the Registration counter on Saturday afternoons from 1 to 5 p.m.

3.—On week days the district offices are open from 7 a m. to 6 p.m. except Kowloon which closes at 5 p.m.

The Kowloon Money Order Office is open from 10 a.m. to 4 p.m. (Saturdays 10 a.m. to 1 p.m.) for Indian troops only.

On Sundays and Holidays the Wantsai, Sai Ying Pun, and Yaumati district offices are open from 8 to 9 a.m. and 5 to 6 p.m. Sheung Wan from 8 to 9 a.m. and 5.30 to 8 p.m. Kowloon from 8 to 9 a.m.

Delivery of Correspondence

4.—(Relates to the division of the City for delivery purposes.)

5.—(Relates to the hours of deliveries in the various districts.)

6.—To facilitate the delivery, and as a means to prevent the loss of Letters, a Letter Box should be affixed to the door of every house or office. Such Letter Boxes should be provided with locks and the keys kept by responsible persons. Letter Boxes may be bought locally.

7.—Correspondence for Shipping in Harbour will be delivered to the Agents, and if there be no Agents such correspondence will be kept at the Post Office for three months to be claimed.

Letter Boxes

8.—Letter boxes are fixed in Hongkong, Kowloon and New Territories.

N.B.—Letters can be posted at any Police Station in the New Territories.

9.—Letters containing any article of value should not be posted in a Pillar Box, but should be registered at the General or a District Post Office and a receipt obtained for the same.

Private Boxes

10.—Private boxes may be rented in the General Post Office for fees of $20 and $10 per annum from 1st January or $2 and $1 per mensem, according to size. All fees are payable in advance. Each boxholder is provided with a key and an account book. A sum of $2 must be deposited for the key, and this will be refunded when the box is given up and the key returned.

11.—By renting a box, correspondence is received with greater expedition and accuracy. Access to boxes is afforded to boxholders from 6 a.m. to 10 p.m.

12.—Boxes should be cleared by boxholders after the arrival of American and European Mails.

13.—Boxholders may send their letters to the post in sealed boxes for which a receipt will be given in the accompanying book. Such receipts are for "one box", not for so many letters. Such boxes should be sealed with a recognized device, and not merely locked. No attention can be paid to such remarks as "to be registered" written in the book.

14.—Unpaid and underpaid correspondence is delivered to boxholders and the deficit charged monthly. As a rule no details of this account can be given and it is advised that the covers of all unpaid correspondence should be filed in order to check the amount claimed.

15.—Correspondence cannot be stamped at the Post Office and charged to a boxholder's account.

16.—Boxholders' accounts are sent out for settlement on the first day of the month. If not settled promptly the box is liable to be closed.

Stamps, Etc.

17.—Hongkong Postage Stamps, etc., of the following values can be purchased:—

Postage Stamps—
1 cent
2 cents
4 „
6 „
8 „
10 „
20 „
25 „
30 „
50 „
1 dollar.
2 dollars.
3 „
5 „
10 „

Post Cards—

1 cent.
1½ cents.
4 „

Embossed Envelopes—

4 cents size 9¾ (5¾″ × 4⅜″)
4 „ „ 13 (4¾″ × 3 11/16″)

Envelopes are sold in packets of 5, and in addition to the par value of the stamps embossed thereon, 1 cent is charged per packet of 5 envelopes.

Registration Envelopes bearing a 10 cents stamp, embossed on the flap for the payment of the registration fee are of the following sizes:—

	ins.		ins.	
F	—5¼	×	3¼	price 15 cents each
G	—6	„	3¾	
H.	—8	„	5	
H²	—9	„	4	

K —11 ins. × 6 ins., price 20 cents each.

Books of Stamps (containing 16 four cents, 12 two cents and 12 one cent) at $1.

Postal Guides 50 cents.

18.—Coupons, exchangeable for stamps of the value of 25 centimes (2½d.) each in any country participating in the arrangement, can be purchased at the General Post Office for 12 cents each for the purpose of prepaying replies to letter. (See Appendix I.

Official Franking

19.—Letters upon public business must be franked by the official sending them with his name and office on the lower left-hand corner of the cover. Such letters can be forwarded free of charge only if addressed to the United Kingdom or a British Possession (including the British Post Office Agencies in China). The several Public Officers and Heads of Departments specified below are entitled to this privilege:—

Private Secretary to H.E. The Governor
Colonial Secretary
Assistant Colonial Secretary's Office
Attorney-General
Puisne Judge
Registrar of the Supreme Court
Deputy Registrar of the Supreme Court
Crown Solicitor
Land Officer and Official Receiver
Assistant Land Officers
Registrar of the Land Court
Colonial Treasurer
Capt. Supt. of Police
Deputy Supt. of Police
Chief Inspector of Police
Police Magistrate
Secretary for Chinese Affairs
Assistant Secretaries for Chinese Affairs
Director of Public Works
Asst. Director of Public Works
Executive Engineer, Building Ordinance Works
The Supt. of Accounts, Correspondence and Stores, Public Works Department
Principal Land Surveyor, P.W.D.
Executive Engineer, Water Works
Director of Education
Head Master of Queen's College
Head Masters of Govt. Schools
Postmaster-General
Asst. Postmaster-General
Harbour Master
Asst. Harbour Master
Supt. of Imports and Exports
Supt., Botanical and Forestry Dept.
Head of the Sanitary Dept.
Secretary, Sanitary Board
Medical Officer of Health
Asst. Medical Officer of Health
District Officer, New Territories
Local Auditor
Manager, Kowloon-Canton Railway
Director of the Observatory
Chief Asst. to Director of Observatory
First do.
Deputy Supt., Victoria Gaol
Principal Civil Medical Officer
Government Medical Officers

Letters

20.—No letter may exceed 2 feet in length, 1 foot in width or depth, unless it be sent locally to or from a Government Office.

21.—The rates of Postage on letters to all destinations are shown on Appendix II.

22.—Local letters on postal business addressed to the Postmaster General need not be stamped.

23.—Consignees' letters, being privileged by law, need not be sent to the Post Office at all, but if they are sent they are liable to ordinary rates of postage.

24.—Letters on Savings Bank business if posted in Hongkong or at any of the British Post Office Agencies in China and addressed "Hongkong Savings Bank" will be forwarded free.

Post Cards.

25.—Post-cards must be manufactured of cardboard or of paper of such consistency as not to hinder their manipulation.

26.—Postcards must bear on the face the heading "Postcard", (in French, Carte Postale) or the equivalent of this heading in another language. This is, however, not obligatory for single (*i.e.* not reply paid) postcards of private manufacture.

27.—The dimensions of the cards may not exceed 5½″ in length and 3½″ in width, nor be less than 4″ in length and 2¾″ in width.

28.—The postage stamps must, as far as possible, be affixed to the upper right-hand corner of the face. The address of the recipient as well as indications relating to the postal service (registered, advice of delivery, etc.) must likewise appear on the face, of which the right-hand half at least is reserved for these indications. The sender may dispose of the back and of the left-hand half of the face, subject to the stipulations of the following paragraph.

29.—With the exception of stamps for prepayment it is forbidden to attach to postcards any article whatever ; nevertheless, the name and address of the recipient, as well as the name and address of the sender, may appear on gummed labels not exceeding 2½″ × ¾″. It is also permitted to affix on the back and on the left-hand half of the face illustrations or photographs on very thin paper provided that they adhere completely to the card.

30.—Reply paid postcards of private manufacture must display on the face in French "*Carte postale avec reponse payee*"; on the second half "*Carte postale reponse.*" Each of the two halves must, moreover, fulfil the other conditions laid down for single postcards ; one half is doubled over the other and they must not be closed in any manner whatsoever.

31.—The sender of a postcard with reply paid may indicate his name and address on the face of the "Reply" half, either in writing or by affixing a label.

32.—The prepayment of the "Reply" half by means of the postage stamp of the country which has issued the card is valid only if the two halves of the reply paid postcard were attached to each other when received from the country of origin, and if the "Reply" half is dispatched from the country where it has been received by post to the said country of origin. If these conditions are not fulfilled it is treated as an unpaid postcard.

33.—A postcard, if intended for transmission as such, must not be folded, cut, or otherwise altered, nor may it be enclosed in a cover of any kind.

34.—Cards bearing the heading "Carte Postale" or its equivalent are admitted at the rate for printed matter provided they conform to the general regulations respecting printed papers. If they do not conform either to these regulations or to the rules applicable to post cards they are treated as letters.

35.—The rates of postage applicable to postcards for all destinations are shown in Appendix II.

Printed Papers

36.—Printed papers include newspapers and periodical works, books, stitched or bound, pamphlets, sheets of music, visiting cards, address cards, proofs of printing with or without the manuscripts relating thereto, papers impressed with points or with characters in relief for the use of the blind, engravings, photographs, and albums containing photographs, pictures, drawings, plans, maps, catalogues, prospectuses, announcements and notices of various kinds, printed, engraved, lithographed or autographed, and, in general, all impressions or copies obtained upon parchment or

cardboard, by means of printing, engraving, lithography, autography, or any other mechanical process easy to recognise except the copying press and the typewriter.

37.—Reproductions of a manuscript or typewritten original obtained by a mechanical process of polygraphy (Chromography, etc.) are allowed to pass as printed papers provided they are handed in at the Post Office counter and number at least twenty copies, precisely identical.

38.—Printed papers which bear any marks whatever capable of constituting a conventional language, or the text of which has been modified after printing, save in the manner explicitly authorised by the exceptions below, cannot be sent at the rate for printed papers. It is permissible :—

(*a*) To indicate on the outside of the article the name, commercial style, the profession, and the address of the sender.
(*b*) To add in manuscript on printed visiting cards and also on Christmas cards and New Yards the address of the sender, his title, as well as good wishes, congratulations, thanks, condolences, or other formulas of courtesy, expressed in five words at most or by means of conventional initials (P.P.C., etc).
(*c*) To indicate or to alter in a printed paper, in manuscript or by a mechanical process, the date of dispatch, the signature, or the commercial style, and the profession, as well as the address of the sender and of the addressee.
(*d*) To enclose the "copy" with corrected proofs, and to make in those proofs alterations and additions which relate to accuracy, form and printing. In case of want of space these additions may be made on separate sheets.
(*e*) To correct also errors in printing in printed documents other than proofs.
(*f*) To erase certain parts of a printed text.
(*g*) To make prominent by means of marks and to underline words or passages of the text to which it is desired to draw attention.
(*h*) To insert or correct in manuscript or by a mechanical process figures in prices current, tenders for advertisements, stock and share lists, trade circulars and prospectuses, as well as the traveller's name and the date and place of his intended visit in travellers' announcements.
(*i*) To indicate in manuscript, in advices of the departures and arrivals, the dates of such arrivals and departures as well as the names of the ships.
(*j*) To indicate in manuscript, in advices of the dispatch of goods, the date of those dispatches.
(*k*) To indicate in cards of invitation and notices of meetings the name of the person invited, the date, the object, and the place of the gathering.
(*l*) To add a dedication on books, sheets of music, newspapers, photographs, and engravings, as well as to enclose the relative invoice.
(*m*) In forms of order or subscription for library works, books, newspapers, engravings, pieces of music, to indicate in manuscript the works required or offered. and to erase or underline the whole or part of the written communications.
(*n*) To paint fashion plates, maps, etc.
(*o*) To add, in manuscript or by a mechanical process, to cuttings from newspapers and periodical publications the title, date, number, and address of the publication from which the article is extracted.

39.—Printed papers must be either placed in wrappers, upon rollers, between boards, in cases open at both sides or at both ends, or in unclosed envelopes, or be simply folded in such a manner as not to conceal the nature of the packet, or, lastly, tied with a string easy to unfasten.

40.—Address cards and all printed matter of the form and substance of an unfolded card may be forwarded without wrapper, envelope, fastening, or fold.

41.—The undermentioned articles are excluded from transmission at the rate applicable to printed papers :—

Postage stamps, whether obliterated or not, and in general all printed articles constituting the sign of a monetary value, Bank paper, note paper or envelopes (with or without printed address) and all other articles of stationery pure and simple.

42.—The limits of size for packets of printed papers addressed to the United Kingdom, British Colonies or Possessions or to Non-Union countries are 2 feet in length by 1 foot in width or depth; to foreign countries in the Postal Union packets must not exceed 18 inches in any direction. If in the form of a roll the limits of size in either case are 30 inches in length and 4 inches diameter. The limits of weight are 5 lbs. for the United Kingdom, British colonies or possessions, and for any Non-Union countries, and 4 lbs. for foreign countries in the Postal Union.

43.—Postage on printed papers must be prepaid at least partly; packets of Printed Papers which are not prepaid at least partly or which are not made up in such manner as to admit of an easy examination of the contents, or which exceed the limits of weight and size fixed by paragraph 42, or which in any other respect do not fulfil the conditions laid down in the preceding paragraphs will not be forwarded.

44.—Literature embossed for the use of the blind may be transmitted at the rate of 2 cents per 1lb. or fraction thereof. The maximum weight for this class of matter is 6½ lbs.

45—Printed papers may be forwarded to anywhere at 2 cents per 2 oz.

Newspapers Published in Hongkong

46.—Newspapers published in Hongkong and posted singly to the following places are accepted at the special rate of 2 cents per 4 oz. or fraction thereof, viz.:—Australia, Canada, Ceylon, China, Corea, Formosa, India, Japan, Macao, Netherlands India, New Zealand, Philippine Islands, Siam, Straits Settlements, Timor and United Kingdom.

47.—A bundle of newspapers may be prepaid at so much each (and each one must count, however small), or the whole may be paid at the rate for Printed Papers.

48.—Two newspapers must not be folded together as one if intended for transmission at the single rate, nor must anything whatever be inserted except *bonâ-fide* supplements of the same paper and same date. Printed matter may, however, be enclosed if the whole be paid at the rate for Printed Papers.

Circulars

49.—A circular is a communication of which copies are addressed in identical terms, or nearly so, to a number of persons. It may be either written or printed, or partly written and partly printed.

50.—Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., are also included under the head of Circulars when intended for addresses in Hongkong or Ports of China at which British Postal Agencies are established only and when posted in batches of not less than ten of uniform size and weight (such weight not to exceed 2 ounces) and prepaid in stamps at the 1 cent rate. Such circulars should be delivered to an officer of the Post Office.

51.—Circulars when posted singly or addressed to places other than Hongkong or the British Post Office Agencies in China must be prepaid 2 cents each in stamps.

52.—A bundle of circulars may be paid for at the rate for Printed Papers.

53.—Prices Current or Circulars *in closed envelopes with the corners cut off, or with notched ends*, will be taxed and forwarded as letters.

54.—Addresses must be complete, that is to say: on such covers as are not addressed to heads of houses, the addressee's residence or place of business must be added.

55.—Circulars arriving in such large quantities as to retard the delivery of the mails are allowed to stand over till there is time to deal with them.

56.—Circulars should be tied in bundles, with all the addresses in one direction, and should be posted as early as possible, so as to secure due despatch.

57.—The following countries accord exceptional treatment to certain articles of printed matter:—

Country.	*Description of Article and Treatment.*	
Australia	Advertising pamphlets and circulars	Liable to Customs Duty.
Austria	Foreign newspapers received from other countries	Tax of 2 Kreuzer on delivery.

Country.	*Description of Article and Treatment.*	
Canada	Advertising pamphlets and circulars	Liable to Customs duty.
Belgium	Certain printed papers.	"
Italy	Books if sent to any one person or any considerable extent.	"
Portugal	Bound books.	"
India	All articles under this head with the exception of printed books and newspapers.	"
Spain	All articles under this head.	"
Republic of Columbia	" "	"
Uruguay	Except those for the personal use of the addressees all articles under this head.	"
United States	Except newspapers and periodicals, photographs and printed papers other than books intended for personal use and not for sale; or books, etc., more than 20 years old.	"
Venezuela	All books except unbound books relating to service, art, or crafts.	"

Commercial Papers

58.—The term "Commercial Papers" is understood to comprise all papers and al documents, whether writings or drawings, produced wholly or partly by hand, not having the character of an actual or personal correspondence such as open letters and postcards of ancient date which have already fulfilled their original purpose, papers of legal procedure, deeds of all kinds drawn up by public functionaries, waybills, or bills of lading, invoices, the various documents of insurance companies, copies of or extracts from Acts under private signature written on stamped or unstamped paper, musical scores, or sheets of music in manuscript, the manuscripts of works or of newspapers forwarded separately, pupils' exercises in original or with corrections but without any comment on the work, etc.

59.—Commercial papers are subject, so far as regards form and conditions of transmission, to the regulations prescribed for printed papers.

60.—The postage on Commercial Papers for all destinations is 10 cents for a package not exceeding 10 ozs. in weight and 2 cents for every 2 ozs. thereafter; packets of Commercial papers which are insufficiently prepaid will be forwarded taxed and double the deficiency in prepayment will be collected on delivery.

Samples

61.—Samples of merchandise must possess no saleable value, nor bear any writing except the name or the commercial style of the sender, the address of the person for whom they are intended, a manufacturer's or trade mark, numbers, prices and indications relative to weight or measurement and dimensions or to the quantity to be disposed of; or such as are necessary to determine the origin and nature of the goods.

62.—Packets containing samples of glass, liquids, oils, fatty substances, dry powders whether dyes or not, as well as packets of live bees, are admitted to transmission as samples of merchandise, provided that they be packed in the following manner:—

(*a*) Artices of glass must be securely packed (boxes of metal or of wood) in a way to prevent all danger to the mails and postal officers.

(*b*) Liquids, oils, and substances easily liquified must be enclosed in glass bottles hermetically sealed. Each bottle must be placed in a wooden box furnished with sawdust, cotton or spongy material in sufficient quantity to absorb the liquid in the event of the bottle becoming broken. Finally the box itself must be enclosed in a case of metal, of wood with a screw-top, or of strong and thick leather.

NOTE:—When perforated wooden blocks are used having a thickness of 1/10″ in the thinnest part, sufficiently provided inside with absorbent material and supplied with a lid, it is not necessary that the blocks shall be enclosed in a second case.

(*c*) Fatty substances which are not easily liquified, such as ointments, soft soap, resin, etc., the transmission of which offers less inconvenience, must be enclosed in an inner cover (box, bag of linen or parchment, etc.) which must itself be placed in a second box of wood, metal, or strong and thick leather.

(*d*) Dry colouring powders must be placed in bags of leather, rubber-dressed linen, or oil paper of stout substance, and dry powders not dyes, in boxes of metal, wood or cardboard. These bags or boxes are themselves enclosed in a bag of linen or parchment.

(*e*) Live bees must be enclosed in boxes so constructed as to avoid all danger and to allow the contents to be ascertained.

63.—Keys sent singly, fresh cut flowers, objects of natural history (dried or preserved animals and plants, geological specimens and other similar objects) as also tubes of serum and pathological objects rendered innocuous by their mode of preparation and packing, are also admitted to transmission at the rate of postage for samples of merchandise, provided that they are not sent for a commercial purpose and they are packed in the manner prescribed for samples of merchandise generally.

64.—The postage rate for Samples is 2 cents per 2 ozs. with a minimum charge of 4 cents.

65.—The limit of weight for packets of samples for the United Kingdom, British Colonies or Possessions or Non-Union countries is 5 lbs., but for foreign countries in the Postal Union the limit is 12 ozs.

66.—A packet of samples sent to the United Kingdom or any British Colony or Possession or Non-Union country must not exceed 2 feet in length by 1 foot in width or depth, but to any foreign place comprised in the Postal Union a packet must not exceed 12 inches in length, 8 in width, or 4 in depth, unless it be in the form of a roll, in which case the limit of size is 12 inches in length and 6 inches in diameter.

67.—Type samples of unmanufactured tobacco and of spirits (except perfumed spirits) are admitted by post into the United Kingdom provided that such samples are sent for trade purposes, that they do not exceed 6 ozs. and 12 ozs. respectively in gross weight, and that they comply with the general regulations of the Sample Post. Upon the delivery of such samples there is levied from the addressee a charge of 2s. 6d. and 1s. 4d. respectively for Customs duty.

68.—Packets of samples, when they do not accord with the regulations, are returned to the senders when possible.

Mixed Packets

69.—Printed papers, commercial papers and samples of merchandise may be enclosed in the same packet provided that:—

(*a*) Each article taken separately shall not exceed the limits of weight and size applicable to it.

(*b*) The total weight shall not exceed 5 lbs. if intended for the United Kingdom, British Colonies and Possessions and Non-Union countries, and 4 lbs. for foreign countries in the Postal Union.

(*c*) The minimum rate of postage for each packet shall be 10 cents if it contains commercial papers and 4 cents if it consists of printed papers and samples.

Mails

70.—The date and hours of closing all mails in the General Post Office are published twice daily in a special Mail Notice, except on Sundays and Holidays.

71.—This information is also given on the Mail Notice Board in front of the Office; is case of doubt this should be consulted, as notifications of sailings, etc., are often received too late for insertion in a mail notice.

72.—Inward mails are advertised as above whenever practicable.

73.—The usual time for closing a mail is one hour before the steamer is advertised to sail. Letters prepaid with 10 cents in addition to the postage will, if handed over the counter, be received after the advertised time of closing the mail until the mail has actually left the office.

74.—Registered mails are closed a quarter of an hour before the ordinary mails, except in the case of mails for Europe and America, when the period is three-quarters of an hour.

75.—Letter mails for Europe are forwarded *via* Suez or *via* Canada. Parcel mails as forwarded *via* Suez only.

76.—Correspondence marked for transmission by a certain route will be kept for the route indicated, even though this may involve considerable delay.

77.—Correspondence specially directed for any particular steamer is sent by her (failing any request to the contrary), however many times her departure may be postponed. If it is postponed *sine die* the correspondence is sent on by the next opportunity.

Prohibited articles

78.—The following articles cannot be sent through the post :—

(*a*) Articles which, from their nature, may expose the postal officials to danger or soil or damage the correspondence.
(*b*) Explosive, inflammable, or dangerous substances.
(*c*) Animals or insects, living or dead (except live bees).
(*d*) Any indecent or obscene print, painting, photograph, lithograph, engraving, book, or card, or any other indecent or obscene article, or any letter, newspaper, or publication, packet or card, having thereon any words, marks, or designs of an indecent, obscene, libellous or grossly offensive character.

79.—It is forbidden to insert in ordinary or registered correspondence consigned to the post:—

(*a*) Current coin.
(*b*) Articles liable to Customs duty.
(*c*) Gold or silver bullion, precious stones, jewellery and other precious articles to places where their transmission is forbidden (see paragraph 80).
(*d*) Any articles the importation of which is prohibited in the country of destination.

80.—The following restrictions and requirements apply to the undermentioned countries of the Postal Union, viz. :—

(*a*) In *Luxemburg* the registration of such packets is compulsory, and everything of value, except coin or bullion, is liable to duty.
(*b*) In the undermentioned Colonies, viz. : — *Falkland Islands*, *Gambia*, *Gibraltar*, *Hongkong*, *Labuan*, *Lagos*, *Malta*, *Montserrat*, *Newfoundland*, *St. Vincent*, *Sierra Leone*, and *Straits Settlements*, articles of value are transmissible, and, with the exception of jewellery addressed to *Newfoundland* and *St. Vincent*, are exempted from Customs duty. Their transmission is also permitted in *Bermuda* and *Cyprus*, but they are liable to Customs duty, with the exception of bullion, coin and diamonds in *Bermuda* ; gold, bullion and specie in *Cyprus* ; gold, silver and diamonds in *Grenada*.
(*c*) In *France* engravings, prints, drawings and chromo-lithographs are liable to Customs Duty, and cannot be sent by post to that country in quantities sufficiently large to have a saleable value, but small quantities can be sent as *bonâ fide* specimens.
(*d*) In the *Dutch East Indies* articles of value are admissible, except wrought gold and silver, but the packets containing them must be registered.
(*e*) Special prohibitions in *Bulgaria*, *the Cape of Good Hope*, *Dutch East Indies*, *Italy*, *Norway*, *Queensland*, *Servia*, *Transvaal* and *United States of America*—anything relating to foreign lotteries, and in *Roumania* bound books. In *Belgium*—bronze, and nickel coin. In *Bermuda*—jewellery, being dutiable.

(*f*) In *Ceylon*.—Current coin and jewellery.
(*g*) In *Grenada*.—Current coin and articles liable to Customs duty.
(*h*) In *Liberia*.—Gold and silver articles.
(*i*) In *New South Wales*.—Opium and tobacco are prohibited.
(*j*) In the *Transvaal*—Gold, silver, jewellery, etc., are liable to Customs duty.
(*k*) In *New Zealand*.—Cuttings of grape vines.
(*l*) In *Western Australia*.—Coin.
(*m*) In the *Cape of Good Hope*, *Natal*, *New Zealand* and *Queensland*.—Jewellery and precious articles, if dutiable, are liable to detention until the duty is paid.
(*n*) In *Victoria*, Australia.—Tobacco and cuttings of grape vines, also jewellery, which is dutiable and liable to confiscation.
(*o*) In *Spain* the transmission by Letter Post of all dutiable articles is prohibited, and any such articles sent contrary to this prohibition are liable to a fine of from five to ten times the duty.
(*p*) *Russia*.—Printed matter in the Russian language is prohibited, and even such trifling articles as photographs and Christmas cards are liable to duty, though a single photograph may be sent to Russia by post. All letters or packets containing prohibited or dutiable articles of any kind, however small the value, are confiscated in that country.
(*q*) *Egypt*.—Only a single copy (in one or more volumes) of any printed book is admitted into Egypt by letter post free of Customs duty. If more than one copy is sent to the same person the packet will be subject to a Customs duty of 8 per cent. *ad valorem*.
(*r*) *British Central Africa*.—Packets containing seeds of plants must be accompanied by a sworn declaration stating the countries of origin and varieties of the contents; such packets should be paid at the rate applicable to commercial papers.
(*s*) *United Kingdom*.—Post Cards bearing the imitation of postage stamps.
(*t*) *Sarawak*.—Coin, Gold, Silver, Precious Stones, Jewellery, etc., anything resembling coin, notes, or cheques but having no monetary value. Also, except under special permit from the Resident of First Division, Opium, Morphia, Morphine, Cocaine, Novococaine, Cannabis Indica and any preparation thereof or article containing them.

81.—Neither money nor any other article of value ought to be sent by post except in a registered postal packet, and in the case of money by means of a Post Office Money Order or of a Postal Order duly filled up with the name of the payee. Any person who sends money or any other articles of value otherwise runs the risk of losing his property and the Post Office declines all responsibility for such, and will make no enquiries into alleged losses of such letters.

82.—The importation into Hongkong through the Post Office of lottery ticket or advertisement of any lottery, or of any letter, post-card or circular concerning any lottery, is prohibited. The Postmaster-General may seize all such lottery tickets and letters, post-cards or circulars concerning a lottery, and cause the same to be returned to the Post Office at which they were posted.

83.—The Postmaster-General may seize and destroy all seditious publications.

84.—Nothing sent through the post may contain an enclosure which is directed to a name and an address different from the name and address borne on the cover, and which is enclosed with the intention of evading postage. Any such forbidden enclosure, if observed, is liable to be taken out and forwarded to the addressee charged with separate postage at the prepaid rate. (But see "Postal Hongkong packets" under Appendix II

85.—It is forbidden to forward by post any Post-card having thereon any word, marks or designs of an indecent, obscene or grossly offensive character. Any such shall be stopped and dealt with by the Postmaster-General as the circumstances of the case may require.

Poste Restante

86.—All letters and other Postal packets superscribed "To be kept till called for," "To await arrival," or in any similar way, and also those addressed "Post Office," or "Hongkong" without any other address are held to fall under the head "Poste Restante." The Public are requested to note carefully the rules governing the Poste Restante.

87.—When correspondence is received addressed to parties in "Hongkong" without a full address, and no request has been received from the addressee regarding it or his name does not appear in the Directory, such correspondence will be placed in Poste Restante.

88.—The Poste Restante being intended solely for the accommodation of strangers and travellers who have no permanent abode in the town, letters or other postal packets for residents must not be addressed to the Post Office to be called for, nor will letters or postal packets be kept in the Poste Restante longer than the following periods, viz.:—

Local letters for	1 month	Letters for steamers	for 3 months
Foreign „	2 months	„ sailing vessels „	4 „

89.—Letters or other postal packets addressed to initials or to fictitious names or to a Christian name without a surname are not taken in at the Poste Restante, but are at once sent to the Returned Letter Branch for disposal.

90.—All persons applying for letters at the Poste Restante must furnish the particulars required to ensure proper delivery, and must sign the register. If the addressee does not apply in person, his messenger must be furnished with the required information and must produce a written authority to receive the correspondence. If a foreigner, the applicant must produce his passport or other credentials.

Re-direction

91.—Letters, post-cards, printed papers, commercial papers and sample packets are not liable to additional postage for re-direction whether re-directed by an officer of the Post Office or by an agent of the addressees after delivery, provided in the latter case that the letters, &c., are re-posted not later than the day (Sundays and public holidays not being counted) after delivery, and that they do not appear to have been opened or tampered with. In cases, however, where a letter is re-directed to any place and bears postage stamps insufficient to pay the postage from the Office of origin to the said Place direct, then the extra postage must be affixed before forwarding or the letter will be taxed. Re-directed registered letters must not be dropped into a letter box, but must be handed to an officer of the Post Office to be dealt with as registered.

92.—Re-directed letters, &c., which are re-posted later than the day after delivery will be liable to charge at the prepaid rate. Any which appear to have been opened or tampered with will be chargeable as freshly posted unpaid letters or packets.

93.—Parcels are when re-directed liable to additional postage at the prepaid rate for each re-direction except when the original and corrected addresses are both within a delivery of the same Post Office.

94.—Correspondence directed to care of boxholders in Hongkong must, without exception, be delivered as addressed. The Post Office does not undertake the redirection of correspondence for a person temporarily leaving home, unless the house be left uninhabited; nor does it undertake to re-direct correspondence addressed to clubs, hotels, boarding houses, lodgings, business firms, &c. Correspondence may not be re-directed from a private address to the Poste Restante in the Colony.

95.—Requests for the re-direction of correspondence must be in writing. The precise address of the correspondence must be given.

96.—No request for re-direction will be acted upon for more than three months, at the end of which time the correspondence resumes its usual course.

97.—Correspondence directed to an addressee residing within the delivery limits of any of the British Post Office agencies in China may be intercepted in Hongkong on payment of a fee of $1 per mail.

Undelivered Correspondence

98.—An undelivered local letter or post-card bearing the full name and address of the sender printed or written upon the outside is returned direct to the sender. Other undelivered local letters and post-cards are sent to the Returned Letter Office, where they will be opened and returned, if possible, to the senders; if they contain neither sender's name nor address, nor any enclosure of importance, they will be destroyed. Letters found to contain articles of value are recorded and if returned are registered. Letters from abroad are returned unopened to the country of origin.

99.—Printed papers which cannot be delivered and which bear the name and address of the sender with a request for their return in case of non-delivery are returned direct to the sender on payment of a second postage. Those bearing no name or request for return are not returned to senders.

100.—All unpaid undelivered letters or post-cards shall be delivered to the senders only on the payment of amount charged thereon.

101.—If contrary to Rule 81 such articles as uncrossed Postal Notes, Cheques or Dividend Warrants, not payable to order, Bank Notes and Postage Stamps, used or unused, be found enclosed in unregistered correspondence when opened in the Returned Letter Office, such correspondence will be subject to Compulsory Registration and be charged with a registration fee of 20 cents.

Certificates of Posting

102.—Contrary to general usage, the Hongkong Post Office will give a Certificate of posting for an ordinary letter to assure the sender his correspondence has not been stolen on the way to the Post. The conditions under which the Certificate will be given are as follows:

(1.) The certificate of posting written in ink must be presented to an officer on duty at the Post Office together with the article to be posted during the hours which the Post Office is open to the public.
(2.) The certificate must contain an exact copy of the address on the article to which it relates and must have a postage stamp value one cent affixed thereto.
(3.) The officer to whom the article and certificate are presented will compare the address on the article with the certificate, and if it be correct will obliterate the postage stamp and impress the date stamp on the certificate and return the certificate to the person posting the article.
(4.) The granting of such certificate affords the public an assurance that letters and other articles entrusted to servants and messengers for posting have actually been posted, but implies no responsibility on the part of the Post Office if such articles be lost or damaged in transit.

Miscellaneous

103.—The first duty of the Postmaster General is to deliver correspondence as addressed.

104.—Addresses on all classes of correspondence should be plainly written and complete. Chinese correspondence for Non-Chinese places should in all cases bear an English translation of the address.

105.—Every article should bear the name and address of the sender on the lower left-hand corner, in order that the Post Office may be able in case of non delivery to return it unopened and without delay.

106.—Payment of postage cannot be made by means of imperfect or defaced postage stamps. Stamps are considered defaced when marked on the face with any written, printed, or stamped characters. Stamps may, however, be perforated with initials (but not with names or trade-marks) provided that perforating holes are no larger than those dividing one stamp from another in a sheet of stamps.

107.—Postage should in all cases be fully prepaid. The general rule as to insufficiently prepaid correspondence is to double the deficient postage. Nothing can be sent wholly unpaid except letters and postcards.

108.—Insufficiently paid correspondence must be either accepted and the postage due paid, or forthwith refused. Postmen are not permitted to allow a prior inspection of the contents of unclosed articles.

109.—In the event of an unpaid letter becoming a dead letter the sender is liable for payment of postage due.

110.—Hongkong Postage stamps overprinted "China" are not available for payment of postage on correspondence posted in Hongkong.

111.—It is no part of the duties of the Post Office to affix stamps to correspondence, or to see that servants purchase or affix the proper amounts, nor can the officers of the Department, under any circumstances, undertake to do this.

112.—Correspondence for Afghanistan should bear the sender's name on the cover to avoid detention by the Ameer's agent at Peshawur. H.K. Postage Stamps are valid for the payment of postage on correspondence for Afghanistan as far as the Indian frontier only: for the transit thence to destination additional postage is payable to the Afghan authorities.

113.—Any article of correspondence duly prepaid and posted becomes the property of the addressee, and cannot be returned to the sender, nor can it be detained, without the written authority of the Governor of Hongkong on an application stating fully the reasons for the request. The fee payable is $1, which must be prepaid in stamp affixed to the Warrant for the return of the correspondence.

114.—Postal Officials are not bound to make search for any article of correspondence once posted, but may do so exceptionally and when the search does not involve delay to the out-going mail. The fee payable is 10 cents for each article searched for, which must be prepaid by means of a postage stamp affixed to the request of the sender.

115.—Postal officials are not bound to give change, nor are they authorised to demand it; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

116.—Postal officials are not bound to weigh for the public articles brought for the post, but they may do so if their duty be not thereby impeded. This rule does not apply to parcels, which are tested both as to weight and size before being accepted.

117.—No information can be given respecting letters or any other postal packest except to the persons to whom they are addressed, and in no other way is official information of a private character allowed to be made public.

118.—The Post Office is not legally liable for any loss or inconvenience which may arise from the damage, delay, non-delivery, mis-sending, or mis-delivery of any letter or other postal packet, but liability for actual loss or damage is accepted on certain conditions in the case of parcels and registered packets.

119.—All complaints should be addressed to the Postmaster-General, and if marked "On Postal Business" will be forwarded free. The cover of any correspondence about which complaint is made should if possible be forwarded with such complaint. When correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the complainant need do is to write on the cover, *Sent to*....., or *Delivered at*.....or *Not received till*....., or as the case may be, and forward it, without any note or letter whatever, to the Postmaster-General. Attention to this would save much writing and needless trouble.

120.—As full information regarding articles that can and that cannot be sent by Post is published, under the proper heads, in the "Postal Guide," no application will be entertained for the refund of the value of postage stamps on correspondence which is discovered, after the postage labels have been obliterated, to contain any prohibited article, or which exceeds the limit of weight, or which for any other reason cannot be forwarded and has consequently to be returned to the sender, and any loss resulting from a non-observance of the Rules by the sender of an article must be borne by him.

Registration and Insurance

Registration

121.—The ordinary registration fee for each letter or other postal packet is 10 cents.

122.—Every description of paid correspondence may be registered except such as is addressed in pencil, or is addressed to initials or fictitious names, or is not properly fastened and secured.

123.—The sender of any registered article may obtain any acknowledgment of its delivery to the addressee by paying in advance at the time of posting a fee of 10 cents in addition to the postage and registration fee. The sender must enter in the form provided for the purpose both his own name and address and the name and address of the person to whom the packet is sent, and he must also affix to the form a stamp or stamps of the value of 10 cents in payment of the fee.

124.—Letters are accepted for registration at the General Post Office and at the District Offices.

125.—Every article to be registered must be given to an officer or agent of the Post Office and a receipt obtained for it. It should bear the name and address of the sender on the lower left-hand corner of the face of the cover.

126.—If an article bearing the word "Registered" or any other word, phrase, or mark to the like effect, or a Registration envelope intended by the sender to go forward as an ordinary letter, be dropped into a letter box it will, if directed to any place at which delivery can be made by Hongkong or by the British Post Office Agencies in China, be compulsorily registered and charged on delivery with a registration fee of 20 cents.

127.—Officers employed in the Registration Department are forbidden to address registered mail matter, to enclose it in the envelope, seal it, or affix the stamps for the public.

128.—Letters, etc., bearing on the outside a declaration of the value of the contents cannot be transmitted by post to places abroad unless they are insured.

129.—All registered letters or packets on being re-directed must be taken back to the Registration Department to be dealt with as registered, and must not be dropped into a letter-box as ordinary letters or packets. If brought later than the day (Sundays and public holidays not being counted) after delivery, a fresh registration fee as well as fresh postage will be required.

Compensation, etc.

130.—The Postmaster-General is not legally responsible for the safe delivery of registered correspondence, but will be prepared to make good the value of such correspondence, if lost while passing through the Post, to the extent of 50 francs in certain cases, provided :—

(*a*) That the sender duly observed all the conditions of registration.
(*b*) That the correspondence was secured in a reasonably strong envelope.
(*c*) That application was made to the Postmaster-General immediately the loss was discovered, and within a year at the most from the date of posting such correspondence.
(*d*) That the Postmaster-General is satisfied the loss occurred whilst the correspondence was in the custody of the Hongkong Postal Administration, that it was not caused by any fault on the part of the sender, by destruction by fire or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

131.—No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely-bound books, etc., which reach their destination, although in a broken or deteriorated condition; nor on account of alleged losses of the *contents* of registered covers which safely reached their destinations, nor on account of any article for which the addressee has signed a receipt.

132.—The above two paragraphs apply *mutatis mutandis* to registered articles which are lost whilst in the custody of other administrations which are parties to the Postal Union (*see* Appendix I).

133.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected will make no enquiries into alleged losses of such letters.

134.—Enquiry as to the disposal of a registered article will be made free of charge when the sender produces *primâ facie* evidence that it has failed to reach the addressee. When, however, no such evidence is produced, a fee of 10 cents for an acknowledgment of delivery will be required before enquiry is instituted. No fee will be charged for enquiry when the sender has already paid for an acknowledgment of delivery.

Delivery of Registered Correspondence

135.—The signature of the addressee of a registered letter is accepted by the Postmaster-General and delivery effected thereon if he is satisfied that it sufficiently establishes the addressee's identity, but any further proof of identity or guarantee such as a "chop" of a firm of standing known to the Postmaster-General and required by him shall be produced, if necessary, to his satisfaction.

136.—A register of signatures is kept at the General Post Office where any person may register his signature on payment of a fee of $10 per annum, when personal delivery will be made on such signature at the General Post Office.

137.—Receipts for registered letters addressed to a firm must be signed with the name of some individual for that firm, and not simply with the name of the firm itself.

Insurance

138.—Letters containing paper money, or documents, etc., on which a value has been declared, may be sent from Hongkong to any of the following places, insured to the amount of the declared value:—

* Abyssinia.
Aden (including Perim).
Algeria.
Argentine Republic.
Azores.
Barbados.
Belgium.
Bermuda.
Brazil.
* Kenya (including Uganda).
British Guiana.
British Honduras.
* British North Borneo
British Somaliland (Berbera, Bulhar and Zeyla only).
Bulgaria.
Burma.
Canary Islands.
Cape Verd Islands (Praia, St. Vincent & Santiago).
Ceylon.
* Chile.
China:
British Post Office Agencies
* Chinese Offices
Japanese Agencies
Corea (Chosen).
Corsica.
* Cyprus.
* Dahomey.
Denmark.
Dutch East Indies (including Java, Sumatra, Dutch Borneo, etc.
Dutch Guiana.
Egypt.
* Erithrea.
† Falkland Islands.
Faroe Islands.
* Fiji Islands.
Finland
Formosa.
France.
* French Congo.
French Guiana.
* French Guinea.
French India.
French Indo China (Annam, Cambodia, Cochin-China, Laos and Tonkin).
French Somali Coast (Djibouti only).
French West Indies (Guadeloupe and Martinique).
* Gaboon.
Gambia.
Germany.
* Gold Coast Colony (limit 1,500 Francs).
Greenland.
Grenada.
Holland.
Iceland.
India (British).
Italy.
* Ivory Coast.
Jamaica.
Japan (including Japanese Sagalien).
Leeward Islands (Antigua, Dominica, Montserrat, Nevis, St. Kitts, and Tortola [Virgin Islands]).
Libya Tripoli and Benghazi only).
Luxemburg (Grand Duchy).
* Madagascar (including Comoro Islands, Mayotte, Grand Comoro, Moheli and Anjouan or Johanna).
Macao.
Madeira.
Malay States (limit 1,500 Francs).
Malta.
Mauritania.
Mauritius.
Monaco.
* Morocco.
New Caledonia
New Foundland.
* Nigeria.
Norway.
Nossi Bé.
Portugal.
* Portuguese East Africa.
* Portuguese India.
Portuguese Timor (Dilly only).
* Portuguese West Africa.
Réunion.
St. Helena.
St. Lucia.
St. Vincent.
* Senegal and Upper Senegal and Niger.
* Seychelles.
Sierra Leone (Freetown only).
Spain (including Balearic Islands).
Straits Settlements.
Sweden.
Switzerland.
Trinidad and Tobago.
Tunis.
Turkey.
* Uganda.
United Kingdom.

139.—As all the routes available for ordinary letters are not available for insured letters, the latter may be longer in transit than the former.

140.—The following regulations are enforced with regard to the insurance of letters:—

(*a*) The maximum amount for which a letter packet may be insured is Francs 3,000.

(*b*) The rates of insurance are:—

Francs				$ cts.	Francs					
300	...	...	fee	25	1,800	...	...	...	fee	$1.50
600	...	...	„	50	2,100	...	...	...	„	1.75
900	...	...	„	75	2,400	...	...	...	„	2.00
1,200	...	...	„	1.00	2,700	...	...	...	„	2.25
1,500	...	...	„	1.25	3,000	...	...	...	„	2.50

* Insurance confined to certain places only. List of places may be seen at the Post Office.
† The amount insurable is limited to Francs 1,250.

(*c*) The fee for insurance is in addition to postage and fee for registration.

(*d*) Insurance to an amount greater than the real value of the contents of a letter is prohibited.

(*e*) The infringement of the above rule with intent to defraud deprives the sender of any right to compensation.

(*f*) It is forbidden to enclose in insured letter:—(1) Coin; (2) Articles subject to Customs duty, except paper money; (3) Articles of gold or silver, precious stones, jewellery, and other articles of a similar nature.

(*g*) The sender of a letter containing insured articles receives gratis at the time of posting a summary receipt for his letter.

(*h*) The sender of a letter containing insured articles can have sent to him an acknowledgment of the delivery of the packet to the addressee, or can, subsequent to posting of the letter, ask for information as to its disposal, under the same conditions as for registered articles (*see* paragraph 123).

( ) An application for an indemnity for loss of an insured letter is only entertained if made within a year of the posting of the insured letter.

(*j*) Letters containing insured articles can only be accepted if enclosed in a strong envelope fastened by means of seals in fine wax, with spaces between, reproducing a private mark, and affixed in sufficient number to hold down all the folds of the envelope. The employment of envelopes with coloured borders is forbidden.

(*k*) The condition of every letter must be such that its contents cannot be got at without external and visible damage to the envelope or the seals.

(*l*) Space must be left between the postage stamps used for the prepayment, so that they cannot serve to hide injuries to the envelope. They must not be folded over the two sides of the envelope so as to cover the edge.

(*m*) Articles addressed to initials or directed in pencil are not accepted for insurance.

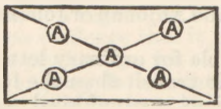
(*n*) The amount of the value insured must be expressed in francs and centimes, and must be written by the sender on the cover of the packet in words and in figures, without erasure or correction, even if certified.

(*o*) The sender's name and address must be written on the left-hand lower corner on the face of the cover.

(*p*) Except in cases beyond control (*i.e.*, fire, tempest, earthquake, war, shipwreck, etc.), when an insured letter has been lost or damaged or its contents abstracted, the sender, or at his request the addressee, is entitled to an indemnity corresponding with the actual amount of the loss, damage or abstraction unless the damage has been caused by the fault or negligence of the sender or arises from the nature of the article, and provided that this indemnity may not exceed in any case the sum for which the letter has been insured.

(*q*) In case of loss the sender is also entitled to return of the expenses of transmission.

(*r*) The seals on an ordinary envelope should be placed as shown below :—



(*s*) All the seals on an insured letter must be of the same kind of wax, and must bear distinct impressions of the same private device. Coins must not be used for sealing; and the device must not consist merely of straight, crossed, or curved lines which could readily be imitated.

Parcel Post

General

141.—For rates of postage, maximum dimensions and weight, prohibited articles, etc., see Appendix IV.

142.—No packet can be accepted by an officer of the Department for transmission by Parcel Post unless the postage at the above rates is paid. The postage stamps should be affixed by the sender to the cover of the parcel at the right-hand upper corner on the face.

143.—In order that a packet may be sent by Parcel Post it must be presented at the counter of a Post Office for transmission as a parcel and must bear the words "Parcel Post" written *conspicuously* on the upper left-hand corner. It must also bear the name and address of the sender on the bottom left-hand corner of the face of the cover. The parcel should not be left until the weight, size and postage have been tested by the officer who accepts it, and a receipt of its being posted obtained. If a "tie on" label is used, the address must nevertheless be written on the cover as well.

144.—A declaration of the contents must be made out on the form provided for that purpose, which should be affixed to the parcel.

145.—If a packet, which either bears the words "Parcel Post" or from its appearance seems to be intended for transmission as a parcel, is not posted in accordance with these regulations it is treated as a letter if it is fully prepaid at the letter rates and if otherwise in accordance with the Letter Post regulations. If such parcel is not fully prepaid at the Letter rate it will be returned to the sender.

146.—Parcels for Europe and America must be posted before 5 p.m. on the working day next before the departure of the steamer.

147.—Parcels containing coin, any articles of gold or silver, or any article of value cannot be sent by Parcel Post to the United Kingdom, any Foreign country or British possession included in the insurance system (for list of such places *see* paragraph 176), unless they are insured for at least part of their value.

Directions as to Packing

148.—Parcels containing any fragile or perishable article must be so packed as to ensure their safe handling and their causing no injury or damage to the mails.

149.—Parcels generally must be so packed and enclosed in a reasonably strong case, wrapper, or cover, fastened in a manner calculated to preserve the contents from loss or damage in the post, and to prevent any tampering therewith. The packing of a parcel must also be such as to protect other postal packets from being damaged in any way by it. Any parcel not so packed will, if tendered for transmission, be refused, and if discovered in transit will be liable to be detained.

150.—Parcels for Greece, Persia, Roumania and Russia must be packed in some material stronger than paper or cardboard. No compensation is paid for damage to articles insufficiently packed.

151.—For parcels containing liquids and substances which easily liquify the following method should be adopted:—Two receptacles should be used, and between the inner one, which contains the liquid, and the outer one, which should be of wood or metal, space should be left all round, and this space should be filled with bran, sawdust, or other absorbent material.

Forbidden Articles

152.—No article may be sent by Local or Foreign Parcel Post with any enclosure which bears an address different from that placed on the cover of the parcel.

153.—No *letter*, even if addressed in the same way as the parcel in which it is enclosed, may be sent in a parcel addressed to any Foreign Country or to Australia, British Central Africa, The Union of South Africa, Fiji, Jamaica, Mauritius, New Zealand, Seychelles, Straits Settlements, Trinidad. Parcels for other British possessions may contain a letter for the addressee, but packets of letters must not be sent by Parcel Post to any place abroad. An invoice in an open envelope, giving simply particulars of the goods contained in the parcel, may be enclosed in any parcel.

154.—It is forbidden to send by post opium, morphine, cocaine and other narcotics, except in insured parcels accompanied by a permit to export, signed by the superintendent of Imports and Exports office. No parcel is admissible which contains base or counterfeit coin, articles infringing trade-mark or copyright laws, any article or substance liable to become offensive or injurious through natural decay during the time ordinarily occupied in transmission (for example, butter, &c., addressed to a tropical or sub-tropical country, or having to pass through the tropics in course of transmission, unless enclosed in a hermetically sealed tin), or any article or substance specially prohibited from importation into the country or colony to which the parcel is addressed. For a list of such special prohibitions *see* Appendix IV. The Post Office can accept no responsibility for the correctness and completeness of this list, although efforts are made to secure accuracy.

155.—It is pointed out that many perishable articles, even though in good condition at the time of posting, may become offensive and worthless owing to the length of the journey, although delivered in proper course of post.

Compensation

156.—The Postmaster-General may give compensation for the loss or damage of uninsured parcels sent by Parcels Post between Hongkong and the United Kingdom and the undermentioned British Possessions and Foreign Countries, when such loss or damage takes place while the parcels are in his custody, and does not arise from any fault or neglect of the senders or the nature of the contents :—

British Possessions

Ascension	Egypt	India	Nigeria	Sierra Leone
Bahamas	Falkland Is.	Jamaica	North Borneo	Somaliland Protectorate
Barbados	Fed. Malay States	Leeward Islands	St. Helena	Straits Settlements
British Guiana	Gambia	Malta	St. Lucia	Tobago
British Honduras	Gibraltar	Mauritius	St. Vincent	Trinidad
Ceylon	Gold Coast Colony	Newfoundland	Seychelles	
Cyprus	Grenada			

Foreign Countries

Argentine Republic	Chile	France	Madeira	Peru
Austria		French Possessions	Morocco (Br. Agencies)	Roumania
Azores		of Germany	Nicaragua	Salvador
Belgian Congo		Greece	Norway	Spain
Belgium	Cuba	Holland	Panama	Sweden
Bolivia	Denmark	Italy	Persia	Switzerland
Brazil	Dutch Possessions	Japan	Portugal	Turkey
Cameroons	Ecuador	Liberia	Portuguese Possessions	Uruguay
Cape Verd Islands	Finland	Libya		Venezuela

157.—The compensation payable for uninsured parcels will be in accordance with the regulations as regards insured parcels (Para. 188) so far as these are applicable. The compensation paid will in no case exceed £1. In the case of parcels lost or damaged while under the control of the Post Office of the above-mentioned British Possessions and Foreign Countries, the Postmaster-General will endeavour to obtain compensation for the senders under similar regulations. But in the Parcel Post with France and some other countries the compensation payable in the case of parcels not weighing more than 7 lbs. is limited to 15 francs.

158.—No compensation is payable for the loss or damage of an uninsured parcel sent to or from any British possession or Foreign country other than those mentioned above.

Customs Declarations

159.—Parcels are subject to Customs regulations, and the sender of each parcel is required to make for Customs purposes—upon a special form or forms, which can be obtained at any Post Office—an accurate statement of the nature and value of the contents and other particulars. *Undervaluing the contents or failure to describe them fully may result in seizure of the parcels.* The net weight or quantity of the various articles contained in a parcel should, if possible, be stated, and any other particulars which would facilitate the assessment of Customs duty ; such as, in the case of clothing, the material of which it is composed, and whether it is new or has been worn. In the case of articles returned to the country where they originated the fact should be stated. The forms for Foreign parcels should, when possible, be filled up in both English and French.

160.—All parcels are liable to be opened for Customs examination, and their contents are subject to Customs duty according to the laws of the country or colony of destination. Such duty cannot be prepaid, but is collected from the addressee on delivery, except in the case of parcels sent under the arrangements explained in Rule 162. In most Foreign countries and British colonies the articles which are not subject to Customs duty on importation are comparatively few. The Post Office can give no information as to the Customs tariff or procedure of particular countries, nor does it accept any responsibility for loss, delay, or charges arising from the Customs or sanitary regulations to which the contents of parcels are subject.

161.—In addition to Customs duty, a charge of 6*d.* per parcel for stamp duty clearance, etc., is levied on all dutiable parcels entering Cape Colony and Natal. This charge is increased to 1*s.* 6*d.* in the case of parcels for Rhodesia and Orange River Colony. In most European countries and some others a fee not exceeding 2½*d.* per parcel is leviable for delivery and Customs formalities. In Honduras and Salvador the fee is 1 centavo for each 4 oz., with a minimum of 5 centavos.

Prepayment of Duty

162.—Arrangements have been made whereby persons sending parcels to the undermentioned countries and places can take upon themselves the payment of the Customs and other charges ordinarily payable by the addressees :—

British Possessions

Aden.	British New Guinea.	Egypt.	Ivory Coast.	New Zealand.	Tobago.
Antigua.	Canada.	Falkland Islands.	Jamaica.	Seychelles.	Trinidad.
Australia.	Cayman Islands.	Gambia.	Leeward Islands.	Sierra Leone.	United Kingdom.
Barbados.	Cyprus.	Grenada.	Malta.	South Africa, Br. Union of.	
British Guiana.	Dominica.	India.	Mauritius.		

Foreign Countries

Algeria.	Denmark.	French Guiana.	French West Indies.	Martinique.	Sénégal.
Belgium.	Dutch East Indies.	French Guinea.	Holland.	Mauritania.	Sweden.
Corsica.	Faroe Islands.	French Indo China.	Iceland.	New Caledonia.	Switzerland.
Dahomey.	France.	French Somali Coast.	Italy.	Norway.	

163.—The sender must pay a fee of 25 cents, must sign an undertaking to pay on demand the amount due, and must make a deposit on account of the charges. A final settlement will take place as soon as the amount of the charges due has been ascertained from the country of destination. An undertaking to pay the charges under this arrangement cannot be accepted when the sender is residing only temporarily in Hongkong or is unable to give a settled address in this colony.

164.—As regards the United Kingdom Customs charges are at the rate of 50 cents per lb. for tea and $8 per lb. for cigars, $6.50 per lb. for cigarettes and 20 cents per lb. for sugar. On receipt of account from London any balance of deposit made by the sender will be refunded.

165.—A fee of 2d. in respect of the performance of Customs formalities is now charged on every parcel from abroad for delivery in the United Kingdom on which British Customs charges are payable. The fee is collected from the addressee except in the case of duty-prepaid parcels, when the amount must be prepaid by the sender.

Delivery of Parcels

168.—In Hongkong parcels are not, like letters, delivered at the residences of the addressees. Notice of the arrival of a parcel is sent to the addressee, who must then claim the parcel at the Post Office where it is lying.

169.—In Belgium, France and Spain parcels are delivered by the Railway Companies and not by the Post Office, and parcels intended to be called for should be addressed, not to a Poste Restante in those countries, but to a Railway Station *(En Gare)*.

170.—In the United States parcels are not in all cases delivered at the houses of the recipients. They will, however, be delivered at all places with the delivery of any Express Company of the United States, and, when they are not delivered, a notice of their arrival will be sent to the addressees, who must then arrange to obtain them at the point where they are lying.

171.—Parcels cannot be re-directed free of charge as is the case with letters. The accrued charges must be paid by the addressee before the parcel can be delivered.

172.—Parcels which for any reason cannot be delivered lie at the office of destination until the sender's wishes as to their disposal are forthcoming. If the sender wishes the parcel to be returned to him he must pay fresh postage.

173.—Parcels may be addressed "to be called for" to any Post Office at which letters similarly addressed may be received and under the same general regulations, and will be detained at such offices for a period of three weeks. If not then claimed such parcels will be returned to the Returned Branch of the General Post Office and notice of the fact will be forwarded to the senders, to whom delivery will be made on payment of the postage due for the return of the parcels.

174.—In default of proper application and payment of the charges due, undelivered parcels are liable to be finally disposed of three months after the date of their return to the General Post Office. If, however, during this period or during the period of retention at a Post Office the contents of a parcel become or are likely to become worthless through natural decay, or are found to be offensive or injurious, they are liable to be disposed of forthwith.

Demurrage on Parcels

175.—Any parcel remaining unclaimed for a period of twenty-one days (exclusive of Sundays and Holidays) shall be liable to a demurrage charge of 5 cents per diem for each day beyond such 21 days. The demurrage chargeable on any one parcel shall not exceed $1. The fee shall be payable in postage stamps. No demurrage shall be charged on parcels addressed to persons on board Ship.

Insurance of Parcels

176.—*Insurance of Parcels may be effected between Hongkong, the United Kingdom and the undermentioned British Possessions and Foreign Countries:—*

United Kingdom and British Possessions

Aden
Ascension (via London)
Bahamas do.
Barbados do.
Bermuda do.
British East Africa:—
Kilindini, Mombassa
Laum only (via Aden)
British Guiana (via London)
British North Borneo
British Somaliland
Burmah (via Calcutta)
Ceylon (Direct)
* Cyprus (via Egypt)
Egypt
Falkland Islands (as far as Stanley only) (via London)
Gambia (via London)
Gibraltar
Gold Coast Colony (Axim, Sekondi, Tarkwa, Accra, Ada, Cape Coast Castle, Kwitte, Saltpond and Winneba) (via London)
India
Ivory Coast
Jamaica
Leeward Islands (via London)
Malay States
Malta
Mauritius
Newfoundland (via London)
New Zealand (via London)
Nigeria (via London)
Nyasaland Protectorate
Sarawak
Seychelles
St. Helena (via London)
Sierra Leone do.
†Sts. Settlements, Direct
Tobago (via London)
Trinidad do.
United Kingdom (via Gibraltar)
Windward Islands:—
Grenada, and St. Vincent (via L'don.)
St. Lucia do.
Zanzibar

Foreign Countries

Algeria
Austria
Azores
Belgium
Bosnia Herzegovina
Bulgaria
Cape Verde Island
Chile
China (including Province of Yunnan)
China (British Post Offices)
China (Japanese Post Offices)
Corea (via Japan)
Corsica
Dahomey
Denmark
Dutch East Indies
Dutch Guiana
Dutch West Indies
Ecuador
Erithrea
Faröe Islands
Formosa
France
French Guiana
French Guinea
French Indo-China
French West Indies
Germany
Greece
Holland
Iceland
Ivory Coast
§ Italy
Japan
Karafuto
Liberia
Libya
Luxemburg
Macao
Madagascar
Madeira
Manchuria (Japanese Post Offices)
Mauritania
Montenegro
Norway
Portugal
Portuguese East Africa
Portuguese India
Portuguese West Africa
Réunion
Roumania
Russia (in Asia)
Senegal
Servia
Siam
Sweden
Switzerland (via France
Timor
Tripoli
Tunis
‡ Turkey

177.—In addition to postage the following fees are charged for insurance of parcels, viz.:—

Parcels transmitted.	For each £12 (fr. 300 or $120) of insured value or fraction thereof.
(*a*) By routes other than the trans-Siberian	$0.25
‡‡ (*b*) By the trans-Siberian route	0.30

The limits of insured value are given in Appendix IV.

178.—The fee, which is for registration and insurance, must be prepaid by means of postage stamps, which must be handed in with the parcel to be affixed to the certificate of posting. The stamps must not be affixed to the parcel. A certificate of posting must always be obtained by the sender of an insured parcel.

‡‡ 179.—Parcels sent by German packets may be insured to the following places:—

Austria
Belgium
Denmark
Faröe Islands and Iceland
France
Germany
Holland
Luxemburg
Norway
Portugal
Sweden
Switzerland

* No compensation is given for the loss in Cyprus of parcels containing watches or jewellery.
† Insurance confined to parcels for Malacca, Penang, Province Wellesley and Singapore.
§ No compensation is given for the damage in Italy of fragile or perishable parcels or parcels containing liquids.
‡ Adrianople, Caifa (Haifo), Candia, Canea, Cavalla, Dardanelles, Dedeagh, Durazzo, Gallipoli, Ineboli, Jaffa, Janina, Jerusalem, Keresun, Lagos, Mytilene, Prevesa, Retimo, Rhodes, Salonica, Samsoun, San Giovanni di Medua, Santi Quaranta, Scio, Trebizond, Valona, Vathi.
‡‡ Service suspended.

180.—No parcel can be insured for more than the sum set out in Appendix IV. against the name of the country or colony to which it is addressed, or for a sum above the real value of the contents. A parcel of which the contents have no saleable value may, however, be insured for a nominal sum in order to obtain the safeguards of the registration system. *Over-insurance is a bar to compensation.*

181.—The sum for which a parcel is to be insured must be entered on the cover, thus :—"Insured for £——s.——d." It must also be inscribed in the place provided on the despatch note if one is used. The number of pounds should be entered in words. No alteration or erasure of the entry is permitted.

182.—Every insured parcel must be packed carefully and substantially, with due regard to the nature of the contents and length of the journey, and must be sealed with wax or lead in such a way that it cannot be opened without either breaking the seal or leaving obvious traces of violation. For instance, seals must be placed over each joint or loose flap of the covering of a parcel, and if string be used in packing a seal must be placed on the ends of the string where they are tied.

183.—All the seals on a parcel must be of the same kind of wax or lead and must bear distinct impressions of some device, and this device must be the same on each seal and must not consist merely of straight, curved, or crossed lines. Coins or buttons must not be used for sealing, and it is strongly recommended that, when possible, an impression of the seal used on the parcel should be made on the counterfoil of the despatch note.

184.—Parcels containing coin, any article of gold or silver, or any article of value, must be enclosed in strong boxes or cases, which must be sewn up, or otherwise fastened, in wrappers of linen, canvas, strong paper, or other substantial material. In such cases the seals must be placed along the edges of each joint or loose flap at distances not more than three inches apart. The address of such parcels must be written on their actual covering.

185.—If a parcel tendered for insurance does not, in the opinion of the officer to whom it is tendered, fulfil the foregoing conditions as to packing and sealing, it is his duty to refuse to insure it; but the onus of properly packing and fastening the parcel lies upon the sender, and the Post Office assumes no liability for loss or damage arising from defects of packing or fastening which may not be observed at the time of posting.

186.—Unless parcels containing coin, any article of gold or silver or any articles of value, are insured for at least part of their value they cannot be sent by Parcel Post to the places mentioned in Rule 176. Any such parcel uninsured will generally be returned to the sender. A compulsory registration fee of 20 cents will be collected on the delivery of every uninsured parcel received from the places above mentioned and found to contain coin, any article of gold or silver, or any article of value.

187.—When an insured parcel is re-directed from one country to another a fresh insurance fee becomes payable for each transmission. If this fee is not prepaid it is collected from the addressee on delivery. Insured parcels can only be re-directed to countries which have adopted the insurance system.

188.—Compensation for the loss or damage in the post of an insured or its contents will not exceed the amount of the actual loss or damage, and will not be paid for a parcel containing any prohibited article, nor for a parcel which has been delivered without external trace of injury and has been accepted without remark, nor for damage of exceptionally fragile articles which from their nature cannot reasonably be expected to travel safely by post, such as clay figures, soap-stone and alabaster models, collections of butterflies and moths, china, and glassware.

Compensation will not be given as a matter of course when loss arises from tempest, shipwreck, earthquake, war or other causes beyond the control of the Post Office, but the Postmaster General will be prepared to consider on its merits any claim for compensation in respect of the total loss from fire, and shipwreck due to accidents of navigation, *provided that such occurred whilst the parcel was under the control of the Hongkong Postal Administration.*

No claim for compensation will be admitted if made more than a year after the parcel was posted.

The sender has the first claim to any compensation which may be payable but he may waive his claim in favour of the addressee.

189.—No legal liability to give compensation in respect of any parcel for which an insurance fee has been paid attaches to the Postmaster General, either personally or in his official capacity. The final decision upon all questions of compensation rests with the Postal Administration of the country in which the loss or damage has taken place.

190.—The insurance system also applies to parcels from the places mentioned in Rule 176, but parcels to or from other places abroad cannot be insured.

191.—Any insurance effected contrary to the foregoing Regulations is invalid.

"Cash on Delivery" Service

192.—The Postmaster-General undertakes, on certain conditions, to collect from the addressee the value of an article sent by post and to remit it to the sender by Money Order.

(a) The Service applies to parcels only (uninsured or insured) sent from Hongkong to the United Kingdom, Straits Settlements, Gibraltar and Macao and *vice versa*.

(b) The amount to be collected under the C.O.D. System is called the "Trade Charge" and the fee is 10 cents for each £1 or fraction of £1.

(c) The Trade Charge on any parcel may not exceed £40 or $200 (for Macao).

(d) A special fee of 10 cents is charged on every parcel bearing a Trade Charge posted in the Colony; and, in addition, a fee of 4*d*. will be charged to the addressee at destination for the delivery service.

In the case of parcels for Macao the delivery charge is 10 cents for each parcel. The fee due to the office of posting must be paid with the other postal charges.

(e) The sender of a parcel on which a Trade Charge is to be collected will be required to sign a declaration that if the parcel is undeliverable at the expiration of 15 days from its arrival at the place of destination it is to be (*a*) abandoned or (*b*) returned to him at his expense.

(f) The sender of a parcel posted under this arrangement may not have the amount of the Trade Charge cancelled or reduced after posting.

193.—Parcels on which Trade Charges are to be collected are accepted at the General Post Office, Hongkong, only.

The Sender must

(a) Write on the cover of the parcel his name and permanent address, the amount in British currency of the Trade Charge in figures and words, and the name of the office on which the Money Order is to be drawn. In the case of Macao the amount should be stated in local currency.

These particulars may be written on the back of the parcel if there is not room for them to be written clearly on the front.

No erasure or alteration of the entry of the money is allowed. An incorrect entry must be completely obliterated and a fresh entry made.

(b) Fill up a Request Form and a Money Order Card (to be obtained at the Post Office).

(c) Prepay by means of postage stamps affixed to the parcel the special fees of 10 cents and of Trade Charge fees which are in addition to the ordinary postage and other charges.

(d) He must then hand in the parcel at the Post Office, where he will receiv a certificate of posting, which he will be required to give up when he presents the Money Order Card to be cashed. (*See* Para. 197.)

194.—Parcels bearing Trade Charges will be kept at the General Post Office to be called for (notice of its arrival being sent to the addressee) for a period not exceeding 15 days.

195.—A C.O.D. parcel will not be given up to or be allowed to be opened by the addressee until the amount of the Trade Charge and any other charges due have been paid. But the addressee will see from the Entry on the parcel the name and address of the sender.

196.—Cheques will not be accepted in payment of Trade Charges, and in no case will a Trade Charge, once paid, be refunded to the addressee.

197.—The sender of a parcel on which a Trade Charge has been collected will receive in a closed envelope the Money Order Card representing the amount. When cashing the order, he must produce at the paying office the Certificate of Posting

(*see* para. 193 (*d.*)) which was given to him when he handed in the parcel. The Certificate must be given to the Postmaster when the Order is paid.

198.—Parcels on which Trade Charges are to be collected will, in other respects than those above specified, be treated like other parcels as regards registration, insurance and compensation.

199.—When a Trade Charge has been collected, the Post Office undertakes responsibility for the due remittance of the amount to the sender of the parcel.

Money Orders and Postal Orders

Local Money Orders

200.—Single Money Orders are issued at the General Post Office (first floor), Hongkong, and at the British Post Office Agency, Shanghai, at the current rates of exchange for any sum not exceeding $400. Orders on India only are issued at the Kowloon branch.

201.—Money Orders are paid at the above-named offices and at the several British Post Office Agencies in China.

202.—Applications for Money Orders must be made on the printed forms provided for the purpose at the Money Order Offices. The full name and address of both applicant and payee should always be given.

203.—Parties procuring Money Orders should examine them carefully to see that they are properly filled up and date-stamped.

204.—When a Money Order is presented for payment at the office upon which it s drawn, the Postmaster will use all proper means to assure himself that the applicant is the person named and intended in the advice, and upon payment of the Order care must be taken to obtain the signature of the payee or of the person authorised by him to receive payment to the receipt on the face of the Order.

205.—When a Money Order has been lost by either remitter or payee a duplicate thereof will be issued by the paying office on payment of a second commission; and when a remitter desires to correct any error in an order obtained by him such correction may be made on payment of a second commission. Application for either of the above purposes should be made in writing to the Postmaster-General.

206.—The remitter of a local order may request at the time of issue or subsequently that the order be crossed like a cheque, thus "= & Co.," in order that it may be paid only through a bank.

207.—If the payee is unable to write he must sign the receipt by making his mark, to be witnessed in writing by someone known to the Postmaster but unconnected with the Post Office. The witness should sign his name with his address in the presence of the Postmaster, and the latter will then certify the payment by adding his own initials. In no case should the Postmaster act as witness himself. It is not necessary that the witness should be personally acquainted with the payee.

208.—After once paying a Money Order, by whomsoever presented, provided the required information has been given by the party who presented it, the Department will not hold itself liable to any further claim.

209.—The commission to be charged on the issue of the Money Orders payable in Hongkong and the British Post Office Agencies in China will be one cent per dollar, or fraction of a dollar, with a minimum charge of five cents.

210.—An order remaining unpaid after one year from date of issue—(*e.g.*, issued in January, but unpaid at the end of the following January)—becomes legally void and lapsed to Government and will not be paid unless satisfactory explanation as to the cause of delay in presenting it for payment can be furnished to the Postmaster-General, who alone can authorise such payment. Repayment of such orders as have already been paid into the Treasury as void may be authorised by the Governor under such conditions as he may see fit to impose.

Foreign Money Orders

211.—When applying for Money Orders payable abroad the public should use the special Requisition Forms, which are supplied gratuitously at the General Post Office, Hongkong.

212.—The applicant must furnish, in full, the surname and, at least, the initial of one Christian name both of the remitter and the payee, and the remitter's address. In the case of through orders the full address of the payee must be given, and if the order be payable to an Asiatic an address, in the vernacular, should also be furnished.

213.—In any case in which the *name* of the payee is not known the remitter must make a note to the effect on the front of the Requisition Form, and give such description of the payee as will be sufficient to identify him or her to the Paying Officer. The order will then be issued at the remitter's risk.

214.—In the case of orders drawn on the countries and places through the London Office, a receipt of the issue of such order only will be given to the remitter, an order in the currency of the country of payment being issued by the London Office, subject to a deduction on such order at the following rates:—

2*d.* for each £1 or fraction of £1 with a minimum charge of 4*d.*

All such orders must be expressed in British Currency and, if so desired, the remitter must allow for the above deduction.

215.—The commission to be charged will be one and a half cent per dollar or fraction of a dollar on the amount (or equivalent of the amount) in dollars, with a minimum charge of 10 cents.

Telegraph Money Orders

216.—These may be sent to and received from the United Kingdom only. The charges in Hongkong are as follows:—

(*a*) Money Order Commission at the ordinary rate for Foreign Money Orders.
(*b*) A charge for the Telegram of Advice at the ordinary rate of telegrams addressed to the country of payment.
(*c*) A supplementary fee of 25 cents for each order.

217.—In the Money Order Service between Hongkong and the United Kingdom, China, Ceylon India, Straits Settlements, Federated Malay States and the Union of South Africa a system for furnishing the remitters of money orders, on application at time of issue, with "Advices of Payment" has been introduced. The paying Postmaster, as soon as the orders have been paid, will send the advices direct to the remitters. The fee chargeable for such an advice for each order is 10 cents in addition to the ordinary order commission.

218.—The limit for a single money order is £40, Frcs. 1,000, $100 Gold, Rs. 600 Yen 400, or $400 Mex.

219.—A foreign order remaining unpaid in Hongkong after one year from the date of issue will be considered void and returned to the office of issue.

220.—Where not repugnant to the foregoing Rules the General Regulations for the issue of the Local Orders will apply to Foreign Money Orders.

221.—The following is the list of countries and places on which Money Orders are drawn, viz.:—

DRAWN DIRECT

Australian Commonwealth: (New South Wales, Victoria, Queensland, South Australia, Western Australia, Tasmania, Fiji, Papua, and late German New Guinea)
British North Borneo
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf, Aden, Seychelles, Portuguese India, British East Africa, Zanzibar and Bagdad)
Canada
Geylon (including orders on Mauritius, Egypt and Palestine)
China
Federated Malay States
French Indo-China
Japan (including Formosa, Corea and Karafuto and offices in Manchuria)
Macao
New Zealand (including Apia, Samoa)
Philippine Islands
Sarawak
Siam
Straits Settlements (including Labuan)
Union of South Africa (Cape Colony, Transvaal, Natal, Orange Free State Mozambique and Lorenzo Marques)
United States of America (including Guam, Hawaii and Porto Rico)
United Kingdom

DRAWN THROUGH LONDON

(Foreign Countries)

Belgium
Bolivia
Brazil
Chile
Congo Free State (Banana, Boma and Matadi)
Costa Rica
Cuba
Danish West Indies
Denmark (incldg. Faroe Islands)
Dutch East Indies
Ecuador
Finland
France (including Algeria and French Colonies)
Germany
Greece
Honduras (Repub.)
Iceland
Italy (and her Colonies)
Liberia (temporarily suspended)
Luxemburg do.
Mexico
Morocco
Netherlands
Norway
Peru
Portugal (including her Colonies)
Roumania } (temporarily
Russia } suspended)
Salvador
Serbia (suspended)
Spain (and her Colonies)
Sweden
Switzerland
Tunis
Uruguay

(British Colonies, Possessions and Protectorates)

Basutoland
Bechuanaland
Bermuda
British Central African Protectorate
British Guiana
British Honduras
Cayman Islands
Cook Islands
Cyprus
Falkland Islands
Gambia
Gibraltar
Gold Coast Colony
Malta
Newfoundland
Nigeria
Rhodesia
St. Helena
Sierra Leone
Somaliland Brit. Prot.
Sudan
Uganda Protectorate
West Indies :— Antigua, Bahamas, Barbadoes, Dominica, Grenada, Jamaica, Montserrat, Nevis, St. Kitts, St. Lucia, St. Vincent, Tobago, Trinidad and Turk's Island
Zululand

Local Postal Notes Zululand

222.—Local Postal Notes are issued as follows at the General Post Office and at the British Post Office Agencies in China, payable within six months at those offices and also at Macao:—

Amount.	Commission.	Amount.	Commission.
25 cents	1 cent	$3.00	3 cents
50 "	1 "	4.00	4 "
$1.00	1 "	5.00	5 "
2.00	2 "	10.00	10 "

223.—In addition to the above commission on Postal Notes issued at the General Post Office, Hongkong, Hoihow, Canton, Swatow, Amoy and Foochow payable at Shanghai, Ningpo, Hankow, Liu Kung Tau, Chefoo and Tientsin a further charge at current rates is made to cover the difference between chopped and clean dollars.

224.—Broken amounts may be made up by the use of Hongkong postage stamps not exceeding 24 cents in value affixed to the face of any one Postal Note. Such stamps should be left *clean and not defaced. Perforated or marked stamps cannot be accepted for this purpose.*

225.—The office issuing any Postal Note shall fill in the name of the port where it is payable. The purchaser may, before parting with the order, fill in the name of the payee.

226.—Every person to whom a Postal Note is issued should retain the counterfoil bearing the number, date, and name of office of issue to facilitate enquiry if the Order should be lost, and should register the letter in which it is forwarded.

227.—If a Postal Note be crossed "—— & Co.," payment will only be made through a Banker, and, if the name of a Banker is added, payment will only be made through that Banker.

228.—After a Postal Note has once been paid, to whomsoever it is paid, the Government will not be liable for any further claim.

229.—If any erasure or alteration be made, or if the Note is cut, defaced or mutilated, payment may be refused.

230.—Any officer in charge of a PostOffice may delay or refuse the payment of a Postal Note but he must at once report his reasons for so doing to the Postmaster-General.

231.—After the expiration of six months from the last day of the month of issue a Postal Note will be payable only on payment of a commission equal to the amount of the original commission, but after twelve months it will become invalid and not payable.

232.—It shall be within the discretion of the Postmaster-General to suspend at any time the issue of Local Postal Notes.

Imperial Postal Orders

233.—Postal Orders of the values -/6, 1/-, 1/6, 2/6, 5/-, 10/-, 10/6, 20/- may be purchased at Hongkong or the British Post Office Agencies in China at prices which include commission and vary with the rate of exchange, payable within three months at any Post Office in the following British Possessions :—

Antigua
Ascension
Bahamas
Barbados
Basutoland
Bechuanaland Protectorate
Bermuda
British Bechuanaland
British Central Africa Protectorate
British Guiana
British Honduras
British North Borneo
Canada (at certain offices only)
Cape of Good Hope
Cayman Islands
Ceylon
Chatham Islands
Constantinople
Cook Islands
Cyprus
Dominica
Egypt
Falkland Islands
Fanning Islands
Federated Malay States
Fiji
Gambia
Gibraltar
Gilbert and Ellice Islands
Gold Coast
Grenada
India
Jamaica
Johore (Malay States)
Kedah (Malay States)
Kenya (Brit. E. Africa)
Labuan
Malta
Mauritius
Mesopotamia (Indian Field Post Offices)
Montserrat
Morocco (British Agencies at Casablanca, Fez, Larache, Mazagan, Mogador, Saffi, Tangier and Tetuan)
Natal
Nevis
Newfoundland
New Zealand
Nigeria
Nyasaland
Orange Free State
Palestine
Penrhyn Island
Rhodesia (Northern and Southern)
St. Helena
St. Kitts
St. Lucia
St. Vincent
Samoa (Apia)
Sarawak
Savage Island
Seychelles
Sierra Leone
Smyrna (Brit. Agency)
Solomon Islands Protectorate
Somaliland Protectorate
Straits Settlements
Swaziland
Tobago
Togoland (Brit.)
Tonga
Transvaal
Trinidad
Turks and Caicos Islands
Uganda
United Kingdom
Virgin Islands
Zanzibar
Zululand

234.—*The purchaser of any Postal Order must fill in the payee's name before parting with it.* He may also fill in the name of the office where payment is to be made. If this is not done the order is payable (within three months) anywhere in the United Kingdom or in the countries named above.

235.—Any Postal Order may be crossed to a Bank, and in such case payment will only be made through a Banker.

236.—Postal Orders should always be forwarded in registered covers. If this precaution is not taken *no enquiries whatever* will be made as to the loss of any such order.

237.—Postal Orders issued in the United Kingdom and above places are payable in Hongkong and at any of the British Post Office Agencies in China. Stamps affixed to orders to make up odd amounts should be left clean and not defaced in any way whatever. Hongkong stamps may be used for this purpose not exceeding 5 *l.* or three in number. The equivalents of 1, 2, 3, 4 and 5 pence for this purpose are taken as 4, 8, 12, 16 and 20 cents.

238.—Any regulation in force in the United Kingdom governing the issue and payment of Postal Orders there should be taken to apply to the Imperial Postal Orders issued and paid in Hongkong and at the British Post Office Agencies in China.

General

239.—Should it appear that Money Orders or Postal Orders are used by the public for the transmission of large sums of money, or if any other circumstances should give rise to an abuse of the facilities offered, the Postmaster-General may increase the rates of commission or even suspend for a time the issue of all orders.

Radio-Telegrams

Acceptance

240.—Radio-telegrams will be accepted at the General Post Office for transmission to ships equipped with Wireless Telegraph apparatus through the Coast Station at Cape D'Aguilar during certain hours.

Time of Communication

241.—The approximate number of hours after departure or before arrival during which ships can be reached through the Cape D'Aguilar station is 24 hours.

Charges

242.—The charges for ordinary radio-telegrams are as follows :—

To	For a radio-telegram o	
	10 words or under.	more than 10 words.
(1) British vessels (except those mentioned at (2), French, Italian, Japanese, Russian and United States vessels	Fixed charge of $3 plus 20 cents a word.	50 cents a word.
(2) British vessels: Ajax, Antilochus, Bellerophon, Cyclops, Ixion, Protesilaus, Talthybius, Teucer and Titan	Fixed charge of $5.	50 cents a word.
(3) Spanish vessels	Fixed charge of $4.50.	45 cents a word.
(4) Austrian, Danish, Dutch, Norwegian and Swedish	Fixed charge of $5.	50 cents a word.
(5) Other vessels	Particulars obtainable at the Radio-Telegraph counter.	...
(6) Fort Bayard (Kuong Tcheo Wan) and Tchekam	Fixed charge of Hongkong $3 (10 words) plus fixed charge of Indo-China $1.60 (8 words).	50 cents a word
(7) French Indo (Cochin China, Cambodia, Annam, Tonkin and Laos)...	Fixed charge of Hongkong $3 (10 words) plus fixed charge of Indo-China $2.60 (8 words).	62½ cents a word.

Appendix I.—List of Countries which are Comprised in the Postal Union

* *Antigua*
*s Argentine Republic
Ascension
†s *Australia, Commonwealth of* (including New South Wales, Queensland, South Australia, Tasmania, Victoria, Western Australia)
*s Austria-Hungary and Austrian Post Offices in the s Levant
*s *Bahamas*
* *Barbados*
s *Bechuanaland Protectorate* (including Francistown, Gaberones, Kanye, Lake Ngami, Lobatsi, Macloutsie, Machudi, Mahapapye Siding, Molepolole, Palachwe, [Khamastown], Ramoulsa, Shosong, and Tati River)
s Belgium and Belgian Congo
s* Benadir (Italian Colony)
* *Bermuda*
* Bolivia
*s Bosnia-Herzegovina
s* Brazil
*s *British East Africa Protectorate* (including *Uganda*)
s* *British Guiana*
*s *British Honduras*
s *British New Guinea* (*Papua*)
British North Borneo
*s *British Somaliland*
*s Bulgaria
s Cameroons
*s *Canada (Dominion of)*
* *Cayman Islands*
*s *Ceylon*
*s Chili
China
s Chosen (formerly Corea)
Colombia, Republic of
* Congo, including Black Point, Mayumba and Nyanga
*s Costa Rica *a b*
*s Crete *a*
s Cuba *a*
Cyprus
*s Denmark (including Faroe Islands, Greenland, and Iceland)
*s *Dominica*
* Dominican Republic (San Dominica)
* Ecuador
*s Egypt
*s Eythrea (Italian Colony)
Ethiopia, Empire of
Falkland Islands
Fanning Islands
Fiji Islands
*s France
* French Colonies, viz. :—
*s Algeria, s Martinique, s Guadeloupe and dependencies, s French Guiana (Cayenne), Senegal and dependencies, Angwey, Gaboon, Grand Bassam, Half Jack and Whydah (also Sette Cama and Assinie), *s Dahomey, Congo, s Ivory Coast, s Guinea, s Mauritania, s Réunion, s French Somaliland, Madagascar, s New Caledonia and dependencies, *s St. Pierre-et-Miquelon, the French portion of the Low Archipelago, and the French Establishments in India (Pondichery, Chandernagor, Karikal, Mahé, and Yanaon), s Annam, s Cambodia, s Tonkin, and in s Cochin China, French Establishments in s Morocco, viz., Casablanca, El-Ksar-el-Kbir, Fez, Larache, Mazagan, Mogador, Rabat, Saffi, and Tangier, and Society Islands, and French Post Offices in s China and in s Turkey, s Indo-China, and Indo-Chinese Post Offices in China
Gambia
s Germany
German Colonies viz.:—
s Caroline Islands, s Marian Islands (except Guam), Pelao Islands, s Marshall Islands, s New Guinea (portion of), *s Samoa, s Togo Territory, including Bageida, Little Popo, Lome, and Porto Seguro, and s territory in South West Africa, viz., Grand Namaqua, the Damaras Country, and Southern portion of Ovambo; also s Bagamoyo, and s Dar-es-Salaam, s Lindi and s Tanga in East Africa, German Establishments in Morocco, viz., Casablanca, Laraiche, Marrakesch, Mazagan, Mogador, Rabat, Saffi and Tangier, German Post Offices in s China and in s Turkey.
s *Gibraltar*
Gilbert and Ellice Islands Protectorate
*s *Gold Coast*
*s Greece (including the Ionian Islands)
Grenada and the *Grenadines*
* Guatemala
*s Hayti
s* Herzegovina
*s Holland, or Netherlands *a*
*s Honduras, Republic of (including Bay Island)
*s *Hongkong*
*s *India, British* (including s Aden and its dependencies and all places outside British India where there are Indian post offices)
*s Italy and the Italian Post Office at Tripoli, s Benghazi, s Durazzo, s Janina, s Scutari in Albania
* Italian Colonies — viz., s Erythrea and s Benadir
Jamaica
*s Japan *a*, and Japanese Post Offices in China and Korea *a*
Lagos
*s Liberia
s Luxemburg
Malay States, Federated
s *Malta and its dependencies*
* Marquesas Islands
*s *Mauritius and its dependencies*
*s Mexico *a*
* Montenegro
Montserrat
*s Netherlands, or Holland *a*
* Netherlands Colonies, viz:—*s Dutch Guiana (Surinam), *a*, Curacoa and dependencies, viz.:—Bonaire, Aruba, the Netherlands portion of St. Martin, St. Eustache, Saba, s Java, *a*, Madura, *a*, s Sumatra, *a*, s Celebes, *a*, s Borneo (except Northwest part) *a*, s Billiton, s Archipelago of Banca, *a*, s Archipelago of Riouw, *a*, s Sunda Islands (Bali, Lombok, Sumbawa, Floris, and the Southwest part of Timor), *a*, s the Archipelago of the Moluccas, and the Northwest part of New Guinea (Papua) *a*
* *Nevis*
*s *Newfoundland*
s *New Zealand* (including s Cook or Hervey and Palmerston (Avarua), Savage (Niue), Pukapuka (Danger), Rakaanga, Suwarrow, Manahiki and Penrhyn (Tongareva) Islands
* Nicaragua
* Nigeria
*s Norway
s Panama, Republic of
s *Papua*
* Paraguay
* Patagonia
* Persia
* Peru
*s Portugal, including *Azores and *Madeira
*s Portuguese Colonies viz:—Goa and its dependencies (Damão and Diu), Macao, Timor, Cape Verde Islands and dependencies (Bissau and Cacheu), Cabinda, Muculla, Mussera and Island of St. Thomas and Prince (in Africa), with the Establishment of Ajuda, Angola, Delagoa Bay, and s Mozambique
s‡ *Rhodesia (Southern)*
*s Roumania
* Russia and Russian Post Offices in China, viz., at Pekin, Tientsin, Chefoo, Shanghai, Hankow, and Russian offices in Turkey
St. Helena
* *St. Kitts*
* *St. Lucia*
* *St. Vincent*, West Indies
*s Salvador
* *Sarawak*
* Servia
*s *Seychelles a*
*s Siam
s *Sierra Leone*
Solomon Islands Protectorate (including Shortland Island)
*s *Somaliland Protectorate*
s *South Africa, Union of* (including Cape Colony, Natal and Zululand, Orange River Colony, Transvaal, Basutoland, British Bechuanaland, Pondoland, Griqualand East, Griqualand West, Little Namaqualand, St. John's River Territory, Transkei, Tembuland, and Walfisch Bay)
*s *Southern Nigeria*
*s Spain (including Balearic and Canary Islands)
* Spanish Colonies, viz. :—Fernando Po, Annobon and dependencies, and the Spanish Establishment at Arcila, in Morocco
*s *Straits Settlements and s Labuan*
*s Sweden
*s Switzerland
* Tahiti
*s *Tobago*
*s *Trinidad*
s Tunis
*s Turkey
s British Agencies in European and Asiatic Turkey, Jaffa, Jerusalem, Baghdad, Bussorah (Busrah), and Koweit
* *Turks Islands*
s *United Kingdom* and British Post Offices in s Morocco and in s Turkey and in s China
s United States of America
s United States Colonies, viz. :— s Hawaiian (or Sandwich) Islands, s Porto Rico, Philippine Islands, and s Guam (Marian Islands)
* Uruguay
* Venezuela
* *Virgin Islands*
Zanzibar

* The transmission by Letter Post of coin, gold, silver, precious stones, jewellery, etc., is prohibited in these countries marked thus*. Uncut diamonds may, however, be sent by post to Canada and the United States, and unmounted precious stones can be sent to Belgium. † Gold and silver jewellery is subject to customs duties. ‡ Including Mashonaland and Matabeleland. s Included in Reply Coupon System.

a Does not exchange reply coupons which have not been stamped by the issuing office.

b Does not accept as valid at the time of settlement reply coupons which its own Officers have omitted to date stamp at the time of issue.

Note—The names of British Colonies and Possessions are printed in *italics*.

Appendix II—Rates of Postage.—Hongkong.

To	Letters		Post card.	Printed matter. per 2 oz.
	First unit.	Each additional unit.		
Hongkong, Kowloon, and New Territories	2 cents (1 oz.)	2 cents (1 oz.)	1 cent.	2 cents.
Macao	2 cents (½ oz.)	2 cents (½ oz.)	1 cent.	2 cents.
China (except Canton)	4 cents (1 oz.)	4 cents (1 oz.)	1½ cents.	2 cents
Canton	2 cents (½ oz.)	2 cents (½ oz.)		
United Kingdom, British Colonies and Protectorates (see App. I)..	4 cents (1 oz.)	4 cents (1 oz.)	4 cents.	2 cents.
Foreign Countries	10 cents (1 oz.)	6 cents (1 oz.)	4 cents.	2 cents.

N.B.—(*a*) For samples, commercial papers, circulars, registration, etc., see the body of the Guide.
(*b*) For Parcel Post rates see Appendix IV.
(*c*) Postal Hong packets may be sent to China at 4 cents per ½ oz., which must be prepaid.
(*d*) Newspapers published in Hongkong are forwarded at special rates, see paragraph 46 of the Guide.
(*e*) Literature for the blind is forwarded at special rates, see paragraph 44 of the Guide.

Appendix III—Rates of Postage.—British Post Office Agencies in China.

To	Letters		Post card.	Printed matter. per 2 oz.
	First unit.	Each additional unit.		
	cts.	cts.		
Local Delivery—Wei Hai Wei ...	2...(1 oz.)	2...(1 oz.)	1½ cents.	2 cents.
Other Agencies ..	2...(20grs.)	2...(20grs.)		
British P. O. Agencies in China—				
from Wei Hai Wei	4...(1 oz.)	4...(1 oz.)	1½ cents.	2 cents.
from Other Agencies ...	4.. (20grs.)	4...(20grs.)		
Between Shanghai and Ningpo ...	3...(20grs.)	3...(20grs.)		
China—from Wei Hai Wei only...	4...(1 oz.)	4...(1 oz.)	1½ cents.	2 cents.
Hongkong—from Canton	2...(½ oz.)	2...(½ oz.)	1½ cents.	2 cents.
from Wei Hai Wei ...	4...(1 oz.)	4...(1 oz.)		
from Other Agencies.	4...(20grs.)	4...(20grs.)		
Macao—from Canton	2...(½ oz.)	2...(½ oz.)	1½ cents.	2 cents.
from Wei Hai Wei	4...(1 oz.)	4...(1 oz.)		
from Other Agencies ...	4...(20grs.)	4...(20grs.)		
United Kingdom British Colonies and Protectorates, and Egypt—				
from Wei Hai Wei	4...(1 oz.)	4...(1 oz.)	4 cents.	2 cents.
from Other Agencies ...	10...(20grs.)	6...(20grs.)		
Foreign Countries—				
from Wei Hai Wei	10...(1 oz.)	6...(1 oz.)	4 cents.	2 cents.
from Other Agencies ...	10...(20grs.)	6...(20grs.)		

N.B.—(*a*) For samples, commercial papers, circulars, registration, etc., see the body of the Guide.
(*b*) For Parcel Post rates see Appendix IV.
(*c*) Postal Hong packets, which must be prepaid, may be sent to Hongkong, and British Post Office Agencies in China, at 4 cents per ½ oz.; and to other places at 10 cents for the first ½ oz. and 6 cents for each additional ½ oz.

Appendix IV—Parcels Post Rates

Places of Destination.	Route.	Rates of Postage on Parcels: Not exceeding 2 lbs.	Not exceeding 3 lbs.	Not exceeding 7 lbs.	Not exceeding 11 lbs.	First lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size: Length, Breadth or Depth.	Limits of Size: Length & Girth Combined.	Customs Declaration.	Observations. See end of Parcels P.	Prohibited Contents. See end of Parcels P.
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	£	ft. in.	ft. in.		No.	No.
Abyssinia (Ethiopia) For Dirré-Daona, Harrar, Addis-Abbeba, only	Via Aden	..	2.25	2.65	3.05	..	..	..	2 0	4 0	C2A	2] 1	
Aden (including Perim)	Direct	..	0.60	1.20	1.80	..	..	120	3 6	6 0	A2	2	2
Afghanistan	C'cutta.	..	0.60	1.20	1.80	..	..	..	3 6	6 0	A2	3	2
Algeria *a*	London	1.45	2.05	2.4	3.15	..	..	80	2 0*a*	4 0	C2A	3] 4	3
Do.	Canada	..	1.50	2.40	3.30	..	..	..	2 0	4 0	C2A	2] 4	3
Do.	Siberia	..	..	..	3.50	..	..	20	2 0	4 0	C4A	2] 5	3
Alsace-Lorraine	London	1.30	1.60	2.00	2.70	..	..	80	3 6	6 0	C1A	3] 5a	3a
Annam (*see* French Indo-China).													
Antigua (*see* Leeward Islands).													
Argentine Republic	London	..	1.90	3.05	4.20	..	..	..	2 §	4 0	C1A	3] 6	4
Ascension		..	1.45	2.60	3.75	..	..	50	3 6	6 0	A3	7	5
Australia:— Commonwealth, *i.e.*, States of New South Wales, Queensland, South Australia, Tasmania, Victoria, and Western Australia, Papua (British New Guinea) and Norfolk Islands	Torres' Straits	..	..	..	..	60	30	..	3 6	6 0	A2	8	
Austria	London and G'many	1.60	2.20	2.60	3.45	..	..	24	3 6	6 0	C1A	3] 9	7
Do.	German Packet	..	..	..	2.00	..	..	120	2 §	..	C2		7
Do.	Siberia	..	..	..	3.00	..	..	120	2 0	4 0	C4A	2] 5	7
Azores	London	..	2.20	3.05	4.35	..	..	20	3 6	6 0	C1A	3] ..	7a
Do.	Canada	..	1.50	2.40	3.30	..	..	..	3 6	6 0	C1A	2] ..	7a
Do.	Siberia	..	..	..	3.90	..	..	20	2 0	4 0	C4A	2] 5	7a
Bahamas	London	..	1.60	3.05	4.20	..	..	50	3 6	6 0	A A	3] 10	8
Banks Islands (*see* New Hebrides)													
Balearic Isles		1.90	2.20	2.60	3.30	..	..	..	3 6	6 0	C4A	3] 11	8a
Do.	Canada	..	1.75	2.65	3.55	..	..	..	3 6	6 0	C4A	2] 11	8a
Do.	Siberia	..	..	..	3.75	..	..	..	2 0	4 0	C6	5	8a
Barbados	London	..	1.30	2.60	3.75	..	..	120	3 6	6 0	A3	..	9
Basutoland (*see* end of Table).	Ceylon	..	..	..	..	..	..	..	..	..	..	..	..
Bechuanaland do.	,,	..	..	..	.	..	..	..	..	..	..	..	..
Do. Protectorate (*see* end of Table).	,,	..	..	..	..	..	..	..	..	..	..	..	..
Do.	India	..	1.60	2.15	2.85	..	..	..	3 6	6 0	A2	.	..
Belgian Congo (*a*) All places	London and L'pool.	..	3.35	3.75	4.15	..	..	..	3 6	6 0	C2A	3] 12	9a
(*b*) Katanga Province only		..	3.25	4.85	6.60	..	.	..	3 6	6 0	C2A	3] 12	9a
Do.	Siberia	..	..	..	4.25	..	..	..	2 0	4 0	C5		..
Belgium	London	..	1.30	2.15	2.85	..	..	12	3 6	6 0	C2A	3] 13	10
Do.	German Packet	..	..	..	2.00	..	..	120	3 6	6 0	C3	13	10
Do.	Siberia	..	..	..	3.25	..	..	120	2 0	4 0	C4	5	10
Bermuda	London	..	1.60	3.05	4.20	..	..	120	3 6	6 0		14	11
Bohemia (*see* Czecho-Slovakia).													
Bolivia	,,	..	2.35	3.35	4.65	..	..	..	3 6	6 0	C2A	3] 15	11a
Brazil [Rio de Janeiro (including Petropolis), Bells Horizonte (Minas Geraes), Pernambuco and Bahia, and places in the State of Sao Paulo, Curityba, Pará only] *a*	London	..	2.35	3.35	4.35	..	..	..	2 0	4 0	C1A	3] 16	
British Central Africa Protectorate (*See* Nyasaland Protectorate).													
British Guiana	London	..	1.45	2.60	3.75	..	..	120	3 6	6 0	A3	18	15
British Honduras	,,	..	1.30	2.45	3.60	..	..	120	3 6	6 0	A3	..	16
British New Guinea (Papua) (Same as Australia).													
British North Borneo	Direct	..	0.25	0.50	0.75	..	..	..	3 6	6 0	A2	19	17
Brunei	S'pore.	..	0.80	1.50	2.20	..	..	..	3 6	6 0	A2	..	18
Bulgaria	London	..	1.60	2.45	3.15	..	..	..	3 6	6 0	C1A	3] 20	19
Do.	Siberia	..	..	..	3.40	..	..	..	2 0	4 0	C4A	2] 5	19

a Parcels somewhat exceeding 2 feet in length are admitted if their other dimensions are small.
§ Parcels which do not measure more than 8 inches in depth or breadth may be as much as 3 feet 3 inches in length.
Note.—Services by German packet and *via* Siberia are suspended.

APPENDIX IV—PARCELS POST RATES—*Continued*

Places of Destination.	Route.	Rates of Postage on Parcels: Not exceeding 2½ lbs.	Not exceeding 3 lbs.	Not exceeding 7 lbs.	Not exceeding 11 lbs.	First lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size: Length, Breadth or Depth.	Length & Girth Combined.	Customs Declaration.	Observations. *See end of Parcels P.*	Prohibited Contents *See end of Parcels P.*
	Via	$ c	$ c.	$ c.	$ c.	$ c.	$ c.	£	ft. in.	ft. in.		No.	No.
Burmah (*see* India)													
Cambodia (*see* French Indo-China)													
Cameroons	London	..	1.30	2.30	3.15	..	..	..	3 6	6 0	A3	20a	19a
Canada	V've	..	0.60	1.20	1.80	..	..	..	2 6	6 0	A2	21	20
Canary Islands	London	..	1.60	2.45	3.0	..	..	..	3 6	6 0	C4A	3] ..	..
Cape of Good Hope, Province of (*see* end of Table).													
Caroline Islands	Sydney	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	..	22
Ceylon	Direc	..	0.60	1.20	1.80	..	..	120	3 6	6 0	A2	23	23
Chile	London	..	2.05	3.25	4.50	..	..	50	3 6	6 0	C2A	3] 24	24
China—Chinese Post Offices	..	..	..	..	0.75	..	..	50	2 0	4 0	A2	25	25
Province of Yunnan	Fr. Indo-China	..	..	..	1.00	..	..	20	2 0	4 0	A2	25	25
British Post Offices:—Shanghai, Canton, Hoihow, Swatow, Amoy, Foochow, Ningpo, Hankow, Weihaiwei, Chefoo and Tientsin	..	..	0.25	0.50	0.75	..	..	120	3 6	6 0	A2	..	26
Dalny—(Dairen) Port Arthur	N'saki.	..	0.60	1.15	1.65	..	..	120	3 6	6 0	A2	25a	27
Colombia—Republic of:—													
a. All places except those in the Departments of Caldas, Cauca, El Valle and Narino	London	..	2.20	3.20	4.20	..	..	..	3 6	6 0	C1A	3] 26	27a
b. Departments of Caldas, Cauca, El Valle and Narino	..	..	2.35	3.50	4.65	..	..	..	3 6	6 0	C1A	3] 27	27a
Comoro Islands (*see* Madagascar)													
Cook Island (same as New Zealand)	..	..	..	..	..	..	..	..	..	..	..	28	..
Corea or Chosen	N'saki.	..	0.60	1.15	1.65	..	..	120	3 6	6 0	C1A	2] 25a	28
Corsica	London	1.45	2.05	2.45	3.15	..	..	80	3 6	6 0	C2A	3] ..	29
Do.	Canada	..	1.50	2.40	3.30	..	..	..	3 6	6 0	C2A	2] ..	29
Do.	Siberia	..	..	..	3.50	..	..	120	2 0	4 0	C4	5	29
Costa Rica	London	..	1.60	2.60	3.60	..	..	..	3 6	6 0	C2A	3] ..	30
Crete (*see* under Greece).													
Cuba	London	2.05	2.80	3.20	3.90	..	..	8	2 0	4 0	C2A	3] 29-30	31
Cyprus	Egypt	..	1.60	2.00	2.45	..	..	50	3 6	6 0	A2	31-32	32
Czecho-Slovakia, Bohemia, Moravia, etc.	London and G'many	1.60	2.05	2.45	3.15	..	..	120	3 6	6 0	C2A	3] ..	..
Dahomey and Niger (Military Territory only) *a*	London	..	1.30	2.30	3.15	..	..	8	2 0	4 0	C2A	3] 33-34	33
Denmark (including Greenland)	London	1.45	1.90	2.30	3.00	..	..	120	3 6	6 0	C1A	3] ..	35
Do. do.	German Packet	..	..	...	2.00	..	..	120	3 6	6 0	C2	..	35
Do. do.	Siberia	..	..	...	3.25	..	..	120	2 0	4 0	C4	5	35
Dominica (*see* Leeward Islands).													
Dominican Republic (Santo Domingo, Puerto Plata, Monte Christy, Samana, Sanchez, San Pedro de Macoris, Santiago, La Vega, and San Francisco de Macoris)	n	2.35	2.95	3.35	4.20	..	..	..	3 6	6 0	C4A	3] 35	36
Dutch East Indies	..	..	..	..	1.15	..	..	20	2 0	4 0	C2A	2] 36	37
Dutch Guiana	London	..	1.75	3.05	4.35	..	..	20	3 6	6 0	C2A	3] 37	37a
Dutch West Indies (Curaçao, Saba, St. Eustatius, and S. Martin)	"	..	2.05	3.05	4.20	..	..	20	3 6	6 0	C1A	3] 38	37b
Ecuador	"	..	2.20	3.80	5.25	..	..	120	3 6	6 0	C3A	3] 39	38
Egypt	Direct	..	1.00	1.40	1.80	..	..	120	3 6	6 0	C3A	2] 40	39
Soudan (Egyptian)	"	..	1.25	1.65	2.05	..	..	20	3 6	6 0	C3A	3] ..	..
Erithrea (Asmara, Assab, Keren, Nefasit and Mossowah only)	Aden	..	1.15	1.60	2.00	..	..	16	2 0	4 0	C2A	2] 41	39a
Falkland Islands	London	..	1.45	2.75	3.90	..	..	50	3 6	6 0	A3	42	40
Fanning Island (same as New Zealand)	..	..	..	..	..	..	..	..	..	..	..	43	..
Faroe Islands	London	1.45	1.90	2.30	3.00	..	..	120	3 6	6 0	C1A	3] ..	40a
Do.	Siberia	..	..	..	3.25	..	..	120	2 0	4 0	C4	5	40a

Parcels somewhat exceeding 2 feet in length are admitted if their other dimensions are small.

NOTE.—Services by German packet and *via* Siberia are suspended.

Appendix IV—Parcels Post Rates—*Continued*

Places of Destination.	Route.	Rates of Postage on Parcels: Not exceeding 2 lbs.	3 lbs.	7 lbs.	11 lbs.	First lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size: Length, Breadth or Depth.	Length & Girth Combined.	Customs Declaration.	Observations. See end of Parcels P.	Prohibited Contents. See end of Parcels P.
	Via	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	£	ft. in.	ft. in.		No.	No.
Fiji Islands	Sydney	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	21	9a
Finland	London	2 65	2.95	3.35	4.20	..	..	120	3 6	6 0	C1A	3] 43a	40b
Formosa (same as Japan).													
France (including Monaco)	London	1.30	1.60	2.00	2.70	..	..	80	3 6	6 0	C1A	3	
Do.	Canada	..	1.30	2.20	3.05	..	..	..	3 6	6 0	C1A	2	44
Do.	German Packet	..	..	..	2.00	..	..	120	2 0	..	C3		41
Do.	Siberia	..	..	..	3.25	..	..	120	2 0	4 0	C4	5	41
French Congo *a* (including Gaboon)	London	1.90	2.80	3.20	3.90	..	..	..	2 0	4 0	C3A	3] ..	42
French Guiana	,,	1.90	2.80	3.20	3.90	..	..	8	2 0	4 0	C2A	3] 45	43
French Guinea	,,	..	1.30	2.30	3.15	..	..	8	2 0	4 0	C2A	3] 46	33
French Indo-China (Annam, Battembang, Cambodia, Cochin-China, Laos, Siemrap, Sisophon, Quang-Tcheou-Wan and Tonquin.)	Saigon or Haiphong	..	..	..	0.75	..	..	20	2 0	4 0	A2	5	45
French Settlemts. of Oceania:—(Tahiti Islands, Gambier Archipelago, Marquesas Islands, Tonamotou, Leeward Islands and Tubuai)	Melbourne	..	..	..	..	1.90	0.35	..	2 0	4 0	C3A	2] 47	43
French Somali Coast and Djibouti	Aden	..	1.30	1.70	2.10	..	..	8	2 0	4 0	C2A	2] 48	46
French West Indies (Guadeloupe and Martinique) *a*	London	1.90	2.65	3.05	3.75	..	..	8	2 0	4 0	C2A	3] 49	47
Gambia	,,	..	1.75	2.90	4.05	..	..	120	3 6	6 0	A3	49a	44
Germany	London and Ostend	1.30	1.75	2.15	2.85	..	..	120	3 6	6 0	C1A	3] 50	..
Do.	German Packet	..	..	..	1.75	..	..	120	3 6	6 0	C3	50	..
Do.	Siberia	..	..	..	3.00	..	..	120	2 0	4 0	C4	5	..
Gibraltar	Direct	..	0.60	1.20	1.80	..	..	50	3 6	6 0	A2	..	50
Do.	Siberia	..	..	..	3.65	..	..	50	2 0	4 0	C4	5	50
Gilbert and Ellice Islands (same as Ocean Islands).													
Gold Coast Colony (including Ashanti and the Northern Territories)	London	..	1.75	2.90	4.05	..	..	..	3 6	6 0	A3	53	51
Greece, only the following places:—Aeghion (Vostiza), Argostoli, Arta, Athens, Calamata, Candia, Canea, Chalcis, (Negropont), Corfu, Corinth, Crete, Lamia, Larissa, Missolughi, Nauplia, Patras, Piræus, Pyrgos, Rethymo, Sparta, Syra, Trikala, Tripolitza, Volo, Zante	Egypt	..	1.40	1.85	2.25	..	..	..	2 0	4 0	C2A	2] 54-55	52
Greece:—													
(*a*) Argostoli, Calamate, Cerigo, Corfu, Patras, Paxo, Piræus, Santa Maura, Syra, Volo, Zante	Siberia	..	..	..	3.50	..	..	120	2 0	4 0	C5	5	52
(*b*) All other places	,,	..	..	..	3.75	..	..	..	2 0	4 0	C5	5	52
Greenland (same as Denmark).													
Grenada	London	..	1.45	2.75	4.20	..	..	50	3 6	6 0	A3	..	9a
Guadeloupe (*see* French West Indies).													
Guatemala	,,	..	1.75	3.20	4.65	..	..	..	3 6	6 0	C1A	3] 56	53
Hawaii or Sandwich Islands	Direct	..	..	..	..	0.35	0.35	..	3 6	6 0	C2A	2] 57	..
Do. (*see* United States)	London Official Service												
Hayti	London	2.05	2.80	3.20	3.90	..	..	..	2 0	4 0	C3A	3] ..	53a
Holland	,,	1 45	1.90	2.30	3.00	..	..	40	3 6	6 0	C2A	3] ..	54
Do.	German Packet	..	..	..	2.00	..	..	40	3 6	6 0	C3	..	54

a Parcels somewhat exceeding 2 feet in length are admitted if their other dimensions are small.

Note.—Services by German packet and *via* Siberia are suspended.

APPENDIX IV—PARCELS POST RATES—*Continued*

Places of Destination.	Route.	Rates of Postage on Parcels. Not exceeding 1 lbs.	3 lbs.	7 lbs.	11 lbs.	First lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size. Length, Breadth or Depth.	Length & Girth Combined.	Customs Declaration.	Observations. See end of Parcels P.	Prohibited Contents. See end of Parcels P.
	Via	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	£	in.	ft. in.		No.	No.
Holland	Siberia	..	..	..	3.25	..	..	40	2 0	4 0	C5	5	54
Honduras, Republic of :—													
(*a*) Pacific side	London	2.65	3.40	3.80	4.50	..	..	..	3 6	6 0	C3A	3] 58	55
(*b*) Atlantic side	,,	..	1.90	3.20	4.65	..	..	..	3 6	6 0	C1A	3] 58	55
Hongkong	..	..	0.10	0 20	0.30	..	..	..	3 6	6 0	A1	..	55a
Hungary (Unoccupied Territory)	London	1.75	2 35	2.75	3.		..	20	3 6	6 0	C1A	3] 59	40a
Iceland	,,	..	2.20	2.90	4.05	..	..	120	3 6	6 0	C1A	3] 59	40a
Do.	Siberia	..	..	..	3.25	..	..	120	2 0	4 0	C4	59	40a
India (Including the Andaman Islands, Burma, French India, Agencies in Tibet [Gyangtze Pharijong and Yatung (Chumbi) only] and the following places on the Persian Gulf:—Bahrain, Guadur, and Muscat, and the Indian Postal Agencies at Bushire, Bunder Abbas, Jask, and Linga)	Dhanushkodi or Calcutta	..	0.80	1.60	2.40	..	..	120	3 6	6 0	A2	60	56-56a
Italy	Egypt	..	1.90	2.30	2.75	..	..	16	2 0	4 0	C2A	2] 61	57
Do.	London and France	1.90	2.35	2.75	3.60	..	..	16	2 §	..	C2A	3] 61	57
Do.	Canada	..	1.60	2.50	3.40	..	..	..	2 §	..	C2A	2] 61	57
Do.	German Packet	..	..	..	2.40	..	..	40	2 §	4 0	C3	61	57
Do.	Siberia	..	..	..	3.40	..	..	40	2 0	4 0	C4	5	57
Ivory Coast	London	..	1.30	2.30	3.15	..	..	8	2 0	4 0	C2A	3] 62	33
Jamaica	,,	..	1.30	2.60	3.75	..	..	120	3 6	6 0	A3	63	9a
Japan (including Formosa and Japanese Saghalien)	Direct	..	0.60	1.15	1.65	..	..	120	3 6	6 0	A2	64	59
Kenya (including Uganda)	nd	..	1.95	2.35	2.75	..	..	32	3 6	6 0	A2	..	..
Labrador (same as Newfoundland)													
Labuan (same as Straits Settlemts.)													
Leeward Islands. [Antigua, Dominica, Monserrat, Nevis, St Kitts and Tortola Virgin Islands]	London	..	1.60	3.05	4.20	..	..	120	3 6	6 0	A3	65	60
Liberia	,,	..	1.75	2.60	3.45	..	..	20	3 6	6 0	C2A	3] 49a	9a
Libya, Tripolitana and Cyrenaica	Egypt	..	1.30	1.70	2.15	..	..	16	2 0	4 0	C2A	2] 66	60a
Luxemburg, Grand Duchy of	London	1.15	1.60	2.00	2.70	..	..	120	3 6	6 0	C2A	3] ..	61
	German Packet	..	..	..	1.90	..	..	120	3 6	6 0	C1	..	61
Luxemburg, Do.	Siberia	..	..	..	3.15	..	..	120	2 0	4 0	C4	5	61
Macao	Direct	..	0.50	0.75	1.00	..	..	20	3 6	6 0		..	62
Madagascar and Dependencies (Arjouan, Grand Comoro, Madagascar, Mayotte, Moheli, St. Marie de Madagascar, and Nossi Bé)	Aden	..	1.40	1.85	2.25	..	..	8	2 0	4 0	C2A	2] 67	63
Madeira	London	..	1.45	2.45	3.30	..	..	20	3 6	6 0	C1A	3] ..	64
Do.	Canada	..	.	2.40	3.30	..	..	..	3 6	6 0	C1A	2] ..	64
Do.	Siberia	..	..	..	3.90	..	..	20	2 0	4 0	C4	5	64
Malay States (Negri Sembilan, Pahang, Perak, Selangor, Kelantan, Kedah, Perlis, Trengganu and Johore)	Singapore	..	0.80	1.50	2.20	..	..	60	3 6	6 0		68	65
Malta	Italy	..	1.00	1.60	2.20	..	..	40	3 6	6 0		..	66
Malta	Siberia	..	..	..	3.65	..	..	40	2 0	4 0	C4	5	66
Martinique (*see* French W. Indies)													
Mauritania *a*	London	1.75	2.50	2.90	3.60	..	..	8	2 0	4 0	C5A	70	67
Mauritius	Direct	..	0.80	1.60	2.40	..	..	..	3 6	6 0		..	68
Mexico *a*	London	..	1.60	2.75	3.60	..	..	..	2 0	6 0	A3	71	69
Mesopotamia (including Koweit, Abadan, Ahwaz and Mohamerrah	India	..	1.75	2.15	2.55	..	..	..	3 6	6 0		..	..
Monaco (same as France).													
Montenegro	Egypt	..	1.65	2.10	2.50	..	..	40	3 6	6 0		2] 72	70
Do.	Siberia	..	..	..	3.50	..	..	40	2 0	4 0	C4	5	70
Montserrat (*see* Leeward Islands)													
Moravia (*see* Czecho-Slovakia).													

a Parcels somewhat exceeding 2 feet in length are admitted if their other dimension are small.
§ Parcels which do not measure more than 8 inches in depth or breadth may be as much as 3 feet 3 inches in length.
NOTE.—Services by German packet and *via* Siberia are suspended.

Appendix IV—Parcels Post Rates—*Continued*

Places of Destination.	Route.	Rates of Postage on Parcels: Not exceeding 2 lbs.	Not exceeding	Not exceeding 7 lbs.	Not exceeding 11 lbs.	First lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size: Length, Breadth or Depth.	Limits of Size: Length & Girth Combined.	Customs Declaration.	Observations. See end of Parcels P.	Prohibited Contents. See end of Parcels P.
	Via	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	£	ft. in.	ft. in.		No.	No.
rocc —													
(a) Tangier (Br. Postal agci's.)	London	..	1.45	2.60	3.75	..	..	..	3 6	6 0	A3	73	71
(b) Other British agencies	,,	..	1.45	2.75	4.05	..	..	..	3 6	6 0	A3	..	..
(c) Spanish Post Offices	,,	1.90	2.20	2.60	3.30	..	..	..	2 0	4 0	C2A	3] ..	..
Morocco—Casablanca, Larache, Mazagan, Mogador, Rabat, Saffi, Tangier and Tetuan	Siberia	..	..	..	3.75	..	..	120	2 0	4 0	C4	5	71
Natal, Province of (*see* end of Table).													
Nevis (*see* Leeward Islands).													
New Caledonia	Sydney	..	..	..	..	1.45	0.35	..	2 0	4 0	C2A	2] 74	72
Newfoundland	London	..	1.45	2.90	4.05	..	..	120	3 6	6 0	A3	..	73
Do. (*see* end of Table)	V'ver.												
New Guinea, British Papua (same as Australia).													
ew Guinea, late German (including Nauru)	Sydney	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	..	74
New Hebrides (including Banks and Torres Islands)	,,	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	74a	74a
New Zealand (Including Fanning Island and Cook Islands, and Danger [Pukapuka], Manahiki, Palmerston [Avarua], Pearhyn [Tongareva], Rakaanga, Savage [Niue] and Suwarrow Islands)	,,	..	1.20	1.80	2.40	..	..	50	3 6	6 0	A2	75	75
Nicaragua	London	..	1.75	2.75	3.75	..	..	..	3 6	6 0	C2A	3] 76	76
Nigeria	,,	..	1.75	2.90	4.05	..	..	60	3 6	6 0	A3	77, 77a 77b	77
Norfolk Island (same as Australia)													
Norway	,,	1.45	2.05	2.45	3.30	..	..	120	3 6	6 0	C1A	3] 78	79
Do.	German Packet	..	..	..	2.50	..	..	120	3 6	6 0	C2	78	79
Do.	Siberia	..	..	..	3.40	..	..	120	2 0	4 0	C4	5	79
Nyasaland Protectorate (including Chinde)	Aden	..	2.95	3.40	3.80	..	..	20	3 6	6 0	A2	79-80	80
Ocean Island	Sydney	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	..	8 a
Orange Free State, Province of, (*see* end of Table).													
Panama, Republic of	London	..	1.90	2.75	3.75	..	..	..	3 6	6 0	C3A	3] 81	
Panama (United States Territory) (*see* United States Official Service).	London												
Paraguay	,,	..	2.20	3.35	..	..	..	..	2 0	4 0	C2A	3] 82	81
Palestine and Syria:—													
Occupied Enemy Territory (East)	Egypt	..	2.00	2.40	8	..	..	..	3 6	6 0	C1A	2] 82a	81a
Do. (West)	,,	..	1.65	2.10	2.50	..	..	..	3 6	6 0	C1A	2] 82a	81a
Do. (South)	,,	..	1.40	1.85	2.25	..	..	..	3 6	6 0	C1A	2] 82a	81a
Persia:—													
(a) Kuh-I-Malik-Siah-Ziareth, Ormouk, Nasirabad, Birdjand, Torbert-Haidari, and Meched	C'cutta.	..	1.05	1.45	1.90	..	..	..	2 †	..	A2	83	82
(b) All other places (*see* Observations Column)....	,,	..	1.30	1.70	2.15	..	..	..	†	..	A2		
(c) Teheran	,,	..	2.80	3.20	3.65	..	..	..	2 †	..	A2		
Peru:—													
(a) All Departments except Loreto	London	..	2.20	3.50	4.10	..	..	..	3 6	6 0	C1A	3] 84	82a
(b) Department of Loreto (*see* Observations Col.).....	,,	..	2.50	3.50	4.50	..	..	..	3 6	6 0	C1A	3] 84	82a
Philippines and I. of Guam.....	Direct	..	..	..	..	0.35	0.35	..	3 6	6 0	2A	2] 85	83
Portugal	London	1.60	1.90	2.30	2.85	..	..	20	3 6	6 0	C4A	3	
Do.	Canada	..	1.50	2.40	3.30	..	..	..	3 6	6 0	C4A	2	86
Do.	German Packet	..	..	..	2.65	..	..	20	2 †	..	C3		84
Do.	Siberia	..	..	..	3.90	..	..	20	2 0	4 0	C4	5	84
Portuguese East Africa (For British Concession, Chinde, *see* Nyasaland Protectorate).	India	..	1.55	1.95	2.35	..	..	20	2 †	..	C1A	2] 87	85

Parcels somewhat exceeding 2 feet in length are admitted if their other dimensions are small.

† Parcels containing umbrellas, sticks, maps, plans, &c., or similar articles, will be accepted up to a maximum of 3 feet 3 inches (1 metre) in length, provided they do not exceed 7¾ inches (20 centimetres) in breadth or thickness.

Note.—Services by German packet and *viâ* Siberia are suspended.

APPENDIX IV—PARCELS POST RATES—*Continued*

Places of Destination.	Route.	Rates of Postage on Parcels: Not exceeding 2 lbs.	Not exceeding 3 lbs.	Not exceeding 7 lbs.	Not exceeding 11 lbs.	First 1 lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size: Length, Breadth or Depth.	Length & Girth Combined.	Customs Declaration.	Observations. *See end of Parcels P.*	Prohibited Contents. *See end of Parcels P.*
	Via	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	£	ft. in.	ft. in.		No.	No.
Portuguese India	C'cutta.	..	1.05	1.45	1.85	..	..	20	2 †	..	C1A	2] 88	85
Portuguese West Africa	London	..	3.10	3.95	4.65	..	..	20	3 6	6 0	C1A	3] 89	85
Réunion	Aden	..	1.40	1.85	2.25	..	..	8	2 †	4 0	C2A	2] 90	3a
Rhodes I.	London	2.95	3.40	3.80	4.50	..	..	16	3 6	6 0	C2A	3] ..	..
Rhodesia :—													
(*a.*)—Southern	India	..	2.05	2.75	3.80	..	..	..					
(*b.*)—North-Western	,,	..	2.35	3.70	5.35	..	..	..	3 6	6 0	A2	91	86
(*c.*)—North-Eastern	,,	..	2.40	4.30	6.15	..	..	..					
Roumania	London	...	1.45	2.30	3.00	..	..	40	3 6	6 0	C1A	3] 92	87
	Ger. Pkt	..	..	..	2.40	..	..	120	3 6	6 0	C2	92	87
Do.	Siberia	..	..	..	3.15	..	..	120	2 0	4 0	C4	5	87
Russia in Europe	Siberia	..	..	..	2.75	..	..	120	2 0	4 0	C4	5	..
Russia in Europe, except Ukraine accepted at sender's risk only	London	..	2.05	2.60	3.30	..	..	..	3 6	6 0	C2A	3] 93	88
Do.	German Packet	..	..	..	2.40	..	..	120	3 6	6 0	C2	93	88
Russia in Asia	Dalny	..	..	..	2.15	..	..	..	3 6	6 0	C2A	2] 93	88
St. Helena	London	..	1.45	2.60	3.75	..	..	50	3 6	6 0	A3	93a	44
St. Kitts (*see* Leeward Islands).													
St. Lucia	,,	..	1.45	2.75	4.20	..	..	120	3 6	6 0	A3	..	44
St. Pierre and Miquelon	,,	..	1.90	3.05	4.05	..	..	..	2 0	4 0	C1A	3] ..	3a
St. Vincent [West Indies]	,,	..	1.45	2.75	4.20	..	..	120	3 6	6 0	A3	..	9a
Salvador	London	..	1.75	2.75	3.60	..	..	..	3 6	6 0	C2A	3] 94	90
Samoa [Apia]	Sydney	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	21	91
Santa Cruz Islands (*see* New Hebrides).													
Sarawak	S'pore	..	0.80	1.50	2.20	..	..	120	3 6	0	A	..	91a
Serbs, Croats and Slovenes (Kingdom of)	London	1.90	2.35	2.75	3.45	..	..	20	3 6	6 0	C2A	3] 95	92
Do.	Siberia	..	..	..	3.25	..	..	20	2 0	4 0	C4	5	92
Senegal and Upper Senegal and Niger [Civil Territory] *a*	London	..	1.30	2.30	3.15	..	..	8	2 0	4 0	C5A	3] 96	67
Seychelles	Aden	..	1.55	2.00	2.40	..	..	20	2 0	4 6	A2	97	94
Siam	Direct	..	0.60	1.20	1.80	..	..	60	3 6	6 0	A	98	93
Sierra Leone	London	..	1.75	2.90	4.05	..	..	120	3 6	6 0	A3	99	93a
Solomon Islands (British Protectorate only)	Sydney	..	..	..	..	0.75	0.50	..	3 6	6 0	A2	74a	9a
Somaliland [British]	Aden	..	1.20	1.60	2.05	..	..	50	3 6	6 0	A2	97	95
Soudan (*see* Egypt and Senegal).													
South Africa, British—Union of (*see* end of Table)	Ceylon												
South Africa, British—Union of	India	..	1.55	3.15	4.75	..	..	..	3 6	6 0	A2	99a	..
South-West Africa (late German South-West Africa), *see* end of Table)	London												
South-West Africa Protectorate	India	..	3.35	3.75	4.15	..	..	..	3 6	6 0	A2	..	..
Spain	London	1.75	2.05	2.45	3.15	..	..	..	3 6	6 0	C4A	3	
Do.	Canada	..	1.60	2.50	3.40	..	..	..	3 6	6 0	C4A	2	100 96
Do.	German Packet	..	..	..	2.40	..	..	..	2 0	4 0	C3		
Spain (including the Canaries)	Siberia	..	..	..	3.65	..	..	..	2 0	4 0	C6	5	96
Straits Settlements (Cocos Islands, Christmas Island, Labuan, Malacca, Penang, Province Wellesley, and Singapore)	Direct	..	0.60	1.20	1.80	..	..	120	3 6	6 0	A2	101	98
Sweden	London	1.60	2.20	2.60	3.75	..	..	120	3 6	6 0	C1A	3	102 & 103 99
Do.	German Packet	..	..	..	2.50	..	..	120	2 0	..	C2		
Do.	Siberia	..	..	..	3.75	..	..	120	2 0	4 0	C4	5	..
Switzerland	,,	..	..	..	3.25	..	..	120	2 0	4 0	C4	5	..
Do.	London and France	1.45	2.05	2.45	3.15	..	..	80	3 6	6 0	C2A	3	104 100
Do.	German Packet	..	..	..	2.00	..	..	120	3 6	6 0	C2		
Tanganyika Territory (late German East Africa)	India	..	1.95	2.30	2.75	..	..	..	3 6	6 0	A2		

Parcels somewhat exceeding 2 feet in length are admitted if their other dimensions are small.

† Parcels containing umbrellas, sticks, maps, plans, &c., or similar articles, will be accepted up to a maximum of 3 feet 3 inches (1 metre) in length, provided they do not exceed 7¾ inches (20 centimetres) in breadth or thickness.

NOTE.—Services by German packet and *via* Siberia are suspended.

APPENDIX IV—PARCELS POST RATES—*Continued*

Places of Destination.	Route.	Rates of Postage on Parcels: Not exceeding 2 lbs.	3 lbs.	7 lbs.	11 lbs.	First lb.	Each additional lb. up to 11 lbs.	Limit of Insured Value (Frs. 300 = £12).	Limits of Size: Length, Breadth or Depth.	Length & Girth Combined.	Customs Declaration.	Observations. *See end of Parcels P.*	Prohibited Contents. *See end of Parcels P.*
	Via	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	£	ft. in.	ft. in.		No.	No.
Tahiti [*see* French Settlements of Oceania].													
Tibet [*see* under India].													
Timor (Dilly)	Neth. India	..	..	..	1.40	..	..	20	2 0	4 0	C3A	3] ..	101a
Tobago	London	..	1 30	2.60	3.75	..	..	120	3 6	6 0	A3	..	102a
Togoland (British)	"	..	1.75	2.90	4.05	..	..	..	3 6	6 0	A3	105	19a
Togoland (French)	"	..	1.30	2.30	3.15	..	..	..	2 0	4 0	C3A	3] 105	19a
Tonga (Friendly Island)	Sydney	..	..	..	..	0.75	0.50	..	2 0	4 0	A2	..	130a
Tortola [*see* Leeward Islands].													
Transvaal—Province of (including Swaziland) (*see* end of Table).													
Trinidad	London	..	1.30	2.60	3.75	..	..	120	3 6	6 0	A3	..	101
Tripoli [Africa] (Towns of Tripoli Benghazi, Derna, Homs, Misurata and Tobruk only)	Egypt	..	1.65	2.10	2.50	..	..	40	2 0	4 0	C2A	2] ..	102
Tripoli:—													
(*a*) Town of Benghazi	Siberia	..	..	..	3.65	..	..	40	2 0	4 0	C4	5	102
(*b*) Town of Tripoli	"	..	..	..	3.50	..	..	40	2 0	4 0	C4	5	..
Tunis	Siberia	..	..	..	3.75	..	..	20	2 0	4 0	C4	5	..
Do.	Egypt	..	1.65	2.10	2.50	..	..	16	2 0	4 0	C2A	2] 105a	103a
Turkey in Europe (Constantinople Suburbs and Smyrna only)	"	..	1.30	1.70	2.15	..	..	..	2 0	4 0	A2	106	103
Turkey:—													
(*a*) Athos, Beyrout, Caiffa, Constantinople, Dardanelles, Inaboli, Jaffa, Jerusalem, Kerassonde, Salonica, Samsoun, Scio, Sinope, Smyrna, Trebizond (Syria).	Siberia	..	..	..	3.25	..	..	120	2 0	4 0	C4	5	104a
(*b*) Alexandretta, Adrianople, Cavalla, Dèdèagh, Gallipoli, Lagos, Mersina, Mytilene, Rhodes, Rodosto, Tchesmè, Vathi	"	..	..	..	3.40	..	..	120	2 0	4 0	C4	5	104a
(*c*) Durazzo, Janina, Prevesa, S. Giovanni di Medua, Santi-Quaranta, Scutari d'Albanie, Valona	"	..	..	..	3.25	..	..	120	2 0	4 0	C4	5	104a
(*d*) Parga, Rizeh, Sajada	"	..	..	..	3.50	..	..	120	2 0	4 0	C4	5	104a
Turks and Caicos Islands	London	..	1.60	3.05	4.20	..	..	..	3 0	6 0	A3	21	104b
Uganda (*see* Kenya.)													
United Kingdom	All Sea Route	..	0.	1.60	2.25	..	..	120	3 6	6 0	A3	106b	104
	Overland via Brindisi	..	1.	1.30	2.40	..	..	20	3 6	6 0	A	106b	104
Do.	Canada	..	0.90	1.80	70	..	..	..	3 6	6 0	A2	106b	104
Do.	Siberia	..	..	..	3.65	..	..	120	2 0	4 0	C4	b	104
United States of America	Direct	..	..	..	..	0.35	0.35	..	3 6	6 0	C2A	1] 107	105
United States of America, and all possessions	London Official Service	..	1.60	3.05	4.20	..	..	..	3 6	6 0	C1A	3] 108-108a	106
Uruguay (Canelones, Durazno, Florida, Fray-Bentos, Mercedes, Minas, Monte-Video, Paysandu, Salto, San José)	London	..	2.05	3.20	4.20	..	..	..	3 6	6 0	C2A	3] 109	107
Venezuela		..	2.80	3.95	5.10	..	..	..	3 6	6 0	C4A	3] 110	108-109
Zanzibar	India	..	1.55	1.95	2.35	..	..	120	3 6	6 0	A3	111	106a
Zululand (*see* end of Table).													

NOTE.—Services by German packet and *via* Siberia are suspended

APPENDIX IV—PARCELS POST RATES—*Continued*

DESTINATION.	TRANSMISSION.	RATES OF POSTAGE ON PARCELS NOT EXCEEDING											LIMIT OF SIZE.		CUSTOMS DECLARATION.	OBSERVATIONS. *See para. at end of Parcels Post.*	PROHIBITED CONTENTS. *See para. at end of Parcels Post.*
		1 lb.	2 lbs.	3 lbs.	4 lbs.	5 lbs.	6 lbs.	7 lbs.	8 lbs.	9 lbs.	10 lbs.	11 lbs.	Length, Breadth or Depth.	Length & Girth Combined.			
	Via	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.		$ c.	$ c.	ft. in.	ft. in.		No.	No.
Newfoundland	Canada	0.65	0.95	1.25	1.90	2.20	2.50	2.80	3.45	3.75	4.05	4.35	3 6	6 0	A2	..	110
South Africa, Union of, comprising the Provinces of:—Cape of Good Hope (including Basutoland, British Bechuanaland, Griqualand, East and West, Little Namaqualand, Pondoland, Port Elizabeth, St. John's River Territory, Tembuland, Transkei, and Walfish Bay) Natal (including Echowe and Zululand) .... Orange Free State and Transvaal (including Swaziland)	Ceylon	0.80	1.20	1.60	2.40	2.80	3.20	3.60	4.40	4.80	5.20	5.60	3 6	6 0	A2	112	111
South West Africa (late German South West Africa)...	London	1.00	1.00	2.20	3.20	3.80	4.40	5.00	6.00	6.60	7.20	7.80	3 6	6 0	A3	112	111
Barbados, Bermuda, Br. Guiana, Grenada, Jamaica; Cayman, Turks and Caicos Islands, Antigua, Dominica, Montserrat, Nevis, St Kitts and Tortola (Virgin Is.)	Canada	0.65	0.95	1.25	1.90	2.20	2.50	2.80	3.45	3.75	4.05	4.35	2 0	4 0	A2	112	111
Bechuanaland Protectorate ...	Ceylon	1.00	1.60	2.20	3.20	3.80	4.40	5.00	6.00	6.60	7.20	7.80	3 6	6 0	A2	93a	111
St. Lucia, St. Vincent, Trinidad. Tobago and Venezuela	Canada	0.65	0.95	1.25	1.90	2.20	2.50	2.80	3.45	3.75	4.05	4.35	2 0	4 0	A2	..	..

OBSERVATIONS AND PROHIBITED CONTENTS OF PARCELS POST

OBSERVATIONS

(N.B.—The following paragraphs are numbered to correspond with Nos. in "Observation" column in Parcel Post Tables)

1.—Parcels are liable to a charge for delivery.

2.—No compensation is given for the damage of marble models, collections of butterflies, moths, and other exceptionally fragile articles.

3.—Parcels must be addressed to the care of an agent of the sender at Peshawur who must arrange for their onward transmission and prepay the Postage to the Ameer's agent. They must be securely packed and sealed. No responsibility is taken after delivery to the sender's agent at Peshawur.

4.—Every package of plums, preserved vegetables, or sardines must bear the name of the country of origin in raised or sunken letters. The cover of the parcel must also bear the name. Parcels are liable to a charge for delivery.

5.—Parcels must be packed in strong wooden boxes, in metal boxes, or in a leather covering; parcels packed in paper or cardboard will not be accepted.

5A.—Same as France.

6.—Parcels for the Argentine Republic are subject to a fiscal charge under the National Stamp Act.

7.—No parcel may exceed $500 in value.

8.—No compensation is given for the loss or damage of parcels containing liquids, semi-liquids, perishable or fragile articles; or in respect of the loss or damage of ordinary parcels or their contents. Delivery of parcels is confined to places having communication by rail or coach with the principal towns. Addressees of parcels addressed to places having no such communication are informed by letter of the place where the parcels await delivery. Parcels which are not delivered will be retained by the Australian Posta Authorities for 60 days and then returned without previous notification at sender's expense.

9.—The addressees of parcels containing poisons, drugs, medicines and cosmetics (except for chemists) and of parcels containing salt, tobacco, dried fruit, artificially coloured articles painted or dyed with poisonous colours, arms, and parts of arms, and mixed pickles, must obtain a special licence to receive such parcels. Parcels containing plants must be carefully packed, and in such a manner that they can be easily examined.

10.—Parcels for Nassau only can be insured up to a limit of $1,200.

11.—Same as Spain. The service extends to Alayor, Alcudia, Andraitx, Ciudadela, Felanitx, Ibiza, Inca, Mahon, Manacor, Palma de Mallorca, San Francisco, Javier, Soller, Pollensa and Selva.

12.—Parcels for the Lower Congo (Banana, Boma, Matadi, Ponta da Lenha, Vivi) are also liable to a charge of 1 franc, and parcels for the upper Congo (Bengala, Kukonga, Kunchassa, Kwamouth, Leopoldville, Lutete) to a charge of 10 francs on delivery.

13.—Parcels are delivered by the Railway Company and not by the Post Office. Parcels intended to be called for should be addressed "En Gare," not "Poste Restante."

14.—No compensation is paid in respect of loss or damage of uninsured parcels or their contents.

15.—Parcels weighing over 7 lbs. may be sent to the following places only:—Ayo-Ayo, Aroma (Sicasica), Challapata, Cochabamba, Corocoro, Guaqui, Huanuni,

La Paz, Machacamarca, Orura, Patacamaya, Poopo, Potosi, Rio Mulatos, Sorasora, Tiaguanaco, Uncia, Uyuni, Viacha.

16.—Parcels addressed to Poste Restante are not admitted.

17.—Insurance confined to Entebbe, Jinga, Kampala, Kisumu, Lamu, Mombasa, Nairobi, and Nakuru. All parcels are conveyed in British East Africa in ordinary mail bags, and, to prevent injury, should be very strongly packed. Waterproof covers should be used for parcels intended for places beyond the services of Uganda Railway. No compensation is paid in respect of loss of damage of uninsured parcels or their contents.

18.—Express delivery only in Georgetown and New Amsterdam.

19.—Insurance confined to Beaufort, Jesselton, Kudat, Lahaddatu, Papar, Sandakan, Tawao, Tenom and Weston.

20.—Parcels must be sealed with some special impress of the sender and packed in wood, tin, canvas, linen, or similar material and not merely in paper or cardboard. To expedite the passage through the Customs, parcels for Bulgaria may be accompanied by an invoice, the address label and each copy of the Customs declaration being marked "Facture inclusé," to indicate that an invoice is sent.

20a.—See Nigeria.

21.—No compensation is paid in respect of loss or damage of parcels or their contents.

22.—Insurance confined to St. Vincent and Praia (Island of Santiago).

23.—No compensation is given for the loss or damage of parcels containing liquids, or for the damage of glass, eggs, collections of butterflies or articles of a fragile or perishable nature.

24.—Insured parcels for Chili are delivered only at the following offices:—Ancud, Antofagasta, Arica, Caldera, Chillan, Concepcion, Coquimbo, Curicó, Iquique, La Serena, Linares, Los Andes, Pisagua, Puerto Montt, Punta Arenas, Rancagua, San Felipe, San Fernando, Santiago, Tacna, Talca, Talcahuano, Valdivia and Valparaiso. Parcels must be packed with strong materials preferably in tin boxes. Parcels packed in paper only cannot be accepted. If an insured parcel be addressed to any other Post Office in Chili, the addressee has to claim it at the nearest of the offices above named.

25.—Parcels destined for offices that are not connected by railway or by steamer, the limit of weight 6 pounds. Parcels, however, containing umbrellas, walking-sticks, charts, plants and such articles, may be sent up to a limit of 3 ft. 3. in. in length and 8 in. broad or thick. Insurance confined to principal places only. A list of places may be seen at the Post Office.

25*a*.—Same as Japan.

26.—The conditions of transit in Colombia are exceptional; and to prevent injury parcels should be strongly packed.

27.—The exact weight of each parcel should be entered on the Customs Declaration. In order to facilitate passage through the Customs, parcels should be accompanied by a duplicate of the original invoice or a detailed list of the contents, signed by the sender, in addition to the Despatch Note and Customs Declaration.

28.—Aitutaki, Atiu, Hervey (Manuai), Mangaia, Mitiaro, Parry (Mauke) and Raratonga.

29.—Parcels may be accepted for any place in Cuba, but if the post office of the place of destination is not authorised to deal with parcels the addressees must claim them at the nearest delivery office.

30.—A separate despatch note and 2 Customs Declarations must be prepared for each parcel.

31.—Parcels are delivered at the following places:—Famegusta, Head Quarters Camp, Kyrenia, Larnaca, Limassol, Nicosia, Palemedia, Papho, and Troodos.

32.—No compensation is given for the loss in Cyprus of parcels containing watches or jewellery.

33.—The service extends to Abomey, Abomey-Calavi, Adjohon, Agoué, Allada, Athiémé, Bohicon, Bopa, Carimama, Carnotville, Cotonou, Djougou, Grand Popo, Guéne, Kandi, Kétou, Kouandé, Nikki, Whydah (Ouidah) Paouignan, Parahoué, Parakau, Porto Novo, Sakètè, Savalou, Savé and Zagnanado. Parcels for other places are also accepted but must be claimed at one of the places specified above. Parcels addressed to places other than Bassila and Cotonou are liable to a charge for delivery.

34.—Insurance is confined to parcels addressed to Abomey, Abomey-Calavi, Adjohon, Agoué, Allada, Athiémé, Cotonou, Grand Popo, Nikke, Whydah (Ouidah) Porto Nuovo, Savalou and Zagnanado, Bohicou Bopa and Sakété.

35.—No compensation is paid in respect of loss or damage of parcels or their contents. Customs Declarations must be prepared with great care. The nature and the value of the contents must be indicated in detail, and the quantity and number of articles enclosed must be stated. Generic terms of description must not be used.

36.—Parcels are only forwarded by the China and Japan Line steamers.

37.—Parcels for places other than Albina, Coronie, Paramaribo, and Nieuw-Nickeric are liable to a charge on delivery.

38.—Insurance confined to parcels for Curaçao.

39.—Parcels are accepted for all places in Ecuador. The International Service is, however, only undertaken by the Post Offices at Ambato, Azogues, Babahoyo, Bahia-de-Caraquez, Cuenca, Esmeraldas, Guaranda, Guayaquil, Ibarra, Latacunga, Loja, Machala, Portoviejo, Quito, Riobamba and Tulcan. Insurance confined to Bahia-de-Caraquez, Guayaquil and Quito.

40.—The contents and value of parcels for Egypt must be described in detail by the senders, either on the relative declaration form, or, preferably, on a note enclosed in the parcel. In the latter case a general description of the contents should appear on the declaration form, which should be marked "Particulars enclosed." The limit of insurance for parcels for the Soudan is £20. Insurance in the Soudan is confined to certain places, a list of which can be seen at the Post Office. Uninsured parcels must not exceed £50 in value. Wau is admitted to the parcel service during the yea and Gambela from June 1 to November 1.

41.—Parcels for other places in Erithrea are retained at one of the towns mentioned in Col. 1. The addressees are advised, and upon application and payment of the Customs charges, &c., the parcels are forwarded to the Post Office nearest the place of destination. In the case of parcels for other places in Erithrea and those mentioned in Col. 1. insured for more than £4 (100 lire) the addressee must accept the responsibility for their safe transmission beyond one of these towns.

42.—Parcels can be insured as far as Stanley only.

43.—Parcels are forwarded from New Zealand by first opportunity.

43a.—Same as Sweden.

44.—Parcels are delivered by the Railway Companies and not by the Post Office; and parcels intended to be called for should be addressed not to a Poste Restante but to a Railway Station (En Gare). There are exceptions in case of certain places distant from a railway. To expedite delivery, detailed particulars of the contents of parcels should be given on the Customs Declarations, including a statement of the net weight, and in the case of hats, gloves, boots, &c., the number of articles or pairs sent. Every package of plums, preserved vegetables or sardines must bear the name of the country of origin in raised or sunken letters. The cover of the parcel must also bear the name. Boxes of sardines over 2 lbs. 3 oz. in weight are not admitted.

45.—The service extends to Cayenne and Saint Laurent-du-Maroni. Parcels for other places are accepted, but must be claimed at one of those offices.

46.—Insurance confined to parcels for Bissikrima, Boffa, Boké, Conakry, Dabola, Dubréka, Kindia, Kourossa and Mamou. Parcels addressed to places other than Conakry are liable to a further charge on delivery.

47.—The service extends to Atuana and Taiohaé (Marquesas Islands); Borabora, Huahine and Raiatea (Leeward Islands); Fakarava, Hao, Rangiroa and Raroia (Touamotou); Manga Reva. (Gambier Group); Mooréa and Tahiti (Society Islands); Raivavaé, Rapa, Rimatara, Rurutu and Tubuai (Tubuai Group).

48.—Parcels for places other than Djibouti must be claimed at Djibouti.

49.—Parcels for all places in Martinique are accepted; but a charge is made for conveyance from Port de France, the port of disembarkation. The delivery of parcels for places in Guadeloupe other than Basse-Terre and Pointe-á-Pitre give rise to a charge which is collected from addressees.

49*a*.—Parcels must be very strongly packed.

50.—The service is limited to parcels containing articles (such as foodstuffs, clothes, boots, &c.) for the personal use of the addressee. Parcels sent for commerciai purposes cannot be accepted.

53.—Insurance confined to parcels for Accra, Axim, Cape Coast, Kwitta, Coomassie, Obuasi, Sekondi, Tarkwa Winnebah, Abosso, Dunkwar and Prestea. Parcels which have to be transmitted overland to their destination from the port of disembarkation, are liable to a forward charge of one-third of the original postage, which is collected from

the addressees. The sender of all parcels must indicate, by means of a label attached to the cover of the parcel, whether, in the event of non-delivery within 21 days of its arrival at the office of destination, it shall be (a) treated as abandoned, or (b) returned at the sender's expense. No other alternative is permissible. No compensation is paid in respect of loss or damage of uninsured parcels addressed to places in Ashanti over 3 miles from the railway.

54.—Parcels must be packed in some material stronger than paper or cardboard.

55.—Parcels are accepted for any place, but delivery is confined to the Post Offices specified in Col. 1. The name of one of these offices must form part of the address, both on the parcel and on the despatch note; and the parcel must be claimed at that office.

56.—Parcels must be claimed by the addressees at the Chief Office, Guatemala. No compensation is paid in respect of loss or damage of parcels or their contents.

57.—Same as United States of America.

58.—Parcels are liable to a charge on delivery of one centavo for each 4 oz., with a minimum of five centavos. No compensation is paid in respect of loss or damage of parcels or their contents.

59.—A special delivery fee is payable by the addressee on parcels for places beyond the port of landing. Parcels exceeding 2½ kilogrammes (5½ lb.) in weight can only be delivered at Akureyri, Berufjord, Blonduos, Bordore (Stadur), Borgarnes, Djupavog, Berufjord, Dyrefjord, Eskefjord, Faskrudsfjord, Hjardarholt, Husavik, Isafjord, Keflavik, Patreksfjord, Reykjavik, Saudarkrok-Seydisfjord, Stykkisholm, Vestmannaeyjar and Vopnafjor.

60.—Parcels addressed to the Indian Post Offices on the Persian Gulf and in Turkish Arabia, mentioned in Col. 1, can be accepted for insurance only as far as Bombay. No compensation is given for the damage of marble models, collections of butterflies and moths, and other exceptionally fragile articles. If books and photographs are enclosed in a parcel with other articles their value should be shown separately in the Customs Declaration. The net weight of the contents of parcels of tobacco, cigars, and cigarettes, and, in the case of cigars and cigarettes, the actual number also, should be clearly indicated on the Customs declaration.

61.—Parcels for persons on board outgoing P. & O. Company's Packets at Brindisi or Port Said, or Orient Company's Packets at Naples, should be addressed as follows:—Mr..... on board mail Packet ..... for..... ..... Brindisi, Port Said or Naples (as the case may be), care of the Commander of the Packet. No compensation is given for the damage in Italy of fragile or perishable parcels or parcels containing liquids. A separate Customs Declaration must be prepared for each parcel.

62.—Parcels for Grand Bassam and Tabou are delivered free; but parcels for all other places are liable to a charge for delivery. Insurance confined to parcels for Abidjan, Bingerville, Dabou, Grand Bassam, Jacqueville, Tabou, Abasso, Agboville, Assinie, Bouake and Dimbokro.

63.—No compensation is paid in respect of loss or damage of uninsured parcels or their contents; and insurance does not extend to the Cayman Islands.

64.—The Post Offices in Japanese Saghalien (Karafuto) are Gaukinourasukoe (Galkino-Vraskoe,) Kushunkotan (Korsakoff), Mauka and Uradimirofuka (Vladimirofka.)

65.—Delivery is confined to the port of disembarkation except in the case of Dominica, where delivery is effected at Roseau (Charlottetown) and Portsmouth.

66.—The service extends only to Azizia, Benghazi, Cirene, Cussabat, Derna, El Abair, Garian, Gheminez, Homs, Jefren, Marsa Susa, Merg, Misurata (Misrata), Sliten, Soluk, Syrte, Tobruk, Tocra, Tolmetta, Tripoli and Zuara.

67.—Insurance is available only on parcels addressed to Ambato-Boeni, Ambahima, Andriba, Antalaha, Arivbnimans, Ambohibe, Ambositra, Anlalava, Anivorano, Anjouan, Ankazobe. Andévorante, Antsirabe, Betroka, Brickaville, Casoa, Diégo-Suarez, Farangana, Fianarantsoa, Fort-Dauphin, Grande Comore, Maevatanana, Mahanoro, Maintirano, Majunga, Mananjary, Mandritsara, Manjakandriana, Maroantsetra, Marovoay, Mayotte, Miandrivazo, Miarinarivo, Moheli, Moramanga, Morondava, Nossi Be, Sainte-Marie, Tamatave, Tananarive, Tuléar, Vatomandry and Vohemar.

68.—Insured parcels are accepted for all places in Negri Sembilan, Pahang, Perak and Selangor except Kuantan and Pekan in Pahang; but delivery is effected from the undermentioned offices only: Batu Gajah, Ipoh, Kajang, Klang, Kuala Kangsar, Kuala Kubu, Kuala Lipis, Kuala Lumpur, Parit Buntar, Port Dickson, Port Swettenham, Raub, Seremban, Tanjong Malim, Taipeng, Tapah, Teluk Anson. In the case of insured parcels addressed to other places, the addressees must arrange for them to be claimed at the nearest delivery office. Insured Parcels are accepted for Johore Bahru in Johore, and for Alor Star in Kedah, but not for other places in Johore and Kedah, nor for places in Kelantan, Perlis and Trengganu. No compensation is paid in respect of loss or damage of uninsured parcels or their contents. Parcel Post with Trengganu is restricted to the towns of Kuala Trengganu and Kemaman. Parcels for the Malay States containing tobacco, cigars, cigarettes or snuff are subject to an import duty. The net weight of the contents as well as the number of cigars or cigarettes enclosed, must in accordance be clearly indicated on the Customs Declaration.

70.—The service extends to Aleg, Boghé, Boutilimit, Kaèdi, M'Bout, Mederdra, Moudjeria, Atar, Chinguetti Selibaby, Kiffa, Port Etienne, and Tidjikja. Parcels for other places may be accepted, but must be claimed at one of these offices of which the name should appear in the address. All parcels are liable to charges for delivery. Insurance is confined to parcels for Boghè, Kaèdi, and Port Etienne.

71.—Parcels for Mexico must be so packed that they can be opened for Customs examination without breaking the cover, by simply untying, unscrewing or unnailing. No compensation is paid in respect of loss or damage of parcels or their contents.

72.—In Montenegro only those parcels can be delivered by Express Messenger addressed to persons residing within the limits of the postal delivery, and the contents of which are not liable to Customs duty.

73.—Parcels for Saffi are liable to disembarkation at Mogador. Parcels for Fez, which are disembarked at Casablanca, and parcels for Marrakesh, which are disembarked at Mazagan, should be addressed to the care of the British Post Office at the port of disembarkation. The addressees must make their own arrangements for payment of Customs duty and for onward conveyance from Casablanca or Mazagan as the case may be. Such conveyance is at addressees' risk and expense.

74.—Parcels may be accepted for any place in New Caledonia or its dependencies, but delivery is confined to Nouméa.

74a.—No compensation for loss of parcels or their contents.

75.—Parcels exceeding 5 lb. in weight, 2 feet in length, or 1 foot in breadth or depth, are only delivered at places to which there is regular communication by railway, coach, or steamer. No compensation is given for loss or damage of parcels containing liquids, semi-liquids, perishable or fragile articles or in respect of loss or damage of uninsured parcels or their contents.

76.—Parcels are accepted for Bluefields, Boaco, Cape Gracias à Dios, Chinandega, Corinto, Esteli, Granada, Jinotega, Jinotepe, Juigalpa, Leon, Managua, Masaya, Matagalpa, Ocotal, Rama, Rivas, San Juan del Norte, San Juan del Sur, Somoto and The Bluff. If the value of goods contained in a parcel or in several parcels sent by the same mail by one sender for the same addressee exceeds $50 American Gold (or £10 5/-) the declaration must be certified by a Nicaraguan Consul. Parcels must be sealed and strongly packed.

77.—Insurance is confined to parcels addressed to Abeokuta, Benin City, Bonny, Burutu, Calabar, Degema, Ebute Metta Forrados, Ibadan, Ilorin, Jos, Kaduna, Kano, Lagos, Lokoja, Minna, Obubra, Onitsha, Opobo, Oshogbo, Port Harcourt, Sapele, Warri and Zaria.

77a.—Senders must indicate, by a label attached to the cover of the parcel, whether, in the event of non-delivery within 28 days of its arrival at the office of destination, it shall be (a) treated as abandoned, or (b) returned at the sender's expense. No other alternative is permissible.

77b.—Parcels must be strongly packed. Waterproof cover should be used for parcels intended for places beyond the services of the Nigerian Railway. Compensation will not be paid for damage by water sustained by a parcel transported by carrier.

78.—Express delivery is confined to Christiania, Bergen, Drammen, Drontheim Fredrikstad, Skien and Stavanger.

79.—Limit of value £50. No compensation is paid in respect of loss or damage of uninsured parcels or their contents. Insurance confined to Blantyre, Chiromo, Fort Johnston, Port Herald and Zomba up to £20.

80.—Parcels for persons authorised to live in the British concession, Chinde, are admitted at the rate for Nyasaland Protectorate. The description "Resident in the British concession," should appear in the address. Such

parcels cannot be insured. A charge of 6d. for stamp duty, clearance, &c., is levied on every dutiable parcel entering the Protectorate.

81.—Parcels must be claimed by the addressee from the Post Office at Colon.

82.—Limit of weight 7 lbs.

82a.—Parcels for Occupied Enemy Territory in Palestine and Syria are forwarded to certain Post Offices only, from whence addressees must withdraw them. Senders of parcels are requested to advise the addressees the name of Post Office of delivery, a list of which may be seen on application. No indemnity will be paid for loss, spoilation or theft of a Parcel.

83.—Parcels for Persia must be packed in wood, tin, canvas, linen or similar material and not merely in paper or card-board. Parcels addressed to places other than Bushire, Bunder Abbas, Jask, Linga, Mohammerah and Kuh-I-Malek-Siah-Ziareth, are subject to additional charges for onward conveyance. Parcels addressed to the Postal Agencies maintained by the Indian Post Office at Bushire, Bunder Abbas, Jask, Linga and Mohammerah are accepted if prepaid at the rate of postage for India, but the address of such parcels may not include a request for redirection.

84.—The undermentioned places are in the Department of Loreto: Iguitos, Nazareth (Rio Yavari), Caballococha, Nauta, Contamana, Masisea, Yurimaguas, Moyabamba, Tarapoto, Saposoa, Calzada, Habana, Soritor, Rioja, Chazuta, San Jose de Sioa.

85.—The Post Office of either of the contracting countries will not be responsible for the loss or damage of any parcel.

86.—Parcels to be delivered at Lisbon to person on board ship should not be sent by Parcel Post.

87.—Insurance confined to parcels for Antonio Ennes (Angoche), Beira, Caes Gorjão, Chai-Chai, Chinde, Ibo, Inhambane, Lorenzo Marques, Macequece, Morromeu, Mozambique, Porto Amelia, Ressano Garcia, Quilimane and Villa Bocage. Parcels may be accepted for any place; but delivery is confined to Antonio Ennes (Angoche), Beira, Bella Vista (Maputo), Catembe, Chai-Chai, Chibuto, Chinde, Ibo, Inhambane, Macequece, Lorenzo Marques, Marromeu, Mozambique, Mossuril, Mutarara, Porto Amelia, Quilimane, Sena, Tete, Villa Luiza (Marracuene), and addressees of parcels for other places must claim them at one of these places.

88.—Parcels can be accepted for the under-mentioned places, insured parcels only for those preceded by an *a*:—*a*Aldona, Angediva, *a*Bicholim, *a*Calangute, *a*Canacona, Cansaulim, *a*Caranzalem, Chandor, *a*Chinchinim, Collem, *a*Colvalle, Cuncolim, *a*Damão, Damão-Praça, *a*Diu, *a*Loutulim, Majorda, *a*Mapuçá, *a*Margão, *a*Mormugão (Porto), *a*Mormugão (Vasco de Gama), Nagar-Avely (Pragana), *a*Nova-Goa, *a*Pernem, *a*Piedade, *a*Ponda, *a*Porvorim, *a*Pragana (Nagar-Avely). *a*Quepem, *a*Saligao, *a*S. Lourenço, Sanvordem, *a*Sanguem, Sanquelim, *a*Sto. Estevam, *a*Siolim, *a*Tivim, *a*Valpoy, *a*Vasco de Gama, *a*Velha-Goa.

89.—Insurance confined to parcels for Ambriz, Bafata, Benguela, Bissau, Bolama, Cabinda, Loanda, Lobito, Malange, Mossamedes, Novo Redondo, Porto Alexandre, Principe (Prince's Island) and S. Thomé. (St. Thomé) Lubango, Huambo and Cachen.

90.—Parcels for places other than La Pointe des Galets, Saint Denis and Saint Pierre are subject to a charge for inland transmission on delivery.

91.—See South Africa, British.

92.—Parcels must be packed in wood, tin, canvas, linen, or similar material, and not merely in paper or card-board. Contents should be described in detail in French on the Customs Declaration, according to the terms of the Roumanian tariff. The value and net weight of each kind of article or goods should be stated. Goods contained in parcels for Roumania must in all cases be accompanied by invoices.

93.—Parcels must be packed in strong wooden boxes or barrels at least ¾ centimetre thick in tin, canvas, linen, or similar material and not merely in paper or cardboard, and be securely sealed with wax or lead; preferably lead. Parcels not packed in wooden or metal boxes must be covered with canvas, linen, or oil cloth (not linen-faced paper) sewn up at the flaps and folds, and secured with string sealed at the knots and ends. Wooden boxes must be of stout material, well screwed or nailed together at the sides, top and bottom. To avoid delay at the Russian frontier, senders are strongly advised to tie all parcels round with cord, sealing the loose ends with lead seals. Addresses must be clearly written. The name of the town and province should be added in English, French or German. Customs Declarations must show the gross weight (in grammes) of the parcel, including the packing, and the total value of the parcel must be stated. No erasure or amendment may be made in the entries relating to the quantity or quality of the contents. A separate entry must be made of each kind of article or goods, describing precisely in each case the quality according to the commercial denomination, the quantity (according to ordinary trade usage), by number, measurement, and net weight (in grammes) and the value both in Russian and in English currency. Neglect of these regulations will lead to the rejection of the parcel by the Russian Customs and its return to the sender.

93a.—No parcel may exceed $500 in value.

94.—Parcels are liable to a charge on delivery if contents are not fully described.

95.—Parcels must be sealed with a distinctive seal. If paper is used for packing it must be linen-faced. The Despatch Note must show the gross weight of the parcel, and must bear an impression of the seal used for sealing it. The Customs Declarations (which must be in duplicate) must be in French, and must state the number given to the parcel on posting, the gross and net weight of the parcel, the full name and address of the sender and addressee (Christian name in full and surname if a private individual, exact title if a firm) and at what place the declarations are made. They must each also bear an impression of the date stamp of the office of posting of the parcel, otherwise a certificate of origin of the goods must be furnished. Such certificates with the visé of a local authority are required in any case for parcels containing wine or liqueurs; and all parcels sent for purposes of trade must be accompanied by the sender's invoice, unless the selling price of the goods is shown on the Customs Declarations.

96.—Senegal Proper.—Insurance confined to parcels for Dagana, Dakar, Diourbel, Fatick, Foudiougne, Gorée, Goumbo-Gueoul, Kaolack, Kébemer, Kelle, Khombol, Louga, M'Bambey, M'Pal, N'Dande, N'Gaye, Mekhé, Pire-Gouréye, Podor, Rufisque, Saint Louis, Sédhiou, Thies, Tivaouane, Ziguinchor and Kafrine. Free delivery confined to Carabane, Dagana, Dakar, Diourbel, Fatick, Gorée, Gossas, Goumbo, Guéoul, Guinguineo, Kafrine, Kedougou, Khombol, Kebemer, Kelle, Louga, M'Bambey, M'Pal, N'Dande, N'Gaye Mekkhe, Pire-Goureye, Podor, Richard Toll, Rufisque, Saint Louis, Sedhiou, Thies, Tivaouane, Ziguinchor. Parcels for Aere, Bakel, Cascas, D'Ambour, Diorbivol, Fissel, Foudiougne, Joal, Kaolack, Kolda, Maka-Colybentan, Malem, Matam, M'Bangol, M'Bour, Nianing, Nioro Rip, Salde, Senoudobou, Sine, Toul and Velingara liable to delivery charge. Parcels accepted for all places; but must be claimed at places mentioned above.

Upper Senegal and Niger (French Soudan).—Uninsured parcels only. Service extends to Ansongo, Badougou, Bafoulabe, Bamako, Bamaku-Koulouba, Bamba, Bandiagara, Banfora, Bobo, Bongouri, Boulal, Bourem, Dedougou, Diapaga, Diebougou, Djenné, Djibo, Dori, Dogoudoutchi, Fada N'Gourma, Gao, Gaoua, Gaya, Gotheie, Goumbou, Goundam, Goure, Kabara, Kati, Kayes, Kita, Koulikoro, Koutiala, Madaous, Maine-Soroa, Medine, Mopti, N'Guigmi, Niafounke, Niamey, Nioro, Ouaghadougou, Ouahigouya, San, Satadougou, Say, Segou, Sikasso, Sokolo, Tessaoua, Tillabery, Tomboucton, Toukoto Yako, Yéni and Zinder. Parcels accepted for any place, but addressees must claim at nearest delivery office: name of office must be included in address. Parcels for all places liable to delivery charges

97.—The value entered in the Customs Declaration must be stated in Indian currency.

98.—Insurance confined to parcels for Bangkok only. No parcels may exceed $600 in value. No compensation is paid in respect of loss or damage of parcels or their contents. Parcels are accepted only for Bangkok, Chiengmai, Lampang, Paknampoh, Patani, Puket, Rahen, Setul, Singora, Trang and Nakou Svitamarat.

99.—Express delivery confined to parcels for Free Town.

99a.—See South Africa, Union of, at end of Table.

100.—Parcels are not delivered by the Post Office, but by the Railway Companies and at certain Railway Stations only. The name of a Railway Station where Parcel Post business is done must form part of the address both on the parcel and the despatch note. Parcels to be called for should be addressed "En Gare" and not "Poste Restante."

101.—Watches or articles of gold and silver must be insured. Communication with the Cocos Islands, where there is no Post Office, is irregular and infrequent. Every parcel exceeding $50 in value must be insured.

102.—Parcels exceeding one kilogramme (2¼lb.) in weight are not delivered, except in Stockholm, but must be claimed at a Post Office.

103.—Express Delivery is confined to towns; and only the advice of the arrival of a parcel is delivered by special messenger.

104.—The Customs Declarations for parcels for Switzerland must be made out in the French language. It is desirable that this should be done by the sender whenever practicable. No compensation is given for damage in Switzerland to parcels containing liquids.

105.—Insurance confined to parcels for Agome-Palime, Anecho and Lome.

105a.—Customs declaration should be in full detail.

106.—Parcels may be accepted for Constantinople and its suburbs and Smyrna only. Customs declarations should be made out in French language. All parcels for Turkey must be sealed. Parcels packed in card-board or paper only, except linen-faced paper, will not be accepted for transmission. Senders are advised to sew all parcels in an outer cover of strong linen or similar material.

106b.—Samples of type, unmanufactured tobacco, not exceeding 6 oz. in gross weight, are liable to a Customs charge of 2/6.

107.—Parcels must be packed in such a manner as to permit of their contents being easily inspected. Note:—The Post Office of either of the contracting countries will not be responsible for the loss of or damage to any parcels, and no indemnity can consequently be claimed by the sender or addressee in either country. Parcels containing liquids or easily liquefiable substances are accepted for transmission if properly packed according to regulations.

108.—Consignment of tobacco, cigars and cigarettes should be sent in separate parcels and not packed with other articles. If the value of the goods (exclusive of papers such as stocks, bonds, etc., of no commercial value) contained in a parcel or in several parcels sent at the same time by one sender to the same addressee, exceeds £20 10s. or 200 dollars, an invoice certified by United States Consul must be furnished except in Panama (Canal Zone). To avoid delay it is desirable that this invoice should accompany the parcel or parcels, but the sender, if he prefers, may send it direct to the addressee; in either case the relative Customs Declaration should be suitably noted.

108a.—United States Post Offices have been established at the undermentioned places in the Canal Zone, *i.e.*, Ancon, Ancon Station A, Balboa, Bas Obispo, Bohio, Corezal, Cristobal, Culebra, Empire, Gatun, Gorgona, Las Cascadas, Matachin, Miraflores, Paraiso, Pedro Miguel, San Pablo, and Tabernilla.

109.—Parcels may be accepted for any place in Uruguay if addressees arrange to claim them at the nearest delivery office.

110.—No compensation is paid in respect of loss or damage of parcels or their contents. Detailed particulars of the contents and exact weight of parcels must be entered on the Customs Declaration. A separate set of Declarations must be prepared for each parcel. No more than twenty kilogrammes of goods of one sort may be imported by one addressee in a single mail. As the conditions of transit involve numerous transhipments parcels should be very strongly packed. If packed in paper only they cannot be accepted.

111.—Uninsured parcels must not exceed £50 in value. No compensation is paid in respect of loss or damage of parcels or their contents. Parcels may be accepted for any place in the Zanzibar Protectorate, including Pemba, but delivery is confined to the town of Zanzibar and to Chaki-Chaki and Weti in the island of Pemba, and the addressees of parcels for other places in the Protectorate must arrange accordingly.

112.—*General*: Limit of value £50. No compensation is paid in respect of loss or damage of parcels or their contents. The value shown on the Customs Declaration must be the current value of the finished articles in the open market at the time of despatch. In case of under-valuation the parcel is liable to confiscation. *Additional (except Rhodesia)*: A charge of 6*d.* for stamp duty, clearance, &c., is levied on every dutiable parcel. Express delivery is confined to parcels for places with a Post Office from which there is a delivery of telegrams. Walfish Bay is a free port, and no Customs duty is leviable on goods for that place. *Additional (Rhodesia only)*: A fee of 6*d.* or 1*s.* (according to value) for Customs clearance, &c., is levied on every dutiable parcel entering Southern Rhodesia; and a charge of 1*s.* is levied on all parcels entering Northern Rhodesia. Parcels for Northern Rhodesia should be strongly packed, and should have an outer wrapper of waterproof paper or canvas. Card-board boxes should not be used. The net weight of any cigarettes, cigars or tobacco contained in parcels for Northern Rhodesia should be shown on Customs Declaration.

PROHIBITED CONTENTS

(N. B.—The following paragraphs are numbered to correspond with Nos. in "Prohibited Contents" column of Parcel Post Tables.)

1.—Tobacco; Letters, articles of gold or silver and other precious articles; coins, arms and ammunition, except with the authority of the Abyssinian Govt.

2.—Letters, opium, cocaine, arms and ammunition.

3.—Letters; saccharine; therapeutic serums, boxes of preserved sardines over 2 lbs. 3 oz. in weight; foreign bronze coins, arms and ammunition of war; medicines (the components of which are not stated); parts of the vine, vegetable compost, earth, manure, plants, bulbs or vegetables, unless accompanied by a phylloxera certificate.

3*a*.—Same as France.

4.—Letters, daggers, stilettos, and blades of all kinds (except in scissors or pen-knives), iron hilts with or without points, arms, ammunition, seeds, and living plants or parts thereof, can be imported only by special authority of the Argentine Government. The importation of all plants, fruits, and vegetables is subject to special restrictions.

5.—Letters, specie and ostrich feathers.

6.—Letters; opium; vines or cuttings: hop extracts or substitutes; horns; hoofs; rags, second-hand clothing, tobacco, cigars, cigarettes and snuff, unless *bona-fide* samples or for the personal use of the addressee, who must satisfy the Colonial Customs Authorities as to the facts. The importation of plants, fruits and spirits is subject to special restrictions, and the addressees of parcels containing these articles must make arrangements with the local authorities for delivery.

7.—Letters; potatoes and parts of potatoes, plants and parts of plants, from the United States of America; trick cigars; patent medicines and medical appliances, and circulars relating thereto (parcels containing these goods are accepted only at sender's risk): imitations of coin and paper money; secret and forbidden arms; essences of distilled spirituous liquors; wines coloured by means of aniline dyes; cracker paper; gold and silver articles not up to the proper standard; saccharine (unless for authorised chemists), vines or parts thereof, including leaves and cuttings; plants unless accompanied by a phylloxera certificate, cut flowers, seeds, bulbs, grape-stones, vegetables and fruit (except fresh fruit from America infected with San José scale) are not prohibited. Table grapes are only admissible if packed in well-protected crates or baskets. Pigs' flesh, bacon and sausages from the United States of America (unless accompanied by a sanitary certificate prepared in the country of origin); fresh or preserved (salted, dried, smoked or cooked) meat from extra-European countries. Special to Hungary.—Fresh and prepared meat coming from countries outside Europe, except by permission of the Hungarian Minister of Agriculture, but this permission is not necessary in the case of pork, lard and sausages coming from the United States of America.

7*a*.—See Portugal.

8.—Letters, rags, shoddy, disused clothing, and loaded dice.

8*a*.—Same as Spain.

9.—Letters, arms and ammunition, cotton seed.

9*a*.—Letters.

10.—Letters; game out of season in Belgium; absinthe; air-guns and air-pistols, poignards, bayonets, sword-sticks; saccharine and similar products (unless for authorised chemists and under 4 oz. in weight), fresh meat except mutton; plants without a phylloxera certificate. Neither paper money nor hand-made lace may be included in uninsured parcels. The precise value of gold, silver, nickel or copper coins and bank-notes having legal currency in Belgium must be shown on the Customs Declarations.

11.—Letters; bulbs of every description, except under special regulations prescribed from time to time by the Colonial Board of Agriculture.

11*a*.—Letters, arms, alcohol, tobacco, plants, articles of gold or silver, jewels, silver or nickel coins.

13.—Letters; arms and ammunition; parts of vine (except grapes without leaves); plants; medicine (unless accompanied by the prescription); coin; unobliterated postage or other stamps or stamped paper, bank notes, promissory notes and all orders for the payment or money to bearer.

14.—Letters (except one for the addressee); false money; manufactured articles bearing a false trade description; seeds and living or dried plants, originating in India, Ceylon, Straits Settlements, the Dutch East Indies, Mauritius, Zanzibar, Natal, German East Africa and Central American States can only be imported if a special permit be obtained from the Governor. All parcels containing seeds or plants should be accompanied by documentary evidence (such as certificates of origin) that the contents do not come from any of the countries mentioned. Opium and its preparations can only be imported if addressed to licensed dealers.

15.—Letters (except one for the addressee); spirits; opium, ganje, charas, bhang, cannabis indica; parts of dutiable articles (except by permission of the Governor).

16.—Letters; tobacco packed with other goods; tobacco sweetened with the leaves of trees or plants other than the tobacco plant; saccharine, and other substances of a like nature or use, such as saxin, &c., or mixtures of the same; rags, shoddy, disused clothing and bedding; coin or bullion (unless clearly intended for purposes of ornament).

17.—Letters; tobacco; opium and foreign coin.

18.—Same as Straits Settlements.

19.—Letters; arms and ammunition of war; worn clothes and boots intended for sale; foreign copper or silver coins; lottery tickets; playing cards; geranium oil; cotton oil and essence of vinegar, except for industrial purposes; essence of wine; alcohol from plums; adulterated beeswax; foreign products not provided with trade marks or which bear the trademark of a manufacturer residing in Bulgaria; unauthorised weights and measures, parts of vine; tools used in vine-culture; meat of all kinds (unless accompanied by a sanitary certificate of origin); trees, shrubs, plants (unless accompanied by a phylloxera certificate); vegetables, flowers, leaves, roots, cuttings of trees, grapes, soiled paper of any kind or old printed papers. The importation of wax candles, fishing nets, saccharine, treacle, medicines and poisonous drugs is subject to special conditions.

19*a*.—Letters, plants.

20.—Letters, oleomargarine, butterine, and similar substitutes for butter.

21.—Same as Portugal (with the exception of tobacco, which is not prohibited).

22.—Letters, liquids, worn clothing; opium (except for medical purposes), fire arms (except those intended for the personal use of persons other than natives), unless sent with the written permission of the local authorities.

23.—Current coin, counterfeit money; arms and ammunition by way of merchandise, except by licence or authority of the Governor. Parts sent separately of articles liable to Customs duty, ganja, bhang.

24.—Letters, arms and implements of war, articles injurious to health. Plants are accepted at sender's risk.

25.—Letters, notes, explosive or inflammable material, opium, morphia, arms and ammunition, sabres, swords, bayonets, salt, morphine, cocaine, copper coins.

26.—Letters, opium, morphia morphine and cocaine.

27.—Same as Japan.

27*a*.—Letters, arms and ammunition.

28.—Same as Japan except that tobacco is admitted.

29.—Same as France, except as regards tobacco, of which the importation is permitted.

30.—Letters, gold, silver, arms, ammunition, precious metals, whether in form of specie or bullion, opium and its alkaloids.

31.—Letters; poisons; tobacco seeds; dead animals and insects unless thoroughly dried; fruits and vegetables liable to early decomposition and arms of all kinds.

32.—Hashish, locust eggs, salt (other than table or rock salt); silver and copper coins and pre-Victorian gold coins.

33.—Same as France. Arms and ammunition can only be imported by special permission of the local authorities.

35.—Letters; imitations of money, notes, trade marks, stamps, or bills; potatoes from North America Entrails of ruminants or pigs unless entirely dried in the air, or salted, horns or hoofs unless entirely dried in the air, wools rinsed or only back washed, hay, straw, manure, milk, margarine, oleomargarine, cheese and butter are subject to restrictions required by the law.

36.—Letters, daggers, sword-sticks, sword umbrellas, percussion caps and fire-arms.

37.—Letters, opium, arms, salt, coffee, plants and seeds.

37*a*.—Letters, coins, firearms and ammunitions of war.

37*b*.—Letters, dead animals, coins or implements for making same, ammunitions and firearms.

38.—Letters; arms and ammunition, sugar-cane brandy or its combinations; articles of food containing ingredients injurious to health; salt, foreign coins, implements for coining.

39.—Letters; ammunition; gunpowder and saltpetre, hashish; artificial tobacco; seeds and juice or extract of tobacco; cotton seeds; tombac, except by permission of the Egyptian Government. Arms, poisons, Maria Theresa dollars and current coins other than gold coin, are subject to special restrictions. Soudan. In addition to the foregoing: Current, imitation and counterfeit coins, obsolete coins, jewellery, (except watches made of base metal), and all other articles of gold and silver are admitted only for those places which are mentioned in Observations as partaking in insurance system. Parcels for Sudan must be packed in wood, tin, canvas, linen, sealed or such material, and be securely with wax or (preferably) lead. Special attention should be paid to parcels containing liquids.

39*a*.—Same as Italy.

40.—Letters, rags, shoddy and disused clothing.

40*a*.—Same as Denmark.

40*b*.—Same as Sweden.

41.—Letters, secret and forbidden arms, ammunition, game out of season (grouse not included), fresh meat (except fillets and sirloins of beef), birds of various kinds, birds snared or netted, foreign bronze coin, tobacco (unless addressed to the "Regie" or in limited quantities for the personal use of the addressee), essence of tobacco, playing cards, shrubs, young trees (unless accompanied by phylloxera certificate), vine, cuttings with or without roots, grapes, &c., unless the consent of the Government is previously obtained. Medicine is accepted at the sender's risk, and the prescription must be copied upon the Customs Declaration Form. Articles of gold and silver and other precious articles can only be sent in insured parcels, and gold and silver jewellery not of the French legal standard will be broken up before being returned to the senders.

42.—Same as France, except that tobacco is admitted without restriction.

43.—Same as France, except that tobacco is admitted.

44.—Letters (except one for the addressee.)

45.—Same as France, with the addition of opium and silver coin. Medicine Havana tobacco, and playing cards are, however, admissible.

46.—Same as France. Letters, coin, articles of gold or silver and other precious articles.

47.—Guadeloupe.—Same as France, except that tobacco is admitted. Martinique: letters.

50.—Arms, parts of firearms, ammunition, utensils of war, naval or military stores, unless special permission has been obtained; essences of gin, rum, brandy and whisky.

51.—Letters (except one for the addressee); firearms, ammunition, machines for making or filling cartridges.

52.—Letters, samples declared to be of no value, copper and bronze money; fresh meat; worn linen and used bedding, unless washed, old clothes, old shoes, rags, old paper, playing cards, cigarette papers, salt and other articles which fall within the monopoly of the Greek Government; saccharine and its products, unless addressed to a chemist; vines, plants generally and parts thereof, including flowers and fruit, pig's flesh, sausages, raw hides, wool, horns, bone and other parts of oxen and sheep, unless accompanied by a certificate of origin properly authenticated by a Greek Consul.

53.—Letters, powders or liquids likely to damage correspondence, liquid poisons, electric apparatus, firearms, and police whistles.

53*a*.—Letters, insects, coins, precious stones, jewellery, firearms, ammunition.

54.—Letters; pirated editions of copyright works, bronze coins and bronze dies for coining articles excluded by the Phylloxera Convention; grapes; uncured hides, flesh, wool, and hair of animals (other than pigs' bristles prepared for the manufacture of brushes), except by permission of the Minister of Agriculture; plants from America; gooseberry, currant and raspberry plants, as well as the material in which they have been packed; other plants unless accompanied by a certificate of origin.

55.—Letters; poisons; liquids, greasy or easily liquefiable substances; fruit or vegetables which readily decompose; dead animals and insects unless stuffed, firearms and ammunition.

55*a*.—Letters, opium, morphia, morphine and cocaine, arms and ammunition (except on production by the addressee of a special permit), seditious publications.

56.—India generally.—Firearms and ammunition, novocain, eucaine, beta-eucaine, beta eucaine lactate, and holocaine; cotton, silk or other woven goods impressed with designs in imitation of currency notes, promissory notes, or stock notes of the Government of India.

56*a*.—Letters, cocaine, opium, bhang coins of £5 in value and 8 oz. in weight. Andaman Islands:—Preparations of hemp. Burma:—Opium, firearms and ammunition (except for the Government); preparations of hemp. Baghdad or Busrah:—Worn clothes; arms, ammunition, poisons, and caricatures of Royal or other notable persons.

57.—Letters, salt, unmanufactured tobacco unless specially authorised, plants, living parts of plants, including bulbs truffles, mushrooms, &c., grapes, vegetable matter, pharmaceutical products of which the composition is not stated (except by special permission), saccharine and its products (unless addressed to authorised chemists, arms or parts thereof except by special permission), playing cards addressed to the Republic of San Marino, fresh meat and its products (such as suet or lard), salted, smoked or prepared meat (unless accompanied by prescribed sanitary certificate; if originating in United States of America, *visé* of Italian Consulate is required), eatables addressed to pupils in military schools, parcels addressed to prisoners, weights and measures not conforming to the Italian system, cinematograph, films unless enclosed in soldered zinc boxes.

59.—Letters; one yen silver coins, foreign silver coins, paper money, foreign subsidiary coins, and silver ingots. This prohibition is applicable only to silver coins exceeding 100 yens in value, foreign subsidiary coins exceeding 3 yens and silver ingots to be imported into Taiwan; opium and articles used in smoking it; adulterated or injurious drugs, foods and beverages; anything else considered injurious to the public health or to the safety of animals or plants; tobacco in any form, and cigarette papers, except by special authority of the Japanese Government; salt, except when imported by order of the Government; bank notes, current coins, bullion and firearms.

60.—Letters (except one for the addressee); goods bearing any name or trademark of any manufacturer, dealer or trader in the United Kingdom or any British Possession, unless such name or trademark is accompanied by a definite indication of the country in which the goods were made or purchased.

60*a*.—Same as Italy.

61.—Letters; vines and parts of vines (except grapes); saccharine and its products; pork of American origin, fresh meat, prepared meat, salted meat in quantities of less than 4 kilos (8 lb. 13 oz.) except ham, bacon, intestines.

62.—Letters, opium, arms and ammunition, live animals, explosives or inflammable articles.

63.—Same as France, except that tobacco can be imported.

64.—Same as Portugal, with the addition of firearms.

65.—Letters, spirits, and bhang; firearms, parts of firearms and ammunition,

except under permit, opium, morphia, morphine and cocaine, unless addressed to the Principal Medical Officer, Federated Malay States; hypodermic syringes except under special licence from the Medical Department.

66.—Letters (except one for the addressee): arms and ammunition, except by special authority of the local government; grapes, unless accompained by a phylloxera certificate and subjected to examination by the Inspector of Agriculture on arrival; oranges, potatoes, cotton seed, rags, shoddy, worn clothing and used bags, sacks, carpets, embroidery, raw opium, medicinal opium, morphine, heroine, cocaine and similar drugs, are subject to certain restrictions; prepared opium is absolutely prohibited.

67.—Letters; arms and ammunition can only be imported by special permission of the local authorities.

68.—Letters; worn clothes, if intended for sale. Vine plants affected with any disease or brought from a place where any disease of vine plants is known or supposed to exist.

69.—Letters; jams, sweetmeats, pastry; fruit, vegetables; poisons; dead animals unless dried; insects and reptiles; arms and ammunition of all kinds.

70.—Letters; very fragile articles; tobacco; salt; cotton-oil; vines, and other objects that might convey phylloxera; medicines and cosmetics, unless for chemists; meat and used clothing, unless certified by sanitary authorities.

71.—Letters; arms, ammunition, opium; saltpetre, lead, sulphur, tobacco, cigars and cigarettes, except for Fez and Tangier, or when sent to persons having special permission to receive such articles.

72.—Same as France, with the addition of seeds and plants of the coffee-tree. Tobacco is, however, admitted.

73.—Letters (except one for the addressee); salt which has been used in curing fish, prison-made goods, adulterated tea, worn clothes of all kinds intended for sale.

74.—Letters; opium (except for medical purposes); arms and ammunition (except for personal use of non-natives) cannot be imported except with the written permission of the authorities.

74*a*—Letters, Opium and Tobacco.

75.—Letters, rags, worn clothing, spirits, vine cuttings, coin of any British Possession not up to standard, and opium in any form suitable for smoking. Tobacco in any form is only admissible when sent as a present, or as a sample; and the addressee must be able to prove that these conditions have been complied with in each case. Fruits or plants.

76.—Letters; liquids or substances easily liquefiable; alcohol; telegraphic and telephonic apparatus; arms, parts of firearms.

77.—Letters (except one for the addressee); coin; salt; arms of precision, ammunition, spirituous liquors and wines; substances which easily liquefy, unless enclosed in hermetically sealed receptacles.

79.—Letters, pharmaceutical preparations unless addressed to persons authorized by law to buy, sell or receive such articles. Gooseberries, fresh meat or skins of animals.

80.—Letters; coin; cotton seed, unless originating in Egypt or addressed to the Director of Agriculture when intended for experimental purposes, potato seed; seeds or plants of the albizzia tree, unless originating in Australia; seeds or living or dried plants originating in Ceylon, India, Straits Settlements, Dutch East Indies, Guatemala, Central American States, Mauritius, Zanzibar, Congo Free State and Natal may only be imported on production at the Zomba Post Office of a special permit signed by the Governor of the Protectorate.

80*a*.—Same as Australia.

80*b*.—Letters sweets, paste, fats, liquids, arms, ammunition.

81.—Letters, articles of gold and silver, jewellery, &c., corrosive fluids.

81*a*.—Arms, ammunition, explosive, inflammable or dangerous matter. Silver or gold coins, paper money, shares or bonds, etc. Printed matter indecent in character or dealing with lotteries. Dyes, bees, silkworms, shaving or hair brushes exported from Japan.

82.—Letters, arms, ammunition, aniline colours, publications offensive to good manners or opposed to the Mussulman religion. (See also India.)

82*a*.—Letters, implements of war.

83.—Same as United States.

84.—Letters, tobacco (manufactured or unmanufactured), living plants or parts of plants (except bulbs or seeds) unless accompanied by a proper certificate that the district from which they are sent is free from phylloxera, either sporadic or epidemic; unstamped playing cards, manuscripts (except bound commercial books or the minutes of a Society or Company, or invoices relating to the contents of the parcel); foreign products bearing trade marks in contravention of existing laws; books contravening the Portuguese copyright laws; articles bearing the Red Cross sign, unless addressed to the Red Cross Society at Lisbon; medicine (unless accompanied by the prescription); coin; unobliterated postage or other stamps or stamped paper; bank notes, promissory

notes and all orders for the payment of money to bearer can only be sent in insured parcels. A parcel may not consist of two or more packages tied together.

85.—Same as Portugal, with the exception of tobacco, which is not prohibited.

86.—See South Africa, British.

87.—Letters; ikons (religious images or pictures), photographs and reproductions of works representing scenes from foreign history; copper, nickel, silver and gold coins not current in Roumania (except antique coins); coins intended for purposes of ornament; soiled paper; cotton waste; coffee prepared with colouring matter; arms (unless accompanied by a permit for their transit through Austria, to be obtained from the "Bezerkshaupt-manschaft" of the district in which the Austrian Customs Office of entry is situated), and ammunition; colouring matter and essences used for the manufacture or adulteration of wine or brandy; saccharine (unless for authorised chemists); patent medicines and pharmaceutical preparations (except to authorised institutions); trees and plants of all kinds (unless accompanied by a sanitary certificate countersigned by a Roumanian consul); tobacco in any form, cigarette papers, playing cards, salt, and mineral waters, weights and measures of any kind are only admitted by special permission.

88.—Letters; used Russian postage stamps; labels not sent with the goods to which they apply; rags and old clothes sent as merchandise, and unmanufactured animal products (unless accompanied by a proper certificate of disinfection), plants (unless accompanied by a phylloxera certificate. One certificate suffices for 3 uninsured parcels for same addressee); all parts of the vine except grapes; small silver and copper coins, Russian or Foreign; gold or silver articles not up to the proper standard; prize coupons; sword-sticks; air-guns; arms (except by special permission to be obtained by the addressee); playing cards; unauthorised medicines; articles coloured with arsenical dyes; aniline and similar dyes except in crystal form; margarine products; swine's flesh and all its products, except lard; artificial saffron; compounds described as "tea" but containing mixtures of other herbs; and, to Finland, brandy; poisons; potatoes; alcoholic varnish; articles of celluloid except in wooden boxes.

90.—Letters, arms, ammunition, air-guns, nitrate of potash, saltpetre, apparatus for coining money.

91.—Letters, opium as an article of consumption (except for the Government); firearms, ammunition, air-guns, and air-pistols (except for the use of the Government or with its written authority).

91*a*.—Letters, opium, morphine, cocaine.

92.—Letters, lottery tickets, arms and ammunition; tobacco, salt, petrol and alcohol unless with the consent of the Administration of Monopolies; saccharine, medicines and drugs not addressed to chemists; pharmaceutical products not in the official pharmacopœia; colours (with certain exceptions), used clothing or linen. Meat, fresh or prepared, and animal products of all kinds are subject to sanitary regulations.

93.—Letters, arms, opium.

93*a*.—Letters (except one for the addressee), liquids.

94.—Letters, old clothing, counterfeit coin, foreign goods bearing a false trademark of a manufactory established in the United Kingdom.

95.—Poisons (except under special licence).

96.—Letters, coins, firearms and ammunition, air-guns, reproductions of Spanish maps or plans, missals, breviaries, rosaries, relics, &c., pharmaceutical preparations or patent medicines of unknown composition of which the prescription has not been published, wax vestas and all kinds of matches, substances containing saccharine, unmanufactured tobacco, tobacco-seed and juice, plants unless accompanied by a phylloxera certificate, to which, if in English, a French or Spanish version should be appended, gold, silver (including articles mounted with these metals), jewellery, playing cards, &c. A parcel may not consist of two or more packages tied together. As regards plums, sardines, &c., sent via France, see France.

98.—Letters, spirits and bhang, firearms, parts of firearms and ammunition, except under permit; and, unless addressed to the Principal Medical Officer, Straits Settlements, opium, morphia, morphine, cocaine, hypodermic syringes and other instruments or parts of instruments for hypodermic injection, including hypodermic needles. Drugs should be fully described in the Customs Declaration; otherwise they are liable to be detained for examination.

99—Shaving brushes manufactured in Japan; Letters; manufactured gold and silver not of a certain degree of fineness; some pharmaeutical products and arsenic, unless addressed to a State Pharmacy or to specially authorised persons; articles made abroad which bear the name of a place, property, manufactory or tradesman in Sweden, or any marking in Swedish to explain the nature of the goods must bear the word "Import" or the name and domi-

cile of the foreign manufacturer, applied conspicuously and indelibly. Goods which do not comply with this regulation are confiscated.

100.—Letters, newspapers and post cards intended for distribution; Italian ½, 1 and 2 franc pieces, glassware with Swiss Federal or Cantonal gauge marks; salt, unless with the permission of Cantonal authorities; alcohol, unless addressed to Federal authority, and other spirits, unless gross weight and percentage of alcohol are shown on the Customs Declaration; earth compost, grapes addressed to places in the Canton Valais, grapes addressed to other parts of Switzerland (unless accompanied by a special permit from the Federal Department of Agriculture); vines and parts thereof, other plants and bulbs (unless accompanied by a phylloxera certificate and special permit from the Federal Department of Agriculture); birds of any kind, meat prepared with colouring or preservative matter; fresh sausages and similar mixtures, and all fresh meat except sirloins of beef, ox-tongues, and sweetbreads. Sausages made of dried meat must be made of meat only, without the addition of any other substance; preserved meat, in sealed receptacles, must be marked with the description of the contents and the name or trade mark of the manufacturer or vendor. All parcels containing meat must be accompanied by a certificate of origin and inspection of approved form. No frozen meat can be imported without previous permission. Poultry, fish or game (including hares and rabbits) can only be sent whole.

100*a*.—Live animals, coins and bullion; Indecent, profane and libellous documents.

101.—Letters, parts of articles liable to duty in Trinidad, rum, all other spirits except *bona-fide* samples and perfumed or medicinal spirits, ganja, bhang, cannabis indica, opium and tobacco, or any preparation thereof.

101*a*.—Same as Portugal.

102.—Letters, coin, arms and ammunition of war, nitrate of soda, saltpetre, sulphur, salt, tobacco. plants, parts of the vine, fresh vegetables, kif, chira, hashish and opium, etc.

102*a*.—Same as Trinidad.

103.—Letters, tobacco, by the Constantza route in any form; by other routes except cigars, chewing tobacco, and snuff; articles of celluloid except in zinc boxes; foreign silver coin; rifles and rifle ammunition of army pattern; empty cartridges except for sporting rifles; revolvers, of which the barrels exceed 15 centimetres (nearly 6 in.) in length; patent medicines, hashish; postcards of private manufacture, bearing th heading "Postes Imperiales Ottomanes"; skins (unless accompanied by a sanitary certificate); raw cotton in any form or cotton cake originating in the United States of America, and the packing material, etc., with which it has been in contact, plants, parts of plants and flowers are subject to special restrictions and can be sent by Parcel Post only at the sender's risk. Explosives, inflammable or dangerous articles, paper money, bonds, shares, etc. Printed matter of indecent nature or pertaining to lotteries.

103*a*.—Same as Tripoli.

104.—Letters, foreign reprints of British copyright works. Acetylene, Saccharine, Base coins. Foreign coin other than gold or silver, tobacco except for personal use, and coin or bullion over £5 in value or 8 ozs. in weight.

104*a*.—Same as Turkey.

104*b*.—Letters, firearms and ammunition.

105.—Same as *viâ* London.

107.—Letters, liquids or semi-liquids, orchilla or litmus and its derivatives, plants or living parts of plants, grapes, game, gold or silver coins (except ancient coins intended for collections, which are admitted up to the number of 10 per parcel).

108.—Letters, cocoanut oil, starch, indigo, cocoa, coffee, syrup, honey, dried and salted meat, salt, sarsaparilla roots, silver, nickel and copper coins, dies for coining, cigarette paper, cigarettes of all sorts and machines for making them and empty cigarette boxes or packets unless addressed to the National Cigarette Factory, and (*viâ* France) gold, silver, jewellery, &c. As regards plums, sardines &c., *via* France, see France.

109.—Transmission of dutiable articles is prohibited except by Parcels Post; any articles which contravene this regulation are confiscated.

109*a*.—Opium or Letters.

110.—Letters (except one for the addressee). Salt which has been used in curing fish. Prison-made goods, adulterated tea, worn goods of all kinds intended for sale.

110*a*.—Same as U. S. of America.

111.—*General:* Letters; specie; bullion; gold-dust; nuggets; ostrich feathers, except when made up into stoles, boas, hats, &c.; eucalyptus, acacia and coniferous plants; peach stones. Importers of firearms (except shot guns, rook rifles and revolvers for the Union of South Africa) must present a permit from the Colonial Government concerned. *Additional (except Rhodesia):* Precious stones, whether loose or set in articles of jewellery; tobacco stalks; all stone fruits; bees; honey; old appliances, &c., for bee keeping. Eau de

Cologne (Basutoland only). All plants, fruits, tubers, bulbs, etc., are liable to inspection and precautionary fumigation at the expense of the addressees, and to destruction if pest or disease is found. Importers of any of these articles or of cotton seed, beeswax, foundation comb or opium (which is admitted for medicinal purposes only) must present special permits from the proper South African Authority. In the case of plants permits are not generally issued for kinds procurable in the Union of South Africa. Potatoes are only admitted when accompanied by a sworn declaration of origin and a prescribed Government certification. *Additional (Rhodesia only)*—(a) *Southern and Northern Rhodesia:* Stone fruit trees grown in any part of North America where either peach yellows or peach rosette exists; young rooted plants for budding or grafting purposes, except pear, plum, apricot, cherry, mango, apples (blight proof). Gum-opium, extract of opium, poppies or preparations of poppies are only admitted for medicinal purposes and on presentation by the importers of a permit from the proper Rhodesian authority. (b) *Southern Rhodesia only:* Importers of plants, which are subject to special conditions, must present a permit from the Government of Southern Rhodesia. Parcels irregularly imported are liable to detention or destruction (c) *Northern Rhodesia only*: Seeds and plants must be accompanied by a certificate of origin.

ADDENDA

British Post Office Agencies in China

On October 1st, 1916, the British Post Office Agencies in China (with the exception of Wei Hai Wei) withdrew from the Imperial Penny Post System and now collect the Postal Union Rates of postage on letters, viz.:—10 cents for the first 20 grammes and 6 cents for each additional 20 grammes.

The local rates to Hongkong, Wei Hai Wei, the British Post Office Agencies in China and to Macao (and between Canton and Macao, also between Shanghai and Ningpo) remain as before.

China-America Parcels Post

By the parcels post arrangements entered into between China and the United States the maximum weight has now been raised from 4 lb. to 11 lb., the postage being 35 cents Mex. per lb. or fraction thereof when parcels are posted at steam served post offices in China. From interior points not served by rail or steamer additional domestic postage is charged. The registration fee is ten cents. No parcel is accepted measuring more than three feet six inches in length, or exceeding six feet length and girth combined, and from non-steam served points a parcel measuring over one cubic foot will not be accepted.

Chinese Domestic Parcel Service

The extension of the Chinese Domestic Parcel Post System to the Province of Sinkiang took effect from the 1st December, 1916, subject to the following regulations.

Tariff.—(*a*) Parcels between places in Sinkiang are subject to double rates, *i.e.*, 40 cents for the first kilo and 20 cents for each subsequent kilo or fraction thereof.

(*b*) Parcels to, or from, Sinkiang are subject to quadruple rates, *i.e.*, 80 cents for the first kilo and 40 cents for each subsequent kilo or fraction thereof.

(*c*) Parcels between Yünnan and Sinkiang, transmitted *via* Indo China, are subject to treble rates, *i.e.*, 60 cents for the first kilo and 30 cents for each subsequent kilo or fraction thereof, in addition to the special rates for parcels *via* Indo-China.

Dimensions and Weight.—No parcel may exceed 5 kilos (11 lbs.) in weight nor 30 × 30 × 30 centimetres (1 × 1 × 1 foot) in dimensions

Route.—Parcels to, and from, Sinkiang can only be transmitted *via* Kansu and may be from 4 to 6 months *en route* according to circumstances.

Packing.—Parcels must be securely packed in a manner adequate to the great length of the journey and the trying conditions of overland transport.

CLASSIFICATION.	UNIT OF WEIGHT, ETC.	1.—DOMESTIC PLACES. (a. Provinces other than Mongolia and Sinkiang. I. Local.	II. Domestic.	Mongolia and Sinkiang. III. Local.	IV. this Mongolia or Sinkiang.	V. To or from other Provinces in China.	2.—FOREIGN COUNTRIES. VI. Union.	VII. Japan, Korea, Leased Territory of Kwantung and Tsingtau.	VIII. Hongkong, Liukungtao (Weihai, British Leased Territory), and Macao.
		Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
A. Correspondence: Letters [d]	First unit of 20 grammes or fraction thereof	1	3	2	6	9	10 [b]	...	4 [b]
	Each successive unit or fraction thereof	1	3	2	6	6	6 [b]	...	4 [b]
	Each 15 grammes or fraction thereof.	...	...	...	...	...	...	3 [b] [i]	...
Postcards	Single	1	1½	2	3	4	4 [b]	1½ [b]	1½ [b]
	Double (i.e., with reply paid)	2	3	4	6	8	8 [b]	3 [b]	3 [b]
Newspapers [g]	Sent singly or in bundles ..... [*Limit of weight, 2 kilogrammes.*]	½ [e] per 100 grm.	½ [e] per 50 grm.	1 [e] per 100 grm.	1 [e] per 50 grm.	1½ [e] per 50 grm.	2 [c] [e] per 50 grm.	½ [c] [i] [j] per 75 grm.	2 [c] [e] per 50 grm.
Books and Printed Matter and Commercial Papers [g]	Up to 100 grammes	½ [e]	1 [e]	1 [e]	2 [e]	30 [e]	2 [c] [e] per 50 grm. Minimum charge, 10 cts. per packet for Commercial Papers.	2 [c] [i] [j] per 112 grm.	2 [c] [e] per 50 grm. Minimum charge, 10 cts. per packet for Commercial Papers.
	From 100 to 250 grammes	1 [e]	2½ [e]	2 [e]	5 [e]				
	„ 250 „ 500 „	2 [e]	5 [e]	4 [e]	10 [e]	60 [e]			
	„ 500 „ 750 „	4 [e]	7½ [e]	8 [e]	15 [e]	90 [e]			
	„ 750 „ 1,000 „	4 [e]	7½ [e]	8 [e]	15 [e]	$1.20 [e]			
	„ 1,000 grms to 2 kilos. ..... [*Limit of weight.*]	7½ [e]	15 [e]	15 [e]	30 [e]	$1.80 [e]			
Trade Circulars [g]	Each 100 copies or fraction thereof....	10	Printed Matter rates plus 10c. per 100 copies.	20	Printed Matter rates plus 20 cents per 100 copies.		...	...	...
Samples [g]	Up to 100 grammes	1 [f]	2 [f]	2 [f]	4 [f]	30 [f]	2 [c] [f] per 50 grm. Minimum charge, 4 cts. per packet.	[c] [i] [k] per 112 grm.	2 [c] [f] per 50 grm. Minimum charge, 4 cts. per packet.
	From 100 to 250 grammes	2 [f]	5 [f]	4 [f]	10 [f]				
	„ 250 „ 350 „ ..... [*Limit of weight.*]	4 [f]	10 [f]	8 [f]	20 [f]	60 [f]			
B. Registration Fee [a].....	Simple	5		5	5	10	10	7	10
	With Return Receipt	10		10	10	20	20	10	20

CLASSIFICATION.	UNIT OF WEIGHT, ETC.	1.—DOMESTIC PLACES. (a.) Provinces other than Mongolia and Sinkiang. I. Local.	II. Domestic.	Mongolia and Sinkiang. III. Local.	IV. Within Mongolia or Sinkiang.	V. To or from other Provinces in China.	2.—FOREIGN COUNTRIES. IV. Union.	VII. Japan, Korea, Leased Territory of Kwantung and Tsingtau.	VIII. Hongkong, Liukungtao (Weihaiwei, British Leased Territory), and Macao
		Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
C. Express Fee [a]...	Per article	10 in addition to ordinary postage.		...	...	...	12 in addition to ordinary postage and fees.	12 [n] in addition to ordinary postage and fees.	...
D. Insured Letters [a]	.....	1 per cent. of value declared (minimum, 10 cents) in addition to Domestic postage and registration fee.		...	...	...	Francs 300.. Fee $0.30 " 600.. " 0.60 " 800.. " 0.90 " 1,200.. " 1.20 " 1,500.. " 1.50	Francs 1,800.. Fee " 2,100.. " .10 " 2,400.. " .40 " 2,700.. " 2. " 3,000.. " 3.00	
E. Money Orders ...	Per Dollar or fraction thereof	Variable, may be ascertained at the Issuing Office. Minimum charge per Order, 5 cents.		Sinkiang only. Rates variable.		Issued on other Provinces only. Rates variable.	Dutch East Indies only. Rates variable.	Not issued.	Hongkong and Macao only. Rates variable.
F. Parcels [a] [h] [l] [m]	Up to 5 kilos.	10	...	20	...	...	For rates, *see* International Parcel Tariff, and Tariff Remarks: 2.—Foreign Countries.	Up to 750 grm. (1 lb. 10 oz.) ¥0.30 0.750 Kilos 1.500 (3¼ lb.) 0.35 1.500 " 2.250 (5 lb.) 0.40 2.250 " 3.375 (7½ lb.) 0.50 3.375 " 4.500 (10 lb.) 0.60 4.500 " 5.625 (12½ lb.) 0.70 *Tsingtau only*: per Parcel [l] [m] .. 0.10 In addition to these rates, Tariff II is to be charged according to the routes followed—*vide* Tariff Remarks: 1.—Domestic Places, § 10, Parcels,—but a uniform rate of 30 cents per Parcel irrespective of weight is to be collected in lieu of the single rate (Tariff II) on those Parcels liable to the single rate only.	10 cts. per Parcel in addition to Domestic postage, Tariff II. Limit of weight, 4.950 kilos (11 lb.)
	From 5 to 10 kilos.....	20	...	40	...	...			
	Up to 1 kilo (single rate)	...	20	...	40	$1.20			
	For every kilo or fraction thereof above 1 kilo up to 10 kilos (single rate).....	...	10	...	20	60			
								HONGKONG AND LIUKUNGTAO (WEIHAIWEI, BRITISH LEASED TERRITORY).	MACAO .. Up to 3 lb. (1.350 kilos) ..30 cents in addition to Domestic postage, Tariff II. 3 lb. to 7 lb. (3.150 ").. 68 " 7 lb. to 11 lb. (4.950 ").. 85 "

N.B.—Domestic Parcels [Tariff II] are subject to single, double, treble, quadruple, quintuple, or sextuple rates, according to the routes followed. Parcels to and from places in Yunnan *via* Indo-China are subject to special rates [*vide* Tariff Remarks: 1.—Domestic Places, § 10, Parcels].

REFERENCES.

[*a.*] Prepayment of full postage is compulsory.

[*b.*] When not registered, prepayment of postage is optional; but unprepaid mail matter is liable to a charge of double postage on delivery, and insufficiently prepaid matter to a charge of double the deficiency.

[*c.*] At least part postage must be prepaid.

[*d.*] Limit of weight, 5 kilogrammes (11 lb.).

[*e.*] Limit of size, 45 by 45 by 45 centimetres (18 by 18 by 18 inches); in rolls, 75 centimetres (30 inches) in length by 10 centimetres (4 inches) in diameter.

[*f.*] Limit of size, 30 by 20 by 10 centimetres (12 by 8 by 4 inches); in rolls, 30 centimetres (12 inches) in length by 15 centimetres (6 inches) in diameter.

[*g.*] Liable to Letter rate if sealed against inspection.

[*h.*] Tariff I, II, III, IV, and V: Limit of weight for all places, 10 kilogrammes (22 lb.); limit of size between places which are steam-served, 1 metre 80 centimetres (6 feet) in length and girth combined, but not exceeding 1 metre (3½ feet) in length; limit of size to or from non-steam-served places, 1 metre 45 centimetres (5 feet) in length and girth combined, but not exceeding 45 centimetres (1½ feet) in length.

N.B.—In measuring a Parcel the greatest distance in a straight line between its ends, *but not around the Parcel lengthwise,* shall be taken as the length, while the distance around it at its thickest part shall be taken as the girth. For example, a Parcel 20 centimetres wide, 20 centimetres high, and 1 metre long has a girth of 80 centimetres, its length and girth combined being 1 metre and 80 centimetres (6 feet).

Parcels exceeding the dimensions given above may be accepted for transmission on payment of an additional 50 per cent. postage, provided that the means of transmission at the disposal of the Post Office permit their easy transport. But such Parcels for non-steam-served places must not exceed 1 metre and 80 centimetres in length and girth combined, or 1 metre in length.

[*i.*] Limit of size, 39 by 26 by 15 centimetres (15 by 10 by 6 inches).

[*j.*] Limit of weight, 1,120 grammes.

[*k.*] Limit of weight, 375 grammes.

[*l.*] Limit of size and weight: Parcels to Tsingtau may not exceed 1 metre and 50 centimetres in any direction, nor may their volume exceed 55 cubic decimetres. The maximum weight is 10 kilos. However, in the case of Parcels not exceeding 5 kilos the volume maximum is fixed at 25 cubic decimetres and the maximum dimensions at 60 centimetres in any direction. Parcels addressed to Japan, Korea, and the Leased Territory of Kwantung may not exceed 60 centimetres in any direction, nor may their weight exceed 12½ lb. (1,500 momme), except for Parcels containing umbrellas, walking-sticks, maps, and drawings, which may not exceed 1 metre (3 feet 3 inches) in length and 20 centimetres (6½ inches) in breadth and depth.

[*m.*] The limit of insurance on Insured Parcels to Japan, Korea, the Leased Territory of Kwantung, and Tsingtau is $500 (Yen 500).

[*n.*] The Leased Territory of Kwantung and Karafuto (Japanese Saghalien) do not participate in the Express Delivery Service.

DIRECTORATE GENERAL OF POSTS,

PEKING, 1*st January*, 1920.

TARIFF REMARKS

1.—DOMESTIC PLACES

LOCAL: TARIFFS I AND III.—Applies to Mail Matter and Parcels within Local delivery radius.

DOMESTIC: TARIFF II.—Applies to Mail Matter and Parcels between places in China, except Mongolia, Sinkiang and Tibet.

TARIFF IV.—Applies to Mail Matter and Parcels to and from places within Mongolia and within Sinkiang.

TARIFF V.—Applies to Mail Matter and Parcels between Mongolia or Sinkiang and other provinces in China.

1. MONGOLIA:

(*a.*) Only Letters, Postcards, and Newspapers are despatched to and from Mongolia *via* Kalgan by the light mail service.

(*b.*) Books, Printed Matter, Commercial Papers, and Samples to or from Mongolia, despatched *via* Kalgan, are sent by the monthly heavy mail service.

(*c.*) All classes of Mail Matter to or from Mongolia, despatched *via* Siberia, are to be franked at International rates.

2. SINKIANG.—All classes of Mail Matter to or from Sinkiang, despatched *via* Siberia, are to be franked at International rates.

3. TIBET.—Correspondence, Ordinary and Registered, to and from places in Tibet is to be franked at full Union rates.

4. INSUFFICIENTLY PREPAID MAIL MATTER.—Full prepayment of Domestic rates in Chinese stamps is compulsory; articles insufficiently prepaid will be refused when presented for posting and if dropped into letter-box are liable to detention. The amount due on insufficiently prepaid Mail Matter will be assessed in every case by the Post Office and indicated in postage-due stamps affixed on the cover; refusal to acquit the postage due so indicated will be equivalent to refusing the article.

5. DELIVERY INLAND.—Any Mail Matter destined for inland places where the Post Office is not established or does not maintain delivery will be forwarded through Native Agencies at the risk and expense of the addressee or sender.

6. TRADE CIRCULARS.—All copies of Trade Circulars must be identical, consist of single sheets of ordinary paper (light Catalogues not exceeding 30 grammes in weight alone excepted), and contain no writing; they may be printed on one or both sides, be folded or open, but may not be addressed or placed in envelopes.

7. EXPRESS DELIVERY.—Mail Matter for Express Delivery, if addressed to a place at which an Express Delivery Office functions (*vide* "Postal Guide," Part II: "List of Post Offices," Indication No. 4), may be posted at any Postal establishment. The Domestic Express Delivery fee, which includes simple registration, is payable in addition to the ordinary rate of postage by means of postage stamps.

8. INSURED LETTERS.—Domestic Registered Letters may be insured at a limited number of Offices. They must be enclosed in special covers, to be obtained at the Post Office: these are sold in three sizes at 1 cent, 2 cents and 3 cents each.

9. MONEY ORDERS.—Money Order Offices are of three classes, *i.e.*:—

(*a.*) Issuing and cashing Money Orders up to $50, only two such Orders, not exceeding $100 in all, being issuable or cashable to the same person on the same day. For names of such Offices *see* "Postal Guide," Part II: "List of Post Offices," column 4, Indications Nos. 2 and 3.

(*b.*) Issuing and cashing Money Orders up to $100, only three such Orders, not exceeding $300 in all, being issuable or cashable to the same person on the same day. For names of such Offices, *see* "Postal Guide," Part II: "List of Post Offices," column 4, Indications Nos. 2*a* and 3*a*.

(*c.*) Issuing and cashing Money Orders up to $200, only three such Orders, not exceeding $600 in all, being issuable or cashable to the same person on the same day. For names of such Offices *see* "Postal Guide," Part II: "List of Post Offices," column 4, Indications Nos. 2*b* and 3*b*.

N.B.—All Sub-Offices issue Money Orders, but only certain of them, indicated in the "Postal Guide," Part II: "List of Post Offices," cash them.

10. PARCELS.—Domestic Parcels are subject to single, double, treble, quintuple, or sextuple rates, according to the routes followed.

(*a.*) For all Parcels except those to, from, and between Offices in Kansu, Shensi, Szechwan Yunnan, Kweichow, Mongolia, or Sinkiang the following rates apply:—

1°. Parcels between steam-served places transmitted throughout by steam services	Single rate.
2°. Parcels for transmission within the province of posting or to contiguous provinces whether transmitted by steam service or courier	Single rate.
3°. Parcels for transmission to provinces not contiguous to the province of posting and reached wholly or partly by courier ...	Double rates.

(*b.*) For all Parcels to, from, and between Offices in Kansu, Shensi, Szechwan, Yunnan (except *via* Indo-China), Kweichow, Mongolia, or Sinkiang the following rates apply:—

1°. Parcels *to* steam-served places in Szechwan *from* steam-served places elsewhere, transmitted throughout by steam services	Double rates.
2°. Parcels *from* steam-served places in Szechwan *to* steam-served places elsewhere, transmitted thoughout by steam services ...	Single rate.
3°. Parcels posted in Szechwan, Kansu, Shensi, Yunnan, or Kweichow for transmission and delivery within the province of posting	Single rate.

4°. Parcels *from* non-steam-served places in Szechwan, all places in Kansu, Shensi, Yunnan (except *via* Indo-China), or Kweichow *to* places in provinces contiguous to the province of origin, and *vice versa* ... ... Double rates.

5°. Parcels *from* non-steam-served places in Szechwan, all places in Kansu, Shensi, Yunnan (except *via* Indo-China), or Kweichow *to* places in provinces not contiguous to the province of origin, and *vice versa* ... ... Treble rates.

6°. Parcels posted for transmission and delivery within Mongolia Double rates.

7°. Parcels exchanged between Mongolia and places in all other provinces (except places in Yunnan *via* Indo-China) ... ... Sextuple rates.

N.B.—Parcels addressed to places beyond Urga are subject to an additional single Domestic rate of postage payable by the addressee.

8°. Parcels posted for transmission and delivery within the province of Sinkiang ... ... Double rates.

9°. Parcels exchanged between Sinkiang and places in all other provinces (except places in Yunnan *via* Indo-China) ... Sextuple rates.

N.B.—Parcels addressed to places beyond Tihwafu are subject to an additional single Domestic rate of postage payable by the addressee.

(*c.*) For Parcels to and from places in Yunnan, for transmission through Hongkong and Indo-China, the following rates apply:—

1°. Parcels between steam-served places in Yunnan and steam-served places in other provinces except Szechwan, and Parcels from steam-served places in Szechwan to steam-served places in Yunnan:—

Not exceeding 1 kilo	$0.70.	From 3 to 5 kilos	$ 1.20.
From 1 to 2 kilos	0.85.	„ 5 „ 7 „	1.70.
„ 2 „ 3 „	1.05.	„ 7 „ 10 „	1.90.

2°. Parcels from steam-served places in Yunnan to steam-served places in Szechwan, and Parcels between non-steam-served places in Yunnan and non-steam-served places in all provinces except Szechwan, Kansu, Shensi, and Kweichow, single Domestic rate in addition to the special rate given under 1°.

3°. Parcels between non-steam-served places in Yunnan and non-steam-served places in the provinces of Szechwan, Kansu, Shensi, and Kweichow, double Domestic rates in addition to the special rate given under 1°.

4°. Parcels between Yunnan and Mongolia or Sinkiang, quintuple Domestic rates in addition to the special rate given under 1°.

(*d.*) An additional single rate to that given above is payable on all parcels to, from, or between places, whether steam-served or not, north of Kwanchengtze and Kirin.

(*e.*) On Places *via* Hongkong to Domestic places an extra 2 cents per ½ kilogramme (1 lb.) is charged, except in the case of paragraph (*c.*) above.

A Return Receipt may be obtained on payment of an additional fee of 5 cents for all Domestic places except Mongolia and Sinkiang, in which case the fee is 10 cents.

11. Insured Parcels.—Domestic Parcels may be insured at a limited number of Offices against a Domestic Insurance fee of ½ cent per dollar or fraction thereof (minimum fee, 5 cents, of the amount insured, except to or from Offices in Szechwan, when the fee is 2 cents per dollar or fraction thereof (minimum fee, 10 cents). Parcels containing goldware, silverware, jewellery, or precious stones must be insured. The limit of insurance is $500, except to and from Szechwan, which is $50 (for down-river Parcels posted at Chungking or Wanhsien, the limit is $500). Such Parcels are accepted only for certain Post Offices that are connected by steamer or railway transport (*vide* "Postal Guide," Part II: "List of Post Offices," Indication No. 1).

12. Trade Charge Parcels.—Parcels taxed with Trade Charges are accepted for transmission between Domestic Parcel Insurance Offices on payment of a fee of 2 per cent. on the amount to be collected. The limit of Trade Charge to be collected is $500, except to and from Szechwan, which is $50.

2.—FOREIGN COUNTRIES

(Weight and size must conform with the Rules of the Country Concerned.)

1.—Union: Tariff VI. *(Union Rates)*.—Mail Matter to or from countries in the Postal Union.

2.—Japan, etc.: Tariff VII.—Mail matter to or from Japan, Korea, the Leased Territory of Kwantung, and Tsingtau.

For Packets containing seeds of agricultural products the rate of postage is 1 cent per 112 grammes or fraction thereof, up to 1,120 grammes.

3.—Hongkong, etc.: Tariff VIII.—Mail Matter to and from Hongkong, Liukungtao (Weihaiwei, British Leased Territory), and Macao.

Exceptions:

(*a.*) Letters from Canton to Hongkong, and also letters from Canton and Tsinshan to Macao, and *vice versa*, are charged 2 cents per 15 grammes or fraction thereof.

(*b.*) Letters and Postcards posted in Sinkiang, Mongolia, and Tibet for Hongkong, Liukungtao (Weihaiwei, British Leased Territory), and Macao, and *vice versa*, are charged postage according to Union rates (Tariff VI).

(*c.*) While Mail Matter and Parcels for the island of Liukungtao (Weihaiwei, British Leased Territory) are subject to the rates given under Tariff VIII, it is to be noted that Mail Matter and Parcels for *the Chinese City of Weihaiwei* are subject to the Domestic Tariff II.

These Tariffs frank International Mail Matter prepaid at Union rates (VI) or at specially arranged rates (VII, VIII) to or from any place in China where a Chinese Post Office exists; but a tax of 2 cents for each article distributed is collected from the addressees on Printed Papers of all kinds—Newspapers, Books, and Printed Matter—received from foreign countries, and addressed to places in Mongolia, Sinkiang and Tibet. On such articles from Hongkong, Liukungtao (Weihaiwei, British Leased Territory), Japan, Korea, Leased Territory of Kwantung, and Tsingtau, the tax collected is, instead of 2 cents per article, equal to the Domestic rate of postage (Tariff V).

4.—Insufficiently prepaid Mail Matter.—Articles arriving from abroad insufficiently franked will be forwarded to destination, but double the deficiency in Union postage or the special rate of postage for Japan, Korea, Leased Territory of Kwantung, Tsingtau, Hongkong, Liukungtao (Weihaiwei, British Leased Territory), and Macao will be collected from the addressee on delivery. The amount due will be assessed in every case by a Chinese Post Office and indicated in postage-due stamps affixed on the cover; refusal to acquit the postage due so indicated will be equivalent to refusing the article.

5.—International Express Mail Matter is accepted for a limited number of foreign countries, a list of which may be seen at any Domestic Express Delivery Office. The Post Office only issues receipts for International Express Delivery articles if they are registered.

6.—International Parcels.

(*a.*) International Parcels from establishments belonging to Category A ("Postal Guide," Part II: "List of Post Offices," Indication No. 7—Offices exchanging Parcels under Union regulations) pay postage according to the International Parcel Tariff.

(*b.*) International Parcels from establishments belonging to Category B (places not included in "Postal Guide," Part II: "List of Post Offices," Indication No. 7) pay the above and, in addition, Domestic postage (Tariff II), single, double, treble, quintuple, or sextuple (*vide* Tariff Remarks: 1.—Domestic places, § 10, above), applicable between the place of origin and the nearest establishment in "Postal Guide," Part II: "List of Post Offices," Indication No. 7.

(*c.*) In the case of International Parcels destined to establishments belonging to Category B, this Domestic postage—applicable between the place of destination and the nearest establishment in "Postal Guide" Part II: "List of Post Offices," Indication No. 7—is collected from addressees.

(*d.*) A Return Receipt may be obtained on payment of an additional fee of 10 cents except in the case of Parcels for Japan, Korea, the Leased Territory of Kwantung, and Tsingtau, when the additional fee is 3 cents. Return Receipts are not obtainable for uninsured Parcels addressed to the United Kingdom or sent "*via* London."

3.—CURRENCY.

(*For the purchase of Stamps.*)

Full value dollars purchase 100 cents in stamps; subsidiary silver coins, copper 1-cent pieces, copper cash, and inferior dollars are accepted at average dollar exchange rates periodically fixed by the Postal Commissioner.

4.—PROHIBITIONS.

It is forbidden to send by post articles which from their nature may soil or damage the correspondence; also contraband, explosive, inflammable, or dangerous substances, as well as opium, morphia, cocaine, ganja, hashish, bhang, cannabine, heroin, codeine, codeia, codeine phosphas, and the instruments for their administration; sulphur, nitre, zinc and their components, sulphuric acid and nitric acid; salt, copper cash, bullion, arms, munitions of war, and coins of all kinds. Articles liable to Customs Duty, and goldware, silverware, jewellery, and precious stones may not be sent in correspondence, but may be sent by Parcel Post under special regulations.

TARIFF OF INVOICE CHARGES AT MANILA

MANILA CHAMBER OF COMMERCE

Adopted and brought into force 1st January, 1912

Hemp.—Screwage $1.00 per bale. Landing and shipping, 75 cents per bale. Fire Insurance, ⅛ per cent. per month on first cost, plus screwage. Store Rent, 6 cents per bale per month.

Delivery charge to be 10 cents per bale ex ship.

Delivery charge to be 20 cents per bale ex godown.

Dry Sugar.—Boat and coolie hire, receivingand shipping, 25 cents per picul.

Wet Sugar.—Landing, shipping, bags, and bagging, 75 cents per picul. Fire Insurance, ⅛ per cent. per month on first cost. Store Rent, 2 cents per picul per month.

Coffee.—Receiving and weighing, 40 cents per picul. Bags, packing, and shipping, 40 cents per picul. Fire Insurance, ⅛ per cent. per month on first cost. Store Rent, 8 cents per picul per month.

Coprax.—Receiving, weighing, and shipping, 25 cents per picul. Fire Insurance, ⅛ per cent. per month on first cost. Store Rent, 5 cents per picul per month.

Sapanwood.—Receiving, loading, and shipping, 40 cents per picul.

Hide Cuttings.—Loading and shipping, 30 cents per picul.

Cordage.—Loading and shipping, 50 cents per picul.

Indigo.—Receiving and packing in pitched cases, P. 2.50 per quintal. Classification, P. 1 per quintal. Loading and shipping, 50 cents per quintal.

Leaf Tobacco.—Receiving, packing, and shipping, P. 2.50 per bale of 2 quintals and P. 4.50 per bale of 4 quintals.

Cigars.—Receiving, packing, and shipping, P. 7.50 per case of 10,000.

Rules covering re-pressing broken bales, short weight and bales exceeding standard size. (Adopted 8th. December, 1913.)

Re-pressing of broken bales will be collected from sellers at 75 cents per bale, and re-pressing with sun drying will be collected as P. 1.25 per bale.

Parcels delivered exceeding 2½ kilos short weight per bale on the average shall be invoiced back at the rate of P. 1.00 for each 126½ kilos short, with the exception of hemp held in store in Manila for a period of two months or more, when average allowed will be four kilos, and that the standard size shall not exceed 12½ cu. ft. (English). If less than 2% of parcel consists of bales exceeding 12½ cu. ft. buyers shall invoice back at 57 cents per bale, and if more than 2% of parcels exceed 12½ cu. ft. nothing will be paid for pressing.

SCALES OF COMMISSIONS AND BROKERAGES

Hongkong General Chamber of Commerce

Adopted at the Annual General Meeting held 19th May, 1903

Purchasing or selling Tea, Raw Silk, and Cotton	2½ per cent.
Purchasing or selling Opium	2 „
Purchasing or selling all other Goods and Produce	3 „
Purchasing or selling Ships and Landed Property	5 „
Purchasing or selling Stocks and Shares	1 „
Inspecting Tea	2 „
Inspecting Silk	1 „
Guaranteeing Sales	2½ „
Guaranteeing Remittances	1 „
Drawing or endorsing Bills of Exchange	1 „
Drawing or endorsing Bills of Exchange without recourse	0¼ „
Purhasing or realising Bullion or Bills of Exchange	0½ „
Remitting the Proceeds of Bullion or Bills of Exchange	0½ „
Paying and receiving Money in Current Account	1 „
Paying Ship's Disbursements	2½ „
Collecting Freight	2½ „
Obtaining Freight or Charter	5 „
Obtaining Freight or Charter and collecting same Freight	6 „
Adjusting Insurance Claims on Amount Recovered	2½ „
Effecting Insurance, on the Insured Amount	0½ „
Prosecuting or defending successfully Claims, either at Law or by Arbitration	5 „
Prosecuting or detending unsuccessfully	2½ „
Managing Estates and collecting Rents (on Gross Receipts)	5 „
Transhipping and forwarding Jewellery and Bullion	0¼ „
Forwarding or transhipping Cargo	1 „
Transhipping or forwarding Opium	$2 per chest
Goods withdrawn or re-shipped	Commission
Granting Letters of Credit	1 per cent.

For doing ship's business when no inward or outward Commission is earned, 20 cts. per Register ton.

The conversion into Hongkong currency of sterling freight inward to Hongkong, payable in Hongkong, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

Brokerage on Bills and Bullion	¼ per cent.	Payable by Seller.
Brokerage on Produce and General Merchandise	½ „	„ „
Brokerage on Fire Arms	1 „	„ „
Brokerage for Negotiating and completing Charters and procuring Freight	1 „	„ by Ship.
Brokerage for Negotiating sale or purchase of Landed Property	1 „	

Shanghai General Chamber of Commerce

Adopted at the Annual General Meeting held 26th February, 1906

Commissions

Purchasing Tea, Raw Silk, Opium, and Cotton ...	2½	per cent.
Do. do. do. if as return for Goods sold...	2	"
Do. all other Goods and Produce...	3	"
Do. Ships and Real Estate	2½	"
Guaranteeing Sales or Remittances, when required	2½	per cent.
Inspecting Silk, Tea, or other Goods and Produce	1	"
Do. Stocks, Shares, Debentures, and other good Securities	1	"
Do. Ships and Real Estate	2½	"
Do. all other Goods and Produce	2½	"
Selling Tea, Raw Silk, Opium, and Cotton	2½	"
Do. Native Bank orders received in payment for Goods	1	"
Drawing, indorsing, or negotiating Bills of Exchange, on approved Bills secured by Credits or Documents	1	"
Remitting the proceeds of Bullion or Bills of Exchange	0½	"
Paying and receiving Money in current account	1	"
Do. Ships' Disbursements	2½	"
Collecting inward Freight	2½	"
Obtaining Freight and collecting same Freight, including Brokerage	6	"
Entering and/or Clearing ... Disbursements, etc., 2½ per cent. Entering and/or Clearing	Tls. 50	
On charters and sales effected	5	per cent.
Settlement and payment of Marine Insurance Claims...	—	
On the amount paid for Average Claims	2½	per cent.
On the amount paid for Total Losses	1	"
Prosecuting or Defending, successfully, Claims, either at Law or by Arbitration, on amount claimed	5	"
Prosecuting or Defending, unsuccessfully, on amount claimed	2½	"
Proving Claims, collecting and remitting Dividends, on amount proved	2½	"
Managing Estates and Collecting Rents...	5	"
Transhipping and Forwarding Jewellery and Bullion...	0½	"
Landing or Transhipping Cargo	1	
Selling cargo ex Ships put into port Damaged	5	"
Transhipping or Forwarding Opium	Tls. 2 per chest.	
Goods withdrawn or re-shipped	half commission	
Granting Letters of Credit...	1	per cent.
Interest on cash advances	8	"

The foregoing rates to be exclusive of Shroffage, 1 per mil., and Brokerage, when paid; unless otherwise stated.

Brokerages

Brokerage on Bills and Bullion	0⅛	per cent.	from seller
Do. selling Produce, Metals, and General Merchandize*...	1	"	"
Ship Brokerage for negotiating and completing Charters	1½	"	from ship
Do. obtaining Freight	1	"	"
Brokerage on Charters and sales effected	1½	"	
Do. Sales of Coal...	1	"	from sellers
Do. Shares, Stock, Debentures, and other Public Securities	0½	"	from seller and buyer

*Brokerage to be paid only on Goods actually delivered.

HONGKONG STOCK EXCHANGE

TARIFF OF CHARGES

To be charged to Buyer and Seller

Banks—	
Hongkong & Shanghai	$2.00
Insurance—	
Canton	1.00
China Fire	50
Hongkong Fire	1.00
Union	3.00
Land & Buildings—	
Central Estates	.50
Hongkong Land Investment	.50
Humphreys' Estate	.10
Kowloon Land Investment	.35
West Point Building	.50
Hotels—	
Hongkong Hotel	.50
Steamships—	
Hongkong, Canton & Macao	.20
Indo-China, Preferred	.35
Do. Deferred	.50
Douglas Steamship Co.	.50
Star Ferry	.35
Union Water Boat Co.	.20
Mining—	
Raubs	$0.05
Docks, Wharves & Godowns—	
Hongkong & Whampoa Dock	.50
Hongkong & Kowloon Wharf	.50
Refineries—	
China Sugar	.50
Malabons Sugar	.35
Miscellaneous—	
China-Borneo	.10
China Light & Power	.10
China Provident	.10
Dairy Farm	.25
Green Island Cement	.10
Hongkong Electric	.35
Hongkong Ice Co.	75
Hongkong Rope	.25
Hongkong Tramway	.10
Steel Foundries	.10
Watson & Co.	.10
Wm. Powell	.10

When the prices of Stocks fluctuate, the above Tariff is subject to alterations as follows :—

Stock value.			*Brokerage.*	
At or over	$900	Brokerage to be	$3.00	per Share.
,,	700	,,	2.00	,,
,,	500	,,	1.50	,,
,,	300	,,	1.00	,,
,,	200	,,	0.75	,,
,,	60	,,	0.50	,,
,,	35	,,	0.35	,,
,,	25	,,	0.25	,,
,,	15	,,	0.20	,,
,,	12.50	,,	0.15	,,
,,	3.00	,,	0.10	,,
under	3.00	,,	0.05	,,

N.B.—This scale does not apply to non-local stocks, brokerage for which will be adjusted from time to time as occasion may demand.

TARIFF OF CHARGES ON STERLING AND STRAITS DOLLAR STOCKS

To be charged to Buyer and Seller

Value of Stock.	*Brokerage.*
Under 5/-	1½d.
5/- and over	3d.
20/- ,,	6d.
60/- ,,	9d.
100/- ,,	1/-
150/- ,,	1/6
200/- ,,	2/-
300/- ,,	2/6
400/- ,,	3/-

Value of Stock.	*Brokerage.*
Under $ 2	5 cents.
2 and over	10 ,,
10 ,,	25 ,,
30 ,,	40 ,,
60 ,,	50 ,,
100 ,,	75 ,,
300 ,,	$1.00
500 ,,	2.00
700 ,,	3.00

WEIGHTS, MEASURES, MONEY

CHINESE

WEIGHTS

		1 liang	(tael) =	1·333 oz. avoir., or 37·78 grammes	
16 liang	兩 (tael)	make 1 kin	斤 (catty) =	1·333 lbs. avoir., or 604·53 grammes	
100 kin	斤 (catty)	make 1 tan	擔 (picul) =	133·333 lbs. avoir., or 60·453 kilogrammes	
120 kin	斤 (catty)	make 1 shik	石 (stone) =	160·000 lbs. avoir., or 72·544 kilogrammes	

Four ounces equal three taels; one pound equals three quarters of a catty or twelve taels; one hundredweight equals 84 catties; one ton equals 16 piculs 80 catties.

MEASURE OF CAPACITY

		1 koh	合 (gill)	=	0·103 litre
10 koh	合	make 1 sheng	升 (pint)	=	1·031 litre
10 sheng	升	make 1 tou	斗 (peck)	=	10·31 litres

MEASURE OF LENGTH

		1 fun	分	=	·14 inch English
10 fun	分	make 1 tsun	寸 (inch)	=	1·41 inch English
10 tsun	寸	make 1 chih	尺 (foot)	=	14·1 inches English
10 chih	尺	make 1 chang	丈 (pole)	=	11 ft. 9 inches English

The length of the Chang is fixed by the Treaty of Tientsin at 141 inches.

5 chih	尺	make 1 pú	步 (pace)	=	about 5 feet English
360 pú	步	make 1 li	里	=	about ⅛ English Mile
10 li	里	make 1 tang-sun	汎塘 (league)	=	about 3½ English Miles
250 li	里	make 1 tu	度 (degree)		

LAND MEASURE

		1 chih	尺	=	13·126 inches
5 chih	尺	make 1 pú	步	=	30·323 square feet
24 pú	步	make 1 fun	分	=	80·862 square yards
60 pú	步	make 1 kioh	角	=	202·156 square yards
4 kioh	角	make 1 mow	畝	=	26·73 square poles
100 mow	畝	make 1 king	頃	=	16·7 acres

The Mow, which is the unit of measurement, is almost exactly one-sixth of an acre.

Weights and measures in China vary in every province and almost every district, and differ in the same districts for different kinds of goods. The words picul, catty, tael, mace, and candareen are not Chinese.

MONEY

		1 li	釐 (cash)	=	·032 of a penny
10 li	釐	make 1 fên	分 (candareen)	=	·32 of a penny
10 fên	分	make 1 ch'ien	錢 (mace)	=	3·2 pence
10 ch'ien	錢	make 1 liang	兩 (tael)	=	2s. 8d.

The Tael may be taken as worth one and a third silver dollar.

The above are weights of silver. They are not represented by any coin except the copper cash, which is supposed to be the equivalent in value of a li of silver, but the value of which differs greatly in different districts and at different times. They have no uniform intrinsic value, being made large and small and of varying composition. Silver is used uncoined in ingots, usually of fifty taels more or less, in weight, called "shoes," the usual shape being not unlike a Chinese shoe. In the maritime district from Canton to Amoy chopped dollars are the general medium of exchange. In 1890 a mint was established for the coinage of silver dollars and subsidiary pieces, and more recently mints for silver and copper coinage have been opened at Nanking, Wuchang, and Tientsin, and others are projected. The coins, although supposed to be of equal weight and fineness, are differently inscribed. Some of the foreign banks issue tael and dollar notes of the value of one dollar and upwards at the larger of the Treaty Ports.

HONGKONG AND STRAITS SETTLEMENTS

Money:—The legal tender in Hongkong is British or Mexican Dollars, local 50, 20, 10 and 5 cent silver pieces, to the amount of $2, bronze cents and mils. The circulation of any foreign silver or copper coin other than the Mexican dollar is prohibited. Some of the banks issue notes from one dollar upwards. Mexican and British dollars were demonetised in the Straits Settlements in 1904 and a Straits dollar sub-stituted. The value of this dollar is fixed at 2s.

4d. In the Straits 50-cent pieces are legal tender for the payment of any amount; so also are sovereigns.

WEIGHTS AND MEASURES:—English, Malay and Chinese in the Straits Settlements, and English and Chinese in Hongkong and the Treaty Ports of China are used.

PHILIPPINE ISLANDS

The peso, equivalent in value to fifty cents, United States Currency, is legal tender in the Philippine Islands to any amount. So also are the United States gold coins. The media or half peso is legal tender up to ten pesos. Though the coinage is on a gold basis, no gold coins are in circulation. Government silver certificates are issued for ten, five, and two pesos, and the Banco Español Filipina of Manila issues bank notes for five, ten, twenty-five, fifty, one hundred and two hundred pesos.

WEIGHTS

The official system is the Metric system, but weights of Spanish origin are still in common use. The picul in the Philippines is 137 9 lbs., 16 piculs going to the ton.

JAPANESE

WEIGHTS

1 Kwam-me	or	1,000 Momme	=	8.2817077001 lbs. avoir.,	or	3.7565217 kilogrammes
1 Hiyaku-me	or	100 Momme	=	0.8281707700 lb. avoir.,	or	37.565217 grammes
1 Momme	or	10 Fun	=	0.0082817077 lb. avoir.,	or	3.756521 grammes
1 Fun	or	10 Rin	=	0.0008281708 lb. avoir.,	or	0.375652 gramme
1 Rin	or	10 Mo	=	0.0000828171 lb. avoir.,	or	0.037565 gramme
1 Mo	or	10 Shi	=	0.0000082817 lb. avoir.,	or	0.003756 gramme
1 Shi			=	0.0000008282 lb. avoir.,	or	0.000375 gramme
1 Hiyak-kin	or	100 Kin	=	132.5073232011 lbs. avoir.,	or	60.1043472 kilogrammes
1 Kin	or	160 Momme	=	1.3250732320 lbs. avoir.,	or	601.043472 grammes

APOTHECARIES WEIGHT—1 Riyo or 4 Momme equal 0.0402583013 lb. troy.

DRY MEASURE

1 Jo	make 10 Shaku	=	about 4 yards 5½ inches English
1 Shaku	make 10 Sun	=	about 1 foot 2 11/16 inches English
1 Sun	make 10 Bu	=	about 1½ inch English

LAND MEASURE

1 Ri	make 36 Cho	=	2.4403 English miles
1 Cho	make 60 Ken	=	119.305 English yards
1 Ken	make 6 Shaku	=	59.653 English feet

MONEY

On 1st October, 1897, Japan adopted a gold standard, taking the yen (dollar) at 24·59 pence sterling. The coinage is decimal.

SIAMESE

MONEY

2 Solot	or 1 Att	=	$0·0095	4 Sálü'ngs	or 1 Bāt or Tical	=	$0·60
2 Atts	or 1 Pai	=	$0·019	4 Bāts	or 1 Tāmlü'ng	=	$2·40
2 Pais	or 1 Seek	=	$0 038	20 Tāmlü'ngs	or 1 Ch'āng	=	$48·00
2 Seeks	or 1 Fu'ang	=	$0·076	50 Ch'āngs	or 1 Hāp	=	$2,400·00
2 Fu'ang	or 1 Sālü'ng	=	$0·150	100 Hāps	or 1 Tāra	=	$240,000·00

WEIGHTS

The standard of weight being the coin of the country, weights are designated by the same terms. A Tical weighs 236 grains troy.

The Siamese standard of weight is just double that of the Chinese, and goods are bought and sold in Bangkok more by the Chinese than the Siamese standard.

LONG MEASURE

1 Niw			=	1 1/10 inch
12 Niws	make	1 K'ū'p	=	9¾ inches
2 K'ū'ps	make	1 Sāwk	=	19½ inches
4 Sāwks	make	1 Wah	=	78 inches
20 Wahs	make	1 Sēn	=	130 feet
400 Sēns	make	1 Yot	=	9⅞ statute miles

Note.—Timber is bought by the Yōk, which is 64 Sāwk in length by 1 Sāwk in width or 36,864 Siamese inches, being equivalent to 169 square feet.

DRY MEASURE

1 Tānan			=	1½ pints	25 Tānans		make 1 Sat
20 Tānans	make	1 Tāng	=	15 pints	100 Tāngs or 80 Sat		make 1 Keean (Coyan.)

A Keean is 20 Piculs; a Picul is 33⅓ lbs. avoirdupois.

DIRECTORY

EASTERN SIBERIA

VLADIVOSTOCK

Vladivostock is the capital of the maritime province which embraces the Pre-Amurski Krai, or southern region of the Amur, the Transbaikal and Amur provinces, and the Russian half of the island of Saghalien. The administrative centre is at Kharbarovsk.

The port of Vladivostock, on some charts still called *Port May*, lies in latitude 43 deg. 7 min. N., longitude 131 deg. 54 min. E., at the southern end of a long peninsula reaching into Peter the Great Bay. Of the ports in East Siberia it is by far the most important both as a military and commercial centre. Vladivostock is one of the most magnificent harbours in the East. From its peculiar long and narrow shape and the once supposed hidden treasures in the slightly auriferous soil of its surrounding hills it has not inappropriately been called the *Golden Horn*. The entrances to the harbour are hidden by Russian Island, which divides the fairway into two narrow passages. This fine sheet of water first runs for about half a mile in a northern direction and then suddenly bends to the east for a distance of about one mile. On all sides it is surrounded by hills, low on the southern and higher on the northern shore; these hills slope sharply down to the water's edge. Once verdant with foliage, they have been completely denuded of trees by reckless felling. The harbour, capable of accommodating an almost unlimited number of vessels of deep draught and large capacity, affords a safe anchorage. During the winter months it is kept open by icebreakers so that steamers can always find their way in without difficulty. There is a floating dock capable of taking in vessels up to 3,000 tons, and a fine graving dock of the following dimensions:—Length over all, 625 feet; length at bottom, 555 feet; breadth, 120 feet; breadth at entrance, 90 feet; depth, 30 feet. There are also two large docks built especially for purposes of the State war fleet, but merchant vessels are now permitted to dock in them.

A large import business was formerly done, the main lines being cotton goods, iron, machinery, flour, fresh and potted meat, boots, and tea for transportation into the interior. The closing of the free customs zone in the Russian Far East in 1909, and the consequent imposition of protective duties, materially changed the character of the trade returns and, of course, the disturbances in Russia have affected trade very seriously. Before the war there was a large passenger traffic between Vladivostock and China and Japan ports, the annual returns showing about 70,000 arrivals and 63,000 departures. The municipal affairs of Vladivostock were managed by a Mayor and Town Council elected by and from among the Russian civil community. Since the revolution, control has been exercised by a Soviet. The town is built on the southern slope of the hills running along the northern shore of the harbour, and handsome brick residences have been erected in recent years, replacing the old wooden structures. The entire area, with the exception of some unoccupied lots intervening here and there, is covered by buildings, and the town is well laid out with wide but ill-kept roads. The sanitary arrangements are bad, though the town is fairly healthy. Most conspicuous among the buildings are the government offices, the post and telegraph offices, municipal house, the barracks, the railway station, the museum, the Russian church, the residences formerly occupied by the Governor and by the Admiral Commanding (the latter residence is surrounded by a public garden), while the houses of the more affluent merchants are well and substantially built. There is a naval club, two or three hotels, a high Oriental lyceum with a gymnasium and school for boys, an institute for girls, and military, naval and civil hospitals. The town had a population before the war of about 91,000, the majority of whom were of European extraction. About one-third of the population was Chinese, and the Japanese numbered about 2,000. Naturally these figures have undergone many modifications during the past four or five years, and trustworthy statistics are not

obtainable. In June, 1891, the late Tsar cut at Vladivostock the first sod of the Siberian Railway, which was completed in 1902. The port is the terminus of the great trunk line from Moscow, and there are steamship services to Japan and Shanghai.

NICOLAJEWSK

The port and settlement of Nicolajewsk, founded in 1851 by Admiral Nevelskoi, is situated on the river Amur, about 39 miles from its mouth. The Amur is here about nine miles in width, with a depth in mid stream of eight to nine fathoms and a current of three to four knots, though the river is very shallow in parts, even in mid-stream. It is navigable for vessels of light draught for more than 2,000 miles, and vessels of 12 feet draught can get up 600 miles. The town is built on a plateau 50 feet above the sea level and gradually slopes eastward down to the river. The most conspicuous edifice is the Cathedral, round which the town is built. This structure is imposing in appearance, with a large west tower, having belfry and dome, but it is built of wood and is showing signs of deterioration. At the back of the Cathedral is a large grass-grown square, two sides of which are occupied by barracks, the "Governor's" house, and police station. There are few substantial houses in the town, except those used as public buildings or stores, and the buildings are small and wholly built of wood. There is little trade at present except in fish and cranberries, quantities of salmon being dried and cured here. The export of Manchurian soya beans is continually increasing and bids fair to assume considerable proportions in the future.

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N. A. Startseff
D. A. Startseff
A. A. Startseff

Sterelny & Co.—14, Aleutskaya; Teleph. 10-32; Tel. Ad: Sterelny; Codes used: Bentley's, A.B.C. 5th ed., W. U. Imp., Lieber's, McNeil's Mining-Engineering
M. J. Sterelny
A. J. Sterelny
B. L. Terr
Exports
Siberian Butter, Game, frozen and salted Salmon, Herrings, Cranberries, Flax, Bristles, Oats, Linseed
Railway Sleepers and other timber
Cereals:—Beans and Peas
Coal for all industrial and household purposes
Imports
Hardware, Tools, Steel, Iron goods, Corrug. Iron, Drugs, Chemicals
Elect. goods, Elect. Meters, Wires, Incandescent Lamps
Colonial goods, Gunny bags, Jute
Agencies:—Sale agents and vendors for coal mined by
The Nicolaevsky Colliery Co., Ld. East Shore of the Amur Bay, near Vladivostok
"Tanglefoot" Fly paper, O. W. Thum Manufacturing Co., Grand Rapids, Mich, U.S.A.
Managers
Estate of Messrs. Rabinovich and Borodina
Steam Tugs and Lighters
Warehousing and Motor-car haulage

UNITED FAR-EASTERN SIBERIAN GUARANTEE ASSOCIATION—Aleutskaya 13

"VLADIVOSTOCK DAILY NEWS" (Formerly "Daily News Summary")—2, Kitaiskaya

WICANDER & LARSON, Cork Manufacturing Co., Ld.—13-49, Possietskaya ; Teleph. 5-69 ; Tel. Ad: Viklar; Code: A.B.C. 5th ed.

YOKOHAMA SPECIE BANK, LTD., THE—43, Svetlanskaya

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JAPAN

Constitution and Government

The government of the Japanese Empire was formerly that of an absolute monarchy. In the year 1868 the Emperor Mutsuhito overthrew, after a short war, the power of the Shogun, together with that of the Daimios, or feudal nobles, who, on the 25th June, 1869, resigned their lands, revenues, and retainers to the Mikado, by whom they were permitted to retain one-tenth of their original incomes, but ordered to reside in the capital in future. The sovereign bears the name of Emperor, but the appellation by which he has been generally known in foreign countries is the ancient title of Mikado.

Yoshihito, the reigning monarch, was born on October 31st, 1879, married Princess Sadako, a daughter of Prince Kujo, on May 10th, 1900; and on July 30th, 1912, succeeded his father, Mutsuhito, whose reign extended over a period of 45 years. The reigning Emperor is the 122nd of an unbroken dynasty, founded 660 B.C. By the ancient and regular law of succession the crown devolves upon the eldest son, and, failing male issue, upon the eldest daughter of the sovereign. This law has often been disregarded in consequence of the partiality of the monarch or the ambition of powerful Ministers, which was one of the principal causes that culminated in the dual system of government in Japan. The Throne has frequently been occupied by a female. A new law of succession was promulgated in February, 1889, which excludes females from the Imperial Throne.

The power of the Mikado was formerly absolute, but its exercise was controlled to some extent by custom and public opinion. The Emperor Mutsuhito, in 1875, when the Senate and Supreme Judicial Tribunal were founded, solemnly declared his earnest desire to have a constitutional system of government. The Mikado has long been regarded as the spiritual as well as the temporal head of the Empire, but, although the Shinto faith is held to be a form of national religion, the Emperor does not interfere in religious matters, and all religions are tolerated in Japan. The Ecclesiastical Department was in 1877 reduced to a simple bureau under the control of the Minister of the Interior. The Mikado acts through an Executive Ministry divided into nine departments, namely :—Gwaimu Sho (Foreign Affairs), Naimu Sho (Interior), Okura Sho (Finance), Kaigun Sho (Navy) Rikugun Sho (Army), Shiho Sho (Justice), Mombu Sho (Education), Noshomu Sho (Agriculture and Commerce), and Teishin Sho (Communications). In 1888 a Privy Council, modelled on that of Great Britain, was constituted. The new Constitution, promised by the Mikado, was proclaimed on the 11th February, 1889, and in July, 1890, the first Parliament was elected, and met on the 29th November. The Parliamentary system is bicameral, the House of Peers and the House of Representatives constituting the Imperial Diet.

The Empire is divided for administrative purposes into three *Fu*, or cities (Tokyo, Kyoto, and Osaka), and forty-three *Ken*, or prefectures, including the Loochoo Islands, which have been converted into a *ken* and named Okinawa. The island of Yezo is under a separate administration called Hokkaido-cho, so also is Chosen (the name Japan has given to the Kingdom of Corea, which she formally annexed in 1910), but Formosa is governed as a colony, and the same may also be said of the Kwantung Province of Manchuria, which Japan acquired after the war with Russia. The *fu* and *ken* are governed by prefects, who are all of equal rank, are under control of the Naimu Sho, and have limited powers, being required to submit every matter, unless there is a precedent for it, to the Minister of the Interior. Nor have they any concern in judicial proceedings, which come under the cognizance of the forty-eight local Courts and the seven Supreme Courts at Tokyo, Osaka, Nagoya, Hiroshima, Nagasaki, Miyagi, and Hakodate, over which the Daishin In presides at Tokyo.

Previous to the last change of Government, which restored the ancient Imperial *régime*, the administrative authority rested with the Shogun (Military Commander), whom foreigners were at first led to recognise as the temporal sovereign, and with whom

they negotiated treaties of peace and commerce. The Shogunate was founded in 1184 by Yoritomo, a general of great valour and ability, and was continued through several dynasties until 1869, when the Tokugawa family were dispossessed of the usurped authority. Under the Shogun three hundred or more Daimios (feudal princes) shared the administrative power, being practically supreme in their respective domains conditionally upon their loyalty to the Shogun; but their rank and power disappeared with the Shogunate. On the 7th July, 1884, however, His Majesty issued an Imperial Notification and Rescript rehabilitating the nobility, and admitting to its ranks the most distinguished civil and military officials who took part in the work of the Restoration. The old titles were abolished, and have been replaced by those of Prince (*Ko*), Marquis (*Ko*), Count (*Haku*), Viscount (*Shi*), and Baron (*Dan*).

Revenue and Expenditure

The revenue for the year 1920-21 was estimated at 1,335,355,308 yen, an increase of 411,514,725 yen compared with the previous financial year. The total of the national debt on March 31st, 1920, amounted to about 2,793,561,302 yen (roughly, £257,000,000), about one-half being foreign loans. The total of the public loans raised for the purpose of meeting extraordinary expenditures connected with the war with Russia exceeded 1,700,000,000 yen, which is three times the total amount of the loans prior to the outbreak of the war. The greater part of this huge sum was raised in Europe and America, and to effect the redemption of these loans a law was passed in 1906 establishing a national debt consolidation fund, to which a sum of not less than one hundred and ten million yen (£11,267,029) has to be transferred annually from the general account. The grand total of the extraordinary expenses connected with the war with Russia was 1,982,000,000 yen (£203,073,770). The debt per head, which was as high as 48.438 yen in 1909-10, was 35.478 yen in 1913-14, 32.339 yen in 1917-18, 33.075 1918-19 and 36.430 yen in 1919-20. Following on the restoration of peace there was a remarkable boom in commercial enterprise. The European war marked a new era in international financial relations and Japan, which was solely a debtor country previously, has been raised to the dignity of a creditor country. At the end of 1919 it was estimated that the foreign credit account of Japan was upwards of one thousand five hundred million yen.

The Japanese Budget for 1920-21 provided for replenishing national defence, extending railways, ports and roads, providing new middle-class educational institutions, encouraging land cultivation and inaugurating a plan for State afforestation. The expenditure for national defence was increased by 99,000,000 yen and the Army's new programme involved extraordinary expenditure amounting to 486,000,000 yen, spread over fourteen years to 1933. The extraordinary naval expenditure amounted to 863,000,000 Yen, spread over to 1927. The expenditure was to be met by increased income and liquor taxes and a temporary suspension of the sinking fund. The Army estimates for 1922-23, however, were reduced from Yen 273,000,000 to Yen 253,000,000 while the Navy estimates were reduced from Yen 499,000,000 to Yen 394,000,000.

Army and Navy

Until the war with China, the Army consisted of six divisions and the Imperial Guards, with a peace footing strength of 70,000 in round numbers, and a war footing of 268,000, exclusive of the Gendarmerie and the Yezo Militia; but on the conclusion of that war a large scheme of expansion was adopted, under which the number of divisions was raised to twelve, exclusive of the Guards. In 1904-5 Japan sent a million men into Manchuria, of whom more than 600,000 were combatants. After the Russo-Japanese War Imperial approval was given to the increase of the Army to 25 divisions. Every male Japanese is compelled to personal service from the age of 17 till the completion of his 40th year

At the conclusion of the war with China, Japan found herself in possession of a fighting fleet of forty-three serviceable vessels—independent of twenty-six torpedo-boats—their aggregate displacement being 78,774 tons. Of these, ten, with an aggregate displacement of 15,055 tons, had been captured from China, namely, an armour-clad turret-ship of 7,335 tons, two steel cruisers, six steel gunboats, and one wooden gunboat. Prior to the capture of the *Chen-yuen*, now called the *Chin-yen*, Japan did not possess a line-of-battle ship. Her fleet consisted entirely of comparatively small vessels. There were also on the stocks two steel cruisers and a steel

despatch vessel. An expansion scheme, extending from 1st April, 1896, to 31st March, 1906, was then adopted and orders were subsequently placed for ships in Great Britain, the United States, France, and Germany, as well as in the home yards. The war with Russia augmented Japan's naval strength considerably, and many fine ships have since been built.

Population, Trade, and Industry

The total area of Japan, exclusive of Formosa and Chosen, is estimated at 163,042 square miles. The population of the Empire, according to the returns from the Census Board, in 1920 was 77,005,510, viz., 55,961,140 for Japan Proper; 17,284,207 for Korea; 3,654,398 for Formosa; and 105,765 for Saghalien. The most populous cities are Tokyo, Osaka, Kobe, Kyoto, Nagoya, and Yokohama in the order named. There are, exclusive of Chinese, about 5,000 foreigners residing in Japan, more than one-third of that number being British subjects. Japan is geographically divided into the four islands: Honshiu, the central and most important territory; Kiushui, "nine provinces," the south-western island; Shikoku, "the four provinces," the southern island; and Yezo, the most northerly and least developed. The first three islands are sub-divided into eight large areas, containing sixty-six provinces, and the latter (Yezo or Hokkaido) is divided into eleven provinces.

The total value of the foreign trade in recent years is shown below:—

	1915	1916	1917	1918	1919	1920
E'ports, Yen	708,306,997	1,127,468,118	1,603,005,048	1,962,100,668	2,098,872,617	1,948,394,611
I'ports, „	532,449,938	756,427,910	1,035,811,107	1,668,143,833	2,173,459,880	2,336,174,781
Total Yen	1,240,756,935	1,883,896,028	2,638,816,155	3,630,244,501	4,272,332,497	4,284,569,392

The total volume of foreign trade in 1920 broke all previous records, but exports declined. During the Great War the arrival of European articles having almost ceased in the Far East, South Seas, and other markets, their place was taken by Japanese. Exports were further increased by the supply of war and other materials to the Allies. Imports, though affected by the war in some directions, also grew owing to the brisk demand for raw materials occasioned by the unusual prosperity of home industries. The growth of sea-borne trade in 1920, however, was due more to the advance in prices than to the increase in quantities.

The following was the total value of the trade with foreign countries in 1920, the latest date for which detailed returns are available:—

		Exports	Imports	Totals
United States of America	Yen	565,017,906	873,177,075	1,438,194,981
China	„	410,270,499	218,088,988	628,359,487
British India	„	192,250,187	394,930,201	587,180,388
Great Britain	„	97,797,246	232,215,514	330,012,760
Kwangtung Province	„	113,685,671	196,863,194	310,548,865
Dutch Indies	„	107,225,428	68,628,794	175,854,222
Continent of Europe	„	95,608,938	72,626,720	168,235,658
Australia and British America	„	79,775,120	67,510,970	147,286,090
Hawaii, Egypt and South Africa	„	52,104,326	87,421,086	139,525,412
Hongkong	„	74,066,243	2,231,586	76,297,829
Philippines and Siam	„	38,577,124	19,649,926	58,227,050
British Straits Settlements	„	35,730,275	17,137,422	52,867,697
Mexico, Peru and Chili	„	7,268,407	25,201,203	32,469,610
Argentina and Brazil	„	23,686,504	3,927,521	27,614,025
Asiatic Russia	„	22,880,772	3,831,684	26,712,456
French Indo-China	„	3,444,853	20,618,843	24,063,696
Other Countries	„	29,004,161	17,688,806	46,692,967
Temporary Warehouse	„	.....	11,999,577	11,999,577
Unknown	„	951	2,425,671	2,426,622
		1,948,394,613	2,336,174,781	4,284,569,392

The following table shows the total values of goods exported and imported in 1919:—

Exports	Yen
Tissues, Yarns and Materials thereof:—	
Of Silk	826,943,126
Of Cotton	416,285,667
All Other	47,867,574
Clothing and Accessories	101,947,777
Drugs, Chemicals, Medicines. Pigments and Coating	82,425,562
Ores and Metals	59,079,521
Grains, Flours, Starches and Sds.	52,754,469
Minerals and M'factures. thereof	46,705,308
Metal Manufactures	43,291,101
Earthenware, Porcelain, Glass and Glass Manufactures	42,310,509
Machinery	37,169,955
Paper and M'factures. thereof	36,513,156
Beverages and Comestibles	36,255,646
Oils, Fats, Waxes and M'factures thereof	35,453,766
Sugar, Confect's. and Sw'tmeats.	24,094,756
Tea	18,402,054
Marine Products	16,191,407
Skins, Hairs, Horns, Tusks and Manufactures thereof	6,920,367
Tobacco	750,112
Miscellaneous	167,510,784
Total	2,098,872,617

Imports	Yen
Tissues, Yarns and Materials thereof:—	
Of Cotton	681,032,928
Of Wool	75,108,535
Of Flax, Hemp, etc.	18,994,539
Of Silk	18,769,276
All Other	15,164,832
Ores and Metals:—	
Iron	251,038,082
Metal Manufactures	43,795,714
All Other Metals	71,695,118
Grains, Flours, Starches and Sds.	270,452,027
Drugs, Chemicals and Med.	122,637,461
Machines and Machinrey	120,206,095
Sugar, Confect's. and Sw tmeats.	58,655,462
Oils and Waxes	49,487,179
Beverages, Comestibles and Tobacco	39,042,423
Minerals and M'factures. thereof	38,339,018
Animal Prod. (skins, bones, &c.)	36,056,949
Paper and Stationery	32,087,816
Dyes, Pigments and Paints	24,145,377
Earthenware, Porcelain, Glass and Glass Manufactures	4,364,226
Clothing and Accessories	2,443,860
Miscellaneous	199,942,962
Total	2,173,459,880

The total Shipping from and to foreign countries for the year 1919 is given as 22,823,476 tons and is divided among the different nationalities as under:—

	Strs.	Tonnage	Sailing	Tonnage	Total	Tonnage
Japanese	10,643	16,781,321	515	72,537	11,158	16,853,858
British	838	3,566,280	1	3,599	839	3,569,879
American	356	1,206,506	4	3,945	360	1,210,451
Russian	238	293,411	4	222	242	293,633
French	27	175,412	—	—	27	175,412
Chinese	139	168,973	—	—	139	168,973
Norwegian	39	71,785	—	—	39	71,785
Danish	15	59,079	—	—	15	59,079
Swedish	18	50,325	—	—	18	50,325
Others	122	370,081	—	—	122	370,081
Totals	12,435	22,743,173	524	80,303	12,959	22,823,476

The Customs Revenue for the year 1920-21 was estimated at Y66,326,726.

Extension of the Japanese railway systems has proceeded uninterruptedly since the first line was laid in 1872. The mileage open to traffic in Japan proper (excluding Chosen, Formosa and Saghalien), according to the latest returns, is 5,999 miles of State railway and 1,834 miles of private railway. The Government in 1906 decided on the State ownership of all railways which are used for general traffic, the object being to improve the facilities for direct traffic over long distances, to accelerate transportation, and to cheapen the cost. The Government proposed to purchase the lines belonging to thirty-two private companies within a period extending from 1906 to 1911, but the House of Peers, when the Bills came before them, reduced the number of companies to be bought out to seventeen, and extended the period of purchase to 1915. The aggregate length of the lines it was decided to purchase was 2,812 miles. It was soon found advisable for various reasons to carry

through the whole transaction in one year, and the sum of Yen 483,563,325 was paid during the two years 1907-8 and 1908-9. The capital of the State Railway system has risen since the latter year by 47 per cent. owing to expenditure on extensions and improvements, and now amounts to Yen 1,108,060,237. The percentage of profit on the capital during the four-year period ended on March 31st, 1914, averaged 6 per cent. An average interest of 35 million yen per annum has been paid, subsidies amounting to 5 million yen in 6 years have been given to the light railways, and the surplus has been invested in additions, improvements, and constructions to the amount of 172 million yen in eight years to March 31st, 1917—a sum practically equal to half the capital outlay during the period. As a result of the war with Russia, the South Manchurian Railway was taken over by Japan. There are about 950 miles of electric tramway in Japan, and 270 miles more under construction.

By treaties made with a number of foreign Governments the Japanese ports of Kanagawa (Yokohama), Nagasaki, Kobe, Hakodate, Niigata, and the cities of Tokyo (formerly called Yedo) and Osaka were thrown open to foreign commerce. In 1894 new treaties were signed with the Powers by which extra-territoriality was abolished and the whole country opened to foreign trade and residence, the treaty to come into force in July, 1899. Actually, extra-territoriality ceased to exist on August 4th, 1899

Currency

From October, 1897, Japan placed her currency on a gold basis. The unit of value is a gold dollar weighing .8333 grammes and containing .75 grammes of fine gold. The conversion from silver to gold was effected at the ratio of 1 to 32.348.

Education

Education is national and very general in Japan, and is making great progress. There are numerous High Schools, Middle Schools, Normal Schools, and Colleges for special studies—such as Law, Science, Medicine, Mining, Agriculture, and Foreign Languages—and several Female High Schools have been established, and are carefully fostered by the Government. In order to facilitate the prosecution of foreign studies the Government employs many European professors, and also sends, at the public expense, a large number of students every year to America and Europe.

TOKYO

The capital of Japan [until the Restoration called Yedo] is situated at the north of the Bay of Yedo, has a circumference of 27 miles, and covers a surface of forty square miles. The river Sumida runs through the city, the larger part lying to the west of this waterway, while on the east lie the two wards named Honjo and Fukagawa.

Tokyo as viewed from the bay is a pleasant-looking city, being well situated on undulating ground, and possessing abundant foliage. The city is divided into fifteen ward divisions, and its suburbs into six divisions. It was, in fact, until recently more like an aggregation of towns than one great city, but every year sees greater congestion and conditions more approximating to the crowded cities of the West. The Castle of Tokyo occupies a commanding position on a hill a little to the westward of the city. It is enclosed in double walls and surrounded by a fine broad moat. Within the Castle formerly stood the Shogun's Palace and several public offices, but the destructive fire of the 3rd of April, 1872, levelled these ancient and massive buildings, leaving only the lofty turrets and walls. A new palace on the old site has been constructed and the Mikado took up his residence there in January, 1889. The Imperial Garden called Fukiage is situated within the enclosure of the castle. It is tastefully laid out in the pure native style, and contains fine forest trees, rare and beautiful plants of all kinds, a large pond, cascades, etc.

Between the castle and the outer walls a large area was formerly occupied by the numerous palaces of the Daimios, but nearly all these feudal erections have now given

place to brick or stone buildings, used as public offices, barracks, Government schools, etc., so that at the present time very few of the Daimios' palaces remain to illustrate what old Yedo was like in the time of the Shogunate. They are large long buildings of a single storey high, plain but substantial, with no pretensions to architecture, but interesting as reminiscences of feudal Japan.

Several portions of the city outside the walls are very densely inhabited, and comprise the commercial and industrial "slum," and the more pretentious residential districts. The most important part of the business quarter is on the east of the castle, and is traversed by a main street running from the north to the south-west under different names A considerable length of this thoroughfare, part of which is called Ginza, is lined with brick buildings in the European style; the road is wide but not well kept, the pavement broad and planted with trees on either side.

A section well worth a visit is the public park or garden named Uyeno, where formerly stood the magnificent temple founded and maintained by the Shoguns, and which was destroyed by fire during the War of Restoration in July, 1868. In these grounds the Industrial Exhibition of 1877 was held, when the gardens were converted into a public pleasure resort by the Government. Several exhibitions have since been held here and have proved very successful. In Uyeno is also situated the fine Imperial Museum (Haku-butsu kwan).

Among the places much resorted to by visitors is the ancient temple of Kwannon, at Asakusa, not far from Uyeno, one of the most popular and most frequented temples in Japan. The temple is elevated about 20 feet from the ground. A flight of steps gives access to the interior. There is a chief altar at the extreme end of the temple, with side chapels at its right and left, containing a great number of wooden images and *ex votos*. The interior is not very large, and is not so conspicuous for cleanliness as most of the public buildings in Japan. At the right of the temple there is a fine old Pagoda, and near it are two colossal stone statues. A new park was also opened close to the temple about the same time as that of Uyeno. Thus, with Shiba, in the south-west, where are to be seen some of the splendid shrines of the Shoguns, among the chief glories of Tokyo, there are three large public gardens within the city. The fine buildings of the Imperial University (Teikoku Daigaku) stand in the district of Hongo near Uyeno Park. There are altogether 1,275 temples in Tokyo, some of which are fine edifices. The building in which the Imperial Diet meets is a plain edifice, and is only intended for temporary use.

The districts of Honjo and Fukagawa form a distinct industrial portion of the capital. Here is the centre of the lumber and other trades. This quarter is connected with the rest of the city by six great bridges, some of which are constructed of iron and some of wood. They are called, commencing on the north, Adsuma-Bashi, Umaya-Bashi, Ryogoku-Bashi, O-Hashi, Shin-O-Hashi and Eitai-Bashi, respectively. From these the traveller may obtain a fine view of the animated river-life of the Sumida, whose waters are always covered with junks and boats of all descriptions.

A great part of the remaining area forming the district north of the castle, a few years ago covered paddy fields, is to-day covered by "suburbs" of great extent, well served by the municipal tramway system. There are also extensive pleasure gardens, such as Asuka-yama, and neat little villages. The part west of the castle contains fifty temples, and a number of nobles' palaces. The district on the south of the castle, with an area of about 17½ square miles, contains about sixty temples. The most remarkable among them is Fudo-sama in Meguro.

Several great fires have during the last two decades swept Tokyo, and these have led to great improvements and widening of the streets. Rows of good houses in brick and stone, and new bridges, in many cases of iron or stone, have been built, and the city has in many portions been thoroughly modernised. There are some very large and handsome official and mercantile buildings. Tramways have been extended in all directions and the cars are usually crowded with passengers. A ten minute service is maintained with Yokohama. The main streets and those adjacent to them are lighted by electricity, and the remainder by gas and oil lamps. Lines of telegraphs, amounting in all to 200 miles, connect the various parts of the city with one another, and with the country lines. The main streets are broad and fairly well kept, and improvements attend the work of reconstruction after each conflagration. But as the city is in a transition state it necessarily presents many strange anomalies. Side by side with lofty stone buildings stand rows of rude wooden houses. As with the buildings so with the people; while the mass still wear the native dress, numbers appear in European costume. The soldiers and police are dressed in uniform on the western model.

The environs of Tokyo are very picturesque and offer a great variety of pleasant walks or rides. Foreigners will find much to interest them in the country round. The finest scenery is at the northern and western sides of the city, where the country is surrounded by beautiful hills, from which there is a distant view of the noble mountains of Hakone, while beyond rises in solitary grandeur the towering peak of Fuji-san covered with snow the greater part of the year. The population of Tokyo as disclosed by the Census of 1920 is 2,173,162.

The native Press is represented by some twenty daily papers, and many monthly and fortnightly publications. There is a daily paper run by Japanese in the English language called the *Japan Times and Mail*, which is representative of Japanese interests, and the *Japan Advertiser*, which was published for many years in Yokohama, is now published in the capital. The *Far East*, a weekly illustrated newspaper, British owned, is also published in Tokyo. There are 1,225 schools of different classes, including several universities, as distinct from the Imperial, or official. Three large and handsome hotels designed for foreigners—the Tokyo Station Hotel, Imperial Hotel and Seiyoken—cater to tourist needs. All are under Japanese management. A fourth foreign hotel, the Central, is under foreign management.

DIRECTORY

IMPERIAL GOVERNMENT

Prime Minister—Viscount K. Takahashi
Minister for Foreign Affairs—Count Yasuya Uchida
Minister for Home Affairs—T. Tokonami
Minister for Finance—K. Kamino
Minister of the Army—Lieut.-General Hanzo Yamanashi
Minister of the Navy—Admiral Baron Tomosaburo Kato
Minister of Agriculture and Commerce—Baron Tatsuo Yamamoto
Minister of Education—T. Nakahashi
Minister of Justice—Count Enkeichi Oki
Minister of Communications—Utaro Noda
Minister of Railways—Hajime Motoda

PRIVY COUNCIL

Prince Aritomo Yamagata, president
Viscount K. Kiyoura, vice-president
Hyoji Futagami, chief secretary
Adm. Count S. Kabayama
Dr. Baron K. Tsuzuki
B. Yasuhiro
Dr. Baron J. Hosokawa
Lt.-Gen. Vis. Miura
Dr. K. Ichiki
Baron R. Kuki
Gen. Count Kuroki
Baron Y. Kubota
Vicount M. Ito
Baron A. Hamao
Dr. M. Tomii
Vis. K. Kaneko
Lt.-Gen. Vis. S. Soga
Marquis K. Inouye
Dr. Vis. K. Suyematsu
Vis. C. Okabe
Baron T. Ishiguro
Baron M. Nambu
Dr. Baron C. Hozami
H. Arimatsu

FINANCE DEPARTMENT

1, Ote-Machi, Itchome, Kojimachi-Ku.

K. Kamino, minister
K. Kamino, vice-minister
Kuroda Hideo, priv. secy. to the minister
Horikiri Zenbei, do.

Provisional Buildings Section

Niwa Sukihiko, chief
Kimoto Fusataro, controller

Accounts Bureau

M. Nishino, director

REVENUE BUREAU
Jui Matsumoto, director

FINANCE BUREAU
G. Ono, director

BANKING BUREAU
W. Kuroda, director

REVENUE SECTION
Jui Matsumoto, director

FINANCE SECTION
G. Ono, director

MINT
Ikebukuro Hidetaro, director

BUREAU OF MONOPOLIES
Nonaka Kiyoshi, president

BUSINESS DEPARTMENT
S Tsurumi, director

MANUFACTURE DEPARTMENT
Baron T. Shijo, director

NAVY DEPARTMENT

1, Kasumigaseki Nichome, Kojimachiku

Baron T. Kato, minister (absent)
Vice-Admiral K. Ide, vice-minister

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YOKOHAMA

Yokohama is the principal port of Japan, and was opened to foreign trade in July, 1859. It is situated on the Bay of Yokohama, a small bay on the western side of the Gulf of Yedo, in lat. 35 deg. 26 min. 11 sec. N., and long. 139 deg. 39 min. 20 sec., in the island of Honshiu, and is distant about eighteen miles from the capital, with which it is connected by a line of railway. The town, having sprung up from a poor fishing village only, since the site was selected for a treaty port, instead of the little town of Kanagawa, possesses few attractions for the visitor. The scenery around, however, is hilly and pleasing, and on clear days the snow-crowned summit and graceful outlines of Fuji-san, a volcanic mountain 12,370 feet high—celebrated in Japanese literature and depicted on innumerable native works of art—is most distinctly visible, though some seventy-five miles distant. The native portion of Yokohama is compactly built of low houses with tiled roofs. The town is divided into two nearly equal parts, the western half being occupied by what was known, before the abolition of extra-territoriality, as the

foreign settlement. Beyond the plain on which the town is built rises a sort of semicircle of low hills called "The Bluff," which is thickly dotted with handsome foreign villas and dwelling-houses in various styles of architecture, all standing in pretty gardens. From these dwellings charming prospects are obtainable. Along the water front runs a good road called the Bund, adjacent to which stand many of the principal business houses and hotels. The United Club is located here. The streets are fairly paved, curbed, and drained. The English Episcopal, the French Catholic and the Union Protestant Churches are handsome edifices, situated on the Bluff, where there are also well laid out public gardens. A fine cricket and recreation ground and a fairly good racecourse are situated about two miles from the Settlement. A good boating club also exists, which has provided facilities for deep-sea bathing. The Public Hall, containing a theatre and assembly rooms, built of brick, is situated at the top of Camp Hill, and was opened in 1885. The Municipal Offices, a fine brick structure, occupy a commanding site near the Public Gardens. The railway station is also a creditable structure, being a well designed and commodious terminus. The town is in the enjoyment of an excellent water supply, large waterworks having been completed in 1887. A tram service from Yokohama (Sakuragi-cho) to Tokio (new station) runs every ten minutes, covering the distance in 45 minutes, express in 30 minutes. The harbour is much exposed, but two breakwaters, of an aggregate length of 12,000 feet, have been built and are so projected as practically to enclose the whole of the anchorage, leaving an entrance 650 feet wide between these extremities. An extensive scheme for improving the harbour and providing better facilities for trade has been carried out and large steamers can now go alongside the Customs piers to load or discharge. The Yokohama Dock Company has three dry docks of 515 ft., 481 ft., and 376 ft. docking length, 80 ft., 63 ft., and 50 ft., width of entrance, and 28 ft., 21.5 ft. and 26 ft. of water on the blocks respectively, and a mooring basin of 600 ft. by 100 ft. by 25 ft. Yokohama is well supplied with hotels. The *Japan Gazette* is now the only English daily newspaper published in Yokohama; others which were formerly published in the port are now printed in Tokyo.

The Japanese population of Yokohama has grown considerably in the last ten years and is about 422,942 according to the Census returns of 1920. The importance of the foreign element in the port may be gauged by the fact that they pay nearly 40% of the entire amount of business and income taxes collected in Yokohama, though they have no voice in the control of local affairs.

The foreign trade of the port in 1919 was Imports Yen 689,430,636 and Exports Yen 1,019,309,690, compared with Imports Yen 518,679,128 and Exports Yen 816,989,994 in 1918.

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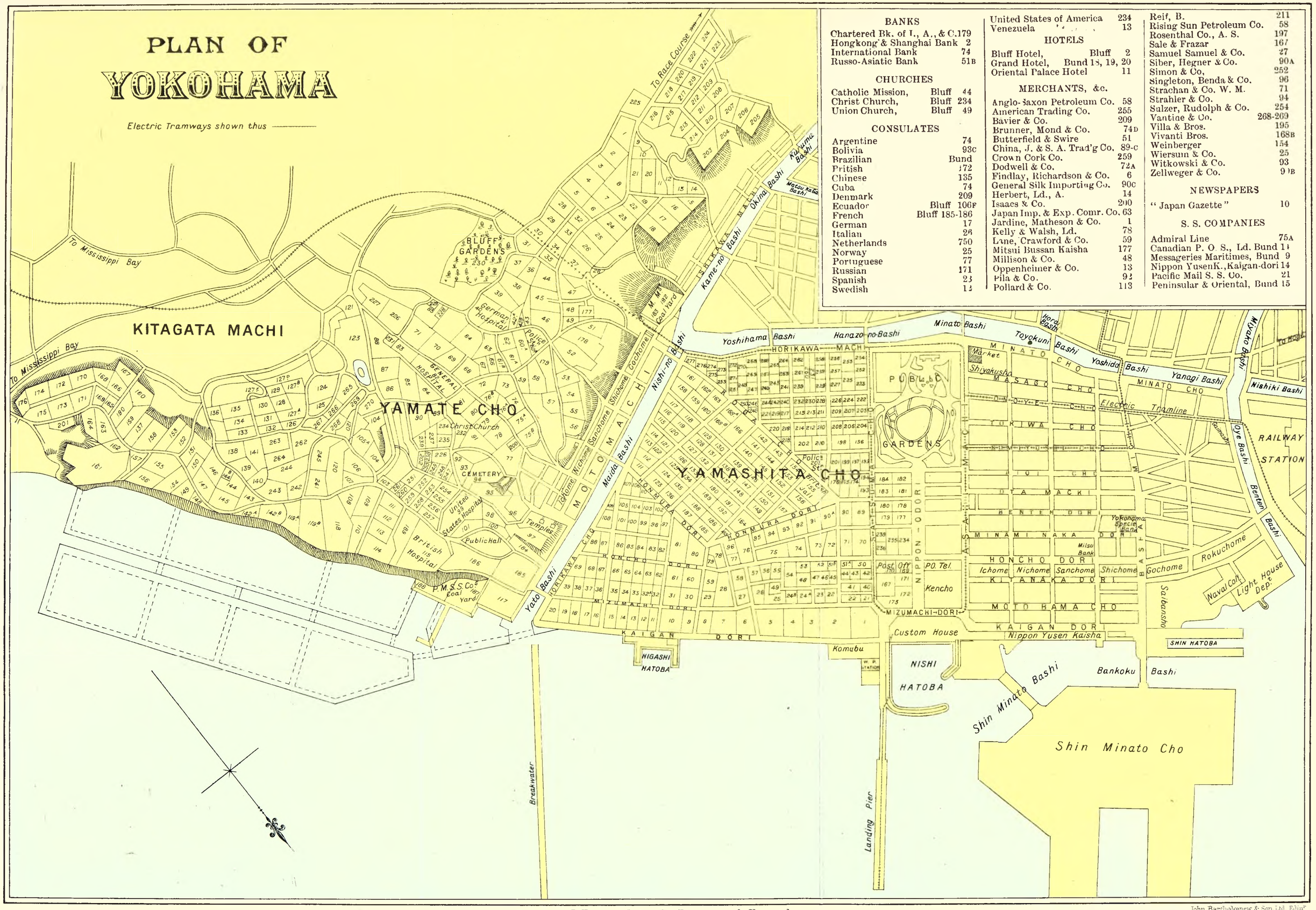

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HAKODATE

This, the most northerly of the old treaty ports of Japan, is situated in the south of Yezo, in the Straits of Tsugaru, which divide that island from Honshiu. The port lies in latitude 41 deg. 47 min. 8 sec. N., and longitude 140 deg. 45 min. 34 sec. E., and the harbour is nearly land-locked. The town clusters at the foot and on the slope of a bold rock known to foreigners as Hakodate Head, 1,106 feet in height. The surrounding country is hilly, volcanic, and striking, but the town itself possesses few attractions. A row of fine temples, with lofty picturesque roofs, occupying higher ground than the rest of the town, are the most conspicuous buildings. There are some Public Gardens at the eastern end of the town which contain a small but interesting Museum. Watet works for supplying the town with pure water were completed in 1889. The climatr of Hakodate is healthy and bracing. The hottest month is August, but the thermometer there rarely rises above 90 degrees Fahr.; in the winter it sometimes sinks to 18 degrees. The mean temperature throughout the year is about 48 degrees. The population of Hakodate is now about 144,740.

The foreign trade of the port is small, but has been steadily growing during the last few years. The value of the imports in 1919 was Yen 1,363,900 and the exports Yen 6,560,248. In 1918 the imports were Yen 1,755,785 and the exports Yen 8,033,928. The agricultural resources of Yezo have been to some extent developed under the auspices of the Kaitakushi, or Colonization Department. The rich pasture lands are well adapted for breeding cattle. In the valuable and extensive fisheries on the coast, however, the chief exports of the future from Hakodate are to be looked for. Increasing quantities of dried fish and seaweed are exported annually, mostly to China. The mineral resources of Yezo are large, and may also some day yield a valuable addition to the exports of this port. About a million and a half tons of coal are annually taken from 41 mines, and the output of the eighteen sulphur mines amounts to about 250,000 tons a year. Manganese is produced to the extent of about five thousand tons a year from five mines between Hakodate and Otaru, and an important export business in this commodity seems to be developing. Copper has not figured in the export returns since 1904, though some is mined in the island. Timber has during the past few years formed the chief item in the export list. Washing for gold dust has been carried on in Kitami, and the belief is entertained that with proper machinery the gold mines of Hokkaido may be worked with fair profit. Silver, manganese, sulphur and magnetic iron are also obtained. The kerosene wealth of this district is considerable, and it is even stated the prospects are not inferior to those of Echigo. The places where oil is said to exist are numerous. At Nukimi-Mura on Soya Strait—in the extreme North—oil wells were discovered long ago, and have been worked by hand for some years. The oil, in fact, overflows into the sea, and in stormy weather boats take refuge at Nukimi-Mura, as the sea is rendered smooth by the oil. Oil also exists at Nigori-Kawa, near Hakodate; at Kayamagori, near Shiribeshi; at Itaibetsu, on a tributary of the Urin River (output 800 gallons per day); at Kotamimura and Tsukisama Mura (Imperial property), near Sapporo; and near Abashira, where the wells are considered rich. Hakodate is connected with the capital by telegraph, and a line of railway (157 miles) connects Hakodate with Otaru. A railway from Otaru to Sapporo, 22 miles long, was opened to public traffic on the 28th November, 1880, and has since been carried on to Poronai, where are some large coal mines, the total length of the line being 56 miles. A branch to Ikushumbetsu, seven miles, has since been laid, and another line from the coal mines to Muroran, a port on the south-east of the Island, a distance of 143 miles, was opened to traffic in July, 1892. At the station of Oiwake, from which point there is a branch line to Yubari (26½ miles), the Tanko Tetsudo Kaisha established ovens for the manufacture of coke. There are now 936 miles of railway in the Hokkaido. The Hakodate Harbour Improvement works were completed in 1900, and a patent slip capable of taking vessels up to 1,500 tons was also finished. There is also a dry dock to accommodate ships up to 10,000 tons at ordinary spring tides, and at highest spring tides the dock is capable of receiving the largest battleships in the Japanese Navy. At Otaru a massive breakwater, about 3,500 feet long, has been constructed.

In August, 1907, half the city of Hakodate was destroyed by a fire. The number of houses destroyed in the conflagration was ascertained to be 8,977, rendering about 60,000 persons homeless. All the foreign residents with the exception of the American Consular Agent were burnt out, saving nothing, and the total loss was estimated at not less than 50,000,000 yen.

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OSAKA

Osaka is the second city in Japan in point of size and commercial importance and has not inaptly been termed the Venice of the Far East, owing to the manner in which it is intersected by canals. Considering the extent to which the factory system of industrialism now holds sway, the town recalls Manchester rather than Venice. Osaka is essentially Japanese, though a go-ahead and progressive city, and possesses much of interest to the foreign visitor. It is situated in the province of Setsu, and is built on the banks and at the mouth of the river Aji. The river is only navigable for small vessels, and on the opening of the railway to Kobe the foreign trade of Osaka commenced to decline. Almost all the foreign firms, which at one

time were established in the latter city, have removed to Kobe. Hopes were very generally entertained in Osaka of a recovery of the city's lost position in this respect, and to that end a new harbour was partially constructed to accommodate ocean-going steamers. The works, however, have not had the effect upon the city's trade that was expected, and though the scheme has not been abandoned the work has been greatly delayed. The most imposing and at the same time the most interesting object to be seen in Osaka is the Castle, erected in 1583 by the famous warrior Toyotomi Hideyoshi, and which was carried by Ieyasu, the founder of the House of Tokugawa Shoguns, after a famous siege, in 1615. Though less extensive than that of Tokyo, it is a much grander and more striking edifice, and is, indeed, next to that of Nagoya, the finest example of the ancient feudal castles of Japan. It is now occupied by the Osaka garrison, and forms the headquarters of one of the eighteen great military districts, and it has also within its enclosure an extensive military arsenal. Osaka, like Tokyo and Kyoto, forms a province in itself and has its own Governor. It is the seat of numerous industries, including cotton-spinning mills, shipbuilding yards, iron works, and sugar refining. Cotton-spinning may be said to be the largest industry. There are eight spinning companies in the city representing a paid-up capital of Yen 87,308,000. Of 37,607 looms (in spinning factories only) in Japan no fewer than 5,376 are in Osaka. The number of factories, mills, or works of all kinds in Osaka in 1916 was returned as 14,233, but only ten of these employed more than one thousand hands. The Imperial Mint is also located here. This establishment is in active operation and turns out a coinage not surpassed by any in the world. The trade statistics of Osaka in recent years have shown remarkable growth. The imports in 1919 were valued at Yen 167,670,519 and the exports at Yen 438,837,169, as compared with Yen 137,538,443 and Yen 405,825,117 in 1918. The Osaka trade returns, however, do not afford a reliable index of the foreign trade, the greater part of which passes through the Kobe customs. Most of the goods exported from, or imported into, Osaka are shipped or discharged at Kobe. The population of the city is 1,252,972, according to the census taken in 1920. In 1909 a third of the city was destroyed by fire, the total damage being estimated at Yen 25,000,000. A much better class of house has taken the place of those destroyed, and the regulations for rebuilding provide for wide thoroughfares.

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Shiragawa Zosuke, sec., dir. of home dept.
Fujimuma Shohei, sec., dir. police dept.
Iida Mariboshi, dir. industrial dept.

KYOTO HOTEL
T. Inouye, proprietor

KYOTO KU SAIBANSHO (Kyoto Local Court)—Takeya-machi, Senbon-higashi-iru, Chikaracho
Judges—Tsunetaro Tada (president), Tsuta Miura, Takeji Nakaji, Matsusaburo Yamazaki, Kibio Inukai
Public Procurators—Saneyoshi Kodama, Katsue Yamato

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Tazaki Shinzo, vice-chairman

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Torasaburo Araki, president

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V. Miyawaki, director

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Madame Waka Bayashi, president
M. Shimidzu, secretary

KOBE-HYOGO

Kobe was until 1892 the foreign port of the adjoining town of Hyogo and was opened to foreign trade in 1868, but in 1899 the two towns were incorporated under the title of Kobe City, when the City Municipal Law was put into force. The port is finely situated on the Idzumi-nada, at the gate of the far-famed Inland Sea. The harbour is good and affords safe anchorage for vessels of almost any size, but to extend the facilities for loading and discharging an extensive scheme of harbour improvement was begun in 1907. The two towns face the land-locked water covered with white sails, while behind, at a distance of about a mile, rises a range of picturesque and lofty hills, some of which attain an altitude of about 3,000 feet, and the steep sides of which are partly covered with pines. On one of these hills, Rokkosan, are a number of foreign residences, the place having become a favourite summer resort. The summit of this hill has been well prepared for the purpose, several miles of excellent paths making walking on the hills easy and enjoyable. Among the attractions of Rokkosan are excellent golf links. Kobe and Hyogo stretch for some five miles along the strip of land between the hills and the water, and the former is rapidly extending in the direction of Osaka, which is connected with Kobe by the Hanshin Electric Railway. What was at one time known as the foreign settlement at Kobe is well laid out; the streets are broad and clean, and lighted with gas. The Bund has a fine stone embankment and extends the whole length of the foreign business quarter, but the extensive reclamations in the harbour tend to destroy its character. Within the last year or two the Japanese have bought many of the Settlement lots and have erected large offices of five or six stories, which have greatly improved the city. The railway terminus is at the other end of Kobe, where it meets Hyogo, and there are extensive carriage works adjoining the station, but the foreign section of the city is best reached from Sannomiya Station. There are three Clubs—the Kobe Club (British, but including members of all nationalities), the Masonic Club, and the Oriental Club (Indian). At Mirume the K. R. & A. C. have a fine boathouse and large lawn for all kinds of sports. The Union Protestant Church and a French Roman Catholic Church are in the Settlement. An English Episcopal Church, All Saints, was opened in 1898 on the hill behind, and there are several native Protestant churches. There are several foreign hotels in the city, the principal being the Oriental and the Tor. The former is now owned by the Toyo Kisen Kaisha, the Japanese shipping company, and compares favourably with any hotel in the Far East. Two foreign daily papers, the *Japan Chronicle* and the *Kobe Herald*, and one weekly, the *Japan Weekly Chronicle*, are published in Kobe. There are, also, two native papers. The population of the city of Kobe in 1920 was 608,628. Of this number 5,244 were foreigners, the chief nationalities represented being Chinese, 3,205; British, 596; American, 304; Russian, 246; and Indian, 202.

The Temple of Nofukuji, which possesses a large bronze Buddha, is situated in the old town of Hyogo and is worth a visit; and there is a monument to the Japanese hero Kiyomori, erected in 1286, in a grove of trees in the vicinity of the temple, which claims some attention from its historic associations. On the Kobe side of the old river known as the Minato-gawa also stands a temple dedicated to Kusunoki Masashige, so famous in Japanese history for loyalty and valour, who died on the spot in 1336, during the unsuccessful wars for the restoration of the Mikado's power. The Kawasaki Shipbuilding Yard situated at Hyogo is one of the largest in Japan. The Mitsubishi Co. also have a dockyard at the Western extremity of the ports. The Government in 1906 sanctioned a scheme for the improvement of the harbour involving an expenditure of 32,000,000 yen. Large reclamations were undertaken at Onohama, and commodious wharves and other facilities for the working of cargo are provided.

Kobe's excellent railway communications, both north and south, have naturally tended to centralise trade at this port.

The following table of values in Yen shows the total trade of the port from 1910 to 1919:—

	Imports	Exports		Imports	Exports
1910	230,336,984	121,049,552	1915	269,216,398	197,597,830
1911	256,235,347	119,054,086	1916	374,099,070	325,671,735
1912	302,199,803	150,475,871	1917	530,929,041	479,770,388
1913	346,608,977	176,470,039	1918	784,310,224	539,350,392
1914	281,959,911	167,522,636	1919	1,015,141,760	443,249,116

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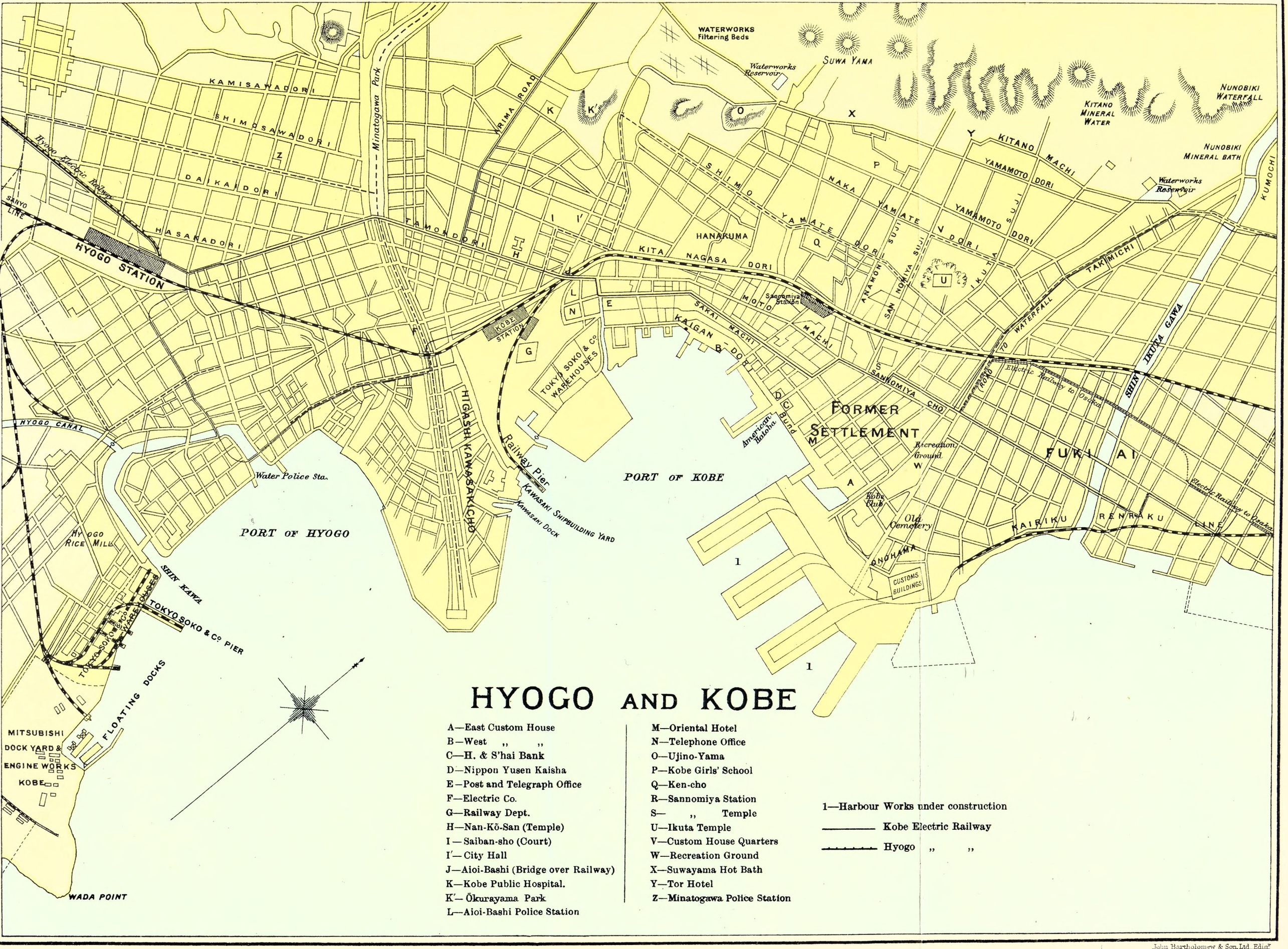

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SURAJMUL & Co., H.—Importers, Exporters, Indian Cotton Merchants—24, Shimoyamate-dori, 2-chome; Teleph. 1409 (Sannomiya); Tel. Ad: Surajmal
P. I. Mehta | T. Yamamoto
S. T. Vyas | T. Takemura

SUZUKI & Co., Importers, Exporters, Manufacturers, and Ship-owners' Managers—10, Kaigan-dori; Teleph. 4801 (Sannomiya) Private Exchange; Tel. Ad: Suzuki
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I. Suzuki, partner
Iwazo Suzuki, do.
N. Kaneko, do.
F. Yanagida, do.
S. Mori, manager
J. Yoshikawa, do.
K. Nagai, signs per pro. manager
S. Hino, do.

TATA & Co., R. D.—18, Maye-machi, Itchome; Teleph. 311 (Sannomiya); Tel. Ad: Tata. Head Office: Bombay. Branches: Rangoon, Shanghai, Osaka and Kobe
N. D. Tata | K. M. Sethna
B. M. Batki | F. B. Bhedwar

TEVERSON & MACTAVISH, Bill, Bullion and Share Brokers — 52, Harima-machi; Teleph. 183 (Sannomiya)

THIRTY-FOURTH BANK (SANJUSHI GINKO), LTD.—Sakaye-machi, Sanchome; Telephs: 373, 599 and 2234 (Sannomiya)
S. Tanaka, manager

THOMPSON & Co., J. L., Chemists and Aerated Water Manufacturers—3, Kaigan-dori, Itchome; Teleph. 786 (Sannomiya;) P.O. Box 22; Tel. Ad: Franklin
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Tsu Own | K. Kanado
H. R. Simpson | N. Kusumoto

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Branch Manager Yangtze Insurance Association, Ld.
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Insurance Co. of N. America
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TOR HOTEL CO., LTD.—Teleph. 1067 (Sannomiya); P.O. Box 184; Tel. Ad: Tor
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H. S. G. Isitt, secretary
Henry Lutz, manager
Ida Pflaesterer, housekeeper

TOYO KISEN KAISHA—(Oriental S. S. Co.), Trans-Pacific and South America Line—7, Kaigan-dori; Telephs. 13, 14 and 15 (Sannomiya); Tel. Ad: Toyokisen Kobe

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TRUSCON STEEL CO. OF JAPAN—99 Kita-machi; Telephs: 482-485 (Sann.); Tel. Ad: Truscon
M. S. Sanders
S. Taniyama

UNION CHURCH—(See under Churches)

UNION INSURANCE SOCIETY OF CANTON LTD.—80, Kyo-machi; Teleph. 361 (Sannomiya); Tel. Ad: Union
N. P. Thomson, manager
Chang Wa Fong

UNION TRADING CO. (Gomei Kwaisha)—7, Goko-dori, 4-chome; Teleph. 212 Sannomiya (L.D.); Tel. Ad: Duus or Toms
J. H. Duus
W. J. Toms

UNITED STATES SHIPPING BOARD—Room 123, T. K. K. Building; Tel. Ad: Anderson
A. W. Anderson, port supt. eng.

VACUUM OIL CO., New York, U.S.A.—38A, Naka-machi; Teleph. 232; Tel. Ad: Vacuum
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A. McGlew, asst. do. do.
A. F. Guterres, sub-manager
E. Carneiro
T. R. Goodridge
W. F. Woodbridge
Miss H. Guterres
I. Kozlov
C. S. de Souza
W. Petterson

VAN NIEROP, S. L., & CO.'S HANDEL MY.—Isogami-dori, Shichome; Teleph. 1285 (Sann.); P.O. Box 290; Tel. Ad: Toewan, Vannierop, Nierop
H. A. A. van Breukelen
P. J. H. G. Fey
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A. van Dam

VASUNIA & CO., Import and Export Merchants—24, Moto-machi, 1-chome; Teleph. 2592 (San.); Tel. Ad: Limjee; Codes: A.B.C. 5th edn. and Bentley's
R. R. Vasunia
P. D. Avari
P. B. Bilmoria

VENDRELL, MUSTAROS & CO.,—33, Shimoyamate-dori, Sanchome; Telephs: 1939 and 4354 (Sannomiya); Tel. Ad: Vendrell; Codes: A.B.C. 5th edn. and Bentley's
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E. Bayle
T. Prats
M. Vendrell, Barcelona, Spain

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R. J. Webster, vice-president
H. Maxwell, hon. secretary
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WESTCOAST LUMBER CO.—70, Kyo-machi
C. D. Wooton, manager
C. R. Kerr | F. Narita

WHYMARK, GEORGE H., Auctioneer, Valuer, Commission Agent, Surveyor, Adjuster, etc. — 319, Sannomiya-cho, 1-chome; Teleph. 935 (L.D.); Tel. Ad: Pilot; Codes: A.B.C. 4th and 5th, Lieber's, Bentley's
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J. B. Gomes
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World Marine & General Ins. Co., Ld.
Correspondent, Excess Insce. Co., Ld.
North of England Protecting and Indemnity Association

WHYMARK & CO., GEO., Wine, Spirit and Provision Merchants—81, Sakaya-machi, Itchome; Teleph. 1010 (Sannomiya)
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C. E. Swann | O. Wanibuchi

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J. Westphalen do.
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F. Gensen (Kobe)
G. Selig, partner (Yokohama)
E. Behr, signs per pro.
G. Werckmeister
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WINKEL & GEDDE, LTD., Importers and Exporters — 94, Yedo-machi; Teleph. 369 (Sannomiya); P.O. Box 292; Tel. Ad: Gedde. Head Office: Copenhagen. Associated Companies in London, Paris, Genoa, Moscow, New York, Buenos Aires, Rio de Janeiro, Cairo, Sydney, etc.
O. Gedde, manager
H. Vends | O. Goettsche
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Insurance Co. of North America
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L. Lazarus, managing partner
M. Gottlinger, signs per pro.
A. Goldman
M. Goldman | H. Scheel
N. Gottlinger | J. F. Burke

Agency
Sun Insurance Office

WOLF, HANS—307, 1-chome, Sannomiya; Teleph. 5125 (Sann.); Tel. Ad: Wolf
H. Wolf
Miss E. Scriba | T. Murakami
P. Ehlers | W. Masuda

YOKOHAMA SPECIE BANK, LTD.—26, Sakae-machi, Sanchome
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S. Kusakari, sub-manager
S. Yoshida, do.
J. Waza, signs per pro. manager
K. Yonetani, do.
H. Mori, do.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION—65, Shimoyamate-dori, 3-chome
Miss H. F. Topping
Miss G. McGregor
Miss J. Choppell

MOJI AND SHIMONOSEKI

These two towns are situated one on each side of Shimonoseki Straits, the western entrance of the Inland Sea—the former on the north and the latter on the south side. The interests of both towns, so far as shipping is concerned, are identical. Shimonoseki is under the jurisdiction of Yamaguchi, 51 miles away, and Moji under that of Fukuoka, 47 miles away. The foreign merchants have their offices on the side that suits their own convenience, but the principal Japanese banks and shipping offices are at Moji. There is a fairly strong tidal current through the Straits, but the anchorage, which is at Moji, is only affected by an eddy, and good holding ground is general. Steamers entering from the West can get pilots at Rokuren Light, where boats have to stop in any case for medical inspection and harbour-master's instructions. From the eastward this inspection takes place at Hezaki Light. Means of transport are good. Liners run regularly to all foreign ordinary ports of call; and while from Shimonoseki the Sanyo Railway taps the North, from Moji the Kiushiu Railway taps the South of Japan. Excellent foreign accommodation can be had at the Shimonoseki Station Hotel, belonging to the Imperial Railway Bureau. This Railway has also two large ferry boats plying between Moji and the Shimonoseki Station, while a ten-minute ferry pliesbetween the usual landing places at Moji and Shimonoseki. There is a proposal on foot to construct a tunnel under the Straits. Both towns have municipal waterworks, are lit by electricity, and are connected by telephone with the principal towns, from Kagoshima and Nagasaki in the South, to Tokyo in the North East. Imports at Moji for 1920 amounted to Yen 79,102,645 and exports to Yen 46,778,835, as compared with Yen 79,630,915 and Yen 44,473,092, respectively, for the previous year. The population of Shimonoseki according to the census of 1920 was 67,866, and of Moji 73,377. It should be specially noted that photographing and sketching are forbidden within a radius of ten miles round Shimonoseki and Moji on land and sea. The law in this respect is strictly enforced and ignorance is not accepted as an excuse.

DIRECTORY

BABCOCK & WILCOX, LTD.—Uchibama-cho, 2, Itchome; Teleph. 689

BIRNIE, LEONARD (Kobe), Steamship Agent —Tel. Ad: Leonard
Nutter & Co., representatives

BROWNE & Co., Merchants—2, Karatomachi, Shimonoseki; Teleph. 1543; P. O. Box 3 Higashi
C. M. Birnie
W. H. Evans, manager
Agencies
Apcar Line of Steamers
British India S. N. Co., Ld.
P. & O. Steam Navigation Co.
The Eagle, Star and British Dominions Insce. Co., Ld.
North China Insurance Co., Ld.
Yangtsze Insurance Co., Ld.
Coutts & Co., Bankers, London
C. Hoare & Co., Bankers, London.

CONSULATES

GREAT BRITAIN (Consulate at Shimonoseki); Teleph. 705, Shimonoseki
Actg. Consul—F. C. Greatrex
Shipping Clerk—Y. Musashi
Clerk—S. Kai

NORWAY
Vice-Consul—R. McKenzie

PORTUGAL
Vice-Consul—Horace Nutter

SWEDEN
Actg. Vice-Consul—R McKenzie

CUSTOM HOUSE
Director—T. Furuta
Controller—S. Suzuki
Do. —Taniguchi
Chief Examiner and Chief Appraiser —Y. Kanase
Examiner & Appraiser—S. Nakamoto
Chief Secretary—Y. Hayashi
Chief, Accounts Office—T. Koyama
Chief, Shimonoseki (East and West)—K. Tatebe

HARBUOR OFFICE
Harbour Master—K. Akashi
Chief Quarantine Officer—R. Takahashi
Chief Medical Officer—H. Mizunuma
Chief Vet. Surgeon—K. Kumai

MITSUI BUSSAN KAISHA, LTD.—Tel. Ad: Mitsui; Codes used: A.B.C. 5th edition and improved, A1, Scott's and Bentley's
K. Shimada, manager
N. Sakabe, asst. manager
K. Hara, do.
Agencies
Ellerman Bucknall S.S. Co.
Toyo Kisen Kaisha, Tokyo

MITSUBISHI SOKO KAISHA, Stevedores, Landing and Shipping Agents, Customs Brokers & Warehousemen—Tel. Ad: Soko

NIPPON YUSEN KAISHA

Nutter & Co., General Exporters, Steamship Agents, Chartering, Insurance, Coal, Export and Import, Forwarding, Landing and Commission Agents—Higashi-hon-machi; Head Office: Moji; Branch Office: Karatzu; Teleph. 866; P. O. Box 3; Tel. Ad: Nutter, Moji; Codes: A.B.C. 5th, A1, Scott's, Watkin's, Bentley's and Schofield's
Horace Nutter
Chinese & Japan. staff
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Anderson Green & Co, Ld., London
Robert Dollar Co.
New Zealand Insurance Co., Ld.
Manufacturers' Life Ins. Association
Sun Fire Insurance Co.
North of England Protecting and Indemnity Association
British Consular Shipping Office
Prince Line
American Asiatic S.S. Co.
Los Angeles Steamship Co.
Agents for
Samuel, Samuel & Co., Ld., at Moji and Karatzu

OSAKA SHOSEN KAISHA (Moji and Shim'seki.)

SALE & FRAZAR, LTD.—19, Minato-machi, Sanchome; Teleph. 344; Tel. Ad: Frazar
W. J. Duer

SAMUEL SAMUEL & Co., LTD., Financial Agents, Bankers, Importers, Exporters, Insurance and Freight Brokers, Steamship Agents—Higashi-hon-machi, Moji; Teleph. 142; Tel. Ad: Orgomanes; Codes: Scott's 10th ed. 1906, A.B.C. 5th edition, Bentley's with appendix, Schofield's. Head Office: Yokohama

M. Samuel & Co., 25-27, K. "Shell House," Bishopsgate, London, E.C. London Correspondents
Samuel Samuel, M.P., director (London)
W. F. Mitchell, do. do.
W. H. Samuel, do. do.
W. H. Levy, do. do.

(See Nutter & Co., Agents in Moji and Karatsu)

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Orient Steamship Company of Copenhagen
Danish East Asiatic Co., Ld.
Royal Mail Steam Packet Co. (Owners "Shire" Line, Ld.)
"Glen" Line of Steamers
Swedish East Asiatic Co., Ld.
Russian East Asiatic Co., Ld., of Petrograd
Asiatic Steam Nav. Co., Ld.
Furness, Withy & Co., Ld.
Hogarth Shipping Co., Ld.
Compania Transatlantica of Barcelona
International Banking Corp. of N. Y.
Thos. Cook & Son
North China Insurance Co., Ld.
Fireman's Fund Ins. Co., Ld., of S. F.
Bureau Veritas
Lloyd Triestino
Bankers' and Shippers' Insce. Co. of N. Y.
U. K. Mutual S. S. Assurance Assoc.
American S. S. Owners' Mutual Protection and Indemnity Association, Inc.
Orient Steamship Co. of Copenhagen
Zocus Paint Co., Ld.
Navagazione General Italiana
D. H. & G. Haggie
Ellerman & Bucknall S. S. Co., Ld.
Societa Navagazione Natina of Rome
Vernco S. S. Co., Ld.

SANYO HOTEL (Imp. Government Rys.)

STANDARD OIL CO. OF NEW YORK—Tel. Ad: Socony

VACUUM OIL CO., Higashi-hon-machi 6-chome; Teleph. 189; Tel. Ad: Vacuum
Louis Strom, manager for Southern Japan, Formosa and Korea
E. G. Sandler, asst. manager
H. G. Bennett
T. Yamane, marine representative
C. Shibata, Fukuoka
K. Ohsugi, Nagasaki
T. Yamagata, Seoul
Y. Kanaika, Taikohu
Y. Kurata, Kumamoto

WURIU SHOKWAI (Holme, Ringer & Co.), Import, Export and Commission Merchants—Teleph. 138 and 451; Tel. Ad: Wuriu
R. McKenzie, manager
S. Naito, do.
F. J. Horman-Fisher

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Chartered Bank of I., A. & China
Admiral Line
Asiatic Steam Nav. Co., Ld.
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Bank Line, Ld.
Barber & Co.'s Line of Steamers
Ben Line of Steamers
Canadian Pacific Steamships, Ld.
China Mutual Steam Nav. Co., Ld.
China Navigation Co., Ld.
Cie. des Messageries Maritimes
Eastern and Australian S. S. Co.
Holland Oost Azie Lijn
Java-China-Japan Lijn
Mogul Line of Steamers
Northern S.S. Co., Ld. (Petrograd)
Northern Pacific Railway Co.
Norwegian, Africa & Australia Line (Christiania)
Ocean Steamship Co., Ld.
Pacific Mail Steamship Co.
Pacific Steamship Co.
Royal Mail Steam Packet Co.
John Warrack & Co.'s Steamers
Andrew Weir & Co.'s Line of Steamers
Watts, Watts & Co.'s Steamers
Board of Underwriters of N. Y.
Commercial Union Assurance Co., Ld.
Lloyd's, London (Moji and Shimonoseki Districts)
New Zealand Insurance Co., Ld.
Norwich Union Fire Insurance Soc., Ld.
North British & Mercantile Ins. Co.
Royal Exchange Assur. Corporation
South British Insurance Co., Ld.
Tokyo Marine and Fire Insur. Co., Ld.
Union Insurance Soc. of Canton, Ld.

NAGASAKI

Nagasaki is a city of great antiquity, and in the early days of European intercourse with the Far East was the most important seat of the foreign trade with Japan. It is admirably situated on the south-western coast of the Island of Kiushiu. A melancholy interest attaches to the neighbourhood as the scene of the extinction of Christianity in the empire and the extermination of the professors of that religion in 1637. At the entrance to the harbour lies the celebrated island of Pappenberg, where thousands of Christians are said to have been thrown over the high cliff rather than go through the form of trampling on the Cross. Not far from Nagasaki is also the village of Mogi, where 37,000 Christians suffered death in defending themselves against the forces sent to subdue them. When the Christian religion was crushed and the foreigners were expelled, to the Dutch alone was extended the privilege of trading with Japan, and they were confined to a small plot of ground at Nagasaki called Deshima. By the Treaty of 1858 Nagasaki was one of the ports opened to British trade on the 1st July in the following year.

On entering the harbour of Nagasaki no stranger can fail to be struck with the admirable situation of the town and the beautiful panorama of hilly scenery opened to his view. The harbour is a land-locked inlet deeply indented with small bays, about three miles long with a width varying from half-a-mile to a mile. A reclamation scheme was commenced in October, 1897, and completed in January, 1905; 147 acres were reclaimed, and retaining walls measuring nearly five miles in length have been built in front of what were formerly the foreign concessions at Deshima and Megasaki. Simultaneously the harbour has been deepened. The cost of the work was four million yen. The town is on the eastern side of the harbour, and is about two miles long by about three-quarters of a mile in extreme width. The foreign quarter adjoins the town on the south side. The chief mercantile houses are situated on the bund facing the harbour, behind which are a few streets running parallel with it, and there are a number of private residences on the hill-side. There are English Protestant and Roman Catholic churches, two clubs (Nagasaki and International) and a Masonic Lodge. There are several hotels, of which the largest are the Nagasaki Hotel and the Hotel du Japan, The Mitsubishi Company own three docks in Nagasaki, the largest of which has a length of 714 feet on the keel blocks and a depth of water at ordinary spring tides of 34ft. 6in. As a shipbuilding centre the place is rapidly developing, and several large ocean-going steamers averaging 12,000 tons have recently been launched. A battle cruiser of 27,500 tons displacement and a battleship of over 30,000 tons displacement have also been constructed there. Nagasaki gained considerable importance as a base for steam trawlers, but the vessels were all sold to foreign governments for war service during 1918. The Municipality has erected a large fish market on the wharf near the railway station. The waterworks, owing to the growth of the town, were found to be insufficient for its wants and a large extension of the works was completed in March, 1904. The reservoirs hold 405,240,000 gallons, and there are three filter beds and a service reservoir. The railway developments of recent years have made it possible, with a brief sea passage of ten minutes, between Moji and Shimonoseki, to travel by rail from Nagasaki to Kobe and thence to Tokyo. The climate in Nagasaki is mild and salubrious, and there are several very popular health resorts in the neighbourhood, the most famous being Mount Unzen, on which an excellent nine-hole golf course was laid out in 1911.

In 1920 the imports were valued at Yen 42,284,173, while exports amounted to Yen 12,226,876, as compared with Yen 40,302,211 and Yen 8,222,708, respectively, in 1919.

The population of the port has increased greatly during recent years. In the census taken in 1920 it was returned as 176,554, nearly double that which it was twenty years ago. An English newspaper, the *Nagasaki Press*, is published daily.

DIRECTORY

CARR, ADAMS & Co., Import and Export Merchants—Karatsu Saw Mills; Teleph. 142; Tel. Ad: Carrad, Karatsu
M. C. Adams

CARR & Co., JOHN P., Shipping and General Agents, Coal Contractors and Shippers — Karatsu, near Nagasaki; Teleph. 142; Tel. Ad: Carr, Karatsu
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British Dominion Insurance Co., Ld.
Glen Line of Steamers
Correspondents to Lloyd's Agents
Sun Insurance Office
Robert Dollar S.S. Co.
Blue Star Line Co., Ld.
Messageries Maritimes S.S. Co.
Russian Volunteer Fleet
Pacific Mail Steamship Co.
Canadian Pacific Railway S.S. Co.
Chambers "Castle" Line
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Indo-China S. N. Co., Ld.

CHINZEI GAKU-IN — Higashi-yamate; Teleph. 1034
Rev. F. N. Scott, 6, Higashi-yamate
G. W. Bruner

CHRISTIAN ENDEAVOUR HOME FOR SEAMEN (Affiliated with the British and Foreign Sailors' Society)—26, Oura
E. A. Clark, port missionary
Mrs. Clark, manageress

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Hon. Secretary—R. Jenkin

UNION CHURCH—Kwassui Jo Gakko' Higashi-Yamate

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Vice and Dep. Con.—Sewin W. Wong
Chancellor—Shen Djintjus

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Secretary—N. A. Egounov

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Vice-Consul—F. E. E. Ringer

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Depot Quartermaster, U.S. Army—Major R. D. Valliant
Clerk—Quartermaster C. W. Brough

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Director—Tokutaro Inoue
Chief Inspector—T. Kotani
Chief of General Office—T. Tashiro
Chief Appraiser—Masao Ikai
Chief Accountant—Isogo Hattori

District Court
President—Saneyuki Inui
Head Proc.—Kyosuke Matsuda

Harbour Department
Harbour Master—K. Yamada

Kencho
Governor—T. Akaboshi
Chief Secretary—Tokihisa Shida
Secretary—Jashio Kikuyama
Do. —Kotora Skamatsu
Do. —Hideki Takei
Chief Supt. of Police—T. Fujiyama
Supt. of Foreign Affairs—Seuchi Hashizume
Chief of Harbour Office—Y. Yamada
Assistant Harbour-Master—Kintaro Tsuhara
Port Surgeon—Izumi Imai

Local Court
Supt. Judge—Tsuneomi Saiki
Procurator—Hirobumi Shiba

Municipal Bureau (Shiyakusho)
Yukikazu Takasaki, mayor
Toru Naraoka, deputy mayor
Yutaka Ota, secretary

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G. Yasumitsu, postmaster
T. Yoneda, chief of telegraphs
R. Miyake, do. foreign mails
I. Yoshizawa do. domestic mails
R. Nakamura, do. telephones

Taxation Office
Chief—Y. Yoshiyasu

Umegasaki Police Station
Superintendent—K. Suyehara

Great Northern Telegraph Company
J. A. Eirchsen, superintendent
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L. S. Klern	A. V. Nielsen
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F. E. E. Ringer
T. C. Robertson, signs per pro.
P. R. Rosoman, do.
T. A. Glover
R. Jenkin
W. H. Sainton

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Chartered Bank of India, A., and China
Comptoir National d'Escompte de Paris
Thos. Cook & Son
International Banking Corporation
Admiral Line
Anglo-Saxon Petroleum Co., Ld.
Barber & Co.'s Line of Steamers
Ben Line of Steamers
British India Steam Navigation Co.
Burrell & Son (Strath Line)
Camillo Eitzen & Co.
Canadian Pacific Ocean Services, Ld.
James Chambers & Co.
China Mail Steamship Co., Ld.
China Mutual Steam Navgn. Co., Ld.
China Navigation Co., Ld.
Compania Transatlantica
Robert Dollar Co.
East Asiatic Steamship Co.
Eastern and Australian S. S. Co.
H. Fredriksen
Furness, Withy & Co., Ld. (Gulf Line)
Garland Steamship Corporation
Gellatly, Hankey & Co.
Gow, Harrison & Co.
Holland Oost-Azie Lijn
Cie. des Messageries Maritimes
Houlder, Middleton & Co.
Java-China-Japan Lijn
Northern S. S. Co., Ld. (Copenhagen)
Ocean Steamship Co., Ld.
Pacific Mail Steamship Co.
Peninsular and Oriental S. N. Co.
Prince Line, Ld.
Rankin, Gilmour & Co., Ld.
Royal Mail Steam Packet Co.
Russian East Asiatic Co.
Steamship Co. "Ocean," Ld. (Odessa)
G. M. Steeves & Co.
Struthers & Dixon, Inc.
Swedish East Asiatic Co.
Toyo Kisen Kaisha
Turner, Brightman & Co.
Frank Waterhouse & Co.
West Hartlepool S. N. Co., Ld.
John Warrack & Co.
Andrew Weir & Co., Ld.
Watts, Watts & Co., Ld.
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Commercial Union Assurance Co., Ld.
Helvetia General Insurance Co., Ld.
Law Union & Rock Insurance Co., Ld.
Liverpool Underwriters' Association
Lloyd's (London)
L'don. & Lancashire Fire Insce. Co., Ld.
London Salvage Association
Marine Insurance Co., Ld.
Marine Insurance Co. of Liverpool
Neuchateloise Transport Insur. Co., Ld.
North British and Mercantile Ins. Co.
North China Insurance Co., Ld.
Norwich Union Fire Ins. Society, Ld.
Royal Insurance Co., Ld.
South British Insurance Co., Ld.
Sun Insurance Office
Swiss National Insurance Co., Ld.

Switzerland General Insurance Co, Ld.
Tokio Marine & Fire Ins. Co., Ld.
Union Insurance Soc. of Canton, Ld.
Yangtsze Insurance Association, Ld.
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Tokyo School of Foreign Languages

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Nippon Electric Assocn.
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EMBASSIES AND CONSULATES
See pages 496-7

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Japan Gazette

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Butterfield & Swire
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China Mail S.S. Co.
Cook & Son, Thos.
Dodwell & Co.
Healing & Co., L. J.
Japan Tourist Bureau
Jardine, Matheson & Co., Ld.
Messageries Maritimes
Mitsui Bussan Kaisha

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Russian Volunteer Fleet
Sale & Frazar
Samuel Samuel & Co.
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Villa & Bros., of Japan
Vivanti Brothers
Zellweger & Co., E.

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Cook & Son, Thos.
Japan Tourist Bureau

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Yokohama Municipal

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Dai San Ginko, Ld.
Hakodate Chochikai Ginko, Ld.
Hakodate Ginko, Ld.
Hokkaido Takushoku Ginko
Hyakujusan Ginko, Ld.
Kakimoto Ginko, Ld.
Nippon Ginko

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Hakodate Club

CONSULATES—See pages 522-3

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Hakodate Dock Co.

MERCHANTS *(Commission)*
Denbigh & Co.
Howell & Co.

MERCHANTS *(General)*
Denbigh & Co.
Howell & Co.
Sale & Frazar, Ld.

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Bank of Taiwan
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Suleman & Co.
Tata & Co., R. D.

CONSULATES
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CONTRACTORS
Takata & Co.

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Sumitomo Kichizayemon
COTTON MERCHANTS
Japan Cotton Merchants' Union
DOCKS
Osaka Iron Works
EDUCATIONAL
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Kyoto University
Meisei Gakko
Momoyama Chu Gakko
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Healing & Co., Ld.
Osaka Iron Works
Takata & Co.
GAS CO.
Osaka Gas Co.
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Miyako Hotel, Kyoto
Nara Hotel
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Volkart Bros.' Agency
INSURANCE COMPANIES
Manufacturers' Life Insurance Co.
New Zealand Insurance Co., Ld.
Sun Life Assurance Co. (Canada)
Tokyo Marine Insurance Co.
IRON AND STEEL WORKS
Allen & Co., Ld., Edgar
Osaka Iron Works
MANUFACTURERS' AGENTS
Allen & Co., Ld., Edgar
Bonte, Fernand
Healing & Co., Ld., L. J.
Horne Co., Ld.
MERCHANTS *(General)*
Andrews & George
Babcock & Wilcox, Ld.
Bonte, F.
Casella Senryo Kaisha
Cawasjee, Pallanjee & Co.
China & Japan Trading Co., Ld
Curmally & Co.
Hunter & Co., E. H.
Kasai & Co.
Macdonald & Co., J. M.
Muller, Phipps & Sellers, Ld.
Sale & Frazar, Ld.
Sumitomo Kichizayemon
Tata & Co., R. D.
Texas Co.
OIL COMPANIES
Standard Oil Co.
SHIPPING OFFICES
Nippon Yusen Kaisha
Osaka Shosen Kaisha
Russian Volunteer Fleet
SOCIETIES
Nippon Sekijujisha (Red Cross Society), Kyoto
Tokushi Kango Fujinkai (Ladies' Volunteer Nurses Association), Kyoto

KOBE-HYOGO

ADVERTISING AGENTS
Far Eastern Advertising Agency
AERATED WATER MANUFACTURERS
Clifford Wilkinson Tansan Mineral Water Co., Ld.
Reid's Red-Roc Mineral Water Co.
Thompson & Co., J. L.
ARCHITECTS AND SURVEYORS
Morse, F. S.
Whymark, George H.
AUCTIONEERS
Penney, Geo. J.
Whymark, George H.
AUDITORS AND ACCOUNTANTS
Brent, Walter
Maurice Jenks, Percival & Isitt
Pearson, Mackie, Atwell & Co.
BAKERS, ETC.
Dick, Bruhn & Co.
BANKS
Bank of Taiwan, Ld.
Chartered Bank of India, Aus. and China
Deutsch Asiatische Bank
Hongkong & Shanghai Banking Corporation
International Banking Corporation
Internationale Crediet en Handelsvereeniging Rotterdam
Mitsui Bank, Ld.
Nederlandsch Indische Handels Bank
Russo-Asiatic Bank
Sumitomo Bank
Thirty-Fourth Bank
Yokohama Specie Bank
BARRISTERS-AT-LAW
Cross & Yamashita
BOOKSELLERS AND STATIONERS
Kelly & Walsh, Ld.

BROKERS *(Bill and Bullion)*
Blad & McClure
Oldenburg, E.
Teverson & Mactavish
BROKERS *(Exchange)*
Bain, F. D.
Christensen & Co., T. A.
Fearon & Son, W. F. K.
Teverson & Mactavish
BROKERS (*General*)
Feicke & Co., J.
BUILDING Co.
Walker Development Co.
CHEMISTS AND DRUGGISTS
Brunner, Mond & Co.
Hill Pharmacy
National Aniline and Chemical Co.' of New York
Thompson & Co., J. L.
CLUBS, SOCIETIES AND ASSOCIATIONS
All Russian Central Union of the Consumers' Societies
American Association (Kobe)
British Association of Japan
British and Foreign Bible Society
Bureaux de la Sociéte Franco-Japonaise
Exchange Brokers' Association
Kobe Club
Kobe Cricket Club
Kobe Golf Club
Kobe Lawn Tennis Club
Kobe Masonic Club
Kobe Sailing Club
Kobe Foreign Board of Trade
Kobe Regatta and Athletic Club
Royal Society of St. George
Société Franco-Japonaise
St. Andrew's Society
Union of Siberia Co-operative Unions
COAL MERCHANTS
Midzushima & Co.
Birnie, Leonard
COMMISSION MERCHANTS
Abraham & Co., L. D.
American Trading Co.
Antaki, E.
Baltic Asiatic Co.
Burnett, R. H.
Chalhoub, Frères
Dawn & Co.
Delbourgo & Co., Ld.
Dossa & Co.
Guterres & Co., A. T.
Esmaljee, A. H.
Faizullabhoy, E.
Feicke & Co., J.
Fraser & Co., Peter
Gadelius & Co.
Giles, S. E.
Guterres & Co., A. T.
Holstein & Co., C.
Horne Co., The F. W.
Holland Asiatic Trading Co.
Japan Export Co.
Japan Import & Export Comm. Co.
Lemon & Co.
Parbury, Henty & Co.
Penney, Geo. J.
Reynaud, J.
Whymark, George H.
CONSULATES—See page 534
DOCKS
Kawasaki Dockyard Co., Ld.
Kobe Works Mitsubishi Zosen Kaisha
DOCTORS
Barker & Andrew Bird
Scranton, W. B.
EDUCATIONAL
Cours de Langue Francaise
Ecole St. Marie
Glory Kindergarten & Training School
Kobe College
Kobe Higher Commercial School
Kwansei Gakuin
Shoin Jo Gakko (Mission Girls' School)
ENGINEERS AND SURVEYORS
Cliff, William
Cooper, C. W.
Lindeteves
Morse, F. S.
Pennsylvania Steel Export Co.
FORWARDING AGENTS
American Express Co.
HOSPITALS
International Hospital
HOTELS
Central Hotel
Oriental Hotel, Ld.
Tor Hotel, Ld.
IMPORTERS AND EXPORTERS
Alexander & Baldwin, Ld.
Australian Mfg. & Importing Co., Ld.
Cameron & Co., A.
Caro & Haber
Chalhoub, Frères
China, Japan & S. American Trading Co.
Comptoir Orient Export
Crowther & Co., C.
Currimbhoy & Co., Ld.
Dahan & Dorra, Bros.
Dastur, F. N.
Dawn & Co.
Dawoodaly & Co.
Dè Ath & Co., A.
Dubuffet, Lagrange & Co.
Greenhill & Sons
Faveyrial, J.
Favré Brandt, C. & E.
Francis & Co.
Fraser & Co., Peter
Gadelius & Co.
Getz, Bros. & Co.
Guterres & Co., A. T.
Holstein & Co., C.
Hotchand Kemchand
Jagelman & Co., H. H.
Japan Import and Export Commission Co.
Japan Strawbraid Export Co.

IMPORTERS AND EXPORTERS—*Cont.*
Kasai & Co.
Kobe Pier Co.
Kohda & Co.
Liebermann & Waelchi
Mayer & Lage, Inc.
Mitsui Bussan Kaisha
Monsees, H C.
Morinishi, Williams & Co
Musabhoy & Co., Ld., M.
Need & Co.
Netherlands Asiatic Trading Co.
Nippon Trading Society.
North West Trading Co.
Pacific Commercial Co.
Paul & Co.
Pennsylvania Steel Export Co.
Permahomed, J.
Strachan & Co., Ld., W. M.
Standard Trading Co.
Strong & Co.
Summers Boyeki Co.
Suzuki & Co.
Truscon Steel Co. of Japan
Union Trading Co.
Winkel & Gedde, Ld.

MANUFACTURING CHEMISTS
Brunner, Mond & Co.

MERCHANTS (*Gems*)
Doray & Bros., M. B. R.

MERCHANTS
Aall & Co.
Abdoola & Co.
Abdulali & Co.
Ahrens & Co.
American Trading Co.
Apcar & Co., A. M.
Arratoon & Co.
Assomul, W.
Banhoku Toryo Seizosho
Belgo-Nippon Trading Co.
Bethell, Bros.
Bhesamia & Co.
Birch, Kirby & Co.
Bottlewalla & Co.
Brent, Walter
Browne & Co.
Brunner, Mond & Co.
Butterfield & Swire
Cameron & Co., Ld., A.
Cawasjee, Pallanjee & Co.
Cawasji, Framji & Co.
China Import, Export & Bank Co.
China, Japan & S. Amer. Trading Co., Ld.
Commercial Agency of New S. Wales
Commercial & Transportation Co.
Cooper & Co., Ld.
Cornes & Co.
Currimbhoy & Co., Ld.
David & Co., Ld.
Dawoodally & Co.
De Ath & Co.
Delacamp, Piper & Co.
Delbourgo & Co., Ld.
Delburgo, D. H.
Dib Zeiden & Co.
Dieden & Co.
Dodwell & Co., Ld.
Dossa & Co.
Dunlop Rubber Co.
Empreza Luso Japonesa
Favré Brandt, C. & E.
Favre-Brandt Goshi-Kaisha
Findlay, Richardson & Co.
Francis & Co.
Futehally & Sons
Gadelius & Co.
Giles, S. E.
Grees Trading Co.
Guterres & Co., A. T.
Haidarali & Co
Hakmichand Rambhagat & Co.
Hall, Lilly & Co.
Harris & Lewis, M. H.
Harrisons & Crosfield, Ld.
Hindmarsh & Co.
Hirji & Co. M. H.
Holland Asiatic Trading Co.
Horne Co., F. W.
Hunter & Co., E. H.
Illies & Co., C.
International Trade Developer, Inc.
Japan India Trading Co.
Jardine, Matheson & Co.
Keane & Strome
Kirby, A.
Klauber Trading Co.
Knapp & Baxter of Japan
Land & Cox
Lavacry, V.
Lazzara, Homberg & Co.
Lemon & Co.
Lever Brothers (Japan), Ld
Liebermann & Waelchi
Lycett Saddle Co.
Macdonald & Co., J. M.
Maulton & Co.
Maxwell & Co., Ld.
McKay & Co.
McIvor, Kauffman & Co.
Mehta & Co., S. B.
Merecki, H.
Midzushima & Co.
Mitowksi & Co.
Mitsui Bussan Kaisha
Mohamedy & Co.
Mollison & Co.
Monsees, H. C.
Moss & Co., G. W.
Nederlandsche Handel-Maatschappij
Netherlands Asiatic Trading Co.
Nickel & Lyons, Ld.
Oppenheimer & Co.
Oye Rae Trading Co.
Parbury, Henty & Co.
Parsonage & Co.
Patten, Mackenzie & Co.

MERCHANTS—*Continued*
Paulinat & Co., Ld.
Paul Aratoon & Co.
Phiroze & Co.
Poons & Co.
Raspe & Co., M.
Raymond & Co.
Reallon & Co.
Robert Dollar Co.
Rogers, Brown & Co.
Samuel Samuel & Co.
Seattle Far East Trading Co.
Selles, Hermanos
Seymour-Sheldon Co.
Shewan, Tomes & Co.
Shroff, Son & Co.
Siber, Hegner & Co.
Sim & Co., A. C.
Singleton, Benda & Co., Ld.
Sloane, W. & J.
Standard Braid & Produce Co. of Japan
Standard Trading Co.
Strachan & Co., Ld., W. N.
Strong & Co.
Sulzer, Bros.
Surajmull & Co., H.
Suzuki & Co.
Tata & Co., R. D.
Union International Co.
Union Trading Co.
Van Nierop & Co., S. L.
Vasunia & Co.
Vendrell, Mustaros & Co.
Winckler & Co.
Witkowski & Co., J.
Wolf, Hans.

MILK IMPORTERS
Nestle & Anglo-Swiss Cond. Milk Co.

NEWSPAPERS
Japan Chronicle
Kobe Herald

OIL MERCHANTS
Bowing Petroleum Co., Ld.
Rising Sun Petroleum Co., Ld.
Standard Oil Co. of New York
Vacuum Oil Co.

PAPER MILLS
Mitsui Bishi Paper Mill Co., Ld.

PHONOGRAPHERS
Nipponophone Co., Ld.

RUBBER MANUFACTURERS
Dunlop Rubber Co., Ld.

SHIPPING AGENTS
Birnie, Leonard
Christensen & Co., T. A.
Midzushimi & Co.
Mitsubishi Soko Kaisha
Ocean Transport Co.
Sale & Frazar, Ld.
Suzuki & Co.
United States Shipping Board

SHIPPING OFFICES
Admiral Line
Butterfield & Swire
Canadian Pacific Steamships, Ld.
Dodwell & Co., Ld.
Jardine, Matheson & Co., Ld.
Java-China-Japan Lijn
Lloyd's Register of Shipping
Messageries Maritimes
Nippon Yusen Kaisha
Osaka Shosen Kaisha
Ocean Transport Co.
Pacific Mail S. S. Co.
Peninsular & Oriental Steam Nav. Co
Robert Dollar Co.
Russian Volunteer Fleet
Toyo Kisen Kaisha

STEVEDORES
Christensen & Co., T. A.
Helm, Bros., Ld.
Mitsubishi Soko Kaisha
Nickel & Lyons, Ld.

STOREKEEPERS
Dick, Bruhn & Co., M.
Etablissements Orosdi-Back
Hill & Co., A.
Lane, Crawford & Co., Ld.
Nickel & Lyons, Ld.
Whymark & Co., Geo.

SURVEYORS
Black, J. R.
Cooper, C. W.
Fegen, F. H.
Morse, F. S.
Smart, Capt.

TAILORS, DRAPERS AND OUTFITTERS
Hill & Co., A.

WINE AND SPIRIT MERCHANTS
Reynell & Co., H. E.
Whymark & Co., Geo.

WOOL MERCHANTS
Faveyrial, J.

MOJI AND SHIMONOSEKI

COAL MERCHANTS
Nutter & Co.

CONSULATES—See page 550

ELECTRICAL ENGINEERS
Babcock & Wilcox, Ld.

HOTEL
Sanyo Hotel

MERCHANTS
Browne & Co.
Mitsui Bussan Kaisha
Nutter & Co.
Sale & Frazer, Ld.
Samuel Samuel & Co., Ld.
Wuriu Shokwai (Holme, Ringer & Co.)

OIL MERCHANTS
Standard Oil Co.
Vacuum Oil Co.

SHIPPING OFFICES
Birnie, Leonard
Nippon Yusen Kaisha
Nutter & Co.
Osaka Shosen Kaisha
Samuel Samuel & Co.

STEVEDORES
Helm Bros., Ld.
Mitsubishi Soko Kaisha

NAGASAKI

BANKS
H'kong. & Shanghai Banking Corpn.
Yokohama Specie Bank, Ld.

CLUBS AND SOCIETIES
Christian Endeavour Home for Seamen
Nagasaki Club
Nagasaki Y.M.C.A.

COAL CONTRACTORS
Carr & Co., J. P.
Mitsubishi Shoji Kaisha
Mitsui Bussan Kaisha

CONSULATES
See page 553

DOCKS
Mitsubishi Zosen Kaisha

EDUCATIONAL
Chinzei Gakuin
Kwassui Jo Gakko
Steele Academy

HOSPITAL
Nagasaki-Ken Hospital

HOTELS
Nagasaki Hotel
Prince of Wales' Hotel

MERCHANTS
Carr, Adams & Co.
Carr & Co., John P.
Holme, Ringer & Co.
Jardine, Matheson & Co., Ld.
Mitsubishi Shoji Kaisha
Mitsui Bussan Kaisha

NEWSPAPER
Nagasaki Press

OIL MERCHANTS
Standard Oil Co. of New York

PHYSICIANS
Russell, Dr. N.
Suganuma, Dr. Mary A.

PILOTS
T. Sugi
Y. Marakami

SHIP CHANDLERS
Walker & Co., R. N.

SHIPPING OFFICES
Carr & Co., John P.
Holme, Ringer & Co.
Japan Tourist Bureau
Jardine, Matheson & Co.
Lloyd's Register of Shipping
Mitsubishi Shoji Kaisha
Mitsubishi Zosen Kaisha
Nippon Yusen Kaisha
Osaka Shosen Kaisha
Russian Volunteer Fleet

STEVEDORES
Kyushiu Stevedorage Co.
Walker & Co., R. N.

STOREKEEPERS
Curnow & Co., J.
Lake & Co
Pignatel & Co.

SURVEYORS *(Marine)*
Lloyd's Register of Shipping
Robertson, D. F.
Walker & Co., R. N.

TELEGRAPH COMPANY
Great Northern Telegraph Co.

TOURIST AGENTS
Japan Tourist Bureau

FORMOSA

This island, one of the largest in Asia, is situated between latitude 22 and 26 degrees N., and longitude 120 and 122 degrees E., and is separated from the coast of Fukien, China, by a channel about one hundred miles in width. It is a prolongation of the Japanese and Loochoo Archipelagoes, and in 1895 was incorporated in the Japanese empire. Its name Formosa, signifying "beautiful island," was conferred by the Portuguese, the first Europeans to visit it, but it was called Taiwan (Great Bay) by the Chinese, to whom it belonged from 1661 to 1894. It is said that the Japanese endeavoured to form a colony in the island in 1620, but large numbers of Chinese were settled there prior to that date. The Dutch arrived in 1634, and founded several settlements, and traces of their occupation are still to be found in the island, but they were compelled in 1661 to retire by the Chinese pirate chief Koxinga, who then assumed the sovereignty of western Formosa. His grandson and successor, however, was induced, twenty-two years later, to resign the crown to the Emperor of China. By the Treaty of Shimonoseki, which terminated the war between China and Japan in 1895, the island was ceded to Japan as one of the conditions of peace, and on the 1st June, 1895, the formal surrender was made, the ceremony taking place on board ship outside Keelung. The resident Chinese officials, however, declared a republic, and offered resistance, and it was not until the end of October that the opposing forces were completely overcome, the last stand being made in the south by Liu Yung-fu, the Black Flag General, of Tonkin notoriety. Takow was bombarded and captured on 15th October, and Anping was peacefully occupied on the 21st of the same month, Liu Yung-fu having taken refuge in flight.

Formosa is about 260 miles in length, and from 60 to 70 miles broad in the widest part. It is intersected from north to south by a range of mountains, which forms a kind of backbone to the island, the loftiest peak of which, Mount Morrison (Niitakayama), is 13,880 feet high. On the western side of this range the slope is more gradual than on the eastern side, and broken by fertile valleys which lose themselves in the large undulating plain on which the Chinese are settled. The whole of the territory east of the dividing chain is peopled by an aboriginal race who acknowledged no allegiance to the Chinese Government and made frequent raids upon the outlying Chinese settlements, and they have proved troublesome also to the Japanese, notwithstanding that the latter spare no effort to establish amicable relations with them. They are a savage and warlike people, allied to the Malays and Polynesians, and live principally by the chase.

The total population of Formosa according to the census taken at the beginning of October, 1920, was:—Males, 1,894 141; females, 1,760,257—total 3,654,398, excluding tribes of aborigines, described in the returns as "savages," aggregating approximately 131,868, of whom 47,354 are within the administrative districts and under Government control, leaving 84,514 who are not. The number of Japanese in the island, exclusive of military, is given as 153,330.

The revenue down to 1904 averaged about Yen 20,000,000 annually, since when it has steadily increased, the figure for 1920-21 being Yen 114,751,829, compared with Yen 100,165,543 in 1919-20. The value of the exports to foreign countries in 1920 was Yen 35,172,945 and the imports from abroad totalled Yen 60,366,731, as against Yen 35,622,287 and Yen 64,132,762, respectively, in 1919. The trade with Japan during the same period was as follows :—Exports, Yen 181,091,635; Imports, Yen 112,070,364.

The products of Formosa are numerous, vegetation being everywhere most luxuriant, testifying to the richness of the soil. Tea, camphor, rice, and sugar are largely cultivated, the two latter being extensively shipped to Japan. The fauna includes bears, monkeys, deer, wild boar, badgers, martens, the scaly ant-eater, and other smaller animals. Birds are not very numerous, and snakes not so common as might be expected where vegetation is so abundant. It is believed that the mineral wealth of the island is considerable. In 1920 gold dust, gold, and copper ore representing a value of Yen 1,560,080 were obtained, the figures for the last-named being Yen 512,935. This shows a falling off from former years, attributable to the increased cost of labour and other expenses since the close of the war. At present

there are three gold mines in operation in the vicinity of Keelung, viz., at Kinkaseki, Zuiho, and Botanko. There are many coal mines, also, near Keelung, and sulphur springs exist in the north and centre of the island. The interior of the island is being gradually explored, but many years must elapse before it becomes thoroughly known.

One great drawback to the island is its lack of good harbours, which is more especially felt on account of the strength of the monsoons in the Formosa Channel. These on the eastern side are few and neither commodious nor accessible; whilst on the west coast, with the exception of Keelung in the north and Takow in the south, they are little better than open roadsteads. Harbour improvements are still being carried out at Takow, whilst further important harbour works are in contemplation at Keelung, and are expected to be commenced in the near future. It is anticipated that at Takow in another two years it will be possible to handle 900,000 tons of cargo annually. It is estimated, too, that the harbour will be of sufficient capacity to accommodate ten steamers each of 10,000 tons at the quays and twelve steamers below this tonnage at the buoys. Taipeh is the capital of Formosa, and Tainan is the chief city in the south of the Island. The open ports are four in number, viz., Takow and Anping in the south, and Tamsui and Keelung in the north. The latter was held for some months in 1884-5 by the French, under Admiral Courbet, but was evacuated on the 21st June, 1885. The rivers of Formosa are few, shallow, and winding, only navigable to small flat-bottomed boats. The scenery is delightful, and the climate is very pleasant in the winter, but hot in some parts of the island and malarious in the wet season. A railway traversing the west side of the island, from Keelung in the north to Ako in the south—a distance of 275 miles—was officially opened by H. I. H. Prince Kan-In on October 24th, 1908. A short line also connects Taipeh and Tamsui in the north. The total length of Government railways in existence at present appoximates 395.6 miles, but light railways and tramways, mostly privately owned, have a mileage of 1,115 and 578 miles, respectively. A line along the east coast is in course of construction; the following portions have been completed and opened, viz., 55.1 miles between Karenko and Gyokiri, opened on 1st November, 1917; 13.9 miles between Giran and Suwo, opened on 5th March, 1919; and 5.9 miles between Zuiho and Hatto, opened on 5th May, 1919. Work on the northern portion is in progress, but is likely to take some years to complete. The trade of the island shows a steady development, and municipal improvements are noticeable. In Keelung, Tamsui, Takow, Taipeh and the other principal cities water-works have been completed, and amongst the numerous buildings are large markets. Electric light is laid on everywhere. In Taipeh there is a first-class European hotel. In many of the former Chinese centres practically new towns have been built.

From the north of the island tea forms the principal export, the value shipped in 1920 to foreign markets being Yen 6.400,258, and to Japan Yen 292,801. Owing to the war the past three or four seasons have been unsatisfactory ones as regards most industries, and last year was especially so in the case of this article, the business transacted being far smaller than usual. The camphor export to foreign countries in 1920 was Yen 4,335,545, and to Japan Yen 3,903,939. Rice to a value of Yen 17,118,664 was sent to Japan in 1920. Flax, hemp, and jute are amongst the articles of export, and there is a factory at Toyohara (formerly Konoton), about the centre of the Island, erected under official auspices, for the manufacture of Hessian cloth and jute bags for packing rice. Sugar has now become the leading industry of the island, the shipments during 1920 amounting to Yen 6,718,703 to foreign countries, and Yen 135,224,655 to Japan. The importation of Java sugar by some of the factories, first tried in 1918, still continues. There are now 42 sugar factories equipped with modern machinery in running order, their location being chiefly in the central and southern districts; in addition to which there are 58 factories of improved Formosan type and 290 old-style ones. It is likewise in contemplation to extend the industry to the manufacture of crystalised sugars, hitherto confined to Japan proper.

As regards Imports, Opium and Tobacco, coming under the Monopoly Law, are confined to the Government Bureau; their value in 1920 was Yen 6,062,314 and Yen 2,942,668 respectively. Kerosine, also, is an article of considerable importance. There is a large general business carried on with both Japan and foreign countries in imports of various descriptions.

TAMSUI AND KEELUNG

The port of Tamsui lies in lat. 25 deg. 10 min. N., and long. 101 deg. 26 min. E. on the north-western side of the fertile island of Formosa. The harbour, like all others in Formosa, has a troublesome bar, which greatly retards the growth of the port. The town, called Hobé, is situated on the north side of the river, about two miles from the bar In October, 1884, the French ships under Admiral Courbet bombarded Tamsui, but were unable to take the place. The Japanese took possession on the 7th June, 1895.

The port of Keelung lies to the north-east of Tamsui, in latitude 25 deg. 6 min. N. and longitude 121 deg. 47 min. E. It is situated on the shores of a bay between the capes of Foki and Peton, some twenty miles apart, amidst bold and striking scenery, backed by a range of mountains. It was once a Spanish Settlement, but was subsequently captured and held by the Dutch until they in turn gave place to the Chinese under Koxinga, formerly a pirate chief, who caused himself to be proclaimed King of Formosa. Though a mere village, it has long carried on a considerable native trade with Amoy, Chin-chew, and Foochow. Keelung was opened to foreign trade at the same time as the other Formosan ports. The limits of the port are defined to be within a straight line drawn from Image Point to Bush Island. On the 5th August, 1884, the port was bombarded by the French under Admiral Léspes, when the forts above the town were reduced to ruins, and the place captured. It was then garrisoned by the French, who held it until after the Treaty of Peace had been signed at Tientsin in June, 1885. The place was occupied by the Japanese on the 3rd June, 1895.

The trade returns for 1920 show that the value of the trade of these two ports amounted to Yen 181,367,552, of which Yen 123,744,666 was with Japan—exports representing Yen 50,932,945, and imports Yen 72,811,721.

At Keelung harbour improvements have, for the time being, been completed, but further ones are contemplated by which the accommodation for shipping will be largely increased. The steamer anchorage in this harbour has a uniform depth of at least 30 feet, and the harbour has been widened to 480 feet in its narrowest part. There is a slipway at Keelung for vessels of 400 tons. During 1900 a lighthouse was completed on Pak-sa Point, a low headland on the west coast, some 20 miles south-west of Tamsui, and one has been erected on Agincourt Island. There is a stone quay in connection with the railway alongside of which steamers of the 6,000 tons class can now be berthed. The depth of water alongside of same is 28-30 feet. The Government is continuing to extend the harbour, and when completed it will be possible to accommodate at the quay about 10 steamers each of 10,000 tons capacity, and admit 6 steamers below this tonnage at the buoys.

The railway line between Tamsui and Daitotei (Twatutia) was opened on August, 25th, 1901, and has been of great benefit to the people of the district. The actual cost of construction was insignificant, the line having been laid upon a practically level surface for nearly the whole of its route. Keelung is the northern terminus of the trans-Formosan Government Railway; the total length of this line to Takow and Ako, on the south-west coast, is 275 miles. The capital, called by the Chinese Taipeh, is now, under the Japanese nomenclature, called Taihoku. Twatutia will be found in the Japanese postal guide as Daitotei. It is here, on the outskirts of Taihoku, and on the Tamsui River which flows past Daitotei, that the foreign merchants have their residential and business quarters. At the mouth of the Tamsui River lies the town of Hobé, in Japanese Kobi, but now most usually called Tamsui to avoid confusion with Kobe in Japan proper.

DIRECTORY

GOVERNMENT

Stationed at the Capital, Taihoku (Taipeh)
Governor-General of Formosa—Baron Kenjiro Den
Commander-in-Chief—General M. Fukuda
Chief of the Civil Administration—S. Kaku

ARMY HEADQUARTERS
Commandant—Lt. Gen. M. Fukuda
Chief of Army Staff—Major-General K. Sato
Judicial Dept.—S. Kobayashi, chief
Accounts do. —Y. Yaji, do.
Medical do. —K. Hanabusa, do.
Veterinary do. —V. Fujii, do.
Translator—G. Kondo
Garrison Commander for North Formosa—Major-General M. Okawa
Garrison Commander for South Formosa—Major-General S. Okuda
Commander of the Keelung Fortress—Major-General S. Kurokawachi
Commander of the Hokoto Fortress—Major-General G. Yamada
Commander of the Naval Station of the Pescadores — Rear-Admiral S. Yoshida
Naval Resident Officer—Capt. H. Fukuyo

BUREAU OF SCIENCE (of the Government of Formosa)
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TAINAN, TAKOW AND ANPING

The city of Tainan (until 1889 known as Taiwan), situated in lat. 23 deg. 6 min. N., and long. 129 deg. 5 min. E., is the oldest city in Formosa; for nearly two centuries it was the capital under the Chinese *régime*. Prior to that it had been held by both the Dutch and Koxinga, and relics of the former's occupation still exist. Next to Taipeh, it is the principal city, and in it the District Garrison Headquarters, Law Courts, Hospital, Higher Schools, &c., are located. Since the Japanese occupation many improvements in the city have been made, and at the present day the main roads are all wide and well constructed. An extensive scheme of alterations is in hand, the programme extending over ten years. When this is completed the city will be second to none in the Island in arrangement. The old Chinese walls, some five miles in circumference, have been demolished in many places and the gates removed for the passage of the railway and new roads. Waterworks are in course of construction in the hills some distance from the city. The city is lighted by electricity,

the power being carried by an overhead line from a generating station a few miles south of Takow. Tainan is distant 218 miles from Taipeh by rail.

Anping is the shipping port for Tainan, situated about three miles west of that city on the border of a lagoon. Communication is by a trolley line and a creek navigable for chutehs and small junks. The port itself is an open roadstead, vessels anchoring outside the bar and a mile or so from the beach. From November to the end of May the anchorage is a good one, but during the S. W. Monsoon a heavy swell sets in, rendering it difficult and sometimes impossible for vessels to load or discharge. Formerly Anping was a small but thriving port, but, since the improvements to Takow harbour were effected, its importance has materially declined, and it is now almost deserted, though its proximity to Tainan still necessitates a certain amount of shipping calling. As regards climate Anping, during the summer months, can boast of a comparatively cool temperature owing to sea breezes; Tainan is usually two or three degrees warmer. From October to the end of April there is little or no rain, and the cool weather then leaves nothing to be desired.

Takow is a port twenty-nine miles to the southward of Tainan. Located on the edge of what, less than 20 years ago, was a large, shallow lagoon with an extremely narrow and dangerous entrance, Takow has since been converted into a fine harbour with 4 buoys and a quay frontage capable of accommodating six large vessels (up to 23 feet draught) at one time alongside. At low water the depth is 24 feet, with 30 feet at the harbour entrance, which is now 36 feet wide. Further improvements are in progress, and, as it is the only harbour in the south catering for the bulk of the sugar trade and other industries, its future is assured. Large reclamations have been made along the shore of the lagoon, transforming marshland into a well laid-out, fair-sized town, with room for expansion.

The last stand against the Japanese was made at Tainan, Takow and Anping by Liu-Yung-fu, the Black Flag General. Takow was bombarded on the 15th October, 1895, and the resistance collapsed without any serious fighting. Tainan and Anping were occupied on the 21st October. Foreign shipping is now confined to a small number of steamers per annum carrying oil and machinery. The Japanese Government grants a subsidy of Yen 61,028 to the Osaka Shosen Kaisha for a fortnightly service between Anping and Hongkong *via* Amoy and Swatow. For direct steamers from Japan to the southern ports, a subsidy of Yen 124,800 is paid to the same company, as well as Yen 143,825 for a service of steamers round the coast of Formosa throughout the year. The Government Railway now runs day and night trains between Keelung and Takow, the length of which line is approximately 246 miles. There is a branch line from Taihoku to Tamsui, as well as many private light railways running inland from the main line, tapping the country districts. The chief of these was the Arisan Railway, which has now been acquired by the Government. This line taps the valuable timber forests on Mount Arisan, and is notable for its gradients and the number of tunnels along the route. Many of the private lines are owned by Sugar Companies who, in addition to transporting their materials, also carry passengers and goods.

Customs returns for 1920-21:—

Imports and Exports Combined

	With Foreign Countries	With Japan
Anping...	Y. 2,384,240	Y. 9,016,782
Takow	32,192,730	159,379,537

The import trade is mainly in the hands of Japanese firms, the only item still in the hands of foreigners being kerosene. The Government has given every encouragement to the sugar industry, and many large modern mills have been erected during the past few years. Of the six staple industries of Formosa, namely, Tea, Opium, Camphor, Salt, Sugar and Rice, three—Opium, Camphor and Salt—have been monopolised by the Formosan Government, which now derives three-fourths of its ordinary revenue from these sources. Formerly, the trade in Opium and Camphor in this district was in the hands of the foreign merchants at Anping and Takow, and amounted before the Japanese occupation to nearly £250,000 per annum. Since the creation of the monopolies the merchants have thus been deprived of a large proportion of their income. They feel the hardship, particularly in the case of the camphor trade, which was originated and developed in this district entirely by their capital and enterprise, for the loss of which they have received no equivalent.

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井三

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CHOSEN (COREA)

Chosen (formerly Corea), by peaceful annexation on August, 1910, became an integral part of the Japanese Empire. It is a peninsula situated to the north of China which hangs down between that Empire and Japan, separating the Sea of Japan and the Yellow Sea, between the 34th and 43rd parallels north. It is bounded on the north by Manchuria, on the north-east by Siberia, on the east by the Sea of Japan, on the west by the Yellow Sea, and on the south by the Channel of Corea. It has a coastline measuring 1,740 miles, and with its outlying islands is nearly as large as Great Britain. The name Corea is derived from the Japanese Korai (Chinese Kaoli); and the Portuguese, who were the first navigators in the Yellow Sea, called it Koria. Chosen is translated into "Morning Calm." The eastern half of the peninsula is a sinuous range of mountains of which Western Corea is the slope. The chief rivers of importance are naturally to be found on the western side, and most of the harbours are situated on that coast. Chosen is divided into thirteen *do* or provinces, named Ping-an, Whang-hai, Kyong-kyoi (which contains the capital), North and South Chung-chong, Cholla, North and South Kyong-sang, Kang-won, and North and South Ham-kong. The climate is healthy and temperate, bracing in the north and milder in the south, where it is more exposed to summer breezes. The Han river at Seoul is often frozen for two months in the year. The fauna includes tigers, leopards, wild deer, wild hogs, and in the south monkeys are to be found. A stunted breed of horses exists, and immense numbers of oxen are raised as food; goats are rare. Sheep are imported from China and the Government is now beginning to pay special attention to the sheep-raising industry. The pheasant, eagle, falcon, crane, and stork are common. A great portion of the soil is fertile and the mineral wealth of the kingdom is believed to be considerable.

The history of Chosen, like that of its neighbours, is lost in the mists of obscurity, but according to native and Chinese tradition a Chinese noble named Kishi, or Ki-tsze, who migrated with his followers to Corea in 1122 B.C., was the founder of the Corean social order and the first monarch. His descendants are said to have ruled until the fourth century before the Christian era. In November, 1905, the Corean Government agreed to give to Japan the control and direction of the foreign relations and affairs of the country, and the Japanese Government was given the right to appoint, under His Majesty the Emperor of Corea, a Resident-General as its representative to reside in Seoul chiefly to direct diplomatic affairs and having the right of private audience with the Emperor of Corea. To this responsible post Marquis (the late Prince) Ito, the maker of modern Japan, was appointed, and, inasmuch as by an earlier agreement Corea had pledged herself to accept the advice of Japan with regard to administrative reforms, the Resident-General had practically full direction of the government of the country. A large and comprehensive scheme for the reform of the administration was drawn up and put into operation by the late Prince Ito; but after nearly five years of labour, directed by three successive Residents-General—namely, Prince Ito, Viscount Sone, and Count Terauchi, the conclusion was reached that fundamental changes in the *régime* were necessary to preserve public order and tranquillity, and to advance the welfare of the people, and so a Treaty was concluded with the Emperor of Corea providing for the complete annexation of the country to the Empire of Japan. The Emperor Yi Fin, the twenty-eighth sovereign of the Yi dynasty, abdicated the Throne in August, 1907, in favour of his son Heui, who thus reigned for just three years. In accordance with the provisions of the Treaty of annexation the late Emperor and his father as well as the Crown Prince and their consorts and heirs have been accorded titles, dignity, and honour appropriate to their respective ranks, and also the funds necessary to maintain these dignities. During 1918-19 there was a widespread movement amongst the Coreans to recover their independence and a deputation proceeded to Paris to place their claim before the Peace Conference, but arrived too late. Grave complaints were made in the meantime of the severity of the Japanese in suppressing the movement in Corea.

For many centuries the Coreans successfully resisted all efforts to induce them to hold intercourse with foreigners. The King was formerly a vassal of the Emperor of

China, and the Emperor of Japan also claimed his allegiance, but by the Treaty of Kokwa, concluded with Japan in 1876, the independence of the country was acknowledged, though China, which assented to Corea's conclusion of this and other treaties with foreign Powers as an independent kingdom, inconsistently continued to claim suzerainty. Upon the establishment of Japanese in the ports of Fusan and Yuensan. the prejudice against foreign intercourse gradually abated, and on the 2nd May, 1882, a treaty of friendship and commerce was signed by the Corean Government at Jenchuan (Chemulpo) with Commodore Shufeldt on behalf of the United States. A Treaty with England was signed by Sir Harry Parkes on the 26th November, 1883; in 1884 treaties were also concluded with Germany and Russia, and later with France, Italy, and Austria. The total population of Corea, as returned by the Census Board in 1920, was 17,284,207. One small newspaper written in English, the *Seoul Press* (conducted by Japanese), is published in Seoul.

The industries of Corea are mainly agricultural. The foreign trade of the country has shown steady development under the fostering care of the Japanese, and a record was established in 1919. In 1904, the total value of the country's foreign trade was yen 34,933,306. In 1919 the value was yen 500,452,099—exports yen 219,665,781, and imports yen 280,786,318, as against exports yen 154,189,148 and imports yen 158,309,363 in 1918. This shows an increase of 122½ million yen in imports, and an increase of over 65½ million yen in exports as compared with 1918. Japan naturally does the bulk of the trade, her share in 1918 being 74.1 per cent. of the imports and 89 per cent. of the exports. China came next with 14.3 per cent. of imports, and .98 per cent. of exports. Jinsen (Chemulpo) was the most important port in the foreign trade of the peninsula for a long time, but the foreign trade of Fusan has increased largely in recent years and to-day it leads all the rest. The jurisdiction of Consular Courts was abolished under the proclamation of annexation, and foreigners are therefore now amenable to the Japanese courts, as they are in Japan proper.

Gold mining has become in recent years an important industry. There are several gold mines now being worked by British, American, French and Italian syndicates. A number of placer and other mines are worked by natives on a small scale and by Japanese. There is a tendency to increase in the output by Japanese operators, for mining is beginning to attract the attention of capitalists of good repute in Japan. Especially has the European war stimulated the more extensive undertakings of mining by Japanese capitalists.

A brighter era dawned for trade and commerce and much else in Corea when the agreement of 1904 was negotiated, giving to Japan virtual control of the administration. Japan lost no time in exercising the power she had acquired. The reform of the effete, incompetent and corrupt administration which had for centuries been in vogue in Corea was a task of no little magnitude. The old order of things cannot be changed in a day, or a decade, but a most promising commencement has been made. Japan has set to work organising, as among the first essentials of good government, a judicial system which will guarantee the honest and impartial administration of justice by trained judges. A beginning has also been made with the codification of the laws of the country. Gradually the system of local administration is being reformed in a manner which will eliminate old political abuses and lead up ultimately to a system of local autonomy. A law was passed in August, 1920, for the creation of advisory bodies of three kinds, viz., Provincial Councils, Municipal Councils, and Village Councils. The principle of election has been introduced except in respect of the Village Councils. Reform of the financial administration has received a great deal of attention with excellent results; the Government-General became financially independent for the first time in 1919, no advance being required in that year from the Imperial Government. Among other branches of the administration which have been inoculated with the leaven of reform are the Educational and the Police systems. The topographical changes that are being brought about in Corea are, perhaps, reforms of the greatest general interest. Fine highways connecting village with village and town with town are now replacing the bridle paths and ruts that have always passed for roads in Corea, and railways are gradually spreading out and linking up the chief centres of population throughout the country. The plan of the Government was the construction of 23 State roads of a length of almost fifteen hundred miles at a cost of ten million yen, but this scheme was subsequently modified. There are now in Corea, including roads constructed prior to the annexation in 1910, over sixteen hundred miles of graded highways. First-class roads are 24 feet wide, and include those connecting the capital with the provincial governments; second class roads are 18 feet

wide, and run between the provincial governments and the ports and prefectural magistracies. The total length of the roads in the peninsula is over six thousand miles, the old native roads included, these being now repaired and improved. Waterworks have been provided by the Government at Chemulpo and Pyeng-yang, while at Seoul, and at all other provincial capitals, the Government has established hospitals for the sick.

The initiation of all these undertakings involved the expenditure of a large sum of money, which the depleted Corean exchequer could not provide, and recourse was had to a loan from the Japan Industrial Bank for 10,000,000 yen, but accepted at 90 yen per 100 yen, with interest at the rate of 6½ per cent., and the Corean Customs receipts were pledged as security for repayment. The total of the public loans or debts outstanding at the end of October, 1918, was yen 91,688,000. The first loans were for the reform of the currency. The currency in the country had long been in a scandalous state. There was no reserve of precious metals, and reliance was placed on a nickel coin of small intrinsic value. Not only were permits issued without stint to private persons enabling them to undertake the work of coining, but the country was inundated with spurious coin. It was possible before Japan took the reform of Corea's currency in hand to obtain 245 cents for a Japanese yen. Japan's control of the country's finances was signalised by the adoption of the gold standard, the prohibition of private minting, the issue of a new currency, supplemented by a note issue by the Dai Ichi Ginko (First Bank). The old nickel coins have been gradually withdrawn, and it is hoped in time to rid the country of fractional cash. No attempt is being made to withdraw cash, but a limit was put upon its use in October, 1906, and it is expected that cash will ultimately be driven out of circulation by the increasing popularity of the new currency. The Customs statistics have shown a considerable export of these coins. Included in the scheme of financial reform is the establishment of Agricultural and Industrial Banks to assist trade by giving the necessary financial accommodation. A Notes Association has also been formed to popularise the circulation of reliable negotiable bills, and warehouses have been established as wholly official or government subsidised enterprises for the purpose of easing the money market in agricultural districts, by making loans on the security of rice, or lending money without security for the purchase of rice.

A railway connecting Chemulpo with Seoul was opened on September 18th, 1899. The Seoul-Fusan railway, 275 miles in length, was opened in May, 1905, and acquired by the Japanese Government in 1908 as a State railway. The railway between Seoul and Wiju, 310 miles, hurriedly constructed for military purposes in 1904-1905, has been reconstructed at a cost of 44,500,000 yen. A line running from Pyong-yang to Chinnampo, 343 miles in length, was opened in October, 1910. There are now more than 1,100 miles of railway in operation in Corea, consisting of:—(1) The trans-Peninsular line extending from Fusan to Antung (585 m.), connecting, on the one hand, with the Fusan-Shimonoseki ferry service of the Imperial Government Railways, and, on the other hand, with the Antung-Mukden line of the South Manchuria Railway; (2) Seoul-Wonsan line (138 m.), connecting the capital with the northern port of Wonsan (Genzan); (3) Honam line (176 m.), consisting of the Taichow-Chyongenp section, Kunsan branch, Mokpo-Chyongenp section; (4) Wonsan-Hoiryong line (91 m.), recently completed. The bridge across the Yalu, 3,098 ft. long, was completed in October, 1911, at a cost of yen 1,500,000.

The carrying trade of the country is practically in the hands of the Japanese.

SEOUL

The old city of Han-yang, better known to foreigners as Seoul (which is merely the native term for capital), is situated almost in the centre of the province of Kyong-kyoi, on the north side of and about three miles from the river Han, about thirty-five miles from its mouth. It lies in 37 deg. 30 min. N. lat. and 127 deg. 4 min. E long. Han-yang means "the fortress on the Han." The city was formerly enclosed by crenelated walls of varying height, averaging about twenty feet, with arched stone bridges spanning the watercourses, but these walls have now all been removed except in the hills where there are no roads. The City is in the form of an irregular oblong, and stretches lengthwise in a valley that runs from north-east to south-west. The Corean houses are about eight or nine feet high, built of stone or mud, and mostly roofed with tiles. Internally they are clean, for the Coreans, like the Japanese, take off their shoes before entering their houses. A long main street, about 100 feet wide, running east and west, divides the city into two nearly equal portions. In the northern half are the walled enclosures containing the late King's Palace and the more important public buildings. A street about 50 feet wide intersects the main street at right angles, dividing the northern half of the city into eastern and western quarters. At the point of intersection stands a pavilion called Chong-kak (the "Bell Kiosk"), from a large bell, about seven feet high, which is placed there. This spot is regarded as the centre of the city; and from it another street, as wide as the main street, branches off to the south-west. The four wide streets which thus radiate from the "Bell Kiosk" are known as the four Chong-no or "Bell roads." Another conspicuous feature of this central part of the city is the row of large warehouses, two storeys high, the lower portions of which are divided off into little shops, opening into a small courtyard instead of facing the street. The width of the main streets was formerly much reduced by the construction in front of nearly every house of a rude wooden shanty used for a workshop or for business purposes, which gave the streets a poor and squalid appearance, but some of the principal streets have now been cleared of these unsightly obstructions, and the people are gradually being taught the benefits of good roads and clean surroundings. A spacious market place has been erected in one of the busiest parts of the city, and arrangements are being made for establishing two or three others at suitable centres. An annual appropriation of $50,000 has been made by the Finance Department for the maintenance and improvement of the roads. The shops are small and unattractive, and contain no *articles de luxe* or curios. The population of the city is about 253,000. About 67,000 Japanese reside in Seoul and about 2,200 other foreigners, most of whom are Chinese. An electric railway, running for three miles along the main streets of Seoul and thence three or four miles into the country, was opened in 1899, and one extends to Riong-san and Mokpo. A railway connects Chemulpo with Seoul, and another line connects the city of Fusan.

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Y. Hiratsuka, secretary
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T. Kojima, do.
K. Kondo, do.
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T. Usui, engineer do.
C. Nakayama, do. do.
K. Okamoto, chief engineer of electrical exploitation section
H. Sasaki, engineer do.
R. Imai, do. do.
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T. Yamada, assist. secy.
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T. Yamamoto, do. Fusan do.
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K. Narita, chief of Seishin branch, assistant secretary
S. Nakamura, chief of Chinnampo branch, assistant secretary
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Y. Katagiri, assist. do.

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S. Yoshida, do
S. Kakei do.

Seoul Office
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T. Munakata, sub-manager
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Foreign Department—Marunouchi, Tokyo; Tel. Ad: Chosenbank
T. Sato, chief manager
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CHEMULPO

浦物濟 *Che-mul-po*

This port, called by the Japanese Jinsen, and by the Chinese Jenchuan, is situated on the west coast of Chosen (Corea), in the metropolitan province of Kyongki, at the entrance of the Salée River, an *embouchure* of the Han or Seoul River. It was opened to foreign trade in 1883, when it was a poor fishing village, and is now a flourishing and rapidly increasing centre of trade, with a native population, including Japanese, of about 32,295. A railway runs from Chemulpo to Fusan, meeting the line from Seoul at Yong-dong-po (Yei-do-ho). The price of land has risen to almost fabulous rates.

Chemulpo enjoys a beautiful climate and is never shut up by ice. The port has two anchorages, the outer one accommodating ships of all sizes, and the inner one frequented by ships of about 1,000 tons, but a scheme of reconstruction is now under way. An enormous rise and fall of the tide, which averages 30 feet, renders the inner anchorage difficult of access to larger ships, and is also a serious hindrance to the navigation of the Seoul River. Only vessels not drawing over six feet may safely run between Chemulpo and Mapo, a place on the river three miles south-west of the capital.

The steamers of the Nippon Yusen Kaisha and Osaka Shosen Kaisha call regularly and have the bulk of the trade and passenger communication with Japan, and, in the case of the former, with North China. The Chosen Yusen Kaisha maintains a regular service between the port and Dairen, touching at Tsingtao.

There are telegraphic communications with China (overland), and with Japan.

The trade at the port for the nine months ended September, 1918 (the latest date for which returns are available), was: Exports, yen 10,593; and imports, yen 18,913; as compared with yen 9,869 and yen 21,294, respectively, for the whole of 1917.

DIRECTORY

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昌廣 *Kwang-chang*

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T. Ichikawa, appraiser
T. Uchikawa, inspector

HORI & Co., R.
A. Hori, manager

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Prefectural Office
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Police Station
Chief Inspector of Police—J. Komuta

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Korean School—Principal, J. Imai; 7 teachers
Commercial Middle School for Japanese — Principal, K. Kobayashi; 14 teachers
Commercial Middle School for Koreans — Principal, S. Ito; 7 teachers
Middle School for Japanese Girls—Principal, F. Fujii; 9 teachers

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WONSAN (GENSAN OR YUENSAN)

山元 *Yuen-san*

This port, situated in Broughton Bay, on the north-eastern coast of Chosen, is in the southern corner of the province of South Ham-kyong, about halfway between Fusan and Vladivostock. It was opened to Japanese trade on the 1st May, 1880, and to other nations in November, 1883. It is called Gensan by the Japanese, Wonsan by the Koreans and Yuensan by the Chinese. The native town has grown considerably since the port was opened to trade, and contained a population of some 23,900 inhabitants at the end of 1917. The town is built along the southern shore of the bay, and through it runs the main road which leads from Seoul to the Tumen river. Markets are held five times a month for the sale of agricultural produce and foreign imports. The Custom House is situated in the heart of the former foreign settlements about a mile distant from the native town. The harbour is a good one, being spacious, easy of access, well sheltered with excellent holding ground and convenient depth of water.

Trade is carried on by regular lines of steamers running to Japan, Shanghai, and Vladivostock. The value of the foreign trade for the nine months ended September 30th, 1918 (the latest date available), was 7,571,000 yen, compared with 10,010,000 yen for the whole of 1917. The exports consist chiefly of agricultural and mining products, rice, beans, cattle, dried fish, gold-dust, whale-flesh and skins. Imports consist chiefly of cotton and silk manufactured goods, cotton wadding, metals, and kerosene oil. About 40 per cent. of the imports are cotton goods. The business is mainly in Japanese hands.

FUSAN

山釜 *Fu-san*

Fusan (or Pusan, as it is called by the native population) is the chief port of Kyong-sang-do, the south-eastern province of Chosen, and lies in 1st. 35 deg. min, 6 sec. N. and long 129 deg. 3 min. 2 sec. E. It was opened to Japanese trade in 1876 and to Western nations in 1883. The native town has a population of about 33,000 inhabitants. The Japanese quarter is situated a little distance from the native town, opposite the island of Cholyongdo (Deer Island). It is under the control of the Prefect appointed by the Government-General, at Chosen. The Japanese population in Fusan at the end of 1917 was about 28,000, and there are about 5,000 more resident inland in the vicinity of the port. The total population, inclusive of Koreans and others, numbers 61,506. The Seoul-Fusan Railway and a daily service of steamers to Japan have combined to make Fusan a great centre of activity, and the volume of trade passing through the port has greatly increased of recent years. Many public improvements are being carried

out, including the enlargement of the water-works, the laying out of new roads, etc. Fusan was connected with Japan by a submarine telegraph cable in November, 1883.

The value of the trade for the nine months ended September, 1918 (the latest date for which returns are available) was 68,189,000 yen, compared with 57,776,000 yen for the whole of 1917, and 37,904,000 yen for 1916. There are few European firms in the port; business is carried on principally by the Japanese.

DIRECTORY

BANK OF CHOSEN—44, Daicho-machi, Itchome; Tel. Ad: Chosen Bank; A. B. C. improved ed.
I. Kouda, manager
M. Yokose, p.p. manager
Y. Tanimura, do.

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S. Morita, chief engineer
T. Hayashi, chief clerk of Mail sec.
Y. Okeijima, Accounting section
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MITSUI BUSSAN KAISHA, LTD. (Fusan Branch)—Kotohira-cho; Telephs. 665 and 43; Tel. Ad: Mitsui

MASAMPO

浦山馬

Masampo was opened to foreign trade on the 1st May, 1899. It has a native population of roughly 35,000, and the Japanese inhabitants number approximately 3,000. The climate is very mild. The harbour is good and in summer it serves as an excellent sea-bathing place. The Masampo branch of the Seoul-Fusan railway besides several lines of small steamers connect with the port of Fusan, and the superior accommodation of the latter port greatly interferes with the commercial expansion of Masampo.

MOKPO

浦木 *Mok-po*

Mokpo, which, like Chinnampo, was opened to foreign trade on the 1st October, 1897, in pursuance of a resolution of the Council of State, is a seaport in the province of Cholla and has an excellent harbour capable of providing anchorage accommodation for thirty or forty vessels of large tonnage. Cholla is a great rice-growing district and has the reputation of being the wealthiest province in the country, and Mokpo lies at the mouth of a river which drains nearly the whole province. Mokpo has undergone a great transformation since it was opened. In 1897 it consisted of a few native huts surrounded by paddy fields and mud flats. At the end of 1917 the houses numbered 3,575 and the population exceeded 17,900, including 98 Chinese and 19 Europeans. A sea-wall has been built and a bund road over a mile in length has been made.

CHINNAMPO

浦南甄 *Chin-nam-po*

This port was opened to foreign trade on the 1st October, 1897, in pursuance f a resolution passed by the Council of State. The port is situated on the north bank of the Taitong inlet, about twenty miles from its mouth, in the extreme south-west of the province of Pyeng-yang. It is some forty miles distant by water from Ping-yang, the third city in the peninsula, with a population exceeding 40,000, and it is a place of considerable commercial activity. The railroad traffic between Ping-yang and Chinnampo was started in October, 1910, and the journey takes one hour and forty minutes, the distance being 35 miles. The province is rich in agricultural and mineral wealth, the latter being now developed by foreign enterprise.

The business of the port is increasing year by year, the rich hinterland holding out good prospects for the future. The foreign trade of the port for the nine months ended September 30th., 1918, was worth 14,280,000 yen, exports being valued at 12,888,000 yen and imports at 1,392,000 yen. In 1917 the total trade was 19,064,000 yen. The

business community is entirely composed of Japanese and Chinese. The Japanese population numbers about 6,372.

The principal articles of export are rice, beans, wheat, maize, cow-hides and timber. Of imports, cotton and silk piece goods, matches, kerosene, porcelain, iron and hardware deserve mention. The harbour of Chinnampo affords safe accommodation for a great number of vessels of the deepest draught and the largest tonnage.

KUNSAN

Kunsan, one of the ports opened to foreign trade on the 1st May, 1899, is situated at the mouth of the Yong Dang River, which runs for many miles, forming the boundary line between the two provinces of Cholla-do and Chung-Chong-do, on the West Coast of Corea, and lies about halfway between Chemulpo and Mokpo. The two provinces referred to are so noted for their abundant supply of agricultural produce that they are called the magazines of the peninsula. For the nine months ending September 30th., 1918, the foreign trade of the port was valued at 10,226,000 yen. The principal articles of export are rice, wheat, beans, different kinds of medicines, ox-hides, grasscloth, paper, bamboo articles, fans (both open and folding), screens and mats, bêche de mer, dried awabi, with various kinds of fish and seaweed. Among import goods, shirtings, lawns, cotton yarn, matches, kerosene oil, etc., had already found their way to the port prior to its opening for distribution to different markets. Rice is largely exported from Kunsan, and Japanese farmers have been attracted in considerable numbers to this neighbourhood.

SONG-JIN

城津

This port (Joshin) is situated on the north-eastern coast of Chosen (Corea), in the province of North Ham-kyong, about 250 nautical miles from Wonsan and 125 nautical miles from Vladivostock. It was opened to foreign trade on the 1st May, 1899. The harbour is ice-free. The anchorage is not spacious, though very easy of access, and vessels drawing 10 feet or so can lie within a quarter of a mile from the shore. Improved jetty accommodation has encouraged the visits of vessels to the port. It is becoming an important place of call for all steamers engaged in the coastal trade, and a regular service has been opened between the port and Tsuruga. There is a railway connecting with Hoilyong, a town on the northern frontier and a small line to the capital of the province. The exports chiefly consist of beans, cowhides, hemp cloth and bêche de mer, whilst cotton goods, kerosene oil, ironware and matches form the principal items of imports.

CHINA

China—by a revolution, the origin and progress of which will be found described in the following pages—decided in 1912 to adopt the Republican form of government. Sun Yat Sen, the Republican leader who was appointed first President of the Republic by the Provisional Government set up at Nanking, resigned the Presidency in favour of Yuan Shih-kai on receiving from him satisfactory assurances regarding his political views in support of the Republic. In recommending the National Assembly to elect Yuan Shih-kai (who had up to then been the "one strong man" of the Imperial party), Dr. Sun Yat-sen said: "The abdication of the Ch'ing Emperor and the Union of the North and South are largely due to the great exertions of Mr. Yuan. Moreover, he has declared his unconditional adhesion to the national cause. Should he be elected to serve the Republic, he will surely prove himself a most loyal servant of the State. Besides, Mr. Yuan is a man of political experience, upon whose constructive ability our united nation looks forward for the consolidation of its interests." Yuan Shih-kai was unanimously elected, and Sun Yat-sen retired from politics to devote his energies to economic projects, and especially to the development of a scheme for covering the country with a network of railways. Yuan Shi-kai continued to serve as "Provisional President" until October 10th, 1913, when, the two Houses of Parliament having in the meantime been set up, he was duly inaugurated.

The Boards of Government or Ministries remain, with some few changes, as they were reconstituted in 1906, when the first steps were taken towards constitutional government and a reform of the official system. They are as follows:—(1) The Wai Chao Pu, Ministry of Foreign Affairs; (2) Nei Wu Pu, Ministry of the Interior; (3) Lu Chuen Pu, Ministry of War; (4) Hai Chuen Pu, Ministry of the Navy; (5) Chiao Yu-Pu, Ministry of Education; (6) Sze Fa Pu, Ministry of Justice; (7) Nung Shang Pu, Ministry of Agriculture and Commerce; (8) Chiao Tung Pu, Ministry of Communications; (9) Tsai Cheng Pu, Ministry of Finance. Provincial Councils were established in October, 1909, and a National Assembly came into existence on October 3rd, 1910. Its duties were purely consultative, the actual government remaining in the hands of the officials. The intention had been to grant a full Parliament of two chambers in 1917, the intervening years being devoted to preparations for the change; but, in response to repeated memorials from the Provincial Councils, supported finally by a unanimous vote of the National Assembly, the period was shortened by four years. The full Parliament came into existence in 1913, being inaugurated on April 8th. The Senate consisted of 274 members and the House of Representatives of 596. Both Chambers were dominated by an ultra-Republican majority, which showed an attitude of hostility to the President from the outset. The President did not attend the inauguration of the Parliament, because (so it was reported) it had been intimated on behalf of the predominant party that he would be welcomed only as a spectator, and the Chambers went so far in their discourtesy as to refuse to allow his Chief Secretary to read to the House a Message congratulating the Parliament upon its inauguration. After spending two or three months in framing rules for the Parliament, the members by a majority voted themselves a yearly salary of $4,000 each. The proceedings of both Houses during 1913 were distinguished by violent attacks on the policy of the President and his Cabinet, and by the languid interest shown in the serious business of the legislature. Very frequently one House or the other was unable to sit because a quorum of members had not put in an appearance. Hostility towards the President found further expression in a new revolution, which broke out in the province of Kiangsi and extended southward to Kwangtung, involving some fighting at Shanghai, Nanking and a few other points in the Yangtsze Valley, the avowed purpose of the revolution being to organise an expedition "to punish Yuan Shih-kai." Within a couple of months this movement was effectually suppressed by the Central Government, and the leading spirits of the revolution fled the country. Among the refugees was Dr. Sun Yat-sen. Thereupon the President and his Cabinet showed a greater determination to secure more effective control over the provinces. The first

thing to be done was to confirm the President in his office, and Parliament, evidently impressed by the confidence the country had shown in him during the late troubles, elected him President of the Republic for the next five years, and Li Yuan Hung, who since the first Revolution had remained in command of the t oops at Wuchang, was elected Vice-President. Hardly a month had elapsed since his election before the President startled the country by the issue of a mandate ordering the expulsion from Parliament of all members who had been identified with the Kuomingtang, the political party which had promoted the abortive revolution. This order was instantly obeyed, and the result of it was that Parliament was unable to sit for the remainder of the year, as without some of these members it was impossible to form a quorum in either House. Altogether 313 members were expelled, and the party was suppressed as a seditious organisation throughout the country. Notwithstanding these drastic measures the President continued to proclaim his faith in the future of China under a Republican form of government. His views were aptly summed up in his own phrase: "The nurse must not provide the infant with food only fit for adults." Thus it was that China became for a period of two years an autocracy under the guise of a Republic. A State Council consisting of 70 members, replaced the suppressed Parliament. It was supposed to act as an advisory, administrative and legislative organ until the formation of the new Parliament under the Constitutional Compact, but its chief function was to give a veneer of legality to the policy of the President All it did was to endorse his every action, even to the mad Monarchy Movement.

The death of Yuan Shih-kai and the collapse of the ill-starred attempt to restore the monarchical form of Government revived Republicanism. Li Yuan-hung, on the death of Yuan Shih-kai, quietly became President. He was officially confirmed in the appointment by a re-assembly of the first Parliament. The Cabinet was soon afterwards approved by Parliament, and a constitution was drafted which was disliked by the Premier and the military chiefs by reason of the fact that it placed all authority in the hands of Parliament. This led to a rupture which resulted in Li Yuan-hung being compelled to dissolve Parliament at the instigation of the militarists. Then followed, in 1916, Chang Hsun's mad attempt to restore the Manchu Dynasty. He was over-thrown by Marshal Tuan Chi-jui after which Feng Kuo-chang, the Vice-President assumed the Presidency as Li Yuan-hung declined to complete his term. The second election of President took place in October, 1918, when Hsu Shih-chang was unanimously chosen.

Finance

The conditions associated with national finance in China were never more discreditable than now. Progress towards an ordered system had been very marked until the outbreak of the anti-monarchical revolution, and then chaos set in, due of course to the multiple demands for money with which to pay the troops and to keep certain provinces loyal. The revolted provinces utilised their local revenue for military purposes, and Peking, further crippled by the Group Banks withholding the surpluses from the Salt Revenue, sought financial assistance from America, experiencing, however, the deep mortification of a refusal at the last moment. Attempts to raise loans in other quarters also failed. Confusion became worse confounded when, in May, 1916, the Government issued an order forbidding the Bank of China and the Bank of Communications to make specie payment against their own notes. Such an injunction for a day or two paralysed the trade and commerce of the entire country, but, fortunately, the branches of these banks in the big cities decided to ignore the order and resumed payment. China thus presented the unique spectacle of provincial branches of the two national banks carrying on business in defiance of the Government. Truly a Gilbertian situation. It was explained that the chief concern of the authorities was to retain a silver reserve with which to pay the troops and so prevent mutinies and looting, but whatever the motive which prompted the so-called moratorium, there can be no question as to its harmful effect upon the national credit. The Government, however, managed to carry on the administration, and, in October, 1916, sanctioned the payment of silver by the Bank of China, with the result that the value of the Bank of Communications notes rose in one day from 79 to 91, but declined again to 87 in consequence of the run on the Bank of China for silver payments. The year 1917 was little better than its predecessor. Government was hard pressed for money, its difficulties being increased by Chang Hsun's attempt to restore the Manchu dynasty and by the Southern revolt. Several large and many small loans were obtained from Japanese sources, but the year 1918 proved even more discreditable in the matter of national finance

than 1917. To finance the futile war against the South the Government borrowed money from Japanese sources with a recklessness that scandailsed all people interested in this country, especially as the proceeds were dissipated among the selfish Tuchuns and their followers. National assets were pledged with the prodigality of those who give away what is not their's. During 1918 alone over 150,000,000 yen was borrowed, although, as W. W. Willoughby says in his "Foreign Rights and Interests in China," it is practically impossible to arrive at a correct figure. So many Japanese loans were made to the provinces that even the Chinese Government could not supply absolutely accurate figures. The following are the principal loans made to China by Japan :—

1909.—From Yokohama Specie Bank to Imperial Railway Administration, representing part payment of that part of the Hsinmintun Mukden Railway lying east of the Liao River ..... Yen 320,000
For eighteen years at 5 per cent., issue price 93, secured by revenue of road.

1909.—From Yokohama Specie Bank to Imperial Railway Administration for construction of Kirin-Changchun Railway 2,150,000
For 25 years at 5 per cent., issue price 93, secured by revenue of road.

1910.—Yokohama Specie Bank to Imperial Railway Administration for redemption of Peking-Hankow Railway 2,200,000
For ten years at 7 per cent., issue price 97.50.

1911.—Yokohama Specie Bank to Imperial Railway Administration for redemption of Peking Hankow Railway and for running expenses pending redemption 10,000,000
For 25 years at 5 per cent., issue price 95.

1912.—Mitsui Bussan Kaisha to Hankow Waterworks & Electric Light Co., for construction purposes 1,000,000
Repayable in 10 annual instalments. Int. 7 per cent. Guaranteed by Ministry of Communications.

1912.—Loan on Hankow Mint 2,000,000

1915, May 1st.—Asiatic Development Co., Loan to Central Government for general purposes 5,000,000
For three years at 6 per cent., issue price 94, secured by uncertain mining Concessions in Hunan and Anhui and by profits of brass cash smelting scheme.

1916, Sept.—To Province of Shantung for military purposes 1,500,000

1916, Nov. 10th.—Kuangtung Loan made by the Bank of Taiwan 600,000

1916, Nov. 11th.—Hankow Paper Mill Loan made by the China-Japan Industrial Development Co. 2,000,000

1916, Dec.—To Kwangtung Provincial Government on security of Salt Revenues made by Bank of Taiwan 1,500,000

1916, Dec. 5th.—Tientsin Spinning Mill Loan made by Okura Gumi 600,000

1916.—Yokohama Specie Bank to Ministry of Communications for construction of Ssupinkai-Chengchiatun Railway. Int. 5 per cent., issue price, 94.5 5,000,

1917, Jan. 15th.—Hankow Hydraulic Electric Co. Loan made by Toa Kogyo Kwaisha..... 1,000,000

1917, Jan.—Japanese Banking Group to Ministry of Communications, for redemption of notes of Bank of Communications 5,000,000
For three years at 7 1/2 per cent., no discount, secured by 1,500,000 shares of Bank Stock and $4,000,000 Treasury Bonds, Japan obtaining privilege of appointing adviser to bank and option on future loans.

1917, Jan. 30th.—Bank of Chosen to Fengtien Province for relief of Chinese banks in Mukden, half payable in one year, half in three years. Interest 6½ per cent., issue price 95..... 2,000,000

1917, Feb.—Japanese Syndicate to Kwantung Provincial Government; 1,300,000 for advances to Provincial Government and 1,700,000 for construction of Canton cement factory; entire loan secured on revenues and property of cement factory and customs land at Tashatou, and guaranteed by Provincial Government 3,000,000

1917, May 1st.—Kuangtung Loan, secured by Salt Gabelle Revenues made by Bank of Taiwan ..... Yen 1,500,000

1917, Aug. 12th.—Nanchang Railway Loan made by Toa Kogyo Kwaisha 7,000,000

1917, Aug.—Japanese Syndicate to Bank of China, for redemption of Bank Notes, secured by $15,000,000 Bank of China Notes 5,000,000
For 6 months at 7 per cent.

1917, Aug. 28th.—Yokohama Specie Bank advance on Second Reorganisation Loan for reimbursement of advances made by Bank of China to Central Government. Repayable out of second reorganisation loan if made, otherwise to be repaid in cash in one year 10,000,000
Interest 7 per cent., discount 1 per cent. Secured by Salt Surplus Revenue.

1917, Aug. 28th.—Shantung Loan made by Japan-China Industrial Development Co. 1,500,000

1917, Sept. 28th.—Second Loan for Bank of Communications made by Industrial Bank of Japan, Bank of Chosen and Bank of Taiwan.. 20,000,000

1917, Oct. 17th.—Sino-Japanese Industrial Company and 10 Japanese Banks to Central Government for relief of Chihli flood sufferers. 5,000,000
One year at 7 per cent., secured by revenue of three native Customs houses, including Dolnor.

1917, Oct.—Loan on Kirin-Changchun Railway by South Manchuria Railway Co. 6,500,000
For 30 years at 5 per cent., issue price 91.50, secured by revenue and property of road.

1917.—China-Japan Industrial Development Co., to Hengchow, Hunan, Electric Light Co. 80,000

1917.—China-Japan Industrial Development Co., Hsiajen, Chinhai, Hsiaking, and Pinghu, Chekiang 250,000

1917.—China-Japan Industrial Development Co., to Hsiangtan Electric Light Co., of Hunan..... 150,000

1917.—China-Japan Industrial Development Co., Metal Refining Loan ... 50,000

1918, Jan.—Mitsui Bussan Kaisha to Tsao Kun, Tuchun of Chihli, for military purposes, secured by shares of Kailan Mining Administration 1,000,000

1918, Jan. 8th.—Yokohama Specie Bank advance on Second Reorganization Loan, repayable out of Second Reorganization Loan, if made, otherwise a one year Japanese loan at 7 per cent. Secured by surplus salt revenues..... 10,000,000

1918, Jan.—Japanese syndicate to Tan Hao-min, "rebel governor of Hunan." Said to be secured by right to co-operate in working iron mines at Taipingshan, Anhui and antimony mines at Shui-kuoshan, Hunan 2,000,000
For 5 years at 7 per cent., issue price 94.

1918, Jan. 18th.—Group Banks to Central Government for suppression of plague 1,000,000
To be refunded in 10 months; secured by salt surplus.

1918, Jan.—Loan to province of Fukien, for general purposes. Secured by sundry taxes 1,000,000

1918, Jan.—Mitsui Bussan Kaisha to Chihli province for purchase of yarns for Chihli spinners; repayment guaranteed by Ministry of Finance 1,000,000

1918, Jan.—Supplementary loan for Kiring-Chanchun Railway 630,000

1918, Feb.—Ssupingkai-Chengchiatun Railway Loan made by Specie Bank. For one year at 7 per cent., secured by revenue of road... 2,600,000

1918, Feb.—Nankin Railway Loan, between Nanchang and Kiukiang. Made by Tao Kogyo Kwaisha 100,000

1918, April.—Sino-Japan Exchange Bank to Telegraph Administration for extension of land lines; interest 7½ per cent., discount 1¼ per cent., secured by all telegraph property not previously pledged 29,000,000

1918, April.—Wireless loan, probably for construction of wireless stations, materials to be purchased from Mitsui Bussan Kaisha..... 3,000,000

1918, May 16th.—Chihli Provincial Loan made by the Bank of Chosen...Yen	1,000,000
1918, June.—Bank of Chosen to Ministry of Communications, for continuance of Kirin-Changchun line to Korean border ..... For 40 years at 5 per cent.	$20,000,000
1918, June.—Bank of Chosen to Fengtien Province for redemption of small-coin notes, one half to be repaid in two years, and one half in three, interest 6½ per cent., issue price 95, secured by stock in Penhsihsu collieries owned by Fengtien province	3,000,000
1918.—Loan on Yu Kan Iron Mines, Kiangsi Province	3,000,000
1918, July.—Yokohama Specie Bank, Third Advance of the Second Reorganisation Loan	10,000,000
1918, July.—Kirin Forestry Loan made by Japanese Banking Group. Period ten years. Interest 7½ per cent. To Chinese Government at par. Security: Gold mines and Government Forests at Kirin and Heilungkiang and revenues therefrom	30,000,000
1918, Oct.—Advance for four railways in Manchuria and Mongolia.....	20,000,000
1918, Oct.—Tsinanfu and Kaomi Railway Loans advance	20,000,000
1918.—Kirin-Hueining Railway Loan	10,000,000
1918.—War Participation Loan	20,000,000

Statement of Japanese Short Term Loans

As on January, 1920

Borrowing Date	Creditors' Name	Country	Amount	Outstanding	Date of Extinction
1911.—	Tai-hei Co. Ammunition Bills	Japan	Y.1,821,760	Y.322,609	9/1919
1912.—	Mitsui Bussan Kaisha, Ammunition Bills	"	$1,935,331	$1,188,416	11/1920
1912, Feb.—	" " Nanking Govt. Loan ...	"	Y.2,000,000	Y.1,505,250	4/1920
1916, April—	Yokohama Specie Bank, Student Abroad Loan	"	100,000	100,000	10/1920
1917, Nov.—	Yokohama Specie Bank, Szechuan Students Abroad Loan	"	100,000		11/1919
1917, Nov.—	Japanese Bank Group, Flood Relief Loan	"	5,000,000	5,000,000	1920
1918, Jan.—	Mitsui Bussan Kaisha, Printing Bureau Loan.....	"	2,000,000	2,000,000	1/1921
1918, Feb.—	Okura Co., Commercial Guarantee Bank Bills	"	Tls. 269,540	Tls. 269,540	8/1920
1918, July—	Chosen Bank, Students Abroad Loan ...	"	Y.500.000	Y.500,000	7/1920
1918, Sept.—	Tai-hei Co., 1st Ammunition Loan.....	"	17,395,817	17,395,817	9/1920
1918, Nov.—	" " 2nd " "	"	12,520,000	12,520,000	9/1920
1919, Jan.—	Kuhara Co., Advance	"	$300,000	$300,000	
1919, July.—	Tai-hei Co., Ammunition Treasury Bills	"	Y.741,623	Y.741,623	12/1919
1919, July.—	" " " "	"	124,732	124,732	12/1919
1919, Aug.—	Okura Co., Commercial Guarantee Bank Bills	"	2,233,758	2,233,758	8/1920
1919, Aug.—	Kailes Co., Loan	"	1,000,000	1,000,000	3/1920
1919, Nov.—	Tai Wan Bank, Loan.....	"	1000,00	100,000	
1919, Nov.—	Fakee Co., Loan	"	1,000,000	1,000,000	5/1920
1920, Jan.—	Exchange Bank of China, Advance.....	"	1,925,000	1,925,000	11/1920

Loans to Hanyehping Colliery Company :

1901, Nov.—Industrial Bank at 6 per cent.	$ 3,000,000
1905, June—Yokohama Specie Bank at 7½ per cent.	1,500,000
1905, Nov.— " " " "	500,000
1907, Sept.— " " " at 7 per cent.	830,158
1907, Nov.— " " " "	612,730
1907, Nov.— " " " "	614,395
1908, Mar.— " " " at 6 per cent.	6,000,000
1912, Feb.— " " " at 7 per cent.	3,000,000
1912, Feb.— " " " at 8 per cent.	Hk. Tls. 120,000
1912, Nov.— " " " at 7 per cent.	$500,000
1912, Dec.— " " " at 8 per cent.	Y.2,500,000
1913, Dec.— " " " at 7 per cent.	$6,000,000

1913, Dec.—	Mitsui Bussan Kaisha	$765,707
1914, June—	" " "	88,400
1915, Feb.—	" " "	150,000
1915, Feb.—	" " "	150,000
1913, July—	Mitsui Bussan Kaisha	100,000
1913, Nov.—	" " "	500,000
1903, Feb.—	" " "	1,000,000

The aggregate of the national indebtedness is no greater than that of some other countries with less resources, but the danger is that, without foreign supervision, the resources will not be husbanded, but frittered away on useless expenditure. Towards the close of 1918 the Powers agreed that no further advances should be made to China until a settlement between North and South has been completed. The observance of this undertaking has rendered administration since extremely difficult. Innumerable private sources have been approached for financial accommodation with unsatisfactory results. National bonds have been hawked about until they have depreciated lower than previous below-par quotations. Redemption of the 4th year Domestic Loan should have been commenced in 1918, but was not commenced till 1919. Likewise the principal of the Premium Bonds should have been returned, but was not. The feature of 1919 was the announcement that America, Britain, France and Japan would form a new Consortium. Associated with this proposition was a plan for the unification of China's railways. Japan, at first disapproved of both schemes, but in 1920 changed her attitude.

This chapter on finance would be incomplete without a reference to the preposterous currency reform promulgated in August, 1918, which contemplated the establishment of a gold currency with the Yuan or dollar as basis. A gold note issue was to follow, the reserve for which was to be furnished by Japanese notes held in the banks. All this was to be accomplished by the decree promulgating the scheme. Naturally, the Group Banks protested, and the scheme was dropped.

Budget Statements in China have yet to become the precise documents that they are in other countries. The last published was for the fiscal year ending June, 1920, when the total of the Extraordinary Receipts was $80,581,785 and the grand total of both the Ordinary and Extraordinary Receipts $490,419,786. The total Extraordinary Expenditure was $224,473,681, and the grand total of both the Ordinary and Extraordinary Expenditure $495,762,888. During the autumn of 1919 Parliament framed a Budget which showed a deficit of $120,000,000. To meet this it was proposed to reduce military expenditure by $20,000,000 and to introduce reforms in the collection of taxes which would yield another $20,000,000. For the balance a loan was to be raised.

The Maritime Customs and the Salt Gabelle are the only two sources of revenue for which exact figures are so far available. The Customs receipts for 1920 amounted to Hk. Tls. 49,819,885, as compared with Hk. Tls. 46,009,160 for 1919, the highest on record up to that time. The *net* receipts of the Salt Gabelle for 1920 were $79,064,103 —a decrease of $1,572,400 on that for 1919, but an increase of $7,498,583 on that for 1918. All obligations secured on the Salt Revenue were fully met, and the release of surplus funds handed over to the Chinese Government during 1918 amounted to $64,019,879. Of this sum, however, some 24 million dollars were either retained locally or appropriated by Provincial Authorities or Military Commanders.

China had no foreign debt till the end of 1864, when a loan of £1,431,664. was contracted from the Hongkong and Shanghai Bank, under Imperial authority and secured by the Customs revenue. Up to 1894 the total foreign debt of China was inconsiderable, but subsequently extensive borrowings had to be made to meet the expenses of the war with Japan and the indemnity, which was Taels 200,000,000 (at exchange of 3s. 3¼d.), with a further Tls. 20,000,000, for the retrocession of the Liaotung Peninsula. The last instalment was paid in 1898, and the total indebtedness of the country up to 1900 was £55,755,000, the principal loans being the Russian of 1895, the Anglo-German of 1896, and the Anglo-German of 1898, each of £16,000,000. The country's obligations in 1901 were increased by a sum of Tls. 450,000,000, the amount of the indemnity paid to the Powers to meet (1) the expenses of the Expeditionary Forces, and (2) claims for compensation for losses to missions, corporations, individuals, etc. Several Loans were subsequently obtained, chiefly for railway construction, and, as a result of the Revolution, China's indebtedness was increased by an international loan of £25,000,000. China's foreign debts are in various currencies and, owing to fluctuation of exchange, it is difficult to give the precise

amount, but the total amounts to about $2,000,000,000 Chinese currency, which has accumulated during the past 25 years. At the present time there is a monthly deficit on the Central Government Administration of about six million dollars. Yet the Land Tax remains as unpledged security for further foreign loans.

The foreign debt secured on national revenue (Japanese loans excluded) outstanding in January, 1920, is shown in the following table:—

General Loans

Date	Title or Source	Orignal Amount	Rate of Interest	Date of Redemption	Principal Outstanding January, 1920	Security
1895	Russian-French Loan ...	F400,000,000	4	7-1931	F198,538,904	[a]
1895	Anglo-German Loan ...	£16,000,000	5	3-1932	£8,655,797	[a]
1898	Supplementary Anglo-German Loan	£16,000,000	4½	2-1943	£11,848,200	[b]
1912	1st Arnhold, Karberg & Co. Loan	£300,000	6	12-1916	£60,000	[c]
1913	2nd do.	£450,000	6	10-1921	£360,000	[c]
1914	3rd do.	£300,000	6	12-1917	£200,000	[d]
1913	1st Austrian Loan ...	£1,200,000	6	12-1917	£800,000	[d]
1913	2nd do.	£2,000,000	6	12-1917	£1,333,500	[d]
1914	3rd do.	£500,000	6	12-1917	£333,500	[d]
1915	Renewed do. ...	£1,233,000	8	12-1920	£1,233,000	[d]
1912	Crisp Loan (Only £500,000 received by Chinese Government)	£10,000,000	5	1952	£5,000,000	[e]
1913	Reorganization Loan ...	£25,000,000	5	7-1960	£25,000,000	[e]
1914	Anglo-Chinese Co. Loan	£375,000	6	2-1934	£375,000	[f]
1914	Sino-French Industrial Loan (Only Francs 100,000,000 received by Chinese Government)...	F150,000,000	5	9-1964	F100,000,000	[g]
1914	Chin Yu Advances (Only Francs 32,115,500 received by Chinese Govt.)	F100,000,000	7	5-1921	F10,416,666	[h]
1916	Chicago Bank Loan ...	G$5,500,000	6	11-1919	G$5,500,000	[i]
1901	Boxer Indemnity, England	£16,573,810	4	1945	£11,186,547	[j]
1901	Do., America	G$53,348 145	4	,,	G$12,455,507	[j]
1901	Do., France ...	F580,160,035	4	,,	F391,581,529	[j]
1901	Do., Italy ...	F217,868,647	4	,,	F147,051,159	[j]
1901	Do., Russia ...	£42,685,163	4	,,	£30,759,683	[j]
1901	Do., Japan ...	£11,391,703	4	,,	£7,531,985	[j]
1901	Do., Belgium	F69,447,061	4	,,	F46,873,522	[j]
1901	Do., Portugal	£30,203	4	,,	£20,387	[j]
1901	Do., Spain ...	F1,107,596	4	,,	F690,068	[j]
1901	Do., Holland .	Fl.3,066,005	4	,,	Fl.1,910,191	[j]
1901	Do., Sweden and Norway	£20,568	4	,,	£12,815	[j]
1919	Pacific Devel. Corp. Loan	G$5,500,000	6	1921	G$5,500,000	
1910	Armstrong Co., Ship Cost Bills	£198,884	8	8-1919	£95,000	
1918	Hongkong & S'hai. Bank, Commercial Guarantee Bank Bill	T257,750		9-1921	T257,750	

[a] Customs revenues.
[b] Customs revenues and Likin of seven places.
[c] Peking Octroi.
[d] Title Deeds Tax.
[e] Salt Revenues.
[f] Surplus Revenue of Peking-Mukden Railway.
[g] Receipts from Industrial works.
[h] Treasury Bills.
[i] Wine and Tobacco Tax.
[j] Customs revenues and Salt revenues.

General Loans—Continued

Date	Title or Source	Original Amount	Rate of Interest	Date of Redemption	Principal Outstanding January, 1920	Security
1918	Marconi Wireless Co., Wireless Advance ...	£600,000	8	8-1928	£300,000	
1919	Marconi Co., Elec. Work Advance...	£100,000	8	8-1929	£100,000	
1916	Samuel Co., Hankow Improvement Loan ...	K.T213,000	8		K.T213,000	
1909	Yunnan Syndicate, Treasury Bills	£93,791	7	9-1918	£33,791	
1919	International Banking Corporation, Education Ministry Loan	G$300,000	8	4-1920	G$300,000	
1918	American International Corp., Conservancy Adv	G$250,000	8	5-1920	G$250,000	
1919	American International Corp., Supplementary Advance...	G$30,000	8	7-1920	G$350,000	
1919	International Banking Corporation Loan ...	G$30,000	8	10-1920	G$15,000	
1919	Asia Banking Corp. Loan	G$500,000	8	4-1920	G$500,000	
1919	Indemnity for American Naval Officer	G$26,000	6	6-1920	G$26,000	
1918	Banque Industrielle de Chine, Chinyu Advance Promissory Notes ...	F7,217,094	8	4-1920	F3,153,641	
1919	Do.	F7,237,771	7	6-1920	F7,237,771	
1918	Banque Industrielle de Chine, Commercial Guarantee Bank Bills ...	T374,044		6-1926	T374,044	
1919	Do.	T468,315		7-1920	T468,315	
1916	Banque Industrielle de Chine, Agriculture Ministry Loan	$120,000	7½	3-1920	$120,000	
1918	Banque Industrielle de Chine, Students abroad advance	£12,103	8	4-1920	£12,103	
1919	Banque Industrielle de Chine, Pukow Loan Int.	F693,769	5, 7, 8	12-1919	F693,769	
1917	Banque Industrielle de Chine, Capital Bills ...	F11,250,000	7	5-1923	F11,250,000	
1919	Banque Industrielle de Chine, Capital Bills ...	F4,300,000	5	5-1925	F4,300,000	
1915	Banque Industrielle de Chine, Pukow Loan Int.	F23,144,736	7	8-1924	F23,144,736	
1919	Messageries Maritimes Co., Treasury Bills ...	F4,062,405	9	7-1920	F4,062,405	
1919	Schneider Co., Treas. Bills	F410,805	9	7-1920	F410,805	
1915	Russo-Asiatic Bank Education Ministry Loan ...	K.T300,000	8½	2-1920	K.T100,000	
1918	Russo-Asiatic Bank, Coml. Guarantee Bank Bills...	T.T509,542	8	9-1921	T.T379,232	
1919	Russo-Asiatic Bank, Adv.	$300,000		3-1920	$119,140	
1918	Do. Loan	K.T150,000	9	3-1920	K.T150,000	
1919	Russo-Asiatic Bank, Education Ministry... ...	K.T100,000		3-1920	K.T100,000	
1919	Do.	K.T125,000	8	4-1920	K.T125,000	
1919	Russo-Asiatic Bank Loan	$400,000	10	4-1920	$400,000	
1916	Credit-Foncier D'Extreme Orient, Education Ministry Loan ...	$200,000	9	1936	$200,000	
1910	Ansaldo Ship Works, Ship cost bills...	£88,000			£79,500	

General Loans—Continued

Date	Title or Source	Original Amount	Rate of Interest	Date of Redemption	Principal Outstanding January, 1920	Security
1914	Banque Belge pour l'Etranger, Treas. Bills	$80,000	6		$80,000	
1919	Vickers Co., Aeroplane Loan	£1,803,200	8	2-1920	£1,803,200	
1919	Hongkong & Shanghai Bank, Treasury Bills ...	S.T242,545	6	10-1929	S.T242,545	
1919	Banque des Pays Bas, Commercial Guarantee Bank Bills	T.T459,204	10	12-1920	T.T459,204	
1916	Banque Belge pour l'Etranger, Students abroad Loan	£37,097	8	12-1919	£6,468	

Area and Population

China proper, extending over 1,335,841 square miles, is divided into eighteen provinces. Considerable trouble and care were taken in 1919 by the Postal Administration to obtain an estimate of the population of China. Recourse was had to the assistance of the provincial officials, which in most cases was willingly accorded. Underneath are given the results obtained. These, while they cannot be regarded as accurate, may be taken as a close approximation to actual figures. The footnote will show the limitations that have so far been imposed to a full record of the outlying districts:—

Province.	Area, square miles.	Province.	Area, square miles
Anhui	54,826	Kwangtung	100,000
Chekiang	36,680	Shantung	55,984
Chihli	115,830	Szechuen	218,533
Fukien	46,332	Yunnan	146,718
Hunan	83,398	Shansi	81,853
Hupeh	71,428	Shensi	75,290
Kiangsi	69,498	Kansu	125,483
Kiangsu	38,610	Honan	67,954
Kwangsi	77,220	Kweichow	67,182
		Total	1,532,819
		Manchuria (Chinese estimate) ...	363,000

	Population		Population
Peking	4,014,619	Hunan	28,443,279
Chihli	30,172,092	Kiangsi	24,466,800
Shansi	11,080,827	Kiangsu	28,235,864
Honan	30,831,909	Shanghai	5,550,200
Shensi	9,465,558	Anhui	19,832,665
Kansu	5,927,997	Chekiang	22,043,300
Sinkiang	2,519,579	Fukien	13,157,791
Manchuria	13,701,819	Kwangtung	37,167,701
Shantung	30,803,245	Kwangsi	12,258,335
Szechuen	49,782,810	Yunnan	9,839,180
Hupeh	27,467,244	Kweichow	11,216,400

Total: 427,679,214

Not included in the above (no data available):—

(*a.*) 1 *Hsien* and Mongolia in Peking District.
(*b.*) 3 *Hsien* in Manchuria District.
(*c.*) Tibet.

The total number of foreigners in China was ascertained in 1920 to be 326,069 Of these 153,918 were Japanese, 144,413 Russian, 11,082 British, 1,013 Germans, 2,282 Portuguese, 7,269 Americans, and 2,753 (including protéges) French, other nationalities being represented by 3,339. In spite of the war, the number of Europeans has increased since 1915, and the total of Japanese residents has risen by nearly fifty per cent. in the same period, and the Russians by 240 per cent. within two years. The High Industrial Commissioner compiled a table in 1921 which showed the number of commercial firms to be 8,134. Japan headed the list with 4,878, followed by Russia with 1,780, the United Kingdom with 644, America with 413, Germany with 2, France with 171, Portugal with 93, Italy with 19, Holland with 25, Belgium with 26, Denmark with 27, Spain with 8, Norway with 12, Austria-Hungary with 5, Sweden with 4; but, as the British Commercial Attaché has remarked, much depends on the definition and status of a commercial firm.

The principal dependencies of China have been Mongolia, with an area of 1,288,035 square miles, and some 2,000,000 people; and Manchuria, with an area of 363,000 square miles, and an estimated population of 13,700,000. Outer Mongolia in 1912 asserted her independence of Chinese sovereignty, and obtained the formal recognition of Russia, but under the Russo-Chinese Treaty concluded in 1915 the suzerainty of China was recognised and the autonomy of Outer Mongolia agreed to. Towards the end of 1919 Outer Mongolia petitioned to return to the authority of Peking. The petition was granted, and the several treaties with Russia were abrogated. Inner Mongolia has been formed into three special administrative districts, *viz.*, Jehol, Chahar and Seinguan. Manchuria has in recent years been steadily and rapidly colonised by Chinese, who greatly outnumber the Manchus in their own land. Tibet, which is also practically a dependency of China, has an area of 643,734 square miles and a population of over 6,000,000. Down to 1910 it was ruled by the Dalai Lama, but subject to the Government of Peking, which maintains a Resident at Lhassa. In consequence, however, of the Dalai Lama's refusal to comply with the demands of Peking, a Chinese military expedition was dispatched to Lhassa, and he fled to India, where he remained for over a year. Meanwhile, the great revolution broke out in China. The Tibetans seized the opportunity to proclaim their independence, and again a military expedition was sent to Tibet, but more conciliatory methods had to be adopted. The Chinese troops were withdrawn and the Dalai Lama returned to the Tibetan Capital. The tripartite conference at Simla in 1914 to determine the status of Tibet and delimit the boundaries ended in failure, no agreement being arrived at.

Defence

Army

Until 1895 China had no regular modern troops, but the disasters of the Sino-Japanese War demonstrated the necessity for a National Army. Five divisions known as the Wu Wei-chun were then raised, but the majority of these were afterwards disbanded, and only one division remained to form the nucleus of the Lu-Chun or new National Army.

President Yuan Shih Kai undertook the reorganisation of China's Military forces, but accomplished little outside of Chihli, where he raised six divisions of modern troops between 1903 and 1906. However, a real start was made in 1907 as the result of an Imperial edict ordering the formation of thirty-six divisions in the various Provinces of the Empire by 1912. Recruiting for this new Army was on a principle of modified conscription, the terms of service being three years with the colours, three years in the first reserve, and four years in the second reserve, or ten years in all. First reservists were called out for thirty days' training every year, and men of the second reserve for a like period every other year.

These thirty-six divisions were to have an establishment of about 10,000 combatants each. In 1909 recruiting was also commenced for a division of Military Guards. At the outbreak of the Revolution in 1911, thirteen divisions were practically complete and the formation of nineteen more had been begun. A division consisted of two brigades of infantry, one regiment of cavalry, one regiment of artillery and nine batteries, one sapper battalion, and one transport battalion, besides medical and other units, etc. In all, the number was nominally about 250,000; actually, it was about 180,000.

The creation of the National Army tended to the centralisation of authority, and enabled the Peiyang party to dominate the counsels of the nation. Theoretically all Military forces are nuder the control of the General Staff and the Ministry of War (the President being Commander-in-Chief), and are paid by the Central Government

the authority of the Ministry of War being delegated in each Province to specially appointed Military Commissioners. Provincial civil governors have no authority over the Military (Lu Chun), but can call for their services when needed.

One great difficulty in the organisation of a modern Army was the lack of properly trained officers. The Model Army created by Yuan Shih-kai did much to meet the need. This model army, consisting of 5,000 men carefully selected from the better classes, was drilled by General Wang Shih Chin, late Minister of War, but it has been absorbed in the regular army. Several military colleges have recently been opened, including an aviation school at Nanyuan.

During 1915 the principle of conscription was approved by the Government, but the financial difficulties which are ever present in China made it impossible to carry it into effect. The system is different from any which obtains in other countries, each district being expected to furnish a given quota of men. For this purpose the country has been divided into six military districts.

As military expenditure absorbs six-tenths of the revenue of the country, disbandment of troops has been considered a first step to re-organisation. Partial disbandment has been accepted in principle by the Peking Government, but, owing to the unsettled state of the country and the control of the troops by the Tuchuns, no progress has been made in this direction.

Navy

Under the old *régime* each Province controlled its naval contingent independently of the Central Government, but the consolidation of authority in Peking, which has resulted since the Revolution, has secured the placing of the Maritime Forces under the direct control of the Ministry of Navy, although that control at present is rather nebulous. For reasons which are obvious, the extensions which were contemplated have not been effected, but there is every reason to believe that increases in the number of the smaller craft suitable for patrolling the waterways will be sanctioned as soon as funds permit.

Under the programme drawn up by the Naval Commission headed by Prince Tsia Hsun, the following cruisers were added to the fleet:—the *Ying Swei* and the *Chao Ho*, both built in England, having each a displacement of about 2,600 tons and a contract speed of 20 knots. The main armaments consist of 2.6in. and 4.4in. guns. There are, in addition, a number of torpedo-boat-destroyers built in Germany, Austria and Italy, and two light draught river gunboats built in Japan. There is no attempt at uniformity—very much the reverse.

The provision of Naval Bases is contemplated. Existing dockyards are inadequate for the requirements of the present fleet, and their plant is obsolete. The number of the *personnel* cannot be exactly stated.

Practical experience demonstrates that the Chinese bluejacket with training and discipline can rank with any bluejacket in the world.

Trade and Industry

The ports open to trade are:—Newchwang, Chinwantao, Tientsin, Chefoo, Woosung-Shanghai, Soochow, Chinkiang, Nanking, Wuhu, Kiukiang, Hankow, Yochow, Chang, sha, Shasi, Ichang, Chungking, Hangchow, Ningpo, Wenchow, Santu, Foochow, Amoy, Swatow, Canton, Samshui, Wuchow, Kongmoon, Nanning, Kiungchow, Pakhoi and Cheng-teh, Lungchow, Mengtsz, Szemao and Tengyueh, on the frontiers of Tonkin and Burmah, are stations under the cognisance of the Foreign Customs. Mukden, Antung and Tatiengkow and other inland places in Manchuria, Kweihuichang, Kalgan, Dolonor, Chihfeng, Taonanfu, Hulutao, and Lungkow have also been declared open to foreign trade. The import trade, exclusive of the Colony of Hongkong, centres chiefly at Shanghai, Tientsin, Hankow and Canton, while the bulk of the exports pass through the ports of Shanghai and Canton. The annual value of the trade of China coming under the supervision of the Imperial Maritime Customs was as follows:—

	Net Imports from Foreign Countries.	Net Exports to Foreign Countries.	Total of Foreign trade.	Net Imports of Native Goods
1919...	Hk. Tls. 646,997,681	Hk. Tls. 630,809,411	Hk. Tls. 1,277,807,092	Hk. Tls. 338,649,915
1920...	„ 762,250,230	„ 541,631,300	„ 1,303,881,530	„ 362,669,149
1920 equals at—				
Ex. 1.58	Mex. $1,204,355,363	Mex. $855,777,454	Mex. $2,060,132,817	Mex. $573,017,255
Ex. 6/9½	£258,847,474	£183,928,963	£442,776,437	£123,156,398

The following was the net value of commodities imported direct from and exported direct to foreign countries in 1920. These figures do not include the trade carried on with neighbouring countries in Chinese junks, which does not come within the control of the Foreign Customs, but include Hk. Tls. 37,709,976 re-exports to foreign countries:—

		Imports	Exports	Totals
Japan (including Formosa)	Hk. Tls.	229,135,866	141,927,902	371,063,768
Hongkong	„	159,313,335	136,462,043	295,775,378
United States of America	„	143,198,962	67,111,451	210,310,413
Great Britain	„	131,719,952	45,804,536	177,524,488
British India	„	32,494,059	8,758,251	41,252,310
Korea	„	10,314,374	23,345,743	33,660,117
Other European Countries	„	15,397,829	13,180,852	28,578,681
France	„	4,878,519	21,016,444	25,894,963
Straits Settlements	„	7,803,083	16,538,995	24,342,078
Russia, Siberia and Russian Pacific Ports	„	9,625,331	14,481,393	24,106,724
Canada	„	20,182,100	1,039,263	21,221,363
Turkey, Persia, Egypt, Aden, etc.	„	1,476,650	17,457,662	18,934,312
Dutch Indies	„	10,565,203	4,026,447	14,591,650
Macao	„	9,838,792	4,736,820	14,575,612
Netherlands	„	3,757,383	10,565,127	14,322,510
French Indo-China	„	3,750,104	2,643,495	6,393,599
Italy	„	341,934	5,518,398	5,860,332
Philippines	„	1,498,024	2,384,945	3,882,969
Switzerland	„	3,481,930	60,980	3,542,910
Siam	„	179,164	2,662,715	2,841,879
Australia and New Zealand	„	1,005,236	1,473,800	2,479,036
Central and South America	„	2,084	263,922	266,006
South Africa	„	292	170,116	170,408
	Hk. Tls.	799,960,206	541,631,300	1,341,591,506

Imports to the amount of Hk. Tls. 37,709,976 were re-exported to foreign countries namely, to Japan, Tls. 7,891,592; United States of America, Tls. 2,919,077; to Hongkong Tls. 7,301,035; to Russian Pacific Ports, Tls. 3,195,964; Russia European Ports and by land, Tls. 8,795,074; to Corea, Tls. 1,708,662; to Great Britain, Tls. 1,754,866; to other countries, Tls. 4,143,706.

The following were the values of imports from foreign countries in 1920 :—

Cotton Goods	Hk. Tls.	255,371,955	Railway Materials	Hk. Tls.	4,264,985
Metals	„	62,999,629	Ginseng	„	3,495,331
Kerosene Oil	„	54,927,549	Household Stores	„	3,391,805
Sugar	„	42,202,130	Oil, other kinds...	„	3,327,727
Machinery and Fittings	„	23,847,347	Matches	„	3,075,328
Cigarettes and Cigars...	„	23,149,046	Bran of all kinds	„	2,543,120
Cotton, Raw	„	18,250,480	Fruit, dried and fresh ...	„	2,416,638
Paper and Stationery ...	„	16,440,861	Chemical Products	„	2,391,476
Coal	„	15,274,656	Flour	„	2,383,629
Tobacco	„	14,420,158	Soda	„	2,379,802
Vehicles, various	„	13,960,893	Wax Paraffin	„	2,201,679
Fish and Fishery Prod'ts.	„	13,361,596	Bêche de Mer	„	1,918,811
Woollen Goods	„	11,736,195	Glass and Glassware	„	1,813,114
Bags, all kinds	„	10,587,434	Pepper	„	1,724,638
Leather	„	8,402,474	Hosiery and Hab'dashery	„	1,300,545
Dyes, Aniline	„	7,984,354	Seaweed	„	1,074,698
Clothing and Shoes	„	7,930,183	Rattan	„	1,002,613
Medicines	„	6,994,791	Umbrellas	„	771,487
Electrical Materials	„	6,515,040	Mats	„	575,619
Miscellaneous Piece Gds.	„	6,176,468	Beans, Peas, etc.	„	477,769
Wines, Beer, Spirits	„	5,680,534	Tea	„	342,112
Rice	„	5,477,444	Opium	„	200,162
Timber and Woods	„	4,781,630	Sundries	„	115,682,687
Soap and Perfumery ...	„	4,731,584			
			Total	„	799,960,206

The Exports to foreign countries, exclusive of re-export of foreign goods, were:—

Silk, Raw, Ref. and Coc'ns.	Hk. Tls.	69,349,054	Strawbraid	Hk. Tls.	4,487,490
Beancake	"	41,959,107	Fibres, Ramie, Hemp, &c.	"	4,478,813
Wheat and other Cereals	"	36,636,397	Mats and Matting	"	3,967,694
Oil, Vegetable	"	32,400,818	Paper	"	3,957,162
Beans	"	27,395,525	Medicines	"	3,731,759
Minerals and Metals	"	25,457,730	Grasscloth	"	3,593,634
Flour	"	18,406,268	Fire-crackers & F'works	"	3,371,559
Skins, Hides, Undressed	"	16,912,333	Lard	"	3,210,623
Seed, Rape, etc.	"	16,380,431	Clothing, Shoes, etc.	"	2,477,833
Silk Piece Goods	"	15,801,813	Tallow	"	2,151,023
Coal	"	12,214,629	Vermicilli and Macaroni	"	2,066,219
Eggs, Albumen and Yolk	"	11,928,143	Seedcake	"	1,849,231
Cotton, Raw and Waste	"	9,582,634	Salt	"	1,729,699
Eggs, Fresh and Pres'vd.	"	9,529,258	Fish and Fishery Products	"	1,651,149
Tea	"	8,873,135	Fruit, Fresh and Dried	"	1,280,984
Nankeens & Cotton Gds.	"	7,851,610	Vegetables	"	1,233,187
Tobacco	"	6,579,244	Leather	"	1,144,050
Bristles	"	6,224,289	Firewood	"	1,034,244
Ground Nuts	"	6,049,185	Nutgalls	"	941,074
Timber and Wood	"	5,759,423	Skins, Dressed	"	866,184
Animals, Living	"	5,391,729	Peas	"	781,201
Wool	"	5,044,136	Garlic	"	743,572
Chinaware	"	4,923,157	Pottery and E'thenware	"	700,507
Meats, Fresh and Pres'vd.	"	4,689,874	Sundries	"	94,842,787
			Total	"	541,631,300

Goods to the value of Tls. 88,454,211 were conveyed to, and to the value of Tls. 53,077,992 were brought from, the interior under transit passes.

The total carrying trade, foreign and coastwise, in 1920 was divided amongst the different flags as under:

	Entries and Clearances	Tonnage		Values	Percentages Tonnage	Percentages Trade.
British	39,543	40,315,707	Tls.	1,162,926,181	38·67	39·74
Japanese	25,152	28,191,592	"	707,210,534	27·04	24·17
Chinese	135,377	27,653,309	"	776,259,244	26·52	26·53
American	5,547	4,718,251	"	145,704,129	4·52	4·98
French	603	852,979	"	45,630,894	0·82	1·56
Russian	2,466	933,556	"	41,905,945	0·89	1.43
Dutch	409	558,820	"	16,997,362	0·54	0·58
Norwegian	471	418,511	"	10,836,492	0·40	0·37
Other Countries	1,041	623,970	"	18,689,446	0·60	0·64
	210,609	104,266,695	"	2,926,160,227	100.00	100.00

The Maritime Customs revenue for the same year amounted to Haikwan Taels 49,819,885, and was derived from:—

		Import Duty.	Export Duty.	Coast T'de. Duty.	T'nage. Dues.	Transit Dues.
Foreign	Tls.	23,297,392	13,268,953	1,347,883	1,640,224	1,636,131
Native	"	1,898,994	4,606,882	1,136,044	151,519	835,859
Totals	"	25,196,386	17,875,835	2,483,927	1,791,743	2,472,090

The Native Customs Revenue at nineteen coast and river ports for 1920 amounted to Hk. Taels 4,385,535.

Mr. J. W. H. Ferguson, Statistical Secretary of the Maritime Customs, in his report of the Foreign Trade of China for 1920, says, *inter alia*:—

General.—When the year opened it was felt that a prosperous period might well be expected, and it was hoped that the rise in prices which had proceeded almost uninterruptedly since the early part of 1919, bringing riches in its wake, would continue unchecked for a further indefinite period of time. The course of trade in China during 1920 presents a curve somewhat similar to that for other parts of the world—a sharp rise at the commencement of the year, followed by a short period of hesitation and indecision, and finally a steep and steady decline, with trade almost at a standstill at the close of the year,—proving how closely the economic structures of the several countries in the world are affected by like causes. The fall in the price of silver, coupled with the heavy drop in exchange, were the decisive factors which brought about this result. The low exchange effectively stemmed the tide of foreign imports, which was running high owing to the favourable exchange ruling before the top of the curve was reached but did not materially assist exports, since a diminished demand from abroad and low prices in foreign markets, which found themselves overstocked with unsaleable Far Eastern products, rendered the exportation of China's staple commodities unremunerative. Unfortunately, to these adverse circumstances, which hampered the unrestricted flow of trade, must be added the unsettled state of the country during 1920, which was opposed to peaceful development of commerce and industry. It is as surprising as it is satisfactory that, in the face of political strife and disturbances, famine, earthquake, fall in price of silver, and the world trade depression, the total value of the foreign trade of China in 1920, as well as the Customs revenue collection, should yet exceed the totals recorded for previous years.

Customs Revenue.—The total Maritime Customs revenue for 1920 was Hk. Tls 49,819,885, showing, as compared with the collection of 1919, an increase of Hk. Tls. 3,810,725, and, as compared with that of 1913—the last normal year before the war,—an increase of Hk. Tls. 5,850,032. Expressed in sterling at the average exchange rate for the year of 6s. 9½d., the total collection for 1920 amounts to £16,918,002. Import duties show an increase of Hk. Tls. 5,564,689, largely, it may be assumed, owing to the introduction of the Revised Import Tariff, which came into force on the 1st August, 1919; but there was a loss of Hk. Tls. 1,959,487 under the heading of export duties. The heading tonnage dues, it is satisfactory to note, reached a total of Hk. Tls. 1,791,744, a gain of Hk. Tls. 347,853 as compared with 1919.

Foreign Trade.—The net value of the direct foreign trade of China for 1920 in merchandise (*i.e.*, treasure excluded) totalled Hk. Tls. 1,303,881,530, comprising exports to the value of Hk. Tls 541,631,300 and imports to the value of Hk. Tls. 762,250,230. There was accordingly an unfavourable balance of Hk. Tls 220,618,930, as compared with Hk. Tls. 16,188,270 for 1919. If the movement of bullion and coin is taken into account, the excess of imports over exports must be increased by Hk. Tls. 75,136,498, thus bringing it up to nearly 300 million taels.

Imports.—Net foreign imports amounted to Hk. Tls. 762,250,230, equivalent at 6s. 9½d.—the average rate of exchange for the year—to £258,847,474. The increase of Hk. Tls. 115,252,549 over 1919 may be assumed to be attributable partly to the abnormally large quantities ordered from abroad during the first quarter of the year, when the trade boom was still at its height and exchange was reaching its highest level, and partly to the inflated prices of the commodities themselves. While, therefore, the volume of foreign goods imported shows satisfactory advances when judged from a Customs revenue-collecting point of view, it should be emphasised that this increase in quantity did not bring prosperity and profit to those engaged in the handling of the goods. Indeed, the import trade during 1920 has generally passed through an acute crisis, which, although rich in experience for those who, influenced by over-confidence in the stability of the high price of silver, allowed optimism to have the better of their judgment, resulted in a financial *débâcle* for many. Of the total amount, 762 million taels, as mentioned above, cotton goods represent 247 millions and metals and minerals 62 millions. Among other important articles imported there should be mentioned kerosene oil, 54 million taels; cigarettes, 22 millions; machinery, 22 millions; raw cotton, 18 millions; and artificial and vegetable indigo, 16 millions. The importation of electrical materials into China amounted to 2.3 million taels in 1913, 5 millions in 1919, and 6.3 millions in 1920.

Exports.—Chinese produce exported abroad during 1920 is valued at Hk. Tls. 541,631,300, equivalent at 6s. 9½d.—the average rate of exchange for the year—to £183,928,962. The decrease of Hk. Tls. 89,178,111 as compared with the year 1919 was

mainly caused by a diminished demand for Chinese produce from abroad, where large stocks are held, which, in the actual conditions of the home markets, are found well-nigh unsaleable, but the resultant decline in prices has necessarily had an important bearing on the smaller value totals recorded. As at the present time values are no indication of quantities, the following table shows the volume of 10 of China's principal exports in 1913, 1919 and 1920:—

		1913	1919	1920
Beans and bean products ...	Piculs	22,636,000	38,771,000	31,300,000
Cereals of all kinds	"	4,037,000	10,209,000	12,315,000
Raw cotton	"	739,000	1,072,000	376,000
Egg albumen and yolk ...	"	156,000	606,000	423,000
Sesamum seed	"	2,035,000	2,839,000	2,056,000
Raw silk	"	149,000	165,000	104,000
Silk piece goods	"	34,000	39,000	37,000
Tea	"	1,442,000	690,000	306,000
Wheat flour	"	119,000	2,694,000	3,961,000
Goat skins	Pieces	7,794,000	13,832,000	10,836,000

Shipping.—The tonnage of vessels entered and cleared amounted to 104,266,695 tons, which is 8,540,760 tons more than in 1919, and, it is worthy of note, surpasses the record figure of 1914. The British flag, which now reaches 40.3 million tons, has fully recovered from the effects of the war and exceeds the highest figure hitherto recorded, viz., 39.3 million tons in 1914. The Japanese flag, which holds the second place on the list in order of importance, increased from 27.5 to 28.2 million tons. American shipping registers a further remarkable advance from 2.6 million tons in 1919 to 4.7 million tons during the year under review and thus retains the fourth place, the third on the list being Chinese shipping, which increased from 22.6 million to 23.6 million tons, not including the tonnage of Chinese junks, which amounted to 4 million tons. French tonnage more than doubled, the 1920 figures being 852,979 tons, against 414,161 tons in 1919; while the Italian flag rose from 53,142 tons in 1919 to 195,900 tons. In the hope of attracting freight and encouraging demand, the China Homeward Freight Conference reduced its rates materially during the course of the year, but, despite spasmodic flashes of energy, the market, at the close of the year, was in the same inert condition which had characterised it for some time past, with no promise of an early improvement. The same remarks apply, to a great extent, to the Pacific route and to shipments to New York *via* Panama and *via* Suez. On all these berths there was a scarcity of cargo offering, with ample tonnage available. The situation was aggravated here by the advent of a large number of United States Shipping Board steamers now trading to the Orient, which entered into keen competition with the regular lines.

Summary.—At the close of the year a general deadlock ensued, leaving trade practically at a standstill in most centres and showing, as the year's financial results, only small gains for a few and substantial losses for the majority, Chinese and foreign merchants alike. Nevertheless, viewed from a wider outlook, there are many bright spots discernible. The present is a transition period unavoidable after the economic upheaval caused by the Great War, and must end sooner or later, when conditions again approach their normal level. Furthermore, the potentialities of the industrial and commercial development of China, with its vast resources as yet scarcely touched, and with its teeming population, hardworking and industrious as nowhere else in the world, are such that confidence in the country's future would appear to be fully justified. Already foreign goods are being absorbed by the people in steadily increasing quantities. Factories modelled and managed on foreign lines are springing up in every suitable locality. At the end of 1920 there were more than 400 of these factories producing articles of foreign type and enjoying special Customs treatment. Forty-eight of these manufacture soap, 31 candles, 29 cotton yarn, 26 flour, 25 cotton socks, 24 cotton piece goods, 20 miscellaneous cotton goods, 17 paper, 15 cigarettes and tobacco, 10 slate pencils, 7 biscuits, and so on down a long list containing a most varied assortment of household and other articles in daily use. Many other signs of progress are noticeable. The University of Nanking, through its Department of Sericulture, is endeavouring by scientific study to improve the silk industry of China, while the Government authorised the formation at Chefoo of an international committee for the improvement of Shantung silk. The International Committee for the Improvement of Sericulture in China, situated at Shanghai, is doing good work; and a similar committee, having the same purpose in view, was recently established at Canton. As the staple articles of export from China are of a bulky nature and have often to be conveyed over long

distances from the interior, it is gratifying to notice that the improvement of transportation and the construction of roads is increasingly engaging the attention of the provincial authorities. Motor-boats are also coming into favour on inland waterways, and motor-cars are now encountered wherever the roads lend themselves to this traffic. Shipbuilding in China is becoming a flourishing industry, with a promising future, and is likely before long to be counted among the great assets of the country along with its coal, iron, and steel industries. Railway construction has not advanced much in recent years, no doubt owing to difficulties caused by the war and the high silver exchange; but, as the need for railway communication throughout the country is obvious, it is expected that extension of the existing lines and construction of new ones will be resumed without delay. Harbour and river conservancy is not neglected, and there are several works in progress improving conditions in this connexion. The lighting of the coast of China and the establishment and maintenance of the necessary aids to navigation is constantly being improved and added to. Education on foreign lines is proceeding apace, and the number of Chinese students leaving for America and Europe is increasing year by year. Many other instances of growth and advancement could be cited. Unfortunately, the present political state of the country is not conducive to peaceful development. It will only be when China has settled her internal grievances, and has once more united in the desire to realise and extend her natural assets, that general development of the country's illimitable resources will be possible.

Value in Silver and Sterling of the Foreign Trade of China, 1892 to 1920:—

Year.	Average Exchange.		Imports.		Exports.	
	s.	d.	Hk. Tls.	£	Hk. Tls.	£
1892	4	4¼	140,298,086	30,544,061	102,583,525	22,333,288
1893	3	11¼	149,928,703	29,517,212	116,632,311	22,961,986
1894	3	2⅝	163,897,525	26,206,530	128,104,522	20,483,379
1895	3	3¼	172,853,145	28,268,688	143,293,211	23,434,411
1896	3	4	209,106,866	34,851,143	131,081,421	21,846,903
1897	2	11¾	204,554,227	30,470,055	163,501,358	24,354,889
1898	2	10⅝	217,761,975	31,416,701	159,037,149	22,944,422
1899*...	3	0⅝	280,907,296	42,282,402	195,784,832	29,469,696
1900†...	3	1¼	223,791,888	34,734,365	158,996,752	24,677,621
1901	2	11 9/16	280,472,693	41,559,625	169,656,757	25,139,243
1902	2	7⅕	335,601,739	43,628,226	214,181,584	27,843,605
1903	2	7⅔	343,300,115	45,296,542	214,352,467	28,282,616
1904	2	10⅖	348,603,090	49,966,442	239,486,683	34,326,424
1905	3	0 1/10	458,340,485	68,942,047	227,888,197	34,278,183
1906	3	3½	414,184,061	68,167,793	236,456,739	38,916,838
1907	3	3	422,838,531	68,711,261	264,380,697	42,961,863
1908	2	8	396,261,991	52,834,931	276,660,403	36,888,053
1909	2	7 3/16	417,586,237	54,261,460	338,992,814	44,051,410
1910	2	8 5/16	462,437,260	62,260,433	380,833,328	51,273,653
1911‡...	2	8¼	473,517,685	63,628,938	377,338,166	50,700,286
1912	3	0⅝	471,809,192	72,000,048	370,520,403	56,544,517
1913§...	3	0¼	570,064,696	86,103,508	403,305,546	60,915,191
1914‖...	2	8¾	546,425,219	74,564,285	345,280,874	47,116,943
1915	2	7⅜	454,475,719	58,939,820	418,861,161	54,321,457
1916	3	3 13/16	516,406,995	86,767,390	481,797,363	78,820,556
1917	4	3 13/16	549,518,774	118,633,090	462,931,630	99,940,188
1918	5	3 7/16	554,893,082	146,670,958	485,883,031	128,430,019
1919	6	4	646,997,681	204,882,600	630,809,411	199,756,3 3
1920	6	9½	762,250,230	258,847,474	541,631,300	183,928,963

It will be observed in this table that an increase in silver values does not always mean an increase in trade when measured in sterling.

* Influence of railways felt. † Boxer outbreak.

‡ Revolution in October. ‖ European war from August. § Rebellion in summer.

Customs Revenue for 1920

The Maritime Customs Revenue for 1920 amounted in round numbers to Hk. Tls 49,500,000 (at average exchange value of 6s/9½d equal to £16,809,375) and showed an increase of 3½ million taels on the previous record collection for 1919. The gold equivalent of the 1920 collection at average exchange was £2,242,709 higher than the collection for 1919.

The 1920 revenue of the Native Customs under the Inspector General's control amounted in round numbers to Hk. Tls. 4 380,000 (at average exchange value of 6s/9½d. equal to £1,487,375), showing a decrease of Hk. Tls. 111,000 on the 1919 collection but still surpassing the 1918 collection by Hk. Tls. 406,000.

All Foreign Loan and Indemnity obligations secured on the Customs Revenues, including the Service of the Reorganisation Loan, were fully met, and a sum of Sh. Tls. 23,150,000 was released to the Central Government.

Customs Revenue for 1921

The Maritime Customs revenue for 1921 amounted in round numbers to Hk. Tls 54,500,000, which, at the average exchange of 3s. 11$\frac{7}{16}$d., is equal to £10,772,265, and shows an increase of Tls. 5,000,000 on the previous record collection, namely, in 1920.

It is to be noted however, that, as the result of the drop in the average rate of exchange from 6s. 9½d. in 1920, the gold equivalent of the 1921 collection at the average exchange is over £6,000,000 less than 1920.

The 1921 revenue from native Customs under the control of the Inspector-General amounts in round figures to Hk. Tls. 4,500,000 (at the above average exchange equal to £889 453), showing an increase of Tls. 120,000.

Railways

Although China is traversed in all directions by roads, they are usually mere tracks, or at best footpaths, along which the transport of goods is a tedious and difficult undertaking. A vast internal trade is, however, carried on over the roads, and by means of numerous canals and navigable rivers. The most populous part of China is singularly well adapted for the construction of a network of railways, and a first attempt to introduce them into the country was made in 1876, when a line from Shanghai to Woosung, ten miles in length, was constructed by an English company. This little railway was subsequently purchased by the Chinese Government and closed by them on the 21st October, 1877. Since that time the principle of railways has been fully accepted. The railway from Shanghai to Woosung was re-opened in 1898, as forming part of a line to Soochow, which the provincial authorities had obtained permission from the Throne to construct. A tramway, a few miles in length, begun in 1881 to carry coal from the Kaiping coal mines, near Tongshan, to the canal bank, has been extended to Taku and Tientsin on the one hand, and to Kinchow and Newchwang on the Gulf of Liao-tung on the other. This track was only completed in the early part of 1900, and during the summer months was, between Kinchow and Newchwang, largely destroyed by the Chinese so as to preclude the advance of Russian forces on Peking viâ Manchuria. A line from Peking to Tientsin was opened in 1897, the Peking terminus being at Machiapu, a point two miles from the Tartar city, whence a short electric line connected it with one of the principal gates; the traffic developed so rapidly that in 1898-9 the electric line had to be doubled. From Lukouchiao (or Marco Polo's Bridge) a line of about eighty miles in length was constructed southward to Paoting-fu, the capital of the province of Chihli; this line, in October, 1899, was handed over by the British constructors to the Belgian Syndicate as an integral factor in the great trans-continental line from Peking to Hankow. These lines were all more or less deliberately and in some parts completely destroyed by the Chinese during 1900. The Railways, as foreign innovations, were particularly hateful to the Boxers, who in many cases attacked the lines with a fury as intense as it was insensate: burning the stations, destroying bridges, firing the sleepers and carrying off the metals. Later on, track destruction was a strong feature of the strategy of the Imperial troops, and from their point of view, wisely so. It was the cutting of the Railway that was the sole cause of Admiral Seymour's failure in his gallant attempt to rescue the Legations. All the lines in North China were attacked and badly cut. Since then the terminus at Peking

has been brought inside the Chinese City at the Chien Men or Southern Gate of the Manchu City, and the construction of a circular railway to link up the various grand trunk termini in Peking has made progress, the railway running round three parts of the city. Later, it is proposed to erect a grand central station near the Temple of Heaven. A branch line has been made from the Chien Men terminus to Tung Chow, the head of the water-ways; and both the French and Germans pushed on the trunk lines being built under their exclusive auspices in Chihli, Honan, and in Shantung, respectively; but this work has been suspended since the outbreak of the European war. Railway vandalism was the first evidence of the savagery and magnitude of the Boxer sedition. It is significant that the Imperial Government was so inert in protecting its own property. Now, however, there is no need to preach the gospel of railway construction, and only lack of funds retards the completion of many new lines.

An official report issued in 1919 shows that the Government railways in China cover 6,410 kilometres. Provincial and private railways cover a further 773 kilometres, and "concessioned" railways 3,780 kilometres. Thus, the total length of the railway systems of China is 10,963 kilometres, or 6,813 miles. China has, approximately, 54,000 of population per mile of railway in operation. This compares in very striking fashion with India, which has 13,000 of population per mile of railway, and, in making the comparison, it must be remembered that in India a wide extension of the railway system has for many years been held to be one of the essential needs of the country. On the other hand, the extensive use of waterways in China will always serve to keep these railway average figures higher than in other countries. In 1919 operating revenues at $83,047,390 showed an increase of $5,395,237, while operating expenses at $38,440,541 were $4,117,925 higher. After deducting all charges, the true net surplus in 1919 was $36,449,392 against $33,505,1[illegible]0 in the previous year. The railway system now operating in China is located principally north of the Yangtsze River. The Shanghai-Nanking, the Shanghai-Hangchow-Ningpo, and the Hupeh-Hunan lines extend the system into South China. Construction plans are on foot to connect up other short lines operating in the south. In plans for future constructions, Southern China is well provided with prospective lines. An important development took place in 1916 when the American firm of Siems & Carey signed, on May 17th, a contract with the Chinese Government for the building of railways in China. On September 29th the detailed plan for the working out of the original agreement was decided upon. Under these agreements Siems & Carey were to have entire charge of the construction of the railways to be built under the contract, and the American International Corporation (with which Siems & Carey is affiliated) undertook the flotation of the bonds for the Chinese Government in this work. The railways contemplated were as follows, though it was provided that if they were not feasible equal mileage should be allotted elsewhere in China:

1.—From Fengcheng in Shansi Province to Ningsia in Kansu Province.
2.—From Ningsia in Kansu Province to Lanchowfu in Kansu Province.
3.—From Hangchow in Chekiang Province to Wenchow in Chekiang Province.
4.—From Hengchowfu in Hunan Province to Nanning in Kwangsi Province.
5.—From Lu Hwei in Kwangtung Province to Chungchow in Kwangtung Province.

These lines were to be built upon a percentage basis as initiated by Pauling & Company in their Shasi-Shingyifu railway agreement. Negotiations, however, were interrupted for various reasons, but now the survey of 1,600 miles of railway has been commenced.

During recent years the Japanese have shown an unwonted interest in the railway development of Manchuria and Mongolia, as well as Shantung, and during 1918 they concluded agreements with the Chinese Government for the construction of the following lines:—

From Taonanfu to Jehol.
„ Changchun to Taonanfu.
„ Kirin to Kaiyuan *via* Hailung.
„ a point on the Taonanfu-Jehol Railway to a seaport
Also from Tsinanfu, Shantung province, to Shunteh in Chihli.
„ Kaomi, Shantung province, to Hsuchow in Kiangsu.

The Manchuria Group of lines ignores the Chinchow-Aigun agreement held by Americans, which, however, is regarded now as a dead letter, owing to the Japanese opposition it encountered when it was first mooted.

Great diversity exists on Chinese Railways in the type of locomotives used, due to the fact that the funds for constructing the various railways were furnished by different foreign markets, and in many of the loan agreements it is stated by implication, at least, that, other things being equal, the country that makes the loan should enjoy preference in furnishing the material for construction.

Statement of revenue of principal railways in 1919 :—

Name of Line	Operating Revenues	Operating Expenses
Peking-Hankow	$26,313,680.61	$9,060,473.60
Peking-Mukden	19,406,241.70	7,519,184.83
Tientsin-Pukow	14,101,982.95	6,819,050.67
Shanghai-Nanking	5,665,852.20	3,343,895.52
Shanghai-Hangchow-Ningpo	2,598,050.30	2,353.640.13
Peking-Suiyuan	4,810,049.47	3,159,922.54
Chen-Tai	3,377,325.41	1,441,644.37
Taokow-Chinghua	977,336.54	524,360.89
Kaifeng-Honan	1,685,940.46	749,765.85
Kirin-Changchun	1,895,650.85	1,309,288.07
Chuchow-Pinghsiang	697,993.76	667,701.37
Canton-Kowloon	983,021.64	1,056,830.20
Changchow-Amoy	27,091.41	60,746.69
Hupeh-Hunan	198,484.54	169,595.18
Seu-Tsen	308,688.40	204,440.71
Chinese Government Railways, 1919	83,047,390.24	38,440,540.62
Do, 1918	77,652,152.95	34,322,615.12
Increase	5,395,237.29	4,117,925.50

The following list of railways, open and under construction, shows the progress which has been made in twenty years in improving communications in China:—

1. Chinese Eastern Railway (Tung Ching), 5-foot gauge. Kuanchengtzu to Harbin and thence east and west to the Russian frontier, 1,077 miles. Under Russian control.

2. Tsitsihar Light Railway (Ang-ang-chi), metre gauge. Connecting Tsitsihar with the Chinese Eastern Railway at Ang-ang-chi, 17 miles. Opened August, 1909. Constructed by a British engineer.

3. South Manchurian Railway. Under Japanese control. Main line: Dairen (Dalny) to Kuanchengtzu (1½ miles beyond Changchun), 439 miles ; double line. Branches : (1) Choushuitzu to Port Arthur, 31½ miles. (2) Tashihkiao to Yinkow (Newchwang), 17 miles, inclusive of the new section from Niuchiatun to Yingkow, which was opened in November, 1909. (3) Yentai to Taikang, 10 miles. (4) Suchiatun to Fushun, 34½ miles, to the coal mines. (5) Mukden to Antung, 2 feet 6 inches gauge, 187 miles.

3a. Kirin-Chanchun, 80 miles. Chinese Government Railway managed by Japanese in connection with South Manchurian Railway. Supingkai-Chengchiatun work commenced by Chinese with capital furnished by Japan.

4. Peking-Mukden line. The earliest railway system in China; formerly known as Imperial Railways of North China. British engineers, Chinese and British capital. Main line : Peking to Mukden (Ching-Feng), 523 miles. The last section, Hsinmintun to Mukden, was purchased from the Japanese in 1907. Branches: (1) Peking to Tungchow, 14 miles. (2) Peking to Lukowkiao, 4 miles, connecting with the Peking-Hankow Railway. (3) Kowpangtze to Yingkow (Newchwang), 57 miles. (4) Tientsin to Hsiku, 3 miles. A branch from Tangho to Chinwangtao, 6 miles, belongs to and is controlled by the Chinese Engineering and Mining Company (British).

5. Peking-Suiyuan Railway 226 miles. Chinese capital and Chinese engineers. Opened to Kalgan in September, 1909. Kalgan to Tatung, 191 miles. Opened March, 1915. Tatung to Fengchen, 37 miles, opened. Fengtai to Kalgan, 211 miles. Branch-Hsichimen to Mentoukow, 27 miles.

6. Peking-Hankow Railway (Ching-Han, also known as Kin-Han or Lu-Han), 755 miles. Built by Franco-Belgian capital. Reverted to Chinese control, January 1, 1909. French and Belgian engineers still employed. Branches: (1) Liangsiang to Tuli, 12 miles, to local coal mines. (2) Liuliho to Chowkweichwang, 10 miles, to local coal

mines. (3) Kaopeitien to Siling, 26 miles, light metre gauge railway to the Imperial tombs. (4) Kaoyihsien to Lincheng, 10 miles, to local coal mines. (5) Paotingfu branch, 3 miles.

7. Tientsin-Pukow Railway (Ching-P'u), 626 miles. Anglo-German capital (northern section 400 miles, German; southern section, 226 miles, British). Completed in 1911. Branches: (1) Chentangchwang to Liangwangchwang, 16 miles. (2) Lincheng to Tsaochwang, 19 miles. (3) Yenchowfu to Tsiningchow, 20 miles. (4) Lokou to Huangtaichiao 5½ miles. (5) Tuliu to Pauto-Techow Grand Canal, 2½ miles. (6) Pukow to Hanchuang (British), 236½ miles.

8. Shantung Railway. Constructed by Germans. Main line: Tsingtao to Tsinan, 256 miles, a single line with earthwork to accommodate double line. Branches: (1) Changtien to Poshan, 28 miles. (2) Tsaochuang to Taieshchuang, 26 miles

9. Shansi Railway (Cheng-T'ai). From Shihkiaochwang (next station south of Chengtingfu) on the Peking-Hankow line to Taiyuanfu, 151 miles, metre gauge. Concession secured by Russo-Chinese Bank in 1898; constructed by Belgian syndicate; opened 1907.

10. Kaifeng-Honanfu Railway (Pien-Lo), 140 miles. Under Belgian control; redeemable by China. To be merged into the Lung Hai Railway proposed to extend from Lanchow, Kansu province, to some point, such as Haichow, on the coast north of the Yangtsze river. The sections—Kaifengfu to Haichowfu, and Honanfu to Kwang Ying Tang—have been constructed.

11. Taokow-Chinghua Railway (Tao-Ching), 93 miles. Crosses the Peking-Hankow Railway at Sinsiang. Built by British capital and worked by the Peking Syndicate. Redeemed by China, 1905. British engineer still employed. To be continued to Tsehchow. Branch: Yiuchiafen to Taoching, 1 mile.

12. Tayeh mines Railway (Hupeh), narrow gauge. Tiehshanfu to Huangshihkang, 17 miles.

13. Szechuan-Hankow Railway (Ch'uan-Han), Chengtu to Hankow, over 800 miles. Work begun at Ichang in December, 1909, on the section from Ichang to Wansien. Passed under Government control 1911. In the early part of 1913 an engineer-in-chief was appointed to each of the three sections. The surveying of the German (Hankow-Ichang) and American (Ichang-Kweichow) sections was put in hand.

14. Canton-Hankow Railway (Yueh-Han), 750 miles. Undertaken by three provincial companies for the sections in Kwangtung, Hunan and Hupei, respectively, with Chinese capital. Construction by Chinese and foreign engineers (some British) is well advanced throughout the Kwangtung section, and the line is completed as far as Shiu Kwan (Chiu Chow) 140 miles from Canton. A commencement on the Hupei section was made at the end of 1912 by British engineers and completed to Changsha by the end of 1917, after which construction ceased. Branches: (1) Canton to Samshui (San Shui), 32 miles, double to Fatshan (10 miles). (2) Chuchow to Pingsiang (P'ing-Li), 65 miles, to serve the Anyuen coal mines; built in 1902 by American engineers. To be extended 12 miles further. The section between Wuchang and Yuchow was opened to traffic in September, 1917.

15. Kiangsi Railway (Nan-Hsün), Kiukiang to Nanchang, 82 miles. Chinese capital, Japanese engineers. Heavily mortgaged to Japanese interests.

16. Anhwei Railway (Wu-Kuang), Wuhu to Kwangtehchow. Intended length, 150 miles, to continue to the border of Anhui to connect with the Chekiang Railway viâ Huchowfu. Work began in 1908, but little progress has been made.

17. Shanghai-Nanking Railway (Hu-Ning), 193 miles. Built by British capital and British engineers; opened to Nanking in 1908. Branches: (1) Shanghai to Woosung (Sung-Hu), 10 miles; opened in 1898; taken over by the Shanghai-Nanking Railway Administration in 1905. (2) Nanking City Railway. 7½ miles, built from Government provincial funds by a British engineer; opened August, 1908. A line connecting the Shanghai-Nanking Railway with the Shanghai-Hangchow was completed in 1916 passing through the outskirts of the settlement; 10 miles.

18. Shanghai-Hangchow-Ningpo Railway (Hu-Hang-Yung); 218 miles. Under construction by two companies with Chinese capital, the Kiangsu and Chekiang Railway Companies, respectively. Opened from Shanghai to Hangchow (116 miles) in August, 1908, and from Ningpo to Tsao Ngo River (48 miles) in October, 1916. Management consolidated with that of the Shanghai-Nanking Railway.

19. Fukien Railway (Chang-Hsia), Changchowfu to Amoy, 33 miles. Construction has ceased at a distance of 18 miles.

20. Swatow-Chaochowfu Railway (Chao-Shan); 24 miles completed November, 1906. Chinese capital. Japanese engineers. Eventual connection with Amoy is proposed.

21. Canton-Kowloon Railway (Chiu-Kuang), 112 miles. Constructed with British capital and British engineers. The section in British territory, from Kowloon to Shumchün, 22 miles, was opened in October, 1910. The Chinese section, Canton to Shumchün, 89 miles, was opened on October 3rd. A connection with the Canton-Hankow Railway is to be made by a loop round the north of Canton city. Canton-Samshui 39 miles, opened in 1915. Chinese capital.

22. Sunning Railway (Hsin-Ning), Kongyik to Samkaphoi viâ Sunning, 55 miles. Chinese capital and Chinese engineers. Opened in 1909-10.

23. Yunnan Railway (Tien-Yueh), Laokai to Yunnanfu, 291 miles. An extension of the line from Hanoi. Metre gauge. Built and controlled by French. Completed January, 1910.

Projected Railways

1. Chinchowfu to Aigun, 750 miles. Preliminary agreement signed in January, 1910, for American loan and British construction. Construction improbable.

2. Chengtingfu to Yehchow, 110 miles. To connect the Peking-Hankow and Tientsin-Pukow Railways. Concession granted to Germans. Probably superseded by Japanese Tsinan-Shunteh project.

3. Chefoo to Weihsien, 170 miles. To connect Chefoo with the Shantung Railway. Delayed for some years. Funds raised in 1915 ; Government contributing half.

4. Tungkwan to Honanfu (Hsi-T'ung), 730 miles. Surveyed in 1909. Chinese engineer engaged. Now absorbed in Lung Hai plan.

5. Sianfu to Lanchowfu, 80 miles. Noted in the programme of the Board of Communications as to be surveyed in 1911, but the project is still somewhat indefinite.

6. Lanchowfu to Ilifu, over 1,250 miles. A still more indefinite item of the programme.

7. Sinyangchow to Fengyang or Pukow, 270 miles. Chinese Central Railways Co. authorised to raise a loan of £3,000,000 for the construction of this line, which will pass through Luchowfu, Linanchao and Chengyang Kwan. Surveys completed in 1914, but construction delayed owing to war.

8. Chaochowfu or Swatow viâ Waichow to Sheklung or Shunchun, 200 miles. Alternative projects for connecting Swatow with the Canton district and the Canton-Kowloon Railway.

9. Macao to Fatshan (on the Canton-Samshui line), 75 miles. Concession granted to a Portuguese syndicate in 1902.

10. Kweilin to Chuanchow (Kwangsi), 80 miles. Preliminary survey made in 1909, no funds for construction.

11. Langson to Lungchow, 46 miles. A proposed French extension, metre gauge of the Hanoi-Langson line. It is proposed to continue this line to Nanning (150 miles).

12. Yunnanfu to Szechuan, 450 miles. To Suifu or to Luchow. Two American engineers were engaged by the Viceroy of Yunnan to survey in 1909. Probably metre gauge. There have been no developments since.

13. Bhamo to Teng Yueh (Tien-Mien), 123 miles. Preliminary surveys completed ; 2 feet 6 inches or metre gauge. No developments.

14. Shasi to Singyifu (Kweichow) via Chengteh and Kueiyang with branch from Chengteh to Changsha, the whole aggregating 800 miles. Final agreement signed between the Chinese Government and Messrs. Paulings (British) on July 25th, 1914. Surveys completed.

15. Kiaochow (Kaomi) Yichow-fu railway (Shantung), to join the Tientsin-Nanking railway on the Kiangsu border; also a line from Tsinanfu (Shantung) to Shuntehfu (Chihli) joining the Tientsin-Pukow and the Peking-Hankow lines. To be constructed with Japanese capital.

16. Lung-Ts'in to Yü-Hai. Contract made in 1912, between the Chinese Government and the Compagnie Générale de Chemins de Fer et de Tramways en Chine, of Brussels, for the construction and equipment of the Railway, thereby authorising the company to issue a 5 per cent. gold loan of £10,000,000 for that purpose. This line will run, generally, in an east and west direction, through the Provinces of Kansu, Shansi, Honan, and Kiangsu. Its course is laid from Lanchowfu, to pass through the important cities of Sianfu and Tungkwan, to absorb the existing line between Honanfu, Chengchow (where it crosses the Peking-Hankow line), and Kaifengfu, then to bend slightly southwards to Süchowfu (where it crosses the Tientsin-Pukow line), and thence to a port yet to be determined. Haichow, on the north coast of Kiangsu, Tungchow (distant about 76 miles from Shanghai) and Haimen (about 20 miles farther east), on the northern shore of the Yangtsze estuary, are all spoken of as the probable terminus

of this most important undertaking, but Haichow has now been practically decided on. The section from Hsuchowfu to Sianfu has been opened. Construction has been delayed owing to the war.

17. Tatungfu to Tungkwan. The Chinese Government in 1913 signed an agreement with the Compagnie Générale de Chemins de Fer et de Tramways en Chine, of Brussels, for a loan of £10,000,000, to build a railway from Tatungfu, southwards through the centre of Shansi, to Tungkwan, where it will meet the Lung-Ts'in-Yü-Hai line, the company having the option to extend south-westwards to Chengtu, the total length being about 960 miles. Proposals were also in the air for further extensions south-east to Chungking, and then south-west to join the Yunnan Railway at Yünnanfu.

18. Chingchow to Nanning.—By an agreement, dated February, 1914, with the Banque Industrielle de Chine, a line will be built from Chinchow (Yamchow), on the coast west of Pakhoi, to Nanning, thence through the Yukiang Valley to Paiseting and Kütsingfu (a town north-east of Yünnanfu), where it will join the Yünnanfu-Chungking line.

19. Sinyang (Honan). Tengyang (Anhui) Railway. Chinese Government proposal. Miles 270. Surveys completed.

20. Siangyang-Shasi Railway, 207 miles. Surveyed 1911.

21. Siangyang-Kuanghsui Railway, 130 miles. Surveyed 1911.

22. Yenchoufu-Kaifengfu Railway, via Tsaochoufu, 230 miles.

23. Wuhu-Nanking Railway, 55 miles.

24. Central Kiangsui Railway (Icheng-Shiherhuei-Kuachou-Yangchou-Taichoufu-Tsingkiangpu), 60 miles. Surveyed 1910. To be taken over by the Government.

25. Kwangsi Railway. From Canton to Wuchow, Nanning, Lungchow and connect at Langson with the Tongking Railway. Sections surveyed.

26. Yushan-Changshan (Yuchang) Railway, Chinese capital. This is the first section of the projected Kiangsi Railway to connect with the Hunan system at Pinghsiang) via Hsingan, Anjen, Nanchang, Linkiang, and Yuanchow.

27. Yunnanfu-Pose Railway. Partly surveyed.

28. Blagoveschensk-Harbin Railway, via Aigun and Mergen, with connection between Mergen and Tsitsihar.

29. Peking-Jehol-Chihfeng Railway, 270 miles.

30. Chinchow-Chihfeng Railway, 180 miles.

31. Kalgan-Dolonor Railway, 150 miles.

32. Dolonor-Chihfeng Railway, 200 miles.

33. Nanking to Pingsiang through Nanchang. Preliminary survey made in 1914. Total length, 643 miles. Estimated cost of construction and equipment, £7,608,925.

From Taonanfu to Jehol.
„ Changchun to Taonanfu.
„ Kirin to Kaiyuan via Hailung.
„ a point on the Taonanfu-Jehol Railway to a seaport.

Government Railways

	Kilometres	Kilometres
In Operation (Table 1)		6,027.258
Operation by construction forces:—		
Lung Hai	368.300	
Hupeh-Hunan	15.289	
		383.589
Total Government Railways...		6,410.847
Provincial and Private Railways:—		
Kwangtung	...225	
Kiukiang-Nanchang	...136	
Sunning	...171	
Swatow-Chaochow-fu	... 42	
Nanking City	... 11	
Chung Hsing Mining Co.	... 52	
Liu Chiang Coal Mine	... 12	
Tayeh Mining Co.	... 30	
Ching Hsing Mining Co.	... 15	

Kailan Mining Administration	16	
Taiyaokou Mines	29	
Tsitsihar City	29	
Ma Chiapu Narrow Gauge	5	
		773.000
Total subject to control of the Ministry of Communications...		7,183.847
Concessioned Railways:—		
Chinese Eastern	1,722	
South Manchurian	1,107	
Shantung	451	
Yunnan	465	
Canton-Kowloon (British Section)	35	
		3,780.000
Total Kilometres of Railway in China (Miles, 6813).		10,963.847(1)

Historical

The year 1900 will ever be memorable in the history of China for the "Boxer" rising, the last and a most determined attempt to break away from foreign influence and to revert to the exclusiveness of twenty centuries. Details of this great social and political upheaval may be found in preceding volumes of this *Directory*. The object of the rising, which was confined to the North, was the extermination of foreign native Christians and people known to be associated with foreigners. The Legation Quarter at Peking was besieged for two months by the Boxer rabble and the Imperial troops, the occupants being reduced to the verge of starvation. Troops were poured. into China by all the European Powers, America and Japan, and it was not before 20,00 0 foreign troops had fought their way to the capital that the siege was raised Over 250 Europeans were murdered during the rising, and it was estimated that over 10,000 natives perished, most of them being Christians or the kinsmen of Christians.

In Novmber, 1908, occurred the death of the Emperor Kwang Hsu, followed a day later by thedeath of the Empress Dowager Tzu Hsi. This news was unexpected, and there was consequently much suspicion for a time regarding the cause of the dual demise. The public were soon satisfied, however, that the deaths were due to perfectly natural causes. Dying childless, the late Emperor Kwang Hsu, acting in obedience to "the benign mandate" of the Empress Dowager Tzu Hsi, designated as he lay dying a son of Prince Ch'un, his brother, as his successor to the Throne. At the time of his accession the new sovereign was barely three years of age, and Prince Ch'un was appointed to act as Regent during the Sovereign's minority. The events of the past ten years had convinced Tzu Hsi, who had been the virtual ruler since 1895, that the salvation of the country lay in a complete reformation of the Government. Accordingly, from being a reactionar yof the worst type, she changed to an ardent advocate of reform. She promised the nation constitutional government and took steps to initiate the change. In her valedictory address she directed that the occupant of the Throne should fulfil the promises she had made, and the opening of the new reign was marked by a succession of Reform Edicts giving promise of the fulfilment, at last, of the long-cherished hopes for the country's regeneration. Scarcely two years had passed, however, before the country was swept by a revolution vastly different in its purpose from the abortive Boxer rising just eleven years previously. It developed as if by magic although, for many years, there had been reform propaganda in China. In 1895 the Empress Dowager, alarmed by the Emperor Kwang-Hsu's reform proclivities, usurped the Throne, made the Emperor virtually a prisoner in his palace, had many of the leading reformers executed, and put a high price on the heads of all who had escaped out of the country. But notwithstanding the most rigorous measures which were enforced to suppress the movement, the propaganda was secretly and successfully continued. If hitherto there had been any hesitancy on the part of the Reformers to adopt the abolition of the Manchu monarchy as a plank in their platform, it was now overcome, and a revolutionary campaign was organised in earnest. An upheaval was expected at the time of the infant Emperor's accession to the Throne, and extensive military preparations were made to cope with it. Nothing happened, however. The

organisers of the Reformation were not quite ready to attempt the *coup de main* they contemplated, and it is a fact that when at length the Revolution began, in October, 1911, it broke out prematurely. It started at Wuchang instead of at Canton, which had been regarded as the most likely storm centre; earlier in the year indications of grave discontent had appeared in Canton; the Tartar-General was shot dead in the streets of the city in April, and in the same month a body of reformers, assisted by discontented soldiery, attacked the Viceroy's yamen. His Excellency, however, escaped by a back way, and the insurrection was quelled, largely through the instrumentality of Admiral Li, who consequently got into bad odour among the revolutionaries, with the result that in August an attempt was made on his life. A bomb was thrown at him; three persons were killed and the Admiral was severely wounded. On October 24th the new Tartar-General was blown to pieces as he landed at Canton to take up his new command. Earlier in the month there had been a dynamite explosion in the Russian Concession at Hankow, and investigation revealed the existence of an alarming revolutionary plot, which the Viceroy took prompt measures to frustrate. This was the signal for the rising. Some of the troops mutinied, and the Viceroy, as well as the General in command, fled for their lives from Wuchang. General Li Yuan Hung, who had been second in command of the Imperial troops, with great reluctance and under threat of instant death if he persisted in refusing, put himself at the head of the revolutionary army, which rapidly grew into many thousands. Hanyang with its arsenal and the native city of Hankow were quickly gained by the revolutionists without serious resistance, and before the end of the month Li Yuan Hung informed the Foreign Consuls that he had become President of the Republic of Hupeh. The revolution spread rapidly throughout the Yangtsze Valley, and extended southwards as well as westwards to Tibet. Consternation reigned in Government circles in Peking. The Minister of War, General Yin Chang, himself made preparations for an advance on Hankow, to re-take the cities of which the revolutionary troops had so easily possessed themselves. Meanwhile news was constantly arriving of the success of the Revolutionary movement in the provinces. Within six weeks fourteen out of the eighteen provinces of China had declared their independence of Manchu rule. Edicts streamed from the Throne yielding every demand in the Revolutionary programme short of the abolition of the monarchy. In its desperation the Court turned to Yuan Shih Kai, "the one strong man of China," who had been driven into retirement two years previously for reasons which are familiar to everyone acquainted with the history of the Reform movement in China. Yuan showed no eagerness to take the position of Generalissimo and Viceroy of Hupeh, but, after a month's consideration, went to Peking, presumably satisfied that all the authority and help he required to deal with the situation would be given to the operations. By Imperial Edict he was appointed Premier. Yuan asked for this appointment to be endorsed by the National Assembly, and this was done unanimously. Meanwhile the advance on Hankow had been begun, and on October 29th General Yin Chang reported that the native city of Hankow had been taken by the Imperial army. The Imperialist Commander-in-chief deemed it necessary to the success of his plans that the entire city should be destroyed by fire, and consequently some 700,000 persons were rendered homeless. After desperate fighting the "Wu Han towns" were re-taken by the Imperialists. There was severe fighting also at Nanking before it capitulated to the Revolutionaries, and became the seat of the Republican Government. After the Imperialist success at Hankow there were overtures for peace, and negotiations were opened at Shanghai on December 18th between Wu Ting Fang, as the representative of the Revolutionaries, and Tang Shao-yi, as the envoy of the Imperial Government; but the conference came to an end almost as soon as it opened, because on behalf of the Revolutionaries the abolition of the monarchy was insisted upon as the basis of negotiation. This was firmly opposed by Yuan Shih-kai, but on December 28th the Throne announced that it was prepared to leave the question of the future constitution of China to the decision of a national convention. That was the position at the end of the year. Meanwhile Prince Chun had resigned the regency, and by Imperial Decrees the monarchy had been made a limited monarchy on British lines. The Republican convention had elected Sun Yat Sen as President of the Republican Military Government, and upon his installation at Nanking on January 1st, 1912, he appointed a Ministry and issued an appeal to the Powers to recognise the Republican Government. Terms of abdication were offered to the Court at Peking, and Yuan Shih-kai was invited to assume the position of Provisional President of the Republic. After many Palace conferences a Decree of abdication was issued by the infant Emperor, as having been respectfully received from her Imperial Majesty the Empress Dowager Lung Yu.

The terms of abdication provided that the Emperor may retain the title of Emperor of Ta Ching and shall be treated in accordance with the etiquette which would govern relations with a foreign monarch on Chinese soil. An annuity of four million taels is payable to him, and His Majesty was permitted to continue in occupation of the Palaces in the Forbidden City until the Summer Palace should be ready for him. The nation undertook to maintain the tombs of the Imperial dead. In due course Dr. Sun Yat-sen resigned the Presidency in favour of Yuan Shih-kai, who was practically unanimously appointed by the National Assembly at Nanking. It was expected of him that he would journey to Nanking to be installed; but after much discussion this ceremony was performed in Peking. The ambition of the Republicans was to make Nanking the capital of China, but there was much opposition to the proposal, and Peking continues to be the seat of government. Early in 1913 the National Assembly gave place to a Parliament of two Houses, and after the abortive second revolution, against what was regarded as dictatorship by Yuan Shih-kai, the "provisional" government was brought to an end by Parliament duly electing Yuan Shih-kai as President of the Republic for a period of five years, with General Li Yuan Hung as Vice-President. The year 1913 closed with Parliament suspended, owing to a mandate by the President cancelling the seats of over 300 members for treasonable conspiracy, and, pending a new election, an "Administrative Conference," representative of the whole of the provinces, was formed to consider a number of legislative projects including a revision of the law.

This was succeeded in 1914 by the creation of the Tsan Cheng-Yuan or State Council composed of men of official and administrative experience, mostly, of course, of the old school. The year was notable for the operations of a notorious robber chief, known as the White Wolf, who commanded a large following, and for months terrorised almost the whole of mid-China. The marauding band traversed several Provinces, plundered cities and laid waste whole districts. He defied all the efforts of the Military for quite a long time, but was ultimately killed and his followers dispersed. This was not the only misfortune in that year, for floods greater than have been known in China for the last 50 years devastated Kwangtung and took a heavy toll of life. Similar disasters took place in the North, causing many deaths and much damage to property. Though not actively participating in the European War, China suffered very severely in consequence of the outbreak of hostilities. Not only was her foreign trade dislocated, but the money markets of Europe, from which she expected to draw supplies necessary for administration and for the development of the country, were closed to her; while a portion of her territory was overrun by the Japanese in the course of their military operations against Tsingtao, the last-mentioned factor interfering considerably with local trade. Troubles with the Mongols added to the difficulties of the Government, and a mutiny of the Chinese soldiery at Kalgan caused some anxiety for a time. Fortunately, these disturbances were only of a temporary or a local character. Perhaps the outstanding feature of 1914 was the new-born financial confidence of the Chinese in their own Government, an internal loan for $24,000,000 being successfully floated, while an issue of Premium Bonds amounting to $10,000,000 was no less successful.

The year 1915 will be memorable in China for the Japanese ultimatum following the non-acceptance by China of the "Twenty-one Demands" presented by the Tokyo Government. China had, of course, to bow to *force majeure* and the 7th of May was to be remembered as a day of National Humiliation. These demands not only embraced long-outstanding questions from the Japanese point of view but fresh claims in respect of the German expulsion from Shantung and others based upon expanding Japanese interests in Fukien and in the Yangtsze Valley. A second Domestic Loan in the early part of the year for $24,000,000 was not quite so successful as its predecessor, but, happily, the yield from the Salt Gabelle exceeded anticipations and several amounts which had been ear-marked under the terms of the Re-organisation Loan, such as indemnity claims and sums for Salt Administration reforms, were liberated, thus helping the Government to tide over its more pressing needs.

An unexpected development of the Revolution was manifested about the middle of the year when an organisation known as the Chou An Huei was formed for the purpose of discussing the form of Government best adapted to this country. While claiming only academic interest in the discussion of the question, the Chou An Hue was unmistakably in favour of a reversion to monarchy, and the fact that it was allowed to continue its propaganda certainly lent verisimilitude to the belief that the President was not wholly opposed to the objects for which it stood.

Curiously enough, the Monarchical movement had, or seemed to have, its inception in a memorandum written by Professor Goodnow, constitutional advisor to the President, in which he discussed the relative merits of a Republic or a Monarachy as applied to conditions in China. This document was utilised in support of the Monarchical movement with some show of reason, although this result may not have been anticipated by the Professor when he prepared it. Petitions followed from high officials and certain public bodies throughout the Provinces, and these, viewed as important expressions of public opinion, were presented to the State Council, which decided that these could only be dealt with by a properly-elected organ such as the Citizens' Convention. The elections for this body took place in October, and resulted in a unanimous vote in favour of inviting Yuan Shih-kai to ascend the Dragon throne of China. After exhibiting some reluctance Yuan consented to accede to the urgent appeals which were addressed to him on the subject. The Coronation ceremony however, was postponed in deference to a suggestion from Japan and the other Allied Powers that no step should be taken which might give rise to disturbance in China, though the Government declared its ability to cope with any disorderly elements.

The insurrection which broke out in Yunnan towards the end of 1915 quickly spread to the adjoining provinces, and this led in time to the formation of a confederation headquarters at Canton. Even though the coronation was postponed and later the monarchical movement was cancelled, these concessions failed to satisfy the Revolutionists. Lack of money afflicted both parties, but chiefly the Southerners, who, otherwise, might have achieved greater success. By April and May a deadlock had been reached. However, the tension was relieved when on June 5th, 1916, Yuan Shih-kai died in his palace, a broken-hearted man. Peace was restored by Li Yuan-hung becoming President and assuring the resumption of republican institutions. Though the Revolution ceased with dramatic suddenness on the death of Yuan Shih-kai fighting did not end in Kwantung till several months later, rival generals contending for Canton and the power which its possession conferred in negotiating with the Central Government.

Parliament, which was reconstituted in August, failed to accomplish anything. Its policy was obstructive rather than constructive. It declined to approve of two nominations for Minister of Foreign Affairs, actions similar to those which forced Yuan Shih-kai to suppress the National Assembly. The election of Vice-President was debated for some time, and, finally, Fung Kuo-chang was elected.

The struggle between Parliament and Premier continued in 1917 and even the advent of the veteran Wu Ting-fang as Minister for Foreign Affairs failed to have any soothing effect. Against the most strenuous opposition, the Government, however, made progress in its policy of acting with America against German submarinism, and on February 9th a Note was dispatched to the Berlin Government protesting against the measures proclaimed on 1st February by that Government. Needless to say, the reply was of the usual evasive character and did not touch the points at issue. Not till some weeks later did China finally break off diplomatic relations with Germany, a step which involved a lively dispute between the President and the Premier Tuan Chi-jui. The former was inclined to object to too precipitate action by the Cabinet and it was even said that he insisted upon his constitutional rights to declare war and make peace. As the result of the disagreement Tuan Chi-jui immediately left the capital for Tientsin and remained there for two days during which the President evidently discovered that he had made a mistake and dispatched influential delegates to persuade the Premier to return. Having secured certain guarantees, Tuan did return, and a conference of conciliation took place when differences were settled, for the time at least. On March 10th the Cabinet appeared before both Houses of Parliament and, after prolonged discussion, each voted its support to the Government, and on March 14th diplomatic relations were definitely broken off, passports being handed at noon to the German Minister. Some bargaining between China and the Entente followed, the Chinese Government undertaking only the supply of primary material and assistance in respect of labour, though later there was a desire manifested, especially on the part of Tuan Chi-jui, to send troops to the Western front.

As the year advanced events moved very rapidly. The bitterness between Premier and Parliament became intensified. The former was accused of acting unconstitutionally in respect of the rupture with Germany and several members of his Cabinet resigned. Meanwhile Parliament had drafted a constitution which did not commend itself to conservative opinion outside and in particular military opinion. Tuan Chi-jui endeavoured to carry on with a reduced cabinet but a crisis was precipitated when President Li Yuan-hung felt bold enough to dismiss the Premier, his assistant in this

courageous course being Wu Ting-fang who countersigned the mandate. Wang Shih-chen was temporarily appointed Prime Minister.

At this stage the Northern Tuchuns took a hand in the political game, and their assembling in conference in Tientsin was rightly regarded as a threat to Parliament. President Li Yuan-hung found it impossible to induce a suitable man to undertake the responsibity of forming a Cabinet.

Now came a curious development. Chang Hsun, who had held a dominating position with his pigtailed warriors astride the Tsinpu Railway, was for some extraordinary combination of reasons invited to assume the unnatural *rôle* of mediator. He appeared willing enough to undertake this duty, but he declined to move till the President issued a mandate inviting him to come to Peking and act in the aforementioned capacity. In due course he set out for the capital, accompanied by some five thousand of his hairy warriors, but breaking his journey at Tientsin he had a consultation with the military leaders assembled at that port. Li Ching-shi, the newly appointed Premier, travelled with Chang Hsun to Peking. Prior to the arrival of the mediator the President had shown much vaccilation, to one declaring that he would not dissolve Parliament, and to another hinting that he might have recourse to this drastic step in order to save the country. Peking, too, was in a state of consternation over the arrival of Chang Hsun's warriors, whose barbaric reputation was kept in the liveliest recollection by the peace-loving citizens. For a time the President was torn between two opinions, and even his advisers did not afford him the consolation that he sought, for while Dr. Morrison, the British Adviser, pleaded with him for the maintenance of constitutionalism and the preservation of Parliament, Dr. Ariaga, the Japanese Adviser argued that as Parliament had been illegally constituted there was legal basis for the President to dissolve it, since it had not justified its existence. However, Chang Hsun forced a decision. He presented what was virtually an ultimatum to the President, embracing the retention of the President, the dissolution of Parliament, the establishment of a responsible Parliament, the dissolution of Provincial assemblies, etc. He declared that unless these demands were acceded to he would not be responsible for what would happen. Dr. Wu Ting-fang and other constitutionalists endeavoured to resist the pressure being brought to bear upon the President, but without avail, and on June 13th, as demanded by Chang Hsun, the mandate was issued dissolving Parliament. As was to be expected, the Southern Provinces were not slow in indicating their disapprova of the President's weak action, and denunciations came from Yunnan, Kwangtun I Kwangsi, and Szechuan. At one time it looked as if the Southern Provinces would initiate military action and the Northern Tuchuns prepared for resistance. For the next two or three weeks matters were in a state of drift, but a dramatic climax was reached on July 1st, when the people of China were electrified to learn that in the early hours of that morning the young Manchu Emperor had been enthroned at the behest of the all-powerful Chang Hsun. Imperial edicts countersigned by Chang Hsun were issued in the name of the Emperor proclaiming the re-establishment of the dynasty, the appointment of Councillors and Ministers, promising the remission of taxes, etc. etc. His high-handed action roused the alarm of all the other military leaders and, in fact, for a time united the nation. Tuan Chu-jui immediately placed himself at the head of the military movement against Chang Hsun, and within a few days troops from all directions were marching upon Peking. The Dictator's forces made a feeble attempt to resis the advance from Tientsin and retired in disorder upon the Temple of Heaven. Though surrounded, Chang Hsun declined to surrender. All attempts to compromise failed and on the morning of 12th July the farcical battle of Peking was fought. The total military casualities were estimated at about forty, but of course the number of civilians killed or injured was greater. Chang Hsun escaped from the Imperial city in a motor car and found an asylum in the Dutch Legation, where he remained interned as a political refugee for more than a year, being then pardoned.

Tuan Chi-jui, hailed as the saviour of the country, reorganised the government, which once more became republican in name and pledged to republican institutions, thus depriving his opponents of their stock argument that he was anti-republican. President Li, after his many mistakes, resigned from the Presidency, and, in due course, Vice-President Feng Kuo-chang came from Nanking and assumed office as acting President. When it became known that the Government declined to reconvoke Parliament, the Koumingtang leaders moved to Canton and formed a so-called parliament which formally declared war on Germany. In November, the Tuchuns of Kiangsi, Kiangsu and Hupeh memorialised the President in favour of the reconvocation of Parliament and a settlement with the South. As these leaders were under the control of Feng Kuo chang

himself it became obvious that the President was intriguing against the Premier, who promptly resigned, then reconsidered his decision at the request of the President, resigned again, this time finally. The President found that it was not easy to obtain a successor, but ultimately Wang Shih-chen was induced to become Premier and to form a Cabinet. Feng Kuo-chang's ideas on the subject of compromise with the South did not commend themselves to the Northern Tuchuns, who took the bit between their teeth and declared that they would carry on the war themselves, a course which compelled the President to identify himself with them and to make their action official.

The year 1917 was also noteworthy for the disastrous floods which devastated huge areas in the north of China and caused widespread misery and distress. In Chihli alone three million people were in receipt of relief. Another important event was the decision of the Powers to sanction the revision of China's import tariff, the details of which were negotiated by commissioners representing the Entente, neutral countries and China, and completed the following year.

1918 opened with an abortive attempt by President Feng Kuo-chang to bring about peace by mandate. He ordered the cessation of hostilities. Unfortunately, the Southerners did not accept the olive branch, and by the spring had advanced their armies almost to Hankow and had obtained control also of Szechuan. Tuan Chi-jui was brought back to the Premiership, money was borrowed extravagantly and recklessly, and the campaign against the South was resumed with such vigour that Yochow and Changsha were recovered and the Government troops reached almost to the borders of Kwangtung. Then the rot set in. For several reasons the offensive was not maintained. Perhaps the real explanation was the intriguing of the President with the South. Whatever the actual cause, there was little or no fighting during the summer. The great heat was the official excuse. Then Feng Yu-hsiang, a northern commander, perturbed the military authorities in Peking by his independent attitude on the Yangtsze. Having been stripped of his honours, he repented and proceeded to the "front" to achieve merit. Soon afterwards Wu Pei-fu, General Tsao Kun's lieutenant, developed into a pacifist. He memorialised the Government in favour of peace. He was repudiated by his superior, but it was felt that he had the support of President Feng Kuo-chang. Matters drifted for some months until the assembly of Parliament in Peking in August and two months later this body practically unanimously elected Hsu Shih-chang President, than whom it was believed no one was better suited to reunite the country. His labours, however, towards reconcilation have not proved very successful, although foreign advice assisted the President, inasmuch as it alarmed the northern tuchuns who looked at one time as if they were again going to take charge of affairs. The Peking Government and the Canton Military Government agreed to meet in conference, in Shanghai, to arrange a basis for peace. 1919 is the history of the failure of this conference, each side alleging that the other was insincere. Upon the overthrow of the Kwangsi party by the Cantonese party in Kwangtung towards the end of 1920, the President issued a mandate proclaiming the restoration of peace and the unification of the country. This mandate, however, was repudiated by Sun Yat-sen, Wu Ting-fang and other leaders of the Constitutional party, who proceeded to Canton, where they re-established the Military Government and, in the early part of 1921, Dr. Sun was elected by his followers at Canton "President of China," although at that time his authority did not extend beyond the province of Kwangtung. Later in the year a successful expedition was launched against General Luk Wing-ting and his followers, who were obliged to relinquish their hold on Kwangsi. Encouraged by this, Dr. Sun towards the end of the year, initiated a campaign for the conquest of the North.

Important political changes took place in the North during 1920, the Chihli forces, under Chang Tso-lin, marching on Peking and, after some fighting, putting to flight the leaders of the Anfu party who were directing the Government. This step was followed by the reconstruction of the Cabinet. Hostilities took place throughout 1921 in the upper Yangtsze region, arising out of a provincial independence movement in the province of Hunan that extended to the province of Hupeh. A Northern force, under General Wu Pei-fu, was despatched to Hupeh and drove out the invaders, whose territory, in turn, was threatened, unless they abandoned their attitude of revolt. In the warfare much damage was done to foreign property at Ichang, and it was necessary for foreign warships to intervene actively for its protection.

During 1918 a Bolshevik threat emanated from Siberia, bnt it was met by Allied intervention. Japan furnished a considerable proportion of the troops and found it necessary to take military measures in Manchuria which were not altogether pleasing to China.

China unsuccessfully appealed to the Paris Conference in 19.9 to restore to her Kiaochow and Germany's other rights in Shantung, claimed by Japan under the Sino-Japanese Treaty of 1915. By way of protest, the Chinese delegates refused to sign the Peace Treaty with Germany, and a boycott of Japanese goods was organised by the students in China. The appeal was renewed in 1921 at the Washington Conference.

A very serious famine, involving some thirty million people in suffering, occurred in the North—principally in the provinces of Honan, Shantung, and Chihli—in 1920 owing to drought and the consequent failure of the crops. For the relief of the distress thus caused, a surtax of ten per cent. on Customs Import duties was agreed to by the Powers for the period of twelve months and this took effect in 1921.

PEKING

天順 *Shun-tien*

The present capital of China was formerly the Northern capital only, as its name denotes, but it has long been really *the* metropolis of the Central Kingdom. Peking is situated on a sandy plain 13 miles S. W. of the Pei-ho river, and about 110 miles from its mouth, in latitude 39 deg. 54 min. N. and longitude 116 deg. 27 min. E., or nearly on the parallel of Naples. A canal connects the city with the Pei-ho. Peking is ill-adapted by situation to be the capital of a vast Empire, nor is it in a position to become a great manufacturing or industrial centre. The products of all parts of China naturally find their way to the seat of Government, but it gives little save bullion in return.

From Dr. Dennys' description of Peking we quote the following brief historical sketch:—"The city formerly existing on the site of the southern portion of Peking was the capital of the Kingdom of *Yan*. About 222 B.C., this kingdom was overthrown by the *Chin* dynasty and the seat of Government was removed elsewhere Taken from the *Chins* by the *Khaitans* about 936 A.D., it was some two years afterwards made the southern capital of that people. The *Kin* dynasty, subduing the *Khaitans*, in their turn took possession of the capital, calling it the 'Western Residence.' About A.D. 1151, the fourth sovereign of the Kins transferred the Court thither, and named it the Central Residence. In 1215, it was captured by Genghis Khan. In 1264 Kublai Khan fixed his residence there, giving it the title of *Chung-tu* or Central Residence, the people at large generally calling it *Shun t'ien-fu*. In 1267 A.D., the city was transferred 3 *li* (one mile) to the North of its then site, and it was then called *Ta-tu*—the 'Great Residence.' The old portion became what is now known as the 'Chinese city,' and the terms 'Northern' and 'Southern' city, or more commonly *nei-cheng* (within the wall) and *wai-cheng* (without the wall), came into use. The native Emperors who succeeded the Mongol dynasty did not, however, continue to make Peking the seat of Government. The Court was shortly afterwards removed to Nanking, which was considered the chief city of the Empire until, in 1421, Yung Lo, the third Emperor of the Ming dynasty, again held his Court at Peking, since which date it has remained the capital of China."

The present city of Peking is divided into two portions, the Northern or Tartar city and the Southern or Chinese. The former has been encroached upon by the Chinese, and the purely Manchu section of the capital is very limited indeed. The southern city is exclusively occupied by Chinese. The general shape of Peking may be roughly represented by a square placed upon an oblong, the former standing for the Tartar and the latter for the Chinese city. The whole of the capital is, of course, walled. The walls of the Tartar city are the strongest. They average 50 feet in height and 40 feet in width, and are buttressed at intervals of about sixty yards. The parapets are loop-holed and crenelated. They are faced on both sides with brick, the space between being filled with earth and concrete. Each of the gateways is surmounted by a three-storied pagoda. The walls of the Chinese city are about 30 feet in height, 25 feet thick at the base, and 15 feet wide on the *terre plein*. The total circumference of the walls round the two cities slightly exceeds twenty miles.

The Tartar city consists of three enclosures, one within the other, each surrounded by its own wall. The innermost, called Kin-ching or Forbidden City, contains the Imperial Palace and its surrounding buildings; the second is occupied by the several offices appertaining to the Government and by private residences of officials; while the outer consists of dwelling-houses, with shops in the chief avenues.

There is little direct foreign trade with Peking, but it is growing and the time cannot be far off when the city will be thrown open to trade. In August, 1884, the city was brought into direct telegraphic communication with the rest of the world, by an overland line to Tientsin *viâ* Tungchow. The Ministry of Communications has now its own wireless installation. The year 1899 witnessed two other innovations, which would have been regarded as impossible ten years previously, viz., the erection of large two-storied buildings on prominent sites for the Austrian Legation and the Hongkong and Shanghai Bank. These were breaks with immemorial tradition that the *feng-shui* must resent elevation in houses other than those of the immortal gods and the son of heaven. The railway line to Tientsin was opened in 1897.

Peking, though it suffered indescribably from the depredations of the Boxers, the Imperial troops, the awful ruffianism of Tung-fuh-shiang's barbarians from Kansu, to say nothing of the subsequent attentions of the Allied troops, is at present more attractive as an object of travel than before, for the simple reason that the City was cleansed by the foreign Powers, and many places of antiquarian, artistic or historic interest are now accessible if the visitor sets about his object with due attention to national susceptibilities. Unfortunately, in Peking, as elsewhere in China, the monuments of the past are neglected, except perhaps those in the Forbidden City, and are fast crumbling into ruins.

During 1902 the fortification of the Legation quarter was completed, the railway termini brought to the *Ch'ien Men* in the Chinese City, and the reconstruction of the various Legations was begun. These were slowly brought to completion, and extensive barracks connected with each for the accommodation of the Legation Guards. As most Chinese buildings in this section were removed the Legation quarter presents the appearance of a European settlement of about half a square mile in extent. There are several large stores, which sell all kinds of foreign goods. The Peking Club is much larger and more convenient than it was before; there is a Catholic Church for the Legation Guards, and several hospitals—Rockefeller Foundation (a handsome and splendidly equipped institution, the opening of which marked an epoch in the history of Peking), Dojin (Japanese, completed in 1917), Central, German, St. Michel's and the Methodist Episcopal John L. Hopkins Memorial—which are provided with accommodation for both Chinese and European patients. There are many foreign banks, the most important of which are the Hongkong and Shanghai Banking Corporation, Russo-Asiatic Bank, Banque de l'Indo Chine, Banque Industrielle de Chine, Banque Belge Pour l'Etranger, International Banking Corporation, Asia Banking Corporation, Sino-Italian Bank, Chartered Bank of India, Australia and China, and Yokohama Specie Bank—all of which do a flourishing business. There are also numerous Chinese banks—headed by the official Banks of China and Communications—the progress of which on modern lines is one of the signs of the times. Banking enterprises of both Chinese and Sino-Chinese capitalisation are springing up with mushroom-like rapidity. Most of the native banks are members of the Peking Bankers' Association, which was formed in July, 1919, and whose handsome "Association Building" was completed in December, 1920. There are also two splendidly-equipped hotels—the Hotel des Wagons-Lits and the Hotel de Pekin. The latter is a magnificent structure capable of housing 1,000 guests.

The streets of Peking are macadamized, and two Electric Light Companies have been organized which will furnish light wherever wanted in the city. Outside the Legation quarter there are many foreign buildings, the number of which is growing yearly, changing to some extent the appearence of the business localities adjacent to the Glacis.

Though Peking preserves its Oriental aspect, and retains most of its old-world features it cannot truthfully be said that the city is falling into decay. Undoubtedly the city walls show the ravages of time, and the monuments of the past betray a lack of attention, but in the city itself there are unmistakable signs of change and of progress. Since the cessation of the war there has been a remarkable impetus to building. Western ideas of comfort are given expression to in the new Chinese residences, which, however, retain the external features of Chinese architecture. Electric light is almost universal, water is being laid on to an increasing number of houses, the main roads are kept in a good state of repair, sanitation is not disregarded, and in innumerable ways

there are indications of a fairly healthy vitality. The communal feeling as expressed in Western Countries by municipalities and local governments has not yet developed to any great extent among the Chinese, but, in its absence in Peking, the Ministry of Interior and its subsidiary organ, Direction Generale des Travaux de Ville de Pekin, perform duties in this connection, the idea being to make Peking a model city and an example to others throughout the country. With this end in view the far-famed Examination Hall is now being reconstructed into a model settlement within the metropolis. The different branches of administration of the metropolitan district have been thoroughly reorganised, and men of modern education appointed to important posts. The Minister of Interior acts as director of municipal activity, and has under him a staff of departmental secretaries, whose work includes the supervision of the registration of houses, taxation, keeping of records, etc. The chief divisions of municipal work undertaken by the municipal department in the Ministry of Interior are roads and buildings, drainage and surveying; while the police, in addition to their ordinary duties, make themselves responsible for street lighting, public health, registration of births and deaths, fire brigade, and markets. Hitherto, the police have also exercised jurisdiction over certain hospitals, but now the Ministry of Interior has built one insolation hospital, and it is not improbable that in the course of time some authority will be constituted to take over this particular work. A large national hospital of modern design and equipment was completed in 1918. It is supported by private subscription.

Drainage is receiving considerable attention at present and big works are in progress. Not only have the main drains been put in order, but new ones are being constructed, and, when funds permit, Peking will be as well served in this respect as any modern city. The creeks which encircle the city have been drained, and at Ch'ien Men the river has been built over by extending the railway station, thus removing that which was an eyesore to many.

Since the revolution many changes, which would have been unthinkable under the Manchu *régime*, have taken place. A number of gates have been opened, thus facilitating traffic, while the old Ch'ienmen gate has been demolished—the curtain, however, being preserved—in order to permit of road improvements. The reconstructed gateway has been completed, and the open space on the north side adds to its impressive effect A beautiful enclosure within the Forbidden City known as the Central Park has also been opened, and residents congregate there in their hundreds and thousands during the summer months. A curio museum containing the Imperial treasures from Jehol and Mukden has been inaugurated within the Forbidden City and is proving a very popular attraction. In addition, the three Palaces—Taihodien, Chunghodien, and Paohuadien—are being repaired, while the Tung Hua Men gate, which was destroyed during the revolution of 1911, has been reconstructed. Moreover, a National Library is being erected within the Forbidden City.

In order to link up the various termini, a circular railway has been constructed, This involved the demolition of the curtains of most of the gateways, a proceeding which provoked considerable adverse comment, but it must be regarded as another sacrifice of the picturesque and historical to the utilitarian. A Grand Trunk Central Station is contemplated, and when this is completed travellers will have little to complain of in the matter of convenience.

A Tramway scheme has been drafted for some time, but the project—which was originally a Sino-French proposal—has been delayed by the suspension of the Banque Industrielle de Chine. The Chinese Foreign Office is now negotiating with the French Government for the purpose of cancelling the initial agreement, and when the project eventually materialises it will be managed by purely Chinese capital. Many of the walls will suffer partial demolition when the line is constructed. A motor car service was initiated in 1920 but, in consequence of a serious accident, was discontinued.

In addition to opening all available gates, the authorities have constructed several new streets at vast cost, and are giving better access to certain localities which were formerly badly served. The Imperial City Wall is now pierced in over a dozen places, and three new thoroughfares have been opened, viz., the Nan Ch'ih Tzu, the Nan Fu K'ou, and the Fu Yu Chieh, the last-mentioned providing a well-made road alongside the western wall of the Imperial City. In 1918 the Imperial City wall was breached in front of the British Legation. Building is proceeding apace, and, now that there is no objection to structures higher than the Imperial Palace, many large edifices are being built throughout the city, but particularly near the Legation Quarter. Peking, it may be added, has a population of 1,375,634 and is exceedingly well policed.

There are now 1,280 registered motor-cars in Peking, motor cycles are numerous and bicycles are to be reckoned in thousands.

DIRECTORY

GOVERNMENT

President—Hsu Shih-Chang
Vice-President—(Vacant)
Premier—Liang Shih-yi
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Minister of Interior—Kao Ling-wei
Minister of Finance—Chang Hu
Minister of War—General Pao Kuei-ching
Minister of the Navy—Li Ting hsin
Minister of Justice—Dr. Wang Chung-hui; Acting Minister—Tung Kang
Minister of Communications—Yeh Kung-cho
Minister of Commerce—Chi Yao-shan
Minister of Education—Wang Yen-tai
Director-General of Currency Bureau—Chang Hu
Chief of General Staff—Chang Huai-chih
Director-General of the Wine and Tobacco Administration—Chang Shan-tin
Chief of the Supreme Court—Dr. Wang Chung-hui
Chief Justice of the Administrative Court—Chang Kuo-kan
Chief Secretary to the President—Wu Chi-sun
Chief Secretary to the Cabinet—Chang Ming-chen
Maritime Customs—Director-General—Sun Pao chi; Inspector-General—Sir Francis Aglen
Salt Administration—Director-General—Pan Fu; Inspector General—Sir Reg. Gamble
Chief of Tibetan and Mongolian Affairs—Prince Kolachin
Chief Procurator—Wang Shih-tze
Director-General of the River Conservancy Board—Li Kuo tsen
Master of Ceremonies—Huang Kai-wan
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Statistician to the Board of Audit—B. Lenox Simpson (British)
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Ministry of Finance— ———
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Ministry of Agriculture and Commerce—W. F. Sherfesee (American), Afforestation; Dr. J. G. Anderssen (Sweden), Mining; W. Purdom (Agriculture)

Provincial Officials

Province	*Tuchuns*	*Civil Governors*
Fengtien	Chang Tso-lin	Chang Tso-lin
Heilungkiang ...	Wu Chun-sheng	Wu Chun-sheng
Kirin	Sun Lieh-chen	Sun Lieh-chen
Chihli...	Tsao Kun	Tsao Jui
Shantung	Tien Chung-yu	Tien Chung-yu

Province	*Tuchuns*	*Civil Governors*
Shansi	Yen Shih-shan	Yen shih-shan
Sinkiang	Yang Tseng-hsin... ...	Yang Tseng-hsin
Kansu	... ...	Chen Ning (acting)
Shensi	Feng Yu-hsiang (actg.) ...	Liu Chen-hua
Yunnan	Ku Ping-chen	Chou Chung-yueh
Kweichow	Lu Tao	Jen Ko-cheng
Szechuan	Hsiung K'o-wu... / Liu Tsun hou ... / Lu Chiao ...	Yang Shu-kan
Hunan	Chao Heng-tih	Lin Tze-yu
Hupeh	Hsiao Yao-nan	Liu Cheng-en
Kiangsi	Chen Kuang-yuan ...	Yang Ching-chun
Anhui	Chang Wen-sheng ...	Nieh Hsien fan
Kiangsu	Chi Hsieh-yuan	Wang Hu
Chekiang	Lu Yung-hsiang	Shen Chin-chien
Kwangtung	Chen Chiung-ming ...	Chen Chiung-ming
Kwangsi	Tan Hao-ming	Li Ching-ch'eng
Fukien	Li Hou-chi	Li Hou-chi
Honan	Chao Ti	Chang Feng-tai

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Suiyuan	Ma Fu-hsiang

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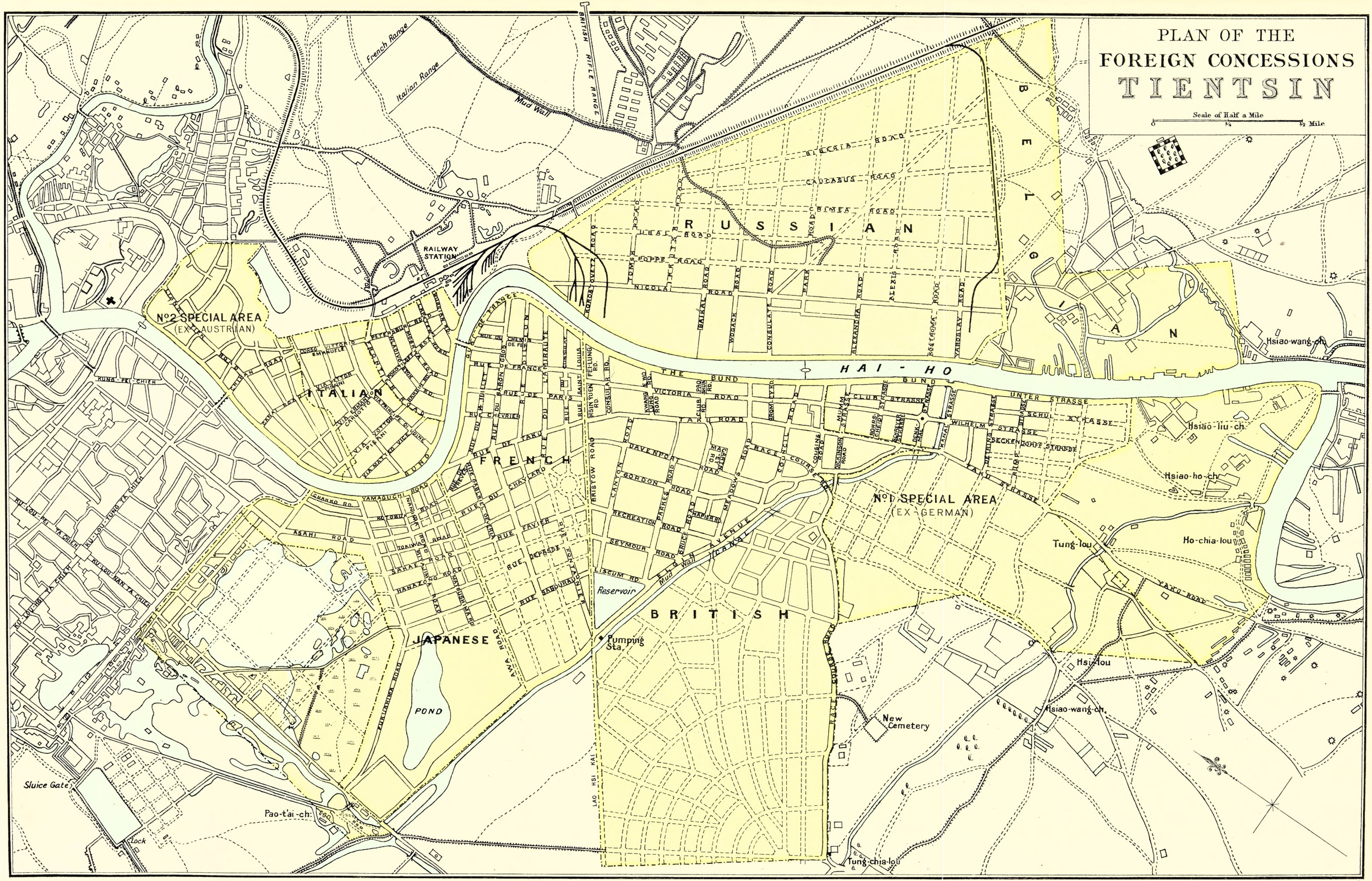
津天 *Tien-tsin*

Tientsin—or the Ford of Heaven, according to the Chinese meaning of its name—may now well be called the commercial capital of North China. Situated at the junction of the Grand Canal and the Pei Ho in Lat. 39 deg. 4 min. N., Long. 117 deg. 4 min. E. (approx.), it is some 80 miles distant from Peking by road and somewhat further by river. Railway connection with the Capital was established in 1897, and most of the traffic between the two cities is now carried on by this means. The expeditions of the Allies in 1858-61 greatly enhanced the importance of the city, as it then proved to be the military key of the capital and an excellent base. It was here on June



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26th, 1858, that Lord Elgin signed the treaty which was to conclude the war, but which unhappily led to its prolongation. The famous temple in which the treaty was signed, about a mile distant from the West gate, was destroyed by British shells in July, 1900.

Tientsin owes its early importance to its location at the northern terminus of the Grand Canal, and its later development is mainly due to the opening up of North China to foreign trade, to improved railway communications with the Interior, and to the deepening of the Bar and the Hai Ho by the agency of the Hai Ho Conservancy Board. Before the advent of steamers, however, Tientsin had become a flourishing centre for junk traffic, and when the tribute rice no longer followed the Grand Canal route—owing to the shoaling of this ancient and celebrated waterway—it was sent to Tientsin in sea-going junks until comparatively recent years. It may be mentioned here that a Commission, composed of Chinese and foreign engineers, has been established to draw up plans for the improvement of the Grand Canal, and hopes are entertained that this waterway will ultimately be restored to something like its former usefulness. While it is improbable that it will ever again be used for through traffic from the Yangtsze it will doubtless serve a very useful purpose as a means of communication between many busy trading centres in this Province and Tientsin. The natural expansion of trade to be expected from Tientsin's unique position as the distributing centre of North China has been arrested from time to time by the defective communications with the sea; both the Hai Ho and the Taku Bar have stood in the way of development and limited the carrying trade of the port to light-draught coasting steamers. It would be difficult indeed to find another city in the world of equal commercial importance, or serving so rich and extensive and so densely populated a hinterland, with so poor shipping facilities. A river improvement scheme of some importance was inaugurated in 1898 under the direction of Mr. de Linde, a local engineer who had studied conservancy matters here over a number of years, and later on raking operations on the Bar on a plan devised by Mr. T. T. Ferguson, of the Maritime Customs, resulted in deepening the channel and facilitating navigation for the time being. But it remained for the Hai Ho Conservancy Board, established by the Peace Protocol, to prosecute the work of improving the navigational interests of the port and thus render great services to shipping by successfully overcoming some of the chief difficulties. Four important cuttings have been effected in the River, for example, which have not only facilitated the movement of the flood tide but have shortened the distance to the sea by some 20 miles by the removal of some corkscrew windings and dangerous bends; and powerful dredgers have been acquired for work on the Bar.

During the first half of the year 1917 the country suffered from a prolonged drought, lasting for over six months. Later on there were incessent rains in the neighbouring province of Shansi, and reports of floods were circulated. Early in September the Hunho was in flood, and, finally, the Grand Canal burst its banks a few miles west of Tientsin, carrying away the main line of the Tientsin-Pukow Railway, which resulted in the Concessions being flooded before much warning of the impending danger could be given. The Racecourse and all the surrounding country were soon under water. Efforts were made to raise the bank of the Haikuangssŭ Canal, on the west of the British Concession, but the available time and labour were insufficient, and during the night of the 24th September the floods penetrated into the Japanese, French, and British Concessions, which were soon covered with water to a depth varying from one to four feet. For a few days the greater part of Tientsin was virtually in a state of siege. As the electric light works were flooded, no current could be supplied to the British Concession, and the Municipal water supply was also interrupted. The acquisition of food by residents in the submerged area became very difficult, as very few people possessed boats, and for several days they subsisted on whatever stores they happened to have in stock. Rough sampans were knocked together locally, and the British Municipal Council subsequently obtained a supply of dinghies, etc., from Chefoo. A service of public boats was organised in the flooded streets, and communications were restored. The Municipal authorities of the various Concessions dealt with these extraordinary conditions in a prompt and public spirited manner, and it was ultimately decided to enclose the submerged Concessions with a dyke and pump out the flood waters therefrom. The lengths of the various dykes in miles were approximately as follows:—Chinese (ex-German) 0.47; British, 1.40; French and British, 0.87; French, 0.32; Japanese, 2.27; total, 5.33 miles. Powerful pumps were then erected, and the whole undertaking for the British and French Concessions was successfully and expeditiously completed in a fortnight. It took longer to clear the Japanese Concession, however, where the water was from 7 to

10 feet deep in places. A commencement was made by employing hundreds of native chain pumps and paddle-wheels ; but these inadequate methods were soon supplemented with steam pumps lent by the South Manchurian Railway Company and worked by a detachment of army engineers from Manchuria. It is estimated that over 15,000 square miles of the most populous part of the Chihli province between Paotingfu and Tientsin were flooded, and it has been calculated that crops to the value of $100,000,000 were utterly lost, and that 80,000 groups of dwellings, ranging from hamlets to large villages, were destroyed. The question of conserving the waterways of the Chihli province, with a veiw to preventing a recurrence of such disasters and safeguarding the trade and shipping interests of Tientsin, has occupied attention for some years past, and various conservancy engineers have individually issued reports on the subject; but no co-ordinated scheme on broad lines and acceptable to all interests has so far been adopted. A proposal was brought forward in the autumn of 1917 by the Commissioner of Customs in connection with the appointment of a "joint-commission" composed of representatives of the Chinese Government and of the Haiho Conservancy Board, etc., to study the general question and submit recommendations for the consideration and acceptance of the Government. The following extract from the Board's Annual Report for 1917 outlines the nature of the action thus taken, which, it is hoped, will prove effective :—"In view of the conflict of opinion between the Board's technical advisers and the National Conservancy Bureau on the general question of the prevention of floods in the Chihli province, the conservation of the waterways of the hinterland, and more especially the measures which should be adopted in regard to the Peiyünho and the Yungtingho (better known as the Hunho), Mr. Maze urged the necessity of appointing, without further delay, a joint Commission composed of three representatives of the Chinese Government and three persons nominated by the Board—viz., Mr. T. Pincione, Mr. H. von Heidenstam (Engineer-in-Chief, Whangpoo Conservancy Board), and Mr. W. F. Tyler (Coast Inspector) — to study the important and far-reaching questions involved, which are of vital importance to the vast and growing trade of North China, the shipping interests of Tientsin, and the welfare and prosperity of the agricultural communities in the plains, and, ultimately, to submit recommendations for the information and acceptance of the Chinese Government. The Board, at a meeting on the 14th September, agreed to this proposal. The senior Consul, therefore, was addressed accordingly and requested to make representations on the subject to the Diplomatic Body with a view to obtaining the acquiescence of the Chinese Government. Early in October the Board realised that it was essential in the general interests of trade, Chinese and foreign, to cause strong representations to be made to the Chinese Government forthwith regarding the restoration of the Peiyünho, etc., and it was decided, therefore, as a preliminary measure and before the appointment of the joint Commission referred to above, to invite Mr. von Heidenstam and Mr. van der Veen, Adviser to the National Conservancy Bureau, to come to Tientsin and confer with Mr. Pincione on the subject. A report was issued by them, which was subsequently laid before the Chinese authorities concerned in Peking by the *doyen* of the Diplomatic Body, who supported the views and advice contained therein. The Chinese Government have definitely consented to the Board's original proposal as regards the appointment of a joint Commission, but various other matters in connection therewith — notably the constitution of the survey party and the Niumutun Cutting, etc. — are still under discussion and have not yet been decided. The Board have reason to believe, however, that all the recommendations outlined in the Engineer's report dated 12th October, 1917, will ultimately receive the concurrence of the Chinese authorities and will be acted upon." The new Board, or Committee of Engineers, thus established has since been styled the "Commission for the Improvement of the River System of Chihli" (順直水利委員會). His Excellency Hsiung Hsi-ling (熊希齡) was appointed President of the Commission by the Government, and the following gentlemen have been nominated to serve :—Admiral Woo Yu-ling (吳毓麟), Mr. Yang Pao-ling (楊豹靈), Mr. H. van der Veen, Mr. T. Pincione, Mr. H. von Heidenstam, and Captain W. F. Tyler. The inaugural meeting took place here on the 20th March, 1918, and congratulatory telegrams were received from President Fêng Kuo-chang, the Dean of the Diplomatic Body, and the Inspector-General of Customs. The preliminary functions of the Commission comprise a comprehensive survey of the province, and the execution of the Niumutun Cutting, etc. When the first of these is completed there will be sufficient data at hand to enable the Grand Scheme to be formulated.

The interests which the successful conservation of the waterways of the province would serve, are of immense importance—the inhabitants of the plains would secure immunity from floods, and agriculture would be promoted by improved methods of irrigation ; communications would cease to suffer periodical interruption, and the vast trade of North China would be safeguarded and fostered; while the immediate welfare of Tientsin would be protected and the navigability of the Haiho improved. The financial and administrative difficulties which will probably arise are admittedly serious, but it is hoped that these will be overcome and that the sanguine anticipations entertained of ultimate success will be realised at some future date It would be well, of course, if arrangements could be made to fix the constitution of the Commission on a permanent basis with a recognised official status ; and with provision for continuity of policy and ultimate expansion on broad lines. Referring to the development and progress of this Commission, the Customs Trade Report for 1919, which dealt exhaustively with Tientsin Conservancy affairs, states that the two previous Reports referred to the Commission for the Improvement of the River System of Chihli and the circumstances which led up to its establishment, adding that its preliminary functions comprised a comprehensive survey of the province and the execution of the Niumutun Cutting, etc. The main function of the Commission, of course, is the investigation of the river system of the province with a view to the formulation of the so-called Grand Scheme. Topographical and Hydrometrical Survey Departments were therefore organised, and their activities began in the summer of 1918. During 1920, the surveys of the rivers to the northward of Tientsin were completed, and a topographic survey of the country lying between the Yungtingho and Peiho was approaching completion. Towards the south, river surveys of the Weiho, Tangho, Shaho, and Tzeho were completed, in addition to topogrophical surveys of several localities. The total area surveyed during the year amounted to 11,419 square kilometres. As regards the actual construction of works, two schemes of a flood-protective nature were put in hand, *viz.*, the outer Tientsin South Dike and the Machang Canal escape channel. In the former case the construction and cost of the earthwork were undertaken by a syndicate of local gentry, the Commission on its part being responsible for the necessary masonry works. The railway embankment, which can be made to serve as an effective dike in continuation of the new portion of dike now constructed, still requires to have its formation level heightened, and negotiations to effect this have been opened with the railway authorities. The new outlet channel for the Machang Canal was commenced in October, 1920, and about 75 per cent. of the total earthwork was completed before winter set in. It is satisfactory to record that in 1920 the financial position of the Commission was considerably improved by the guarantee of a monthly grant of Tls. 30,000, which is sufficient to cover the ordinary recurring expenditure.

Before closing these remarks upon the conservancy interests of Tientsin it is fitting to refer to a very important scheme recently brought forward by Mr. Maze, the Commissioner of Customs there, viz., his proposal to establish a deep-water port at the river entrance below the town of Taku. The construction of certain training works by the Hai Ho Conservancy Board in the vicinity for the purpose of preventing further encroachment on the fairway of the North Bank, and of maintaining the new line of direction of the Bar Channel, seemed to him a favourable opportunity for suggesting that reclamation works to the north of the training works should be undertaken in order to secure sufficient ground for the construction of steamer-wharves, godowns, coal-yards and railway-sidings on land reclaimed between the North Fort and the inner end of the Deep Hole. The Engineer-in-Chief of the Hai Ho Conservancy Board advises that from an engineering standpoint the scheme is quite feasible and would not be unduly expensive, and that the position concerned—situated, as it is, at the actual mouth of the river—is for a variety of reasons the most suitable site available. The first reach of the river is straight, is about 1,000 feet broad, and is deep, thus possessing obvious advantages for the accommodation of shipping. It is superior in this and every other respect to sites a little further up stream, which are not only much more limited in extent but do not possess such favourable advantages as regards breadth of river or depth of water. If facilities for deeper draught steamers are provided on the above lines it is no exaggeration to state that the shipping interests of the port would be revolutionized and that the trade of Tientsin and North China would greatly benefit. A deep-water port below Taku, for example, would form a convenient shipping centre for the coal business ; similarly, the oil companies trading there would probably find it advantageous to erect installations at the river entrance and—provided sufficient depth of water can be secured in

the future—bring ocean-going steamers alongside and discharge direct. In the past, the Tientsin steamer traffic has necessarily been restricted to coasting vessels only, which impeded the general expansion of trade. It is impossible, however, that the future needs of the port can be indefinitely met by such means, and if this important trade centre is to maintain and improve its present influential position it is essential that facilities for ocean-going shipping be provided on modern lines.

Turning to the Civil administration of the City, it is well known that during the long satrapy of Li the trade and importance of the city developed exceedingly. Li, by the vigour of his rule, soon quelled the rowdyism for which the Tientsinese were notorious throughout the empire, and as he made the city his chief residence and the centre of his many experiments in military and naval education, it came to be regarded as the focus of the new learning and national reform. The foreign affairs of China were practically directed from Tientsin during the two decades 1874-94.

The city will ever be infamous to Europeans from the massacre of the French Sisters of Mercy and other foreigners on June 21st, 1870, in which the most appalling brutality was exhibited ; as usual the political agitators who instigated the riot got off. The Roman Catholic Cathedral, which was destroyed on that occasion, was rebuilt, and the new building was consecrated in 1897, only again to fall a victim to Boxer fury in 1900. The building occupied a commanding site on the river bank. All the missions and many of the foreign hongs had agencies in the city prior to the *debâcle* of 1900.

The population is reputed to be close upon 2,000,000, but there is no reliable statistical evidence to justify those figures. The city walls were quadrate and extended about 4,000 feet in the direction of each cardinal point; during the year 1901 they were entirely demolished and replaced by fine open boulevards under the orders of the Foreign Military Provisional Government. This body has further bunded the whole of the Hai Ho (Pei-ho) and effected other numberless urban improvements. The advent of foreigners has caused a great increase in the value of real estate all over Tientsin, and, as new industries are introduced every year, the tendency is still upward.

Li Hung-chang authorised Mr. Tong Kin-seng to sink a coal shaft at Tong Sha (60 miles N.E. of Tientsin) in the 'seventies; this was done and proved the precursor of a railway, which was later extended to Shanhaikwan for military purposes, and from thence round the Gulf of Liau Tung to Kinchow; 1900 saw this line pushed on to Newchwang. In 1897 the line to Peking was opened, and proved such a success that the line had to be doubled in 1898-9. A side station for the Tientsin City was opened in 1904, and in 1905 the station was built of white sandstone bricks made at Huangsue by an Italian called Marzoli, who had opened a brick factory on a large scale. From Feng-tai, about 7 miles from the capital, the trans-continental line to Hankow branches off. This line was completed and opened to traffic in November, 1905. In 1900 the violence of the Boxers was chiefly directed against the railways, all of which were more or less destroyed, but under British, French, and Russian military administration they were afterwards all restored to their former efficiency. As usual, the railway has brought all sorts of foreseen and unforeseen contingencies with it. Farmers up near Shanhaikwan are supplying fruit and vegetables to Tientsin. An enormous trade in pea-nuts (with Canton) has been created. Coal has come extensively into Chinese household use ; the foreign residents are developing a first-rate watering place at Pei-tai-ho on the Gulf of Pe-chi-li, and all the various industries of the city have been stimulated. Brick buildings are springing up in all directions and the depressing-looking adobe (mud) huts are diminishing.

Foreigners formerly lived in three concessions, British, French, and German, which fringed the river below the City and covered an area of less than 500 acres. The Japanese took up a concession in accordance with the terms of the Treaty of Shimonoseki. They filled in land, laid out new streets and built a large number of houses in foreign style. During 1901 Russia, Belgium, Italy, and Austro-Hungary all appropriated large areas on the left bank of the Hai-ho as future Settlements, while the existing concessions extended their boundaries very considerably. These developments have thrown all present and future landing facilities for direct sea-going traffic into foreign hands. The concessions have excellent and well-lighted roads, with an electric tramway system. The British Municipality has a handsome Town Hall, completed in 1889; adjoining there is a well-kept public garden, opened in the year of Jubilee and styled Victoria Park. An excellent recreation ground of ten acres

has been developed, in which tennis-courts, etc., have been laid out. The various British areas—known as the British Concession, British Extension, and the Extra-Mural Area—have been amalgamated to form one Municipal Area under a Council elected on a broad franchise. New land regulations have come into force, and it is stipulated therein that the new Council consist of nine members, of whom five shall be British subjects. Candidates must be nominated by two electors and all electors are eligible to serve on the Council. Voting is to be on a sliding scale; the minimum qualification for a foreign voter being the payment of Tls. 20 per annum in respect of land-tax or the occupation of premises of an assessed value of Tls. 480 per annum, and for Chinese the payment of Tls. 240 per annum in respect of land-tax or the occupation of premises of an assessed rental of Tls. 3,000 per annum—the discrimination between foreign and Chinese electors being intended apparently to prevent the possibility of the foreign vote being completely swamped in an area set apart primarily for foreign residence and trade. The development of the various concessions continues to advance at a great rate; but the question of the terms required for the extension of Crown leases in the (original) British Concession—which have only 40 years to run—is agitating the holders of property there, for, until the actual terms are settled and published, the development of the area is, and will continue to be, retarded, to the advantage of the other concessions. Delay in settling this question is now assuming a greater importance than the question of the amount of the increased rentals, important as that is.

Upon the entry of China into the Great War in 1917 the Chinese Authorities took over the German and Austrian Concessions on the 16th March of that year, and both districts are now entirely removed from foreign control. Under the new administration the areas concerned are kept in excellent condition and the upkeep of roads and side-paths is provided for. General Yang I-teh, well known for many years as the Chief of Police in the Tientsin City, is directly responsible for the maintenance of law and order, and the police arrangements are said to be adequate and efficient. In the autumn of 1920 the local Chinese authorities also assumed charge of Russian Consular functions and the policing of the Russian Concession, leaving the Municipal Council to continue to function in minor municipal affairs. The nationalities of the owners of land in the Russian Concession, based on the assessed value, is in the following proportion:—American, 13.95 per cent.; British, 41.52; Chinese, 10.92; Japanese, 23.58; Russian, 8.19; other nationalities, 1.84 per cent.

A feature of Tientsin which arrests the attention of visitors is the open-air storage of cargo on the British and French Bunds, which have thus become in effect a "general godown." A great deal of confusion and congestion formerly existed from this practice, but the British Municipality has recently elaborated an excellent scheme whereby the Bund is divided into numbered steamer-sections and storage-spaces, and the roadway is now kept clear of cargo. The result has more than justified expectations, and the orderly storage of goods in marked-off spaces not only allows a proper control to be kept over all such cargo but has facilitated communications by keeping the carriage-way clear of obstructions.

The Racecourse is situated about 3 miles to the west of the Gordon Hall and comprises a very valuable property to which about 350 *mow* of land have recently been added. New betting buildings of reinforced concrete, which surpass anything of the description in the Far East, were constructed in 1921. Grand-stands for the members and for the general public are to replace the existing stand, and the course is to be widened and lengthened. It is proposed, also, to lay out a 9-hole golf course.

Distilling is one of the largest local industries; it is chiefly from kowliang (sorghum) or millet. Although a spirit, it is called "wine," and is exported to the south in large quantities. The manufacture of coarse unrefined salt by the evaporation of sea water is also carried on near Taku; the produce is stacked some distance down river at the first cutting, where all the salt junks now go. It was formerly stacked on the river bank opposite the British Concession, and sometimes gave off very offensive smells, rendering life a burden. The trade in salt is a Government monopoly. In 1909 the salt export was valued at nearly six and a half million taels. It is estimated that 200,000 piculs of raw cotton grown in the neighbourhood are absorbed by the local spinning mills. Of these there were six in Tientsin and vicinity in 1920, with an aggregate capital of $12,000,000 and a total of 132,000 spindles, shortly to be increased to 300,000. Five more mills, with 122,000 spindles, were in course of construction. The yarn produced is of 14, 16, and 20 counts. Carpets, shoes, glass, coarse earthenware, and fireworks are also made in large quantities in the city, but Tientsin is at present essentially a centre for distribution and collection rather than

for manufacture. The exports include coal, wool (from Kokonor, Kansuh, etc.), bristles, straw braid, goat skins, furs, wine, etc. The export trade is a creation only some 15 or 20 years old, and is largely due to foreign initiative. Wool cleaning and braid and bristle sorting are the chief industries in the foreign hongs except those of the Russians, who are exclusively engaged in the transit of tea. The imports are of the usual miscellaneous nature: arms, tea for the Desert and Siberia, mineral oil, matches, and needles figure next to piece-goods. The fine arts are unknown to the Tientsinese except in the shape of cleverly-made mud-figures; these are painted and make really admirable statuettes, but are difficult to carryaway, being remarkably brittle.

Tientsin is the principal sea outlet for the entire trade of the provinces of Chihli, Shansi, Shensi, Kansuh, and part of Honan, with a population not far short of 100,000,000. Following are the comparative trade statistics for the years 1918, 1919 and 1920 :—

	1918	1919	1920
Imports :—			
Foreign (net)	Hk. Tls. 73,808,930	Hk. Tls. 85,348,380	Hk. Tls. 89,201,524
Native (net)	„ 28,149,658	„ 32,877,521	„ 39,692,488
Exports	„ 51,180,055	„ 71,550,033	„ 44,588,530
Value of trade of Port...	Hk. Tls. 153,138,643	Hk.Tls. 189,77[illegible],934	Hk.Tls. 173,482,542

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TAKU

沽大 *Ta-ku*

This village is situated at the mouth of the Pei-ho, on the southern side of the river about sixty-seven miles from Tientsin. The land is so flat at Taku that it is difficult for a stranger to detect the entrance to the river. There are two anchorages, an outer and inner. The former extends from the Customs Junks to three miles outside the Bar, seaward; the latter from Liang-kia-yuan on the south to the Customs Jetty, Tz'chu-lin, on the north. The village is a poor one, and possesses few shops and no buildings of interest except the forts, now demolished. The only foreign residents are the employés of the Lighter Company, the Customs, and the Pilot Corporation. A railway from the adjoining town of Tungku (two miles up the river), to Tientsin was completed in 1888.

Taku is memorable on account of the engagements that have taken place between its forts and the British and French naval forces. The first attack was made on the 20th May, 1858, by the British squadron under Sir Michael Seymour, when the forts were passed and Lord Elgin proceeded to Tientsin, where on the 26th June he signed the famous Treaty of Tientsin. The second attack, which was fatally unsuccessful, was made by the British forces in June, 1859. The third took place on the 21st August, 1860, when the forts were attacked from the land side and captured, the booms placed across the river destroyed, and the British ships sailed triumphantly up to Tientsin. The water on the bar ranges from about two to fourteen feet at the Spring tides. At certain states of the tide steamers are obliged to anchor outside until there is sufficient water to cross. An experimental channel over the bar was made in 1906, having a minimum width of 100 feet, with gently sloping banks outside those limits. In October a steamer drawing 8ft. 10in. was able to pass through this channel while the depth on the Bar was only 7ft. 6 inches. The existing channel can only, however, be maintained by constant raking operations.

Taku and Tongku as naval bases have been very prominent in the history of China. In May, 1900, as the Boxer sedition came to a head, the European Powers assembled the greatest naval armament ever seen in the Eastern hemisphere, at Taku Bar. Sir Edward Seymour, K.C.B., as Senior Naval Officer, was in command. The Admirals were called upon to protect the Legations in Peking and the foreign settlements of Tientsin, and in the second week of June naval landing parties were sent ashore by the six European Powers, the United States and Japan. Russia, however, sent to Port Arthur for troops and landed very few sailors.

During the week, June 10th to 16th, the general situation in Chihli became critical in the extreme, and it was a fine point to determine whether the Taku Forts commanding the entrance of the Peiho should be seized. It will probably baes contentious question to the end of time if the ultimatum sent in by the Allied Admirals to the Commander on Saturday, June 16th, to hand over the Forts before next morning, precipitated the crisis in Tientsin and Peking or not. The official people in general held that it did; lay observers affirm that it made no difference, that the Imperial Government now captured by the Reactionaries was fully committed to the Boxer movement, and that the non-capture of the Forts would have involved the destruction of every foreigner and native Christian in North China. The admirals had to decide this fine point, and, with the exception of the American officer, they took the line of men of action. After a council of war they sent in the ultimatum that they would open fire at daybreak next day if the Forts were not surrendered. Mr. Johnson, of the Taku Tug and Lighter Company and a Chinese scholar, carrying his life in his hand, delivered the ultimatum. His services were never recognized by the British Authorities. The Commander referred the matter to Tientsin, and was ordered not only to resist but to take the initiative. He did so by opening fire on the six gunboats lying in the Tong. ku reaches of the Peiho, about 2,000 yards in a bee-line above the forts(three miles by river) There is much general misapprehension about this brilliant feat of war. The allied Fleet had nothing in the world to do with it, lying as it was twelve miles distant with a shallow twelve foot bar between it and the forts. The entire weight of the business fell on six

little cockleshells of gunboats—the British *Algerine*, French *Lion*, German *Iltis*, and the Russian *Bobr*, *Gelek* and *Korietz*—and two landing parties of British and Japanese numbering about 300 each. The residents of Taku village found refuge in the U. S. *Monocacy*, which, after getting a shell through her bows, steamed up the river out of range. Many refugees fleeing from Tientsin were on the merchant steamers at the wharves, and were under fire for some hours. The firing was somewhat wild during the darkness, but when dawn appeared, at 3.45, the gunboats, led at first by the *Algerine* and afterwards by the *Iltis*, steamed down the river and took up a position close under the N. W. Fort. A single well-timed shell would have utterly destroyed any one of the six vessels, but Chinese gunnery was once more at fault. The naval guns soon mastered the heavy and modern weapons on the Forts, and before 5 a.m. the two landing parties had rushed the North-west Fort, and then proceeded along the causeway to the large North Fort at the river mouth. This was also escaladed and its great guns turned against the two fortifications on the South side of the river at close range. The whole affair was finished before 6 a.m.—a large number of Chinese dead testifying to the accuracy of the Allies' fire. Four Chinese torpedo-boat destroyers were captured with conspicuous bravery by the British torpedo-boat destroyers *Whiting* and *Fame* and distributed amongst the Allies. The demolition of the Forts was effected during 1901-2.

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古太 *Tai-koo*

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TIENTSIN LIGHTER CO., LTD.
Butterfield & Swire, managers
H. H. Brown, supt.
J. S. Calder, engineer
W. T. Hodge, overseer

PEI-TAI-HO AND CHINWANGTAO

Chinwangtao owes its existence as a seaport to the Chinese Engineering and Mining Company, Ltd. (now amalgamated with the Lanchow Mining Company under the title of The Kailan Mining Administration). It serves primarily as port of shipment for Kaiping coal. It is situated on the western coast of the Gulf of Liau Tung and is distant about 10 miles W.S W. of Shanhaikwan. The breakwater and pier forming the harbour are so constructed that vessels may lie alongside at any state of the tide and in all weathers, discharging from or loading directly into railway cars, so that there is the minimum of handling and loss by breakage.

Accommodation for steamers is shown in the table:—

	Berth No.	Length in Feet	Depth at L.W.O.S.T. in Feet
At Breakwater—			
	3	320	23½
	4	320	26
	5	380	28
	6	380	28
	7	420	28
At Pier—			
	1	380	21½
	2	350	18½

The entrance at the time of writing (August, 1921) has a depth at L.W.O.S.T. of 24½ feet, but the dredging operations now in progress are expected to give a depth of 26 feet in the near future.

Very complete arrangements have been made to insure rapid loading of coal at all times. Over 13,500 tons have actually been loaded on one day. For handling general cargo an equipment of locomotive cranes has been installed. Single lifts up to 7 tons can be dealt with. For heavier weights special arrangements can be made.

The harbour and the large coal storage yards are exceptionally well lighted by electricity, and work proceeds by night as well as by day throughout the year.

Good fresh water from the Tongho River may be obtained from hydrants on the Breakwater and Pier.

The Port of Chinwangtao, unlike Tongku, Tientsin, and other ports in the neighbourhood, is accessible throughout the year. While Tientsin is ice-bound the seaborne trade of that city and of the territory which it serves passes *via* Chinwangtao. As a trade distributing centre, its position as an open port on the main line of the Peking-Mukden Railway gives it a great advantage.

Apart from its importance as a port Chinwangtao is noted as a seaside resort. For this its bracing climate, its sandy beach and its mountain scenery render it well suited, and the "Bluff" is a delightful site for summer residences, on which the Administration is prepared to lease plots for building purposes on liberal terms.

The Administration owns large areas of land in the vicinity of the port. A good harbour, good water, electric light, and cheap coal offer exceptional inducements for industrial enterprises, and it is expected that there will be a great development in this direction in the near future.

As a seaside health resort Chinwangtao is almost without rival in China. It is easily accessible, has a dry and bracing climate, offers safe bathing from a sandy beach, has good golf links, and is situated amidst magnificent scenery, while a hotel under experienced management and numerous summer bungalows afford the visitor every comfort. The great increase of trade year by year has induced the Chinese Maritime Customs to erect a fine Customs house at Chinwangtao, with a deputy commissioner in charge, and to open a Hai Kwan Bank for the convenience of local consignees. The total value of the trade for 1920 was Hk. Tls. 17,180,516, as compared with Hk. Tls. 15,700,440 in 1919, Hk. Tls. 12,234,400 in 1918, and Hk. Tls. 10,355,729 in 1917. The total number of vessels entered and cleared during 1920 was 2,134, with a total tonnage of 2,342,386.

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NEWCHWANG

莊牛 *Niu-chwang* 口營 *Ying-kow*

Newchwang, in latitude 40 deg. 40 min. 38 sec. N., longitude 122 deg. 15 min. 30 sec. E was opened to foreign trade in May, 1864, and was for more than forty years the only Treaty port in Manchuria. Manchuria comprises the three Provinces of Fêngtien, Kirin and Heilungchiang, and is commonly called by the Chinese the "Tung San Shêng" or the Three Eastern Provinces. Newchwang is situated in the most southern of these three provinces—Fêngtien, also known as Shêng Ching—and lies about thirteen miles from the mouth of the Liao River, which empties into the Gulf of Liaotung, a continuation of the Gulf of Pechili. The proper name of the port is Yingkow, and *not* Newchwang, which is situated 90 *li* (30 miles) further up the river. The old town of Newchwang was designated by Treaty to be opened to trade, but the first foreigners finding Yingkow more conveniently situated, and more adapted in every respect for the purposes of trade, quietly installed themselves there and got over the difficulty by the simple process of changing the name of Yingkow into that of Newchwang!

The country in the immediate vicinity of the port is flat and unpicturesque in the extreme, and the town itself has nothing in the way of attractions for the traveller. The climate, from the foreigner's point of view, is one of the best in China, the summers being comparatively cool, while the winters are cold and bracing. The hottest summer temperature rarely exceeds 85° (Fahr.), but cold blasts from the North pull down the "mercury" in winter months often to 10° and 15° below zero (Fahr.). The river is generally frozen over for three months of the year, but navigation is practically suspended for four months, from December to the following April. Formerly Newchwang was shut off from the rest of the world during winter, but the advent of railways has changed all this. The Government Railways of North China, through their branch line from Koupangtzu, maintain daily communication with Tientsin, Peking and

Mukden ; and the South Manchurian Railway, through its branch line from Tashihchiao, maintains daily communication with Dairen, Port Arthur, Mukden, Tiehling and Changchun. At the latter place the Chinese Eastern Railway connects for Harbin and Europe by the Trans-Siberian Railway.

The value of the trade of the port during the year 1920 was Hk. Tls. 46,129,768 as compared with Hk. Tls. 41,341,286 in 1919, and Hk. Tls. 29,988,161 in 1918. Until a few years back Newchwang had the monopoly of the trade of Manchuria, but now she has powerful competitors in Harbin in the north and Dairen in the south. In spite of the competition she is holding her own, owing partly to the cheaper rates on waterborne produce from the hinterland, and partly to the reluctance of the Chinese merchants to leave an old-established business centre with all its vested interests. As the result of a deputation sent to Tokyo in 1919, freight rates on the South Manchurian Railway were revised in such a manner that Newchwang is no longer so heavily handicapped as it was in its competition with Dairen. "Perhaps the best proof of the certainty of Newchwang's future"—says the Commissioner of Customs in his report dated March, 1920—"can be found in recent Japanese developments here; land purchases of nearly 2 million *yen* are said to have been made, and companies have been floated with an aggregate capital of over 3 million *yen* for the exploitation of banking, steamship and godown, and land and building interests. Newchwang's gain will not be Dairen's loss, for the development of Manchuria and Siberia promises to be so great and rapid that within 10 years it is probable that more railways and more ports will be required to deal with the immense surplus of produce."

The chief articles of export are agricultural products—beans, millet, maize etc., and their by-products beancake, bean oil and samshu, with a fair amount of bristles, ginseng, native medicines, wild and refuse silk and skins and furs thrown in. Another article of export has lately arisen in Fushun coal, and the South Manchurian Railway, finding the cost of laying down the coal at Newchwang is cheaper than at Dairen, is developing the export trade from Newchwang. The Anshan Steel Works were expected to become an important addition to local industry, but up to the present they have not realised the hopes of their promoters. The mining zone covers about ten square miles, and borings have proved the existence of one hundred million tons of ore with a purity of from 40 to 60 per cent.

The greater part of the export trade here is with Japan and the southern Chinese ports, but some direct shipments of beans and beancake have been made to Europe. Details of a scheme for the improvement of the Upper Reaches of the Liao River and the deepening of the Bar at its mouth were under consideration for over two years, and a preliminary Agreement—embodying regulations for the financing and operation of the scheme—signed in July, 1911, by the Consular Body and Taotai, was for some time afterwards the subject of negotiations between the Diplomatic Body at Peking and the Chinese Central and Provincial Authorities. The scheme was eventually ratified in the course of 1914, and Conservancy works were begun in 1915. The patch of 13,000 feet having a depth of only 6 feet at low water ordinary springs, which existed in 1913, has been very considerably reduced as the result of the construction of training walls. By the spring of 1922 it is hoped to have a powerful suction dredger at work on the bar, which, in conjunction with the training walls, will, it is anticipated, give a depth of 26 feet across the bar at ordinary high water and thus make the port of Newchwang accessible to ocean shipping. The new Quarantine Hospital was opened on July 10th, 1920.

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MANCHURIAN TRADE CENTRES

In addition to Mukden, the Treaties made with China in 1903 by the United States and Japan secured the opening of Antung and Tatungkow in Manchuria. By an additional agreement made between China and Japan in December, 1905, the following inland places in Manchuria were opened to trade on the dates specified :—September, 10, 1906, Tieh-ling, Tung-chiang-tzu and Fakumen ; on October 8, Hsin-min Fu ; on December 17, Manchuli, Harbin, Ch'ang-ch'un (K'uan-ch'êng-tzu) and Kirin ; on December 19, Tsitsihar (Pu-k'uei), the capital of the northern province of Hei-lung chiang ; and on June 28, 1907, the remaining seven places—Fêng-huang-ch'êng (T'ing) Liao-yang, Ninguta, Hun-ch'un, Sansing, Hailar and Aigun—were declared open as a preliminary step prior to the adoption of special settlement regulations. Only at Harbin and Antung are Foreign Consulates established.

MUKDEN

陽 瀋 *Shên-yang,* formerly 天 奉 *Fêng-t'ien*

(Mukden is the Manchu name.)

Mukden, formerly the capital of Manchuria, is now the capital of the province of Fêng-t'ien 天 奉. It was the ancient seat of the late dynasty of China. Though nominally opened to international residence and trade by the Commercial Treaties concluded by the United States and Japan with China in 1903, it was not really opened until 1906, for in the Russo-Japanese war the city became one of the strongholds of the Russian forces, from which, however, they were eventually driven by the advancing Japanese army after one of the most decisive battles of modern times. When peace was concluded and the troops were withdrawn the trade possibilities of the province began to receive increased attention. The principal trade of Mukden has been in grain, such as beans and millet; there is, also, a considerable trade in skins and bristles. Considerable indirect business has been done with the city in European textiles and hardware, cigarettes. sugar and kerosene oil. There is a project on foot for the establishment of a local cotton-mill, with a capital fo $2,500,000, subscribed partly from official funds and partly by private individuals.

Mukden is situated in slightly undulating country a few miles north of the Hunho, a tributary of the river Liao, about 110 miles north-east of the port of Newchwang, and has stations on the Chinese Government Railway and the South Manchuria Railway 1½ miles to the west of the city. The city stands four square, each side being 2·334 *li* long, but it is not absolutely north and south. It is doubly walled. The outer wall, which is circular and built of mud, encloses the suburbs and is 13 miles in circumference; the inner town, which is a mile square, is protected by a stone wall thirty-five feet high and fifteen wide on the top, pierced by eight gates, two on each side, which formerly had high towers above them, but only the one over the "Little West Gate" now remains. A smaller wall encloses the ancient palace, which stands in the centre of the inner city, like the palace at Peking. There are four main streets, which cross east and west, north and south, from gate to gate. Mukden has four railway stations. Adjoining the station of the South Manchuria Railway is the large Japanese Concession, or Railway Area, which was taken over from the Russians after the war. The total area of this Settlement is about 1,500 acres. Between the mud wall and the Japanese Concession is the

Settlement set aside for the foreign residential and business quarter. Most of the big yamên and Government buildings were erected in 1908, and throughout the city a great deal of building has been going on during recent years. In 1920 new houses were built by the Standard Oil Co., the British-American Tobacco Co., and the Banque Industrielle de Chine (the only foreign bank, other than Japanese established at Mukden). Actually miles of new houses—good-looking red-brick structures—are springing up, and the Railway Settlement is fast being linked up with the Chinese business quarter. At two points of junction of three main streets, and therefore not quite in the middle of the city, are placed two towers called the Bell Tower and the Drum Tower, respectively. The street between these towers is the principal business street of Mukden, and in it are situated all the most important shops and banks. The whole of the main streets were reconstructed and re-metalled during 1907-08. The streets and many shops are lighted by electricity, the use of which has spread with remarkable rapidity. On December 1st, 1920, a long-distance Japanese telephone service was inaugurated between Mukden and Antung. According to the census taken by the police in 1920, the Chinese population was returned as 219,750. There are about 12,000 Japanese in the city, suburbs and Japanese Settlement.

Nurhachu, the founder of the Manchu dynasty, established himself at Mukden in 1625, and his tomb (the Tungling, Eastern tomb), about seven miles east of the city, is an object of great interest. The great mound and funeral hall are enclosed within a high wall pierced by one large gateway which holds three arched portals, and the avenue of approach is spanned by two lofty stone arches elaborately sculptured. Two massive couchant lions guard the portal. Nurhachu's son is buried at the Peiling (Northern tomb), about 4 miles to the north of the city. The tomb is similar in arrangement to the Tungling. There are many other objects of Manchu historical interest in the town and its vicinity. Accommodation for foreign visitors is at present somewhat limited. There are, however, two fairly good hotels in the Japanese Settlement—the Yamato Hotel, run by the South Manchuria Railway Company; and the Miyako Hotel.

Mukden has long been a centre of missionary activity, and is now becoming an important commercial and industrial centre as well.

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Harbin, the junction of the railways from Irkutsk to Vladivostock, and from Harbin to Kwangchengtze, where the latter joins the Japanese line to Dalny, has been made the seat of a Chinese Maritime Customs House to control the railway traffic by means of sub-stations at Manchuria Station on the western frontier and Suifenho (Pogranitchnaia) on the eastern frontier. Its situation on the railway is within comparatively easy land communication with large grain-producing districts as yet but sparsely populated and far from being fully cultivated, though development is increasing. It is on the banks of a river navigable for large but shallow-draught steamers, and is in direct and uninterrupted communication for six months during the year with the fertile land about Petuna S. W. and of Sansing N. E.; also with vast districts watered by the Amur River and those on the banks of the less important Ussuri River, near Habarovsk. Possessing advantages such as these, Harbin promises eventually to become one of the greatest trading centres of China when the present disturbances in the surrounding country cease. The country around is a bean-growing country *par excellence.* North Manchuria being also essentially a wheat country, it follows that the flour industry at Harbin is a flourishing one, though less than formerly owing to restrictions on import into the Priamur. The estimated daily output of the milling industry in 1920 in Harbin, Fukiatien and district was equivalent to an annual production of 500,000 tons. The erection of grain elevators on the American plan would be a great boon to merchants. There is a sugar factory at Asiho on the railway, 26 miles east of Harbin, with a capacity of some 300 tons of beetroot daily, which it is intended to increase to 400 tons. The timber trade showed marked development in 1920. The Harbin Municipality have a number of plans for improving the town, and a loan of some Roubles 3,000,000 has long been in contemplation, the proceeds of which are to be applied to drainage, waterworks, tramways, electric lighting of streets, improvement of telephone system, erection of a market building, town hall, etc. In 1919 the population of Harbin was estimated at 130,000, a figure considerably in excess of the pre-war population of any city in Siberia. This high figure was due to a sudden burst of prosperity and to the constant influx of refugees, and it resulted in a veritable building boom.

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春長 *Ch'ang-ch'un* or *Kwanchengtze*

This town is at the junction of the South Manchuria (Japanese), Chinese Eastern (Russian), and Kirin-Changchun (Chinese) Railways. It comprises a Japanese railway town, foreign settlement, native town, and Russian railway town in the heart of a large and fertile agricultural district. It enjoys a growing importance and prosperity and is termed "the key of Manchuria." The enormous quantity of staple products grown in the vast plain around is all marketed at, or distributed through, this town. Changchun is divided into four parts, commonly called the New Town, the Old Town, Sanfouti and the Russian Quarter. The New Town has been developed by the South Manchuria Railway Company and possesses macadamised roads, wide streets and many open spaces and gardens. The Old Town lies to the south of the New Town. Sanfouti lies between the New Town and the Old Town and is being laid out by the Chinese authorities as a commercial quarter. The Russian quarter in the northernmost part of Changchun is mostly used as the residential quarter of the Russian military, railway officials and employes.

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KIRIN

林吉 *Ch'i-lin*

(Kirin is the Manchu name of the city.)

Kirin, the capital of the province of the same name on the Sungari river, is 80 miles from Changchun, with which it is connected by railway. It is one of the most prosperous towns in Manchuria, and, having been rebuilt after a disastrous fire in 1911, possesses many fine buildings. It is the distributing centre for the inexhaustible supplies of timber from the neighbouring regions.

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Do. —M. Taba
Interpreter—T. Fukushi
Police Inspector—J. Ohara

MISSIONS

IRISH PRESBYTERIAN MISSION

Rev. J. McWhirter (absent)
Dr. J. A. Greig
Miss E. C. McMordie (absent)
Dr. Emma M. Crooks
Rev. T. M. Barker

ROMAN CATHOLIC MISSION

S.G. Mgr. Lalouyer, Evêque titulaire de Raphanée, Vic. Apostolique de la Mandchourie Septentriomale
S. G. Mgr. Gaspais, Evêque titulaire de Canope, coadjutor
R. P.Cubizolles, pro-vicaire
Lacquois, directeur du grand séminaire
Y. Rouger, directeur du petit séminaire
Levin Aloys, prêtre indigène

POST OFFICES

CHINESE (First Class Office)

Lim Chionying, postmaster

JAPANESE

I. Tachibana, postmaster
W. Takami

YOUNG MEN'S CHIRSTIAN ASSOCIATION

E. D. Verink

YOKOHAMA SPECIE BANK

LUNGCHINGTSUN

村井龍 *Lung chingtsun*

Lungchingtsun (Dragon Well Village), situated lat. 42 deg. 46 min. N. and long 129 deg. 25 min. E. from Gr., is one of the trade marts opened on 1st January, 1910, under the Chino-Korean Frontier Agreement of 4th September, 1909. The mart has a population of about 9,000 inhabitants composed of about 6,000 Koreans, 2,500 Chinese, and 550 Japanese. Situated in a fertile plain, its exports are agricultural products: millet, kaoliang, maize, wheat, barley, and beans; also native spirits from local distilleries. There are promising mining possibilities (coal, copper, silver, and gold) waiting development. For several years copper has been exported from Che Tien Pao Shan mine. The trade—by carts and mules—is mainly *via* Huining and Seishin to and from Korea. The principal imports are kerosene oil, matches, cotton goods, and Japanese sundries. The value of the trade coming under the cognisance of the Customs in 1920 was Hk. Tls. 2,233,651, as compared with Hk. Tls. 3,315,378 in 1919 and Hk. Tls. 2,770,115 in 1918. With better means of communication, improved banking facilities and currency, trade is likely to improve considerably.

DIRECTORY

BANK OF CHOSEN
G. Ikeda, manager
S. Shiozawa, sub-manager

CONSULATE—JAPAN
Acting Consul-General — Yosakichi Sakai
Vice-Consuls—Y. Owaku and S. Kondo
Chancellors—K. Yendo, S. Ohta, S. Takeuichi, G. Masuo, D. Tsuruhara
Police Supt.—K. Suyematsu
Chief of Police—C. Kaneko

CUSTOMS, CHINESE MARITIME
Commissioner—U. Marconi (at Hunchun)
Assistants—P. B. Joly (in charge), M Itoh
Tidewaiters—P. Blank, I. Sahara

HUNCHUN

春 琿

Hunchun is derived from Manchu, meaning frontier, and is situated lat. 42 deg 25 min. 5 sec. N., long. 130 deg. 22 min. 10 sec. E. of Greenwich, on the right bank of the Hung Ch'i Ho, some 35 li from the Chino-Russian frontier and about 90 li distant from Novokiewsk. In 1714 a detachment of soldiers came here from Ninguta, and this may be regarded as the beginning of Hunchun, which was to be opened to trade, by treaty with Japan (Manchurian Convention), in 1905, but the Customs staff did not arrive before December, 1909. The surrounding districts are fairly fertile, and the mining possibilities (coal, gold, and copper) may, when taken in hand, prove of considerable value. Trade, by carts or mules, is conducted with Korea, Japan *via* Seishin, Ungi, with Russia *via* Vladivostock, Possiet, Novokiewsk and also with Kirin *via* Yenchi. The net value of the trade in 1920 was Hk. Tls. 779,283, as compared with Hk. Tls. 964, 548 in 1919. The town (earthen walled) has a population of about 5,000, of whom 139 are Japanese and 501 Koreans. The principal items of export are grain (millet, kaoliang), beans, bean-cake, bean-oil, medicines, ginseng, and timber, and of import, cotton goods, kerosene oil and matches.

With better roads, improved means of communication and greater security from brigands the trade of these districts will, no doubt, expand considerably.

DIRECTORY

CUSTOMS, CHINESE MARITIME
Commissioner — U. Marconi (actg.) (Hunchun and Lungchingtsun)
Assist. Examiner—E. L. Hallford
Tidewaiters—Y. Kidokoro, A. P. Bugaeff
Local Watcher—A. Oki

JAPANESE CONSULATE
Acting Consul-General—Y. Sakai (a Lungchingtsun)
Vice-Consul—K. Sato
Secretary—T. Nakamura
Police Inspector—A. Kuramochi

POST OFFICE
Postal Clerks—T. Omachi and S. Miura

PRIMARY SCHOOL
School-Master—T. Togashi
Teacher—K. Kin

ANTUNG

東安 *An-tung*

The treaty port of Antung was opened to international trade by the Commercial Treaty between the United States and China in 1903, but, owing to the outbreak of the Russo-Japanese war, it was not till the Spring of the year 1907 that the Chinese Maritime Customs was established here. Antung is situated on the right or Chinese bank of the Yalu River, 23 miles from its mouth. The Chinese native town has a population of some 52,000 during the winter, which is swelled to perhaps twice that number during the busy months when the port is open. The floating Chinese population are chiefly emigrants from Shantung. There is also a Japanese population of some 9,200 occupying a settlement with an area of about a square mile, which is surrounded by a rampart and a moat to keep out the summer floods, and is laid with good roads. Most of the Japanese carry on business in a small way, and very little is done in their settlement. The river is closed to navigation by ice from about the end of November to the end of March. The staple exports of Antung are timber, wild raw silk, wild silk cocoons, beancake and bean products; oil and flour are largely imported. New buildings are going up on all sides both for dwelling and industrial purposes. The Yalu battlefield is some 10 miles further up the river and a splendid panorama of the surrounding country, embracing a fine stretch of the Yalu, may be obtained from the summit of Tiger Hill, which was the position occupied by the Russians before the battle. Wulungpei, fourteen miles distant from Antung, is a favourite resort on account of its hot springs. Antung is connected by railway with Mukden. The splendid steel bridge, 3,097 feet long and consisting of 12 spans, including a swivel-span, over the Yalu, from Antung to New Wiju (on the Korean side), connecting the South Manchurian Railway with the Chosen (Korean) Railways, was opened to traffic on 1st November, 1911, having taken three summers to erect, no work being possible during the winter. The river at Antung is navigable for steamers drawing 12 feet of water when the tides are favourable, but the channel is a constantly shifting one and erosion and silting often interfere seriously with navigation. Attempts to dredge the channel in the years 1913 and 1914 were not successful and were discontinued. There are several small Japanese steamers plying between Antung, Chefoo and Dairen, and as trade with Tientsin has developed considerably a regular and frequent service with that port is carried on by larger vessels of from 700 to 1,200 tons. The larger ships in the China Coast trade anchor at Santaolangtóu, six miles down river, and there are other anchorages at Wentzuchien, 14 miles down river, and at Ta tungkow.

The value of the trade of the port in 1920 was Hk. Tls. 63,071,523 as compared with Hk. Tls. 61,373,000 in 1919 and Hk. Tls. 40,160,000 in 1918. A large part of railway shipments simply pass through Antung *en route* to places farther north in Manchuria or find an outlet abroad from the interior.

DIRECTORY

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T. Fukui, p. p. manager
M. Mochizuki, do.

BRITISH-AMERICAN TOBACCO CO.
G. F. Dalton, manager

CHAMBER OF COMMERCE, CHINESE
Li Shi, chairman

CHAMBER OF COMMERCE, JAPANESE

CHINA IMPORT & EXPORT LUMBER CO.
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CHING KEE & Co., Shipping and Steamship Owners

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FRANCE
Consul—A. Hauchecorne (in charge, residing at Mukden)

JAPAN

UNITED STATES
Vice-Consul in charge—D B. Lasseter
Clerk and Interpreter—H. T. Wang

CUSTOMS, CHINESE MARITIME
Commissioner (and at Tatungkow)—E. Gilchrist
Assistants—J. Fukumoto, U. Theodoli, K. B. Surh, M. Nakamura, Fong Kun-chiu and Shen Tsan Hsueh
Medical Officer—L. K. Larsen, M.D.
Tidesurveyor—J. S. Enright
Boat Officer—H. E. Olsen
Assistant Boat Officer—K. Midzuno
Appraiser—J. Murrihy
Examiners—N. Carlson, A. E. J. Wood, W. M. Komaroff and S. J. Larsen
Assistant Examiners—O. Matsuo and T. Morita
Tidewaiters—T. Nakao, T. Higuchi, K. Murakami, J. Yoshioka, T. Ichige, Y. Wakabayashi, H. Yamasaki, M. Hayashida, T. Yamada, T. Morozumi, F. Isegawa, Y. P. Kim, U. Iwasaki, J. Kozen, Y. Kawaho, T. Kuroda, H. Nikai, J. Shibata, K. Shima, Tseng Hsien Lung, Chao Hsin Yuan, Han Yu Ling, Chia En Yuen, Ming Ching Yu, Peng Te Ming, Ting Yao Chin, Sah Pen Tsun, Liang Chao Sheng, Fan Shukwen, Kuo Yen-tung, Shin Siao-ming, Lien Huei-sheng, Sung Wan-ying

Tatungkow
Tidewaiter—H. Yamasaki

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Dr. L. K. Larsen
Miss A. Hauch, nurse and missionary

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隆怡 *Yi-Loong*

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Geo. L. Shaw
A. E. L. Burgoyne, signs per pro.
G. Kuliabiakin, engineer
M. K. Kim, shipping clerk
Y. T. Wang, manager, Chinese dept.

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孚美 *Mei-foo*

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H. Barton, manager

鴨綠江採木公司

YALU TIMBER COMPANY

Y. M. C. A., CHINESE

PORT ARTHUR

順旅 *Lu-shun*

Port Arthur, at the point of the "Regent's sword," or Liaotung Peninsula, was formerly China's chief naval arsenal, but was captured by the Japanese in the war with China in 1894 and its defences and military works were destroyed. In 1898, when Russia obtained a lease of Port Arthur and Talienwan she fortified the former, making it into a great naval and military stronghold.

By the time the war between Russia and Japan broke out, an anchorage for battleships had at great cost been provided in the western harbour, and the hills surrounding the harbour had been so strongly fortified that Port Arthur had come to be regarded as an impregnable fortress. It was on the night of February 8th, 1904, that the Japanese squadron under Admiral Togo made its first attack on Port Arthur and succeeded in inflicting substantial injuries to the Russian ships. But the strength of the land defences and the dangers of a mine-strewn channel prevented the Japanese admiral from following up his success. He resolved, as the next best thing, to block the entrance to the harbour, and in this endeavour several old merchant ships and a few score of heroic lives were sacrificed, but none of the attempts proved entirely successful. It was not until May, 1904, that Port Arthur was beseiged by the Japanese forces, under General Nogi, and from then onwards down to the capitulation of the fortress on January 1st, 1905, there were repeated conflicts of a most sanguinary character. When on the 5th December, 1904, the Japanese army, after many unavailing attempts, succeeded at last in capturing 203-Metre Hill they obtained the key to the position. From this point of vantage they bombarded the Russian ships in the harbour, and sank or disabled every one of them early on the 8th of December. Thereafter Erlungshan Fort, Signal Hill and other minor forts were captured, but not without great loss of life on both sides, and General Stoessel, recognising the hopelessness of his position, proposed surrender, as before stated, on New Year's Day, 1905. The terms of capitulation allowed officers to bear side-arms and to return home on parole. The prisoners delivered to General Nogi were 878 officers and 23,491 men; about half the number being sick or wounded. General Stoessel decided to give parole and return home, but other prominent generals and one admiral preferred to be sent to Japan as prisoners. The booty delivered included the occupation of 59 permanent forts, 546 guns, including 54 of large calibre, 149 medium and 343 small calibre, 82,670 cannon balls, 30,000 kilos of ammunition, 35,252 rifles, 1,920 horses, four battleships not including the *Sevastopol*, which was sunk, two cruisers, 14 gunboats and destroyers, 10 steamers, etc., besides 35 small vessels.

Port Arthur (called by the Japanese Riojun), is now the headquarters of the Japanese civil and military administration in the province of Kwantung. The town is divided into two parts, the old and the new. The old or east part is a business town existing from the Chinese *régime*, and the port admiralty, naval yard, Red Cross hospital, captured arms museum, the fortress commander's office, local civil government office, and the high and district courts, are located there. The new or west part was a poor village when the Russians entered into occupation. They erected here many fine buildings, among them being the Kwantung Government Office, the Middle School and Higher School for Girls, Technical College and the Yamato Hotel, etc. As a memorial to the Japanese soldiers who fell in the assault on Monument Hill, which commands the harbour, a high tower was erected at the suggestion of Admiral Togo and General Nogi. The climate is bracing, and though the winter from December to February is cold the harbour is free from ice. March, April and May are lovely months, as the surrounding hills and fields are covered with verdure and flowers. June, July and August constitute the wet season, and are rather warm, though not so warm as other cities in Manchuria, as the sea breezes temper the heat. The rain is not sufficient to inconvenience travellers much, and in fact Port Arthur at this time of year attracts many visitors, who enjoy the sea bathing under the famous Golden Hill, on which some twenty foreign houses have been built by the local Civil Government and may be rented. September, October and November form a perfect autumn with mild climate, and there are abundant supplies of fresh fruit. On July 1st, 1910

the Western Harbour was thrown open to the ships of all nations with a view to fostering international trade.

There is a branch line of the South Manchurian Railway, and through the junction station (Ch'ou Shui) several trains run daily between Port Arthur and Dairen. The journey occupies only one hour and a half by train. Drainage and waterworks are being constructed and the place is well lighted with electric light The population of the town according to recent returns is 16,280, including 8,837 Japanese (exclusive of military officers and men), 7,424 Chinese and 19 of other nationalities.

DIRECTORY

KWANTUNG GOVERNMENT

Governor—I. Yamagata

Governor's Secretariat

—. Kudo, chief of the section of the confidential secretariat
S. Kanai, chief of correspondence section

Bureau of Home Affairs

V. Hirose, president of the Bureau

Civil Department

K. Joki, civil governor
J. Ogawa, chief of local section
S. Tanaka, chief of industrial section
S. Nishiyama, chief of financial section
S. Matsumuro, chief of public works

Bureau of Police Affairs

M. Kishimoto, chief of police section

Department of Foreign Affairs

—. Akatsuka, director

Riojun Higher Technical School

T. Tomita, director

Government Middle School

T. Koyama, chief (Riojun)
S. Hattori, chief (Dairen)

Girls' High School

S. Fujii, chief (Riojun)
Y. Yorifuji, chief (Dairen)

Observatory

S. Mizuuchi, chief

Government Marine Product Institute—Dairen

C. Ogata ,chief

Local Civil Administration

K. Tanaka, Dairen Prefecture
S. Nishiyama, Riojun Prefecture
S. Kobayakawa, Kinshu Prefecture

General Communication Bureau—Dairen

K. Sugino, director

High Court

U. Hiraishi, president

District Court

N. Tsuchiya, chief judge

Prison

T. Watanabe, chief

Riojun Public Hospital

Surgeon Inspector Major-General H. Yamaguchi, director

Maritime Office—Dairen

T. Okochi, director
P. Urabe, chief of the Riojun branch

Police Training School

I. Fujita, chief

Temporary Land Investigation Bureau

S. Yoda, director

Kwantung Army Headquarters

Lieut.-General M. Kawai, commander | Major-General Y. Fukuhara, chief of staff

Riojun Fortress

Major-General H. Paneda, commander

Riojun Naval Station

Vice-Admiral N. Nakano, commander | Capt. H. Wada, chief of staff

DAIREN

Dairen (Dalny), the Southern terminus of the South Manchuria Railway, is a commercial port in the Southern corner of the Liaotung Peninsula, Lat 38° 55′ 44″ N. and Long. 121° 37′ 7″ E. When Russia leased the place in 1898, it was only a small village. With remarkable push and energy the Russians laid out and built up, in less than three years, one of the finest towns in the Far East, with cathedrals and mansions, parks and roads, wharves and warehouses. Almost at the outset of the war in 1904 the town was occupied by the Japanese Army and served as the principal base of supply. The health of the locality is exceptionally good. The hottest temperature registered in summer is 30° C. (86°F.), and the cold winter season is short and invigorating.

The harbour works, which were planned and partially completed by the Russians, are designed on a fairly extensive scale. They comprise the first and second wharf, the "A" and "B" wharf, the north breakwater, the north-west breakwater, and the east breakwater. The third wharf was constructed by the South Manchuria Railway Co., which also completed the other works. The combined length of the breakwaters is 13,121 feet, and they are 3 or 5 feet above the highest tide. The deep water area inside the breakwater is 768 acres. The entrance being very open, viz., 1,200 ft. wide, the harbour is accessible to vessels of deep draught at any time of day or state of tide. The total sea-frontage of the first, second and third wharves is 13,395 feet, which at the sea end has a depth of 36ft. at low water, and on the shore end 23ft. The wharves are lighted by electricity and are furnished with extensive closed sheds of 90,665 tsubo (36 s. ft.) and railway sidings, together with every up-to-date appliance for the handling of cargo. In view of the phenomenal development of the import and export trade of the port, plans are in course of execution for the further improvement and extension of the existing harbour, so as to give more effective protection and facilities to the wharves, when the water will be deepened to 40 ft. At the east end of the shore, an oil pier, 1,134 ft. long with 30ft. of water, has been constructed for the purpose of discharging inflammable goods and bean oil in bulk. The Railway Co.'s wharf building was completed in October, 1920, and the offices of the Railway wharf, Kwantung Government Marine Bureau, Water Police station, Customs Examination office, etc., were moved into this new six-storied structure. On the island of Sanshantao, at the entrance to Dairen Bay, stands a lighthouse, and two other lighthouses have been erected at the northern extremity of the east breakwater and at the eastern extremity of the north breakwater, respectively. On the signal tower of the former position and on the island of Sanshantao have also been fixed fog-horns. A wireless telegraph station is established at Takushan, near the entrance of the Bay. There is a granite dry dock 430ft. long and 51ft. wide at entrance, with extensive repair shops attached, leased and managed by the Dairen branch of the Kawasaki Dock Yard Co., Ltd., of Kobe A marine quarantine station, built at a cost of Yen 430,000, was opened in November, 1913. It is scientifically designed and equipped on the latest and most approved lines with accommodation for both foreign and Chinese passengers.

An electric tramway runs along the principal streets and out by the suburban line to Shahokou (where the South Manchuria Railway workshops are established over four miles westward from Dairen), and extends two miles farther to Hoshigaura (Star Beach), the finest watering place in Manchuria. There are an excellent hotel here, managed by the South Manchuria Railway Company, and a number of bungalows which may be hired by visitors. Another suburban line runs to Rokotan, a famous summer resort commanding glorious scenery. The town of Dairen, which has been expanding rapidly owing to business prosperity and increase of population, is lighted by electricity and gas and has ample telephone facilities. The electric power-house, which was completed in 1911, has a capacity of 4,500 kilowatts. The town has macadamized roads lined with rows of shady trees, and is well equipped with waterworks, drainage and sewage systems. With the growth of trade, more particularly in Manchurian beans, a number of influential business houses, Japanese, Chinese and foreign, have established themselves at the port. The foreign and Japanese communities in April, 1909, organized and opened the Dairen Club. A Gun Club, Golf Club, and Marine Association are among the

other institutions of the port. Of places for public amusement, the so-called Electric Park, designed on an up-to-date plan and containing all devices for recreation, forms the chief attraction. The Chinese quarter, situated on the western fringe of the city, has also grown considerably. There is a Railway Hospi with every modern appointment and affording accommodation for 200 patients. It is ably conducted by a staff of medical officers. A new hospital has recently been constructed on a large scale, accommodating over 500 patients. This will be one of the finest and most up-to-date hospitals in the Far East.

A direct steamship service is maintained twice a week by the South Manchuria Railway Company between Dairen and Shanghai, one outward bound steamer and one homeward bound steamer calling at Tsingtao each week, by which means communication is obtained between Shanghai and the trans-Siberian route to Europe. Regular and "half regular" steamship services are maintained to and from all the important ports of Japan, U.S.A., China and Chosen (Korea). Shanghai can be reached in 42 hours, Chemulpo in 24 hours, and Moji and Nagasaki in about 50 hours.

In 1920 the net value of the trade of Dairen was Hk. Tls. 203,773,599, as compared with Hk. Tls. 210,748,036 in 1919, and Hk. Tls. 165,824,207 in 1918. According to the census taken in June, 1921, the Japanese population of the town and suburbs was 228,458 persons in 39,336 houses. Chinese numbered 163,630 in about 29,907 houses, and other nationals totalled 223.

DIRECTORY

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W. B. Smith, cashier

BANK OF CHINA
Ohiroba, manager

BANK OF CHOSEN—Telephs: 1400, 2038 and 2140; Tel. Ad: Chosenbank
H. Konishi, manager

來遠 *Yuen-lai*

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Dr. Y. Kuratsuka, chief

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Japanese Writer—S. Yamamoto

HOLLAND
Act.-Vice-Consul—E. L. S. Gordon

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Acting Dep. Commr.—S. Tsuda
Assistants — P. W. A. Scott, G. Tsunashima, T. Imai, S. Momikura, U. Matsubara, Woo Loh Sung
Customs Surgeon—B. Nakamura
Acting Tidesurveyor—M. Hamada
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CHEFOO

罘之 *Chi-fu* 臺烟 *Yen-tai*

Chefoo, in the Province of Shantung, is the name used by foreigners to denote this Treaty Port; the Chinese name of the place is Yentai, and Chefoo proper is on the opposite side of the harbour. Chefoo is situated in latitude 37° 33′ 20″ N. and longitude 121° 25′ 02″ E. The port was opened to foreign trade in 1863. In 1876 the Chefoo Convention was concluded at Chefoo by the late Sir Thomas Wade and the former Viceroy of Chihli, Li Hung-chang. The number of foreigners on the books of the various Consulates is about 400, but more than half of them—missionaries—live inland. Chefoo has no Settlement or Concessions, but a recognized Foreign Quarter, which is well kept and has good clean roads, and is well lighted. An International Committee consisting of six foreigners and six Chinese looks after the interests of the Foreign Quarter and derives the revenue at its disposal from voluntary contributions by residents. There are two good hotels and several excellent boarding-houses, all of which are full of visitors from July to the end of September. The climate is bracing. The winter, which is severe, lasts from the beginning of December to the end of March; April, May and June are lovely months and not hot; July and August are hot and rainy months; and September, October and November form a most perfect autumn, with warm days. cool winds and cold nights. Strong northerly gales are experienced in the late autumn and through the winter, and the roadstead gives but an uncomfortable, though safe, anchorage for steamers. In 1909, nearly two months were lost to trade through stress of weather. The Netherlands Harbour Works Co. started the construction of a breakwater in 1915. Further harbour improvement works were completed in 1921, the new breakwater, mole and quay being formally inaugurated on September 14th. The breakwater is 2,600 feet long, the height from the base of the foundation mound to the top of the parapet is 5½ feet, and the width of the base of the foundation mound ranges from 117 feet to 133 feet. A railway track has been laid over the mole. In September, 1921, great damage was done to the Bund by a storm of unusual violence accompanied by spring tides.

It was always intended that the Chefoo-Huanghsien-Weihsien railway should proceed *pari passu* with the breakwater. The outbreak of war, however, brought negotiations to a standstill, but it is hoped that attention will now be again given to the project. Another pressing need in Chefoo is a good water supply. As a measure of famine relief a mud road from Weihaiwai, suitable for motor-trucks except in bad weather, was started in 1920, and the foreign community are endeavouring to have other roads built round Chefoo, but, though willing to pay an extra surtax for this purpose, they have not been able to convert the local Chinese to their views. There is a good club. The races take place towards the end of September.

An enterprise was established a few years ago by a wine company of substantial standing; the soil of the locality lends itself to such an industry, and the future success of the proprietors of the first Far Eastern wine-growing concern is a matter of considerable interest. Chefoo is noted for its large and increasing fruit growing industry, supplying Shanghai, Vladivostock, Kobe and other Eastern ports with foreign fruits, which grow well with care and attention in that part of Shantung—the native fruit growers having received foreign instruction—so that which was at first a hobby is now a paying industry. Other very important industries are the manufacture of foreign silk and hand-made silk laces, which in the

hands of foreigners promise to assume large proportions. Silk thread and silk twist are largely made and exported from here to France and America. Chefoo uses a large percentage of the cocoons from Corea and Manchuria that come to China. There is now a large trade in hair-net making. English firms send out the hair, which is sent into the interior of the province and made into nets by children. A company began the erection of a plant for refining salt in 1920. Chefoo was connected in 1900 by telegraph cables with Tientsin, Port Arthur, Weihaiwei, Tsingtao and Shanghai.

The net value of the trade of the port for 1920 was Hk. Tls. 37,838,877, as compared with Hk. Tls. 37,683,137 in 1919, and Hk. Tls. 30,835,885 in 1918.

Chefoo is two days' journey from Shanghai, and communication is maintained by the Indo-China Steam Navigation Co., the China Merchants' S. N. Co., and the China Navigation Co. Chefoo is an important port of call for large numbers of regular line and tramp steamers, being in the line of communication between Indian, South China, Japanese, Korean and Manchurian ports and the ports in the north. During the season from March to December as many as twenty to thirty steamers per day often enter and clear the port. The port supplies Vladivostock and Siberia with upwards of one hundred thousand coolies annually; the coolies leave for Vladivostock during the spring months, and those returning reach Chefoo in the latter part of the year. This movement of coolies furnishes business for numbers of steamers.

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LUNGKOW

口 龍

Lungkow, which was declared a trading port in November, 1914, but was not formally opened until 1st November, 1915, is about 60 miles due west of Chefoo, on the west coast of the Shantung promontory. It lies about 100 miles south-west of the Japanese port, Dairen, and is the nearest port to the rich Manchurian provinces. Newchwang and Tientsin are each about 200 miles distant from Lungkow.

The port is well sheltered by the Chimatao Peninsula, and is the most northern one in China proper open to the sea throughout the year. The harbour of Lungkow (Dragon's Mouth) is seven miles wide at the entrance, and has a sand bar which forms a breakwater for five miles across the opening. The inner harbour has a low-water mark of from 11 to 13 feet and storms seldom disturb the shipping inside. It is not to be expected that the Chinese Government will, for many years at least, undertake extensive harbour improvements at Lungkow; but, as it is, the inner harbour has accommodation for a great deal of shipping and, as its bottom is of clay, not sand, a considerable increase in the depth of water available is expected to be brought about by dredging operations to be undertaken shortly. Until such time as recognition of its favourable geographical situation forces the bestowal of increased communications, together with harbour improvements similar to those at Chefoo, any increase of trade will be slow and must come from an increase in exports and a gradual elevation of the scale of living with an attendant increase in imports. A handsome new re inforced concrete pier at the proposed New Settlement has been completed. A light push-cart railway and a wide carriage road have been built, ex tending from the old town to the pier, and it is proposed to use the railway to transport goods from the godowns located in the old town to the jetty. A godown has been erected near the pier for the storage of cargo; and within the limits of the new town, but conveniently near the old, an electric light works is under construction.

The town of Lungkow has a population of 5,400. It is estimated that within a radius of about five miles of Lungkow there is a population of 65,000. A level stretch of country behind Lungkow, thickly populated and very fertile, gives promise of the port some day assuming considerable importance. The proposed Chefoo-Weihsien Railway would connect Lungkow with both Chefoo and Weihsien, thus with north and central Shantung. It is thought that the nearly completed Weihsien-Lungkow-Chefoo motor highway may be converted into a railway in the near future; in the meantime this new road may bring more trade to the port.

The opening of this port to foreign trade was due to overtures made to the Chinese Government by Japan. There is a large passenger trade between Shantung Province and Manchuria. Between 10,000 and 50,000 Shangtung natives migrate to Manchuria each year for the summer crops, returning again in the autumn or early winter. At present the bulk of this traffic goes from Chefoo and Tsingtao. As Dairen is about 120 miles from Lungkow it will be possible to divert much of this passenger traffic to Lungkow, where Japanese steamers will probably be prepared to take it at a lower rate to Dairen than would be possible from Chefoo or Tsingtao, especially so when the railway is completed connecting Lungkow with Weihsien.

The trade of the port coming under the cognisance of the Chinese Maritime Customs amounted to Hk. Tls. 3,968,089 in 1920, as compared with Hk. Tls. 2,802,703 in 1919 and Hk. Tls. 3,229,675 in 1918.

WEIHAIWEI

衛海威 *Weihaiwei*

Weihaiwei is situated on the south side of the Gulf of Pechili near the extremity of the Shantung Promontory, and about 115 miles distant from Port Arthur on the north-west and the same from the port of Kiaochau on the south-west. Formerly a strongly fortified Chinese naval station, it was captured by the Japanese on 30th January, 1895, and was held by them pending the payment of the indemnity, which was finally liquidated in 1898. Before the evacuation by the Japanese an agreement was arrived at between Great Britain and China that the former should take over the territory on lease from the latter, and, accordingly, on the 24th May, 1898, the British flag was formally hoisted, the Commissioners representing their respective countries at the ceremony being Consul Hopkins, of Chefoo, and Captain King-Hall, of H.M.S. *Narcissus*, for Great Britain, and Taotai Yen and Captain Lin, of the Chinese war vessel *Foochi*, for China. Weihaiwei was leased to Great Britain "for so long a period as Port Arthur shall remain in the occupation of Russia," but though Port Arthur was surrendered to the Japanese on January 1st, 1905, Great Britain has not announced any intention to withdraw from Weihaiwei, which the Government regards as a sanatorium for the British squadron on the China station.

The leased territory, which lies in latitude 37 deg. 30 min. N, longitude 122 deg. 10 min. E, comprises the Island of Liu Kung, all the islands in the Bay of Weihaiwei, and a belt of land ten English miles wide along the entire coastline, and consists of ranges of rugged mountains and rocky hills up to 1,500 feet high, dividing the plains into valleys and river beds. The island of Liu Kung, once barren and nearly treeless but now verdant and picturesque as the result of a system of afforestation inaugurated in 1910, is formed by a backbone of hills rising to some 500 feet. The hillsides on the mainland, of which Port Edward is the chief port, are either barren rock or planted with dwarf pine and scrub oak trees. The valleys are mostly undulating country full of gullies and mountain river beds; the streams are all torrential and choke up the valleys with sand and débris from the hills. During three-quarters of the year these river beds are dry. All the hills are terraced for cultivation as far as possible. The total area of the leased territory is about 285 square miles.

The strata of the mountains are metamorphic, consisting of beds of quartzite, gneiss, crystalline, and limestone, cut across by dykes of volcanic rock and granite. Gold is found in the territory and has been worked by the Chinese, and silver, tin, lead, and iron are said to exist. Good building-stone and a rich non-hydraulic limestone are found. The territory contains some 330 villages, and the population is estimated to be 150,000. There are four small market towns, where fairs are held every five days.

The Chinese inhabitants are either fishermen or farmers, and are a peaceful, law-abiding folk. The chief export trade is in salt fish, salt and saltpetre, ground nuts, ground-nut oil, sasson, silk and silk hosiery. The import trade chiefly consists of timber, firewood, and maize from Manchuria, paper, crockery, sugar, tobacco, kerosene oil, cotton yarn, piece goods, liquid indigo, synthetic dyes, flour, grains and wines (Chinese).

The Government of Weihaiwei is administered by a Commissioner appointed under the Weihaiwei Order-in-Council of the 24th July, 1901. Under this Order the Commissioner is empowered to make Ordinances for the administration of the territory. There is a High Court established, in which all jurisdiction, civil and criminal, is vested, subject to an appeal to the Supreme Court in the Colony of Hongkong. District Magistrates' Courts are also provided for. The Commissioner resides on the mainland at Port Edward. The village communities are administered through their headmen in accordance with Chinese laws and usages, and the people have now entirely acquiesced in the newly-established *régime*. All purely civil matters are left as much as possible to the village headmen. Weihaiwei is now a fairly regular port of call for many China coasting steamers sailing northwards from Shanghai, and there is a regular weekly service subsidised by Government to run all the year, carrying mails and

passengers between Shanghai and Weihaiwei. This enables the public to reach Weihaiwei via Shanghai at any time of the year. Weihaiwei is the northern naval base of His Majesty's China Squadron. The harbour is well lighted by two lighthouses at the eastern and western entrances. The climate of Weihaiwei is exceptionally good, and the winter, though cold, is dry and bracing. A European school has been established for many years to which boys from other treaty ports, Hongkong, etc., are sent. A land and building society, formed in Shanghai, has erected several commodious European bungalows. There is a large hotel on the mainland capable of accommodating over one hundred people, and also a hotel on the Island with accommodation for 50 to 60 people. Both on the mainland and on the island good roads have been made round the coast by the local Government for the convenience of foreigners, and there are recreation and parade grounds in both places. In addition to the leased territory there is a zone of influence over which Great Britain holds certain rights. It comprises that portion of the province of Shantung lying East of the meridian 12.40 extending over an area of 1,500 square miles.

The native city of Weihaiwei (which lies on the mainland opposite the island of Liu Kung) is a walled town of about 2,000 inhabitants. By the provisions of the Weihaiwei Convention of 1898 this town still remains under the jurisdiction of the Chinese authorities. The town is a poor one, and the greater portion of the enclosed area is not built on, but cultivated for vegetables. A Chinese sub-district deputy magistrate resides in the city of Weihaiwei.

No customs duties of any kind are collected at Weihaiwei. By agreement, the Chinese Government is permitted to make use of the Bay of Weihaiwei for its fleet, so far as is compatible with British interests. Weihaiwei was originally strongly fortified by the Chinese. Twelve large forts in all were planned and erected for the Chinese Government by Mr. von Hanneken. Eight of these forts and all the guns were completely destroyed in the China-Japan war of 1895.

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KIAOCHAU (TSINGTAO)

州 膠 *Kiáu-chau*

Tsingtao, situated at the entrance to Kiaochau Bay in Shantung, was occupied by a German squadron on November 14th, 1897, in consequence of the murder of two German missionaries, and Germany obtained from China a lease of the territory for the term of ninety-nine years. When the great war in Europe broke out in 1914, Japan, under the terms of her treaty of alliance with Great Britain, intervened because the peace of the Far East was menaced by the German occupation of Kiaochau, inasmuch as the Colony constituted a naval base for operations in the East against the shipping and territories of the countries with whom Germany was at war. Shortly after the outbreak of the war Japan advised Germany to disarm all her armed vessels in Chinese and Japanese waters, and to hand Kiaochau over to Japan with a view to its eventual restoration to China. Germany returned no reply to this communication. Consequently, on August 23rd, Japan declared war against Germany, and took measures at once in co-operation with the British to blockade and invest the German territory of Kiaochau. The bombardment of the place by land and sea began on September 27th, and the garrison capitulated on November 7th after all the forts had been taken by a final night attack, in which the South Wales Borderers took part with the Japanese. H.M.S. *Triumph* and the destroyers *Usk* and *Kennett* assisted in the naval operations. Upwards of 5,000 prisoners were taken and conveyed to Japan for internment until the end of the war.

By the Sino-Japanese Treaty of 1915, China engaged herself to recognise all matters that might be agreed upon between the Japanese Government and the German Government respecting the disposition of all the rights, interests and concessions, which, in virtue of treaties or otherwise, Germany possessed *vis-à-vis* China in relation to the province of Shantung. This instrument was recognised at the time by Great Britain and France. At the Conference of the Allies, at Paris, the Chinese delegates contended that any rights which Germany possessed should revert to their Government, in accordance with Japan's original undertaking, especially as, since that undertaking was given, China had become one of the Allies. As they failed to obtain satisfaction, they declined to sign the Peace Treaty with Germany, which provided that Germany's rights in Shantung should be transferred to Japan.

While Kiaochau was in German occupation, the special attention of the Administration was devoted to agricultural, commercial and mining development in the Protectorate and Shantung. The local administration consisted of a Council, composed of all the heads of the several administrative departments under the personal supervision of the Governor and four members chosen from the civil population and appointed for two years. The Protectorate developed to an unlooked-for extent under this system of administration, which enabled all the vital questions at issue, such as legal rights, landed properties, land tax assessment, school and Church matters, to be satisfactorily settled. The object of the Administration in dealing with the land question was to secure for every settler the lasting possession of his plot, thereby opposing unhealthy land speculation. Tsingtao, on the 2nd September, 1898, was declared a free port. The harbour had all the advantages of a Treaty port, and as a free port especially recommended itself as an emporium, since the merchant could there store, free of duty, his wares from abroad or his raw materials brought from the interior of China. The Chinese import duties were at first levied only on goods brought to Tsingtao by sea, when they were transported beyond the borders of the Protectorate into Chinese territory. The Chinese export duties were at first levied only on goods brought from the interior of China, when they were shipped from the German Protectorate to any other place. But in 1906 a new Convention came into force whereby Tsingtao ceased to be a free port, and the Imperial Maritime Customs began to collect duties there as at all the other Treaty ports of China. But the Convention stipulated that 20 % of the money so collected at Tsingtao should be paid to the Imperial German Government. The Commissioner of Customs in his report for 1906 commented on the arrangement as follows :—"The principal object of the arrangement,

which, moreover, afforded the opportunity of a political *rapprochement* and material concessions for mutual benefit on both sides, was the creation and promotion of trade and commerce between the *Pachtgebiet* and the Chinese *hinterland*. The results of the first epoch have conclusively proved the wisdom of this novel arrangement. Under it trade developed beyond expectation and rose from a value of 2 million Taels in 1899 to 22 millions in 1905, and Tsingtao, the former dilapidated fishing village, grew into a handsome city with a flourishing mercantile community and a considerable number of manufacturing establishments, giving promise of good profits and further development. Its success emboldened the merchants, foreign and Chinese, to ask for, and the Government to agree to, going a step further and arranging for the limitation of the free area, which formerly comprised the whole *Pachtgebiet*, to the harbour on much the same lines as the German free ports Hamburg and Bremen. The chief advantage of this step lies in the removal of Customs control from the railway stations to the free area, and the consequent freedom of goods and passengers to pass in and out, from and to the *hinterland*, without hindrance or control of any kind—a traffic simplification from which a considerable increase in trade was expected." The new arrangement inspired confidence in the stability and future of the port and attracted artisans, traders, and wealthy Chinese firms, which last, hitherto dealing with Chefoo, had until now kept aloof from the place. The total value of trade increased from 30.7 millions Haikwan Taels in 1906 to 39.7 millions Haikwan Taels in 1909, and reached a total of Hk. Tls. 56,330,321 for the year 1912, or an increase of 20% over the previous year, notwithstanding the disadvantageous conditions for trade caused by the revolutionary troubles in China.

The Bay of Kiaochau is an extensive inlet two miles north-west of Cape Jaeschke. The entrance is not more than 1¾ mile across, the east side being a low promontory with rocky shores, with the new town of Tsingtao ("green island," from a small grassy island close to the land) about two miles from the point of the peninsula. On the west side of the entrance is another promontory with hills rising to about 600 feet. The shore here is rocky, and dangerous on the west side, but on the east side is a good stretch of sandy beach. The bay is so large that the land at the head can only just be seen from the entrance (about 15 to 20 miles away), and the water gradually gets shallower as the north side of the bay is approached. The old Chinese Kiaochau city stands at the north-west corner of the bay about 5 miles from the sea and beyond the frontier of the German Protectorate. At Tsingtao there are two anchorages for big ships; the larger and better one is round the point of the east promontory, on the north side, and the other, smaller one, on the south side. A new mole was opened on March 6th, 1904, which accommodates five vessels with berths. A second mole was opened a few months later, and a third for kerosene ships was subsequently constructed. Both have direct connection with the railway. About 20 ships can be berthed simultaneously in the harbour.

The hills, in former days merely bare rocks of granite and porphyry, are now clad in fresh green owing to an extensive scheme of afforestation, which was decided upon in the early days of the colony. The soil of the valleys between the ranges and the plain country on the north-east is alluvial and very fertile, and is carefully cultivated. Wheat, barley, beans, millet, maize, and many other grains in smaller quantities are grown. The foreign residential quarter at Tsingtao has been well laid out, and there are some good foreign hotels. The first sod of the Shantung Railway was cut by Prince Henry of Prussia in October, 1899, and the line to Tsinanfu was opened on the 1st June, 1904. It has done a prosperous business from the day it was opened. In 1912 the goods traffic over the line amounted to 852,001 tons; 1,230,043 passengers were carried in 1912, which meant an increase in passenger traffic of 36% over the previous year's figures.

The coal mines have shown good progress. The output of the Shangtung Mining Company at Fangtse and Tsetchûan (Hungshan) in 1912 was 573,676 tons. Hungshan coal enjoys an ever-increasing demand for bunker coal.

Before the war, a brewery, soap factory, and two albumen factories were in full work, as well as a Government slaughter-house and ice plant. A large hat factory, fitted with the most up-to date appliances, was also in full operation. There is a big export of cattle to Vladivostock. Fruit grafting is becoming a promising enterprise. The development of the town of Tsingtao has made considerable progress; the town is lit by electricity, houses have sprung up in all directions, and a system of water supply and sewerage has added much to the hygienic conditions of the place. The dry dock commenced operations in October, 1905, and important new harbour works were completed a few years ago. The dock employed 56 Europeans and an average of 1,400 Chinese workmen. Over a hundred acres of the north-eastern area near the Great

Harbour were reclaimed in 1919-20; roads have been laid out; and it will soon form part of the city.

For the European community the Government maintained a reformed modern grammar school, open to boys and girls alike. In addition to the State school there was a girls' boarding and day school carried on by Franciscan Nuns. There were also a number of village schools in which in a five-years' course of instruction the pupils could obtain an elementary knowledge of Chinese, arithmetic, physical and political geography, natural science and German. For secondary instruction in European and Chinese sciences there was the German-Chinese High School, opened on October 25th, 1901. The teaching staff consisted of 28 German and 9 Chinese teachers. A thoroughly equipped observatory was opened in January, 1912, with funds supplied by the Union of German Navy Leagues abroad. A Boys' Middle school, built at a cost of Yen 228,000, now stands where the Germans had erected an aeroshed on the western slope of the Yamen Forts. The Tsingtao University Preparatory Academy was opened in October, 1920, under the presidency of Dr. A. F. Torrance.

The temperate climate and the excellent beach have brought Tsingtao into prominence as a summer resort.

The trade of the port for 1920 amounted to Hk. Tls. 67,584,110, as compared with Hk. Tls. 67,376,824 in 1919, Hk. Tls. 63,447,330 in 1918, and Hk. Tls. 57,782,991 in 1917.

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TSINANFU

Tsinan (or Chinan, as it is sometimes written), the capital of the province of Shantung, has the distinction of being the first city in the Chinese Empire in which a Foreign Commercial Settlement was voluntarily opened by the Government of China. The date of its inauguration was January 10th, 1906. The city of Tsinan lies at the foot of a range of hills (Lat. 36° 50′ N ; Long. 117° E), and has a gradual slope from south to north. Situated in the south-west suburb are magnificent springs giving forth many tons of water per minute, and the streams from these natural fountains flow through the city to a lake situated on the north side. This abundance of water tends to make Tsinan one of the cleanest as well as one of the healthiest cities in the Republic. The population is computed to number about 300,000, about one-twentieth of whom profess the Mohammedan faith. In an address delivered on the occasion of the inauguration of the Foreign Settlement, the Governor of Shantung described Tsinan as occupying a pivotal position with respect to northern and southern China and as being on the main route from Kaifeng Fu to the Yellow Sea. "An immense development," he declared, "must, therefore, await this Settlement, and though it may never equal the largest commercial centres of Europe and America, yet it may well hope to enter into rivalry with them." Quite a considerable number of foreigners and foreign institutions have already established themselves in the Settlement, and during the last few years several large and imposing buildings have been erected. The chief of these are the new British Consulate, the Japanese Consulate, Japanese hospital and the Chinese Post Office. There is also quite a boom in the building of small houses, which are occupied by Chinese and large numbers of Japanese who have flocked into Tsinan since the seizure of Tsingtao by Japan. In addition to these, large buildings have been erected in the south suburb of the City for the Shantung Christian University—the premier educational institution in China. The Tientsin-Pukow Railway Co. has acquired a large piece of ground in the Settlement, and has built offices and dwelling-houses for members of the staff thereon.

Tsinanfu is connected by rail with Tsingtao (Kiaochau), distance 220 miles, Tientsin 200 miles, and with Pukow on the Yangtsze. It is also connected by canal with Yang Chiao Kou, on the Gulf of Chihli, distance 146 miles, whence there are occasional steamers to Chefoo. Tsinan stands five miles south of the Huang-ho or Yellow River, and in spite of some difficulties of navigation there is a considerable junk traffic

between its river port of Lo-kou and the Grand Canal, which enters the river eighty miles higher up. This trade is almost, if not quite, entirely with the south, to Chining-chou and beyond, since the canal from the Huangho northward to Lin-ching-chou has been unnavigable for several years. The high road from Tsinan to the north crosses the Huang-ho by ferry at Chi-ho Hsien, distant sixteen miles. Since the opening of the bridge over the Yellow River at Lokow through communication has been established on the Tsin Pu Railway from Tientsin to Pukow *viâ* Tsinan.

Tsinan is the headquarters of the fifth division of the Chinese army, whose camp is a few miles south-west of the town. There has been an arsenal since 1874, north of the town, near Lok'ou on the Yellow River. There is also a military college. The whole city is now lighted by electricity. Great activity has recently been evinced in building colleges and schools, and among the interesting institutions of the town the Museum established by the English Baptist Mission should not be overlooked. The sacred mountain of China, T'ai Shan (5,100ft.), is distant some 35 miles (60 by road) to the south. Küfu, the birthplace and the tomb of Confucius, and the residence of the Confucian duke, are about 100 miles away in the same direction. The control of the Settlement is vested in a Bureau whose members are appointed by the Governor of the province.

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SHANGHAI

海上 *Shâng-hâi*

Although situate nearly midway between Hongkong and Tientsin, Shanghai was the most northerly of the "Five Ports" opened to foreign trade under the provisions of the British Treaty of Nanking, and for many years constituted the northern limit of the external trade of China. It lies in the alluvial peninsula formed between the main mouth of the Yangtze River and Hangchow Bay, in the extreme south-east of the province of Kiangsu, in latitude 31° 15′ N. and longitude 121° 29′ east of Greenwich, and at the junction of the Hwangpu River with the Woosung, the latter now reduced to the dimensions of an ordinary tidal creek, and known to foreign residents as the Soochow Creek. The Foreign Settlement is situated some twelve miles above the junction of the Hwangpu with the most southern arm of the Yangtze. At this junction is situated the town of Woosung, which some years ago the Chinese Government formally converted into a separate port open to foreign commerce. Except as a place of call for the large steamers, which now carry on the rapidly growing trans-Pacific trade of Northern China, and as a place of anchorage for the larger craft while waiting for favourable tides or weather, this convenience is not much availed of, owing mainly to the constricted and exposed nature of the anchorage ground available within the entrance of the Hwangpu. In 1919 Woosung was connected with Shanghai by a motor road 30 feet wide, and in the same year the Woosung Electric Lighting Company commenced its service. Plans are projected for transforming Woosung into an important industrial centre. Two cotton mills have just been erected there, and it is significant that the value of land rose enormously in 1920. As a river the Hwangpu is of comparatively recent origin, scarcely dating beyond the thirteenth century, before which it was merely an unimportant canal. Lower Kiangsu forms an immense plain, the gift of the Yangtsze, and is still growing at the rate of approximately two square miles per annum; a few isolated hills, formerly constituting islands in the sea, alone rise from this plain, the nearest of which, the Fung-hwang-shan, consisting of some six detached summits, none exceeding 250 feet in altitude, and distant from fifteen to twenty miles, are visible from the higher buildings of Shanghai.

Flora and Fauna

This Kiangsu plain has been called the Garden of China, and the population is perhaps denser than in any other portion of the Empire of equal extent. Estimates vary, owing to the absence of any statistical sense in the Chinese as a people, but by foreigners the population is usually accepted as from eight hundred to a thousand per square mile. The soil, consisting entirely of alluvia carried down by the Yangtze, is fairly fertile, and, the land being easily irrigated owing to the numerous waterways which traverse it in every direction, heavy crops of the various staples are grown. Owing to the latitude and the fact that the rainfall is pretty well distributed through the year, two crops per annum are regularly produced, and these are of markedly different types; the spring crop, gathered in May or June, being similar to that of the northern temperate regions elsewhere, while the autumn crop, gathered in September and October, is distinctly tropical or sub-tropical. The spring crops consist of wheat, two or three distinct varieties of barley, rape, and leguminous plants of various descriptions, beans and lucerne predominating. The latter are frequently ploughed into the land without gathering to make manure for the more valuable summer products. The summer crops consist mainly of cotton and rice; the cultivation of the former having of late years, owing to the growing demand for use at home, and for export to western and northern provinces, as well as to Japan,—where the cotton spinning and weaving industries have for several years past taken a firm hold—considerably increased, accompanied by a similar decrease in the acreage under rice cultivation. This decrease is, however, to a certain extent counterbalanced by an increase in the production of winter wheat, partly owing to an enlarged acreage, but probably more to improved cultivation, stimulated by the introduction of steam flour-mills. Besides these staple crops there are grown during the summer peas and beans of several descriptions, oil bearing crops such as sesamum, and such domestic products

STREET PLAN
of the
FOREIGN SETTLEMENT
(CENTRAL DISTRICT)
& FRENCH SETTLEMENT
AT
SHANGHAI.
Scale of English Feet
0 300 600 1200
RIVER WHANGPOO
NORTHERN DISTRICT
CENTRAL DISTRICT
FRENCH SETTLEMENT
CHINESE CITY
SOOCHOW CREEK
Astor House Hotel
Russian Consulate
Broadway
Garden Bridge
Public Garden
Reserve Garden
Rowing Club
Yokohama Specie Bank
H.B.M. Consulate
H.B.M. Supreme Court
Masonic Hall
Union Church
Lyceum Theatre
Soochow Road Sub. Fire Sta.
General Hospital
Chinese Garden
Ever Victorious Army Memorial
J. M. & Co. Ltd.
The Bund
P. & O. S. N. Co.
Sir Harry Parkes Memorial
Sir Robert Harts Memorial
Passenger Pontoons
Banque Belge pour l'Etranger
Customs Examination Shed
Palace Hotel
Chartered Bank
Russo Chinese Bank
Bank of Communications
Custom House
H. & S. Bank
Museum
British Post Office
Chinese Post Office
Yuen Ming Yuen Road
Museum Road
Jin Kee Road
Shanghai Club
Telegraph Offices
Time Ball
French Post Office
Messageries Maritimes
Consulat de France
Passage Montigny
Hotel de France
S. Joseph's Church
Rue de la Mission
C. N. Cos Wharf
C. M. S. N. Cos Upper Wharf
Quai de France
French Water Tower
East Police Sta.
Rue du Whampoo
Rue Formose
Rue Chusan
Rue de Fokien
Rue de la Paix
Rue de Dest
Rue des Poissons
Rue de Chan Chen
R. Takou
Rue La Guerre
Rue Colbert
Rue Montauban
Rue du Consulat
Boulevard des Deux Républiques
Avenue Edward VII
Rue Petit
Rue Discry
Rue de la Porte du Nord
Rue Protet
French Municipal Hall & Municipal Offices
Police Sta.
Rue de l'Administration
Rue du Moulin
Rue Tourane
Rue Weikwe
Rue Hué
Rue des Pères
Rue de Saigon
Rue de Ningpo
Ningpo Guild
Palikao
French Road to Sicawei
French Municipal School for Chinese
Boulevard de Montigny
Public Sch. for Girls
Chapoo Road
Park Lane
Quinsan Square
Quinsan Gardens
Customs Club
W. End Lane
Albury Lane
Peitaiho Lane
Shanghai Lusitano Club
Woosung Road
North Szechuen Road
Haskell Road
Range Road
Thomas Hanbury School for Boys
Haining Road
Boone Road
Woochang Road
Tsunoming Road
Tiendong Road
North Soochow Road
Purdon Road
Purdon Market
North Honan Road
North Kiangse Road
Ching Yuen Lee
Synagogue Bethel
Shanghai North Railway Sta.
Railway Road
North Shanse Road
Chinese General Chamber of Commerce
Temple of Heaven
Tong Dong Ka Loong
West Hongkew Police Sta.
Elgin Market
Elgin Road
Cunningham Road
Boundary Road
Public School for Chinese
Tsepoo Road
North Fokien Road
Dong Ka Loong
Sing Dong Ka Loong
Santai Road
North Chekiang Road
Mixed Court
Fu Yun Tang Cemetery
Kansuh Road
Jehol Road
Kaifeng Road
Alabaster Road
Winchester Road
North Thibet Road
Shanghai Nanking Railway
H. B. M. Gaol
Gas Works
Amoy Road
Thibet Road
Szechuen Road
Hongkong Road
C.Y.M.C.A.
Water Tower
Kiangse Road
Peking Road
American Club
Carlyle Lane
Nanking Road
Kiukiang Road
Kalee Hotel
Shanghai Mutual Telephone Co.
Holy Trinity Cathedral
Municipal Council Offices
Central Fire Station
Central Police Station
Honan Road
Kiangse Road
Siking Road
Canton Road
Shantung Road
Zung-mae-lee
Kien-kie-lee
Tientsin Road
Ningpo Road
Toong-sing-ka
Yu-sing-ka
Bell Tower
Shantung Road Cemetery
Foochow Road
Chaotung Road
Chinese Hospital
London Mission Chapel
Shanse Road
Woo-foo Loong
Sn. Woosieh Rd.
Nth. Woo-sieh Road
Taiwan Road
Bun Tong Loong
Chihli Road
Fokien Road
Hoopeh Road
Hoihow Road
Koo-ka-loong
Loong Ze Yuen
Hiang Fun Loong
Parsee Cemetery
Mohammedan Church
Chekiang Road
Kin-wo-ka
Do-Maloo or Nanking Road
Hankow Road
Albany Road
Bing-vong-ka
Chinese Polytechnic
Pakhoi Road
Kweichow Road
Chefoo Road
Newchwang Road
Town Hall & Maloo Market
Louza Police Sta.
Kwangse Road
Yunnan Road
Lloyd Road
Swatow Road
Moore Memorial Ch.
McTyiere Sch.
Cemetery Road
Race Course

as cabbages, carrots, melons, cucumbers, brinjals, etc. Although Shanghai is immediately adjacent to the great silk producing region of China, so great is the demand on the soil for other purposes that a comparatively small area is under mulberry cultivation. The large supersession of rice cultivation in favour of dry crops, such as cotton and oil plants, has certainly had an ameliorating effect on the climate in summer, and has much reduced the liability of European residents to malarious complaints, which now are, as a rule, of extremely mild types.

Although the growth of forest and fruit trees is heavily handicapped by the small depth at which permanent subsoil water is always to be found, Shanghai produces several varieties of fruits belonging to temperate regions. Mainly this is due to the long and late spring, which continues till well into June. Cherries of small size and poor flavour are common about the beginning of May, fair strawberries are now also to be had towards the latter half of the same month, and are succeeded by the eriobotrya, known locally as the bibo. As the summer proceeds plums, nectarines, apricots, etc., of various varieties, enter the market, to be succeeded by fair peaches and grapes. None of these fruits, however, attain perfection, partly owing to the nature of the soil and the absence of proper sub-soil drainage, but chiefly to the want of skill and the absence of knowledge of the most elementary principles of fruit culture on the part of the native growers. Persimmons, apples, pears, walnuts, grapes, and other more northerly fruits are largely imported from the north, and more recently from Japan, or the west coast of America. Oranges of various descriptions and pumeloes come from the more southern coast ports, from Wênchow to Canton ; while from the Philippines and Indo-China come the varied fruit products of the tropics, Of trees, willows take the first place, but are followed by at least two species of elm. the salisburia (maiden hair tree), pines, yews, bamboos, oaks and chestnuts, etc. Flowering trees, such as the magnolia in three or more species, the melia, paulownia, wistaria and later gardenia and lagerstromia and many more lend variety in their various seasons to the landscape, while up to the latter end of June the ordinary cultivated flowers of Europe grow well and abundantly. In winter, too, orchids and the finer tropical plants grow well under glass, and both publicly and privately considerable attention is paid to horticulture, the public parks and gardens having within the last few years increased considerably in area, as well as in being attended to regularly by trained botanical experts. The native flowers most in evidence are the chrysanthemum and peony, though roses are largely cultivated for their scent.

Owing to the thickness of the population the native mammalian fauna has been almost exterminated, being practically confined to a single species of small deer, the *hydropotes inermis*, the badger, and one or two of the stoat family. The avi-fauna is, however, extensive, pheasants and partridges being still fairly abundant in certain localities, while during the cold season snipe, duck, teal and other species of wild fowl are plentiful about the numerous marshes and river channels. The other birds are nearly identical with the palæarctic fauna of Europe. Reptiles are little in evidence, the most noteworthy being a small species of alligator not exceeding six feet long. This animal is a resident of the lower Yangtsze, especially about Wuhu, but young individuals have been occasionally found in the marshes of the Hwangpu opposite Shanghai. No single work of commanding authority has yet been published on the Natural History of the Kiangnan Provinces, and the works of the principal explorers, the late Robert Swinhoe, F.L.S., and Père Heud, S.J., have to be searched for in the proceedings of various learned societies. A work specially interesting to sportsmen, " With Gun and Boat in the Yangtze Valley," by the late H. T. Wade, published in 1895, gives much varied and useful information on the subject.

The Making of the Port

That portion of the Hwangpu river opposite the original British Settlement, now known as the Central District, was, according to a doubtful tradition, formerly a canal, cut by an officer bearing the name of Hwang, to open a communication with a lake opposite the town of T'sipao, some seven miles above the native city, but it now constitutes the principal drainage channel from the upper country. This was formerly accomplished by the ancient Woosung, now in its turn reduced to the dimensions of a creek, which, however, still forms the main water approach to Soochow. The Hwangpu was at the time of the opening of the port some 2,000 feet across at low water opposite the Settlements, but is now reduced owing to silt and to the embankment of both shores to form wharves. As this narrowing of the stream has been accompanied by an improved training of the banks the actual decrease in width of the navigable channel is

of no great importance. A similar optimistic view could not, however, be taken of the changes in the reaches of the river between Shanghai and Woosung, where the deterioration of the navigable channel was progressive after the opening of the port in 1843. When first frequented by foreign shipping an extensive widening of the channel was found immediately inside Woosung, and this led to a shallowing of the stream; presently an island commenced to grow up in this shallow part, which divided the stream into two channels and, at the same time, deflected the current towards the right bank, with consequent erosion on that side. The result of these causes was that both channels were blocked by bars, impassable at low water to all but the most shallow-draught river boats, and the large ocean-going steamers could only enter the river at high-water springs. At other periods goods intended to be landed at Shanghai had to be conveyed some thirteen miles in lighters. The enforced detention of the vessels as well as the cost of lighterage were heavy charges on the commerce of the port.

The unsatisfactory condition of the lower river was a constant cause of complaint to the Government from about 1850, when the deterioration of the channe, commenced to assume alarming proportions, and dredging was urged by the foreign Governments having the largest interest in the commerce of the port. Unfortunately in this, as in many other things concerning the good of the port, the reactionary authorities at the Capital were able to shelter themselves behind the representatives of the Powers less interested in commerce, and, as by traditional arrangements numbers alone count in such affairs, Peking was always able to evade its responsibilities. The late Imperial Government, largely guided by statesmen of whom Li Hung Chang was a characteristic type, looked upon the Bar at Woosung as a powerful aid in their policy of exclusion, and refused to do anything towards the improvement of the navigation, or deliberately took measures which they knew would prove ineffective. The foreign merchants, assisted by the Municipality, took steps to have the lower river surveyed and reported on by competent foreign hydraulic engineers. After the defeat of the anti-foreign party in 1900, and the capture, by foreign troops, of Peking, these reports were accepted, and a River Authority on the model of that formed for the port of London, wherein local as well as Imperial interests were represented, was agreed on by all parties, and it was hoped that the difficulties, entirely political, of the case had been surmounted and that work would be immediately commenced. It is not necessary here to go into details, but the same retarding influences were still at work. A reactionary viceroy of the Kiangnan provinces was the tool chosen; he offered to undertake the work of controlling the river under the advice of a foreign engineer, over the appointment of whom the foreign Powers were to have a veto; and, ever ready with China to accept the promise for the deed, the foreign representatives, apparently impressed by the engagement that the viceroy should undertake the whole of the financial burden, instead of its being shared by the beneficiaries, as in the accepted scheme, agreed to the new proposition. The result was that Mr. de Rijke, the gentleman formerly consulted by the mercantile community of Shanghai, an engineer of standing who had carried out several important works in connection with the Japanese Government, was appointed Engineer-in-Chief by the Chinese Government in June, 1906, under a Board consisting of the Shanghai Taotai and the Commissioner of Customs. The two main obstructions in the river were the Outer Bar, in the mouth, and the Inner Bar, a little farther up river. Through the first a channel was scoured by building a concave jetty, starting from the left shore across to deep water. To evade the second obstruction, the channel was diverted from the east side to the west of Gough Island by fascine dams and dredging. The dredging work amounted to about 8,000,000 cubic yards. In September, 1909, all the shipping was transferred to the new channel, then 18 feet deep at low water. and 600 feet broad. Communication with the sea was not interrupted for a single day. During 1910, work was carried out sparingly, funds being exhausted and the estimates exceeded, until at the end of that year Mr. de Rijke left for home, and the greater part of the staff was dismissed, hardly half of the work having been completed.

In December, 1910, with the approval of the Diplomatic Body in Peking, Mr. H. von Heidenstam, C.E. and Captain in the Royal Swedish Corps of Engineers, was appointed Engineer-in-Chief. He prepared a detailed "Project for the Continued Whangpoo Regulation" with plans and estimates for a period of ten years involving a total outlay of six million Taels, which was approved by all concerned but could not be started owing to lack of funds. A practical scheme for the carrying out of Mr. von Heidenstam's project was ultimately evolved by the Shanghai Chamber of Commerce. This was based on the levying of 3 per cent. Conservancy tax on all Customs duties and 1½ per mille of value on duty-free imported or exported goods, the administration to be

carried on by a Board consisting of the Shanghai Commissioner for Foreign Affairs, the Commissioner of Customs and the Harbour Master. After lengthy negotiations during 1911 and 1912, this scheme, with some minor amendments, was approved by the Government in April, 1912. The scheme was put into operation on May 15th, 1912, and Mr. von Heidenstam's project is now well advanced. A new parallel jetty on the eastern side of the former Outer Bar, training-works in the Upper River, and the dredging of some 7,000,000 cubic yards, mostly at convexes and in the Astræa Channel, have already been executed. The former Outer and Inner Bars, where only 16 and 14 feet of water were available in 1907, have thus been eliminated, and the shallowest reach in the whole river is now over 24 feet deep over a width of 600 feet in the narrowest places. In 1915 and 1916 the narrow reach at the Chinese City at Nantao was widened by dredging, and a new bund, which is later to be lined with pontoons and godowns, created for the Chinese City. Towards the end of 1916 the Board acquired the first installation of its own dredging plant, consisting of one powerful bucket dredger, one pumping plant for pumping dredged material from the barges into reclaimings ashore, and several sets of tugs and barges to form the necessary transport fleet. A second, smaller, unit is also completed, and two large grab-dredgers have been added. Many riparian reclamations have been, and are being, executed by the Board for frontagers. Detailed hydrographic observations of the river are made continuously and an investigation of the Yangtsze estuary has been carried out. The income of the Board through the new tax amounted to some 780,000 taels during 1920, and the work is now proceeding satisfactorily. At the end of 1921, Mr. von Heidenstam's project, started in 1912, was practically completed, at a cost of about five million Taels, as against the estimate of six millions.

Mr. von Heidenstam and two eminent consulting hydraulic engineers, at home, in a report entitled "The Future Development of the Shanghai Harbour," dated April, 1918, addressed to the Board, strongly urged an investigation of the possibilities of developing Shanghai as a first-class port for deep draught steamers. The Consultative Board and the various Chambers of Commerce gave their whole-hearted support to the proposal of these engineers, and a full and complete investigation of the technical factors of further developing Shanghai as a first-class port is now being carried on by the Board at an estimated cost of 350,000 Taels. The programme includes the investigation of all possible solutions and the submission of the results to an International Committee of Experts, which was scheduled to meet in the Autumn of 1921 at Shanghai for a sitting of one or two months. Several reports on physical and engineering data have been issued, including a statistical survey ("The Port of Shanghai") and many valuable reports on the hydrology of the Yangtsze estuary and Hangchow Bay, as well as a series of maps of the approaches to the Port and the Harbour.

Under the control of the Coast-Lighting department of the Maritime Customs, and out of the tonnage dues provided in the original treaties with China, the approaches from the sea to Shanghai are now well lighted and buoyed, and the dangers of the continually shifting banks and shoals well guarded against. Lighthouses have been erected, served by powerful lights, at West Volcano, Shaweishan, North Saddle, Bonham and Steep Islands, Pehyu-shan, Gutzlaff and Woosung, and there are two lightships in the entrance of the River Yangtze. In this respect the interests of the shipping frequenting the port have been well considered, and the entire installation takes a high rank amongst similar undertakings elsewhere. The same department has also inaugurated a system of buoys and lighting on the Yangtze as far as Hankow, six hundred miles above Woosung, suited to present requirements. The northern mouth of the 'South Branch' of the Yangtsze, which serves as the main passage for coasting steamers from Shanghai to the northern ports, has also been carefully surveyed and buoyed and lighted by the same authority.

History

The origin of the name "Shanghai," which literally means "Upper Sea," has been much debated, but probably like Kaoch'ang, "High Reeds," and Kiangwan, "River Bend," names still existing in the neighbourhood, was merely the vernacular title given to the place when still an island at the mouth of the Yangtze. It does not appear in history till the time of the Mongol Empire. We find at various periods, from after Han downwards, that K'wenshan, Changshu, Kiating, etc., were constituted into separate *hsiens*, and that in the year 1292 Shanghai was likewise erected into a separate district and placed under Sungkiang-fu, which itself had only fifteen years previously been

divided from Kiahsing-fu, now in the province of Chekiang. Prior to that it had been made a Customs' station on account of its favourable position for trade, but its growth had been slow, and for centuries the chief trade of the lower district had been concentrated at the mouth of the Liu-ho, now an insignificant creek which, passing T'aitsang, joins the Yangtze some twenty-five miles above Woosung.

With the silting up of the Liu-ho and its eventual extinction as a navigable channel, largely brought about apparently by the opening of the Hwangpu before alluded to, Shanghai became the principal shipping port of this region ; and such it had been for some centuries when it was visited in 1832 by Mr. H. H. Lindsay, head of the late firm of Lindsay & Co., accompanied by the Rev. Chas. Gutzlaff, in the *Lord Amherst*, with a view to opening up trade, and from that time begins its modern history. Mr. Lindsay in his report of the visit says that he counted upwards of four hundred junks passing inwards every day for seven days, and found the place possessed commodious wharves and large warehouses. Three years later it was visited by Dr. Medhurst, who confirmed the account given by Mr. Lindsay. On the 13th June, 1842, a British fleet under Vice-Admiral Sir William Parker, and a military force of 4,000 men under Sir Hugh Gough, captured the Woosung forts, which mounted 175 guns, and took the *hsien* (district) city of Paoshan. On the 19th, after a slight resistance, the force gained possession of Shanghai, the officials and a large proportion of the inhabitants having fled the previous evening, although great preparations had been made for the defence, 409 pieces of cannon being taken possession of by the British. The people, however, rapidly returned and business was resumed. The same force afterwards captured Chapoo and Chinkiang, after which the fleet, having blockaded the Imperial Canal and anchored opposite to Nanking, the treaty of Nanking was signed, and the ports of Swatow, Amoy, Foochow, Ningpo, and Shanghai were opened to trade. The city was evacuated on the 23rd June. The walls, three and a half miles in circuit with seven gates, were erected at the time of the Japanese invasion, in the latter part of the sixteenth century.

The ground selected by Captain Balfour, the first British Consul, for a Settlement for his nationals lies about half a mile north of the city walls, between the Yangkingpang and Soochow creeks, and extends backward from the river to what was till recently a ditch connecting the two, afterwards called the Defence Creek, thus forming what may be termed an island a mile square. This creek has now been culverted and made into a broad roadway. The port was formally declared open to trade on the 17th November, 1843. Some years were occupied in draining and laying out the ground, which was mostly a marsh with numerous ponds and creeks. The foreigners in the meantime lived at Namtao, a suburb between the city and the river, the British Consulate being in the city. In two years a few houses were built in the Settlement, and by 1849 most foreigners had taken up their residence in it. By that time twenty-five firms were established, and the foreign residents numbered a hundred, including seven ladies. In that year an English Church was built, and on 21st November the foundation of the Roman Catholic Cathedral at Tungkadoo was laid. The French were, in 1849, granted the ground between the city walls and the British Settlement on the same terms ; and, in exchange for help rendered in driving out the rebels who had seized the city in 1853, got a grant of the land extending for about a mile to the south between the city walls and the river. They have since, by purchase, extended the bounds of the Concession westward to the "Ningpo Joss House," a mile from the river. Negotiations were instituted for an extension of the Concession to Sicawei, a village chiefly occupied by the Jesuits and their converts, situated at the end of the French Municipal Road and five miles from the French Bund, but in this the French were only partially successful, a small extension as far as the Old Cemetery being granted them in 1899. In the later fifties the Americans rented land immediately north of Soochow Creek, in the district called Hongkew, so that the ground now occupied by foreigners extends for nearly eight miles on the left bank of the river. Including the creeks there are now fifteen miles of the Settlement with water frontage.

By the land assessment made in 1907, on land in the Central District the assessment was on an area of 2,224½ mow, Tls. 7[illegible],205,106. This shows an increase of 156¾ per cent. over the value in 1902 of Tls. 30,086,586. The Northern District, area 2,127 mow, was assessed at Tls. 23,146,844, increase of Tls 13,432,310, or 138¼ per cent. on that of 1902 ; the Eastern District, 5,753 mow, at Tls. 24,306,233, an increase of 93¾ per cent., and the Western (foreign residential) District, 5,538 mow, at Tls. 26,389,074, against Tls. 8,081,572 at the previous quinquennial period, an increase of 226½ per cent., a total on 15,643 mow of Tls. 151,047,257, against Tls. 60,423,773 on 13,126 mow in 1902, equal to 150 per cent. for the whole Settlement (exclusive of the French). The assessment of the British and

Hongkew divisions, respectively, was in 1880 Tls. 6,118,265 and Tls. 1,945,325, total Tls. 8,063,590; in 1890 Tls. 12,397,810 and Tls. 5,110,145, total Tls. 17,507,955. The totals in 1907 were thus nearly twenty times those of 1880 and over eight and a half times those of 1890. A new assessment was made in 1911. "Although in a certain number of cases the new values are higher than under the assessment of 1907, the fall in gross values aggregates about eleven million taels, with an estimated fall in income of Tls. 69,000." The assessment for 1921 was—for the Central District, Tls. 91,660,000; Northern District, Tls. 32,930,000; Eastern, Tls. 42,040,000; Western, Tls. 30,200,000—a total, after deducting rebates on ground occupied by churches, cemeteries, and municipal properties, of Tls. 188,571,500, on which a tax of 7/10ths of one per cent. was levied, estimated to yield, net, Tls. 1,320,000. One piece of land in the Nanking Road, assessed in 1867 at Tls. 4,000 per *mow*, the then basis of assessment on the best Bund lots, in 1899 at Tls. 13,000, and in 1903 at Tls. 27,500, was sold later for Tls. 85,000 per *mow*. The Overseer of Taxes in a late Report said: "On the Bund and in Nanking Road east of the Fokien Road the value per *mow* would be at least Tls. 100,000." The average for the whole Settlement was, under the assessment of 1907, Tls. 9,656 per *mow*, and for the Central District (old British Settlement), Tls. 34,706; the highest being Tls. 110,000. A great rise in values took place during the later months of 1895, and this continued steadily until 1911, chiefly caused by the influx of native capital seeking safe investment under foreign protection and by the great increase in population resulting from the establishment of numerous cotton mills, silk filatures, and other industries.

The total number of foreign houses in the four divisions of the General Concession on 31st December, 1920, was 3,498 assessed at Tls. 7,025,946, against 3,119 assessed at Tls. 4,809,155, and 2,472 assessed at Tls. 3,235,311, on the corresponding dates in 1910 and 1905. On 60,989 native houses the assessment was $12,895,080 against 52,008 assessed at $8,332,449 in 1910, and 45,328 assessed at $6,830,461 in 1905. In addition, six per cent. (half rate) is now collected on 752 foreign houses assessed at Tls. 507,710 and 1,265 native houses assessed at $115,178 outside the Settlement limits, but supplied with water by the Shanghai Waterworks Co. For 1919 the land of the French Concession was valued for assessment at Tls. 31,000,000; the rental assessment of foreign houses at Tls. 800,000, and of native houses at Tls. 2,580,000. The British and French Settlements, exclusive of the extensions acquired in 1899 and 1901, are now all built over, and the vacant spaces in Hongkew are being rapidly covered. The Captain-Superintendent of Police in a late report said that nearly the whole area "may be described as densely populated: how crowded few residents can have any conception." He was of opinion "that the native population is very much under-estimated," and considered that nearly three-quarters of a million earned their living within the Settlement. Many of the best foreign houses, both in the Settlements and outside roads, are now occupied by Chinese, retired officials and merchants.

A greatly enlarged boundary for the Settlement was granted in 1901. This new territory has been thoroughly surveyed and many new roads are being formed. The area within Municipal limits is now 8⅔ square miles, or 5,584 acres, with a population of 140 per acre. There are in the whole Settlement and outside roads (exclusive of the French) 4,130 occupied European houses, with an average of 5.64 foreign inhabitants per house, and 61,355 occupied Chinese houses, with an average of 12.38 occupants. There are 144 miles of roads and 637,562 feet of footways, and considerable additions, in the extension, are planned. The Japanese Treaty of 1896 gave that Power the right to a separate Settlement at Shanghai, but although it is estimated that 12,000 Japanese are now residing in Shanghai no definite claim has yet been made for such an area. A proposed extension north-ward to include the Paoshan district, necessitated by the difficulties of policing the boundaries, has received the unanimous support of the ratepayers and the Consular body, and is being pressed on the Chinese Authorities. Most of the land at Pootung, on the opposite bank of the river, is now also rented by foreigners, but natives have recently been considerable purchasers of landed property within the Settlements. All ground belongs nominally to the Republic of China, but is rented in perpetuity, a tax of fifteen hundred copper *cash*, equal to less than two taels per *mow*, being paid to the Government annually. The Settlement land was bought from the original proprietors at about $50 per *mow*, which was at least twice its then value. Some lots have lately been sold at Tls. 300,000 a *mow*. Six *mow* equal one acre.

As a port for foreign trade Shanghai grew but gradually until it gained a great impetus by the opening in 1861 of the Yangtze and northern ports, secured by the Treaty of Tientsin, and a further increase by the opening up of Japan. In March, 1848, owing to an assault on some missionaries near Shanghai, Mr. Alcock, the British

Consul, blockaded the port and stopped the passage outwards of eleven hundred grain junks. This drastic measure, by which grain for the North was cut off, brought the authorities to their senses, and after sending a man-of-war to Nanking the matter was arranged. The first event of importance since the advent of foreigners was the taking of the native city on 7th September, 1853, by the Triad rebels, who held it for seventeen months, although repeatedly besieged and attacked by the Imperialists. This caused a large number of refugees to seek shelter within the foreign Settlements, and the price of land rose very considerably. At that time a Volunteer force was formed among the foreign residents, under the command of Captain (afterwards Sir Thomas) Wade, which did really good service. The battle of "Muddy Flat" was fought on 4th April, 1854, when the Volunteers in conjunction with the Naval forces, consisting in all of 300 men with one field piece, drove the Imperialists, numbering 10,000 men, from the neighbourhood of the Settlements and burned their camps. Two of the Volunteers and one American were killed, and ten men wounded. Owing to the occupation of the city the authorities were powerless to collect the duties, which for a short time were not paid and it was, in consequence, agreed in July, 1854, between the Taotai and the three Consuls (British, French, and American) that they should be collected under foreign control. This was found to work so much to the advantage of the Chinese Government that the system was, subsequently to the Treaty of Tientsin, extended to all the open ports. The Foreign Inspectorate of Customs was established in 1861, the headquarters of which were for some years, and, according to the original regulations, ought still to be, at Shanghai. In 1861 the Taipings approached Shanghai, occupied the buildings of the Jesuits at Sicawei, and threatened the city and settlements. The capture of Soochow on 25th May, 1860, had driven a large number of the inhabitants of that city and the surrounding districts to Shanghai for protection, so that the native population increased rapidly. It was variously estimated at from four hundred thousand to a million, but the smaller number is probably nearer the truth. By 1861 provisions had increased in price to four times what they had been some years previously. Efforts were made to keep the rebels at a distance from Shanghai; a detachment of British Royal Marines and an Indian Regiment garrisoned the walls, while the gates on the side towards the French Settlement were guarded by French Marines. In August, 1861, the city was attacked, and the suburbs between the city walls and river were in consequence destroyed by the French, the rebels being ultimately driven back. In December the rebels to the number of one hundred thousand again threatened the Settlements. The approaches were barricaded and the Defence Creek constructed and fortified at an expense of forty-five thousand taels. Before the close of 1862 the rebels had been driven by the British Forces beyond a radius of thirty miles around Shanghai. So immensely did the price of land rise that it is stated ground which had originally cost foreigners fifty pounds per acre was sold for ten thousand pounds. At this time the old Race Course and Cricket Ground, situated within the British Settlement, was sold at such a profit that after the shareholders had been repaid the original cost there was a balance of some forty-five thousand taels, which the owners generously devoted to the foundation of a fund for the use of the public, to be applied to the purposes of recreation only. Unfortunately thirty thousand taels of this amount were lent by the treasurer on his own responsibility to the Club, in which institution he was a shareholder. As the shareholders were never able to repay this loan out of the profits on the Club, the building and furniture were taken over in 1869 by the trustees on behalf of the Recreation Fund, to which the building still belongs. This fund has proved very useful in rendering assistance to some other public institutions, besides having purchased all the ground in the interior of the Race Course, which is now leased by the Municipality and, with the exception of the steeplechase course at training seasons only, set aside as a Public Recreation Ground, by which name it is known. More recently steps were taken by the Municipality, in conjunction with the trustees of the fund, to acquire, in connection with the new Rifle Range adjoining the Hongkew Settlement, an additional park for public recreation. This, which covers some fifty or sixty acres, has now been laid out, and is fully available for public use, relieving the congestion of the ground in the interior of the Race Course where, during summer on a Saturday afternoon, one may see in progress at the same time half a dozen cricket matches, baseball, polo, golf and several tennis matches. The swimming bath in the Hongkew Ground was opened in 1907.

At the time the local native Authorities were severely pressed they availed themselves of the services of an American adventurer named Ward, who raised a band partly composed of deserters from foreign ships and rowdies of all nations, who

had congregated at Shanghai, with whose help he drilled a regiment of natives. This force, notwithstanding its unpromising commencement, attained under Ward a considerable amount of efficiency, and did good and useful service. This was acknowledged in a manner unusual, where foreigners are concerned, by the Chinese authorities, who after his death reared in the city of Sungkiangfu a temple to his memory, where services are still maintained. After Ward was killed the force passed under the command of another American of the name of Burgevine, who proved unfaithful to his flag and subsequently transferred his services to the Taiping rebels. The Imperial Authorities found it impossible to control these raw and undisciplined levies, and at their earnest request Admiral Sir James Hope consented to the appointment of Major, afterwards General, Gordon, R.E., to the command. Having by him been made amenable to discipline, this force now rendered the greatest service in the suppression of the rebellion; indeed it is generally believed that the Taipings would never have been overcome but for the assistance of "The Ever-Victorious Army," as this hastily-raised band was named. Amongst other services they regained possession of the important city of Soochow on 27th November, 1863, which virtually ended the rebellion. There is, however, much room for doubt as to the wisdom of foreigners aiding in its suppression, many of those best capable of judging being of opinion that the civilization of the Empire would have had a much better chance of progressing had the decaying dynasty been then overthrown. Certainly European nations, merely in exchange for the promise of neutrality, might have made almost any terms with the Taiping rebels. A monument in memory of the fallen officers of this regiment stood for many years at the north end of the Bund and was afterwards transferred to the Public Gardens. From 1860 to 1867 one British and two Indian Regiments and a battery of British Artillery were stationed at Shanghai.

Since that time there have been few historical events worthy of record in a brief sketch. On Christmas Eve, 1870, the British Consulate was burned down and most of the records completely lost. In May, 1874, a riot occurred in the French Settlement, owing to the intention of the Municipal Council to make a road through an old graveyard belonging to the Ningpo Guild. One or two Europeans were severely injured, and eight natives lost their lives. A considerable amount of foreign-owned property was destroyed. An extensive fire in the French Concession in August, 1879, destroyed 221 houses; the loss was estimated at Tls. 1,500,000. The foreign Settlements celebrated their jubilee on 17th and 18th November, 1893, when, it is estimated, 500,000 strangers visited Shanghai. A medal was struck in commemoration of the occasion. In 1894 a fire outside the native city along the river bank having cleared away a great and noisome collection of huts and hovels, advantage was taken of this clearing by the native Authorities to make a broad Bund on the model of the Foreign Settlement roads This Bund extends from the south corner of the French Bund, along the river some three and a half miles, to the Arsenal at Kao Chang Miao. It was formally declared open by the Taotai in October, 1897. A Council was formed to supervise this Bund and attend to other native municipal matters; its offices are situated in the Bureau for Foreign Affairs, in the Bubbling Well Road. It controls a special force of police composed of Sikhs and Chinese. A riot occurred on 5th and 6th April, 1897, in consequence of an increase in the wheelbarrow tax. It was suppressed by the Volunteers and sailors from the men-of-war in port, without loss of life. The Consuls and Municipal Council having submitted to the dictation of the Wheelbarrow Guild, an indignation public meeting was held on the 7th April, the largest meeting ever held in the Settlements up to that date. At this meeting the action of the Authorities was so strongly condemned that the Council resigned. A new Council was elected and the tax enforced, the French Municipal Council increasing their tax in like proportion. Another riot took place on 16th and 17th July, 1898, owing to the Authorities of the French Settlement having decided to remove the "Ningpo Joss House." The French Volunteers were called out and a force landed from men-of-war, which measures speedily suppressed the riot, fifteen natives being reported killed and many wounded. In 1900, Great Britain, France, Germany, and Japan landed troops at Shanghai for the protection of the Settlements, the presence of the troops being deemed necessary owing to the threatening aspect of the natives at the time operations were being conducted in the north in consequence of the Boxer rising. They remained as a garrison until December, 1902, when they were withdrawn. In December, 1905, differences arose between the local Chinese and British officials regarding the jurisdiction of the British Assessor of the Mixed Court, leading to a situation that called for the intervention of an armed foreign force. Inflammatory placards were posted throughout the native city and in the Settlement itself urging a general strike for the purpose of asserting so-called Chinese rights, and

on the 18th December serious rioting occurred in the streets, when several foreigners were subjected to rough usage at the hands of the mob. Determined attacks were made on the Hongkew and Louza police stations. The latter station was set on fire and partially wrecked. Encouraged by this success the rioters directed their incendiary efforts to the annexe of the Hotel Metropole. Their designs were happily frustrated by a force of bluejackets and volunteers who arrived on the scene, but it was not before shots had been fired and a few of the rioters killed that the mob dispersed. In the Nanking Road also the police found it necessary to fire on the mob with ball cartridge, two rounds of blank cartridges having failed to overawe them. In addition to the Volunteers, the Municipal police, European and Sikh, who appeared on the streets armed with rifles and fixed bayonets, upwards of 3,000 bluejackets were landed from warships of various nationalities for the protection of the Settlement. The men behaved with great moderation, but speedily convinced the rioters that their conduct was ill-advised. The Viceroy himself came to Shanghai to settle the dispute, and the Mixed Court, after being closed for a fortnight, was re-opened with Mr. Twyman, the British Assessor (whose dismissal the Taotai had demanded), still on the Bench. The Corps Diplomatique at Peking somewhat unfortunately yielded to the demand of the Chinese officials, and this prevented any satisfactory conclusion being arrived at, both parties, the Municipality and the Chinese Magistrates, being unsatisfied. Shanghai in August, 1913, was the scene of some fighting in connection with the abortive rebellion against Yuan Shih-kai. A large force of revolutionaries made several determined attempts to capture the arsenal, but did not succeed.

Government

As at all the open ports, foreigners are in judicial matters subject to the immediate control of their Consuls, British subjects coming under the jurisdiction of the Supreme Court, which was opened in September, 1865. Subjects of His Britannic Majesty have to pay an annual fee of two dollars, for which they have the privilege of being registered at the Consulate and heard as plaintiffs before the Court. There is enforced registration at several of the other Consulates, but it is free of charge. In the autumn of 1906, the United States Government established a High Court for China on much the same lines as H.B.M.'s Supreme Court. Chinese residents in the Foreign Settlements are subject to their own laws, administered by a so-called Mixed Court, which was established at the instigation of Sir Harry Parkes in 1864, and originally sat at the British Consulate. It is presided over by an official of the rank of *Tung-chi* or sub-prefect. The cases are watched by foreign assessors from the principal Consulates. Foreign Assessors also sit in most of the civil cases. In the French Concession there is now established a new Mixed Court in a building erected at Lokawei where is also to be found the new headquarters of the French Police. During 1917 a French judge was appointed to exercise judicial functions in the French Consular Court hitherto exercised by a consular official. There is a Court of Consuls which was established in 1870, the judges of which are elected by the Consuls annually, its purpose being to enable the Municipal Council to be sued.

In local affairs the foreign residents govern themselves and the natives within the Settlements by means of the Municipal Councils, which exist under the authority of the "Land Regulations." These were originally drawn up for the British Settlement by H.B.M. Consul in 1845, but have since undergone various amendments. In 1854 the first general Land Regulations—the city charter, as they may be called—were arranged between the British Consul, Captain Balfour, and the local authorities, acting under Imperial instructions, by which persons of all foreign nationalities were allowed to rent land within the defined limits, and in 1863 the so-called "American Settlement" was amalgamated with the British into one Municipality. The "Committee of Roads and Jetties," originally consisting of "three upright British Merchants," appointed by the British Consul, became in 1855 the "Municipal Council," elected by the renters of land, and, when the revised Land Regulations came into force in 1870, the "Council for the Foreign Community of Shanghai North of the Yang-king-pang," elected in January of each year by all householders who pay rates on an assessed rental of five hundred taels, or owners of land valued at five hundred taels and over. The Council now consists of nine members of various nationalities, who elect their own chairman and vice-chairman, and who give their services free. The great increase of municipal business, however, is proving so much a tax on the time of the councillors, the chairman especially, that some new arrangement is generally considered necessary. A move in this direction was made in 1907 by the creation of a paid Board, exercising much the same functions as a Company's Board of Directors, for the supervision of the Electrical Department. The Sec-

retariat was in 1897 strengthened and its efficiency increased, but no move in the direction of a change in the Council's constitution has yet been made. A committee of residents was appointed in November, 1879, to revise the Land Regulations, and their work was considered and passed by the ratepayers in May, 1881, but the "co-operative policy," under which a voice equal to that given to Great Britain, is given to small Powers having practically no interests in China, caused a delay of seventeen years. The Regulations were again revised and passed by the ratepayers in March, 1898, and in November the Council received a formal notification that the additions and alterations and by-laws had received the approval of the Diplomatic Body at Peking, and they have the force of law in the Anglo-American Settlement. They give the Council the powers which it had been for nearly twenty years trying to obtain, including the compulsory acquisition of land for new roads, and the extension and improvement of already existing thoroughfares, the promotion of sanitation, and the enforcement of building regulations. All these had been foreshadowed in the Original Land Regulations of Captain Balfour, but they, being unskilfully drafted and their immediate necessity not appearing evident to the struggling community, were permitted to fall into temporary abeyance. The rights of the foreign and native renters concerned are most carefully guarded, for which purpose a board of three Land Commissioners has been constituted, one being appointed by the Council, one by the registered owners of land in the Settlement, and one by resolution of a meeting of ratepayers. At the time of the Taiping rebellion it was proposed by the Defence Committee, with the almost unanimous consent of the land renters and residents, to make the Settlements and City with the district around a free city, under the protection of the Treaty Powers. Had this proposal, which was thoroughly justifiable owing to the Imperial Government having lost all power in the provinces, been carried out, Shanghai would have become the chief city in the Far East, and it is safe to say would have acted as a leaven, to the ultimate immense benefit of the whole Chinese Empire. A separate Council for the French Concession was appointed in 1862, and now works under the "Règlement d'Organisation Municipale de la Concession Française," passed in 1868. It consists of four French and four foreign members, elected for two years, half of whom retire annually. Their resolutions are inoperative until sanctioned by the Consul-General. The members are elected by all owners of land in the Concession, or occupants paying a rental of a thousand francs per annum, or residents with an annual income of four thousand francs. This, it will be noticed, approaches more nearly to "universal suffrage" than the franchise of the other Settlement. The qualification for councillors north of the Yang-king-pang is the payment of rates to the amount of fifty taels annually, or being a householder paying rates on an assessed rental of twelve hundred taels. Several efforts have been made to amalgamate the French with the other Settlements, but so far without success. Meetings of ratepayers are held in February or March of each year, at which the budgets are voted and the new Councils instructed as to the policy they are to pursue. No important measure can be undertaken without being referred to a meeting of ratepayers, any twenty-five of whom can call a Special Meeting, whose findings are of equal validity with the regular Annual Meeting. The Council divides itself into Finance, Watch, and Works Committees. This cosmopolitan system of government has for many years worked well and, the peculiar needs of the community considered, economically, so that Shanghai early earned for itself the name of "The Model Settlement." An agitation was started in 1919 for Chinese representation on the Municipal Council of the International Settlement on the plea that there should not be taxation without representation, and some little difficulty was experienced in connection with the collection of rates. Although, as explained on page 736, the Chinese reside in the Settlement on suffrance, the Council offered to accept an Advisory Committee of five members on Chinese affairs, and, although the agitators clamoured for seats on the Council, their demand was firmly refused.

It is indicative of the wisdom of the principles laid down by Captain Balfour, and subsequently extended by Sir Rutherford Alcock, which, while granting the foreign residents full and complete power to manage their own municipal affairs, and holding them responsible for the peace and good order of the Settlements, carefully refrained from any interference with the sovereign rights of the Emperor of China as Lord of the Soil, that for a space of seventy years no clashing of authority, which could not be at once removed by the exercise of a little common-sense on both sides, has been found to occur. Twice, indeed, it may be said, the Foreign Settlements proved the salvation of Imperial rule over the whole Empire. It was owing to the fact that the Imperial troops, aided by Gordon's "Ever-Victorious Army," were able to make the Foreign Settlements their base of operations that the capture of Soochow in November

1863, and after it the complete suppression of the Taiping Rebellion, was due. Later, in 1900, when the Emperor was a prisoner in his own palace, and the insurgent troops of Prince Tün and T'ung Fu-siang were actually besieging Peking, it was the loyal conduct of the Nanking Viceroy, the late Liu K'wen-yi, backed up by the loyalty of the Chinese residents in the Foreign Settlements, that finally brought about the restoration of order in the North, and saved the Empire from extinction and partition. These things were perfectly well understood by a long run of distinguished statesmen, who in turn held for half a century the reins of power at Nanking. In this category we may include such names, illustrious for their loyalty, as the late Tseng Kwoh-fan and Liu K'wen-yi. It was not, indeed, till the advent in 1904 of a reactionary Viceroy, who, under the specious pretext of seeking to restore the dimmed prestige of the Imperial Court, was really desirous of recommencing an anti-foreign campaign, with all the methods of the eighteenth century, that any interruption of the previous good relations took place. Under him an equally reactionary Taotai was appointed and a system of petty attempts at interference was at once inaugurated. The methods were worthy of the men, who did not hesitate to call to their aid the elements of disorder always to be found beneath the surface in China.

The administration of the Salt Gabelle, a monopoly of the Central Government, had ever been unpopular in China, and with the relaxation of a strong administration in any of the provinces one of the first symptoms is sure to be a revival of an organised system of salt smuggling, often encouraged secretly by over-greedy officials desirous of illegal gain. There has at all times existed a considerable amount of clandestine salt manufacture on the northern shore of Hangchow Bay. Its existence is well known to the provincial authorities, who, however, have not the means nor the desire to provide an adequate coastguard effectually to repress it. The proprietors of these illegal salines are in touch with a widely-organised band of ruffians, who dominate the Pootung country, and are a constant source of trouble to the police of the Foreign Settlements. Under the administration of the ex-Viceroy, Cheo Fu, and his then lieutenant, the Taotai Yuan, these bands of salt smugglers grew in numbers and audacity, and have so far advanced their organisation as to reach to the west of the T'ai Hu. As in carrying the salt from the coast to the interior they must of necessity cross the river above or below the Foreign Settlements, nominally the stream is guarded by the River Police, mainly composed of a small body of foreigners under the orders of the Maritime Customs: they are, however, few in number for the distance to be guarded, and, moreover, by the express order of the high Chinese officials are not permitted to carry arms, while the smugglers are well armed and organised. Although it is no part of the business of the Municipal Police to undertake the thankless task of protecting the Chinese Revenue, they are occasionally called on to intervene when some outrage worse than usual takes place on the outskirts of the Settlements. Cases of this sort became so numerous, many cases of murder, of gouging out of eyes, and of mutilation occurring in the immediate suburbs, that at the annual ratepayers' meeting in 1906 the Municipal Council were ordered to increase the force of Sikh Police to a thousand men.

Finances

The Revenue for 1920 was the highest on record. The growth of the Settlement is shown by the rise during the past twenty-nine years in the chief sources of Municipal Revenue, namely:—Land Tax, Tls. 54,645 to Tls. 1,056,641; Foreign House rate, Tls. 44,477 to Tls. 912,239; Native House rate, Tls. 104,740 to Tls. 1,276,449; Wharfage dues, Tls. 64,322 to Tls. 365,297; and Licence fees, Tls. 109,559 to Tls. 627,567.

The Ordinary Revenue of the "Anglo-American" Settlement for 1920 amounted to Tls. 4,823,483.03 and was derived from the following sources:—

Land Tax, six-tenths of 1 per cent. and seven-tenths of 1 per cent.	Tls. 1,056,641.09
General Municipal Rates, Foreign Houses, 14 per cent.	870,277.03
Do. do. on houses beyond Settlement limits, 6 per cent.	41,962.28
General Municipal Rates, Native Houses, 12 per cent.	1,268,914.24
Do. do. on houses beyond Settlement limits, 6 per cent.	7,534.15
Special Advertisement rate	1,484.76
Licences, principally vehicles and bars	627,566.34
Dues on Merchandise	365,297.02
Rent of Municipal Properties, Markets, etc.	126,787.32
Revenue from Public and Municipal Undertakings	457,018.20
	Tls. 4,823,483.03

The Ordinary Expenditure for the same year was Tls. 4,829,895.41, and was divided among the different departments as under :—

Police Force			Tls. 1,533,588.07
Volunteers			53,095.96
Fire Brigade			148,358.36
Health Dept. including Hospitals			365,770.67
Public Works Dept. General		Tls. 359,552.34	
Do.	Building	82,569.73	
Do.	Creeks and River	47,116.05	
Do.	Drainage	41,591.37	
Do.	Roads	507,747.19	
Do.	Lighting	143,235.29	
Do.	Parks, etc.	71,981.43	
			1,253,793.40
Public Band			74,490.19
Education, including Library			328,767.52
Finance Department			137,423.72
Secretariat, Tls. 114,092.03, Tax Office, Tls. 161,403.57			275,495.60
General, Tls. 146,656.29, Stock and Stores, Tls. 121,418.59			268,074.88
Interest, Tls. 353,537.04, Redemption of Debentures, Tls. 37,500			391,037.04
			Tls. 4,829 895.41

The ordinary expenditure exceeded the ordinary income by Tls. 6,412.38. The extraordinary income from various sources amounted to Tls. 4,778,143.77, and extraordinary expenditure (on electricity, land, roads and buildings) to Tls. 4,790,320.46, leaving a deficit of Tls. 12,176.69 to be carried forward to 1921.

The ordinary municipal revenue for 1921 was estimated at Tls. 5,700,950, and the ordinary expenditure at Tls. 5,663,750. The extraordinary revenue (consisting of the estimated surplus on the ordinary income of Tls. 37,200, Miscellaneous income amounting to Tls. 20,000, together with Tls. 384,300 raised by Debentures in completion of the 1920 loan, and Tls. 7,000,000 to be raised by Debentures during 1921) provided an extraordinary income of Tls. 7,441,500; while the extraordinary expenditure of Tls. 5,700,000 upon the Electricity Dept., with additional extraordinary expenditure upon buildings and land of Tls. 1,711,250, added to the deficit of Tls. 12,177 brought forward from 1920 will leave a surplus of Tls. 18,073.

The Revenue of the French Concession for 1920 was Tls. 1,344,196.46. The sources from which it was derived were :—

Land Tax, six-tenths of 1 per cent.	Tls. 210,855.45
Foreign House Tax, 12 per cent.	125,2[illegible]3.13
Native House Tax, 12 per cent.	247,966.64
Licences, principally vehicles	300,283.77
Taxes, various	82,626.70
Rent of Quays and Jetties, Wharfage Dues, Ground Rents, etc.	180,456.73
Slaughter-Houses	18,512.33
Schools	16,515.83
Police	28,553.48
Public Works	17,123.72
Miscellaneous	116,008.68
	Tls. 1,344,196.46

The Expenditure of the French Municipality in 1920 amounted to Tls. 1,346,369.43 and was divided as under :—

Secretariat (Staff and General Charges)	Tls. 74,217.52
Police Department	311,292.21
Public Works	405,837.26
Medical and Sanitary	27,023.99
Allowances and Donations	53,923.91
Lighting, Tls. 35,248.81, Fire Brigade, Tls. 35,285.62	70,534.43

	Tls. 942,829.32
Schools, Tls. 69,545.33, Telegraphs and Telephones, Tls. 4,286.10 ...	73,831.43
Volunteers, Tls. 1,180.53, Municipal Printing Office, Tls. 7,777.74 ...	8,958.30
Miscellaneous Sundries	141,220.60
Public Works Extraordinary	179,529.78
	Tls. 1,346,369.43

The ordinary revenue for 1921, including a balance of Tls. 8,200.25 from 1920, was estimated at Tls. 1,308,209.25 and the expenditure at Tls. 1,402,896.65.

Population

The Foreign population increased rapidly up to 1865, but declined considerably during the next ten years. The census of 1865 gave the number of foreign residents in the three Settlements as 2,757, army and navy (British) 1,851, shipping 931, a total of 5,589. In 1870, the total in the Anglo-American Settlement was 1,665; in 1876, 1,673; in 1880, 2,197; in 1885, 3,673; in 1890, 3,821; in 1895, 4,684; in 1900, 7,396; in 1905, 11,497. By the census of 15th October, 1910, there were in both Settlements a total of 15,012 foreigners; 1,356 in the British Settlement (now called Central District), 8,658 in Hongkew (now Northern and Eastern Districts), 3,522 in Western District, Outside Roads and Pootung; and 1,476 in the French Settlement—an increase of 21·74 per cent. during the latter five years, against 45 per cent. during the previous five. When the census was taken in October, 1915, the number of foreigners in the two Settlements had grown to 20,924—18,519 in the International Settlement and 2,405 in the French Settlement. The fluctuations in the foreign population have been very remarkable. Between 1870 and 1880 the number of adult males decreased, while in the next five years it increased by over fifty per cent. In the nine years, 1876 to 1885, the whole foreign population more than doubled, but in the next five years it showed an increase of only 148, of whom 144 were children. The increase was mostly in the Hongkew district, where the population was twelve times what it was in 1880, while during the same period the British Settlement increased by only 481. While the foreign adult males had increased only about seven times since the census of 1880 the number of women increased twelve and of children eight and a half times. There were more than thirty nations and peoples represented in Shanghai. According to the census taken on October 16th, 1920 (exclusive of the French Settlement and the outside roads under the control of the French Consul), the foreign population numbers 23,307, compared with 18,519 in 1915 and 13,536 in 1910. The proportion of the principal nationalities represented is as follows, the figures at the time of the 1915 census being given within parenthesis:—Japanese 10,215 (7,169); British, 5,341 (4,822); American, 2,264 (1,307); Portuguese, 1,301 (1,323); Russian, 1,266 (361); French, 316 (244); German, 280 (1,155); Spanish, 186 (181); Danish, 175 (145); Italian 171 (114); Indians, 954 (1,009). This shows that the Japanese have trebled in number since 1910. The foreign population in the French Settlement in 1920 was 3,560 and the native 166,667. Among the different nationalities represented in the foreign population were the following:—British, 1,044; American, 549; French, 530; Japanese, 306; Russian, 210; German, 9., Although the Chinese have no right of residence within the Foreign Settlement, and indeed were not recognised by the original Land Regulations, some twenty thousand sought refuge within the boundaries from the rebels in 1854, and when the city was besieged by the Taipings in 1860 there were, it is said, at least five hundred thousand natives within the Settlements. As they found some amenities from "squeezing" when under the protection of foreigners, and foreigners themselves being able to obtain a much higher rental for their land and finding native house property a very profitable investment, no opposition was made to their residence. In 1870 there were in the three Settlements 75,047; in 1880, 107,812; in 1890, 168,129; in 1900, 240,995; in 1910, 602,475; and in 1920, 930,068. The Chinese population working in the Settlements, however, must be much greater than the total given, as there are many more thousands who sleed outside the limits. Taking into consideration the thickly populated surrounding Chinese territory with its added thousands that cannot be even approximated, the daytime population of the port, it is thought, must be well toward 1,500,000. This rapid increase has occurred notwithstanding that rents have risen from thirty to sixty and in some cases even one hundred per cent. and that provisions and cost of living generally both of natives and foreigners have increased. The population of the

native city is estimated by the Inspectorate of Customs at one million. The large congregation of nearly a million natives in the Settlements and outlying roads, eight and two-thirds square miles, is kept in admirable order by a police force of 203 Europeans (238 is the authorised number), 674 Sikhs (including 161 for gaol duty), 31 mounted troopers, 39 Japanese and 1,358 natives for the north of the Yang-king-pang, being one constable for about each three acres, and for 300 head of population. There are nine police stations. There are 63 European, 261 Tonkinese, and 449 Chinese police for the French Settlement, or about one constable for every 225 inhabitants. As the natives have to be tried by their own authorities, and bribery and obstruction have to be contended against, and there is a want of the facilities found elsewhere, the difficulties of organizing and efficiently working such a small force are considerable.

The following table shows the population and Municipal Revenue of the Settlement, exclusive of the French, for the past six quinquennial periods:—

Year	Foreigners	Natives	Ordinary Income
1895	4,684	240,995	Tls. 482,603
1900	6,774	345,276	„ 1,045,177
1905	11,497	452,716	„ 1,780,415
1910	13,526	488,005	„ 2,555,056
1915	18,519	620,401	„ 3,051,017
1920	23,307	759,839	„ 4,823,483

Climate

The climate of Shanghai is generally allowed to be fairly healthy. The death rate amongst the resident foreign population ranged from 15.2 per thousand in 1920 to 11.2 per thousand in 1905. The rate including non-residents was considerably higher; it reached 34.6 per thousand in 1902, which, however, was exceptional. The number of registered deaths of foreign residents, including non-Chinese Asiatics (207 amongst Japanese), was 356 (including 113 children), and of non-residents 125, in 1920. Partial outbreaks of cholera have occurred at intervals, but the larger proportion of the cases has been among the ships in harbour. The highest recorded number of deaths from this cause among foreigners was 32 in 1890. Of these, 11 were amongst residents. With the exception of the year 1912, when there were 14 cases, the average number of cases amongst foreigners has been slightly over three per annum during the last twenty years. There were 3 fatal cases in 1920. The highest number of deaths of foreign residents from small-pox was 21 in 1907. The average during the last twenty years has been 15 per annum. In winter, cases of small-pox and typhoid are frequent among the natives. Amongst the shore population the death rate was 15·4 per thousand in 1915, 14 in 1916, 20.7 in 1917, 16.5 in 1918 (including Japanese), 20·6 in 1919 and 15.2 in 1920. These rates compare favourably with those of many large towns in Europe and America. There were reported 9,663 deaths amongst the natives in the "Anglo-American Settlement" in 1912, 8,062 in 1913, 8,198 in 1916, 9,612 in 1917, 8,441 in 1918, 9,646 in 1919, and 8,546 in 1920, which make the rate 19.3, 15.8, 13, 14.9, 12.8, 14.3 and 11.2 per thousand. Small-pox, which was the cause of 863 deaths of natives in 1907, did not claim any victims in 1920; choleric diarrhœa claimed 142 victims in 1920, and influenza 160; scarlet fever, which caused 1,500 deaths of Chinese in 1902, was responsible for only 103 in 1920; and tuberculosis, which accounted for 2,000 in 1902, steadily decreased to 618 in 1910, but then gradually increased to 1,070 in 1920. The thermometer ranges from 25 deg. to 103 deg. Fahrenheit, the mean of ten years having been 59·19 deg., the average being 41·13, 64·99, 77·91 and 52·49 for first, second, third and fourth quarters, respectively. Shanghai approaches nearest to Rome in mean temperature, while the winter temperatures of London and Shanghai are almost identical. In October and November there is generally dry, clear, and delightful weather, equal to that found in any part of the world; but when the winter has fairly set in the north-east winds are extremely cold and biting. On January 17th, 1878, the river was frozen over at Woosung. The heat during July and August is sometimes excessive, but generally lasts only a few days at a time. In late years very severe gales have become more frequent. On 27th and 28th July, 1915, a typhoon of extraordinary violence visited the district doing much damage. The mean of the barometer is from 29·769 in the third to 30·245 inches in the first quarter. The annual average of rainy days in Shanghai during eight years was 124; 55 wet days

occurred in winter, and 69 in summer; the annual rainfall averages 49·57 inches, about 15 in winter and 30·2 in summer. The mean degree of humidity is from 78·6 in the winter to 82·6 in the summer months.

Description

The streets of the British and French Settlements all run north and south and east and west, mostly for the whole length of both, crossing each other at right angles. They were when first laid out twenty-two feet wide, but have since at very great expense been mostly made much wider. In spite of this, however, and the more stringent regulations, the traffic problem is becoming increasingly acute. Its intensity may be judged from the 40 per cent. increase over 1919 of the motor vehicle licences issued, and from the fact that in the International Settlement alone the trams carried 111 million passengers. Under the new Regulations power to compel the sale of land required for public purposes has been secured. Notwithstanding the soft nature of the soil the roads are kept in remarkably good order, despite the heavy motor traffic. With the introduction of trams the whole track of the Maloo, one mile in length, was laid with Jarrah hardwood blocks, and the section of Nanking Road between Kiangse Road and the Bund was paved with the same material. The Municipal Council lease a stone quarry at Pingchiao, in Chekiang, about 150 miles south-west of Shanghai, from which they obtain large quantities of stone. Owing to the nature of the ground, expensive piling or concrete foundations are necessary before any building over one storey in height can be erected, and all stone has to be brought from a long distance. The Soochow Creek, between the British Settlement and Hongkew, is now crossed by nine bridges, seven of which are adapted for carriage traffic. The scheme for filling in the Yang-king-pang was passed by the land-renters in 1914, the area thus gained being converted into a fine boulevard. The first tube of the Yang-king-pang culvert to be put under the Bund Bridge was laid in March, 1916, and the Avenue Edward VII., as the new thoroughfare is named, was finished in the same year. The Bund Bridge, which was carefully removed for re-erection elsewhere, and the levelling of the road surface at this point saw the completion of the work, and the International Settlement trams now run the full length of the French and International Bunds. The whole work of turning what was a foul-smelling creek into what promises to be one of the finest boulevards in the Far East, was one of the biggest single jobs undertaken by the local Public Works Department. Avenue Edward VII., from The Bund to Thibet Road, is a thoroughfare of considerable width, with spacious foot paths. All the roads leading off the new avenue on both sides, have rounded corners with a wide sweep, and the engineers, in planning the road, have made every arrangement possible for the accommodation of extensive traffic. In the straightening of the road the windings of the former creek are abolished. It may be mentioned that there is no tram line on Avenue Edward VII., the French tram company having removed the loop section which ran from the French Bund along the old Quai de Yang-king-pang and through Rue Montauban to Rue du Consulat. Instead, a double line is run from the Rue du Montauban corner down Rue du Consulat to The Bund. A new delimitation of the French Settlement was also undertaken during 1914, and the French authorities were given full control of the roads that have been built beyond the old boundary. Six new bridges were erected in 1901 to connect the extended Settlements. There are 50 bridges within the Settlements, the number having been considerably reduced owing to the demolition of the bridges over the Yang-king-pang and the Defence Creek. A new steel bridge over the mouth of the Soochow Creek was completed in 1908, replacing the wooden "Garden Bridge" erected in 1873. It has two equal spans of 171′ 2¼″, the width is 60 feet with a carriage-way of 36 feet 9 inches; the gradient of the approaches is 1 in 30; the headway above high-water from 6′ 6″ to 11″. There are several good driving roads extending into the country, two leading to Sicawei, a distance of about six miles, and one to Jessfield by the banks of the Soochow Creek, for five miles, with an extension measuring some thirteen miles to the extreme limits of the Shanghai *hsien* district and now called the Rubicon. Another broad thoroughfare, Yangtzepoo Road, formerly ran by the side of the river for five miles. It has recently been extended to Woosung, the official opening of the extension, which is 30 feet wide, taking place in May, 1919. The termini of Jessfield Road and Yangtzepoo Road now mark the limits in their separate directions of the Foreign Settlements. The land for a new road from Sicawei to Jessfield was acquired in 1905. Several other roads have been proposed, but although foreigners are prepared to pay high prices for the land the

opposition of the officials has hitherto prevented their construction. Now, however, by the granting of the extension of the Settlements the Municipal Council has the right to build and police roads in certain adjacent districts. In 1920 the roads maintained by the Council measured 144 miles, and the footways 115 miles. At the time the Taipings approached Shanghai, some roads for the passage of artillery were made by the British military authorities at the expense of the Chinese Government, one of them extending for seventeen miles into the country; but, excepting those close to the Settlement, they have now been turned into ploughed fields. The foreshore in front of the Settlement has been reclaimed, raised, turfed, and planted with shrubs, and forms a spacious and delightful promenade. The trees planted some years ago having now attained a good height, and a munber of imposing buildings having been completed, the English and French Bunds form a magnificent boulevard. The widening of the Bund was commenced in 1920 and is to be continued from Peking Road to the Garden Bridge, cutting off 35 feet of the Public Garden, which will be replaced by a corresponding reclamation along the river front.

Many foreign houses, some with several *mow* of garden ground, have been, and more are still being, erected near the outside roads, especially on the Bubbling Well, Sicawei, and Sinza Roads, which are the main outlets from the settlement, and from which most of the other roads branch off. These roads are planted with trees on both sides, forming fine avenues of five to six miles in length. Building activity of late years may be described as remarkable and unparalleled in the history of the port. The number of new buildings erected in 1914 totalled 8,824, in 1915 6,892, in 1916 6,767, in 1917 3,926, in 1918 2,968, in 1919 3,131, and in 1920 3,500, the estimated cost of these last being nearly eleven million taels. They included mills, godowns, shops, offices and Chinese and foreign residential premises. During the last three or four years several big granite and concrete offices of a type hitherto unknown locally, and as nearly approaching the "sky-scraper" variety as the subsoil would permit, have been erected. Extensive rebuilding is taking place on the Bund, where structures of 5, 6 and 7 storeys are taking the place of the old buildings, prominent amongst these being the premises of the Hongkong and Shanghai Bank, *N. C. Daily News*, Chartered Bank, Messrs. Jardine, Matheson & Co., and the Glen Line. It is reported that a huge up-to-date hotel, 14 storeys high, is to be erected on the Bubbling Well Road opposite the Race Course. In the western district dwelling-houses of the better-class have sprung up like mushrooms.

A small but well laid-out and admirably kept Public Garden was formed about 1868 on land recovered from the river in front of the British Consulate. It has been considerably extended in area by reclaiming the foreshore, and a further extension of five and a half *mow* by diverting the Soochow Creek was completed in 1905. A general Public Garden, intended for Chinese, eight *mow* in extent, by the bank of the Soochow Creek, was opened in December, 1890. A Park measuring 364 ft. by 216 ft. is laid out in Hongkew. The Public Recreation Ground has also been thoroughly drained, turfed and laid out, in spaces not devoted to sport, with flower-beds. A large extent of ground near Jessfield has been converted into a decorative park and botanical garden.

Immense sums have been wasted in various attempts to drain the Settlements, principally from the want of skilled direction; but the great difficulties in this matter arising from the low-lying and level nature of the ground have now been fairly overcome, though very much work of this nature has still to be undertaken in the recently-acquired area. The Settlements are well provided with telephonic fire alarms. The desire of the Municipal Councils to keep the monopoly in their own hands retarded for many years the inauguration of waterworks, but a public company now furnishes a continuous supply of filtered water at moderate rates, and so successful has it been that the original capital has been more than doubled. A separate system of waterworks for the French Concession has been inaugurated, and Chinese waterworks, to supply the native city, were completed in September, 1899. The electric light was introduced in 1882, and arc lamps are erected on all the principal thoroughfares and wharves. In 1893 the Municipality purchased the property and business of the Electric Company, but the administration of the Electric Light Department has not given entire satisfaction. The French Municipality has an excellent electric light service, and the native Bund is lighted by a Chinese Electric Light Company.

Shanghai can boast of many fine buildings of various and varied styles of architecture. The first English church, built in 1847, did not long exist, for in 1850 the roof fell in. It was, however, patched up, and continued in use till 1862, when it gave way to a building professedly only temporary. On the 16th May 1866, accordingly,

the foundation-stone was laid of a new building which was opened for public worship in August, 1869. Although at the time considered extravagantly large, the congregation has already outgrown the accommodation. It possesses a fine organ, and a full and highly-trained choir. It is Gothic of the thirteenth century, according to the practice of the day, 152 feet long, 58½ feet wide, and 54 feet from the floor to the apex of the nave. The structure was not completed, however, until 1892, when the spire was erected, the cross being placed on the top on the 4th October of that year. It attains a total height of 160 feet and, like the body of the edifice, is built of red brick, with stone dressing. There is a Roman Catholic Church in the French Concession called St. Joseph's, built in 1862, and another in Hongkew known as the Church of the Sacred Heart. There are also the Union Church on the Soochow Creek, a church with spire and bells in Yunnan Road, belonging to the American Methodist Episcopal Mission, a chapel belonging to the London Mission, and two to the American Episcopalians, the church of St. Andrew, in Broadway, Hongkew, which, besides serving as a Seamen's church, acts also as a chapel of ease to the Anglican Cathedral, besides several mission chapels for natives. The Jesuit Fathers have an extensive mission establishment and orphanages at Sicawei, where a mission has existed for over a hundred years. The present church was built in 1851. To this mission is attached a museum of natural history, etc., and an astronomical and meteorological observatory. In connection with the latter there is a time-ball on the French Bund. Under the direction of this institution, a complete system of meteorological observations, embracing the whole of the China Seas, is carried out. The Shanghai Club occupies a large and elaborate building at one end of the English Bund. The original structure cost £42,000, and at that is said to have ruined three contractors. It was opened in 1864 and passed through a varied and peculiar history, and finally, having in recent years been found too small for its membership, new and imposing premises were erected on the same site and opened in 1911. On October 22nd, 1904, the foundation of a new German Club was laid by Prince Adelbert of Prussia, to replace the old Club Concordia. The new building is a large edifice, with some pretension to architectural display in German Renaissance style. It was closed when China joined the Allies. The present buildings of the British Consulate and Supreme Court, at the other end of the Bund, were opened in 1872. Near them is a fine Masonic Hall, recently partially re-built. Amongst the other conspicuous buildings may be mentioned those occupied by the Russo-Asiatic Bank, the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China, the Eastern Extension and Great Northern Telegraph Companies, the Palace Hotel, Astor House Hotel, the new offices of the Chinese Mutual Life Insurance Company, Ltd., and the Union and McBain Buildings. A large scheme for building offices and residential flats on the Nanking Road between Szechuan and Kiangse Roads has been put in hand by Mr. E. I. Ezra. The scheme includes the laying out of a new thoroughfare, the surrender of land at the narrowest portion of Nanking Road and the erection of five blocks of buildings in three years. The Lyceum Theatre, situate in Museum Road, is a fair building seating 700 persons, opened in January, 1874, and extensively altered and improved during 1901 and again in 1906. A new Custom-house was completed in 1893 on the site of the old building on the Bund. It is in the Tudor style, of red brick with facings of green Ningpo stone, and has high pitched roofs covered with red French tiles. The buildings have a frontage on the Bund of 135 feet, and on the Hankow Road of 155 feet. In the centre of the main building a clock tower, supplied with a four-faced clock striking the Westminster chimes, rises to a height of 110 feet, and divides the structure into two wings. The late Mr. John Chambers was the architect, and the building adds an imposing feature to the Bund. Another fine building is the Central Police Station in Foochow Road, large and spacious, of red brick with stone dressings, but lacking frontage and surrounding space to set it off to full advantage. The new Town Hall and Public Markets were completed in 1899, and form the first block of buildings erected by public funds for public use. They occupy a prominent site, which is bounded by four roads; the principal front being upon the Nanking Road, after the Bund the main thoroughfare of the Settlement. The plan divides the block into two portions, that facing Nanking Road being for use by the European community as a Town Hall and Market, and the portion in the rear as a Chinese Market. This latter is an airy open building 156 feet by 140 feet, two storeys high, constructed entirely of iron and steel with concrete floors and a roof glazed in such a manner as to admit the north light only. A four-way staircase connects the two floors and is surmounted by an octagonal dome 40 feet in diameter. The front building is of red brick with stone dressings. The lower floor consists of the European market, 156 feet by 80 feet, and an arcade, 156 feet by 45

feet, employed for the same purpose. A special and striking feature of the building is the handsome staircase entered from Nanking Road and leading to the Town Hall on the first floor. The walls and arches of this staircase are finished in clean red brickwork with stone dressings, the steps being of concrete with stone handrails and ballusters, and encaustic tile floors to halls and landings. The Town Hall is also used by the Shanghai Volunteers for drill purposes. It presents an imposing appearance, being 156 feet long, 80 wide, and 26 feet high to the tiebeams of the roof, a massively timbered gallery crossing one end. The floor is of teak laid on steel joists and concrete. The windows are of cathedral glass and the joinery and dado in this room are of polished teak. Adjoining this Hall are other large rooms used for public meetings, a Volunteers' Club and other purposes. The buildings are lighted throughout by incandescent electric lights, the Town Hall having six 300 candle-power incandescent lamps besides the numerous side lights. The whole of the buildings form an effective group, although the narrowness of the streets on the East and West sides considerably detracts from the possibility of obtaining a good view of the block. They took about eighteen months to erect and were built from the designs and under the superintendence of Mr C. Mayne, C.E., the Municipal Engineer, and Mr. F. M. Gratton, F.R.I.B.A., of the firm of Morrison & Gratton, of Shanghai, as joint architects and engineers. Towards the close of 1913 additional land at a cost of about Tls. 555,000 was purchased and plans were prepared and submitted to the President R.I.B.A. for a new block of Central Municipal Offices to occupy the whole of the site bounded by Hankow, Kiangse, Foochow and Honan Roads. The work of construction was commenced in March, 1915, the estimated cost of the entire scheme being Tls. 800,000. The main part of the building is on Hankow Road, overlooking the Cathedral compound. Being of massive construction, and with every detail carefully worked out with an eye to architectural beauty, and with a central ornamental tower reaching 150 feet above the ground, the new offices form an imposing pile. A new Mixed Court was completed in 1899. A monument to the memory of Mr. A. R. Margary, of the British Consular service, who was murdered by Chinese in Yunnan, was unveiled in June, 1880, and a statue of the late Sir Harry Parkes, British Minister to Peking, was erected in 1890. A bronze monument in memory of the crew of the German gunboat *Iltis*, lost in a typhoon off the coast of Shantung on 25th July, 1896, was erected on the Bund, at the end of the Peking road, in Dovember, 1898, but was broken down during the Armistice celebrations in 1918. A bronze statue by Mr. Henry Pegram, A.R.A., of Sir Robert Hart, late Inspector General of Chinese Maritime Customs, subscribed for by the community, was erected on the Bund near the Customs House in 1913. The statue is nine feet in height and stands on a granite pedestal eight feet high. The principal buildings on the French Concession are the Municipal Hall and the Consulate. In 1914 the new building of the Cercle Sportif Francais was thrown open to the members of the club and their friends, the more humble pavilion having given place to a handsome two-storied edifice. A bronze statue of Admiral Protet, who was killed when directing an attack on Nan-yao on 17th May, 1862, stands in front of the Municipal Hall The Public Markets of the French Concession are large and well built and are perfect as regards sanitary arrangements. An efficient tram service is maintained in both Settlements.

Institutions

Among the institutions of the place may be mentioned the Shanghai Volunteer Corps, composed of members of all nationalities, under the command of Col. R. Marr Johnson. It consists of 54 officers and 933 other ranks, made up as follow:—Staff 8, Light Horse 84, Artillery 74, Maxim Company 36, Engineer Company 29, "A" Company (British) 79, "B" Company (British) 43, Customs Company 37, American Company 123, Portuguese Company 69, Japanese Company 140, Chinese Company 118, Shanghai Scottish Company 73, Italian Company 28, Reserve 187, Maritime Company 34. These numbers are exclusive of the Medical Staff and the Band. On the declaration of war by China on Germany and Austria Hungary, the companies drawn from the subjects of those countries were disbanded. Originally formed in 1861, the Volunteer Force gradually went to decay, until the fear of attack after the massacre at Tientsin in 1870 caused its revival with considerable vigour. It again dwindled in numbers, but a re-organisation under the late Major Holliday proved successful, and in 1900, during the Boxer crisis, the membership of 300 was more than trebled and included a Naval Company, since disbanded. At the inspection made just before the war by Major General Kelly, C.B., the Corps was awarded high praise. The infantry is armed with the Lee-

Metford and the new short rifles. A separate Company of Volunteers, under the order of the French Consul-General, was formed in May, 1897. The Fire Brigade consisted until 1919 of 42 foreign volunteers under chief officer M. W. Pett with a paid departmental engineer, and a staff of 187 native assistants, and was equipped with three motor Fire Engines and one Hook and Ladder Companies, with six motor pumps, a spare fire engine and steam fire float, three escapes, 117 ladders and 37,375 feet of hose. It was pronounced to be one of the most efficient volunteer brigades in the world. In 1919, however, owing to a misunderstanding, the volunteer members tendered their resignations, which were accepted, and as from April the Brigade became a purely professional organisation. Owing to the increased number of fires an independent brigade for the French Settlement was formed in April, 1908. Stimulated by these examples, no doubt, the Shanghai native city fire-brigade was reorganised in 1920. A substantial new building on the Nantao Road was inaugurated as a fire-station in December, and modern engines and equipment were purchased by public subscription. There is a Public Health Laboratory at which bacteriological investigations and chemical analyses are carried out, vaccine lymph is prepared, and the Pasteur treatment of rabies undertaken. The Settlements are well provided with hospitals. In addition to the large General Hospital, recently rebuilt and forming a four-storied block on the northern bank of the Soochow Creek, to which an extension has now been built, there is the Victoria Nursing Home, presented by the community as a Jubilee Memorial, and enlarged in 1913, with a separate house for maternity cases, and mental wards and an efficient English nursing staff available for outside attendance; and also a large isolation hospital for infectious cases, native and foreign, all these being directly under Municipal control. In 1917 further extensions to the General Hospital were commenced and have now been completed. A bungalow to be used as a sanatorium in connection with the Nursing Home was purchased in 1907. There are likewise several private institutions under the control of the various missionary bodies. The other public institutions may be enumerated as the late Subscription Library, containing about 12,650 volumes, which was taken under the control of the Council in 1913 and is now a Public Library with free reading room; a branch of the Royal Asiatic Society, with the nucleus of a Museum; a Masonic Club, a Sailors' Home, a Polytechnic Institution for Chinese, a Seamen's Library and Museum; a Wind Instrument Band of 8 Europeans and 29 Filipinos, paid by the Municipality, which gives concerts in the Public Gardens every day during the summer months, dance music in the Town Hall once a week, and Sunday concerts during the winter; a Race Club, possessing a course of a mile and a quarter, which holds race meetings in May and November; a Country Club on the Bubbling Well Road; Parsee, Portuguese, and Customs Clubs; also Pony Paper Hunt, Cricket, Rifle, Yacht, Baseball, Racquet, Golf, Skating, Football, Swimming and various other Clubs, Philharmonic and Choral Societies, English and French Amateur Dramatic Societies, and other institutions for amusement and recreation. There are sixteen Masonic bodies; with over 700 members. In 1876 a District Grand Lodge for North China was constituted under the Grand Lodge of England; and in 1902 the Grand Lodge of Massachusetts also erected a China Province with a District Grand Lodge under a District Deputy Grand Master, both having their headquarters in Shanghai.

Industries

There are five Docks at Shanghai. The one at Tungkadoo, opposite the city, has a length of 380 feet over all, with a depth at spring tides of 21 feet; the Old Dock at Hongkew is 400 feet long and 18 feet deep at spring tides; the New Dock at Pootung, at the lower end of the harbour, measures 450 feet on the blocks, 50 feet wide at bottom, and 134 at top, is 80 feet wide at entrance between pierheads, with a depth at high-water springs of 22 feet; the works connected with this dock cover an area of 16 acres; the Cosmopolitan Dock, on the Pootung side about a mile below harbour limits, is 560 feet long on blocks, and 82 feet wide at entrance. The International Dock is a new and larger dock. All steamers and most sailing vessels now discharge and load at the various public and private wharves. The premises of the Associated Wharf Companies have a frontage of about three-quarters of a mile. The Chinese Government has an Arsenal, Dock, and Shipbuilding establishment at Kao Ch'ang Miao, a short distance above the native city. It commenced as a small rifle factory in 1867. The Great Northern Telegraph Company's cable was laid to Shanghai in 1871, and that of the Eastern Extension Company in 1884, and in 1906 was opened a German cable line connecting Shanghai with the American Trans-Pacific line at Manila: there being now three distinct lines of

communication with Europe. An overland line to Tientsin was opened in December, 1881, subsequently extended to Peking, and in 1894 connected with the Russian land lines through Siberia to Europe. There is also a line west to Kashgar and south as far as Laokay on the Yunnan border, there connecting with the French Tonkin lines and to Bhamo, connecting with the Burmah line. During the operations in 1900, the Allied Powers found it necessary to be independent of the Chinese landlines, and submarine cables were laid connecting Shanghai with Kiaochow, Weihaiwei, Chefoo, and Port Arthur. Within the past two or three years a wireless installation has been erected at Siccawei giving direct communication with Lyons in France. The first railway in China was constructed by a foreign company and opened from Shanghai to Woosung in June, 1876, but after running for sixteen months it was purchased and taken up by the Chinese Authorities. During the short time it was running the passenger traffic alone covered the working expenses, leaving sufficient profit to pay a small dividend. Twenty years afterwards it was reconstructed. There is railway communication now with Nanking viâ Soochow and Chinkiang on the north, and Hangchow viâ Sunkiang and Kaching on the south. Rapid progress has been made towards the reorganisation of the Kiangsu-Chekiang railway under the control of the directorate of the Shanghai-Nanking railway. This line received no small damage at the hands of the rebels during the disturbances in 1913. General plans for the linking up of this railway with the Kiangsu line have already been formulated and negotiations for the purchase of the necessary land are proceeding apace. There are several locally-owned lines of steamers running on the coast and the river Yangtsze. Many manufactories under both native and foreign auspices have sprung up of late years, and would have done so in large numbers long ago had it not been that the native authorities offered strong opposition to any manufactories under the control of foreigners and tried to strangle the importation of foreign machinery. Although the right under the Treaty to import machinery is quite clear, the British Government hesitated to enforce it; but the Japanese, in the Treaty of 1895 which closed the war, obtained the insertion of a clause specially authorising its importation. With the number of mills working and others in course of construction, the place is rapidly assuming the appearance of a thriving district in Lancashire. Indeed, Shanghai bids fair to become the principal centre of the cotton industry in the Far East. There are also a number of ginning factories, foreign and native-owned. The Silk Filatures give employment to 20,000 natives. Other industries include Hydraulic Packing Factories, foreign and native-owned Paper Mills, and Chinese-owned Match Factories. There are also large foreign Flour Mills (for grinding native wheat, which, it is said, makes excellent flour); two Kerosene Tank Oil and Tinning establishments and works, and various other industries which are fast increasing in number. During 1919 several new manufacturing projects were established, including a new steelworks, a glass factory, a cigarette factory, and an oil mill.

No notice of the important place taken by Shanghai in the industrial progress of the East would be complete without a reference to the large engineering and shipbuilding establishments which now form a conspicuous feature in the business of the place. Already in the early 'fifties, Mr. William Muirhead, an engineer officer in the service of the P. & O. S. N. Co., had conceived the idea of starting a repairing shop. With the exception of the P. & O., which then ran a fortnightly mail service from Hongkong, there was no regular line of steamers trading with the port, and the visits of coasting steamers were few and far between. Still, as the northern terminal port in China, occasional jobs came in. After the opening of Tientsin and the northern ports, and more especially after the opening of Japan, the business commenced to increase, and room was found for another small establishment to begin, Messrs. Nicolson & Boyd. Towards the end of the 'sixties Mr. Muirhead retired owing to failing health, and his business passed over to his former competitors. Meantime, as a number of sailing ships then entered the port, many of which came from the United States, two enterprising American shipwrights, S. C. Farnham and C. P. Blethen, had started, in connection with the "Old Dock," a general shipbuilding and repairing establishment under the style of S. C. Farnham & Co., and this from small beginnings rapidly grew in importance. The opening of the Suez Canal enormously increased the number of steamers visiting the port, and the Japanese daimios of the old *régime* were seized with general desire to become steamer owners, so that the trade got a considerable filli, and in the way of docking and repairs a large amount of local business commenced to spring up, and competition finally became strong. About 1890 both the old partners in S. C. Farnham & Co. having died, their successors conceived the idea of converting the old business into a limited liability company, and this was finally accomplished in 1893. In 1892 another limited liability

company, the Shanghai Engineering and Dock Company, entered the field, and commenced to build a large and more commodious dock than had up to that time existed in the place. They had, however, under-estimated the cost, and the new dock having met with a mishap, the Company found itself in financial straits. Overtures were made, with the result that the two concerns amalgamated. Finding themselves now in possession of nearly all the docking facilities of the port, the idea of combining all in one large concern presented itself, and negotiations were commenced with Nicolson & Boyd, the partners of which, finding that they would now have increasing difficulty in carrying on in face of the superior advantages possessed by their competitors, consented to an amalgamation; and the style of the new combination was changed to S. C. Farnham, Boyd & Company, Limited, with a nominal capital of upwards of five and a half million taels. Practically the new firm had the complete command of the market, possessing all the dry docks and all the machine shops of any size. The capital, it was generally considered, was too large; at all events it seems to have tempted to over-speculation, and, as not infrequently happens in similar cases, there was found a disposition on the part of the business men to go elsewhere. Outsiders soon commenced to find openings for competition, and the result was the winding up of the old company, and the formation of a new one in 1906, under the title of the Shanghai Dock and Engineering Co., Limited. By another company the dock owned by the Chinese Government at the Arsenal at Kao Ch'ang Miao has been acquired under competent European management, and forms a formidable competitor; while one or two private firms have started to undertake shipbuilding and engineering on a large scale, and with well-equipped works. From the well-appointed local yards a number of ocean-going steamers of considerable tonnage have of late years been turned out, which in their general style are fully equal to European-built vessels, so that steel and iron shipbuilding may be considered as one of the regular industries of the port. Shanghai bids fair to outrival Bombay soon as the largest manufacturing centre in Asia.

The "Astor House" in Hongkew, and the "Palace," formerly known as the "Central," in the British, besides many other houses, give good hotel accommodation. There are six daily newspapers: the *North-China Daily News*, *the Shanghai Times*, *L'Echo de Chine*, and *China Press*, morning; the *Shanghai Mercury* and the *Shanghai Gazette*, evening; and the weeklies include the *North-China Herald*, *Celestial Empire*, *The Union*, *Finance and Commerce*, *The Far Eastern Review*, *Shipping and Engineering*, *The Sunday Times and Lloyd's Weekly*. There are upwards of a dozen native daily papers These are sold at the prices of ten and eight cash, equal to about a farthing. Some of them have a circulation of 10,000 per day. In one matter, that of postal accommodation, Shanghai is over-supplied, much to the disadvantage of the resident community, there being British, French, American, Japanese, Russian, and Chinese Post Offices. The latter was organized by the Maritime Customs and is at present being conducted under the auspices of the Board of Communications. The former Municipal Local Post was in 1898 incorporated with it. It undertakes the transmission of small sums of money and accepts the registration of letters. It will probably be some years before the difficulties inevitable in a country like China are overcome, and foreigners are, justly or unjustly, doubtful as to the inviolability of their correspondence. China has been admitted to the Postal Union. Shanghai was made a port of Registry for British ships in 1874. All foreign hongs and even private houses have to give themselves fancy Chinese names, by which only they are known to the natives. The system is, however, found to have its conveniences. The number of jinrickshas has been temporarily limited to 8,000; there were also 9,136 passenger and cargo wheelbarrows, and 278 public carriages in the Settlement besides large numbers outside. Of private vehicles there were licensed, in 1920, 7,373 rickshas, 539 carriages, and 1,899 motor-cars.

The currency of Shanghai is the tael weight of silver—equal to 579·84 grains troy, of fineness 0.916, but reckoned at 98. That is to say, an actual weight of 98 taels is counted as 100. The Shanghai tael thus contains, or should contain, 520.43 gr. troy of pure silver, but varies owing to the crude methods of assay. This is, however, the mean. The silver known as "sycee" is cast into "shoes" of fifty taels, more or less. The foreign banks issue notes of the value of one dollar and upwards for both taels and dollars. Smaller transactions are conducted in clean Mexican dollars, or equivalent dollars from the various provincial mints, smaller subsidiary provincial silver coins and copper cash. There are twenty-eight foreign and numerous native banks in the Settlement, no fewer than 17 being added to the latter in the first half of 1920.

The Imperial Chinese Bank, under Chinese and European management, was opened by Imperial Decree in 1896.

Trade and Commerce

Shanghai is the great emporium for the trade of the Yangtsze and Northern and Corean ports, and to some extent for Japan. The total import and export trade of 1868 amounted to sixty-five million taels. It steadily increased each year until 1881, when it reached Hk. Tls. 141,921,357, but afterwards showed a great decline, the total for 1884 having been twenty per cent. less than that for 1881. There was, however, a rapid recovery up to 1905. From a Customs point of view 1920 stands out as a record year. The total trade, import and export, for the last eight years, as returned by the Customs Statistical Department, is given below :—

1913...	Hk. Tls.	533,534,878	at Ex.	1.51	Mex.	$805,637,665	at Ex.	3s.	0¼d.,	£	80,585,997
1914...	„	498,695,147	„	1.47	„	$733,081,866	„	2s.	8¾d.,	£	68,051,150
1915...	„	549,379,765	„	1.41	„	$774,625,468	„	2s.	7½d.,	£	71,247,688
1916...	„	571,245,672	„	1.54	„	$879,718,335	„	3s.	3 13/16d.,	£	94,761,326
1917...	„	580,232,838	„	1.63	„	$945,779,526	„	4s.	3 3/16d.,	£	125,263,808
1918...	„	627,094,382	„	1.61	„	$1,009,621,955	„	5s.	3 7/16d.,	£	165,755,416
1919 ..	„	768,006,155	„	1.68	„	$1,290,250,310	„	6s.	4d.,	£	243,201,949
1920...	„	840,969,438	„	1.58	„	$1,328,731,712	„	6s.	9½d.,	£	285,579,205

The following tables show the export of Tea and Silk for eight years:—

	Tea—Black	Brick	Green		Silk	Wild	Waste	Cocoons
1913...	picuis 141,711	502,460	290,985	1913...	73,446	23,762	76,480	19,530
1914...	„ 196,817	400,015	277,565	1914...	54,927	13,727	52,474	20,863
1915...	„ 273,076	434,466	311,605	1915...	79,089	24,260	39,879	31,170
1916...	„ 222,384	404,910	296,214	1916...	66,609	10,986	106,448	23,398
1917 ..	„ 175,232	214,570	208,292	1917...	66,837	11,826	71,451	29,428
1918...	„ 73,351	79,716	164,175	1918...	60,943	15,525	81,467	28,550
1919...	„ 146,232	149,344	249,658	1919...	82,289	14,099	77,988	30,894
1920...	„ 40,248	4,642	157,063	1920...	46,889	9,412	51,496	24,544

The Import trade in Foreign Goods for 1920 was as follows:—

From Foreign Countries and Hongkong	Hk. Tls. 383,917,526
From Chinese Ports	6,236,589
	Hk. Tls. 390,154,115

The following were the net values, after deducting re-exports, of the principal classes of Foreign Goods imported during that year:—

Cotton Goods.	Tls. 44,620,875	Wol. and C'ton Mix. and Wol. Goods	Tls. 6,522,273	Gunny & Cotton Bags.	Tls. 1,287,963
Metals	20,217,298	Timber	6,316,786	Fish, Salted, &c.	1,085,555
Tobacco, Cigars &c.	18,068,653	Kerosene Oil, &c.	6,237,169	Ginseng	898,178
Dyes and Colours	15,291,043	Coal	6,049,116	Soap	753,234
Cotton, Raw ...	14,112,269	Sugar	5,255,054	Leather	459,562
Machinery... ...	11,038,014	Electl. Metal, &c.	2,625,012	Sundries	43,998,838
Cotton Yarn ...	10,518,067	Misc. Piece Goods	2,224,650		
Paper	7,053,079				
				Total Hk. Tls.	224,632,688

Of the total gross value of goods imported (Hk. Tls. 390,154,115), goods valued at Hk. Tls. 15,254,376 were re-exported to Foreign Countries and Hongkong, and goods valued at Hk. Tls. 150,267,051 to Chinese Ports (chiefly to Northern and Yangtsze Ports). A striking feature of the last two or three years' trade has been the rapid growth in the part played by America in the commerce of the port.

Despite the highly satisfactory figures shown in the foregoing statements 1920 was a disastrous year from the merchants' point of view. It opened with a remarkable boom in trade all round, but by May the foreign markets, already glutted in 1918 and

1919, had reached the limit of their absorptive power and exports fall away, as prices dropped abroad, too rapidly for the decline in exchange to keep pace or assist materially. As a result of the abnormally high exchange at the end of 1919 the prevailing optimism was responsible for frenzied buying abroad. Speculative buying, much of it with exchange unsettled, had to be financed in a heavily falling silver market. Losses have since been exceedingly severe, especially in piece-goods, for which there was a progressively weakening demand from the interior owing to civil war and famine. The Tael declined in exchange value from 9s. 3d. in February to 3s. 11d. in December.

Native Produce to the value of Hk. Tls. 218,151,122 was imported from Chinese Ports, almost all of which was re-exported, namely, to Chinese Ports, Tls. 58,754,437 and to Foreign Countries and Hongkong, Tls. 104,778,541, the net native imports amounting to Hk Tls. 54,618,144.

The total values of Exports and Re-Exports of Native Produce to Foreign Countries, Hongkong and Chinese ports in 1920 were:—

	Tls.		Tls.		Tls.
Cotton Goods & Yarn	93,518,723	Tea	9,148,089	Wool	3,161,645
Silk	54,565,693	Cotton, Raw	8,634,291	Medicines	3,062,253
T'bco., Cigs., &c.	42,388,952	Ground-nut	7,239,821	Beancake	2,212,539
Flour	29,646,217	Paper	5,247,826	Straw Braid	2,035,305
Seeds & Seed Cake	12,008,659	Bristles	5,005,144	Fans	1,586,591
Rice	11,564,170	Beans	4,838,820	Books, Printed	1,472,173
Oil	11,417,170	Grasscloth	4,633,883	Tallow	1,044,336
Skins	10,842,333	Fibres	4,595,085	Nutgalls	841,979
Egg Albn. & Yolk	9,858,546	Metals	4,501,586	Pottery & E'ware	653,743
		Hides	4,481,962	Sundries	45,989,645
				Total Hk. Tls.	396,197,179

The goods for export brought down under Transit Passes amounted to Tls. 15,470,232. This total shows an increase of Tls. 1,035,090 as compared with that of 1919.

The total carrying trade, entrances and clearances, for the year 1920 was divided amongst the different flags as under:—

	Steamers	Tonnage	Sailing	Tonnage	Total	Tonnage		Duties
British	4,418	8,257,554	466	68,700	4,884	8,326,254	Tls.	451,479
Japanese	3,447	6,151,069	64	3,942	3,511	6,155,011	,,	376,981
American	966	2,581,895	275	5,611	1,241	2,587,506	,,	271,193
Chinese	2,892	3,684,907	5,872	454,699	8,764	4,139,606	,,	52,833
French	125	565,512	—	—	125	565,512	,,	56,020
Danish	64	120,524	—	—	64	120,524	,,	16,410
Dutch	92	197,310	—	—	92	197,310	,,	20,460
Norwegian	116	112,318	—	—	116	112,318	,,	7,268
Italian	46	171,258	—	—	46	171,258	,,	18,119
Russian	62	72,513	—	—	62	72,513	,,	3,910
Others	19	50,300	—	—	19	50,300	,,	8,624
Totals	12,247	21,965,160	6,677	532,952	18,924	22,498,112	,,	1,283,297

The Customs Revenue, Hk. Tls. 18,833,046, for the same year consisted of:—

Import Duties	Hk. Tls. 12,733,699	Tonnage Dues	Hk. Tls. 1,283,297
Export Duties	,, 3,229,181	Transit Dues	,, 593,385
Coast Trade Duties	,, 993,484		
		Total	Hk. Tls. 18,833,046

The above tables show that more than half of the whole trade of China in foreign vessels belongs to "the commercial metropolis of China."

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行銀金正濱橫
Wang-ping-tsun-ching-ning-hong

YOKOHAMA SPECIE BANK, LTD.—31, The Bund
M. Shuto, manager
C. Arima, sub-manager
J. Okada, do.
K. Kawamura, signs per pro.
K. Kobayashi, do.
E. Wada, accountant
L. R. Barrera
A. T. Betines
H. Fujitani
Y. Hatori
B. Hirano
S. Homma
S. Hotta
M. Inamoto
K. Kawada
S. Kikusawa
S. Kishira
I. Kohno
M. Kuroda
T. Kumagai
Y. Kuramochi
Y. Misawa
K. Miyamoto
F. Nakano
M. Nishimaki
J. Obama
S. Oda
A. Sekisawa
H. Shimada
T. Suzuki
T. Tada
C. Takahashi
T. Takase
K. Takeuchi
M. Tanaka
S. Yoshino
S. T. Wong

YOSHIDA & Co., General Merchants—35-37, Avenue Edouard VII.; Teleph. C. 995; Tel. Ad: Yoshida
H. Yoshida
K. Mautani
D. Sasaki
T. Hanaoka
C. Kodama
T. Yamamoto
K. Yamanaka
Y. Tanabe

倫達 *Lun-dah*

YOUREOVTO HOME & FOREIGN TRADE Co., INC., Exporters and Importers, Electrical and Engineering Contractors, Mining Insurance, Shipping and Forwarding Agents—Head Office: New York. 15, Avenue Edouard VII.; Telephs. General Office: C. 1824, Manager's Office: C. 1825; Tel. Ad: Youroveta

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ZELLERBACH PAPER Co.—62, Kiangse Rd.; Tel. Ad: Zellerbach; all Codes
Theo. Bume
H. Baruh

館書印灣山土
Tou-se-uei-ging-su-kuan

ZI-KA-WEI TOU-SE WEI PRESS — Teleph. West 331
Rev L. Lamoureux, S.J., director
J. Coupe, S.J., printing office

ZWAARDEMAKER'S EAST ASIATIC TRADING Co., Importers and Exporters—9, Hankow Road; Tel. Ad: Zaantrader. Head Office: Amsterdam Holland

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華荷 *Ho-Hoa*

ZYLSTRA TRADING Co. (Handel-Maatschappij Zylstra & Co.), Importers and Exporters—3E, Peking Rd.; Tel. Ad: Zylstra
Managing Directors—H. J. Zwanenburg (Amsterdam), F. J. Zwanenburg (Amsterdam), K. Zylstra (Shanghai)
J. J. Kienhuize
C. van Driel Endt
P. Reisiger
Miss F. Lessner

CLASSIFIED LIST OF TRADES AND PROFESSIONS

(For addresses see preceding pages)

ACCOUNTANTS AND AUDITORS
- Healy, M. R.
- Lowe, Bingham & Matthews
- Mackay, E. A.
- Percy Smith, Seth & Fleming
- Reid (Mortimer) & Slee
- Seth, Mancell & Co.
- Stevenson & Carson
- Thomson, G. H. & N.
- Wadman, H. P.

ADVERTISING AGENTS
- Chester, Richard
- China Publicity Co.
- Eastern Advertising Agency
- Harvey's Advertising and Bill Posting Agency
- Oriental Advertising Co., Ld.
- Rodsil & Co.

AGENTS—See Commission Agents; also Manufacturers' Representatives

ÆRATED WATER MANUFACTURERS
- Aquarius Co.
- Gande, Price & Co.
- Llewellyn & Co., Ld., J.
- Watson & Co., A. S.

ALKALI MANUFACTURERS
- Brunner, Mond & Co.

ARCHITECTS
- Algar & Co., Ld.
- Arts & Crafts, Ld.
- Atkinson & Dallas
- Brandt & Rodgers
- Chollot et Fils
- Cumine, H. M.
- Curry, R. A.
- Davies & Brooke
- Denham & Rose
- Dowdall & Read
- raham, Brown & Wingrove
- Grove & Co.
- Lester, Johnston & Morriss
- Moorhead & Halse
- Murphy & Dana
- Newman & Co., Ld.
- Palmer & Turner
- Powell & Co., S.
- Shattuck & Hussey
- Smedley, J. D.
- Stewardson & Spence
- Tilley, Percy

ARSENALS
- Kiangnan Arsenal
- Shanghai Arsenal

ART DEALERS
- Boyes, Bassett & Co.
- Toyo Murakami

ASSOCIATIONS AND SOCIETIES
- American Association of China
- American Bible Society
- Anti-Cigarette Society of China
- Associação Macaense de Socorros Mutuo
- Associação Portuguesa de Beneficencia
- Association of Lancastrians in China
- Baden Powell Boy Scouts Assocn.
- Belgian Benevolent Society
- British and Foreign Bible Society
- Charity Organization Society
- Children's Refuge
- China Association
- China Coast Officers' Guild
- China Continuation Committee
- China Tea Association
- Chinese Bible & Book Society
- Chinese Merchants' Co-operative Assocn.
- Chinese Young Men's Christian Assocn
- "Door of Hope"
- Engineering Society of China
- Esperantista Grupo de Sanhajo
- Foreign Silk Association
- Hanbury Institute and Sailors' Home
- Hongkew Medical Hall
- Institute of Architects in China
- Institute for the Chinese Blind
- International Institute
- International Postal Tel. Christian Association
- International Savings Society
- Japanese Y.M.C.A.
- King's Daughters' Society
- Ladies' Benevolent Society
- Lowrie Institute
- Marine Engineers Guild of China
- Marine Engineers' Institute
- National Committees of Y.M.C.A. of China
- Navy League
- Navy Young Men's Christian Association
- Pan-Pacific Association
- Photographic Society of Shanghai
- Polytechnic Institution and Reading Rooms (Chinese)
- Private Nurses' Association of Shanghai
- Quest Society
- Red Cross Society of China's Hospital
- Religious Tract Society
- Royal Asiatic Society
- Shanghai Amateur Athletic Association
- Shanghai Retepapers Association
- Shanghai Cotton Anti-Adulteration Society
- Shanghai Fire Insurance Association
- Shanghai Horticultural Society

ASSOCIATIONS AND SOCIETIES—*Cont.*
Shanghai Marine Underwriters' Association
Shanghai Oxford & Cambridge Society
Shanghai Rifle Association
Shanghai Sharebrokers' Association
Shanghai Ship and Freight Brokers' Association
Shanghai Stock Exchange
Shanghai Society for the Prevention of Cruelty to Animals
Shanghai Tract Society
Shanghai Zionist Association
Société Dramatique Francaise
Société Suisse de Bienfaisance
Society of St. Vincent de Paul
St. Andrew's Society
St. George's Society
St. Joseph's Catholic Association
St. Patrick's Society
Victoria Nursing Home
Wadman, H. P., corresponding Associate, Association of Average Adjusters, London
Woosung Hankow Pilots' Association
Young Men's Christian Association
Young Women's Christian Association
Zi-Ka-Wei Museum
Zi-ka-wei Orphanage

AUCTIONEERS
Funder & Co., W.
Heidorn, R. W. & Co.
Hopkins, Dunn & Co.
Maitland & Co.
Moore & Co., Ld., L.
Moorhead, Halse & Robinson
Noel, Murray & Co.
Shanghai Horse Bazaar and Motor Co., Ld.
Wheelock & Co.

AUTOMOBILES (see Motor-cars, Garages)

BAKERY
Bake-Rite Bakery

BANKS
American Express Co.
American Oriental Banking Corporation
Asia Banking Corporation
Bank of Canton Ld.
Bank of China
Bank of Chosen
Bank of Communications
Bank of Taiwan
Banque Belge pour L'Etranger
Banque de l'Indo-Chine
Banque Industrielle de Chine
Chartered Bank of India, Aus. & China
Chekiang Industrial Bank
Commercial Bank of China
Credit Foncier d'Extrême Orient
Cook, Thos. & Son
Equitable Eastern Banking Corporation
Exchange Bank of China
Hongkong & Shanghai Bank
International Banking Corporation
Kiangsu Bank
Mercantile Bank of India
Mitsui Bishi Bank, Ld.
National Commercial Bank Ld.
Park Union Foreign Banking Corpn.
Philippine National Bank
Russo-Asiatic Bank
Yokohama Specie Bank

BOOKSELLERS
Brewer & Co., Ld.
Evans & Sons, Ld., Edward
Kelly & Walsh, Ld.
Mission Book Co.
Rodsil & Co.

BREWERS AND BREWERY AGENTS
Dai Nippon Brewery
Scandinavian Brewery Co.
Union Brewery (A. G., Shanghai)

BROKERS *(Bullion and Exchange)*
Bassett, L.
Coutts, Geo. D.
Edblad, H.
Gulick, H.
Lalcaca & Co.
Lob, B.
Maitland, Fearon & Brand
Takata, I.
Tucker, C. E.
White & Co.

BROKERS *(General)*
Anderson, A. L.
Benjamin & Potts
Crighton, P.
Elias, J. R.
Evans & Co., A. M. A.
Fredericks, J. A.
Gensburger & Co.
Hopkins, Dunn & Co.
Joseph, J. M.
Lalcaca & Co.
Liddell, Bros. & Co.
Lob, B.
Martinho, Marques & Co.
Moore & Co., Ld., L.
Myer, M.
Noel, Murray & Co.
Platt, C. H. G.
Roth, Robert
Shanghai Brokerage Association
Shibbeth, E. H.
Somekh, D. S.
Somekh, S. S.
Toeg & Read
Toeg, S. E.
Vaid Edulji, K.
Varalda & Co.
Wallem & Co.
Wheelock & Co.
White Bros.

BROKERS (*Ship and Freight*)
Heidorn, R. W.
Linnestad, O. R.
Wheelock & Co.
Whitehead & Co., J.

BROKERS (*Stock and Share*
Anderson, A. L.
Bassett, L.
Benjamin & Potts
Bisset & Co., J. P.
Clark, Henry J.
Crossley, F. H.
Ellis, C. E.
Evans & Co., A. M. A.
Gubbay, D. M.
Hayes, J. A.
Hayim, A. J.
Heidorn, R. W.
Hummel, R. U.
Hunter, J. E. L.
Joseph, J. M.
Lalcaca & Co.
MacCabe, R. W.
Martinho, Marques & Co.
Noel, Murray & Co.
Pirie, W. G.
Shaw, Charles R.
Somekh, D. S.
Varalda & Co.
Worcester & Co., W. G.

BUILDING COMPANIES
China Land & Finance Co.
Pearson & Son, Ld.
Shanghai Building Co.
Shanghai Building & Investment Co.

BUILDING CONTRACTORS
Trollope & Colls, Ld.

BUTCHERS
Broadway Butchery
Griffiths' Butchery
Hopkins' Butchery

CANDLE DEALERS
China Soap and Candle Co.
Price's (China), Ld.

CARRIAGE BUILDERS
Dallas Livery Stables Co.
Horse Bazaar and Motor Co., Ld.
Rosenbaum, F. W.

CHAMBERS OF COMMERCE
American Chamber of Commerce of China
British Chamber of Commerce (S'hai.)
Camera di Comercio Italiana
Chamber of Commerce, Shanghai Gen.
French Chamber of Commerce of China
Italian Chamber of Commerce for the Far East
Japanese Chamber of Commerce
Norwegian Chamber of Commerce

CHEMICALS (*Manufacturers of*)
Brunner, Mond & Co., Ld.
China Druggists' Union
Far East Oxygen & Acetylen Co., Ld.
Kiangsu Chemical Works
Lazard, Godchaud Co. (Far East), S.A.
Parke, Davis & Co.
Society of Chemical Industry (Basle, Switzerland)

CHEMISTS AND DRUGGISTS
Allen & Hanbury's, Ld.
Anglo-American Metall. Lab.
British Medical Imports Co.
Dutton & Co.
Fulford Co., Ld., of Canada, G. T.
Grenard & Co., L.
Hongkew Medical Hall
Japanese Pharmacy
Lion & Co., M.
Llewellyn & Co., Ld., J.
Mactavish & Co., Ld.
Sys Co., Peter
Twigg, P. O'Brien
Venus Pharmacy
Watson & Co., A. S.
World Dispensary

CINEMAS, ETC.
Hongkew Cinema
Pathe Orient

CLUBS
Amateur Dramatic Club
American University Club
Automobile Club of China
Catholic Circle
Cercle Sportif Français
Circolo Italiano
Clay Pigeon Club
Columbia County Club
Country Club
Customs Club
Marine Engineers' Institute
Masonic Club
Merchant Service Club
Paper Hunt Club
Race Club
Recreation Club
Shanghai Club
Shanghai Cricket Club
Shanghai Golf Club
Shanghai Harriers Club
Shanghai Lusitano Club
Shanghai Miniature Rifle Club
Shanghai Revolver Club
Shanghai Rowing Club
Shanghai Rugby Football Club
Shanghai Yacht Club
Swimming Bath Club
Swiss Rifle Club

COAL MERCHANTS
Mitsu Bishi Co.
Nathan, A.

COLLIERY OWNERS
Fu Chung Corporation
Han Yeh Ping Iron and Coal Co., Ld
Kailan Mining Administration

COLD STORAGE
Shanghai Ice & Cold Storage Co.

STREET PLAN OF THE NORTHERN & EASTERN DISTRICTS OF THE FOREIGN SETTLEMENT AT SHANGHAI

Scale of ½ a Mile

SKETCH PLAN OF THE FOREIGN SETTLEMENT AT SHANGHAI

Scale of Miles

Drawn and Engraved for the Directory & Chronicle

John Bartholomew & Son Ltd Edinr.

COMMISSION MERCHANTS AND AGENTS

Abdoolally Ebrahim & Co.
Abraham, Bros.
Abraham, D. E. J.
Abraham, Katz & Co.
Allanson, William
Allied Products Corporation
American Chinese Co.
Amos, Bird Co.
Andersen, Meyer & Co.
Andrews, George, Ld.
Arkell & Douglas, Inc.
Augustesen, H. C.
Bena, G. A.
Blix, C.
Blockhuys, Vic.
Bowern & Co.
Boylan, J. H.
Bracco & Co., C.
British and Asiatic Co.
Caswasjee, Pallanjee & Co.
Castilho & Co., C. M.
Castilho, S. P.
Central China Import Co.
Central Trading Co.
Chinai & Co., J. C.
China American Trading Co.
China Commercial Co.
China, Japan & S. Amern. Trad. Co., Ld.
China Mercantile Co.
China Mutual Trading Co., Ld.
China Palestine Trading Corporation
China Trading Co.
Chinese S. K. F. Co.
Codsi, Frères
Comerford & Co.
Connell Bros. & Co.
Continental Import & Export Co.
Cooper, Coates & Casey Dry Goods Co.
Dallas & Co.
Dastoor & Co.
David & Co.
Delbourgo, J.
Dick Bellamy & Co.
Dingle & Co., E. J.
Dreyfus & Bro.
East Asiatic Co., Ld.
Esso & Co.,
Evans & Co., A. M. A.
Eveleigh & Co.
Farley, Wallace A.
Fearon, Daniel & Co.
Fleming & Co., Ld.
Funder & Co., W.
Fung Tang
Furukawa & Co.
Gaston, Williams & Wigmore
Gobhai & Co.
Goldrei, Foucard & Son
Goyet, E.
Grayrigge & Co., G.
Greer, Ld., H. & W.
Harrison, King & Irwin
Harvie, Cooke & Co.
Harvie & Gibson
Harvie, James Alex.
Haworth & Co.
Hearson, Rohd & Co.
Hill, H. G.
Holliday & Co., Ld., C.
International Collection Agency
Italian Trading Co.
Ito, G.
Johannsen, Edm.
Joseph, R. M.
Judah, J. J.
Karamelahi & Co.
Katz, Wm. & Co.
Keeble & Co., Ld.
Keeble, Rumford & Co.
Kermani, R. S.
Koskinen, E. Lanmin
Kwako Yoko
Lambooy, J.
Lang, L. V.
Large & Co., Frederick
Lauro & Co. A. E.
Lavers & Clark
Levy, Leone A.
Levy Simon & Co.
Liddell, Bros.
Little, Wm. & Co.
London & Eastern Co.
Mackenzie & Co., Ld.
Madier, Frères
Magill & Co., James
Maitland & Co.
Martinho, Marques & Co.
Martins & Co., R.
Marthoud, Frères
Martin & Co.,
Martiny & Co., G.
Meiji Trading Co.
Moore & Co., Ld., L.
Morris & Co.
Murai Bros. & Co.
Mustard & Co.
Myer, M.
Naylor & Co., J.
Nemazee & Co., H. M. H.
Neotia & Co., H.
Nippon Menkwa Kabushiki Kaisha
Noel, Murray & Co.
Norbury, F. J.
Omnid & Co.
Parker & Co., J. H. P.
Patel & Co., A. C.
Patell & Co.
Paturel, C.
Persian Commercial Co.
Pohoomull, Bros.
Reid Evans & Co.
Robert Dollar Co.
Rodsil & Co.
Rondon, L.
Rose, Downs & Thompson
Roth & Co., B.
Row & Co.

COMMISSION MERCHANTS & AGENTS—*Cont.*
Samuel & Co.
Scott, Harding & Co.
Sesebriannikoff, S. K.
Shainin & Co.
Shroff, P. B.
Simon, Levy & Co.
Sluyters & Co.
Solina & Co., R. V.
Somekh & Co., B. A.
Spain & China Navigation Co Ld.
Sparke, C. E.
Spunt & Co., J.
Steiner & Co., Ld.
Stewart, Thomson & Co., Ld.
Tabaqueria Filipina
Tackey & Co., M. M.
Takata & Co.
Takaiwa & Co.
Tata, Sons & Co.
Teplitsky & Co.
Thompson, A. E. S.
Timm, C. F.
Toeg, S. E.
Trenchard Davis, W. H.
Tsuchihashi & Co.
Umrigar Bros.
Universal Postcard Co.
Varalda & Co.
Viccajee & Co., F.
Viloudaki & Co.
Wattie & Co., J. A.
Wheen & Sons, Edward
Whitehead & Co., J.
Woodward Baldwin & Co.
Zylstra & Co.

CONFECTIONERS
Bianchi, C.
Marcel
Neil & Co.
Royal Biscuit Co.
Sweetmeat Castle

COPPER MERCHANTS
Mitsu Bishi Co.
Sumitomo Yoko

CONSULATES—See pages

CORK FACTORIES
China Cork Factory
Oriental Cork Factory

COTTON SPINNING COMPANIES
E-Wo Cotton Mills, Ld.
Japan China Spinning & Weaving Co.
Kung Yik Cotton Mills
Laou Kung Mow Cotn. Sping. & Weavg. Co.
Naigan Wata Kaisha, Ld
Oriental Cotton Spinning Co.
Shanghai Cotton Manufacturing Co., Ld.
Straits & China Textile Co.
Yangtszepoo Cotton Mill

CURIO DEALERS
Bahr, Peter J.
Boyes, Bassett & Co.
Teerathdas, N.
Toyo Murakami

CYCLE AND RUBBER TYRE DEALERS
Dunlop Rubber Co.

DAIRIES
American Dairy
Culty Dairy Co., Ld.
Inshallah Dairy Farm & Stock Co.
Ivy Dairy
Kalgan Dairy Farm & Livery Stable
Park Dairy (Private)

DENTISTS
Alvares, Dr. J.
Downs, Shively & Down
Evan-Jones, Dr. E.
Hudson, Drs. F. B. & R. H.
Isenman & Smith
Ivy & Robinson
Kew, Bros.
Perindorge, G. E. G. de
Shanghai Dental Parlour

DOCKS
Cosmopolitan Dock
International Dock & Shipbdg. Works
Kiangnan Dock & Engineering Works
New Dock and Shipyard
New Engineering and Shipbuilding Works, Ld.
Old Dock Eng'ing. Works & Shipyard
Shanghai Dock & Engineering Co.
Tunkadoo Dock & Shipyard

DOCTORS & SURGEONS—See Medical Practitioners

DRAPERS & DRESSMAKERS
Astor Drapery Stores
Au Petit Louvre
Bargain Store, The
Cantorovitch, I.
Chauvin, Mme.
Hall & Holtz, Ld.
Hill & Co., H. G.
Maison Parisienne
Shanghai Stores Co.
Silverman's Drapery and Outfitting Stores
Weeks & Co., Ld.
Whiteaway, Laidlaw & Co.

DRAWN-THREAD WORK
Industrial Mission Depôt

DRUGGISTS—See Chemists

DYERS
Bradford Dyers' Association, Ld.
Wulff & Co., S.

ECONOMIC INFORMATION
Government Bureau of Economic formation

EDUCATIONAL
Alliance Francaise
American School of Correspondence
Anglo-Chinese Methodist School
Anglo-Chinese School
Aurora University
Cathedral School
Cathedral School for Girls
Chiao Tung University

EDUCATIONAL—*Continued*
Dearborn's, Miss H. F., Private Day and Boarding School
Ellis Kadoorie Public School for Chinese
French Municipal School
Government Institute of Technology
Hanbury School, T.
International Correspondence School
Lowrie Institute
McTyeire School
Nanyang Railway and Mining College
Nieh Chih Knei Public School for Chinese
Pennsylvania Medical School
Public School for Boys
Public School for Chinese
Public School for Girls
Shanghai American School
Shanghai Baptist College
Shanghai College and Middle School
Shanghai High School
Shanghai Jewish School
Soochow University Middle School
St. Francis Xavier's College
St. John's University
St. Joseph's Institution
Zi-Ka-Wei College

EGG PRODUCTS
Superior Egg Products Association

ENGINEERS *(Civil)*
Atkinson & Dallas
Berents, Hans
British-American Trading Co.
Chollot et Fils
Davies & Brooke
Denham & Rose
Dowdall & Read
Graham, Brown & Wingrove
Jensen, S.
Lester, Johnson & Morris
Moorehead, Halse & Robinson
Palmer & Turner
Powell & Co., Sidney J.
Smedley, J. D.
Tilley, Percy
Trollope & Colls, Ld.

ENGINEERS *(Consulting)*
Alt, Harold L.
Anglo-Chinese Engineers' Association
Bureau Veritas
Curry, R. A.
Eagle, Max
Fobes & Co.
Inniss & Riddle
Luthy, C.
Parker, Rielley & Simmons
Suenson, Elgin
Sulzers Bros.
Turner, E. W.

ENGINEERS *(Electrical)*
British Electrical & Engineering Co., Ld.
China Electric Co.
China General Edison Co., Inc.
English Electric Co., Ld.
Frost, J.
Gaston, Williams & Wigmore, Far Eastern Div., Inc.
General Electric Co. of China
International General Electric Co., Inc.
Jacks & Co., William
Moysey, H. J.
Porter & Co.
Quoika, A.
Richards & Co.
Shanghai Electric Construction Co., Ld.
Youroveto Home & Foreign Trade Co., Inc.

ENGINEERS *(Marine)*
Babcock & Wilcox, Ld.
New Eng'ing. & Shipbuilding Works, Ld.
Old Dock Engine Works
Paulsen & Bayes-Davy
Pootung Engineering Works and Shipbuilding Yard
Richards & Co., Ld.

ENGINEERS *(Mechanical)*
Anglo-Chinese Engineers Assocn.
Anderson, Meyer & Co.
Asia Engineering Corporation
Associated Brass and Copper Manufacturers of Gt. Britain, Ld.
Babcock & Wilcox, Ld.
Elm & Co.
Gordon & Co. Ld.
Moysey, H. J.
Quoika, A.
Rose, Downs & Thompson, Ld.
Shanghai Dock & Engineering Co.
Shanghai Machine Co.
T. E. M. A. (Technische Export Mij. Azie)
Thornycroft & Co., Ld., John I.

ENGINEERS' STORES
Olivera, H.
Takata & Co.
Technical Supply Co. of China

ESTATE AGENTS
Ben Building, The
Bisset & Co., J. P.
Brandt & Rodgers
China Land & Finance Co.
China Realty Co.
Cumine, H. M.
Curry, R. A.
Davies & Brooke
East Asia Produce & Estate Co.
Evans & Co., A. M. A.
Ezra & Co., Edward
Finocchiro & Co.
Grove & Co.
Lafuente & Wootton
Keeble, Rumford & Co.
Lester, Johnson & Morriss
Macdougall & Co.
Moore, L. & Co., Ld.
Powell, S. J. & Co.
Shanghai Land Investment Co.
Tilley, Percy
Wheeley, Edw.

FANCY GOODS DEALERS
Brewer & Co., Ld.
Kelly & Walsh, Ld.
Sennet, Frères
FEATHER DEALERS
Nordisk Fjerfabrik, Ld.
FINANCIERS
Hogg, E. J.
Kadoorie & Co., E. S.
Raven Trust Co.
Shanghai Loan and Investment Co., Ld.
Société Franco-Chinoise de Credit
Société Anonyme de Credit
FLORISTS
British Flower Shop
Shanghai Flora
FLOUR MILLS
Foufoong Flour Mill Co., Ld.
FOOD MANUFACTURERS
American Food Mfg. Co., Ld.
Oriental Egg Drying Co., Ld.
FORWARDING AGENTS
American Express Co.
Magil & Co., James
Schiller & Co.
Thos. Cook & Son
Yangtsze Transport and Supply Corpn.
FURNITURE MANUFACTURERS
Irliar & Co., M. D.
Shanghai Furniture Factory
Weeks & Co.
Whiteaway, Laidlaw & Co., Ld.
FURRIERS
Eastern Fur & Skin Co.
GARAGES—(See Motor-cars, Garages, etc.)
HARNESS MAKERS
Dallas Livery Stables Co.
Rosenbaum, F. W.
Shanghai Horse Bazaar Co., Ld.
HOSPITALS
Chinese Public Isolation Hospital
Chinese Hospital
Fearn Sanitorium
General Hospital, Red Cross
Kiangnan Mission Hospital
Margaret Williamson Hospital
Shanghai General Hospital
St. Luke's Hospital
St. Mary's Hospital
Victoria Nursing Home
HORSE DEALERS
Dallas Livery Stables Co.
Shanghai Horse Bazaar & Motor Co., Ld.
HOTELS AND BOARDING HOUSES
Astor House Hotel
Bickerton Private Hotel
Burlington Hotel
Grand Hotel Kalee, Ld.
Hotel de France
Kalee Hotel
Palace Gardens Inn & Farm
Palace Hotel
Savoy Hotel
Shanghai Hotels, Ld.

HOUSE FURNISHERS AND DECORATORS
Arts & Crafts, Ld.
Hall & Holtz, Ld.
Lane, Crawford & Co.
Sincere Co.
ICE MANUFACTURERS
Shanghai Ice & Cold Storage Co.
INSURANCE OFFICES
Beck & Swann
British Traders' Insurance Co.
Butler, Caley & Co.
China Mutual Life Insurance Co.
Commercial Union Assurance Co.
Eastern Union Underwriters' Agency
Excess Insurance Co., Ld.
Far Eastern Insurance Co.
Assurance Franco-Asiatique
Genl. Accident Fire & Life Assur. Corpn.
Java Sea and Fire Insurance Co., Ld.
National Insurance Co., Ld., Copenhagen
New Zealand Insurance Co., Ld.
North Assurance Co., Ld.
N. British and Mercantile Insce. Co., Ld
North China Insurance Co., Ld.
Norwegian Atlas Insurance Co., Ld.
Norwegian Lloyd Insurance Co., Ld.
Ocean Marine Insurance Co., Ld.
Patriotic Assurance Co.
Phoenix Assurance Co., Ld.
Royal Insurance Co., Ld.
Shanghai Life Insurance Co.
South British Insurance Co. Ld.
Sparke, C. E.
Sphere Fire and Marine Insurance Co.
Standard Life Assurance Co.
Sun Insurance Co.
Sun Life Assurance Co. of Canada
Union Insurance Society of Canton, Ld.
Union Marine Insurance Co., Ld., of Liverpool
United Assurance Society, Ld.
Venus Life Assurance Co., Ld.
Yangtsze Insurance Association, Ld.
JEWELLERS
Boyes, Bassett & Co.
Hirsbrunner & Co.
Ismer & Co., C.
Mappin & Webb
Sennet, Frères
Ullmann & Co.
Williams, K. C.
LABORATORIES
Anglo-American Metallurgical Laboratory
LACE EXPORTERS
Malhame, Bros. of the Far East, Inc.
LAND AGENTS
(See Estate Agents)
LAND BUILDING AND INVESTMENT COS.
China Land & Finance Co.
New Building & Construction Co.
Oriental Land Co.
Shanghai Building Co., Inc.
Shanghai Building & Investment Co.

LAND BUILDG. AND INVESTMT. COS.—*Cont.*
Shanghai Hotels, Ld.
Shanghai Land Investment Co., Ld.

LAWYERS
Allen, A. S.
Anderson, J. O.
Barraud, J.
Drummond & Holborow
Ellis & Hays
Fessenden, Holcomb, Ross & Lawrence
Fleming, Davies & Bryan
Hadley, F. W.
Hanson, S.
Mossop, A. G.
Musso & Fischer
Neill, S. B.
Platt, Macleod, Gregson & Ward
Rodger & Haskell
Schuhl, F. J.
Tavares, J. M.
Teesdale, Godfrey & Newman
White-Cooper, Master & Harris
Wilkinson, H. P.

LEATHER GOODS DEALERS
Anglo-American Shoe Co.
Shanghai Stores Co.
Walk-Over Shoe Co.
Whiteaway, Laidlaw & Co., Ld.

LIGHTING
Compagnie Francaise de Tramways et d'Eclairage Electriques
Det Norske Veritas
Far East Oxygen and Acetylen Co.
Gas Company, Ld.

LITHOGRAPHERS
Oriental Press
Rodsil & Co.

LIVERIES AND TRAINING STABLES
Dallas Liveries Stable Co.
Kalgan Livery Stable
Shanghai Horse Bazaar Co., Ld.

LUMBER IMPORTERS
China Import and Export Lumber Co.
Pacific Export Lumber Co.
Robert Dollar Co.

MACHINERY IMPORTERS
Arnhold, Bros. & Co., Ld.
Ault & Wiborg Co.
Buchheister & Co.
Forbes & Co.
General Forge Products Co. of China
Jardine, Matheson & Co.
Kay & Co.
Richards, J. & Co.
Rose, Downs & Thompson, Ld.
Ross & Co., Alex.
Sendozimar Mechanical Co.
T.E.M.A. (Technische Export Mij. Azie)
Worthington Pump and Machinery Corporation

MANUFACTURERS
Montgomery Ward & Co.
Manufacture Ceramique de Shanghai

MANUFACTURERS' REPRESENTATIVES
(See also Commission Agents)
American Oriental Trading Exchange
Andrews, George & Co.
Bejonjee & Co.
British Medical Imports Co.
Central Agency, Ld.
Chester, R.
China Agents Co.
Chinese S. K. F. Co., Ld.
Comerford & Co.
Connell Bros. & Co.
Continental Import & Export Co.
Dixon & Co., H. C.
Dunlop, W. C.
Farley, A. Wallace
Fletcher, F.
Garner, Quelch & Co.
Goyet, E.
Grace China Co.
Grimshaw, R
Harrison, G. F. L.
Harvie and Gibson
Heath & Co., P.
Italian Trading Co.
Jacks & Co., William
Johannsen, Edm.
Kerchaw, Leese & Co.
King, Z. D.
Macdonald, Ronald
Montgomery Ward & Co.
Morse Co., The
Muller & Phipps (China), Ld.
National Mercantile Corpn.
Orient Trading Co., Ld.
Persian Commercial Co.
Pike, T. J. Albert
Pilcher, H. W.
Representation for Brit. Manuftrs., Ld.
Rigge, H. E.
Simmon's Hardware Co.
Singer's Sewing Machine Co.
Speyer, C. S.
Taylor, A.
T.E.M.A. (Technische Export Mij. Azie)
Thompson & Co., A. E. S.
U. S. Steel Products Export Co.
Universal Postcard Co.
Whited, D.
Whitham, R. P.

MEDICAL PRACTITIONERS
Belilios, R. A.
Bolton, N. Hay
Bossi, Benussi
Clapp, R. J.
Fearn, J. V.
Fresson, Ricou & Leflamanc
Furstenberg, Dr.
Hanwell, G.
Hiltner & Tenney
Jackson, Hanwell, Jackson & Nield
MacLeod, N.
Marshall, Marsh, Billinghurst & Murray
Oks, A. B.

MEDICAL PRACTITIONERS
Parrott, A. G.
Patrick, H. C.
Petit, J.
Ransom, Street & Massy
MERCHANTS *(Cotton and Piece Goods)*
Behrens & Sons
Blackburn, O. H.
Calico Printers' Association, Ld.
De No Fa (China)
Haworth & Co., Ld., Richard
Holliday & Co., Ld.
Japan Cotton Trading Co.
Jardine, Matheson & Co., Ld.
Ross, Alex. & Co., Ld.
Sassoon & Co , Ld , E. D.
Societa Commissionaria d'Esportazione
Spunt & Co., J.
Straits and China Textile Co.
Whitworth, Herbert, Ld.
ERCHANTS *(General)*
Abdoolally Ebrahim & Co.
Abeichi Kabushiki Kaisha
Abekobei & Co., Ld.
Abraham, Bros.
Abraham, D. E. J.
Abraham, Katz & Co.
Allanson, William
American Food Manufacturing Co., Ld.
American Trading Co.
Antoine Chiris
Andersen, Meyer & Co.
Andresen & Son, Inc., C. A.
Anglo-American Import and Export Co.
Arkell & Douglas
Arnhold, Bros. & Co.
Arthur & Co. Export, Ld.
Australian Trading Co.
Barkley Co., The
Barlow & Co.
Behr & Co.
Belgian Commercial Co.
Belgian Export Co.
Belgian Trading Co.
Blix, C.
Botelho, Bros
Boyd & Co., Ld., R. S.
Bradley & Co.
British & Asiatic Co.
Buchheister & Co.
Burkhardt, Amidani & Co.
Butterfield & Swire
Calder, Marshall & Co., Ld.
Campbell & Co., Alex.
Caravan Commercial Co.
Carter, Macy & Co.
Cassella & Co.
Cathay Trading Co.
Cawasjee Pallanjee & Co.
Chapeaux, Freres
China Agents' Co.
China American Trading Co., S. Amer.
China Commercial Co.
China Investment and Trading Co.
China, Japan S. American Inc, Trading Co
China & Java Export Co.
China Mercantile Co.
China and Mutual Trading Co., Ld.
China Palestine Trading Corporation
China Pencil Co.
China Trading Co.
Chinese-American Co.
Chinese International Produce Co., Ld.
Cie. Gen. d'Extreme Orient
Clerici, Beerdoni & Co.
Collins & Co.
Compagnia Italiana d'Estremo Oriente
Compagnie Optorg
David & Co., S. J.
De-No-Fa China
Dick Bellamy & Co.
Dixon & Co., Ld.
Dodge & Seymour (China), Ld.
Dodwell & Co., Ld.
Dowler, Forbes & Co.
Duncan & Co.
Du Pont de Nemours Export Co., Ld.
Dyce & Co.
East Asiatic Co., Ld.
Ekman Foreign Agencies, Ld.
Emens Co., Ld., W. S.
Emerald Commercial Co.
Evans & Co., A. M. A.
Ezra & Co., Edward
Farlay, Wallace A.
Fearon, Daniel & Co.
Fobes Co., Ld.
Foster-McClellan & Co.
Frazar & Co.
Furukawa & Co.
Garner, Quelch & Co.
Garrels, Borner & Co.
Gaston, Williams & Wigmore, Inc.
Geddes & Co., Ld.
Gerin, Drevard & Co.
Getz, Bros. & Co.
Gibb, Livingston & Co.
Giesel & Co , Ld.
Globe Trading Co.
Goldenberg & Co., H.
Grace China Co.
Handler & Co.
Hardoon, S. A.
Harrison, King and Irwin
Harvie, Cooke & Co.
Harvie, James Alex.
Haworth and Co.
Heath & Co., P.
Heimann & Co., S.
Henningsen Produce Co.
Hoehuke Frithjof
Hoettler & Co.
Hogg, E. Jenner
Holland-China Handels. Co.
Holliday & Co., Cecil
Huber & Co., E.
Hutchison & Co., John D
Ilbert & Co., Ld.

ERCHANTS *(General)—Continued*
International Cotton Trading Co., Ld.
Iso Export Co., Ld.
Italian Trading Co.
Iwai & Co., Ld.
Jacks & Co., Wm
Jardine, Matheson & Co., Ld.
Jensien & Co.
Joseph, Brothers
Judah, J. J.
Katz & Co., Wm
Keeble, Rumford & Co.
Kempton, & Co.
Kermani, R. S.
Klauber Trading Corpn.
Kutt, Paul
Lam, Glines & Co., Inc.
Lang, L. V.
Lavers & Clark
Lea, Zehntner & Norman, Ld.
Lopato & Sons, Ld.
Loxley & Co, W. R.
Little & Co., Wm.
Macdonell Chow Corpn.
Macdougall & Co.
Madier, Frères
Maitland & Co., Ld.
Malcolm Dewhurst & Co.
Manila Shanghai Export and Import Co.
Matheson & Co., Geo.
Matsuda Trading Co., Ld.
McBain, Geo.
McMullan & Co., Ld., James
Middleton & Co., Ld.
Mitsubishi Shoji Kwaisha
Mitsui Bussan Kaisha, Ld.
Moller & Co.
Montgomery Ward & Co.
Morducovitch, M. A.
Moss & Co., David L.
Murai, Bros. & Co.
Mustard & Co.
Nabholz & Co.
Netherlands Trading Society
Nippon Menkwa Kabushiki Kaisha
Noel, Murray & Co.
Northwest Trading Co., Ld.
Olivier & Co.
Oriental Trading Co.
Otto Wiesinger & Co., Ld.
Pacific Trading Co.
Pila & Co., Ulysse
Probst, Hanbury & Co.
Racine & Co.
Ramsay, N. B.
Rayner, Heusser & Co.
Reiss & Co. (Reiss Bros., Ld.)
Richards & Co., Ld.
Robert Dollar Co., The
Robert Roxburgh, Ld.
Rogers, Brown & Co.
Rondon, L.
Rosenfeld & Son, A. B.
Ross & Co., Alex.
Samuel & Co., Ld.
Sassoon & Co., Ld., David
Sassoon & Co., E. D.
Scott Harding & Co.
Shamoon, E. E.
Sherbinin & Co., A. G. de
Shewan, Tomes & Co.
Siber, Hegner & Co.
Simmons & Co., Inc., T.
Slowe & Co.
Societa Commissionaria d'Esportazione
Somekh & Co., B. A.
Sopher & Co., Theodore
Spain & China Navigation Co., Ld.
Standard Products Co., Inc.
Sullivan Manufacturing Co., Inc.
Suzuki & Co.
Swedish Chinese Export and Import Co.
Takaiwa & Co., K.
Tata, Sons & Co.
T. E. M. A.
Thane & Co. A. F.
Thoresen, O.
Thompson & Co., A. E. S.
Times, Dharwar & Co.
Transmarina Trading Co.
Walker Co., Ld.
Whitney Co., J. C.
Wilcox-Hayes Co., Inc.
Wile, Sons & Co., Julius
Winter Co., J.
Wisner & Co.
Youroveto Home & Foreign Trading Co., Ld.
Yoshida & Co.
Zwaardemakers, East Asistic Tradg. Co.

MERCHANTS *(Silk)*
Arnaud-Coste & Dent
Arnhold Bros. & Co., Ld.
Assomull & Co., W.
Azadian, J.
Bejonjee & Co.
Boyer, Mazet & Co.
Burkill & Sons, A. R.
Cambefort & Co., E.
China Merchants Pongee Assocn.
Clerici, Bredoni & Co.
Codsi, Frères
Comerford & Co.
Dell' Ora & Co.
Denegri & Co.
Denegri, M.
Eagle, J. H. & C. K.
Emens Co., Ld., W. S.
Gaillard, J.
Gobhai, Karanjia, Ld.
Hormasjie, J.
Huber & Co., E.
Industrial Export (China) Co.
Jardine, Matheson & Co.
Karimbaksh, H. K. B.
Lang & Co., R., Inc.
Little & Co., Wm.

MERCHANTS (*Silk*)—*Cont.*
Madier, H.
Reiss & Co. (Reiss Bros., Ld.)
Pongee & Produce Co.
Pohoomull Bros.
Pothoud, A.
Sauvayre, J.
Shanghai & Canton Silk Corporation
Shroff, P. B.
Sulzer, Rudolph & Co.
Teerathdas, N.
Villa Bros., Ld.
Yannoulatos Bros. (China)

MERCHANTS (*Sugar*)
Butterfield & Swire
Jardine, Matheson & Co., Ld
Martiny & Co., G.

MERCHANTS (*Tea*)
Anderson & Co., Robt.
Campbell & Co., Alex.
Gibson, E. H.
Ouskouli, M. A.
Whitney Co, J. C.

MERCHANTS (*Woollen*)
Wheen & Sons, Edward

MINING
Kailan Mining Administration

MONUMENT SCULPTORS
Finocchiro & Co., G.
Macdonald & Co., T.

MOTOR CAR, GARAGES, ETC.
Auto Castle
Auto Palace (Sennet, Frères)
Central Garage Co.
China Garage Co.
Eastern Garage
Honigsberg & Co., H. S.
Hudford Garage
Keppel Industrial Car and Equipment Co.
Shanghai Horse Bazaar and Motor Co.
Oriental Automobile Co.

MUSIC STORES
Moutrie & Co., S.
Robinson Piano Co.

NEWSPAPERS AND PERIODICALS
Bulletin Commercial d'Extrême Orient
Chamber of Commerce Journal
China & Far East Finance & Commerce
China Medical Journal
China Observer
China Press
Chinese Christian Advocate
Chinese Christian Intelligencer
Chinese Recorder
Columbian
Eastern Times (Chinese)
Finance and Commerce
Hallock's Chinese Almanack
L'Echo de Chine
Lloyd's Weekly
New China Review
North-China Daily News & Herald
Shanghai Gazette
Shanghai Mercury
Shanghai Sunday Times
Shanghai Times
Shipping & Engineering
Shun Pao
Sin Wan Pao
The Union
Weekly Review of the Far East

OFFICE FURNITURE
Business Equipment Corporation

OIL MERCHANTS AND OIL MILLERS
Asiatic Petroleum Co., Ld.
Maatschappij Tot-Mijn-Boschen Landbouwexploitatie
Standard Oil Co., New York
Texas Co.
Vacuum Oil Co.

OPTICIANS
Goddard, Dr. J.
Hirsbrunner & Co.
Ismer & Co., C.
Lazarus & Co., N.
Ullman & Co.

OUTFITTERS
Chauvin, Mme.
Hall & Holtz, Ld.
Hill, H. G.
Lane, Crawford & Co.
Macbeth, Gray & Co.
Silberman's Drapery & Outfitting Stores
Sincere Co.
Shanghai Stores Co.
Weeks & Co., Ld.
Whiteaway, Laidlaw & Co.

PAINT MANUFACTURERS
Hoyle, Robson, Barnett & Co.
Paraffine Co., Inc.
Wilkinson, Heywood & Clark

PAPER MANUFACTURERS
Dickinson & Co., E. J.
Mitsu Bishi Co.
U. S. Paper Export Assocn.
Zellerbach Paper Co.

PASTRYCOOKS
Bernardi Bros.
Bianchi, C.
Chocolate Shop
Royal Biscuit Co., Ld.
Sweetmeat Castle

PHOTOGRAPHERS
Burr Photo Co.

PHOTOGRAPHIC GOODS DEALERS
Blumenstock, G.
Denniston & Sullivan
Dutton & Co.
Grenard & Co., L.
Squires, Bingham Co.

POSTAGE STAMPS DEALER
Sanders, J. M.

PRESS PACKERS
Ewo Press Packing Co.
Mackenzie & Co., Ld.
Midland Packing Co.

PRINTERS
American Presbyterian Mission Press
British Information Committee for China
Chester, R.
Commercial Press, Ld.
Far Eastern Exchange Tables Co.
Kelly & Walsh, Ld.
Mercantile Printing Co.
Methodist Publishing House
N. C. Daily News, Ld.
Norbury, Natzio & Co., Ld.
Rodsil & Co.
Oriental Press
Shanghai Mercury, Ld.
Shanghai Press, Ld.
Shanghai Times
Universal Postcard Co.
Zi-ka-wei Press

PROVISION IMPORTERS
All Russian Consumers' Society
Comp. Commerciale d'Extrême Orient
Getz Bros. & Co.
Hall & Holtz, Ld.
Lane, Crawford & Co.
Nestle & Anglo Swiss Condensed Milk Co. (London)
Shainin's Russian Provision Store
Venturi, F.

PUBLIC WORKS CONTRACTORS
Pearson & Son, Ld.

PUBLISHERS
American Presbyterian Mission Press
Bulletin Commercial d'Extreme Orient
Columbian, The
Commercial Press, Ld.
Evans & Sons, Ld., Edward
Far Eastern Exchange Tables Co.
Far Eastern Geographical Establishment
Kelly & Walsh, Ld.
Kwang Hsueh Publishing House
Methodist Publishing House
North China Daily News, Ld.
Oriental Press
Oxford University Press, China Agency
Shanghai Mercury, Ld.
Shanghai Times
Signs of The Times Publishing House
Telegram Code Compiling and Publishing Bureau

RAILWAYS
Chinese Eastern Railway Co.
Chinese Government Railways
Lunghai Railway
Shanghai-Hangchow-Ningpo Railway Co.
Shanghai-Nanking Railway Co.
South Manchurian Railway Co.

RESTAURANTS
Astor Bar
Café Paulista
Carlton Café
Palace Gardens Inn and Farm

RUBBER COMPANIES & REPRESENTATIVES
Beck & Swann
Dunlop Rubber Co. (Far East), Ld.
Kapayang Rubber Estates Co., Ld.
Meyer & Measor
Netherlands Gutta Percha Co.
Permata Rubber Estate, Ld.
Reiss & Co., H.
Shanghai-Malay Rubber Estates, Ld.

SAILMAKERS
Ashley, C. J.

SHIPBUILDERS
China Merchants' Engineering Works
Cosmopolitan Dock & Shipbuilding Yard
International Dock & Shipbuilding Yard and Engineering Works
New Engin'g. and Shipbuilding Works
Old Dock Eng. Works Shipyard
Oriental Engine Works
Shanghai Dock and Engineering Co.
Thornycroft & Co., J. I.

SHIP CHANDLERS
Griffiths' Butchery
Lane, Crawford & Co.

SHIPOWNERS AND SHIPPING AGENTS
Admiral Line
American Express Co.
Apcar Line
British India Steam Navigation Co.
Butterfield & Swire
Canadian Pacific Steamships, Ld.
Castilho, M. & Co.
China Express Co.
China Mail Steamship Co.
China Merchants' S. N. Co.
China Mutual Steam Navigation Co.
China Navigation Co.
Cook & Son, Thos.
Dodwell & Co., Ld.
Dowler, Forbes & Co.
East Asiatic Co., Ld.
Furness Far East, Ld.
Garland S. S. Corpn.
Gibb, Livingstone & Co.
Glen Line Eastern Agencies
Grace China Co.
Gravrigge & Co., G.
Jardine, Matheson & Co., Ld. (Indo China S. N Co., Ld.)
Katz & Co., Wm.
Lang, L. V.,
Lloyd's Register of British and Foreign Shipping
Lloyd Triestino S. S. Co.
Mackinnon, Mackenzie & Co.
Magill & Co., J.
Messageries Maritimes
Mitsubishi Shoji Kwaisha
Moller & Co.
Morducovitch, M. A.
Morris & Co.
Nippon Yusen Kaisha
Nisshin Kisen Kaisha
Ocean Steamship Co.

SHIPOWNERS AND SHIP AGENTS—*Cont.*
Osaka Shosen Kaisha
Pacific Mail S. S. Co.
Peninsular & Oriental S. N. Co.
Robert Dollar Co.
Royal Mail Steam Packet Co.
Row & Co.
Sassoon & Co., Ld., David (Apcar Line)
Thane & Co., A. F.
Thoresen, O.
Toyo Kisen Kaisha
Wallem & Co.
Youroveto Home & Foreign Trading Co., Inc.

SHOE STORES
(See Leather Dealers)

SILK FILATURES
Jardine, Matheson & Co.
Shanghai Silk Spinning Co., Ld.
Soy Lun Filature Co.

SILK INSPECTORS AND EXPORTERS
Arnaud-Coste & Dent
Azadian, Jacques
Burkhardt, Amidani & Co.
Burkill & Co., A. R.
Codsi, Frères
Comerford & Co.
Heffer & Co., F. C.
Nill Rheims & Co.
Puthod, A.
Viloudaki & Co.

SKIN AND HIDE EXPORTERS
Liddell, Bros. & Co.

SOAP MANUFACTURERS
Joseph Crosfield & Sons, Ld.
Lever Bros.
China Soap and Candle Co.

SOLICITORS
(See Lawyers)

STATIONERS
Brewer & Co., Ld.
Denniston & Sullivan
Dunn & Co., Walter
Evans & Sons, Ld., Edward
Kelly & Walsh, Ld.
Winter & Co., J.

STEEL MANUFACTURERS
Balfour, Arthur & Co., Ld., proprietors Eagle & Globe Steel Works Co.
Campbell, A. T., representing Morgan Crucible Co.
Han-Yeh-Ping Iron & Coal Co., Ld.
Jonas & Clyer, Ld.
Pacific Coast Steel Co.
Pressed Steel Car Co.
Stewart & Lloyd's, Ld.
United States Steel Products Co.

STEVEDORES
Higuchi & Co.
Shanghai Transportation Co., Ld.

STOREKEEPERS
Astor Drapery Store
Au Petit Louvre
Carleton Café
Castilho & Co.
Dombey & Son
Dunn & Co., Walter
Hall & Holtz, Ld.
Hill, H. G.
Lane, Crawford & Co.
Magasin Francais
Maison de Nouveautes
Maison de Parfumerie
Mondon, Ld., E. L.
Shainin's Russian Provision Stores
Shanghai Engineering Stores
Shanghai Stores Co.
Solina & Co., Ld., R. V.
Sincere Co.
Syndicat Industriel et Commercial
Technical Supply Co.
Venturi's Store
Whiteaway, Laidlaw & Co.

SURVEYORS
Cooper, E. Q.

SURVEYORS (*Marine*)
British Corporation Registry of Shipping
Det Norske Veritas
Fletcher, H. L.
Lloyd's Register of British and Foreign Shipping
Parker, Rielley & Co.
Paulsen & Bayes-Davy
Peet, G. E.
Tricker, C. H.

TAILORS
Hall & Holtz, Ld.
Lane, Crawford & Co.
Macbeth, Gray & Co.
Shanghai Stores Co.
Whiteaway, Laidlaw & Co., Ld.

TAILORS (*Ladies'*)
Chauvin, Mme. F.
Maison Parisienne

TELEPHONE CO.
Shanghai Mutual Telephone Co.

TELEGRAPH COMPANIES
Chinese Tel. Co. Administration
Commercial Pacific Cable Co.
East Asiatic Wireless Telegraph Co.
Eastern Extension Tel. Co.
Great Northern Tel. Co.
Reuter's Telegram Co.

THEATRES
Apollo Theatre
Hongkew Cinema
Isis Theatre
Lyceum Theatre

TIMBER MERCHANTS
China Import & Export Lumber Co., Ld.
Robert Dollar Co.

TOBACCO MERCHANTS
Arnold & Co., Ld.
British-American Tobacco Co.
British Cigarette Co.
Cie. Gen. de Tabacos de Filippinas
Delbourgo, J.
Enterprise Tobacco Co., Ld.

TOBACCO MERCHANTS—*Continued*
Hughes Co., Inc., J. E.
Ito, G.
Kelly & Walsh, Ld.
Keystone Tobacco Co.
Melachrino & Co., Inc.
Mondon, Ld., E. L.
Murai, Bros. & Co., Ld.
Nanyang Bros. Tobacco Co., Ld.
National Commercial Tobacco Co., Ld.
Palace Tobacco Store
Rosenbaum, J.
Shanghai General Store
Tabaqueria Filipina
Tientsin Tobacco Co.
Tobacco Products Corporation
Union Commercial Co.
Westminster Tobacco Co., Ld.
TUGS AND LIGHTERS
Shanghai Tug & Lighter Co.
TYPEWRITING, ETC.
Office Appliance Co., The
Technical Supply Co.
Underwood Typewriter Agency
UNDERTAKERS
Macdonald & Co., Thomas
UNDERWRITERS
American Asiatic Underwriters
VETERINARY SURGEONS
Shanghai Horse Bazaar Co., Ld.
Keylock & Pratt
WATCHMAKERS
Boyes, Bassett & Co.
Hirsbrunner & Co.
Ismer & Co., C.
Sennet, Frères
Ullmann & Co., J.
WATER WORKS
Chinese Waterworks Co., Ld.
Shanghai Inland Waterworks Co.
Water Works Co.
WHARVES AND GODOWNS
Holt's Wharf (Pootung)
Old Ningpo Wharf
Pootung and Tunkadoo Wharves
Rioka Soko Kaisha, Ld.
Shanghai & Hongkew Wharf Co.
Yangtsze Pootung Wharf
WINE AND SPIRIT MERCHANTS
Caldbeck, Macgregor & Co.
Comp. Commerciale d'Extrême Orient
Dombey & Son
Dunn & Co., Walter
French Store
Gande, Price, Ld.
Garner, Quelch & Co.
Hall & Holtz, Ld.
Hirsbrunner & Co.
Italian Trading Co.
Lane, Crawford & Co.
Mondon, Ld., E. L.
Sincere Co.
Solina & Co., R. V.
Sweetmeat Castle
Tsuchihashi & Co.
Venturi, F.

SOOCHOW

州蘇 *Sú-chau*

Soochow, the capital of the province of Kiangsu, lies about eighty miles west by water and fifty-four by rail and a little north of Shanghai, with which it is connected by excellent inland water-ways. The Shanghai-Nanking Railway supplies still better connection The city is a rectangle, its length from north to south being three and a half miles and its width from east to west two and a half, the total circumference being about 10 miles. It lies not far from the eastern shore of the great Taihu lake. Past its walls runs the southern section of the Grand Canal, which joins Hangchow to Chinkiang; and in every direction spread creeks or canals, affording easy communication with the numerous towns in the surrounding country. It is an important manufacturing centre, with a population of nearly 500,000. Its two chief manufactures are satins and silk embroideries of various kinds. In addition, it sends out silk goods, linen and cotton fabrics, paper, lacquerware, and articles in iron, ivory, wood, horn, and glass, and rape seed. Since the opening of the port manufactures on foreign principles have been introduced, and there are now three silk filatures one cotton mill, two match factories, one cardboard factory, and a brick factory. Before the Taiping rebellion Soochow shared with Hangchow the reputation of being the finest city in China, but it was almost entirely destroyed by the rebels, who captured it on 25th May, 1860. Its recovery by Major (afterwards General) Gordon on 27th Nov., 1863, was the first

effective blow to the rebellion. Since that disastrous period it has recovered itself greatly and is once more populous and flourishing, though it has not yet attained to its former pitch of prosperity. It was declared open to foreign trade on the 26th September, 1896, under the provisions of the Japanese Treaty. The Foreign Settlement is under the southern wall of the city, just across the Canal, and is a strip of land about 1½ mile long and a quarter of a mile broad. The Government has made a good carriage road along the Canal bank extending the whole length of the settlement, and as far as the railway station, a distance of five and a half miles, on which carriages and rickshas ply, and on fine days the road is crowded with people from the city amusing themselves, walking and driving. The Chinese and European school was opened in 1900. The gross value of the trade of the port passing through the Maritime Customs in 1920 was Hk. Tls. 18,334,808, as compared with Hk. Tls. 22,552,777 in 1919. But this represents only a portion of the total trade of the port, a quantity of which does not come under the jurisdiction of the Customs.

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CHINKIANG

江鎮 *Chin-kiang*

The port of Chinkiang, which was opened to trade by the Treaty of Tientsin, is situated on the south bank of the Yangtsze, about 150 miles from its mouth, and near the entrances of the southern and northern sections of the Grand Canal. This position gave it formerly great importance and it was at one time believed that the port must eventually become a serious rival to Shanghai. But the neglect of the inland waterways, and especially of the Grand Canal, which is closed to steam traffic for some months during each year, either because the water is too shallow or because it has risen so much that the wash from launches would injure the embankments, is causing the trade to be gradually diverted to Hankow and Tsingtao. Now that the Tientsin-Pukow Railway is completed more of the trade will be diverted to Nanking. A railway from Kwachow, at the mouth of the Grand Canal on the north bank of the river, along the Canal to Tsingkiangp'u, is projected and may do something to save the situation, but there are fourteen tax barriers along this route and it remains to be seen whether this railway, if built, will not have the same difficulty with the *likin* officials as is now experienced by the Shanghai-Nanking Railway. The north bank opposite the Concession is being eroded rapidly, and a spit from the island of Chêng Jên Chou, to the west of the Concession, is extending eastwards. Indeed, the steady deterioration of the harbour is rapidly threatening the existence of Chinkiang as a shipping port. Owing to this cause, it

has been necessary to remove the last of the hulks which used to lie off the British Bund and great inconvenience is experienced in communicating with river steamers.

Chinkiang is one of the pleasantest ports on the river. It is now within a few hours' railway journey of Shanghai, which enables ice and other necessaries to be delivered promptly, while the Shanghai morning paper is received the same afternoon. The surrounding country is very pretty, and there is fair shooting, wild pig being plentiful within a few miles of the Concession. An electric light installation was set up by the Municipal Council in 1914 for the service of the Concession. The power used for generating electricity at the same time pumps water into a water-tower, which supplies the Concession. The deterioration of the water owing to the silting up of the harbour caused increasing anxiety amongst the foreign residents for some years, but in 1920 a Candy dechlorinating filter, capable of supplying 6,000 gallons of filtered water an hour, was erected.

The population of the Native City is estimated at about 150,000. To the west of the Concession is a handsome temple adorned with a pagoda standing on a conspicuous elevation, and known as Golden Island. It is interesting to record that in the time of Marco Polo this hill was on the north bank of the river. In 1842 it was an island near the middle of the river, and the British fleet anchored where the railway station now stands.

The net value of the trade of the port for 1920 was Hk. Tls. 28,836,607, as compared with Hk. Tls. 24,739,141 in 1919. There are no local industries of importance, and the trade of the port is with the districts to the north of the river. The Commissioner of Customs in a recent trade report opined that it is probable that the port will gradually sink into insignificance and decay.

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NANKING

寧江 *Kiáng-ning*

The city owes its present name, "Southern capital," to having been many times the capital of the Empire, the last occasion being in the Ming dynasty at the commencement of the 15th century. Nanking is also known as Kiang Ning Fu, being the chief city of the prefecture of Kiang Ning, and the seat of government for the provinces grouped under the designation of Kiang Nan. In official documents it is not considered proper to call the city Nanking, since the Government at Peking acknowledges but one capital. Besides Kiang Ning Fu, an elegant Chinese name commonly used is Kin Ling or "golden mound." From the 5th or 6th century B.C. to the present there has been a walled city at this place. Nanking was specified in the French Treaty of 1858 as one of the Yangtze ports to be opened to trade, but was not formally opened until May, 1899. In July, 1915, Pukow, the southern terminus of the Tientsin-Pukow Railway (lying across the river from Nanking), was opened to foreign trade as a branch office of the Nanking Customs.

Nanking is situated on the south bank of the Yangtze, 45 miles beyond Chinkiang and 193 by rail or 215 by water from Shanghai. From the river little can be seen of it except the long line of lofty grey brick walls which encircle it. The walls have an elevation varying from 40 to 90 feet, are from 20 to 40 feet in thickness, and 22 miles in circumference. They enclose a vast area, a large portion of which is wilderness or uncultivated land. The busiest portion lies towards the south and west, and is several miles from the banks of the river. Whatever of architectural beauty or importance belonged to Nanking perished or was reduced to a ruinous condition at or before its occupation by the Taiping rebels. The world-famous Porcelain Tower, the most beautiful pagoda in China, was completely destroyed during this period of its history, and now nothing remains of the structure that was once the glory of Nanking. It stood outside the walls on the south side of the city. The celebrated mausoleum of the Emperor Hung Wu, founder of the Ming dynasty (who died in 1398), with other tombs and monuments, known as the Ming Tombs, are just outside the eastern walls. There are many other interesting ruins in or near the city, including the remains of Hung Wu's Palace. Nanking was first brought into notice among Europeans in 1842, in which year the first British Treaty with China was signed here. During the Taiping rebellion no place suffered more. It was first taken by assault by the Taipings on the 19th March, 1853, and after sustaining a prolonged siege was recaptured by the Imperial forces on the 19th July, 1864, a fatal blow to the rebels.

Although Nanking has recovered to a small extent from the prostration which attended its ill-treatment during the Taiping rebellion, it has never yet attained any commercial importance, but both coal and iron mines are known to exist in the neighbourhood and must eventually be worked, in which case Nanking will probably become a great manufacturing centre. "A new and brilliant era," a Commissioner of the Chinese Maritime Customs has written, "should dawn upon the port of Nanking, on account of its excellent position as a terminus for the railways which will bring down the immense mineral and other wealth of the provinces of Anhwei, Honan, and Shansi. The distance from either Honan or Shansi is about the same to Nanking as to Hankow, and the engineering difficulties of a railway down to the river opposite Nanking are no greater than those of a line to Hankow. The great advantage, then, which should secure to Nanking its position as the outlet for these rich provinces is the fact of its being so much nearer the sea than Hankow and accessible to the deepest-draught ocean vessels at all seasons of the year. It is, therefore, only natural that a line should have been projected from the mineral fields of Shansi to the village of Pukow, on the other side of the river to Nanking. Work has commenced on a third line to run from Nanking to Changsha, to be known as the Ning-hsiang Railway, connecting up with the Shanghai-Nanking Railway at the Nanking end and with the Canton-Hankow Railway at the other end. Yet another line, from the mineral district of Hsin-yang in Honan, through Anhwei, with its terminus at Pukow, is also in contemplation. These three lines should revolutionise the commercial conditions at Nanking." The line from Shanghai to Nanking does not seem to have given the impetus to commercial life anticipated. Trains are running daily from Shanghai to Nanking and a short line has been completed connecting Hsiakwan, the port of Nanking, with the southern part of the city, a distance of six to eight miles. Work was commenced on the southern section of the Tientsin-Pukow line in January, 1909. The total length of the southern section of this line is 236½ miles, which was completed in 1912. During the past two or three years there has been "quite an air of progress," especially in buildings and quite a Western aspect is being given to the ancient Capital of the Mings, as the new government buildings are all in foreign style, and so, also, are a growing number of shops and residences recently built for Chinese. The Naval College, a large pile of buildings, was opened in 1890. It was closed during the Revolution, but has since been re-opened. The Nanking University was founded in 1888 by the Central China Mission of the Methodist Episcopal Church, and is now an imposing and well-appointed school, with a large roll of scholars. The Arsenal and Powder Mills, for many years in the charge of foreigners, are now entrusted to native direction. They are situated just outside the South Gate. A macadamized road has been built from the steamer landing clear through the city to the Tung-Tsi Gate in the south wall, a distance of eight miles, and many similar roads in other parts of the city have been added during the last few years, so that it is now possible to go "almost anywhere" in carriages. The carriages and jinrickshas which have been introduced are much appreciated by the people. British and American Consulates were opened in 1900, and since then a Japanese Consulate has also been established. The net value of the trade of the port was Hk. Tls. 53,323,696 in 1920, as compared with Hk. Tls. 44,147,091 in 1919, and Hk.

Tls. 22,995,766 in 1918. A grand industrial exhibition—the first of its kind in China—was held in 1910, the principal buildings being devoted to liberal arts, foreign exhibits, agriculture, fine arts, education, Chinese exhibits from foreign countries, a model hospital and an arsenal.

Nanking was the scene of much fighting in the revolutionary campaign during October and November, 1911. The whole city was occupied by the revolutionaries in the early days of December, the Tartar City was sacked and burnt, and Nanking became the seat of the Provisional Government with Dr. Sun Yat-sen as President. Here the Republican Constitution was drawn up and promulgated, and the Revolutionary leaders sought to make Nanking the capital of the Republic. In July, 1913, a military outbreak occurred which rapidly developed into an armed rebellion against the Central Government, and from the 15th August until the 1st September the city, until it capitulated to the Government troops, was under a severe bombardment. All of Hsia-kuan was burnt, and Nanking was looted. Advantage has been taken of the destruction of Hsia-kuan to widen the existing streets and build new ones, and the Chinese are showing, to the fullest extent, their wonderful powers of recuperation from catastrophes that would seem fatal elsewhere in the world. The population of Nanking and its suburbs is estimated to be 392,838.

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WUHU

蕪湖 *Wú-hú*

This port (the name of which signifies "grass and lakes," *i.e.*, swamps) was opened to foreign trade, by the Chefoo Convention, on the 1st April, 1877. It is situated on the Yangtsze, in the province of An-hwei, and is a "half-way" port between Chinkiang and Kewkiang, though nearer to the former. It has the appearance of a thriving and busy town, and is admirably located for trade. This is mainly owing to the excellence of its water communication with the interior. A large canal, with a depth of five to six feet of water in the winter and ten to twelve feet in the summer, connects the port with the important city of Ning-kuoh-fu, in southern An-hwei, fifty miles distant. Another canal runs inland for over eight miles in a south-westerly direction to Taiping-hsien, an extensive tea district. This canal, which is only navigable in the summer, passes through Nan-ling and King-hsien, where the cultivation of silk is carried on, and may some day be of importance. The silk districts of Nan-ling and King-hsien are situated within fifty miles of Wuhu. Besides the canals leading to Ning-kuoh-fu and Taiping-hsien, there are two others communicating with Su-an and Tung-pó.

It will be seen from the above enumeration of the facilities for water carriage from Wuhu that it is calculated to prove an emporium for commerce. The value of the trade of the port for the year 1920 was Hk. Tls. 40,144,619, as compared with Hk. Tls 47,688,790 in 1919, Hk. Tls. 28,875,629 in 1918, Hk. Tls. 19,447,194 in 1917 and Hk. Tls. 25,649,413 in 1916. Coal may some day become a considerable article of export from Wuhu, both native and foreign capital having been directed to the great coal-fields of the province. The China Merchants' Steam Navigation Company are interested in several coal districts and have expended large sums in the opening of their mining property; the output has thus far been small, owing to the lack of proper machinery and management. The Chin Kang Company, a wealthy native syndicate, have a Government permit to open mines in several districts and have been prospecting with a view to developing their property in the near future. A number of smaller companies are operating at present with the sanction of the above Corporation, to whom they pay a royalty. Two companies representing foreign capital—the Yangtsze Land and Investment Company, Limited, and the I Li Coal and Mining Company, Limited—have purchased a number of the most valuable mining properties in the immediate neighbourhood of Wuhu. The Yu Fan Iron Mining Company completed a mountain railway, about five miles long, from their mines to the river bank at Tikiang, a small port thirty miles up river from Wuhu, in 1918, and they commenced to ship ore in October.

Wuhu is the distributing centre for most of the rice harvested in Anhwei province, and merchants from Canton, Swatow, Ningpo and Chefoo are established here to obtain supplies for their home markets. There is a large trade in timber, but that, like all other trades, is in the hands of the Chinese. There is a steam flour mill, a soap factory and a brick and tile manufactory. The soap does not sell well. The preservation of egg yolk and albumen is an industry which was started in 1897, and has been carried on with several changes of proprietorship. The Yu Chung Ti I

Spinning and Weaving Joint Stock Co, Ltd., a factory owned and managed by local Chinese, started operations in December, 1919, and its 10,000 spindles should help to develop cotton growing in the district.

The town is fairly well built, with rather broader streets than most Chinese cities possess, and is tolerably paved. The tract of land selected 30 years ago for the Foreign Settlement was definitely ceded in 1906, and sites were allotted to the Anhwei Railway Company and to various shipping companies, each lot having a river frontage of 600 to 1,100 feet. In 1914 the Ministry of Communications took over the Anhwei Railway Company with its entire assets and liabilities. Bunding operations have progressed satisfactorily, and the place has taken on a decided air of prosperity. The roads in the Foreign Settlement are well laid out, forming a good promenade for those who care to avail themselves of walking exercise. Four large godowns have been built by Messrs. Butterfield & Swire on their ground in the New Settlement for storing rice, and Messrs. Jardine, Matheson & Co. have also acquired property in the vicinity. On the plots of ground acquired by the Asiatic Petroleum and the Standard Oil Companies below I-Chi-Shan, a hill which forms the lower boundary of the Foreign Settlement, the former company has erected oil godowns and the latter, also, has established premises. New Customs buildings on the foreshore near the Foreign Settlement were completed and occupied in 1919. Nevertheless, the Foreign Settlement is still waste land for the most part. The Trade Report for 1912 alluded to the need there was of broadening its road connexions with the business centre of the town and of constructing a wide bund along the port's river front. There is no immediate prospect (writes the Commissioner of Customs in 1920) of expanding to serviceable dimensions the connecting roads that now exist, bounded on both sides as they are by shops and dwelling-houses for agreat part of their length. A bund road along the foreshore would appear to be not only a more feasible proposition but one, also, that offers far greater advantages to both trade and shipping. A scheme for the levy of wharfage dues to pay the cost of constructing such a bund was elaborated in 1915 and has since been approved by the mercantile classes whose business must be taxed to finance it. It is strenuously opposed, however, by influential proprietors of timber-yards occupying a large section of foreshore on the proposed bund line, and it cannot be carried into effect until these yards are removed to another locality. Similar opposition delayed for many years the cession of the Foreign Settlement area. The local officials, under instructions from the Government, are looking for the best way to meet the difficulty. The solution of the same problem, in so far as it concerned the Foreign Settlement, gives good grounds for expecting a favourable issue in the present instance also. The Electric Light Co. appears to be doing well, for electric lighting has superseded that of oil to a great extent. The population of Wuhu is estimated at 100,000.

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KEWKIANG

江九 *Kiú-kiang*

Kewkiang (now more generally written Kiukiang) is situated on the river Yangtsze near the outlet of the Poyang Lake, and is a prefectural city of the province of Kiang-si. It is distant about 142 geographical miles from Hankow and 454 miles from Shanghai. Kewkiang, before the Rebellion, was a busy and populous city; but it was occupied by the Taiping rebels in 1853, and before it was given up to the Imperial troops was almost entirely destroyed. When the Foreign Settlement was established there, however, the population soon returned, and has continued to increase rapidly: it is now estimated at 60,000.

The city is built close to the river, along the banks of which the walls run for some 500 yards. Their circumference is about five miles, but a portion of the space enclosed is still unoccupied. The city contains no feature of interest. There are several large lakes to the north and west of it, and it is backed by a noble range of hills a few miles distant, among them being Kuling, some 3,600 feet high, which has become a well-known summer resort, especially of missionaries. The foreign Settlement lies to the west of the city and is neatly laid out. It possesses a small bund lined with trees, a club, and a Roman Catholic cathedral. The filling-in of the public land at Pinhingchow is now completed. Roads and innumerable houses are being rapidly constructed, and thus a new residential and business district, close to but outside the city, is rapidly coming into being.

The idea which led to the opening of Kewkiang was, no doubt, its situation as regards communication by water with the districts where tea is produced. But the hopes entertained respecting the port have never been wholly realised, Hankow having become the market for black teas. The general trade of the port, however, has increased considerably in recent years, a large development of inland steam navigation in the Poyang Lake contributing to this result. Its now completed connection by rail with the provincial capital, Nanchang, may further improve matters. The net value of the trade of the port for the year 1920 was Hk. Tls. 48,416,293, as compared with Hk. Tls. 43,262,123 in 1919 and Hk. Tls. 40,043,930 in 1918. Kewkiang is the port whence the ware made at the far-famed porcelain factories at Kin-tē-chēn is shipped. The specimens sent to the Paris Exhibition in 1900 secured a silver medal in competition with European porcelain. Beans and peas, hemp, indigo, paper, melon and sesamum seeds, and tobacco leaf are also important exports.

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HANKOW

口漢 *Han-kau*

Hankow is situated on the river Han at the point where it enters the Yangtsze, and is in lat. 30 deg. 32 min. 51 sec. N., and long. 114 deg. 19 min. 55 sec. E. It was formerly regarded as only a suburb of Hanyang, which it immediately adjoins and which is a district city of the province of Hupeh, but Hankow has outstripped the older city in wealth and importance. Indeed, in his report for 1919, the Commissioner of Customs said: "There can be little doubt that Hankow, as time goes on, will become the greatest commercial centre in China." These two towns lie immediately facing the city of Wuchang-fu, the capital of the province, which is built upon the south bank of the Yangtsze. Hankow is distant from Shanghai about 600 miles. The river steamers go alongside hulks moored close to the shore; ocean steamers anchor in mid-stream. The current is very strong in the river.

Attention was first drawn to Hankow as a place of trade by Huc, the French missionary. Captain Blakiston, in his work "The Yangtsze," gives the following correct description of the place and its surroundings:—"Hankow is situated just where an irregular range of semi-detached low hills crosses a particularly level country on both sides of the main river in an east and west direction. Stationed on Pagoda Hill, Hanyang, a spectator looks down on almost as much water as land even when the rivers are low. At his feet sweeps the magnificent Yangtsze, nearly a mile in width; from the west and skirting the northern edge of the range of hills already mentioned comes the river Han, narrow and canal-like, to add its quota, and serving as one of the highways of the country; and to the north-west and north is an extensive treeless flat, so little elevated above the river that the scattered hamlets which dot its surface are, without exception, raised on mounds, probably artificial works of a now distant age. A stream or two traverse its farther part and flow into the main river. Carrying his eye to the

right bank of the Yangtsze one sees enormous lakes and lagoons both to the north-west and south-east sides of the hills beyond the provincial city."

The port was opened to foreign trade in 1861. The British Concession is located at the east end of the city. It is well laid out, the roads being broad and all lined with well-grown trees. A scheme is under consideration for the reclamation of the foreshore in front of the Concession. The Bund affords a very fine and pleasant promenade, and has an imposing appearance from the river. There are a large Roman Catholic and small Protestant and Greek churches, the last-named a rather handsome structure built by the Russian residents. Several brick-tea factories owned by Russians are located in the Settlement. France, Russia, and Japan have since 1895 acquired concessions along the river front. The British concession has been extended, but the Russian concession was taken over by the local authorities on November 1st, 1920, and placed under the control of the Chinese chief of police of Hankow. The French, Japanese and British have Municipal Councils. Thus while there was formerly a bund of only half a mile in length, in front of the British concession, there is now a continuous line of concessions measuring in all over two miles of river frontage. Houses and godowns have been springing up fast of late years especially in the British concession, the oldest section, which is changing rapidly. The China Merchants Steam Navigation Company, having completed their new and extensive bunding, started to build handsome new offices for themselves in 1919, and these were completed in December, 1920. Messrs. Butterfield & Swire have erected a four-story reinforced concrete godown on the site of their old office, and have further improvements in mind. Messrs. Jardine, Matheson & Co., Ld., have put up a very fine modern four-story reinforced concrete godown, on the site of the buildings destroyed by fire in 1917, the total measurement of the building being approximately 74,772 square feet. The International Banking Corporation have erected a five-story building on the British Bund, opposite the new premises of the Hongkong and Shanghai Banking Corporation, while the Asia Banking Corporation have purchased the adjoining site, next to the China Inland Mission compound, in order to build there. The palatial new block of buildings comprising the Hongkong and Shanghai Banking Corporation was opened in 1920 and dominates the whole Bund. Messrs. Liddell Brothers & Co., Ld., have added new godowns to their already extensive plant. The Taiping Road, bordering upon the native city, is rapidly assuming the features of the Nanking Road in Shanghai. The Menkwa Building, the Bank of Taiwan and the Hankow Waterworks and Electric Light Co., Ld., were the chief additions during 1919, but a large number of other less pretentious buildings, mostly occupied by foreign-style Chinese shops, have also sprung up, and the whole street is brilliantly illuminated. The English Church was re-built, and consecrated in May, 1904. A new Union Church was built in 1916-17 in the French Concession, and opened in April, 1917. The new British school building was occupied at the end of the summer holidays in 1920 and is a vast improvement on the former accommodation.

The native city of Hankow was burnt by the Imperialist army in October, 1911, and a population of about 800,000 were thereby rendered homeless. At the end of 1914 it was estimated that fully 80 per cent. of the burnt area had been reconstructed, though unfortunately on the old lines, all the laudable plans for modernising the city having fallen through, owing to difficulties in obtaining the necessary funds. During 1919 large tracts of land in the back of the native city were reclaimed and several new roads were constructed. A scheme for the development of a Greater Hankow has been started with the backing of the Government. This new scheme can be roughly outlined as follows. The first step will be to develop the land between the Foreign Concessions and the Ching-Han Railway embankment. A boulevard is planned to start from the Yangtsze bank, north of the Japanese Concession, and run west to the railway embankment. It will then be continued alongside the embankment until it reaches a point opposite the Hankow Waterworks tower, where it will turn east and run into the existing road near the tower. Ultimately an attempt will be made to extend it from the water-tower, through the city, to the Yangtsze. This area will be intersected by streets and properly laid out for building purposes, with a complete drainage system. The second step of the scheme will be to develop the land on the west side of the Ching-Han Railway embankment from the vicinity of the foreign racecourse, past the Chinese racecourse, up to Kiaokow. The third step will be the development of the remaining land up to the dyke. A railway along the dyke, connecting with the Ching-Han line, will be constructed and circular passenger trains started. Plenty of room will thus be provided for cheaply-built houses to accommodate workmen and the poorer Chinese classes. At present, owing to the

rapid expansion of Hankow, the housing problem is a serious one, and rents have increased two and three-fold since the Revolution in 1911. Plans for a railway siding into the British Concession have been agreed upon and will probably soon be given effect to. The railway siding leading from the Peking-Hankow Railway's main line to the heart of the British Concession has been completed. This in conjunction with the siding terminating at the ex-German Bund enables the merchants to have produce transported to their very doors from the interior.

Cotton cloth mills established by the Viceroy Chang Chih-tung commenced running in 1892, and the ironworks at Hanyang have developed into a large and important enterprise employing about 4,500 men. Hangyang iron has been placed on the American market at a price which enabled it to hold its own against the Steel Trust product. The output of the Hangyang Iron and Steel Works in 1917 included 118,932 tons of Martin iron, 31,655 tons of foundry iron, 20,093 tons of rail steel and 40,839 tons of mild steel. In August, 1895, the Wuchang Mint was established. The Mint has had to be considerably enlarged in recent years to enable it to keep pace with the demand. The machinery was greatly damaged in the Revolution.

The local manufacturing industries include, besides the Government ironworks and arsenals, cotton and silk weaving. The new mill of the Hankow Dee Yee Cotton Spinning and Weaving Company, Ltd., which had been building for several years, was opened in January, 1920, and two others are in course of construction. A carriage and wagon works to supply rolling stock to the Yueh-Han Railway, closely allied with the Hanyang Ironworks, which is turning out bridges and girders for railways, has been established on the Hankow side of the river. The Wuchang Cotton and Hemp mills, together with the silk filature, were leased by the Viceroy in 1902 to a company of Chinese capitalists at 100,000 taels a year, for a period of 20 years. Apart from the Hemp mill, which began operations in 1904, under Japanese management, the concern is doing a flourishing business. A tannery and three flour mills were started in 1906. Other flour mills have since been erected, and the bean oil milling industry is also well established in the port. Paper mills, much damaged during the Revolution, are now working again, under Government auspices. Since the Great War a large number of workshops and factories have been established to meet the ever-increasing local demands. In Hankow itself three soap factories, seventy or eighty cotton-spinning shops, twenty sock-making concerns, six egg factories (for export) and three flour mills have started operations. The number of native banks increased from ten before the war to 19 in 1919. The Provincial, Agricultural and Industrial Bank of Hupeh, the Wu-Han Agricultural and Industrial Bank, and the Huang Pi Bank of Commerce were inaugurated in 1920.

The Nanyang Brothers Tobacco Company have started a large tobacco factory. The Yangtsze Engineering Works have completed a large new blast-furance at Seven Mile Creek, and intend to put up another, which has been ordered from England. The Government Mining Bureau of Hupeh formally opened the new and valuable iron mines at Siangpeishan, near Hwangshihkang, on September 3rd, 1920. These mines are expected to rival the well-known Tayeh mines and form the security for the note issue of the Hupeh Provincial Bank. The Sui Hua Match Factory, the largest match factory in Central China, is making arrangements to increase its plant, as its products have, to a great extent, taken the place of the Japan matches which formerly held the market in this neighbourhood. The Chinese Telegraph Administration have opened new offices, built of slag bricks manufactured by the Hanyang Ironworks. A large foreign style modern hospital for Chinese, built by subscription, was completed in June, 1920, in the native city.

Antimony, lead and zinc ores are crushed by machinery on the Wuchang side and exported. A large business is done by albumen factories. Several miles below the Foreign Concessions the Shell Transport Company. Ltd., of London, have oil tanks for storing bulk oil, to be tinned on the premises. Two tanks have a capacity of 2,500 tons of oil each. During the low-water season small tank-steamers bring the oil from Shanghai. The Royal Dutch Petroleum Company, Langkat, also has an installation. The Standard Oil Co. had three large tanks erected at the end of 1904. Each installation added another tank in 1906. An English Company commenced an export trade in frozen pork, eggs, poultry and game in 1909, the refrigerating plant costing upwards of £30,000.

Tea is the staple export. The net value of the trade of the port in 1920 was Hk. Tls. 169,951,530, as compared with Hk. Tls. 200,398,431 in 1919, Hk. Tls. 165,162,308 in 1918, Hk. Tls. 170,730,067 in 1917; and Hk. Tls. 174,819,487 in 1916.

During the last few years foreign interests at Hankow have undergone a marked development, the chief factor in producing the growth being the construction of the Lu Han Railway, a trunk line connecting Hankow with Peking, the contract for which was let to a Belgian syndicate in 1897. It was opened in November, 1905, when trains passed over the Yellow River Bridge, which was immediately closed again as unsafe. Since December, 1905, through traffic with Peking has continued without interruption. Early in 1906 "trains de luxe" were started. The line has diverted much of the traffic that went by water to Chinkiang. A railway from Hankow to Canton is in course of construction, and will eventually link up with the Canton-Kowloon line, giving direct communication between Hongkong and Europe *viâ* Siberia.

The Hankow Race Club and Recreation Ground was incorporated in 1904, and since then has undergone a phenomenal development. The property of the Club is sufficiently extensive for a racecourse, an eighteen-hole golf course, football and cricket field, swimming pool, and, in fact for every branch of sport indulged in by the members. Apart from this club, which is chiefly devoted to sport, there are the Hankow Club, the Russian Club and the French Club, which have splendid libraries, billiard rooms, bowling alleys, etc. The Hankow Golf Club, which was instituted in 1878 and is certainly the oldest club in the port, still holds its own and boasts of a membership of considerably over 100. It is almost entirely devoted to golf and has well laid-out links. There is also a Chinese Race Club with a course as good as any in China. Meetings are conducted under Newmarket rules, and the management is entirely in the hands of Chinese.

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YOCHOW

Yochow, with a population of 15,000 to 20,000, is situated in latitude 29.° 26.′ 29″ N. and longitude 113° 11′ 6″ E. (Greenwich), at the outlet of the Tungting Lake. Past it ebbs and flows practically the whole of the trade of Hunan, which, however, adds nothing to the prosperity of the place, as it simply passes by after having paid its inward and outward taxes. The city is the gateway of the province and nothing more. British, American, Japanese and Chinese firms maintain regular communication with Changteh, Yiyang and Chinshih, the trade centre of western Hunan. The opening of Changsha took away much of Yochow's transit trade; the Hankow-Canton Railway has, however, so far progressed towards completion that trains are now running between Changsha and Wuchang (Hankow): the line is quite close to the City of Yochow, and the place may, in the near future, experience better times if the hope of permanent peace can only be realised.

The province of Hunan used to be to foreign commerce what Tibet has been to the explorer—a Forbidden Land—and it is only a few years ago that foreigners were stoned out of Yochow. In 1904, the people were described as showing a "friendly attitude" to all foreigners, which attitude is now well maintained. The anti-foot-binding crusade has done well in Hunan, which was once the most anti-foreign province in all China. The people are intensely patriotic, but their patriotism is rather for Hunan than for the Republic at large.

The province is rich in many forms of wealth, though the inhabitants say it consists of "three parts mountain, six water, and one arable soil." One of the main staples is rice, of which nearly a million piculs are sent out of the province to Hupeh and Kueichow in an average year. The Hunan tea sent to Hankow amounts to about six hundred thousand half-chests a year. The timber passing down from Changteh is valued officially at six million taels a year, and is probably worth more. It is largely soft wood—merely poles. In the opinion of old residents the volume seems to be decreasing, as the rafts are, generally speaking, of smaller dimensions than in former years. This is only natural when the constant drain and the existing disregard of the rules of afforestation in China are considered.

There is also a large production of cotton. The mountain districts contain extensive fields of coal, both anthracite and bituminous; iron, also, is known to exist. Sulphur, antimony, nickel, and other minerals are even now exported, and great possibilties of development are undoubtedly to be found. Tungsten ore was lately added to the list of exports, but it is now largely shipped from Changsha rather than from Yochow.

Steam launches and steamers run through from Hankow to Changsha with cargo and passengers, under River passes; and from Yochow to Inland places under Inland Steam Navigation Rules—principally to Changteh, Yiyang and Chinshih. The business is increasing, more particularly with the last-named place. The Canton-Hankow Railway has endeavoured to maintain regular daily train service, but the conduct of the military has been a great hindrance.

The city of Yochow is perched on a bluff in a very picturesque way. Its site is, however, not adapted for a transit trade, and it offers no shelter for small craft. The

port has, therefore, been opened at Chengling, five miles to the north and only a mile from the Yangtsze, where a small creek provides the needed shelter for cargo-boats, though the steamer anchorage is bad, being fully exposed to the frequent northerly gales, while the bottom affords bad holding ground. Here the Chinese Government has set aside a place for a cosmopolitan settlement, for which they themselves provide roads, police, etc.; the site contains level ground for business purposes, well raised, but not too high above flood limits, while higher ground gives good and healthy sites for foreign houses. Work on the formation of the settlement and bunding operations were commenced in 1900, and a new Custom-house and quarters have been built. Since the rebellion in the Yangtsze Valley in 1913 a garrison of Northern troops has been stationed in Yochow practically all the time. The city was evacuated by the Northern troops on the 27th January, 1918, and occupied by the Southern forces on the same day. On March 14th, 1918, the Southerners retreated from the Yochow district and the Northern troops re-occupied the place with practically no resistance. On 26th June, 1920, through the retreat of the Northerners, the city and district again fell into the possession of the Southern forces (Hunanese). Before the Northerners left they looted the city and adjacent villages in the most thorough manner and indescribably ill-treated the people. In the interval between March, 1918, and June, 1920, efforts had been made by the merchants and inhabitants generally to erase the traces of the evil-doings of the military in the winter of 1917-8 by rebuilding the shops and houses in an improved style, and to make another bid for prosperity ; but the last pillaging of the city and surrounding country has reduced the people to such extremity, and plunged them into such despondency, that they have neither the means nor the heart to attempt the rehabilitation of the place. Yochow is described by the Customs Commissioner as "doubtless the most healthful town in the Yangtsze Valley." In 1900, really the first open year of the port, the net value of the trade was Tls. 143,827. In 1903 it amounted to Tls. 3,473,241, but in 1905 the value was Tls. 490,058 only, and in 1910 the returns showed a net value of Tls. 1,941,869 as compared with Tls. 3,015,913 in 1909. The noticeable decline since 1904 was the result of the opening of Changsha as a Treaty Port. In the meantime, however, the trade of the province has increased enormously, and its distribution between the ports of Changsha and Yochow is determined principally by the state of the river. The net value of Yochow's share of the trade in the year 1920 rose to the record figure of Hk. Tls. 11,556,101, against Hk. Tls. 10,5~8,734 in 1919 and Hk. Tls. 10,282,282 in 1918.

A noteworthy feature of 1907 was the connection of Changteh by steamer during the high-water season—June to October—the resulting trade being valued at Tls. 617,000. Connection with Changteh is now maintained practically throughout the year by steamers of the river type, tugs and lighters. Buoys and lights were established in 1907 to mark the channel across the lake. The difficulties and risks of this route are considerable, and it is probable that it will be found advisable to adopt the somewhat longer route *viâ* Lulintan, though, on account of the sharp bends of the River Yuan in its lower reaches, specially adapted steamers will probably have to be used The question of making Changteh an "Open Port" was considered in 1906 and again taken up in the spring of 1915, and Chinese officials visited the place to enquire into the conditions, but it still remains open only to vessels under I.W.S.N. rules. The principal products exported from Changteh through Yochow are native cloth, ramie, wood oil, vegetable tallow, lotus nuts, broad beans and hides. The export of wood oil increased from 10,881 piculs in 1915 to piculs 48,786 in 1916, and in 1920 it amounted to 133,339 piculs, mostly for the American market, where there seems to an ever-increasing demand for it.

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SHASI

市沙 *Sha si*

Shasi (the "market on the sands") is one of the ports opened to foreign trade under the Japanese Treaty of 1895, the official declaration of the opening being dated the 1st October, 1896. The port is about 85 miles below Ichang and is situated at the crossing point of two most important routes of commerce in Central China, namely, from east to west and from north to south and *vice versa*. It is reclaimed from the river and the sea by a magnificent system of dykes and canals, and is "a monument of ancient commerce, and a witness to native perseverance and engineering skill." The district suffers periodically from the flooding of the Yangtsze. In July, 1908, the river rose to 30 ft. 9 inches, and caused the destruction of all the earlier summer crops; in 1917 it rose to the record height of 31 ft. 9 ins., again, on July 21st, 1919, it rose to 31 ft. 6 ins., and on July 16th, 1921, it reached the record height of 33 ft. 4 ins., which was 5 ft. 4 ins. above the level of the Bund. The general commerce of the port has increased yearly since the Revolution despite the adverse influence of the civil war during the past three or four years. The population, which is steadily increasing, is estimated at about 80,000, and the floating population, of which no account is kept, may be estimated at 10,000 more. A considerable amount of washing for gold is done between Shasi and Hosueh, chiefly on the Tukkechow. Formerly Shasi was an important distributing centre, but the opening of Ichang to foreign trade diverted much of the traffic to the last-named port. It was hoped that when Shasi itself was opened it would regain its importance as a point of distribution, but the experience now gained shows that the development is likely to be slow. On the 9th and 10th May, 1898, a serious anti-foreign riot occurred at Shasi. The Customs Office and the residence of the Commissioner, the Customs boats, the premises of the China Merchants' Company and their hulk, the office of the Foreign Board, the Japanese Consulate, the premises occupied by the native agents of Messrs. Butterfield & Swire and Messrs. Jardine Matheson & Co., and a number of newly-erected Chinese houses were burnt by the mobs, kerosene oil being used to feed the conflagration, and the foreign residents were driven out of the port, narrowly escaping with their lives. The Custom-house was re-opened on the 1st July of the same year. In August, 1898, an area 3,800 Chinese feet in length, by 800 to 1,200 in breadth, lying along the riverside below the town, was assigned to Japan as a Japanese Concession. The foreign commerce is mostly in Japanese hands. The British Consulate was withdrawn in January, 1899, British interests being placed under the care of the Consul at Ichang. Calling steamers anchor in the river, which is very swift during the summer, and discharge and load at pontoons, but some bunding work, commenced in December, 1904, and finished in April, 1905, provided berths for three hulks, with jetties. Unfortunately, in 1908 this bund

for over two-thirds of its length went bodily into the river owing to the action of the water coming from inland carrying away sand from beneath the stone work. The net value of the trade of the port coming under the cognizance of the Foreign Customs was Hk. Tls. 7,567,551 in 1920, as compared with Hk. Tls. 7,573,548 in 1919, Hk. Tls. 6,362,492 in 1918 and Hk. Tls. 4,422,849 in 1917. The bulk of the carrying trade is, however, carried on by junks, which do not come under the control of the Foreign Customs. In December, 1913, a contract was entered into between the Chinese Government and the British firm of Pauling & Co. for the construction of a railway from a point opposite Shasi to Singyifu in the province of Kweichow *viâ* Changteh and Kweiyang, with a branch from Changteh to Changsha. Good progress was made in the survey of thir projected railway until the outbreak of the European war and consequent necessity for a temporary cessation of operations led to the recall of the engineers. It is reported that so many lakes and morasses lie in the direct survey of the Shasi-Changteh section that a détour to the west, through more productive country, may be necessary.

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CHANGSHA

沙長 *Chang-sha*

Changsha ("Long Sands"), the capital city of Hunan, situated on the right bank of the Hsiang River about 100 miles South of Yochow, became a Treaty port under the China-Japan Commercial Treaty of 1903, a Customs House being established on 1st July, 1904. The surrounding country is hilly and very picturesque, affording delightful walks and picnics. Opposite to the city rises Yolushan hill to the height of about 800 feet. On it is a large stone tablet (Yu Pei) recounting the mastery of the floods that once covered an enormous tract of Central China. It was placed there by order of the Great Yü, founder of the Hsia Dynasty, B.C. 2205. (See Williams' *Middle Kingdom*, Vol. II., pp. 149-151.) The magnificent timber on the south of the hill, extending from the Yolushan High School, enclosing the Confucian and the Buddhist temples, and extending to the Taoist temple at the top—whence a beautiful view to the South can be obtained—is well worth a visit from travellers. The school dates back many hundred years and was once one of the most famous in this land of scholars, and under its present excellent management it promises once more to do splendid work for the province. Among the cities of China, Changsha ranks only second to Chengtu; the fine buildings, well laid-out gardens, the wide and clean streets, and the good shops render a walk a pleasant experience.

There is an ice factory, with a capacity for turning out some 3,600 pounds of ice daily, and a fine hospital, the gift of a Yale University graduate, with accommodation for 120 beds. A notable feature of 1919 was the opening up of a branch of the Asia Banking Corporation on the bund, this being the first purely foreign bank to be established in Changsha. The volume of trade passing through the Changsha Customs House for the year 1920 was Hk. Tls. 32,973,476, an increase of Hk. Tls. 7,962,208 over that for 1919, and all in exports, which increased in valuation from Hk. Tls. 9,729,963 in 1919 to Hk. Tls. 17,044,046 in 1920. Foreign imports decreased by Hk. Tls. 214,092.

A number of foreign residences have been constructed by the Catholic Mission on Shui Lu Island, opposite the city. A new electric plant under native management and ownership has been completed, and an understanding has been reached between the new concern, the Kwang Hua Electric Light Company, and the existing Hunan Electric Light Company, whereby the latter supply current to the southern part of the city and the former to the northern districts with an extension to Sui Lu Island by means of a cable across the river in January, 1919. To improve communications in and immediately around the city and provide facilities for trade a fairly extensive scheme is under consideration, involving the ultimate levelling of the city walls, work on which has been started. The bund on the whole of its length from the Custom House to the Hsin Ho is also to be widened and the surface improved sufficiently to allow extensive wheeled traffic, while the large piece of land outside the North Gate between the Bund and the Railway is to be laid out as a business quarter.

Owing to its comparatively close vicinity to Wuchang, the cradle of the revolution, the city of Changsha quickly passed over into the hands of the New Party. This change was effected without practically any bloodshed, only the heads of the more important officials, refusing to join the Republicans, being sacrificed on the altar of Anti-Manchuism. The Governor, however, managed to escape in the nick of time. A most gratifying feature throughout this critical period was the extremely friendly, not to say courteous, attitude shown to foreigners.

The low level of the river during the winter months, preventing the regular steamers from plying for nearly three months, is an obstacle to trade. From the records it would appear that there is now more water over the shallows than was formerly the case, probably owing to the largely increased launch traffic preventing the accumulation of silt; therefore, it is not improbable that a regular towing system will be introduced before long to take the place of steamers during the winter. A short section of the Canton-Hankow railway, from Changsha to Chuchow—about 30 miles—was opened to traffic on 10th September, 1911. Work on the Changsha—Yochow—Hankow section of the Canton-Hankow railway is progressing favourably and is

completed up to Changsha. Unfortunately, the running of heavy trains full of Northern soldiers to quell the rebellion in Hunan has greatly damaged the line, and extensive repairs will probably be necessary before it can safely be opened to general traffic. Owing to financial and other difficulties due to the European War, work on the railway was interrupted at this end, south of Chüchow. The continued disturbances within the Province prevented any further work from being done on the Changsha-Canton section of the Canton-Hankow railway in 1919. The export of coal and coke is becoming an important feature in the trade of the district. The coke, which is said to be of excellent quality, is used almost exclusively by the Hanyang Iron Works; the coal is finding an extending market for bunker use. The colliery is under excellent management, and the supply is said to be almost limitless.

With its fertile plains, mountains seamed with mineral wealth, and its sturdy population, there would seem to be a brilliant future before this province. Until, however, modern machinery is applied, railway communication extended, and capital introduced, no great expansion can be anticipated. The climate of Changsha is excellent There is no great heat, the summer is short, and there is no malaria, the poisonous mosquito not existing here. When the railway is open the scenery traversed will make this journey the most popular in China.

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ICHANG

昌宜 *I-Chang*

Ichang is one of the four ports opened to foreign trade on the 1st April, 1877, in accordance with Clause 1, Section 3, of the Chefoo Convention. It is situated in lat. 30° 43.4′ N., long. 111° 12.8′ E., on the north bank of the river Yangtsze, about 393 miles above Hankow, and some five miles below the entrance to the great Ichang Gorge, or just about a thousand miles from the coast. The navigation of the river to this

port is comparatively easy for vessels of light draught, but great care is necessary for all vessels when in the neighbourhood of Sunday Island, owing to the shiftings and banks The anchorage is off the left bank, opposite the foreign residences, and is good, except in freshets, when the anchors should be sighted every two or three days. The port is the centre of a hilly country, the productions of which are rice in the valleys, cotton on the higher grounds, winter wheat, barley, and also the tungtzu trees, from which the ordinary wood oil is obtained by pressing the nuts gathered from the trees. In the sheltered valleys, amongst the mountain ranges west of the city, oranges, lemons, pomeloes, pears, plums, and a very superior quality of persimmons are grown, and find a ready market in the city and at Shasi. The importance of Ichang is chiefly that of an emporium for goods in transit to and from Chungking. All cargo for the latter port is landed here and transferred to steamers or chartered junks. In the same way cargo brought down in steamers or chartered junks from Chungking and intended for the lower river and coast ports, is transhipped here on steamers, which make regular voyages to and from Hankow. During the year 1921 the steamers plying between Ichang and Chungking consisted of the *Kikin*, *Hungfok*, *Hungkiang*, *Shuhun*, *Hsin Shutung*, *Hsiakiang and Kiangking* under the French flag; the *Mei-tan*, *Alice Dollar*, *Robert Dollar II.* and *Meishun* under the American flag; and the *An-lan*, *Ankong* and *Loongmow* under the British flag. Steam navigation is usually practicable from the middle of April until the middle of December. The rates for foreign passengers vary considerably by the different vessels, but all are much higher than on the lower Yangtsze. In view of the enhanced traffic, aids to navigation and rules of the road through the gorges have become urgent, and are now being undertaken by the Government, with two River Inspectors functioning between Chungking and Ichang. The upward voyage to Chungking now takes 4 days, and the return trip about 2 days. The survey of the railway to Chengtu has been completed, but construction has been delayed in consequence of the great European war. There has never been census of the native population, but it is guessed to be about 40,000.

The net value of the trade of the port in 1920 was Hk. Tls. 9,154,766, as compared with Hk. Tls. 6,045,651 in 1919 Hk. Tls. 3,899,235 in 1918, Hk. Tls. 5,685,589 in 1917 and Hk. Tls. 6,629,451 in 1916.

The town was thoroughly and systematically looted by local troops on the night of November 30th, 1920. No district was left unmolested; shop after shop and house after house was entered at the point of the bayonet, and money, clothes and goods were ruthlessly extorted from the inmates. A considerable amount of Japanese property was destroyed by fire, and several foreign firms lost heavily in money. Altogether over 150 shops and houses were destroyed. The situation was eased by the Chamber of Commerce agreeing to pay the local General $60,000. There was practically nothing more left to loot except foreign property and houses. A still more bloodthirsty outrage was suffered on the night of June 4th, 1921. During twenty-three days of S ptember, 1921, Ichang was the scene of a battle between invading forces from Szechwan and defending armies representing Hupeh, North China, and the Peking Government.

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CHUNGKING

慶重 *Chung-king*

The city of Chungking, situated in lat. 29 deg. 33 min. 56 sec. N., long. 106 deg. 30 min. E., may well be described as not only the commercial capital of Szechuen, but of the whole of Western China. The foreign import trade centres here, and is then distributed by a smaller class of trading junks up the various rivers of the province. All exports—yellow silk, white wax, hides, wool, hemp, feathers, bristles, rhubarb, musk, and the large assortment of Chinese medicines—are received, assorted, repacked and shipped to Ichang, Hankow, and Shasi, consignments to the latter port being transhipped there into smaller junks, and forwarded to the southern provinces, *viâ* the Tung Ting lake.

The city occupies the end of a high and rocky bluff forming a peninsula, at the junction of the river Kia-ling with the Yangtsze, 1,400 miles from the mouth of the latter. The principal streets of the city, in which are many fine shops, are on the side of the Yangtsze. It is surrounded by a crenelated stone wall in good repair, which is fifteen miles in circumference, pierced with nine gates. This wall was built in 1761, replacing an older one. Chungking is now electrically lighted, a native company with an authorised capital of $300,000 having been formed for that purpose. The climate of Chungking is depressing, the summer being hot and damp, the winters raw and chilly, with thick fogs from November to March. Spring and Autumn can indeed hardly be said to exist. The ordinary rise of the river is about 75 feet; in 1892 it rose 93½ feet, on 6th August, 1898, to 101 ft., and on 22nd July, 1920, to 95 ft. 2 in., the highest level recorded for fifteen years, the water not being able to force its way fast enough through the gorges. On the 11th August, 1905, the river rose to 108 feet. In 1908 it only attained a height of 52 feet 4 inches. According to a Chinese report the river rose 120 feet in 1878. On the left bank of the Kialing and facing Chungking, extending below the junction of the two rivers,

is the walled city of Kiang-Peh-ting, formerly within the district of Li Min Fu, but now incorporated in Chungking Fu. These two cities and the large villages in their immediate neighbourhood are estimated to contain a population of about 300,000.

The port was declared open to foreign trade in March, 1891, but business did not actually commence until the 18th June, since which date a large trade has been done both in imports and exports, carried in foreign chartered junks. The net value of the trade in 1920 was Hk. Tls. 35,429,409, as compared with Hk. Tls. 41,572,332 in 1919, Hk. Tls. 30,099,757 in 1918, Hk. Tls. 33,592,533 in 1917 and Hk. Tls. 32,869,774 in 1916. Trade, since the revolution, has been affected by brigandage in the interior. Bands of robbers haunt the roads throughout the province, especially in the mountainous regions, and merchants fear to transport cargo. The European War, also, has made its effects felt. A rising, started in 1904 by a man who said he was commissioned by Heaven to wipe out the missionaries, was ruthlessly suppressed. One church was burned, and a few converts were killed, and then "the Chinese officials caused shell to be fired into the mob until all (several hundred) were killed!" A local police force has been created.

The Yangtsze is navigable for steamers from Ichang, not only to Chungking, but as far as Sui-fu, where the Min river joins the Yangtsze, and during high water in summer the Min river is also navigable as far as Kiating. By the Japanese Treaty of 1894, the right of steam navigation to Chungking was secured, and in the spring of 1898 the voyage was successfully accomplished by Mr. A. Little, with the small steamer *Leechuen*, which, however, being of limited power, had to be tracked up the rapids in the same way as junks. On 6th May, 1900, the two light-draught British gunboats *Woodcock* and *Woodlark* arrived from Ichang, having left that port on 5th April. The return journey occupied 25 steaming hours. On 12th June, the Yangtze Trading Company's steamer, the *Pioneer*, commenced her maiden voyage and arrived at Chungking on 20th June. This steamer was afterwards purchased by the British Government. Freight rates by junk have enormously increased in recent years —in spite of which, junkowners complain of being unable to make both ends meet. There are signs, however, that the possibilities of largely overcoming present difficulties by the increased use of steam traffic, and the harvest to be reaped, are beginning to be grasped by the more conservative steamship companies. The s.s. *Loongmow*, of about 1,000 tons gross tonnage, specially built for the Ichang-Chungking run, made her appearance in June, 1920, and on more than one occasion, steaming by daylight only, has completed in less than six days the round trip to Ichang. With the present accurate surveying of the Upper Yangtsze and the aids to navigation which have been installed, as well as the measures which are now being taken to organise a reliable pilotage service, the voyage from Ichang to this port by steamer is no longer the gambling proposition which it formerly used to be considered, and the difficulties under which the junk traffic now labours appear to have opened the eyes of the steamer companies to the probabilities of successful competition even at much higher rates of freight. Should all the schemes for the construction of steamers for the Upper Yangtsze run come to fruition, there appears to be a bright future for the port. The great increase in the number of steamers on the Upper Yangtsze during recent years has made aids to navigation through the gorges and rapids between Ichang and Chungking imperative. To meet this need a system of signals and buoys has been adopted, and it is now possible with suitable craft and the exercise of sufficient discrimination in the selection of crew and pilots for steamers to navigate the Upper River for eight months of the year.

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HANGCHOW

杭州 *Háng-chau*

Hangchow, the capital of the province of Chekiang, is situated 120 miles south-west of Shanghai, and 110 miles south of Soochow, adjacent to the Chien-tang River (the Green River of Robert Fortune's famous journeys to the neighbouring tea districts' at the apex of a bay which is too shallow for the navigation of steamers. The mouth of the river is, moreover, visited by a bore, or tidal wave, which further endangers navigation. The highest bores occur in autumn during the three days after the middle of the eighth moon, and Haining is the best place for observing this mous phenomenon, which is formed by the north-east trade wind heaping up the wate of the Pacific on the China coast and causing enormous tides. Hangchow Bay is shaped like a funnel, and the mass of water rushing up, more and more concentrated as it advances, is suddenly confronted by the current of the river. The constriction and opposition, acting in concert, bank up the rising water. Gathering momentum and speed with the immense pressure of the ocean behind it, thus forcing its volume into the ever-narrowing waterway, the bore occasionally attains, at a favourable spring-tide, a height of as much as 15 feet as it rushes, with a roar like thunder, along the sea-wall on the northern shore of the Bay, at a rate sometimes reaching 12 miles an hour.

Before the Taiping rebellion Hangchow shared with Soochow the reputation of being one of the finest cities in the Empire on account of its wealth and splendour, but it was almost destroyed by the rebels. Since then it has recovered to a considerable degree, and is once more populous and flourishing, though it has not yet regained its former pitch of prosperity. Historically, Hangchow is perhaps the most interesting city in the Republic. The earliest reference to it in the annals dates back to B.C. 2198. The great Shih huang-ti visited the place in B.C. 210, and the kings of the Wu-Yueh dynasty made it their capital. It was, however, under the Sung dynasties (*circa* A.D. 960-1200) that Hangchow became most famous as a capital. Marco Polo spent considerable time in the city, and, to this day, his image may be seen in the famous and picturesque Ling-yin Buddhist Monastery. Hangchow is indeed a great centre of Buddhism, and its temples include some of the most remarkable in China. The population is estimated at 600,000.

As a manufacturing centre Hangchow takes place even before Soochow. Its great trades are silk-weaving—including several kinds of crape and gauze—the production of fans of all kinds, the manufacture of scissors, and the making of thin tinfoil, which, when pasted to a backing of coarse native paper, forms the ingots of imitation silver that are burnt in such immense quantities by the Chinese. In addition, it sends out thread, string, colours, drugs lacquer, and many other articles in small quantities. Coarse paper is also manufactured in great quantity. The communication by water with Shanghai is particularly good, and might be much improved with very little trouble by a small amount of dredging at Shihmên, on the Grand Canal, twenty miles from Hangchow. Ningpo, about 120 miles distant, can also be reached by boat from Hangchow with several transhipments, but it is quicker to go *viâ* Shanghai. Hangchow was declared open to foreign trade on the 26th September, 1896, in accordance with the terms of the Japanese Treaty. Steam launches ply regularly to and from Shanghai and Soochow, with passenger boats in tow, making the trip in from 18 to 24 hours. Launches ply daily to Huchow and other places *en route*; also on Ch'ien T'ang river there are daily launches to Fuyang, Tunglu, Linpu, etc.,—a service that started in 1912. Hardly any cargo is carried by the latter between Hangchow and Soochow. These launches go *viâ* Huchow and Nanzin, and a service is also maintained between Keeling, Soochow and several inland places. The Hangchow-Shanghai companies formed a combination some years ago and have a monopoly of the trade. Attempts made by outsiders to come in have always failed after a few trips. The railway, however, is proving a serious rival, and the rapid and up-to-date service provided is an increasing attraction to all classes of passengers. The station adjacent to the Foreign Settlement is known as Konzenchiao (拱宸橋), for which passengers change at Hangchow city or Kenshanmen stations.

One of the sights of Hangchow is the beautiful Western Lake, dotted with islets crowned with shrines and memorial temples. Several of the islands are connected by causeways. The general picturesque effect is heightened by temples, pagodas, and similar monuments judiciously placed in effective spots; while the slopes of the hills bordering the lake on the west are bright with azaleas, honeysuckle, and peach-blossom at various seasons of the year: and clusters of bamboos, several kinds of conifers, tallow and camphor trees, and maple, in rich profusion, all enhance the grandeur of the scene. Foreign-style houses and villas are also springing up along the lake shore, and plans for a motor scenic road around the lake are in course of preparation. The western wall of the city has been pulled down to some extent, and a broad lake shore promenade, about two miles in length with spacious gardens, has been constructed. Indeed, the whole of this district has been laid out with a series of imposing tree-bordered thoroughfares, all of great length and width, comparable with the principal streets of any large city in the world. In this area the buildings are chiefly foreign-style, many the Government offices and other premises being well constructed and of impressive size. Several hotels, in semi-foreign-style, have been opened, including one near the City Railway Station and others near the Public Garden on the Lake, besides one with western accommodation on the lake-shore near the Imperial Island. A fine Y.M.C.A. building was completed early in 1920 The excursions around Hangchow are numerous and extraordinarily picturesque; and any person who can allow a month for the trip should not fail to explore the rapids of the Ch'ien-t'ang River as far as the Anhwei border. The green crystalline water and constant alternation of gorges and park-like rolling country, the lofty heights, heavily afforested right down to the sandy banks with every variety of conifer, camphor tree, scrub oak, maple, tallow tree, bamboo, etc., combine to form a series of landscapes scarcely equalled in Japan Sport of all kinds is to be had in profusion, including excellent fly-fishing.

The site selected for the Foreign Settlement extends for half a mile along the east bank of the Grand Canal; it covers over half a square mile and is four miles from the nearest point of the city wall. The Japanese Settlement adjoins it on the north and is about the same size. The Custom-house and Commissioner's and Assistants' residences are built on the Customs Lot, and there is also a Chinese Police Station in a modern building. The British Consulate is on the west side of the Grand Canal, opposite to the Japanese Settlement, and is not in the Foreign Settlement.

The commodities chiefly dealt in are tin, kerosene oil, soap, sugar, prepared tobacco, varnish, paper fans, silk piecegoods, raw silk and tea. The principal articles of export are tea, silk, cotton yarn and samshoo. The tea comes from Anhwei and Pingsuey, near Shaohsing, and from the neighbourhood of Hangchow, where the valuable Lungching tea is grown. The net value of the trade of the port (recorded by the Maritime Customs) in 1920 was Hk. Tls. 19,968,643, as compared with Hk. Tls. 18,365,178 in 1919. By far the greater part of the trade, however, passed through the inland barriers and not through the Customs.

Some 3 or 4 miles south-west of Hangchow city lies the rising little town of Zakow, situated upon the Ch'ien-t'ang River at the railway head. The Standard Oil Company, the Asiatic Petroleum Co., and several missionary establishments (including a large College) have their headquarters here. For residential purposes the hilly sites in the vicinity, overlooking the broad estuary and open to the sea breezes, afford far more sanitary locations than the low-lying malarial Settlement 10 miles away.

Halfway between Hangchow and Shanghai is Kashing, where the Grand Canal joins the Whangpoo River on which Shanghai is situated. Kashing is a Customs Station under Hangchow and was first opened in 1898 for collecting duties on foreign opium, owing to the fiscal arrangements being against the collection at Hangchow. It has a completely equipped Custom-house, but has not yet acquired the full status of a Treaty Port.

A railway from the Settlement to the further end of Hangchow City near the Ch'ien T'ang river was completed in September, 1907. It was built solely by Chinese and with Chinese capital. There is now railway connection with Shanghai *viâ* Kashing. Twenty-eight miles north of Hangchow is situated the well-known summer resort of Mokanshan. It can be reached from Shanghai by way of the railway and a motor-boat in ten hours. There are now over two hundred houses on the slope of a hill about 2,250 feet high. The scenery is magnificent and the views are very grand. Bamboo forests cover the mountain and afford shade to all the roads, and clear mountain springs abound. Chairs and coolies for baggage are always available, and are under contract with the Mokanshan Association. Houses more or less completely furnished can be rented at Tls. 100 to 350 per season (four months). The Shanghai Municipality has lately purchased two houses as a sanatorium for its employés, and a competent nurse is in charge. The difference in temperature from the plain amounts to 10°F. in the day and 15°F. at night.

Save for the prevalence of malaria—which, however, is not of a virulent type—the climate of Hangchow is fairly salubrious. July and August are hot, the Spring months are wet and raw, but the Autumn is delightful, and the Winter is cold and bracing. The minimum temperature recorded within the period 1911-1919 was 15.5° Fahrenheit in, January, 1916, and the maximum was 104° F. in August, 1917. The mean maximum for this period was 82.6° F., the mean minimum 43.7° F., and the mean 63.7° F. Snow usually falls a few times during three months of the year. The temperate and sub-tropical zones meet in the neighbourhood, and the flora is consequently rich and varied, some 50 per cent. of the species being tropical or sub-tropical plants, while the remainder are mostly Eastern, Central or North China species. The fauna is less rich except in the case of insect life, which is very abundant. The number and variety of the fishes inhabiting the net-work of canals are surprisingly large. In conclusion, it may be interesting to note that this neighbourhood is the most northerly recorded habitat of the cobra.

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NINGPO

波寧 *Ning-po*

Ningpo is situated on the river Yung, in the province of Chekiang, in lat. 29 deg. 55 min. N., and long. 121 deg. 22 min. E. It was one of the five ports thrown open to foreigners in 1842. Foreigners had, however, visited Ningpo at an early date. Portuguese traded there in 1522; a number of them settled in the place in that and succeeding years, and there was every prospect of a rising and successful settlement soon being established. But the lawless acts of the Portuguese soon attracted the attention of the Government, and in 1542 the Governor of Chekiang ordered the settlement to be destroyed and the population to be exterminated. A large force of Chinese troops soon besieged the place, destroying it entirely, and out of a population of 1,200

Portuguese 800 were massacred. No further attempt at trade with this port was made till towards the close of the 17th century, when the East India Company established a factory at the island of Chusan, some forty miles from Ningpo. The attempt to found a trade mart there, however, proved unsatisfactory, and the factory was abandoned after a few years' trial. The port was deserted by foreigners for many years after that. When hostilities broke out between Great Britain and China in 1839, the fleet moved north from Canton, and on the 13th October, 1841, occupied Ningpo, and an English garrison was stationed there for some time. In March, 1842, an attempt was made by the Chinese to re-take the city, but the British artillery repulsed them with great slaughter. Ningpo was evacuated on May 7th, and, on the proclamation of peace in the following August, the port was thrown open to foreign trade.

Ningpo is built on a plain which stretches away to a considerable distance on either side. It is a walled city, the walls enclosing a space of some five miles in circumference. The walls are built of brick, and are about twenty-five feet high. They are fifteen feet wide at the summit, and twenty-two at the base. Access is obtained to the town by six gates. A large moat commences at the north gate and runs along the foot of the wall for about three miles on the landward side, until it stops at what is called the Bridge Gate. The main street runs from east to west. Several of the streets are spanned by arches erected in memory of distinguished natives. Ningpo has been celebrated as possessing the fourth library of Chinese works, in point of numbers, which existed in the empire. It was owned by a family who resided near the south gate. The sit eoccupied by the foreign residences is on the north bank of the river. The population of Ningpo is estimated at 255,000. The city will eventually be connected with Shanghai and Hangchow by rail, but at present the line is completed only as far as Pakuan, east of Shaohsing.

Two cotton mills are established in Ningpo, one of which started in 1896 and the other in 1907. There are also a match factory, an electric light company, and a local telephone company. The tea trade has fallen off owing to a deviation of the Fychow teas which formerly passed through Ningpo but are now forwarded to Shanghai *viâ* Hangchow. The net value of the trade of the port in 1920 was Hk. Tls. 28,407,820 as compared with Hk. Tls. 28,334,260 in 1919, Hk. Tls. 29,962,770 in 1918 and Hk. Tls. 25,107,523 in 1917.

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WENCHOW

州温 *Wan-chau*

Wênchow, one of the five ports opened to foreign trade by the Chefoo Convention, is the chief town in the department of Wênchow, occupying the south-east corner of Chekiang province. The city is situated on the south bank of the river Ou, about twenty miles from its mouth, in lat. 28 deg. 1 min. 30 sec. N., long. 120 deg. 38 min. 45 sec. E. The site is a well cultivated plain, bounded on all sides by lofty hills. The walls are said to have been first erected during the fourth century, and they have been enlarged and re-built at various times since. They are formed of stone, diagonally laid at the foundation, and partly also of brick, and measure about four miles in circumference. The streets are wider, straighter, and cleaner than those of most Chinese cities. They are, generally speaking, well paved with brick or stone and kept in careful repair by the householders. Many of them run side by side with small waterways, which in their turn communicate with navigable canals intersecting the whole city. There are numerous large nunneries and temples in Wênchow. The Customs-house, outside the North Gate, various Yamêns, other public offices and the Foundling Hospital, are also among the chief buildings. The last-named institution, built in 1748, contains one hundred apartments. The Roman Catholic Missionaries have a spacious and imposing church in the western part of the city. The English Methodist Mission has a church capable of seating about a thousand people. In 1903 this Mission erected a fine college at a cost of $20,000, containing sleeping accommodation for over a hundred students, and teaching accommodation for more than two hundred Early in 1906 an exteensive and substantially constructed Hospital was also completed by the Mission at a further outlay of fully $20,000. The building consists of a central block and two wings after the style of Hunt's Block, Guy's Hospital, and can accommodate about two hundred patients. Among the objects of greatest interest and curiosity are two pagodas situated on Conquest Island, abreast of the city. They are both of great antiquity, and the temples between them were for some time the retreat of Ti Ping, the last Emperor of the Sung dynasty, when seeking to escape from the Mongols under Kublai Khan. His Majesty Ti Ping has left behind him autographs preserved to this day in one of the temples. A few members of the Customs staff and missionaries occupy foreign-built houses on the island. The estimated population of the city with its suburbs is 200,953 (figures furnished by District Magistrate). There were Boxer troubles in the Pingyang district, several Christians being murdered, in 1900, and all the missionaries left Wênchow, where, however, the officials were able to maintain order.

There is no foreign settlement at Wênchow, and the foreign residents are a mere handful, consisting almost entirely of officials and missionaries. There is a considerable native export trade in tea, bitter oranges, tobacco, timber, charcoal, and bamboos but manufactures do not flourish, though some excellent floor matting is produced by a local factory. The firms engaged in the timber trade are located in the west suburb, where are also the timber yards. Immense quantities of timber and bamboos are kept on hand. The net value of the trade of the port coming under the cognizance of the Maritime Customs for 1920 was Hk. Tls. 4,860,246, as compared with Hk. Tls. 4,062,117 for 1919, Hk. Tls. 3,396,761 for 1918 and Hk. Tls. 3,232,222 for 1917.

During August and September of 1912 two abnormal freshets occurred in the Wênchow river, causing immense destruction of life and property. In the upper reaches of the main river the water rose 60 feet above normal level, washing away villages and carrying away houses bodily. Some 30,000 people are reported to have been drowned in the Yungchia, Chingtien, Ch'uchow and Juian magistracies. Such a calamity was unprecedented within the memory of the oldest inhabitant.

Two particularly severe typhoons in the summer of 1920 caused enormous damage in the neighbourhood. Haimen, a neighbouring city, about 85 miles by sea north east of Wenchow, was partially destroyed on July 15th by a tidal wave with great loss of life; while in the Nanchi River valley, opposite Wenchow, an equally large loss of life was reported in the second typhoon between September 4th and 6th.

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SANTUAO

Santuao was voluntarily opened to foreign trade by the Chinese Government on the 8th May, 1899. The port includes the whole of the magnificent Santu Inlet, which is situated some 70 miles north of Foochow. The foreign settlement is on the island of Santu in the centre of the inlet. The harbour is certainly one of the finest on the China coast: the approaches to it are well-defined, and vessels of the largest size may enter at any time, regardless of the state of tide. H.M.S. *Waterwitch* surveyed the whole of the inlet in 1899, and an Admiralty chart has been published. A telegraph cable was successfully laid from the mainland to the Settlement in July, 1905, and communication established with all China ports.

The port of Santuao serves important tea districts. Much of the tea exported from Foochow to Europe is first shipped from Santuao; and there is a growing

demand in North China for certain varieties grown in the neighbourhood. No building operations worth mentioning have been undertaken at the port, and no modern methods have as yet been introduced in the manufacture of the principal local products as paper and pottery, though excellent raw material is close at hand, especially extensive deposits of kaolin capable of yielding far superior pottery than is now brought on the market from this district. The iron mines in the districts of Kutien. Fuan, and Siapu, where the deposits were reported in 1918 to be of a promising nature, have not yet been properly exploited, and so far no smelting works at Santuao, as then anticipated, have been erected, so that a regular trade in this valuable mineral does not yet exist here. The chief towns of the district are Funing, Fu-an, Ningte, and Shouning. There is a prosperous and increasing junk-trade, and regular steamship communication with the provincial capital. The net value of the trade of the port for 1920, coming under the control of the Maritime Customs, was Hk. Tls. 2,238,403, as compared with Hk. Tls. 2,318,874 for 1919, Hk. Tls. 1,739,972 for 1918. Hk. Tls. 2,502,562 for 1917 and Hk. Tls. 2,927,460 for 1916.

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亞 細 亞

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FOOCHOW

州福 *Fuh-chau*

Foochow (or Fuh-chau-fu) is the capital of the Fukien province. It is situated in lat. 26 deg. 20 min 24 sec. N., and long. 119 deg. 20 min. E. The city is built on a plain on the northern side of the river Min, and is distant about thirty-four miles from the sea, and nine miles from Pagoda Island, where foreign vessels anchor.

The attention of foreigners was early attracted to Foochow as a likely place where commercial intercourse could be profitably carried on in the shipment of Bahea Tea, which is grown largely in the locality. Before the port was opened, this article used to be carried overland to Canton for shipment, a journey which was both long and difficult. The East India Company, as early as 1830, made representations in favour of the opening of the port, but nothing definite was done till the conclusion of the Treaty of Nanking in 1842. The early years of intercourse with the natives were anything but what was anticipated. The navigation of the river was difficult, there was no market for imports, and several attacks by the populace rendered the port an undesirable place of residence for some time. It was not until some ten years after the port had been opened that there was much done in the export of tea from the interior, but after that the quantity shipped increased largely, and Foochow became one of the principal tea ports in China. Since 1880, however, when the tea trade of the port reached its highest figure, the prosperity of the place has been on the wane. A valuable trade has dwindled to the most meagre dimensions, and thousands of acres must have gone out of cultivation.

The city is built around three hills, and the circuit of the walled portion is between six and seven miles in length. The walls are about thirty feet high and twelve feet wide at the top. The streets were narrow and filthy, but during the past few years remarkable improvements have been carried out, shop fronts have been set back, street stalls done away with, the old paving stones have been utilised to make drains and the roads have been macadamised A fairly wide and well made road has been constructed from the Long Bridge to the city, trees have been planted on either side; and the Electric Company are responsible for the excellent lighting. Recently this Company have also established a powerful ice-making plant with a view to supplying the large fleet of fishing junks operating in local waters.

The Long Bridge has been repaved, the stone steps on either end have been taken away, and now it is possible to ride in jinrickshas from the Nantai Island into the city. A large number of rickshas and a fair number of carriages are employed; the roads, however, are not sufficiently wide to allow of the introduction of motors.

The climate of Foochow is mild and delightful for about nine months of the year, but in the summer it is rather trying, the range of the thermometer then being from 74 deg. Fahr. to 98 deg.

The scenery surrounding Foochow is very beautiful. In sailing up the Min river from the sea vessels have to leave the wide stream and enter what is called the Kimpai Pass, which is barely half-a-mile across, and, enclosed as it is by bold, rocky walls, it presents a very striking appearance. The Pass of Min-ngan is narrower, and with its towering cliffs, surmounted by fortifications and cultivated terraces, is extremely picturesque, and has been compared to some of the scenes on the Rhine. The Yung Fu, a tributary of the Min, also affords some charming scenery, the hills rising very abruptly from the river bank. The Min Monastery, the Moon Temple, and the Kushan Monastery, all occupying most romantic and beautiful sites, are fine specimens of Chinese religious edifices, and are much resorted to by visitors. Game abounds in all the ravines and mountains in the vicinity of Foochow, while tigers and panthers are common in the more remote hills, and some of these beasts have been killed within ten miles of the city.

Foreign vessels are compelled to anchor at Pagoda Island, owing to the shallowness of the river, which of late years has been increasing the difficulties of navigation; even at the anchorage the river is still silting up in several places. A river-training scheme is making good progress for improving the navigational approaches of Nantai Harbour (*i.e.*, the harbour of Foochow proper). The aim in view

is the elimination of lighterage at Pagoda Anchorage for all cargo that can be brought into the port in steamers drawing up to 17 feet. An incidental benefit will be the reclamation of great tracts of sandbanks and their ultimate recovery for cultivation. The limits of the port of Foochow extend from the City Bridge to the Kimpai Pass. The Mamoi Arsenal, near Pagoda Anchorage, is an extensive Government establishment, where several good-sized gunboats have been built, but it now stands practically idle. The Arsenal was bombarded by the French on the 23rd-24th August, 1884, and reduced to partial ruin, but was restored. The establishment was later reorganised, and was for some years administered by French experts. There is a dock in connection with the Arsenal on Losing Island. The dock is over 300 ft. long and has very powerful pumps and a good steel caisson. Until 1905 one mint, known as the City or Viceroy's Mint, served to supply the coinage requirements of the local province, but in that year the Government set up two additional mints, for which there was no need, but only an alluring prospect of profit on the export and sale of copper 10-cash coins. It was calculated that two million pieces per day were being turned out by the three mints. The market value of the coins quickly fell below par, and orders from Peking reducing the output to 300,000 coins per day and forbidding the export of coins to other provinces necessitated the closing of the two mints before they had been in operation twelve months. In June, 1900, the port was visited by the most disastrous floods known there in living memory; the river, rising through heavy rains, overflowed and deluged the country, sweeping away villages and causing immense havoc and loss of life. The population of Foochow is estimated at 650,000.

The net value of the trade of the port coming under the cognisance of the Foreign Customs in 1920 was Hk. Tls. 25,612,810, as compared with Hk. Tls. 20,740,234 in 1919, Hk. Tls. 15,642,219 in 1918, Hk. Tls. 15,223,269 in 1917 and Hk. Tls. 20,114,610 in 1916.

KULIANG

A refuge from the heat of summer at Foochow can be gained by a four hours chair ride to the top of Kuliang, *i.e.*, "Drum Pass," which is a mountain resort situated about nine miles east of Foochow. The thermometer indicates an average of 10 degrees cooler on the mountain than it is in Foochow; the nights are always cool and blankets a necessity for comfort. Dr. Rennie was the first to build a house of foreign design at Kuliang in 1886. Now there are upwards of one hundred such houses, and every summer between two and three hundred persons, chiefly missionaries, are in residence on the mountain. According to the Admiralty Chart, Kuliang reaches a height of 2,900 feet. Nearly five miles of stone-paved roads about three feet in width have been made under the supervision of a Public Improvement Committee, appointed by the residents, the necessary funds being provided by voluntary contribution. The greatest charm of Kuliang is the mountain walks, and there are many interesting places within easy walking distance. A Chinese Post Office is opened at Kuliang every year from the middle of June to the middle of September, and daily mail connection with Foochow is maintained. There are many private tennis courts and five public courts on the mountain, also a swimming pool, as well as mountain streams where swimming can be enjoyed. Sharp Peak, also, affords a seaside and bathing resort which is much appreciated by Foochow residents. The American missions and the Anglican Mission each have sanatoria there. It is also the place of landing of the E. E., A. & C. Telegraph Co.'s cables.

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AMOY

門厦 *Hiá-mun*

Amoy was one of the five ports open to foreign trade before the ratification of the Treaty of Tientsin. It is situated upon the island of Haimun, at the mouth of the Pe-Chi or Dragon River, in lat. 24 deg. 40 min. N. and long. 118 deg. E. It was the scene of trade with Western nations at a very early date. The Portuguese went there in 1544, but in consequence of their cruelty towards the natives, the Chinese authorities forcibly expelled them and burned thirteen of their vessels. The English had commercial dealings there up to 1730, when the Chinese Government issued an edict prohibiting trade with foreigners at all ports except Canton. They made an exception as regards Spanish ships, which were allowed to trade at Amoy.

In describing Amoy, Dr. Williams says:—"The island upon which Amoy is built is about forty miles in circumference, and contains scores of large villages besides the city. The scenery within the bay is picturesque, caused partly by the numerous islands which define it, surmounted by pagodas or temples, and partly by the high barren hills behind the city. There is an outer and an inner city, as one approaches it seaward, divided by a high ridge of rocky hills having a fortified wall running along the top. A paved road connects the two. The entire circuit of the City and suburbs is about eight miles, containing a population of 300,000, while that of the island is estimated at 100,000 more. The harbour is one of the best on the coast; there is good holding ground in the outer harbour, and vessels can anchor in the inner, within a short distance of the beach, and be perfectly secure; the tide rises and falls from fourteen to sixteen feet. The western side of the harbour, here from six hundred and seventy-five to eight hundred and forty yards wide, is formed by the island of Kulangsu. It is a picturesque little spot and maintains a rural population of 3,500 people. Eastward of Amoy is the island of Quemoy or Kinmun (Golden Harbour), presenting a striking contrast in the low foreground on its south shore to the high land on Amoy." The population of the city is, however, now estimated at 96,000.

Amoy ranks as a third-class city. It is considered, even for China, to be very dirty, and its inhabitants are unusually squalid in their habits. There are several places of interest to foreigners in the vicinity, and excursions can be made to Chang-chow-fu, the chief city of the department of that name, and situated about 35 miles from Amoy. The island of Kulangsu ["Drum Wave Island," from a hollow rock in which the incoming tide causes a booming sound] is about a third of a mile from Amoy, and the residences of nearly all the foreigners are to be found there, although most of the foreign business is transacted on the Amoy side. It is a remarkably pretty island, and will become exceedingly popular with tourists and holiday-makers as its attractions become better known. The island of Kulangsu was handed over by China as an International settlement on the 1st May, 1903. In the opinion of the then Commissioner of Customs, Kulangsu bids fair to become one of the most charming little republics on the coast of China. The value of land on the island of Kulangsu has advanced 100 per cent. compared with the prices ruling a decade ago. Hotel accommodation is satisfactory, and an electric lighting plant was installed in 1913. There is a good club in the settlement, adjoining which is the cricket ground. A golf club has been formed and a course laid out on the Racecourse. The course is a sporting one, abounding in natural hazards, and is well patronised. A neat little Anglican Church has also been erected. A Japanese Settlement was marked out in 1899 and a fair number of Japanese, officials and others, reside there. There is a slipway at Amoy, owned and managed by foreigners. The Standard Oil Co. of New York have erected oil tanks at Sung-Su on the mainland, close to the site of the new station of the Amoy-Changchow railway. There are kerosene oil tanks, and a can factory capable of turning out 4.000 tins a day, the property of the Asiatic Petroleum Company, on Amoy Island. The foreign residents number about 280. At the end of October, 1908, the Chinese Government welcomed part of the American battleship fleet at Amoy, the officers and men being entertained on a lavish scale.

Frequent and regular steamer communication is maintained with Hongkong, Swatow, Foochow and Formosa, and steamers run direct to the Straits Settlements and Manila. There has always been a comparatively good trade done at Amoy, and notwithstanding that the tea trade, for which it was long famous, has now practically disappeared, it is significant that the shipping tonnage employed by the port has quintupled since the decade 1864-73, and almost trebled since the decade 1874-83. Until the shortage of shipping caused by the European war the tonnage figures for many years topped the million mark. In former times, before the glory of Amoy had departed, the staple export was Tea—the local product as well as the superior blends brought over from Formosa—but, largely owing to the deterioration of the local product and the indifference of the grower to the changing conditions of the foreign market, locally-grown tea has long since ceased to be exported, and the Customs Commissioner made a fairly safe prophecy that it only required the development of Keelung harbour to cause the total disappearance of the foreign tea merchant from Amoy. Before the Japanese obtained possession of Formosa the Formosan teas were "settled" and warehoused in Amoy, whence they were shipped to the foreign markets. Now no Formosan tea is "settled" in Amoy, and with Keelung still unimproved to any considerable extent quite 50 per cent. of the Formosan product is being shipped direct to America from Keelung. The foreign tea merchant at Amoy has practically lost his occupation, and we are witnessing the fulfilment of the prediction that "the row of quaint, rambling, old hongs on the Amoy side, and many picturesque residences on Kulangsu will be offering for the occupation of the wealthy returned emigrant or the missionary school." There is a scheme for establishing a University at Amoy, funds for the purpose having been provided by a native of the district who made his fortune in British Malaya; but bunding, drainage, jetties, roads recreation grounds and similar public works still await the advent of the energetic and public-spirited citizen. The net value of the trade of the port coming under the cognisance of the Foreign Customs in 1920 was Hk. Tls. 22,299,335, as compared with Hk. Tls. 19,776,257 in 1919, Hk. Tls. 13,926,283 in 1918, Hk. Tls. 14,602,519 in 1917, and Hk. Tls. 17,397,562 in 1916.

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SWATOW

頭 汕 *Shan-tau*

Swatow, which was first thrown open to foreigners by the Treaty of Tientsin, is situated at the mouth of the river Han, near the eastern border of the Kwangtung province, in lat. 23 deg. 20 min. 43 sec. N., and long. 116 deg. 39 min. 3. sec. E. It is the shipping port for the city of Cha'o-chow-fu (officially re-named Cha'o-an-hsien by the Republic), the seat of the local government, 25 miles inland, and San-Ho-Pa, forty miles farther up the river.

Swatow is built on the northern bank of the Han, which forms part of an alluvial plain through which the branches of the river flow. The shore on the opposite side is bold and striking, the hills stretching away to the coast and forming what is known to sea-going people as the "Cape of Good Hope." Pagoda Hill rises at the opposite side; and in a direct line from this lies the large island of Namoa.

The first foreign trading depôt in this locality was inaugurated at Namoa, where the opium vessels used to anchor, but it was subsequently removed to Double Island, which is situated just inside the river and is four miles from Swatow. Foreigners here made themselves notorious in the early years of the settlement by the kidnapping of coolies, and so strong was the feeling shown against them by the natives that no foreigner was safe far from Double Island, while they were strictly forbidden to enter Swatow, and it was not until 1861 that they could do so. In the country round Swatow the antipathy to foreigners was of much longer duration. The British Consul was held technically to reside at Cha'o-chow-fu, and subsequent to 1861 several ineffectual attempts were made to pass through its gates. In 1866 a visit was made under more favourable circumstances, but it is only within recent years that the population has refrained from annoyance and insult to foreigners within its walls. In 1862 the lease of a piece of land was applied for and granted to the British Government on the north bank of the river about a mile from Swatow, but so strong were the demonstrations of the populace against it that the matter fell through. Foreign residences, however, commenced to spring up here and there, and many of them are consequently somewhat scattered, though the majority are in or near the town of Swatow. The yearly increasing traffic of the port led to much overcrowding on the narrow strip of land on which it is built, and since February, 1877, no less than 21½ acres have been reclaimed from the sea, the greater part of which is now covered with shops and houses. A Bund Construction Bureau has been established, with the consent of the high provincial authorities at Canton, for the avowed purpose of building a bund 80 feet in width from the Native Custom House on the west to the old fort on the east, the normal line determined by the Customs Marine Department's Surveyor in 1917 being taken as the outer limit. The funds required to meet the cost of construction will be derived from the sale of unreclaimed foreshore lots contained within the bund and of property to which no valid title is held; also from the taxation of land unreclaimed at the time of the bureau's establishment. The bureau, moreover, reserves the right to

construct an electric tramway on the bund and to erect wharves. Up to the present its chief activities have been confined to a survey of the locality and to the sale of foreshore lots.

The climate of Swatow is reputed to be very salubrious. The town occupies, however, an unenviable position as regards typhoons, on account of being opposite the lower mouth of the Formosa Channel, and it has on many occasions been subjected to all the violence of these terrible storms, which almost every year sweep across the lower coast of China. The population of Swatow is estimated at 7,060 families, representing from 50,000 to 60,000 inhabitants.

A Chinese syndicate with a capital of three million dollars obtained the necessary sanction for the construction of a railway from Swatow to Ch'ao-chou-fu, and work was commenced on the line in 1904. The line, which is 28½ miles in length, was opened to traffic on November 25th, 1906. The contractors were Japanese, who supplied all material, the rails and engines coming from America and the carriages from Japan. The construction of the line has brought about a great inflation of land values.

Swatow has now an electric light plant of its own, and on account of the cheap price at which the current is supplied this method of lighting is finding favour with the Chinese, and, to some extent, replacing the use of kerosene lamps. A new waterworks was completed early in 1914, the reservoir being at Kia-kun, about eight miles inland. In the middle of 1919 a telephone service was introduced.

The foreign trade of Swatow has never been large. Tea and sugar were formerly the principal exports, but the tea trade here, as in other China ports, has to a very large extent passed away. Increased attention is being given to the cultivation of vegetables, fruit, indigo and tobacco leaf. It is thought probable that in the near future minerals will assume increased importance in the export trade of this port, as prospecting discloses more of the latent wealth of the district. The net value of the trade of the port coming under the cognisance of the Foreign Customs for 1920 was Hk. Tls 63,8[illegible]3.119, as compared with Hk. Tls. 58,440,581 in 1919, Hk. Tls. 50,182,937 in 1918, Hk. Tls. 51,900,351 in 1917, and Hk. Tls. 58,529,443 in 1916.

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CANTON

州廣 *Kwáng-chau*

Canton is situated on the Chu-kiang or Pearl River, in latitude 23 deg. 7 min. 10 sec. N., and longitude 113 deg. 14 min. 30 sec. E., and is the capital of the province of Kwangtung. It is sometimes called the City of Rams and the City of Genii, both of which names are derived from ancient legends. Canton is a foreign perversion of Kwangtung, its real name. One of the first cities in China, it is also the seat of government for the province, and is the residence of the Governor-General, the Military Governor and Civil Administrator, besides a number of other government officials of more or less distinction

Owing to its favoured situation, Canton became at an early date the Chinese port to which the traffic of European countries was first attracted. The Portuguese found their way thither in 1516, and Arab navigators had been making regular voyages between Canton and the ports of Western Asia as early as the tenth century. The Dutch appeared on the scene about a hundred years later than the Portuguese, and these in their turn

were supplanted by the English. The latter, towards the close of the seventeenth century, founded the very profitable trade which was conducted for nearly one hundred and fifty years by the Agents of the East India Company, who established a factory there in 1684, which was afterwards celebrated throughout the world. From 1684 the export of tea to England increased rapidly. The Company's monopoly terminated in 1834. In 1839 Great Britain was led to a declaration of war with China in consequence of the oppression to which foreigners were subjected by the native authorities, and Canton was menaced with capture in 1841. A pecuniary ransom was, however, received in lieu of the occupation of the city, and hostilities were for the time being suspended. The lesson, unfortunately, was without effect, and the arrogance of the Chinese authorities continued unabated. The British campaign in Central China ensued, and the result was the signature of the Treaty of Nanking (August 29th, 1842), by which what was called the Co-Hong monopoly at Canton was abolished and four additional ports were thrown open to foreign trade. Nevertheless, the provisions of the Treaty continued to be ignored in the City of Rams, and foreigners were still denied admittance within its walls. The result of protracted annoyances and insults was that in October, 1856, Sir Michael Seymour, with the fleet, again opened hostilities, and some two months later a mob in retaliation pillaged and burned all the foreign residences. In December, 1857, Sir Charles Straubenzee, in command of an expedition which had been specially despatched from England, attacked the city, and it was taken on the 29th of that month. The French also sent out an expedition, and the city was occupied by the Allied Forces until October, 1861, a period of nearly four years.

The city proper extends to a breadth of about two miles, is about six miles in circumference, and was formerly enclosed by walls 43 ft. thick at the base and from twenty-five to forty feet high. The desire for reform and improvement on modern lines is shown by the recent demolition of the old city wall and utilisation of the site for a fine motor road, from 80 ft. 100 ft. wide, and six miles long, along which tramway lines are to be laid. This work was carried out by the Municipal Council, which was established in November, 1918. Numerous buildings of an improved type have recently been erected, notably the new premises of the Sun Co., a building of nine stories, on the Bund. The suburbs spread along the river for nearly five miles. The entire circuit, including the suburbs, is nearly ten miles. What is now called the New City was formerly known as the Southern Suburb. The Western Suburb stretches for miles along the river. There were sixteen gates giving admission into the city, besides two water gates. Canton contains great attractions for foreign visitors in its numerous temples, pagodas, etc., and in the many curio shops to be found there. As a specimen of Chinese architecture, the Chin Chew Club is well worthy of inspection, and the Examination Hall, the City of the Dead, the Execution Ground, the Gaols, the Arsenal, an ancient Water Clock, the Mohammedan Mosque and the fine ancestral temple of the Chan family are among other show places. The French Mission have a large and handsome Gothic cathedral, with two lofty towers surmounted by spires, in the city. The structure is entirely built of dressed granite. A Mint, constructed by the late Viceroy Chang Chih-tung, near the East Gate, and furnished with a very complete plant, commenced work in 1889, and now issues silver dollars and subsidiary coins, as well as copper cents. The buildings cover a large area. On the opposite side of the river the Honam Temple and Monastery form the principal attractions, and in the same neighbourhood the firing, sorting and sifting of tea, the preserving of ginger, and the packing of rattans, cassia, etc., may be seen. The founding of bells and the dyeing of paper and cotton fabrics are two of the chief industries of Fatshan, some ten miles from Canton. There are large glass-works at Fatei, and paper-mills—these with up-to-date European machinery—near the village of Impo. At Shekwan, seven miles from Fatshan, are extensive potteries. Much has been done during the past year or two to develop home industries. New factories have sprung up like mushrooms. At Honam an up-to-date cotton spinning factory, equipped with modern machinery, has been erected by a local company with a capital of 5 million dollars, and is expected to produce sufficient yarn to meet local requirements. Canton has now five large factories and several hundred workshops for producing socks and underwear, the trade in which is flourishing owing to the high cost of the foreign-made article. A foundry for the manufacture of copper sheathing from ore mined in the province is working with satisfactory results. Locally-made matches are exported as far as the Straits Settlements. The population of Canton has been estimated at 2,500,000 by the Customs authorities.

When the foreign merchants returned to Canton to establish trade after the capture of the city by the English at the close of 1857, they found the factory and the buildings

along the river in ruins. Recourse for accommodation was consequently had to warehouses on the Honam side of the river. Considerable discussion subsequently took place as to the selection of a site for a permanent British settlement, and it was eventually determined that an extensive mud flat known as Shameen should be filled in and appropriated. In 1859 an artificial island was created there, a canal constructed between the northern side of the site and the city, and solid and extensive embankments of masonry built. It took about two years to complete this undertaking, and cost no less than $325,000. Of this sum four-fifths were defrayed by the British, and one-fifth by the French Government, to whom a portion of the reclaimed land was given. Up to 1889 most of the French concession remained unutilised, but in that year a number of lots were sold and are now built upon. The French also received a grant of the old site of the Viceroy's Yamên, on which the Catholic Cathedral now stands. Shameen is pleasingly laid out, with gardens and tennis courts, and the roads are shaded with well-grown trees. Christ Church (Church of England) stands at the western end, and close to it are situated the Masonic Hall, Boat House and Club. Handsome new premises, costing half-a-million dollars, for the Hongkong and Shanghai Banking Corporation were opened in Central Avenue on October 29th, 1921. There is a Roman Catholic church on the French Concession. The Settlement contains good hotel accommodation. During an anti-foreign riot on the 10th September, 1883, sixteen houses and the Concordia Theatre on the Settlement were burned by the mob.

In consequence of the decline in the importance of Canton as a place of trade, caused principally by the opening of some of the northern ports, many of the merchants by whom lots were purchased there in 1861, at enormous prices, withdrew from Canton altogether. For many years the trade transacted there by foreigners was limited, but since 1900 an appreciable increase has been noticeable. Though trade has been interfered with by acute political disturbances and the bad effect of the European war, the net value of the trade of the port coming under the cognisance of the Foreign Customs during the past ten years has shown a steady increase, as will be seen from the following figures:—Hk. Tls. 140,814,317 in 1920; Hk. Tls. 147,953,136 in 1919; Hk. Tls. 103,226,078 in 1918; Hk. Tls. 102,844,940 in 1917; Hk. Tls. 109,081,638 in 1916; Hk. Tls. 103,817,195 in 1915; Hk. Tls. 105,296,323 in 1914; Hk. Tls. 112,285,888 in 1913; Hk. Tls. 96,170,631 in 1912; and Hk. Tls. 102,224,621 in 1911.

Ample means of communication exist between Canton and Hongkong, a distance of 112 miles by railway and about 95 miles by water. Foreign steamers and a large number of native craft ply daily between the two ports. There is daily steam communication with Macao and regular connection with Wuchow and West River ports, and with Shanghai, Newchwang, and Kwangchauwan. The steam-launch traffic under the Inland Steam Navigation Regulations has proved a great success, though since rules were enforced in December, 1901, compelling all Chinese launches to undergo inspection at the hands of an engineer appointed by the Customs before obtaining licences to ply, the number of launches is not so large as previously. There is a safe and commodious anchorage within 150 yards of the river wall at Shameen. Canton was connected by telegraph (an overland line) with Kowloon in 1883, and another overland line was completed from Canton to Lungchau-fu, on the Kwangsi and Tonkin frontier, in June, 1884. The electric light and the telephone system have been introduced into a portion of the city. Through Railway communication between Canton and Kowloon was established in October, 1911. The British section of the line extends from Kowloon Point to Lowu, a distance of 22 miles. The Chinese section, which has its terminus at Taishatow (East Gate), is 89 miles in length. A connection with the Canton-Hankow Railway will be made. The survey by an American syndicate of a railway route to connect Canton with Hankow was made in 1899. Work upon the branch line from Canton to Samshui (about 30 miles) commenced in December, 1902, and a length of ten miles, as far as Fatshan, was opened on November 15, 1903. The line was extended to Samshui the following year. The completion of the railway to Samshui brought the West River ports within easy distance of Canton, it being now possible to reach Wuchow in Kwangsi in less than twenty-four hours. That the advantages of rapid communication are appreciated may be gathered from the fact that about three millions of passengers a year are carried on this short line. There is very little freight traffic. The railway has practically killed the passenger traffic by steam launches to Fatshan, but an increase in the railway fares in 1908 revived it to some slight extent. Work on the grand trunk line was started at both ends by the American concessionaires, and a section, about 12 miles long, from Canton, northward to Ko Tong Hu, was rapidly approaching completion, when

in October, 1904, on account of friction between the Chinese authorities and the constructor of the railway, work was entirely stopped. Then it became known that Belgian capitalists had acquired extensive holdings in the American-China Development Company, and, in consequence, a strong agitation was aroused among the Chinese aiming at the cancellation of the concession, and the construction of the line with Chinese capital only. The agitation resulted in the concession being cancelled by the Chinese Government, who paid to the American-China Development Company a sum of Gold $6,750,000 as compensation, including the cost of the works already completed. As soon as the concession was cancelled a movement was organised by the commercial men of the three provinces which the line will traverse to raise the necessary funds for its construction. A large sum of money was subscribed or promised by Chinese at home and abroad on condition that there would be no official control of the railway. This attitude on the part of the merchants naturally brought them into serious conflict with the provincial authorities, but they successfully urged their claims to freedom from official interference, and construction work has been proceeding on the Kwangtung section since 1907 under the direction of a Chinese engineer. The first section of the line —from Wongsha to Kongtsun, a distance of 17 miles, with three intermediate stations —was opened on July 17th, 1907, and in December, 1908, a further section to Yuntam, 44 miles from Canton, was opened. The railway is now almost completed as far as Shiukuan (Chiuchow), 140 miles from Canton. On the whole, the traffic is satisfactory, but the railway cannot be expected to pay well until it has been carried to Hankow or Shanghai, when it should be the most important and most profitable section of the railway system of China. The total length of the line in the Kwangtung Province will be 209 miles. Owing to the difficulties experienced in getting the Chinese shareholders to pay up the calls on their shares as they fell due, the Government resolved at the end of 1908 to raise a foreign loan. A Chinese-owned line from Canton to Whampoa and thence to Amoy has been projected and surveys have been made. The capital of the company is $40,000,000 but only about one-fifth has been paid up or promised. In accordance with stipulations in the Supplementary Commercial Treaty between Great Britain and China, concluded in 1902, the various barriers or artificial obstructions to navigation in the Canton River were in 1905 partially removed, thus rendering the approaches to Canton safer and easier for shipping, and simplifying work in connection with the proposal to improve the accommodation for shipping in the harbour. Extensive wharves and godowns have been erected at Pak Hin Hok on Honam Island, about two miles below Shameen, which enable ocean-going vessels of considerable draught to proceed up to Canton. During recent years large bunding operations have been in progress, along the Front and Back Reaches, and a considerable amount of building has been done on the Shameen, where there are now very few vacant lots. Owing to the disturbed state of China, a British force of about 300 troops from Hongkong was quartered on the Shameen at the end of 1911, and, with big guns, maxims, barbed-wire entanglements, sand-bag fortifications, etc., the Shameen had the appearance of an island under siege. Canton remained remarkably quiet when the general rising occurred. In April the Tartar-General had been shot; in May a revolutionary crowd made an assault on the Viceroy's yamen, but stern military measures prevented a general rising. Later in the year the new Tartar-General was assassinated by a bomb as he landed in Canton, and on another occasion an attempt, which proved nearly successful, was made to assassinate Admiral Li, who so effectually checked the rising in May. When the revolution broke out on a grand scale in October, the Viceroy, recognising the hopelessness of resistance with troops honeycombed with sedition and with a population unanimously in sympathy with revolution, readily agreed to the transfer of the Government to the revolutionary leaders, and the independence of the province was thus attained without bloodshed. In July, 1913, when a rebellion broke out in several provinces against what was described as the dictatorship of Yuan Shih-kai, the Tutuh, Chan Kwing-ming, proclaimed the independence of the province. The ex-viceroy Shum came down to Canton as the generalissimo of the rebel forces to organise an expedition to proceed north to punish Yuan Shih-kai, but he failed to win over General Lung Chai Kwong of Kwangsi, who remained loyal to the Central Government, and marched with a large force upon Canton. As this force approached the city the traitorous Tutuh and the Generalissimo fled, and on reaching Canton General Lung cancelled the declaration of independence, and gradually restored peace and order in the city, where much looting and some fighting took place prior to and for some time after his arrival. In 1916 when the troubles arose over Yuan Shih-kai's attempt to ascend the Dragon throne, Kwangtung again declared its independence, but this did not prevent bloodshed. General Lung was denounced as a traitor to the Republic by General Shum, who

attacked Canton at the head of a large army. There was serious fighting and for a number of weeks all business was suspended. There was considerable destruction of property and much loss of life before matters were settled by General Lung's transference to another post. The political situation since 1917 has been very confused. A Military Government was formed in the interests of Constitutionalism, and a complete severance of relations followed between the North and the South. Spasmodic fighting, the constant movement of troops and rivalries amongst the various leaders in the South have seriously interfered with trade. In 1921 Dr. Sun Yat sen, whose party had driven out the Kwangsi leaders in the previous year, was proclaimed by his followers "President of China."

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This is the inclusive name given to the Chinese Maritime Customs stations adjacent to Hongkong and established in 1887 in accordance with the Additional Article to the Chefoo Agreement of 1893 for the purpose of recording the movement of opium and of collecting duty on the trade carried on by Chinese junks between Hongkong and Chinese ports. In 1899, when the New Territory was taken over by Hongkong, the Customs stations had to be removed from their former locations, which had been brought within the British boundary, and the present stations are situated at Taishan, Lintin, Shamchun, Shatowkok, Shaüchung, and Samun (Tooniang), besides which there are a number of frontier patrol posts on the north shores of Deep and Mirs Bays and between the two bays. The net value of the trade in 1920 was Hk. Tls. 41,222,995, as compared with Hk. Tls. 43,474,757 in 1919, Hk. Tls. 52,694,412 in 1918 and Hk. Tls. 53,838,709 in 1917. The largest on record was in 1899, viz., Tls. 56,532,226.

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關 龍 九

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LAPPA

Lappa, also called by the Chinese "Kung Pak," is an island directly opposite the Inner Harbour of Macao, the distance across being from 1 to 1½ miles. Four of the stations of the Chinese Maritime Customs are located here, and another on an islet called Malowchow. Beyond the Barrier Gate of Macao there are several more Customs stations. Under the Lappa Customs' control there are also Tungho and Naiwanmoon stations. Lappa is under the jurisdiction of the Heungshan Magistrates. It possesses no features of interest beyond the fact that it is the principal Customs station in the neighbourhood of Macao. The net value of the trade passing through the Lappa Customs stations in 1920 was Hk. Tls. 17,983,235, as compared with Hk. Tls. 13,296,263 in 1919. The diversion of the course of trade to and from the Luichow Prefecture operates against Lappa. Much of the cargo which formerly came thence in junks to Macao and reported at Malowchow now avails itself of the more convenient and doubtless safer direct steamer carriage between the French port of Kwang-chow-wan and Macao. There is also a tendency for a portion of the west coast produce to go *via* Kongmoon, whether destined for Hongkong or Canton, and the old junk trade of this region with the foreign colonies is gradually disappearing.

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SAMSHUI

水三 *Sàm-shui*

The Treaty port of Samshui, opened in 1897 under the Burmah Convention—nearly forty years after Consul Harry Parkes' East River Expedition—is situated near the junction of the West and North Rivers, in lat. 23 deg. 6 min. 30 sec. N., and long. 112 deg. 53 min. and 48 sec. E. The anchorage known as Hokow, at which foreigners reside, was formerly an ordinary Chinese fishing village, with boat-building as its leading industry, and a flooded state in summer as its characteristic peculiarity, but it is fast becoming a busy mart. According to the Convention, the town of Samshui and Kongkên (a dirty little village situated among the hills opposite Hokow) together constitute the port area. The formal opening took place on 4th June, 1897, since which date the trade of the port has increased steadily if allowance be made for the practical cessation of the import of opium and for special causes, *e.g.*, the effect of the European war and the high floods of 1914 and 1915. The net value of the trade coming under the cognisance of the Customs during 1920 was Hk. Tls. 4,900,593, as compared with Hk. Tls. 4,881,914 in 1919. The junk traffic is large, and the *lekin* station is said to be one of the most important in the province. The district city of Samshui itself is surrounded by an imposing wall built in the 6th year of Chia Ching of the Mings (about A.D. 1560), the year after the place attained to the dignity of a magistrate's cure, but whatever prosperity it may once have attained has departed, and within the walls, where dwell the magistrate and the commander of the few local troops, the space is but half occupied by poor dwelling-houses and one small street containing provision shops. Outside the North Gate stands an imposing temple, *temp* Chia Ching (*circa* 1800). Between the town and the river is a fine nine-storied pagoda, rebuilt during the Chia Ching reign, some 100 years ago.

The business focus of the district is Sainam, a large well-built town of no great antiquity, three miles distant, on the creek leading to Fatshan, where is established an electric plant which supplies Sainam and Samshui with light.

Two sets of steamship lines converge here from Canton and Hongkong, respectively, and tourists in China can do many worse things than visit the West River, which presents more beautiful scenery than is to be found on any steamer route in China—the Yangtze gorges, perhaps, excepted. The number of vessels entered and cleared at the Custom House during 1920 totalled 6,030, aggregating 1,526,000t ons, being a decrease of 214 vessels but an increase of about 17,000 tons over 1919. Since1st May, 1905, Samshui has been made a port of entry for foreign steamers going up the West River. Numerous steam launches carrying passengers or towing passenger-boats ply between Samshui and neighbouring cities on the West and North Rivers and on the creek leading to Fatshan and Canton. A railway line from Canton to Samshui *via* Fatshan was inaugurated on the 26th September, 1904, and five trains run daily each way between Canton and Samshui. The climate of the port is as healthy as any in the delta. In the summer, frequent squalls cool the air, and it is seldom that there is not a breeze of some kind; in winter, the air is keen, bracing and clear. The waterways and surrounding country are picturesque, and the adjacent heights offer pleasant walks. Excursions of one or two days enable one to climb Mt. McCleverty (2,000 ft.), at the mouth of the West River; or Ting Hu Shan (4,000 ft.), behind the celebrated temple known to foreigners as "Howlik," near which is to be found the popular bathing pool and fall; or the hills forming the first gorge, from which used to be quarried the famous ink-stone known throughout China as Tuan Yen. Perhaps the most interesting of the sights in the neighbourhood are the Seven Star Hills, which are situated close to the pleasant town of Shiu Hing, some 30 miles from the port. These hills, formed of pure white marble rising to a height of about 400 feet from the plain, hold many temples—some apparently clinging to the sides of the cliffs—and caves and grottoes. The fine bronze figures of more than life-size in one of these temples are well worthy of attention. Fair snipe shooting is to be obtained in the winter, and an occasional pheasant, partridge, quail or duck may be added to the bag. The attractions of good sport and pleasing surroundings have made Samshui a week-end resort for some of the Canton community confined to the small island of Shameen.

The telegraph and postal services have agencies at the port; a nice building for the Post Office, situated alongside the road leading from the railway-station to the stone jetty, was completed and opened to the public on September 9th, 1921. There are no Consulates established; the Consuls within whose districts Samshui lies reside either in Canton or Hongkong.

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KONGMOON

門江 *Kong-moon*

Kongmoon was added to the list of treaty ports on 7th March, 1904, in accordance with the stipulations of Article X. of the Mackay Treaty. A British Consulate was established, but withdrawn in 1905. Kongmoon is located some three miles up a creek on the West River, in the Kwangchow Prefecture of the Kwangtung Province in Lat. 22° 34′ 49″ N. and Long. 113° 8′ 53″ E., and is about 45 miles distant from Macao, 70 from Canton and 87 from Hongkong. The creek on which it is built connects the West River with the sea at Gaemoon, and is a narrow and tortuous stream, the lower reaches of which, near the main river, are lined with rafts, while further up in the vicinity of the town it is crowded with native craft of every description, thus rendering navigation for steamers difficult at all times, but especially so when the current runs

fast during the summer months. The steamer anchorage is in the West River at the mouth of the Creek, opposite the Chinese Maritime Customs, but the town is included in the port limits. The population of Kongmoon is about 55,000, and it has the appearance of being a more populous centre, as it extends for a considerable distance on both banks of the stream. Formerly it was a business centre of considerable importance, but various causes have arisen which appear to have lessened its commercial standing, and which have interfered adversely with the general prosperity of the port.

It was generally considered that the proximity of Kongmoon to Hongkong and Macao and its favourable situation as an outlet and distributing centre for the southern prefectures of the province augured well for its future prosperity and development. This was, to some extent, true, but it should be remembered that facts have arisen which have tended to diminish rather than increase its commercial importance. Formerly it enjoyed direct communication with Shanghai and Foochow and was the real outlet and distributing centre for the south-western district of the Delta and the Southern prefectures of the province. The development of Hongkong and the opening of Kiungchow and Pakhoi as treaty ports, however, have seriously interfered with the junk trade and general welfare of the port, and have, besides, opened up other trade routes to districts hitherto dependent upon Kongmoon for their supplies. At present there are no indications that the sanguine expectations, based upon imperfect knowledge, entertained concerning the over-estimated commercial possibilities of the place will be speedily, if ever, realized. The large increase of trade in 1905 failed to alter this opinion, but it is hoped that the railway, with through communication by steamers with Hongkong, will help to increase the volume of trade passing through Kongmoon. There is daily steam communication with Hongkong, and with Macao, and considerable numbers of vessels trading under the Inland Waters Regulations arrive and depart daily. There are also several large junks trading regularly to Hongkong, Macao, and the island of Hainan. A railway from Kongmoon to Samkaphoi on the coast, a distance of about eighty miles, was constructed in 1909-10 under the supervision of native engineers, trained in America, but it stops short three miles from the sea, as to take the line right down would involve laying out a new town on the water-front and dredging operations which they cannot at present afford. A branch line of the Sunning Railway was opened in 192) from Sunning City to Paksha. The proposed extension to Yeungkong is still under contemplation, and it is doubtful if funds will permit of work being commenced in the near future. A telegraph office was opened on the 8th December, 1907, in the town, and in November, 1911, in the Settlement, and telegraphic communication is now possible with the Fatshan office. A high road between Kongmoon and Hokshan, a town some 50 miles away, has recently been constructed, and a public company has been formed, with a capital of $240,000, to make roads from Sunwui to Kongmoon and thence to Pakkai which will be suitable for motor traffic. The Kongmoon Electric Light Co., having imported a new plant, is extending its service to Pakkai.

The principal articles of export consist of prepared tobacco, joss-sticks, strawmats, paper, palm-leaf fans, fresh oranges and fresh vegetables; and imports are largely represented by foreign piece goods, kerosene oil, sugar, wheat flour, and foreign sundries, including a variety of Japanese commodities of a cheap nature. Large quantities of softwood poles are floated down in the form of rafts, which are dismantled here. These mostly come from beyond Wuchow and also from the North River. The yearly value of this branch of the trade is estimated at about $750,000. Owing to the frequent piracies in the delta the cocoon market hitherto established at Junki has been transferred to Kongmoon, and the numerous steam launches and boats employed in this line of business give the port in front of the settlement a lively and animated appearance. There are two silk filatures in the town which afford employment to about 300 women each; the total out-turn of silk amounts to about 100 catties per day. An interesting local industry is the dredging of large shells from which a good quality of lime is made. The annual production of these shells is estimated at 200,000 piculs, worth about $40,000. Quite an important industry has sprung up in Kongmoon, namely, the preserving and canning of Chinese fruit for export abroad, where it is consumed by the numerous Chinese in America, Australia and the Straits Settlements.

The unique opportunities presented for transport by the unrivalled waterways of the delta have been well developed by native enterprise, and there is a large and lucrative passenger trade with Canton, Fatshan, Sancheong, Hongkong, Macao, etc. Large, roomy native passenger boats towed by powerful launches are engaged in this trade.

The surrounding country is picturesque, fertile and highly cultivated, and the inhabitants are prosperous and industrious. Rice is, of course, the principal crop, but mulberry shoots are very extensively cultivated for sale in the silk-producing centres, and large quantities of fresh vegetables are exported to supply the Hongkong market.

The net value of the port's trade in 1920 was Hk. Tls. 6,588,479, as compared with Hk. Tls. 4,384,902 in 1919, Hk. Tls. 4,586,923 in 1918 and Hk. Tls. 5,178,633 in 1917.

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CUSTOMS, CHINESE MARITIME
Acting Commissioner—H. D. Hilliard
Assistant (Foreign)—A. C. H. Lay
Medical Officer—J. A. McDonald
Assistants—Cheung Iu-shang, Li Fuk Tong and Leung Im
Tidesurveyor and Harbour Master—T. H. Smith
Assist. Boat Officer—H. Connaughton
Examiners—C. S. Goddard and W. Battley
Tidewaiters—F. A. Strandvig, F. E. H. Bing, T. Williams, S. Boys, W. W. Brazier and H. E. Fuller

POST OFFICE, CHINESE
Postal Commissioner— (residing at Canton)
Post Master—Chan Chai-ming

STANDARD OIL CO. OF NEW YORK—Tel. Ad: Socony
C. J. Lafferty, manager
J. A. Parrish

WUCHOW

州梧 *Wú-chau*

Wuchow, opened to foreign trade on June 4th, 1897, by the Special Article of the Burmah Convention, is situated on the Sikiang or West River at its junction with the Fu or Kuei (Cassia) River. By the steamer routes at present authorised it is distant about 220 miles from Hongkong and Canton. Wuchow is the limit of navigation for ocean-going steamers; but, during eight months in the year, vessels drawing not more than 3½ feet can reach Kueihsien (150 miles beyond Wuchow), and Nanning (360 miles from here) can be reached almost all the year round by boats drawing 2½ ft. The population of the city and suburbs is estimated at 50,000; it is slowly increasing, more especially in the riverine suburbs, which comprise the business quarter. The annual inundations caused by the rise in the river—there is an average difference of 60 feet between the winter and summer levels—are a source of great inconvenience to the inhabitants and at times bring about a total cessation of business. To obviate this, the principal steamship offices, the Custom House and the native Customs and *likin* stations, together with numerous shops and hotels, are located on large houseboats (locally known as Pais) moored alongside the river bank. The floods in 1914 were the highest on record, the water in the river rising to 73′ 3″, but they were eclipsed by the 1915 floods, which rose to 79′ 6″, causing widespread ruin. The lowest winter reading was 2.5 deg. below zero in December, 1902. In winter the only local

industry worthy of mention is boat building; when the river falls the foreshore is lined with matsheds, where native craft of all descriptions are constructed. The situation of Wuchow makes it the natural distributing centre for the trade between Kweichow, Eastern Yunnan, Kwangsi, and Hongkong and Canton. The future is full of promise, and Wuchow in the course of a few years is sure to make a bold bid for second place as the largest trade mart in the south of China. Local merchants are making strenuous efforts to divert to Wuchow, *via* the Liuchow and West Rivers, the trade of south-eastern Kweichow, which is principally supplied *via* the Yangtsze. Attempts are being made to work the manganese, antimony, copper, and tin mines which abound in the Kwangsi Province. The gross value of the trade coming under the cognisance of the Maritime Customs has steadily grown from four to nineteen million Taels, and the revenue is five hundred thousand Taels, while the Native Customs control a junk trade worth over sixteen million Taels and collect 150,000 Taels duty. The principal articles of export are manganese ore, antimony, timber, oils (aniseed, cassia, groundnut, wood and tea), indigo, hides, live stock and firewood. The coal, which should form one of Wuchow's largest exports, still lies buried in the surrounding hills. There is daily steam communication with Canton, maintained by four Chinese-owned steamers. There are a number of steamers on the Hongkong-Wuchow run. Up to the end of 1917 the British West River Steamship Co. operated the passenger steamers, but they did not pay and were sold to a Chinese Company. Messrs. Banker & Co. have two regular vessels plying on the West River, and have recently placed a new vessel on the run—the *Kong Ning*—which flies the British flag, is manned by British officers, and has first-class passenger accommodation. During the last few years a large native passenger trade has sprung up between Wuchow and up-river towns: launches leave daily during the summer months for Konghau, Kuaiping and Kueihsien, and a fleet of motor boats make regular trips to Nanning. Wuchow itself offers few attractions to the tourist, but the river scenery on the way up, especially between the Shuihing and Takhing Gorges, where the stream winds in and out among the green hills to form a succession of apparent lakes, is picturesque, and has been compared to the Rhine. Wuchow is connected by telegraph with Hongkong, Shanghai, etc.; and the Chinese Post has established postal communication with the principal towns in Kwangsi.

DIRECTORY

亞細亞 *A-si-a*

ASIATIC PETROLEUM CO. (SOUTH CHINA), LTD.
C. E. H. Druitt, manager
S. H. Clark
W. J. M. Ochsendorff

和天 *Teen-Woo*

BANKER & CO., Merchants and Commission Agents — Shipping Office: Banker's Pontoon
Geo. Banker (Hongkong)
Pang Shui-ming, signs per pro.
Agency
Commercial Union Assurance Co., Ld.

BRITISH-AMERICAN TOBACCO CO.
Clinton Smith, manager
H. L. Mecklenburgh

CONSULATES

官事領國比大 *Tai-peh-kwok Ling sz-kun*

BELGIUM
Consul — Residing in Hongkong, Offices: Alexandra Building

GREAT BRITAIN
H. B.M.'s Consul-General at Canton
Pro-Consul—J. M. Groves

CUSTOMS, CHINESE MARITIME
Actg. Commissioner—R. D. Tisdall
Assistants—N. I. Sopp, G. Gherardy
Medical Officer—G. W. Leavell
Tide-Surveyor and Harbour-master—C. H. Hardy
Acting Boat Officer—E. E. Clark
Examiners—J. W. Adnams, A. Z. de Souza, F. Byrnes, P. A. Davidson, R. H. Williamson
Tidewaiters—V. M. Collaço, B. Toyota, G. Nicholson, J. Schofield

POST OFFICE, CHINESE
Postal Commissioner—N. B. Doodha
(Nanning, Kwangsi District)
Acting Postmaster—Li Hing Po

孚美 *Mei-foo*
STANDARD OIL CO. OF N. Y.—Tel. Ad: Socony
H. E. van der Werken

NANNING

寧南 *Nan-ning*

The port of Nanning, declared open to foreign trade on the 1st January, 1907, is situated on the left bank of the Tso-Kiang, one of the branches of the West River, 368 miles above Wuchow and about 195 miles below Lungchow, the frontier port on the Tonkinese border. It lies in the centre of a wide fertile plain in a sharp bend of the river, which there describes nearly two-thirds of the arc of a circle. It is a hsien city and is the seat of the Military and Civil Governors of Kwangsi Province. Below the walled city and adjacent to the lower suburbs is the site which has been set apart for a Settlement; it occupies the only spot near the city which is above high-water mark. The regulations do not allow the purchase of land on the Settlement site, but merely its lease for 30 years, which period may be extended on expiry for another 30 years. Foreigners desiring to lease land must apply through their Consul.

The net value of the trade of the port has advanced from Hk. Tls. 1,544,000 in 1907 to Hk. Tls. 7,985,856 in 1920. The last few years have been characterised by uncertainty and irregularity in trade, owing to the disturbed political conditions. In consequence of the difficulty of obtaining imported piece-goods, there has been an increased demand for native cloth, and a number of new factories have been erected. The home and inland demand for this cloth has always been steady. As regards exports, depression in many branches has been acute for some considerable time. The Asiatic Petroleum Co. have a large motor supply boat running between Wuchow and Nanning during the high-water season, and the opening of Konghou and Kweishien as "ports of call" has been suggested. The possibility of the development of the aniseed oil business has not been lost sight of by the provincial authorities, who have planted nearly 2,000,000 trees at Kaofengyeh, 80 *li* north of Nanning. Some 250,000 wood-oil trees have also been planted and there would seem to be a fair possibility of the plantation proving successful. The attention of various local commercial associations has also been drawn to the cultivation of cotton, and the formation of experimental stations has been begun. The bulk of the carrying trade is now done by motor boats, of which there is a fleet of 41 plying regularly throughout the year between Wuchow, Nanning, and inland to Lungchow and Poseh, and everything points to the fact that at last the supply has overtaken the demand. The round trip can be made by motor boat from Wuchow in five to six days during the high water season, as against the journey by junk which takes about twenty days on the upward trip only. The only Europeans residing at Nanning at present are missionaries, the Customs staff, and the representatives of three foreign firms.

Nanning is, next to Wuchow, the most important port on the West River. The site selected for the foreign settlement covers a very extensive area and is situated where the old city formerly stood, about a mile distant from the present walled city. The continued development of the city has necessitated the erection of the usual small houses, and on practically every side of the city new shops have been opened and streets are being laid out. Work on the highroad leading from the North Gate *via* Wu Ming, to Szengen, a distance of 255 *li*, has been completed with a fairly smooth prepared surface. House-building is very active. Outside the south gate there is a selected site for a large cluster of new houses, and in many of the city arterial thoroughfares land is being developed by private enterprise. The Settlement Bund, which was built in 1907 by an inexperienced Chinese contractor, has falling into ruins and, if allowed to go any further, is likely to jeopardise foreign house-property.

It is only to be expected that enhanced prosperity together with an influx of officials and well-to-do merchants consequent on the transfer of the capital from Kueïlin, and a general spread of civilisation, should engender a desire to adopt a state of life similar to that enjoyed in other parts of the Republic in closer touch with western ideas. There are now several motor vehicles, including four bulky char-a-bancs in use at Nanning, and as these are the property of highly-placed officials their arrival is likely to give an impetus to road development. In order to obtain a wholesome water suppiled the authorities have sunk several artesian wells. Electric light is supplied by a local company.

DIRECTORY

ASIATIC PETROLEUM CO. (SOUTH CHINA), LD.
J. Hoekveen, manager

BRITISH AMERICAN TOBACCO CO.
E. F. Mackie

CUSTOMS, MARITIME—Tel. Ad.: Custos
Acting Commr.— C. F. Johnston
Examiner—J. J. Delahunty
Tidewaiter—A. W. Barney

府事領國法大

FRENCH CONSULATE
Acting Consul—V. Cadet (Lungchow)

MISSIONS ETRANGERES
Monseigneur Ducœur, evêque
Rev. Père Labully, Kweihsien
Rev. Père Barrière, Lungchow
Rev. Père Albouy, Sünchow
Rev. F. Poulat, Kweihsien
Rev. C. Pelamourgues, Nanning
Rev. J. M. Epalle, Silin
Rev. H. Costenoble, Nanning
Rev. L. Crocq, Taipingfu
Rev. Auguin, Nanning
Rev. Teissier, Tungmu
Rev. Humbert, Poseh
Rev. Séosse, Tunchow
Rev. Courant, Sylin
Rev. Séguret, Silung
Rev. Maurand, Silung
Rev. Rigal, Yungfoo
Rev. Cuenot, Kweilin
Rev. Caysac, Haiyüan
Rev. Heraud, Sunchow

POST OFFICE, KWANGSI DISTRICT—Head Office
Acting Postal Comr.—N. B. Doodha
Acting Deputy do. —Loo Yuk-shuen
1st Class Postmaster— Tsen Yuan Kwan (Kweilin)
1st Class Postmaster — Li Hing Po (Wuchow)

STANDARD OIL CO. OF NEW YORK—Tel. Ad: Socony
F. B. Williams, manager

KOUANG-TCHEOU-WAN

灣州廣 *Kwang-chau-wan*

The bay of Kwangchau (or according to the French official spelling, Kouang-tcheou-wan), situated in the province of Kwangtung, was ceded on lease with the surrounding territories by a Convention between France and China, and occupied by the French on the 22nd of April, 1898. It is comprised between the 20 deg. 45 min. and the 21 deg. 17 min. north latitude, and the 107 deg. 55 min. and 108 deg. 16 min. east longitude to a distance more or less of 230 miles of Hongkong, W.S.W. The two islands of Nao-tcheou and Tang-hai placed at the entrance of the bay make an excellent closed port into which entrance is by two narrow passages. The port measures about 15 miles long, and for about half of its length it is three or four miles in breadth. The depth of anchorage of 20 metres extends over a length of more than

10 miles and borders on the extremity of the junk port of Tchekam, an important commercial centre in constant communication with Macao, Hongkong, Hainan and Pakhoi. The neighbouring districts are well cultivated and it is believed mineral beds will be found. The new French territory is only separated from the valley of the West River by chains of hills. Following the Convention of delimitation signed on the 16th of November, 1899, between Marshal Sou and Admiral Courrejolles, the territory of Kouang-tcheou-wan was placed under the authority of the Governor-General of Indo-China. The chief place of the territory is the town of Fort Bayard, which is at the entrance of the interior port on the right bank of the river Ma Tché. It is the commercial port, with the establishments of the civil administration, military service and the special offices.

Kouang-tcheou-wan is a free port in which all commercial operations can be carried on without paying any duty. A regular bi-monthly line of steamers joins Kouang-tcheou-wan to Haiphong and Hongkong. Three steamers of French-Chinese ownership connect Kouang-tcheou-wan with Hongkong. Commerce has already largely extended since the steamers entered this port in communication with the exterior ports, and it is expected to develop considerably. The Chinese population of the territory is about 189,000, and the superficial area is 84,244 hectares, containing 1,233 villages.

DIRECTORY

Administration Supérieure

Administrateur en Chef du Territoire de Kouang-Tcheou-Wan — M. J. F. Krautheimer

Cabinet de l'Administrateur en chef

Secrétariat—M. Hourie
Commis du Territoire—M. Brunet

Bureaux du Territoire

Administrateur Adjoint—M. Rougier, sous-chef de bureau de 1ère classe des Services Civils de l'Indo-Chine
Receveur de l'Enregistrement et Archives —M. Rougier
Chef de la Comptabilité—M. Moinardeau

Travaux Publics et Service Maritime

M. Rigal, surveillant principal
M. Héry, maitre de phare

Justice de Paix

Juge de Paix à Compétence Etendue—M. Zabé, administrateur adjoint des Services Civils de l'Indo-Chine
M. Henry, greffier

Tribunal Mixte Indigène

Président—Bouneau, sous-chef de bureau de 1ere cl. des Services Civils
Assesseurs—Cam-tchoung-sang, Kongkock
Id. —Uguyen-Kouang Hoi, id.

Trésor

Commis de la Trésorerie Général de l'Indo-Chine, Payeur—Carrère

Enseignement

M. Imbert, Directeur de l'Ecole Franco-Chinoise de Fort Bayard

Service Sanitaire

M. Duperron, médecin-major de 1re classe des troupes coloniales, médecin chef de l'Ambulance à Fort-Bayard, chargé des services extérieurs et de l'arraisonnement

Services Militaires

Commandant d'Armes—Lecerf, capitaine
Lallaz, lieutenant

Postes et Telegraphie Sans Fil

Chargé du Poste—Mutter

Postes et Télégraphes

Receveur—Quès, 4 bureaux de Postes et Telegraphes à Fort Bayard, Tchékam, Potsi, Taiping

Gendarmerie

Commandant la Brigade—Abraïni
Gendarme Greffier Comptable de la Prison Centrale—Merlin

Garde Indigène

Inspecteur de 1e classe Commandant la Brigade— Malberti
Gardes principaux, chefs deposte—Rastoul (à Potsi), Bach (à Taiping), Gafforj (à Potao), Boucheron (à Tongsan), Billette (à Tam Soui).

VILLE DE TCHÉKAM

Favey, administrateur-maire
Pouy, gendarme, commissarie de police
Giudicelli, gendarme
Nguyen van Phung—médecin auxiliaire

FORT-BAYARD

Chef-lieu du Territoire de Kouang-Tcheou-wan—en communication avec Hanoi et Hongkong—Mission catholique
Administrateur en chef—J. F. Krautheimer
Adjoint—Rougier
Garde indigène—Malberti, inspect. de 1ère cl.
Douanes—Garde, receveur
Enregistrement—Rougier, receveur
Instruction publique—Imbert, directeur
Juge de paix—Zabé
Médecin—Duperron, major de 1re. cl.
Payeur—Carrere
Postes et télégraphes—Qués, receveur

Commerçants—Laure, Nguyen Hau—Thu dit Sen, Baudet

TCHE-KAM

Resident—Favey, administrateur
Commis. de Police—Pouy, gendarme
Id. —Giudicelli, id.

PAKHOI

海北 *Pak-hoi*

Pakhoi was opened to foreign trade by the Chefoo Convention in 1877. It is situated on the Gulf of Tongking in long. E. 109 deg. 7 min. and lat. N. 21 deg. 29 min, The British Consul hoisted his flag on the 1st May, 1877, and a French Consulate was established in December, 1887.

Pakhoi is the port for the important cities of Limchow (州廉) and Ch'inchow (州欽), whence considerable quantities of cargo of foreign origin (*e.g.*, piece goods, etc.) were formerly distributed over the country lying between the West River and the seaboard. Since the opening of the West River to steam navigation, however, a considerable part of the trade has been diverted to that route and Pakhoi's commerce has suffered in consequence. The trade of the port in 1920 was valued at Hk. Tls. 4,123,314, against Hk. Tls. 3,835,556 in 1919 and Hk. Tls. 2,829,734 in 1918. The prosperity of the port has decreased steadily since 1888 and there would seem to be little likelihood of very much improvement so long as the area which the port supplies and from which it draws its exports remains as confined as at present.

The Chinese town is situated on a peninsular, at the western extremity of which are a few low hills (Kuantao Head 涠頭冠). It faces nearly due North, and in winter is much exposed to the force of the N.E. monsoon winds. These blow so hard at times as to interfere materially with the shipment and discharge of cargo from steamers in the harbour, the anchorage for which is situated opposite the western end of the town and a mile and a half from the Custom House at the eastern end of the town. The foreign residences are situated on slightly higher ground to the south of the town.

Extending to the south and east is a plain which is level for many miles, although the country gradually rises towards the north. Attempts at cultivation have been made upon this plain immediately to the south of the town, but with varying success. Very rough cart roads intersect the country in the vicinity of the port and are utilized for bringing in some of the produce from the surrounding district. The carts in use for this purpose are heavy, unwieldy vehicles of an almost pre-historic type. They are drawn largely by oxen and have huge solid wooden wheels of the most primitive pattern, by which, needless to say, the roads are badly cut up in wet weather. Little or no game is to be found nowadays in the immediate vicinity of the port, and those in search of sport with the gun have to go some considerable distance afield. Riding on horseback is possible, but cycling is a doubtful pleasure. The climate of the port during at least six months of the year is a trying one for Europeans, and as a result of the want of proper sanitary arrangements—pigs are the principal scavengers—

epidemics in the Chinese town are frequent. Accurate figures for the population of the town, as elsewhere in China, are difficult to obtain, but the number of inhabitants may perhaps be put at some 20,000. Fishing is the main—in fact, practically the only—local industry, and a large number of vessels are employed in it. The people of Pakho and surrounding district are inclined to "enough for to-day's needs and never mind to-morrow" rather than to activity, commercial or otherwise, and are poor in consequence. The independent and rather turbulent spirit so prevalent throughout the "Four Lower Prefectures" (府四下), in one of which (Limchow) the port is situated, is a good deal in evidence at times and there has been, so far, only a feeble response to educational effort.

No railway construction has yet been commenced in the district and there seems to be little likelihood of any of the projected undertakings assuming shape in the immediate future.

DIRECTORY

ASIATIC PETROLEUM CO., LTD.
Yuen Wo, agent

和福永

BELL & SON, G. E., Merchants and Commission Agents
G. E. Bell, sr.
G. E. Bell, jr.
Agencies
W. G. Humphreys & Co
Alex. Ross & Co.

BRITISH-AMERICAN TOBACCO CO.

泰貞

CHENG TAI
Agents
s.s. "Jade'
s.s. "Saichau"

所支核稽南海南平

CHINESE GOVERNMENT SALT REVENUE ADMINISTRATION
Assistant District Inspector—Chung Yintang
Foreign Asst. Dist. Inspr.—K. Amano
Chief English Secretary—Tong Fan
Chief Accountant—Hue Lap Ming
Chinese Secretary—Chen Chi Yen
Inspecting Officer—Li Kai Tsung
Assistants—Wai Pong Wing, Lun Wai Hing, Chu Shen Hsing, Lin Yung Kwang, Sun Hon

CONSULATES

官事領國比大 *Tai-peh-kwok Ling-sz-kun*
BELGIUM
Consul—Residing in Hongkong

府事領國法大 *Tai-fat-kwok Ling-sz-fu*
FRANCE AND PORTUGAL, Consular Agency
Consul for Pakhoi and Tunghing
Consul—L. Reynaud
Secretary and Interpreter—H. Q. Ott

官事領國英大
Tai-ying-kwok-Ling-sz-kun
GREAT BRITAIN and UNITED STATES
Consul—H. H. Bristow for Pakhoi and Kiungchow (residing at Hoihow)

官事領總利大意

ITALY
Consul—Residing in Hongkong

CUSTOMS, MARITIME
Acting Commissioner—H. L. Russell
Foreign Assistant—K. B. Surh
Chinese do. —Chau Ki
Chinese Clerks—Lau Pui-lam, Tu Pao-tsun
Acting Tidesurveyor and Harbour Master—H. Tjomsland
Assistant Examiner—O. Hall
Tidewaiters—T. D. Masters, W. W. Dalton
Chinese Tidewaiter—Yang Yung-chi

和昌廣

KWONG CHEONG WO
Agency
China Navigation Co., Ld.

生利

LEE SANG & CO., Shipping and Commission Agents
Agents
s.s. "Kaiping" (Pannier & Co., Haiphong)

MISSIONS

AMERICAN MISSION (CHINA NEW TESTAMENT)
General Supt.—Joseph Smale

CHURCH MISSIONARY SOCIETY
Rev. N. Mackenzie

天主堂

FRENCH CATHOLIC MISSION (MISSIONS ETRANGÉRES DE PARIS)

FRENCH HOSPITAL
Dr. Duperron, in charge

FRENCH ORPHANS' ASYLUM

FRENCH SCHOOLS—Pakhoi
Teacher—H. Q. Ott

北海長老會

KIELER CHINA MISSION
Hans Clausen
Mesa Wenot

北海一等郵局

POST OFFICE, CHINESE
Postmaster—Chung Chik-chi

POST OFFICE, FRENCH
Truong Van Chinh, in charge

生晉

SINGER SEWING MACHINE Co.
Tsun Sang, agent

祥兆

SIU CHEONG
Agents
Roses S.S. Co. of Haiphong (s.s. "Pierre Michel")
Standard Oil Co. of New York

YAMASHITA KISEN KAISHA
Yuen Fat, agent

HOIHOW (IN HAINAN)

琼州 *Kiung-chau* 海口 *Hoi-hau*

Hoihow is the seaport of the prefectural city of Kiungchow, the capital of the Island of Hainan. The two towns are separated by a distance of some three miles of low hills dotted with graves; and across these lies a semi-macadamised road. This highway was originally constructed by the Kiungchow Horse Carriage Co. in 1915, and was considerably improved by General Lung Chi-kwang during his rule over Hainan in the middle of 1918. At the present time it serves the purpose, also, of two or three decrepid Ford cars, which the Carriage Co. utilise as well as their plucky little ponies that are habitually underfed and overworked.

The port of Hoihow was opened by the establishment of a branch of the Chinese Maritime Customs in April, 1876. During the latter nine months of that year foreign tonnage to the extent of 36,672 tons entered and cleared at the Custom House, this representing 54 British, 10 German, 2 French and 4 Danish steamers that entered from, and cleared for, Singapore, Bangkok, Saigon, Annam, Hongkong, etc. The situation of the port of Hoihow before and at its opening in 1876 was considered favourable more from the political than the geographical or topographical point of view. The Foreign Consuls at Hoihow were in close touch with the Taotai at Kiungchow, and thus, as may be seen at so many of the Treaty Ports on the mainland of China, trade interests were sacrificed to save the *amour propre* of one or two individuals. There is no doubt that had a port, such as Chinglan, been chosen on the east coast, many a total wreck upon the dangerous sandbanks in the Straits of Hainan would not have occurred. Moreover, such a port would be in the centre of the produce-bearing districts, which Hoihow most emphatically is not.

The harbour of Hoihow is an open roadstead, unprotected against the North-east monsoon, which blows here with undisturbed vigour from September to April. The working of cargo is, therefore, normally difficult during those months, and at times impossible. In addition to the above disadvantages those months are also the dry months when no rain fal's up-country, and consequently no water comes down by the Po Chung River to the sea. Again, the tides are more erratic in the winter than they are in the summer: sometimes there are two tides during the twenty-four hours, sometimes one, and sometimes none. Cargo then, having been loaded with difficulty into a cargo-boat alongside the importing-steamer, has to face a stormy passage of two to three miles to the spit, which runs parallel to the town of Hoihow and a mile distant from it. Once at the spit the cargoboat may be able to pole up the two miles of shallow muddy water which separates it from Hoihow—to sail is impossible, as the wind is always dead ahead—or may have to wait for hours until there is sufficient water, a few feet only, to enable it to continue its drawn-out voyage from ship to shore.

As regards health, there is less fever in Hoihow than anywhere else in Hainan. There is excellent water to be had by the sinking of artesian wells, but so far few foreigners have had sufficient energy to do this and prefer to follow the old method of sending a woman with a couple of buckets to fetch pure drinking water, at a long distance, from a well whose contents are kept pure by the innumerable little fish that dart hither and thither across its stoneflagged bottom. The water in the actual wells at Hoihow is brackish, partly from seawater that filters into the wells and partly from the alkiline condition of the soil.

The trade of Hoihow remains more or less stationary. The native commercial community of Hoihow is one that is always being drawn in different directions by opposing interests. There is a Chamber of Commerce, which works in conjunction with the Five Guilds, representing the merchants of Canton, Swatow, Kochow, Fuhkien and Hainan.

No foreign settlement has been formed at Hoihow for the very excellent reason that there is no space for such a settlement, unless the foreigners concerned saw their way to disburse large sums of money in reclaiming the swamp on the verge of which the town of Hoihow stands. From Hoihow itself a tongue of dry land, known as the Tê Shêng Sha, or Victory Spit, runs westward for a distance of about a mile until it loses itself in the morass that there encompasses it on three sides. This strip of dry land is very narrow and has been entirely taken up. The consequence is that any future development, if any, must be out into the marshy ground that borders the Victory Spit.

With the exception of the Roman Catholic Orphanage, erected in 1895, the American Presbyterian Mission Hospital and doctor's residence, and the Customs Indoor Staff, the French Post Office, the French School for Chinese, the French doctor's residence, the French Hospital, the houses occupied by the foreign residents are Chinese converted into European habitations by alterations and improvements. H.B.M. Consulate obtained a site after fourteen years' negotiations, and a Consulate building was erected in 1899 to the south-west of the Hospital; towards the end of 1897 a piece of land was granted, and a French Consulate has been built on the Northern side of the river and facing Hoihow town. The buildings of the former German Consulate, at the extreme west of the suburb inhabited by foreigners, were completed in 1914. Since the beginning of 1899 a free school has been opened by the French Government for teaching the French language to the Chinese, and an officer from the Tonkin Medical Staff was detailed to this port for the purpose of giving the natives and others free attendance and medicine. The foreign residents at present number about 77. The net value of the trade of the port in 1920 was Hk. Tls. 5,822,072, as compared with Hk. Tls. 5,716,091 in 1919, Hk. Tls. 4,542,675 in 1918, Hk. Tls. 5,917,004 in 1917, and Hk. Tls. 6,117,887 in 1916. A large export trade in pigs, poultry, eggs, bullocks and provisions is carried on with Hongkong. There has been some talk among the natives of opening mines, constructing railways, and bringing out timber from the virgin forests of the interior. While all this may not be realised on any scale for some years to come, it has been noticed that foreigners are beginning to explore the island, and the Commissioner of Customs opines that the searchlight of modern civilisation will reveal much that is of value to science as well as to commerce. "Perhaps," he adds, "when this is accomplished it will be seen that this 'Island of Palms' is not the least rich nor the least fertile of China's possessions." The island of Hainan is described as a *terra incognita* to the world.

The postal service was at first conducted at the British Consulate only; when the Chinese Imperial Post was created, a branch of that service was also established at

this port. In the beginning of 1900 a French Post Office was added; the public is, therefore, well provided for in that respect. Telegraphic communication with the other parts of the world is established through the line under Chinese administration, but the service is most wretchedly conducted, the line being more often interrupted than not. Wireless telegraphy was inaugurated in April, 1908, to operate across the Hainan Strait at Hoihow and Suwen, immediately opposite on the mainland, but has since been dismantled. A harbour light, and a light at Lamko (western entrance of the Hainan Straits) were opened in 1894; also one at Cape Cami in 1895. An Aga Lantern apparatus was installed on the West Fort close to the city at the commencement of 1916. The approach to the harbour badly needs dredging; but is not likely to be dredged until the native merchants of Hoihow develop a little public spirit.

DIRECTORY

ASIATIC PETROLEUM CO. (SOUTH CHINA), LTD.
H. Watling, manager

CONSULATES

比大國頭領事官 *Tai-peh-kwok Ling-sz-kun*

BELGIUM
Consul—Residing at Hongkong

FRANCE
Consul—Dr. J. G Mouillac
Medical Officer—Dr. Mouillac
Postmaster—Hiên
Director, French School—J. Subira

GREAT BRITAIN (Kiungchow), also in charge of United States interests
Consul—H. H. Bristow
Postal Agent—W. Duffield

CUSTOMS, CHINESE MARITIME
Acting Commissioner—A. L. Pichon
Assistant—T. C. Germain
Medical Officer—Dr. J. G. Mouillac
Tidesurveyor and Harbour Master—A. D. Pike
Examiner—J. Kennedy
Assist. Examiner—B. J. Green
Tidewaiters—C. S. J. Conroy, M. Yagi, R. J. Redd

Lights
Hoihow Harbour Light—T. Day
Lamko Light—G. Broomfield
Cape Cami Light—J. Mattson

POST OFFICE, CHINESE
Postmaster—W. Martins de Oliveira

POST OFFICE, FRENCH

天主堂 *Tien-tsu-tong*

ROMAN CATHOLIC MISSION

STANDARD OIL CO. OF NEW YORK
J. P. Thornton
F. L. Reed

LUNGCHOW

龍州 *Lung-chow*

This city is situated at the junction of the Sung-chi and Kao-ping rivers in lat. 22 deg. 21 min. N., and long. 106 deg. 45 min. E., near the South-western border of the province of Kwangsi, and was selected as the seat of the frontier trade of that province with Tonkin. The continuation of the above-named two rivers is known as Tso-chiang, or left branch of the West River, and it enters the main stream some 30 miles above Nanning. The town is prettily situated amongst the mountains, having exits only by the rivers, and lies at an elevation of some 300 feet above sea level. It has a new wall which was completed in 1887. The population is estimated at some 20,000

and from a military point of view Lungchow is considered to be a place of importance. Troops are stationed there and near the Frontier. The port was opened to Franco-Annamese trade on the 1st June, 1889, but so far the little trade may be said to have been but insignificant. It is likely to continue so until the Haiphong-Hanoi-Langson railway, which after twelve years' assiduous labour was completed early in 1902, is extended to Lungchow, or until another contemplated extension of the line enables merchandise to be rail-borne to within easier access of water communication with Kwangsi. An extension of the Tonkin Railway line from Dong-dang to Nasham, a Tonkin mart on the Sung-chi river not very far from the Kwangsi border, will shortly be opened to traffic, and it is hoped that it will ease communications. The line from Hanoi ends abruptly in the hills a few hundred yards from the "Porte de Chine" (Namkuan) on the Tonkin-Kwangsi frontier, from which spot Lungchow is distant some 60 kilometres by road, part of which runs over rough and mountainous country of wonderful beauty and is practically impassable in bad weather. The journey from the Frontier over this road takes two days by chair, or a day and a half on horseback, but it can easily be done in 12 or 14 hours. Native pony-carts may at times be had, but this method of locomotion is not one to be recommended except under the best of weather conditions and furthermore is only available for some two-thirds of the journey. Telegraphic communication exists with Canton and other places on the West River, with Mengtsz in Yunnan, *viâ* Po-sê, and with places in Tonkin. The Chinese Post Office sends daily couriers to Langson in Tonkin and couriers every second day to Nanning overland, with connections to Canton and Pakhoi. An establishment of the Chinese Maritime Customs is maintained at the port, where foreign interests are in the charge of Consuls resident on the West River and in Hongkong. France alone maintains a Consul in Lungchow, and he is also Consul for Nanning. The net value of the trade coming under the cognisance of the Maritime Customs for 1920 was Tls. 88,722, as against Tls. 82,619 in 1919. During 1920, 402 motor-boats visited the port. The trip up from Nanning usually takes from two to three days and that down to Nanning about 30 hours, according to the water in the river, the level of which is liable to very sudden fluctuations during the prevalence of rainy weather. Motor boats carry most of the incoming cargo from and *viâ* the West River ports, whilst imports from over the frontier come by junk or raft or by carrier. The river scenery between Nanning and Lungchow with its succession of gorges is well worth seeing, but at present accommodation for Europeans on board the distinctly Chinese-style motor-boats is non-existent. The climate of the port is damp and very hot for some eight months or more in the year, the hottest period being usually from April to July.

The chief characteristic of Lungchow is its inaccessibility, both by the existing very poor roads from the frontier and by the Tsokiang during the low-water season. Unless good stone roads are laid out and the channels of the Tsokiang improved, it is hopeless to look forward to any trade and, even, to expect any to visit a place which is really well worthy of consideration from a commercial, ethnological and topographical point of view.

DIRECTORY

COMMISSIONER OF THE POLICE FRONTIER, KWANG-SI

Tupan—Colonel P'êng Yu-shêng
Secretary—Ou-Ko

關州龍 *Lung-chow-kuan*

CUSTOMS, CHINESE MARITIME

Acting Commissioner—M. Cupelli
Tidewaiter—G. Di Paolo
Clerk—Fung Chun Chiu

大法國領事署

FRENCH CONSULATE

Vice-Consul—V. C. Robert

龍州郵政支局

POST OFFICE, CHINESE

Postal Commissioner—(at Nanning)
Second-Class Postmaster — Seu-tou Seun

ROMAN CATHOLIC MISSION

Rev. Father L. Barrière, Lungchow
Rev. Crocq, Taipingfu
Rev. Coysac, Haiyuen

MENGTSZ AND YUNNANFU

自蒙 *Méng-tsz*

This is a district city in south-east Yunnan, and together with Man-hao, a village on the left bank of the Red River, was opened to trade by the Additional Convention to the French Treaty of Tientsin of the 25th April, 1886, signed at Peking on the 26th June, 1887. The town is two days' journey from Man-hao and about six days' from the frontier of Tonkin at Laokay, and beautifully situated, being built on a cultivated plateau twenty miles long by about twelve miles in breadth, encircled by picturesque mountains, and is 4,280 feet above the level of the sea. It has a population of about 11,000 persons, but was a place of much more importance before the Mahommedan rebellion, as the numerous well-built temples, many of them now in ruins, still testify. It is, however, a considerable commercial emporium even now, and is becoming an important centre for the distribution of foreign goods imported *viâ* Tonkin. The French Consul hoisted his flag at Mêngtsz on the 30th April, 1889, and the Customs station was opened in the following August. The net value of the trade of the port for 1920 was Hk. Tls. 22,226,143, as compared with Hk. Tls. 18,958,822 for 1919, Hk. Tls. 20,873,043 for 1918 and Hk. Tls. 18,773,849 for 1917. The Chinese merchants avail themselves largely of the advantages offered by the transit pass system. The value of the trade of the Yunnan-fu, Pishihchai, Hokow, Mapai and Manhao branch offices is included in the Mengtsz Custom returns. The province depends for its purchasing power on tin. In his report for 1920, the Commissioner of Customs says:—"With a Government which will grant a respite from the war with neighbouring provinces, which will re-establish order and guarantee some security for life and property throughout the country, and will enforce strict legislation against the destruction of the forests, there is little doubt that Yunnan, with its mineral treasures and mountains so well adapted for the growing of timber, might easily become a prosperous and wealthy country and that it would supply the rest of China with timber and metal in sufficient quantities to make the Republic independent as regards these commodities. . . . Unless severe laws against the destruction of the forests are promptly enforced, in a very few years, the last of her forests having disappeared and taken away with them the remaining chances of an impoverished land to recover itself, South Yunnan will resemble the arid desert of North China, swept by droughts, floods, and famine and an eyesore and a drain on the resources of the rest of the country." The climate of Mêngtsz is temperate and salubrious. Plague has been absent from Mêngtsz since 1899. During the winter good sport is obtained, snipe and wild fowl being abundant in the plains and some pheasant and partridge in the hilly districts. A new French Consulate was finished in 1893, new dwelling-houses for members of the Customs service in 1894, and a new Custom-house in the spring of 1895. All these buildings are outside the East gate of the city. On the 22nd June, 1899, a riot occurred, in the course of which the Custom-house and French Consulate were looted. The Compagnie Lyonnaise Indo-Chinoise in 1899 opened a branch in Mêngtsz and others have since followed in their footsteps. The British firm of Brunner, Mond & Co. and the French firm La Compagnie Générale d'Extreme Orient, of Paris, opened agencies at Yunnanfu and Mengtsz, respectively, in 1920. The last rail on the Laokay-Yunnan-fu section of the Annam-Yunnan Railway was laid on the 1st of February, 1910, and two months later the whole line—470 kilometres—was opened to passenger and goods traffic. A branch office of the Mengtsz Customs was opened at Yunnanfu on 20th April, 1910. Mêngtsz is now only 8 hours by rail from the Tonkin border and 22 hours from the coast. The construction of the Ko-Pi Railway, which is to connect Kokiu with Mengtsz and Pishihchai, is in progress. The part of the line running through the mountains, which is considered to be a work of engineering art, was due to be finished and through traffic started in 1921. The British Consul has pointed out that not least of the benefits which the Annam-Yunnan line should confer would be the provision of sanatoria for Indo-China, even, maybe, for Singpaore, Bangkok and Hongkong. If for twenty years, he says, the Chinese peasant could be checked in his ravages—there has been ruthless destruction

of timber—the lake region of Yunnan would become a terrestrial paradise. Several houses for the accommodation of the Railway Mission have been built at Mengtsz since 1900, and, as a sequel to the immigration, rents, wages, and the cost of living for natives and foreigners alike have risen greatly. During the last few years the Chinese Post Office has pushed its way into the interior, and the south-east of Yunnan is now covered with a network of lines and nearly every town has its establishment. Both Mengtsz and Yunnanfu possess electric light installations, and in 1920 wireless-telegraphy was instituted in Yunnanfu by Commandant Peri, of the French Army, messages being received from Lyons and Manila. There is to be a similar installation at Mengtsz.

DIRECTORY

MENGTSZ

BANQUE DE L'INDO-CHINE
E. J. Pihet, directeur
J. L. M. Caminade

COMPAGNIE FRANÇAISE DES CHEMINS DE FER DE L'INDO-CHINE ET DU YUNNAN
Agent Principal (Mengtsz)—J. Louison
Do. (Yunnanfu)—Th. M. Romieux, p.i.
Chef 2eme Arrd. Traffic et Mouvement (Yunnanfu)—Th. M. Romieux
Service Médical (Amichow)
D H. Dumont, chef
Dr. F. M. Maillet, adjoint
Caisse Centrale du Yunnan (Amichow)
M. Laromer, chef d'arrondissement

COMPAGNIE GENERAL D'EXTREME ORIENT
R. Grenouillot, directeur

關自蒙 *Meng-tsz-kwan*

CUSTOMS, CHINESE MARITIME
Acting Commissioner—A. G. Bethell
Assistants—E. A. Pritchard, J. F. A. Masure, Chen Shao
Tidewaiter—A. A. Simoes

Pishihchai
Chief Examiner—J. V. Murphy
Tidewaiter—A. Nielsen

FORTIN & CIE.
Fortin, directeur

FRENCH CONSULATE
Consul—L. Troy
Médecin—J. M. Tardieu
Receveur des Postes—E. M. Bonnet
Directeur l'Ecole Franco-Chinoise—A. Rouilly

GEROLIMATOS
Johanides, directeur

HOTEL DU COMMERCE
Kalos, directeur

HOTEL FORTIN
Fortin, directeur

KALOS & CIE.
Kalos, directeur

POINSARD ET VEYRET
Rivette, directeur

YUNNANFU

ANDERSEN, MEYER & CO., LTD.
F. K. Pilson
E. B. Ansley

BANQUE INDUSTRIELLE DE CHINE
A. Rollin, directeur de l'agence
M. J. Zamudio
Hoang, compradore

BANQUE DE L'INDO-CHINE
M. Korwin, directeur

BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.
F. P. Long, representative
J. H. Crocker
J. R. Gregory (Talifu)
P. Safrany (Chaotung)

Brunner, Mond & Co. (China), Ltd.
N. Reeves Brown, district manager for Yunnan and Indo-China

Sole Agencies
British Dyestuffs Corporation, Ld.
Borax Consolidated
Castner, Kellner Alkali Co., Ld.
Mond Nickel Co., Ld.
United Alkali Co., Ld.
Chance & Hunt

CHINESE GOVERNMENT SALT ADMINISTRATION
Chinese District Inspector—K. L. Woo
Foreign do. —A. de Broc
Chinese Assist. District Inspectors—C. C. Liu, S. F. Fay, I. S. Loo
Foreign Assist. District Inspectors—A. Padovani, F. C. Mathiesen

CIE. FRANCO-ASIATIQUE DES PETROLES
A. Charon, manager

CONSULATES

FRANCE
Consul—M. Guérin
Vice-Consul Chancelier—F. Roy
Do. Interprête—H. Siegrist
Attaché Militaire—Major Darras
Attaché Commercial—A. Meynard
Médecin—Dr. E. Vallet
Receveur des Postes—Devaux
Directeur des Ecoles Franco-Chinoises—M. G. Cordier

GREAT BRITAIN
Consul-General (for Yunnan and Kweichow)—H. A. Ottewill

JAPAN

UNITED STATES
Consul—M. S. Myers

CUSTOMS, CHINESE MARITIME
Assistant—G. Bocher, Li Ting Yuan
Chief Examiner—N. Travers
Examiners—B. Polletti, F. R. Mackendrick

GERIN ET DREVARD
M. Manolatos

HOPITAL FRANCAIS
Dr. Vallet, médecin chef
Dr. Bui Van Quy
Dr. Bui Duc Khang,

HOTEL DU COMMERCE ET TERMINUS
M. M. Malortigue et Bellot, propriétaires

MAISON D'ASTE
M. J. d'Aste, manager

MAISON GEROLIMATOS
M. Gerolimatos, manager

MAISON KALOS
— Miniatis, manager

PHARMACIE CENTRALE DU YUNNAN
— Parel, pharmacien

POINSARD & VEYRET
H. Rivette, manager

SHEWAN, TOMES & CO.
S. F. Chubb

STANDARD OIL CO. OF NEW YORK
S. M. Kirkman,

STRAITS TRADING CO.
H. L. Phillips, manager
J. Graham, assistant

SUBIRA
— Subira

UNION COMMERCIALE INDOCHINOISE
M. Fabre, manager

YUNNAN POSTAL DISTRICT—Head Office: Yunnanfu
Acting Postal Comr.—R. A. de Jaurias
District Accountant—P. Baillie
Inland Control—Chen Yuen Hai
Assist. (Gen. Superv.)—Yu Siang-lin
Mengtsz First Class Postmaster—Kwok Wai-nam
Hokow First Class Postmaster — M. J. C. Ricard
Tengyueh First Class Postmaster—Wu Shao t'ing
Szemao First Class Postmaster—Wu Chih

HOKOW

Hokow was opened to foreign trade by the Supplementary Convention between China and France of 20th June, 1895. By the terms of the agreement France was to establish a Vice-Consulate and China a Customs House at Hokow, these stipulations being carried out in August, 1896, and July, 1897, respectively. The Vice-Consulate is

subordinate to the Mengtsz Consulate and the Hokow Customs are under the control of the Mengtsz Commissioner, and the value of the trade is not separately stated in the Mengtsz Customs returns.

Hokow is picturesquely situated on the left bank of the Red River at its confluence with the Nanhsi River commonly called the Namti—and lies immediately opposite Laokay, an important garrison town in Tonkin. The native town has a population of about 4,000, mostly living in bamboo houses and thatched huts; some good semi-foreign style buildings have, however, been built during the last few years. An iron railway bridge across the Nanhsi River, was completed in 1902, and connects Hokow and Laokay. Hokow is about 420 *li* by land from Mengtsz, which can be reached after a train journey of about 8½ hours through magnificent country.

The climate is very unhealthy and new residents soon feel its undermining effects In summer, when it does not rain, it is hot and trying, whereas rain is accompanied by a damp, mildewy, uncomfortable atmosphere which becomes even more disagreeable as soon as the sun re-appears. The main climatic feature, by no means a pleasant one, is what is generally known by the French as "Le Crachin." This is a thin, fever-carrying drizzle, which falls continuously for weeks in winter and spring. The thick, tropical vegetation is kept moist and a light and extremely dangerous mist overhangs everything. The dreaded Hokow Fever is rampant and claims numerous victims amongst the natives. Foreigners manage to recover by swallowing large quantities of quinine, which has a detrimental and sometimes lasting effect on the system.

DIRECTORY

CHEMINS DE FER DU YUNNAN
Rieul, chef de gare

CHINESE TELEGRAPH ADMINISTRATION
Manager—Li Yu Ch'uan

CONSULATES

FRANCE
Vice-Consul—L. Troy (Mengtsz)

ITALY
Vice-Consul—L. Vaglio (Tchetsoven)

關分口河 *Hokow-fen-kwan*

CUSTOMS, CHINESE MARITIME (Branch Office of Mengtsz Customs)
Assistant-in-Charge—J. P. Laucournet
is Examiner—J. P. Gleeson
Tidewaiters—E. P. Laurente, P. H. Oates

局政郵等一口河

POST OFFICE, CHINESE
Assistant-in-Charge—C. M. Ricard

TENGYUEH (MOMEIN)

越騰 *Teng-yueh*

The trade mart Tengyueh—situated near the south-western frontier of Yunnan, in lat. 24 deg. 45 min. N., and long. 98 deg. 30 min. E.—was opened to foreign trade under the Burmah Agreement of 1897 modifying the Convention of 1894 relative to Burmah and Thibet, and the Chinese Customs-house was opened on the 8th May, 1920. It is a walled town built in a rice valley and watered by the Tieh Shui river, a small tributary of the Tai Ping which flows into the Irrawaddy a few miles above Bhamo, which has been the principal emporium of Chinese trade in Upper Burmah for many years past. The distance from Tengyueh to Bhamo by road is some 140 miles, and little more than half that distance as the crow flies. There are two recognised trade routes known as the "old" and "new" roads—the former *via* Nampoung and Man-wyne (where Margary was murdered), and the latter *via* Kulikha and Man-hsien. The "new" road ends some three miles above Man-hsien, and thence the journey to Tengyueh is made over the "old" tracks. Pack animals and porters constitute the only form of transport, and the time occupied on the trip is usually about eight days. Pack animals seldom travel during the rains (June to September), when through traffic is practically at a standstill, which means that, contrary to expectations, the construction of the

"new" road, which is passable all the year round, has not resulted in any increase of summer trade, the cessation of business during this period being due more to unfavourable climatic conditions than to the inferior communications. From Tengyueh to Yunnanfu the road is divided into 24 stages for caravans and nine for postal couriers. It crosses a succession of mountain ranges varying from 4,000 to 10,000 feet in height, besides being intersected by numerous rivers, including the Sweili, the Salween and the Mekong, which would appear to render any railway project too speculative and too costly to be commercially practicable. Referring to the question of railway construction, the Commissioner of Customs in the course of an interesting report for 1906 remarked:—"Should the visionary project of connecting Yunnan and Burma with a trunk railway be ever seriously considered, an initial difficulty will be the selection of a suitable route. Two have been suggested—the so-called Bhamo route *via* Tengyueh; and the valley of the Salween route *via* Kunlun Ferry. Opinions are divided as to which is the better, but the latter perhaps allows of easier gradients and is, for various reasons, the more preferable. Both, however, are difficult, and it must be admitted that neither is really suitable for railway construction. Considering the almost insurmountable physical difficulties presented and the colossal expenditure which would be involved, the practicability, viewed commercially, of such a scheme may well be questioned."

Owing to its elevation (5,400 feet) the climate of Tengyueh is temperate and healthier than in any of the valleys in the vicinity, which are rendered excessively unhealthy by malignant forms of malarial fever. Malaria is, however, very prevalent in the town itself during the rains, when mosquitoes are plentiful and when the general health of the place is poor. The average yearly rainfall is about 65 inches, most of which falls from June to September, when the incessant dampness is somewhat trying. The net value of the trade during 1920, as taken cognizance of by the Maritime Customs, was Hk. Tls. 5,647,850, as compared with Hk. Tls. 5,534,646 in 1919, Hk. Tls. 3,952,883 in 1918, Hk. Tls. 2,996,910 in 1917 and Hk. Tls. 2,340,046 in 1916. The principal local industry is the manufacture of jadestone ornaments.

DIRECTORY

CHINESE FIRST CLASS POST OFFICE
First Class Postmaster—Wu Shao-t'ing

CHINESE CUSTOMS
Acting Commissioner—J. H. W. Houstoun
Assist.—A. S. Baines
Asst. Examiner (A)—S. F. McGrath
2nd Class Tidewaiter—T. Dawson
Medical Officer—Nihal Chand

CONSULATE—GREAT BRITAIN—Tel. Ad.: Britain
Consul—O. R. Coales

SZEMAO

茅思 *Sz-máu*

Szemao, opened to the Tonkin frontier trade by the Gérard Convention of 1895 and to British trade by the Burmah Convention of 1896, is situated in the south-western part of the Province of Yunnan in latitude 22 deg. 47 min. 29 sec. N. and longitude 100 deg. 46 min. E. It is a sub-prefectural walled town built on gently rising ground overlooking a well-cultivated plain. The elevation is 4,700 feet above the sea level, and the population is estimated to be about 10,000. The climate is delightful, the temperature rarely exceeding 80 degrees (Fahr.) during the summer and seldom falling below 50 degrees in the winter months. The plague, such a common visitor throughout Yunnan, is almost unknown in Szemao. The place is distant from both Yunnan-fu (the capital of the province) and Mengtsz 18 days, from the French Laos frontier 6 days, and from British territory about 12 days. It was opened in the early part of 1897, and so far has not fulfilled the expectation of its potential importance as a trading centre. The value of the trade of Szemao in 1920 was Hk. Tls. 346,970, as com-

pared with Hk. Tls. 222,334 in 1919, Hk. Tls. 240,187 in 1918, Hk. Tls. 265,008 in 1917, and Hk. Tls. 184,175 in 1916. The smallness of the trade statistics has been attributed partly to the fact that, owing to the various routes in the neighbourhood of the port, effective supervision is difficult of attainment, and partly to the declining of the cotton trade—the staple import article at this port—experienced during the last three or four years. It must be remembered, also, that the above figures only represent the value of that portion of the Szemao trade coming under the cognizance of the Szemao Customs, that is to say, goods imported or exported across the frontiers of Burmah and Tonkin and which alone are classed as "foreign trade" of this port.

In the country to the south of Szemao, known as the Chinese Shan States, large quantities of tea are produced, and only a small portion is exported abroad direct from Szemao across the Tonkin frontier. The rest, estimated at about 30,000 piculs per annum, is sent to different parts of China, and this "inland trade" is not controlled by the Szemao Customs. No foreign traders reside at Szemao, the trade being entirely in the hands of local merchants, who have no agencies in either Tonkin or Burmah. A telegraph line from Tung Hai, *via* Yuan Chiang and Pu Erh-fu, connects Szemao with the existing Chinese overland telegraphs. Considerable ethnological interest centres in the neighbourhood of Szemao. Writing on this subject in the course of his Trade Report for 1905 the Commissioner of Customs remarked: "It is of much interest to notice the various aboriginal races in this part of Yunnan, living side by side with, and yet differentiated from, the Chinese, and possessing distinct customs, characteristics, and traditions of their own. In the surrounding mountains we find the Lolo and Lohei, and in the low-lying plains the Shans, known to the Chinese as Pa-i; interspersed with these is the vassal tribe of the Akas. In the vicinity of the Chinese towns little settlements of the Mahe and Putu, who are offshoots of the Woni, are to be met with. From Talang north to Yüan-chiang and eastwards south of the Red River as far as Manhao, is the home of the Woni race, who are a swarthy people sub-divided into several tribes. Near Talang live a few Min-chia people who have migrated from Ta-li and Yuan-chiang, the headquarters of this large branch of the Shan race. At Shih-ping and Yuan-chiang there are several tribes of Pa-i, or Shans proper, and some Yao, also, are to be found in the mountains to the east of Szemao—a remarkable race which is to be met with in scattered hamlets in mountainous districts as far eastwards as Kwangsi. The Kawas inhabit the prefecture of Chên-pien-t'ing, to the westward of Szemao, and concerning their mode of life but little yet is known. The relentless march of civilisation, however beneficial to the world at large, is bearing hardly on the aboriginal races of mankind; and the south-western portion of this ancient province of Yunnan provides one of the few remaining territories where they are still permitted a local habitation and a name." There is a large and interesting field for mission work the soil being still practically virgin. It is noticeable that the various tribes inhabiting this corner of China are slowly under-going a process of social and economic evolution under the influence of Chinese settlers and travellers with whom they come in contact, but the process of assimilation is very slow, and the Shans, as well as all the other aborigines, still continue, like birds of a feather, to flock together.

DIRECTORY

American Presbyterian Mission — (at Chiu-lung-chiang)
Rev. C. and Mrs. Callender
Dr. C. W. Mason, M.D., and wife
Dr. C. E. Park, M.D., and wife
Mrs. Belle E. Dodd

British-American Tobacco Co.
Lui Yung Feng & Co., agent

Chinese First Class Post Office
First Class Postmaster—Wu Chih

Chinese Govt. Salt Administration
Assist. Dist. Inspector—(at Mohei)

Customs, Chinese Maritime
Assist. in charge—A. Casati
Examiner—J. H. Pattison

South Yunnan Mission
Rev. and Mrs. J. D. Fullerton
Rev. and Mrs. M. Kjargaard
Miss C. Peterson

Standard Oil Co. of New York
Sheng Teh Yu & Co., agents

PLAN OF THE

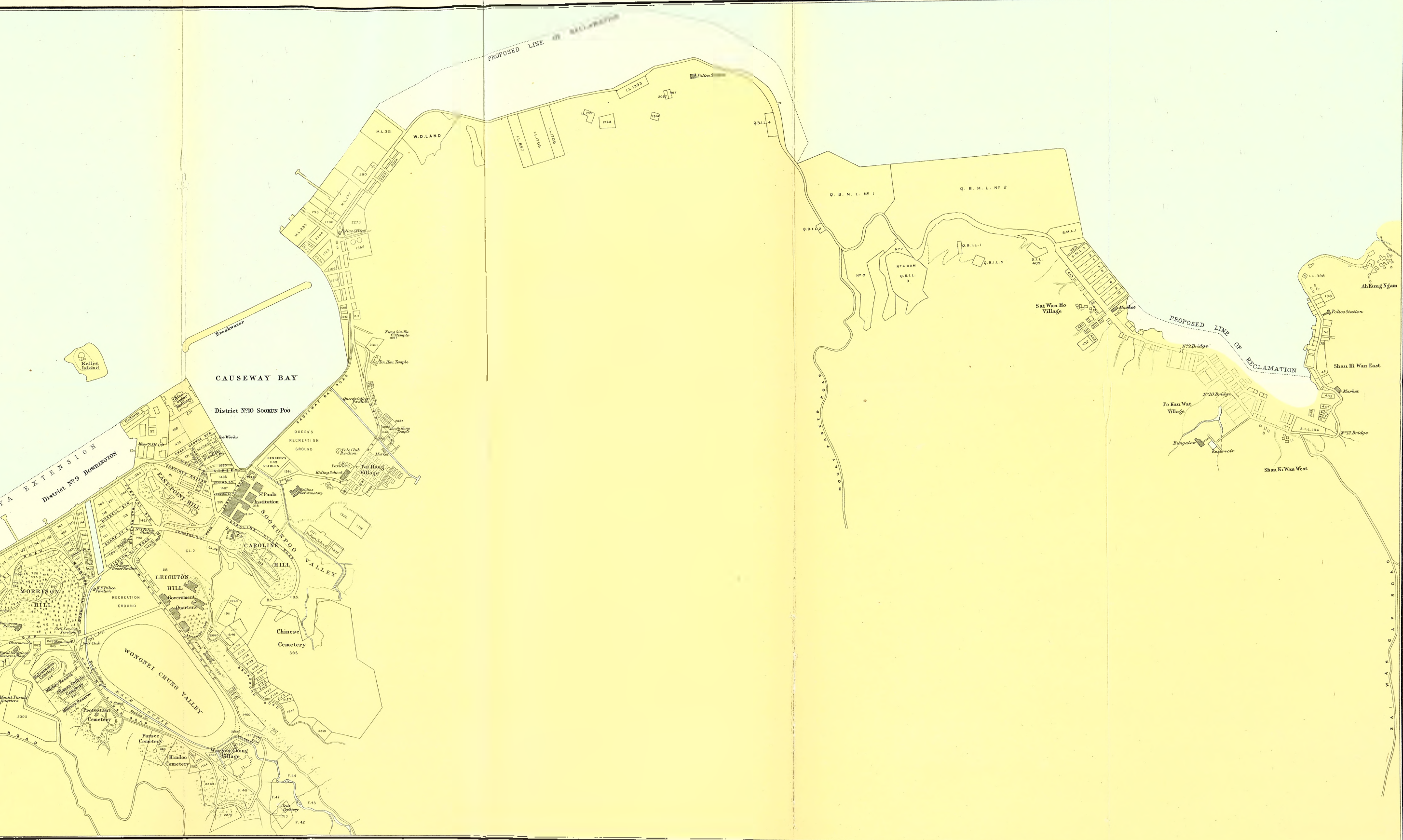
CITY OF VICTORIA

HONG KONG.

(CORRECTED TO 1920)

Scale of ½ a Mile

Scale of Feet



PROPOSED LINE OF RECLAMATION
CAUSEWAY BAY
District No. 10 Sookun Poo
District No. 9 Bowrington
Breakwater
Kellet Island
W.D. LAND
Police Station
Q.B.M.L. No. 1
Q.B.M.L. No. 2
Sai Wan Ho Village
Market
PROPOSED LINE OF RECLAMATION
Ah Kung Ngam
Police Station
Shau Ki Wan East
No. 9 Bridge
No. 10 Bridge
No. 12 Bridge
Po Kau Wat Village
Bungalow
Reservoir
Shau Ki Wan West
MOUNT PARKER ROAD
SAI WAN GAP ROAD
Tai Hang Village
QUEEN'S RECREATION GROUND
Riding School
St. Paul's Institution
EAST POINT HILL
SOOKUNPOO VALLEY
CAROLINE HILL
LEIGHTON HILL
Government Quarters
MORRISON HILL
RECREATION GROUND
WONGNEI CHUNG VALLEY
RACE COURSE
Chinese Cemetery
Protestant Cemetery
Parsee Cemetery
Hindoo Cemetery
Wongnei Chong Village
Roman Catholic Cemetery
Military Reserve
Tin Hau Temple

HONGKONG

港香 *Heung-kong*

The Island of Hongkong (which gives its name to the British Colony in South China) is situate off the coast of the Kwangtung province, near the mouth of the Canton river. It is distant about 40 miles from Macao and 90 from Canton, and lies between 22 deg. 9 min. and 22 deg. 17 min. N. lat. and 114 deg. 5 min. and 114 deg. 18 min. E. long. The Chinese characters representing the name of the island (Heung Kong) may be read as signifying either Good Harbour or Fragrant Streams. By Conventions dated, respectively, 1860 and 1898, further territory was ceded by China, consisting of upwards of 280 square miles on the opposite mainland together with the islands of Lantao, Lamma, Chungchow and others. The last concession is by way of a lease for ninety-nine years.

History and Government

Before the British ensign was hoisted on Possession Point in the City of Victoria in the year 1840 the island can hardly be said to have had any history, and what little attaches to it is very obscure. Scantily peopled by fishermen and agriculturists, it was never the scene of stirring events, and was little affected by dynastic or political changes. It is alleged, however, that after the fall of the Ming dynasty in 1628, some of the Emperor's followers found shelter in the forests of Hongkong from the fury of the Manchus. The peninsula of British Kowloon has more claim to association with Chinese history. In the year A.D. 1287 it is recorded that the last Emperor of the Sung dynasty, when flying from Kublai Khan, the Mongol conqueror, took refuge in a cave in Kowloon, and an inscription on the rock above is said to record the fact. The inscription consists of the characters *Sung Wong Toi*, meaning the Sung Emperor's Pavilion. On the cession of the territory to Great Britain the natives petitioned the Hongkong Government that the rock might not be blasted or otherwise injured, on account of the tradition connecting it with the Imperial personage above mentioned. In 1898, during the administration of Major-General Wilsone Black, a resolution was passed by the Legislative Council preserving the land on which the rock stands for the benefit of the public in perpetuity.

Hongkong is a Crown Colony and was ceded to Great Britain by the Chinese Government in 1841. In the troubles which preceded the first war with China the necessity of having some place on the coast whence British trade might be protected and controlled, and where officials and merchants might be free from the insulting and humiliating requirements of the Chinese Authorities, became painfully evident. As early as 1834 Lord Napier, smarting under his insolent treatment by the Viceroy at Canton, urged the Home Government to send a force from India to support the dignity of his commission. "A little armament," he wrote, "should enter the China seas with the first of the south-west monsoon, and on arriving should take possession of the island of Hongkong, in the eastern entrance of the Canton river, which is admirably adapted for every purpose." Two years later Sir George Robinson, endorsing the opinion of Lord Napier that nothing but force could better the British position in China, advised "the occupation of one of the islands in this neighbourhood, so singularly adapted by nature in every respect for commercial purposes." In the early part of 1839 affairs approached a crisis, and on the 22nd March, Captain Elliot, the Chief Superintendent of Trade, required that all the ships of Her Majesty's subjects at the outer anchorages of Canton should proceed forthwith to Hongkong, and, hoisting their national colours, be prepared to resist every act of aggression on the part of the Chinese Government. When the British community left Canton, Macao afforded them a temporary asylum, but their presence there was made the occasion by the Chinese Government of threatening demonstrations against that settlement. In a despatch dated 6th May, 1839, Captain Elliot wrote to Lord Palmers-

ton :—"The safety of Macao is, in point of fact, an object of secondary moment to the Portuguese Government, but to that of Her Majesty it may be said to be of indispensable necessity, and most particularly at this moment"; and he urged upon his Lordship "the strong necessity of concluding some immediate arrangement with the Government of His Most Faithful Majesty, either for the cession of the Portuguese rights at Macao, of for the effectual defence of the place, and its appropriation to British uses by means of a subsidiary Convention." Happily for the permanent interests of British trade in China this suggestion came to nothing, and Great Britain found a much superior lodgment at Hongkong.

The unfortunate homicide of a Chinaman during a riot at Hongkong between British and American seamen and natives precipitated events, and, in view of the measures taken by the Chinese in reference to Macao, Captain Elliot felt that he ought no longer to compromise the safety of that settlement by remaining there. He accordingly left for Hongkong on the 24th August 1839, Mrs. Elliot and her child having previously embarked. It was hoped that his own departure, with the officers of his establishment, might satisfy the Chinese, but it soon became evident that they intended to expel all the English from Macao. It was accordingly determined that they should leave, and on the 25th August the exodus took place. The whole of the British community (with the exception of a few sick left behind in hospital) embarked, and under the convoy of H.M.S. *Volage* arrived safely at Hongkong. At that time there was, of course, no town, and the community had to reside on board ship. The next measure of the Chinese was to stop supplies of food: the water also was reported to be poisoned, a placard being put up on shore warning Chinese against drinking it. This led to a miniature naval battle in Kowloon Bay. On the 4th September Captain Elliot, in the cutter *Louise*, accompanied by the *Pearl*, a small armed vessel, and the pinnace of the *Volage*, went to Kowloon, where there were three large men-of-war junks whose presence prevented the regular supplies of food. A written remonstrance was sent off to the junk of the commanding mandarin. After six hours of delay and irritating evasion a boat was sent on shore to a distant part of the bay with money to purchase supplies, which the party succeeded in doing, and they were on the point of bringing their purchases away when some mandarin runners approached and obliged the natives to take back their provisions. The English returned with this intelligence, and Captain Elliot, greatly provoked, opened fire on the three junks. It was answered with spirit by the junks and a battery on shore. After a fire of almost half-an-hour the English force hauled off, from the failure of ammunition, for anticipating no serious results they had not come prepared for them. It was evident, however, Captain Elliot says in his account of the engagement, that the junks had suffered considerably, and after a delay of about three-quarters of an hour, they weighed and made sail from under the protection of the battery, with the obvious purpose of making their escape. By this time the English had made cartridges, and they drove the junks back to their former position. Evening was now closing in, and in the morning it was decided, for reasons of policy, not to renew the attack. A complete relaxation of the interdict against the supply of provisions followed. Some little time after this event an arrangement for the resumption of the trade was arrived at, and there was a partial return to residence at Macao. The arrangement was of but a few weeks' duration, however, and on the 3rd November a naval engagement took place off Chuenpee, when the Chinese retired in great distress. The British ships returned to Macao, arriving on the evening of the same day, and arrangements were immediately made for the embarkation of those of Her Majesty's subjects there who thought it safest to retire, and on the evening of the 4th November they arrived at Hongkong.

Captain Elliot considered the anchorage of Hongkong unsafe, as being "exposed to attack from several quarters," and already, on the 26th October, His Excellency had required the removal of the British merchant shipping to Tong-Koo, which he deemed safer. The shipping community did not share this opinion, and on the same day that the notice appeared an address signed by the masters of thirty-six vessels was presented to Captain Elliot requesting that they might be allowed to remain at Hongkong. On the 8th November H. M. Plenipotentiary replied, adhering to his former decision. Thereupon another remonstrance was addressed to him, signed by "twenty firms, the agents for Lloyd's and for eleven insurance offices." Captain Elliot, however, still adhered to his decision, and a few days afterwards the removal to Tong-Koo took place.

In 1840 the expedition arrived, and Hongkong became the headquarters of Her Majesty's forces.

On the 20th January, 1841, H.M.'s Plenipotentiary issued a circular to British subjects announcing the conclusion of preliminary arrangements between the Imperial

Commissioner, Ke-shen, and himself. One of the terms was stated in the circular as follows:—

1.—The cession of the island and harbour of Hongkong to the British Crown. All just charges and duties to the Empire upon the commerce carried on there to be paid as if the trade were conducted at Whampoa." On the 26th January, the island was accordingly taken formal possession of in the name of Her Majesty Queen Victoria. The treaty was subsequently repudiated by both parties, and it was not until the conclusion of the Nanking Treaty in 1842, that the Chinese Government formally recognised the cession of the island. In the meantime it was held by the British—who had come to stay—and on the 1st May, 1841, the Public Notice and Declaration regarding the occupation of Hongkong was promulgated. On the 7th May of the same year, 1841, the first number of the *Hongkong Gazette* was published, printed at the American Mission Press, Macao. This first number contained the notification of the appointment (dated 30th April) of Captain William Caine, of the 26th (Cameronian) Regiment of Infantry, as Chief Magistrate, the warrant being under the hand of Charles Elliot, Esquire, Her Majesty's Plenipotentiary, etc., etc., "charged with the Government of the Island of Hongkong." Captain Elliot's idea was that the island should be held on similar terms to those on which Macao was at that time held by the Portuguese, and the Chief Magistrate, instead of being charged to administer British law, was authorised and required "to exercise authority, according to the laws, customs, and usages of China, as near as may be (every description of torture excepted), for the preservation of the peace and the protection of life and property, over all the native inhabitants in the said island and the harbours thereof"; and over other persons according to British police law. The first land sale took place on the 14th June, and building thereafter proceeded rapidly, the population of the new town at the end of the year being estimated at 15,000. On the 6th February, 1842, Hongkong was formally declared a free port by Sir Henry Pottinger, who had succeeded Captain Elliot as Plenipotentiary. Until the signing of the treaty, however, the ultimate fate of the new settlement remained in doubt. Sir Robert Peel, when asked in the House of Commons whether it was the intention of Her Majesty's Government properly to colonise the place or give it up, declined to answer what he deemed an unparliamentary question during a period of open war with the country by whom the cession of the island was both made and repudiated. The Treaty of Nanking, however, settled all doubts. On the 23rd June, 1843, Ke-ying, the Chinese Imperial Commissioner, arrived in Hongkong for the exchange of the ratifications of the treaty, and the ceremony took place in the Council Room on the 26th of that month, and immediately afterwards the Royal Charter, dated 5th April, 1843, erecting the island into a separate Colony, was read, and Sir Henry Pottinger took the oaths of office as Governor. At first progress was rapid. The Queen's Road was laid out for a length of between three and four miles, and buildings rose rapidly. But a check was received owing to the unhealthy conditions which were developed by the breaking of the "malarious" soil, and in 1844, soon after the arrival of Sir John Davis, who assumed the government in June, the advisability of abandoning the island altogether as a colony was seriously discussed. Mr. Montgomery Martin, H.M.'s Treasurer, drew up a long report, in which he earnestly recommended the abandonment of a place which, he believed, would never be habitable for Europeans, instancing the case of the 98th Regiment, which lost 257 men by death in twenty-one months, and of the Royal Artillery, which in two years lost 51 out of a strength of 135, and gave it as his opinion that it was a delusion to hope that Hongkong could ever become a commercial emporium like Singapore. Sir John Davis, in a despatch dated April, 1845, strongly combatted Mr. Martin's pessimistic conclusions and expressed a firm belief that time alone was required for the development of the colony and for the correction of some of the evils which hindered its early progress. Sir John (who died in November, 1890, in his ninety-sixth year) lived to see his predictions most amply verified, and in after years must have reflected with satisfaction on the fact that his views had prevailed in Downing Street. On the 16th May, 1846, the Hongkong Club house, situated in Queen's Road Central, at its junction with Wyndham Street, was opened with a ball, and was occupied by the Club for over fifty years, being vacated in July, 1897, when the Club moved into new and more commodious premises on the New Praya. Sir John Davis resigned in January, 1848, and left the colony on the 30th March of that year, Major-General Staveley Administering the Government until the arrival, a few weeks later, of Sir George (then Mr.) Bonham. During Sir George Bonham's administration, which lasted, with two intervals, until April, 1854, the Colony continued to progress, but the garrison and residents still suffered severely from malaria. On the 13th April,

1854, Sir John Bowring took the oaths as Governor, and held the reins until May, 1859. Sir John Bowring was the last Governor who united that office with that of Minister Plenipotentiary and Superintendent of British Trade in China. During his administration various public works were carried out, and the Bowrington Canal was constructed. In September, 1859, Sir Hercules Robinson arrived and assumed the administration. In 1860 the peninsula of Kowloon was placed under British control, and soon afterwards became a great camp, the English and French troops of the Allied Expeditionary Force being for some time quartered there. The principal work effected during the government of Sir Hercules Robinson was the construction of the original Praya wall, in connection with which an extensive reclamation of land from the sea was made. Prior to that time the marine lot-holders had the entire control of the sea frontage of their lots, and no public road properly speaking, existed along the water frontage. In 1862 a Clock Tower (demolished as a hindrance to traffic in 1913) was completed, and the Hongkong Mint was erected, but owing to the loss attending the working of this institution it was closed early in 1864, the plant being sold to Japan and re-erected at Osaka. In March, 1865, Sir Hercules Robinson left the Colony, and Mr. Mercer, Colonial Secretary, became Acting Governor until the arrival, in March, 1866, of Sir Richard Graves MacDonnell. In November, 1867, a great fire occurred, which swept the whole district between the Queen's Road and the Praya, from the Cross Roads to the Harbour Master's Office. During Sir Richard MacDonnell's vigorous administration the revenue of the Colony, which had fallen much below the expenditure, was augmented by the imposition of the stamp duties and other measures. One of His Excellency's last official acts was to preside at the opening, in February, 1872, of the Tung Wa (Chinese) Hospital. In April, 1872, Sir Arthur Kennedy arrived and assumed the reins of government, which he held with such tact and dexterity that he acquired the title of "Good Sir Arthur," and a bronze statue of him was erected in the Public Gardens. Under his administration the Colony prospered, but the year 1874 was made memorable in Colonial annals by one of the most destructive typhoons which had down to that time visited it, causing enormous damage and great loss of life. The peaceful reign of Sir Arthur Kennedy was followed by the stormy administration of Sir John Pope Hennessy, who arrived in April, 1877, and left in March, 1882. In this interval the trade of the Colony increased greatly and Governor Hennessy accumulated a large surplus, but public works made little progress, the Breakwater at Causeway Bay being the principal work completed during his administration, while the Observatory was projected. On Christmas Day, 1878, a fire broke out in the Central District of Victoria which destroyed 368 houses and entailed enormous loss on the community. On Sir John's departure Sir William (then Mr.) Marsh, the Colonial Secretary, assumed the Government, and affairs proceeded placidly until the arrival, in March, 1883, of Sir George Bowen. His advent was the signal for great activity in the prosecution of public works, amongst others being the Tytam Waterworks, the Victoria College, the Lunatic Asylum, the Observatory, and the enlargement of the Government Civil Hospital. He was also the means of securing to the residents the privilege of nominating two of the unofficial members of the Legislative Council. Sir George Bowen left Hongkong on the 19th December, 1885, and another interregnum followed. Mr. Marsh administered the Government until April, 1887, when he retired from the service, and Major-General Cameron assumed the reins until the arrival of Governor Sir William G. Des Vœux in October of the same year. The Colony steadily progressed, though naturally with some fluctuations in its prosperity, until in 1889, when, writing to the Secretary of State on its condition and prospects, Sir William Des Vœux was able to remark, with obvious satisfaction:—"It may be doubted whether the evidences of material and moral achievement, presented as it were in a focus, make anywhere a more forcible appeal to eye and imagination, and whether any other spot on the earth is thus more likely to excite, or much more fully justifies, pride in the name of Englishman." After that date a period of deep depression, arising partly from the fluctuations of exchange, partly from over-speculation, and partly from other causes, was experienced, and continued for five years. Sir William Des Vœux resigned the Government on the 7th May, 1891, and, in the absence of the Colonial Secretary, Major-General Digby Barker was sworn in as Acting Governor. Sir William Robinson was appointed Governor and arrived in the Colony on the 10th December, 1891. The year 1894 will be memorable in the annals of the Colony as the most disastrous year of the plague. This disease, which is endemic in Yunnan and some years previously had appeared at Pakhoi, made its appearance that year at Canton, and from there was introduced to Hongkong. The

Colony was declared infected on the 10th May, and the mortality rapidly increased until at one time it reached more than a hundred a day. Energetic measures were taken to cope with the disease, a system of house to house visitation being established by means of which all cases were promptly discovered and at once removed to hospital or, where death had already taken place, buried, and every house in the Chinese quarters was whitewashed and fumigated. Special hospitals were erected and the medical staff was augmented by additions from the Army and Navy and the Coast Ports. The Colony was especially indebted to the Shropshire Light Infantry for the services of about three hundred volunteers from the Regiment, who were engaged in the house to house visitation and cleansing. Captain Vesey, S.L.I., while engaged in this work contracted the disease and died from it, and one sergeant and four privates also suffered from it. The other corps of the Garrison as well as the Navy likewise lent valuable assistance. Amongst other measures taken to combat the disease, a portion of the Taipingshan district, where the cases were most numerous, was cleared of its inhabitants, for whom accommodation was provided elsewhere, and the property in the condemned area was subsequently resumed by the Crown, the intention being that it should be reconstructed in accordance with sanitary requirements. The disease reached its climax on the 7th June, when 107 deaths and 69 new cases were reported. After that date its virulence decreased, and on the 3rd September the proclamation declaring the Colony infected was withdrawn. The total number of deaths recorded was 2,547. In the meantime the trade of the Colony had suffered severely. Large numbers of the natives fled, it being estimated that the population was reduced at one time by no less than 80,000, and the usually busy Queen's Road appeared almost deserted. As the disease waned the population returned, business was gradually resumed, and with the withdrawal of the quarantine imposed at the other ports vessels resumed their regular calls at Hongkong. In 1896 the disease again made its appearance, but was much less virulent than in 1894, and in 1898 there was another visitation. In every succeeding year there has been a recurrence of the epidemic notwithstanding the expenditure of millions of dollars and the prosecution of a vigorous policy of sanitation carried out on the advice of special commissioners (Mr. Osbert Chadwick and Dr. Simpson) sent out from England to advise on the best means of improving the health of the city of Victoria. The annual returns since the year 1889 have been as follows:—1899, 1,486 cases; 1900, 1,087; 1901, 1,651; 1902, 572; 903, 1,415; 1904, 472; 1905, 304; 1906, 892; 1907, 240; 1908 1,037; 1909, 124; 1910, 23; 1911, 261; 1912, 1,847; 1913, 406; 1914, 2,141; 1915, 144; 1916, 39; 1917, 38; 1918, 266; 1919, 464; and 1920, 138. The percentage of deaths has never been lower than 88.4, though it is considered probable that the true mortality is not so high, because it is likely that many mild cases at the beginning and end of the epidemic recover without treatment, and are never notified. A feature of these epidemics is that they die out completely in the autumn. An outbreak of cerebro-spinal meningitis occurred early in 1918, 1,232 cases being recorded. In consequence of the popular alarm that was felt, the Rockefeller Institute of New York was asked to send in expert in the disease to advise on the best methods of prevention and treatment. Dr. Olitsky Lieutenant, U.S.A. Army, arrived in the Colony on May 5th and he strongly condemned the congestion prevailing in the western part of Victoria. On his advice the systematic manufacture of anti-meningococcic serum was undertaken. The number of cases fell to 269 in 1919 and to 158 in 1920.

Sir William Robinson left Hongkong on the 1st February, 1898, and until the arrival of Sir Henry Blake on 25th November, 1898, the Government was administered by Major-General Wilsone Black. In 1900, on the despatch of the China Expeditionary Force from India, Hongkong became the base from which troops and supplies were sent forward. Prior to the arrival of these troops, a force drawn from the Garrison was despatched to the front, and the Hongkong Regiment were retained for service in North China during the whole of the campaign, only returning to the Colony in December. 1901. In October, 1902, the Hongkong Regiment were paraded for the last time in the Colony, handed over their colours to be placed in St. John's Cathedral, and embarked a few days later for India, where they were disbanded. Sir Henry Blake departed on leave for England at the close of 1901, and during his absence (until September, 1902) Major-General Sir William Gascoigne administered the Government. Owing to a very short rainfall in 1901, and a prolonged drought lasting until May, 1902, a serious water famine occurred, reducing the inhabitants to great straits, and forcibly bringing home to the Administration the urgent need for increased water storage, which has since been met. The total estimated cost of these works slightly exceeded two million dollars, but the actual cost largely exceeded that sum.

In November, 1903, Sir Henry Blake left the Colony on appointment to the governorship of Ceylon, and the Hon. Mr. F. H. May, C.M.G. (now Sir Henry May, G.C.M.G.), was appointed Administrator pending the arrival of Sir Matthew Nathan, K.C.M.G., who reached the Colony on the 29th July, 1904. Sir Mathew's *régime* was distinguished by the commencement of the long projected railway from Kowloon to Canton. The British section, from Kowloon to the frontier, a distance of 22 miles, was opened on October 1st, 1910, by Sir Henry May, who was then Administering the Government in the absence on leave of H.E. Sir Frederick Lugard. The Chinese section, 89 miles in length, was completed at the end of September, 1911, when through railway communication was established. The year 1906 will be remembered in the history of the Colony by two calamitous events. On September 18th, a typhoon struck the Colony with terrific force and with such disastrous results as to give it rank as the worst typhoon that the Colony has ever experienced. The Observatory was able to give but very short notice of its approach. The typhoon lasted only two hours, and it was roughly estimated that in that short space of time 10,000 persons lost their lives in the vicinity of the Colony, while the damage done to shipping and property ashore ran into many millions of dollars. A list, admittedly incomplete, compiled by the Harbour Authorities, showed sunk or damaged 67 large vessels, 652 junks, 54 lighters, and 70 launches. No account is taken in this list of the hundreds of sampans which were sunk or battered to pieces against the sea walls. The Rt. Rev. J. C. Hoare, D.D., the Bishop of Victoria, was among those who lost their lives by this calamity. The second of the disasters referred to above occurred early on Sunday morning, October 14th, when the river steamer *Hankow*, while lying at her wharf, was completely gutted by a fire which developed with such extraordinary rapidity that over 100 Chinese passengers lost their lives in trying to escape. The majority of them were drowned; but many, who were probably first suffocated or trampled to death in the rush for the gangway, were victims of the flames. The Colony was visited by another typhoon of greater force on the night of July 27-28, 1908, but the Observatory gave timely warning of the approach, and shipping consequently did not suffer so badly as in the 1906 typhoon, but much more extensive damage was done to property ashore. The most serious shipping casualty was the foundering of the *Yingking* with a loss of some 424 lives. Arising out of these catastrophes there was an agitation for the provision of more adequate protection for small shipping than was afforded by the typhoon shelter at Causeway Bay, and, as a consequence, a new refuge was constructed at Mongkoktsui. This was completed in 1915. In the Spring of 1918 some 600 lives were lost in a fire which occurred during the race meeting at Happy Valley. The matsheds accommodating thousands of Chinese spectators collapsed and flames spread so rapidly that the people were burned to death before the eyes of their friends, who were powerless to render assistance.

Sir Matthew Nathan left the Colony in April, 1907, on promotion to the Governorship of Natal. His successor, Brigadier-General Sir Frederick Lugard, K.C.M.G., arrived on July 28th, 1907, the Hon. Mr. (now Sir) F. H. May having again administered the Government in the interval. Falling revenue, while costly public works were in progress, obliged the Government in 1909 to break away from the free-trade traditions of the port to the extent of imposing import duties on intoxicating liquors. These duties were increased during the war and at the same time duties were imposed on tobacco. Sir Frederick Lugard's chief monument in the Colony may be said to be the University. Mr. H. N. Mody generously offered to provide buildings at an estimated cost of $280,000, and Sir Frederick Lugard worked indefatigably to secure an endowment fund of a million and a quarter dollars. When this fund was in sight, in 1909, building operations were commenced on a site in Bonham Road. Sir Frederick Lugard had the felicity of seeing the building opened in March, 1912, just before he left on promotion to become Governor of Nigeria. Mr. Mody received a knighthood in recognition of his benefactions to the Colony. Sir Henry May, K.C.M.G., was appointed to the Governorship of the Colony, and upon his arrival, on July 4th, a Chinese attempted his assassination almost as soon as he had landed, but happily the attempt was frustrated. During his *régime* there was extensive road development on the Island and in the New Territory, the Tytam-Tuk waterworks were completed, the Helena May Institute in Garden Road was erected, and the funds were collected for the provision of a building for the Y.M.C.A. (European branch). He retired in the early part of 1919 owing to ill-health while on a vacation in British Columbia. In his absence and until the arrival of the new Governor, Sir Reginald Edward Stubbs, K.C.M.G., on September 30th, 1919, the Government was administered by the Hon. Mr. Claud Severn, C.M.G., Colonial Secretary.

The following is a list of those who have administered the Government from the date on which the Island was erected into a Colony:—

1843 Sir Henry Pottinger, Bart., G.C.B.
1844 Sir John Francis Davis, Bart., K.C.B.
1848 Samuel George Bonham, C.B.
1851 Major-General W. Jervois (Lt.-Governor)
1851 Sir S. George Bonham, Bart., K.C.B.
1852 John Bowring, LL.D. (Acting)
1853 Sir S. George Bonham, Bart., K.C.B.
1854 Sir John Bowring, Kt., LL.D.
1854 Lieut.-Colonel Wm. Caine (Lt.-Governor)
1855 Sir John Bowring, Kt., LL.D.
1859 Colonel Caine (Lieut.-Governor)
1859 Sir Hercules G. R. Robinson, Kt.
1862 William Thomas Mercer (Acting)
1864 Sir Hercules G. R. Robinson, Kt
1865 William Thomas Mercer (Acting)
1866 Sir Richard Graves MacDonnell, Kt., C.B.
1870 Maj.-Gl. H. W. Whitfield (Lt.-Governor)
1871 Sir Richard G. MacDonnell, K.C.M.G., C.B
1872 Sir Arthur E. Kennedy, K.C.M.G., C.B.
1875 John Gardiner Austin (Administrator)
1876 Sir Arthur E. Kennedy, K.C.M.G., C.B.
1877 Sir John Pope Hennessy, K.C.M.G.
1882 Wm. Hy. Marsh, C.M.G. (Administrator)
1883 Sir George Ferguson Bowen, G.C.M.G.
1885 Wm. Hy. Marsh, C.M.G. (Administrator)
1887 Mjr.-Gen. W. G. Cameron, C.B. (Adminis.)
1887 Sir George William Des Vœux, K.C.M.G.
1890 Francis Fleming, C.M.G. (Administrator)
1890 Sir George William Des Vœux, K.C.M.G.
1891 Mjr.-Gen. G. Digby Barker, C.B. (Adm.)
1891 Sir William Robinson, G.C.M.G.
1898 Mj.-Gl. Wilsone Black, C.B. (Adminr.)
1898 Sir Henry Arthur Blake, G.C.M.G.
1902 Mj.-Gen. Sir W. Gascoigne, K.C.M.G. (Adr.)
1902 Sir Henry Arthur Blake, G.C.M.G.
1903 Francis H. May, C.M.G. (Administrator)
1904 Sir Matthew Nathan, K.C.M.G.
1906-7 Hon. Mr. F. H. May, C.M.G., Admr. (1 month)
1907 Sir Matthew Nathan, K.C.M.G.
1907 Brigadier-Gen. Sir F. D. Lugard, K.C.M.G.
1907 Hon. Mr. F. H. May C.M.G. (Adminis.)
1909-10 Sir H. May, K.C.M.G. (Administrator)
1910-12 Brig.-Gen. Sir F. D. Lugard, K.C.M.G.
1912 Hon. Mr. Claud Severn (Administrator)
1912 Sir Henry May, K.C.M.G.
1913 Hon. Mr. Claud Severn (Administrator)
1914 Sir Henry May, K.C.M.G.
1917-18 Hon. Mr. Claud Severn, C.M.G. (Admr.)
1918-19 Hon. Mr. Claud Severn, C.M.G. (Admr.)
1919 Sir Reginald Edward Stubbs K.C.M.G

The Government is administered by a Governor, aided by an Executive Council of six officials and three unofficials. The Legislative Council is presided over by the Governor, and is composed of the Officer Commanding the Troops, the Colonial Secretary, the Attorney-General, the Treasurer, the Secretary for Chinese Affairs, the Director of Public Works, the Director of Education, and six unofficial members, one of whom is elected by the Chamber of Commerce and another by the Justices of the Peace. The remaining four, two of whom are of Chinese race but British nationality, are appointed by the Government.

Finances

The revenue for 1921 was estimated in October at $16,590,519, or roughly a million and a quarter more than the original estimate. The revised estimate of expenditure for the year was $16,111,990. This was about a million and a quarter below the original estimate, the explanation being that about $1,700,000 less was spent upon public works extraordinary than had been allocated. The balance of assets at the end of 1921 was computed at $4,968,795, as compared with $4,490,266 at the end of 1920. The revenue for 1922 is estimated at $17,276,200, and the expenditure (including the Military Contribution of 20 per cent. of the revenue) at $20,207,980, leaving a deficit on the year's working of $2,931,720 to be taken from the surplus remaining over at the end of 1921. The Colony has a small public debt. A loan of £200,000 was contracted in 1886. Another loan of £200,000 was contracted in 1893, and in 1894 the unredeemed balance of the first loan was converted from 4 per cent. debentures into 3½% inscribed stock, thus bringing it into uniformity with the loan raised in 1893. In 1906 the Government raised a loan of £1,100,000 in London at an average price of £99 1s. per cent., bearing interest at the rate of 3½ per cent. This money was originally lent to the Chinese Government for the purpose of redeeming the Canton-Hankow railway concession from the various persons who had acquired interests in it from the original American concessionaires. The total cost of the loan, including expenses of issue, was £1,143,933. It has now been fully repaid and expended on railway construction within the Colony. A sum of $5,000,000 was presented in 1916 and 1917 to His Majesty's Government for war purposes, three out of the five million dollars thus voted being raised by a local loan in the former year. In 1918 a sum of £550,000 was given for the same object, while the special war assessment produced $504,984 in 1917 and $1,052,760 in 1918, all of which was paid over to the Imperial authorities. The outstanding liabilities are being reduced annually by a sinking fund.

The rateable value of the whole Colony in 1921 was $18,696,660, showing an increase of 7·40 per cent. over the previous year. The rateable value of the Colony

shows an increase of 51·85 per cent. from 1912-13 to 1921-22, and of 430.23 per cent. from 1889 to 1919.

The following is a statement of the revenue and expenditure of the Colony for the nine years 1913-21 :—

	Revenue	Expenditure
1913...	$8,512,308	$8,658,012
1914	11,007,273	10,756,225
1915...	11,786,106	15,149.267
1916...	13,833,387	11,079,915
1917...	15,058,105	14,090,828
1918...	18,665,248	16,252,172
1919...	16,5?4,974	17,915,925
1920...	14,177,478	13,768,830
1921 (estimated)	16,590,519	16,111,990

Description

The island of Hongkong is about 11 miles long and from 2 to 5 miles broad; its circumference is about 27 miles. It consists of a broken ridge of lofty hills, with few valleys of any extent and scarcely any ground available for cultivation. The only valleys worthy of the name are those of Wong-nai Chung and Little Hongkong, both of which are remarkably beautiful and well wooded, being in fact the only parts where any considerable arborescent vegetation was formerly to be found. The island is well watered by numerous streams, many of which are perennial. The city of Victoria and suburbs are supplied with water from the Pokfolum, Tytam, and Wong-nai Chung reservoirs. The first-named, constructed in 1866-69, has a storage capacity of sixty-eight million gallons, while the Tytam reservoir, constructed in 1883-88, and extended in 1896, has an area of about 29 acres and a storage capacity of about three hundred and ninety million gallons. From the Tytam reservoir the water is conveyed into town by means of a tunnel a mile and one-third in length and a conduit along the hillside some 400 feet above the sea level and nearly four miles in length, on which a fine road—called the Bowen Road—has been formed, which commands the most charming views of the city and the eastern district, and is a favourite resort of pedestrians. In many parts the conduit is carried over the ravines and rocks by ornamental stone bridges, one of which, above Wanchai, has twenty-three arches. The Wong-nei Chung reservoir, completed in 1899, has a capacity of twenty-seven million gallons. A bye-wash reservoir of about thirty million gallons capacity, situated immediately below the overflow of the Tytam reservoir, was completed in 1903, and a dam at Tytam Tuk to impound 194 million gallons was completed in 1909. A further extension of these waterworks was completed in 1917 at a cost of about $2,400,000, making provision for impounding 1,500 million gallons of water.

The natural productions of the Colony are few and unimportant. There is little land suitable for tillage, and nothing is grown but a little rice and some vegetables near the outlying villages. There are large granite quarries, both on the island and in Kowloon, and there is a small export of this stone. A bed of fire clay exists at Deep Water Bay, and bricks and earthenware pipes are manufactured from it. The forests now growing up and in course of being planted may one day become a source of revenue, when sufficiently extensive, from the periodical thinnings

The approaches to the port are fairly well lighted. A lighthouse on Green Island lights the western entrance of the harbour. The eastern approach is indicated by a group flashing dioptric light of the first order, visible at a distance of twenty-two miles, erected on Waglan Island, while a smaller light on Cape Collinson assists navigators to make the Ly-ee-mûn Pass. A lighthouse on Gap Rock, about thirty miles to the south, was completed and first displayed its beacon on the 1st April, 1892; it is connected with the port by cable, and the approach of vessels is signalled from it to the Post Office. A radio-telegraphic station of medium range has been established for commercial purposes on Cape d'Aguilar in connection with the Post Office, and a long-range Marconi station has been erected on Stonecutters Island.

The harbour of Hongkong is one of the finest and most beautiful in the world, having an area of ten square miles, and, with its diversified scenery and varied shipping, presents an animated and imposing spectacle. It consists of the sheet of water between the island and the mainland, and is enclosed on all sides by lofty hills, formerly destitute of foliage, but now becoming clothed, especially on the island, with young forests, the result of the afforestation scheme of the Government. The city of Victoria is

magnificently situated, the houses, many of them large and handsome, rising, tier upon tier, from the water's edge to a height of over five hundred feet on the face of the Peak, while many buildings are visible on the very summit of the hills. Seen from the water at night, when lights twinkle among the trees and houses, the city, spreading along the shore for upwards of four miles, affords a sight not readily to be forgotten.

Nor on landing are the favourable impressions of the stranger dissipated or lessened. The city is fairly well built, the roads and streets are for the most part admirably made and kept, and many of the thoroughfares delightfully shaded with well-grown trees. The European business quarter occupies the middle of the city, from Pottinger Street to the Naval Yard, but with the exception of this limited area almost all the lower levels, especially the Western District, are covered by a dense mass of Chinese shops and tenements. The Botanic Gardens are situated just above Government House, and are tastefully laid out in terraces, slopes, and walks, with parterres of flowers. A handsome fountain adorns the second terrace. There is a bandstand, presented by the Parsee community (but never now occupied by a band), some aviaries, orchid houses, and ferneries, and seats are provided in every spot where a view is obtainable or shade afforded by the varied foliage. A fine bronze statue of Sir Arthur Kennedy, Governor of the Colony, 1872-6, erected by public subscription, stands above the second terrace looking down on the fountain. It was unveiled in November, 1887, by Governor Sir William Des Vœux. The chief public building is the City Hall, erected in 1866-9 by subscription; it contains a commodious theatre, numerous large rooms used for balls and public meetings (in one of which, known as St. George's Hall, is a fine portrait of the late Queen Victoria, presented by the late Sir Thomas Jackson, Bart., in 1900), a Library and a Museum—both of which, however, have a neglected appearance. In front of the main entrance is a large fountain presented in August, 1864, by Mr. John Dent, a former merchant of the Colony. Eastward of the City Hall is a fine open space or lung, in the shape of the Parade Ground, south of the road, and the Cricket Ground on the north. The latter is furnished with a neat Pavilion, and the turf is kept in perfect order.

The Post Office, an imposing building in which several other Government departments are accommodated, occupies a site with frontages on the Praya, Pedder Street and Des Vœux Road. The Courts of Justice were designed by Sir Aston Webb and Mr. E. Ingress Bell, consulting architects to the Government of Great Britain. The foundation stone was laid in 1903 and the building was completed at a cost of $856,310 and opened in January, 1912. Occupying a site in the centre of Statue Square to the west of the Courts of Justice stands the Jubilee statue of H.M. Queen Victoria, the erection of which was postponed until this site became available; it was unveiled on the 28th May, 1896. The statue represents Queen Victoria seated on her throne, and is of bronze under a stone canopy. Close by, formerly stood a fine bronze statue of the Duke of Connaught, presented by Sir C. P. Chater to the Colony. It was unveiled by Sir William Gascoigne on the 5th July, 1902. This statue was removed in February, 1907, to a site on the waterfront near Blake Pier, and H. R. H. the Duke of Connaught, who paid a second visit to the Colony, this time as Inspector-General of the Forces, on February 6th, 1907, unveiled, in what is now designated the Royal Square, a fine bronze statue of the late King Edward, presented by Sir Paul Chater, C.M.G., and one of H. M. King George, presented by Mr. James Jardine Bell-Irving. A statue of H. M. Queen Alexandra, subscribed for by the Community as a memorial of the Coronation of their Majesties in 1902, and one of H. M. Queen Mary, presented by the late Sir H. N. Mody, were placed in the same Square in 1909. A new ferro-concrete pier is in course of construction at this point on the water front. Government House occupies a commanding situation, in picturesque grounds pleasingly laid out, a little above the European business centre. Victoria Gaol is a large and ill-designed structure, with its main entrance from Arbuthnot Road. A branch prison was opened at Lai-chi-kok, Kowloon, in 1920. The Police Barracks and new Central Station adjoin Victoria Gaol, as does the Magistracy, the reconstruction of which was practically completed at the close of 1914. The strength of the Police Force for 1921 was 1,341, of whom 185 were Europeans, 430 Indians, and 726 Chinese (including Water Police). The establishment for 1922 consists of 188 Europeans, 431 Indians, 550 Chinese, and 212 Water Police (composed of Chinese). The Fire Brigade in 1921 consisted of 45 Europeans, 2 Indians and 91 Chinese. A Reformatory was built and opened in 1900 at Causeway Bay, the cost of erection being borne by the late Mr. E. R. Belilios, C.M.G.; but the building has not been used for the purpose, the idea having proved impracticable. The Eyre Diocesan Refuge, an institution founded for rescue work among the Chinese, is now housed in this building. The Lunatic Asylum consists of two small

buildings, one for Europeans and the other for Chinese, below Bonham Road in the western part of the town. Adjacent is the Government Civil Hospital, a large and well-designed building affording extensive accommodation. The Alice Memorial Hospital, situated at the corner of Hollywood Road and Aberdeen Street, is a useful and philanthropic institution; affiliated with it is the Nethersole Hospital on Bonham Road. A little to the west is a hospital designated the Ho Miu Ling Hospital, the gift of Madame Wu Ting Fang to the Medical Mission of the London Missionary Society. The Royal Naval Hospital occupies a small eminence near Bowrington, and the Military Hospital, a fine range of buildings, completed in 1907, occupies a commanding site above Bowen Road. The Hongkong University, a large and handsome building erected in a commanding position at the west end of the city, was opened in 1912. Queen's College, a commodious structure, which stands on a site having its chief frontage on Staunton Street, is the home of the chief Government educational institution in the Colony. It was opened in 1889. The Belilios Public School for Girls, in Gough Street, is the chief centre of female education. The Tung Wa Hospital, a Chinese institution, which has been of great utility in the Colony, was considerably enlarged in 1903, and new plague wards were added in 1909. A well-designed Plague Hospital for Chinese, situated at Kennedy Town, was also built at the expense of the Chinese community. The Barracks for the garrison are extensive, and the buildings belonging to the Naval Establishment are spacious if not substantial. The chief cantonments lie on both sides of the Queen's Road, between the Cricket Ground and Arsenal Street, Wanchai. Representations have been made to the Imperial authorities to relinquish this area in order that it may be available for the constantly growing needs of the commercial community. There are also extensive Barracks at Kowloon, in which the Indian regiments are quartered; and a magnificent sanatorium (formerly the Mount Austin Hotel) at the Peak for the European troops. A smaller one is situated near Magazine Gap. Head quarter House, the residence of the General in Command of the Troops, occupies a pleasant elevation overlooking the cantonments in Victoria. A commodious Central Market, situated between Queen's Road Central and Des Vœux Road, was opened in 1895, and in 1906 another fine market was opened further west, and is known as the Western Market. The building of the Hongkong and Shanghai Bank is large, handsome and massive, and would do credit to any large city. It occupies a fine site next to the City Hall, and has frontages on Queen's Road and Des Vœux Road. The exterior walls and elegant fluted pillars are of dressed granite, and the offices on the Queen's Road frontage are crowned with a large dome. Opposite the Des Vœux Road entrance to the Bank stands a bronze statue of the late Sir Thomas Jackson, Bart., who from 1876 to 1902 was chief manager of the institution. The statue was unveiled by Governor Sir Matthew Nathan on February 24th, 1906. An extensive reclamation along the city water frontage from West Point to Murray Road, initiated by Sir C. P. Chater, C.M.G., was completed in 1903, the total area reclaimed from the sea being approximately 65 acres. Of this area 33·73 acres constitute building land, the remainder being occupied by roads and open spaces. The total cost, including reconstruction of Government piers, was $3,362,325. The various sections as they were ready were rapidly built upon and some of the finest buildings in the Colony have been erected on the reclaimed land. On the eastern section a handsome building for the Hongkong Club was finished in 1897, and was occupied in July of that year. Another extensive reclamation extending from Arsenal Street to East Point—a distance of about a mile—and involving, incidentally, the removal of Morrison Hill, is in progress and, when completed some five years hence, will add another 90 acres to the land available for commercial purposes in the locality. A Clock Tower erected by public subscription in 1862, with illuminated clock presented to the Colony by the firm of Messrs. Douglas Lapraik & Co., stood at the junction of Pedder Street with Queen's Road until 1913, when, as the tower had come to be regarded as an obstruction to traffic, it was demolished and the clock sold at public auction. The Pier at the foot of Pedder Street was opened on the 29th December, 1900, and named Blake Pier in honour of Governor Sir Henry Blake. Further west is the Harbour Master's Office, a commodious and attractively-designed building completed in 1906.

The chief religious buildings are:—St. John's Cathedral (Anglican), which was erected in the year 1842, occupies a commanding site above the Parade Ground, and is a Gothic church of considerable size but with few pretensions to architecture. It has a square tower, with pinnacles, over the western porch, and possesses a peal of bells. A new chancel was built in 1869-70, the foundation stone of which was laid by the late Duke of Edinburgh on the 16th November, 1869. A handsome stained glass window in the east end, over the altar, to the memory of the late Mr. Douglas Lapraik, another

in the north transept erected in 1892 to the memory of the late Dr. F. Stewart, formerly Colonial Secretary, one in the south transept to the memory of those who perished in the wreck of the P. & O. str. *Bokhara*, another to the memory of the Hospital Sisters who died in 1898 while in execution of their duty during an outbreak of plague, and the stained clerestory windows of the chancel, presented by Lady Jackson in 1900, and one to the memory of Bishop Hoare, who lost his life in the typhoon of 1906, are the chief adornments of the interior. The choir stalls, pulpit and Bishop's throne are fine samples of Chinese carving in teakwood. It also possesses a fine three-manual organ. A Church Hall adjacent to the Cathedral was opened on January 31st., 1921, and on the previous day a Memorial, in the form of a granite cross, to those who fell in the Great War was unveiled in the compound by the H.E The Governor. St. Peter's (Seamen's) Church, at West Point, close to the Sailors' Home, is a small brick Gothic erection with a spire. It has a stained glass window, presented in 1878. St. Stephen's Church, for Chinese, was built in 1892. It is a neat building in red brick with white facings, with a tower and spire about 80 feet high, standing on the Pokfolum Road side of the Church Mission compound. Union Church, a rather pleasing edifice in the Italian style of architecture, with a spire, and containing accommodation for about 500 persons, formerly stood in Staunton Street, but was rebuilt in 1890, on the plan of the old building, on a new site above the Kennedy Road, together with a parsonage adjoining. This church possesses an organ, and the three rose windows are filled with stained glass. A Wesleyan chapel stands at the junction of Queen's Road and Kennedy Road; this was enlarged in 1904. The Roman Catholic Cathedral situated in Glenealy Ravine, near the Botanic Gardens, is a large structure in the Gothic style; it was opened for worship in 1888. A campanile tower with a small spire surmounting it was completed in 1904 to receive a new peal of five bells. St. Joseph's Church, in Garden Road, is a neat edifice erected in 1876 on the site of one destroyed by the great typhoon of 1874; St. Anthony's Church on the Bonham Road, near West Point, is an ugly structure, erected in 1892 by the munificence of a late Portuguese resident; St. Francis' Church, at Wanchai, and the Church of the Sacred Heart, at West Point, are small and unattractive structures. The Jewish Synagogue was erected in 1901, and is situated on the northern side of Robinson Road. It is a plain but roomy edifice with two squat towers surmounted by spirets. The entire cost of the Church was borne by Mr. (afterwards Sir) Jacob Sassoon. There are two Mahomedan Mosques, one in Shelley Street and the other at Kowloon, the latter being for the accommodation of the men of the Indian Mahomedan regiments quartered on the peninsula. A Sikh temple was, in 1902, erected near the Wanchai Road approach to the Happy Valley. There are also several Protestant mission chapels. A Christian Science Church was built on Macdonnell Road in 1911. St. Joseph's College, a school for boys managed by the Christian Brothers (Roman Catholic), occupies a large and handsome building on a prominent site below Robinson Road, and also the premises on Kennedy Road formerly known as the Club Germania. The Italian Convent, in Caine Road, educates a large number of girls, and brings up many orphans gratuitously. The Asile de la Sainte Enfance, in Queen's Road East, is in the hands of French Sisters, who receive and train up numbers of Chinese foundlings. Other denominations likewise support charitable establishments, conspicuous among which are the Diocesan Home and Orphanage, the Berlin Foundling Hospital on Bonham Road, which has a plain little chapel attached, the Baxter Vernacular School, the Victoria Female Home and Orphanage, &c. St. Paul's College, situated between Pedder's Hill and Glenealy Ravine, was erected in 1850, and was originally founded for the purpose of giving a theological training to young Chinese and others intended for the ministry of the Anglican Church, but is now an ordinary school. A small chapel is attached. The college is the town residence of the Bishop of Victoria, who is its warden.

The Protestant, Roman Catholic, Parsee, Jewish, and Mahomedan Cemeteries occupy sites in Wong-nai Chung Valley and are kept in good order. The Protestant Cemetery is almost a rival to the Public Gardens, being charmingly situated and admirably laid out with fountain, flower beds, and ornamental shrubs. The principal Chinese cemetery is on the slopes of Mount Davis, near the Pokfolum Road, and is injudiciously crowded and dismally bare, but it is a Confucian maxim that "places of burial should not be made to resemble pleasure-gardens."

An electric tramway runs through the City of Victoria from Belcher's Bay to East Point and Happy Valley, and thence on to the village of Shaukiwan, a total length of 9½ miles. A cable tramway has since 1888 given access to the Peak and is worked with great success, both financially and otherwise. The City terminus of this

interesting little line is at St. John's Place. Powers were obtained in 1908 for the making of another tramway to the Peak, starting from Battery Path and proceeding up the Glenealy Ravine to a point close to the terminus of the existing line, but owing to public opposition to two of the suggested routes the scheme was abandoned, the alternative routes, on which some tunnelling was necessary, proving too expensive. The construction of a line from Wanchai to Mt. Caroline, giving access to new building sites on the higher levels, has been promised in the near future by the Government, and a motor 'bus service has been started by private enterprise in Kowloon.

Institutions

There are several Clubs in the Colony. The principal are the Hongkong Club on the New Praya, the Club Germania in Kennedy Road (closed shortly after the outbreak of the war and now occupied as a school by the Christian Brothers), the Club Lusitano (about to be removed from Shelley Street to new premises in Duddell Street), the Phœnix Club on the Praya, and the Nippon Club in Des Vœux Road. The Hongkong Club is a handsome building replete with every modern comfort; a large annexe was completed in 1902. The Peak Club is domiciled in a pretty building at Plunkett Gap, and possesses tennis and croquet lawns on land adjoining. There are also the United Services Recreation Club. Cricket Clubs, Football Clubs, a Polo Club, a Golf Club, with three courses, viz., Happy Vally (9 holes), Deepwater Bay (9 holes) and Fanling (18 holes and two relief courses of 9 holes each); a Hockey Club, a Chess Club, and a Yacht Club. The Ladies' Recreation Club have several prettily laid-out tennis courts and a pavilion in their grounds on the Peak Road.

The Hongkong General Chamber of Commerce have rooms in the Chartered Bank Building and meet annually. The Committee form its executive, and the Chamber is frequently asked by the Government for its opinion on questions affecting commerce. There is a branch here of the China Association, with its separate Committee, but it appears to be moribund. The Freemasons' Hall, erected in 1865, is situated in Zetland Street, and, by an arrangement concluded in 1921 at the suggestion of the parent Lodge, has now become the joint property of all the Lodges in the Colony. The Sailors' Home occupies a site at West Point, and there is a Mission to Seamen. The Institution of Marine Engineers watches over the interests of that profession. The Hongkong Benevolent Society does good work among the indigent waifs occasionally cast destitute on the Colony. The Helena May Institute for Women, named after Lady May, situated in Garden Road, was opened on September 12th, 1916. Among other institutions are the St. Andrew's Society, primarily established to ensure the fitting celebration of the anniversary of Scotland's patron saint; the St. George's Society, started in 1917; the Constitutional Reform Association, started in 1917, primarily, as its name implies, for the purpose of obtaining a more representative form of government; and the Kowloon Residents' Association.

The annual races are held in the month of February, under the auspices of the Hongkong Jockey Club, on the Race Course in Wong-nai Chung Valley at the east end of the town, a beautiful spot enclosed by fir-clad hills. Gymkhanas also take place at intervals during the summer. Regattas are held in December in the harbour but they do not evoke the same enthusiasm as the races. Athletic Sports are also held every year by the residents and the garrison, and occasionally swimming matches and boat races take place. There is a Philharmonic Society and also an Amateur Dramatic Club, the members of which give occasional performances in the Theatre Royal during the season. There are three large Chinese Theatres, where the Chinese drama is almost constantly on view.

There are four daily papers published in English: the *Hongkong Daily Press* and the *South China Morning Post*, which appear in the morning; the *China Mail* and the *Hongkong Telegraph*, issued in the evening. There are two weekly papers—the *Hongkong Weekly Press and China Overland Trade Report*, and the *Overland China Mail*. The *Directory and Chronicle for China, Japan, Straits Settlements, &c.*, has been issued annually since 1863 from the *Daily Press* Office. The native Press is represented by five daily papers—the *Wah Sheung Chung Wui Po* (with which is incorporated the *Chung Ngoi San Po*, the oldest vernacular journal, published at the *Daily Press* Office); the *Wa Tsz Yat Po*, or *Chinese Mail*; the *Tsun Wan Yat Po*, the *Kung Wo Po* and the *Tai Kwong Po*. There is also a small Japanese paper called the *Hongkong Nippo*. The *Government Gazette* is published once a week.

There are several good hotels in Victoria, the leading ones in the city being the Hongkong Hotel, extending from Queen's Road to Des Vœux Road, and

the King Edward Hotel, situated in Des Vœux Road. The Peak Hotel is situated at Victoria Gap, about 1,400 feet above the sea, and provides considerable accommodation. A palatial building on Kennedy Road, erected as a residence for the late Mr. E. R. Belilios, C.M.G., but never occupied by him, has been converted into a private hotel, and named Kingsclere. On the other side of the island a hotel at Repulse Bay was opened on New Year's Day, 1920, by the H.E. Sir R. E. Stubbs. In Kowloon there are the Station Hotel and the Palace Hotel.

Industries

Manufactures are yearly increasing in importance. There are three large sugar refineries: the China Sugar Refining Co.'s establishments at East Point and at Bowrington, and the Taikoo Sugar Refinery at Quarry Bay. In connection with the first-named Company there is also a large Distillery, where a considerable quantity of rum is manufactured. There is an Ice Factory at Bowrington, a large Rope Factory in Belcher's Bay, Steam Saw Mills at Bowrington, a Glass Manufactory at Causeway Bay, and a Match Manufactory at Kowloon, a Feather Cleaning and Packing Establishment at Kennedy-town, a Soap Factory at Shaukiwan, and two or three Engineering Works. The Green Island Cement Company has works at Deep Water Bay, on the south side of the island, and at Hunghom, in Kowloon. A Paper Mill on a considerable scale, fitted with the best English machinery, was erected at Aberdeen in 1891 and is successfully run under Chinese management. In 1899 a Cotton Spinning, Weaving and Dyeing mill was established at Soo-Kun-po, but after working with indifferent success for fifteen years, the mill was transferred to Shanghai, Flour Mills at Junk Bay, capable of turning out 8,000 sacks of flour per day, commenced operations on January 1st, 1907, but disaster overtook the concern in 1908, and the mills were closed about a year later. A Brewery, designated the Oriental Brewery, was opened at Laichikok in 1909. It was equipped with the most modern plant, having a capacity of about 100,000 barrels of beer per annum, and an ice-plant was worked in connection with the Brewery, but this concern also has had to close down. Among the industries pursued by the Chinese are glass blowing, soap making, vermilion and soy manufacture, tanning, dyeing, knitting and weaving, cigarette-making, biscuit baking, boat building, etc.

The works of the Hongkong and China Gas Company are situated at West Point and at Yaumati, and those of the Hongkong Electric Company at Wanchai. A new power-station for the Electric Company has recently been completed at North Point, on a site reclaimed from the sea for this purpose. The city is illuminated partly by gas and partly by electric light, the latter having been introduced at the end of 1890. Electricity is supplied in Kowloon by the China Light and Power Co., Ld.

There is excellent Dock accommodation in the Colony. The Hongkong and Whampoa Dock Company, Limited, have three extensive establishments—one at Hunghom, Kowloon, one at Tai Kok Tsui, and the third at Aberdeen on the south side of Hongkong Island. The establishments of this Company are fitted with all the best and latest appliances for engineering and carpenter's work, and the largest vessel in H.M.'s Navy on the China Station has been received into the No. 1 Dock at Hunghom. The docks and slips are of the following dimensions:—Hunghom:—No. 1 (Admiralty) Dock—700 feet in length, 86 feet in breadth at entrance at top and 70 feet at bottom, and 30 feet depth of water over sill at ordinary spring tides. No. 2 dock—Length on keel blocks, 371 feet; breadth at entrance, 74 feet; depth of water over sill at ordinary spring tides, 18 feet 6 inches. No. 3 dock—Length on keel blocks, 264 feet; breadth at entrance, 49 feet 3 ins.; depth of water over sill at ordinary spring tides, 14 feet. Patent Slips: No. 1—Length on keel blocks, 240 feet; breadth at entrance, 60 feet; depth on the blocks, 14 feet. No. 2—Length on keel blocks, 230 feet; breadth at entrance, 60 feet; depth of water on the blocks at ordinary spring tides, 12 feet. Tai Kok Tsui: Cosmopolitan dock—Length on keel blocks, 466 feet; breadth at entrance, 85 feet 6 inches; depth of water over sill at ordinary spring tides, 20 feet. Aberdeen: Hope dock—Length on keel blocks, 430 feet; breadth at entrance, 84 feet; depth of water over sill at ordinary spring tides, 23 feet. Lamont dock—Length on keel blocks, 333 feet; breadth at entrance, 64 feet; depth of water over sill at ordinary spring tides, 16 feet, The Hunghom and Cosmopolitan Docks are in close proximity to the shipping in port and are well sheltered on all sides. The approaches to the Docks are perfectly safe and the immediate vicinity affords capital anchorage. The docks are substantially built throughout with granite. Powerful lifting shears with steam purchase at Hunghom and Cosmopolitan Docks stand on a solid granite sea wall alongside which vessels can lie

and take in or out boilers, guns and other heavy weights. The shears at Hunghom are capable of lifting 70 tons and the depth of water alongside is 24 feet at low tides. In 1916 the capital of the Company was increased to $3,000,000. New land was purchased from the Government and 4 building berths and a new shipbuilding yard were built on the East of the old yard. The plant was extensively overhauled and at present the two yards are complete with all modern shipbuilding machines. The Hongkong and Whampoa Dock Company is capable of turning out steamers of 700 feet in length. Several large steamers have been launched in the Colony by this Company for the Controller of Shipping in Great Britain. The new work on hand at present consists of 4 oil bulk carriers of 412 feet each, two cargo steamers of 400 feet each, and one river steamer of 350 feet, in addition to one salvage tug and other small craft. In 1908 the new docks constructed by Messrs. Butterfield & Swire at Quarry Bay, just inside the Lyeemoon Pass, were completed. The dock has been built to British Admiralty requirements, and has been designed to permit of further increasing its length if it should become necessary at some future time to do so. The dimensions of the dock are:—787 feet extreme length; 750 feet on the blocks; 120 feet wide at coping; 77 feet 6 inches wide at bottom; 88 feet width of entrance at top; 82 feet width of entrance at bottom; 34 feet 6 inches depth over centre of sill at high water Spring tides; 31 feet depth over sides of sill at high water Spring tides. It can be filled in 45 minutes and pumped out in 2 hours 40 minutes. Founded on a solid rock bottom, it has been built of cement concrete and lined with granite throughout. A feature of the dock is the caisson, of the box-sliding type, weighing 400 tons and electrically controlled. There are three slipways. No 1 slipway is 1,030 feet long and 80 feet wide, capable of taking up steamers 325 feet long, drawing 18 feet, and having a displacement of 3,000 tons. The other slipways are each 993½ feet long by 60 feet wide, capable of taking steamers 300 feet long, drawing 17 feet, of 2,000 tons displacement. The building yard is 550 feet long, and 500 feet wide, and has been equipped with a view to the construction of passenger and cargo vessels, turbine steamers, steam yachts, torpedo-destroyers, steam launches, tugs and lighters. The engine shops are most extensive and complete, capable of undertaking the building of all classes of steam engines, including geared turbines. The establishment throughout has been fitted with the latest time-saving appliances procurable. The chief motive power is electricity, generated by gas engines, the gas-producing plant being the largest installed in the Far East. The electric shears situated on the sea wall lift 100 tons at a radius of 70 feet, and wagon and crane roads run the full length from end to end. This sea wall which forms the boundary of the yard is 3,200 feet long and built of concrete blocks of an average weight of 15 tons. There is a depth of 39 feet at high water Spring tides for the greater length of the wall, which will enable ships of any size to berth alongside for the removal or fitting of heavy boilers, machinery, etc. The establishment is known as that of the Taikoo Dockyard and Engineering Co., Ltd., of Hongkong. His Majesty's Naval Yard likewise contains machine sheds and fitting shops on a large scale, and repairs can be effected to the machinery of the British men-of-war with great expedition. A large extension of the Naval Yard, including an important reclamation on the foreshore, the construction of a dock (capable of accommodating the largest ship afloat), and erection of various workshops was completed in 1908.

The Peak District

A well-made but rather badly-graded mountain road leads up from the centre of the city to the summit of Victoria Peak, with numerous other paths branching off from it at Victoria Gap along the adjoining hills. A tramway, on the wire rope system, runs to the Victoria Gap, where the stationary engine is fixed, the lower terminus being close to St. John's Cathedral. It was opened to traffic on the 30th May, 1888. Passengers can alight at the Kennedy, Bowen, May, and Plantation Roads, where stations are provided for their accommodation. The Military erected a sanatorium on the heights near Magazine Gap in 1883, and in 1897 acquired the commodious Mount Austin Hotel at Victoria Gap for the same purpose. The Peak Club is domiciled in a neat building at Plunkett Gap near the point of junction with Chamberlain Road and Mount Kellett road. It was erected in 1902 and enlarged in 1912 by the addition of a second storey. The Peak Church, an unpretending structure after the similitude of a jelly mould, was opened for worship in June, 1883. Extensive accommodation for visitors is afforded at the Peak Hotel. A finely-situated private Hospital, known as the Peak Hospital, is situated at Victoria Gap, just above the Peak Hotel. The Victoria (Jubilee) Hospital for Women and Children, occupying a breezy site on Barker Road, was opened by Sir Henry Blake on November 7th, 1903, partly as the result of public subscription. Yet

another hospital, named "The Matilda Hospital," is situated at the southern corner of Mount Kellett. It was built at a cost of about $350,000 and opened in 1906. The expense of erection and maintenance are borne by the estate of the late Mr. Granville Sharp, who devoted the bulk of his fortune to provide such an institution for the benefit of persons needing it who are of European or American birth. A small public garden, or children's playground, situated at the junction of Chamberlain and Mount Kellett Roads, was opened in 1906.

The road from Victoria Gap westward leads to Victoria Peak, which is 1,823 feet above the sea and rises almost abruptly behind the centre of the city of Victoria. On the summit is placed the flagstaff, from which the approach of the mails and other vessels is signalled. Not far from the summit of the Peak, on a most commanding site, stands Mountain Lodge, the summer residence of H.E. the Governor, which was erected in 1901. Another road westward from Victoria Gap and known as Lugard Road was completed in 1920, and, with Harlech Road, encircles Victoria Peak. Another road in a directly opposite direction leads from Victoria Gap to Magazine Gap, where a second hill village of foreign residences has been formed on the southern side of the hills at an elevation of about 900 feet above the sea. There is also a road from Victoria Gap down to Pokfolum and Aberdeen, and at the side of this, about half a mile from the Gap, a small granite cross has been erected. This bears the inscription:—"W. W. H. 1869" and marks the scene of a brutal murder there by a Chinese footpad, the victim being Mr. Holworthy, an officer of the Ordnance Department, whom he felled with a bamboo and robbed, inflicting fatal injuries. The Peak roads are lighted by incandescent gas lamps.

A second road to the Peak was practically completed in 1921. Starting from Morrison Hill Road, it runs behind the Cemetery at Happy Valley and traverses the face of the hills to Wanchai Gap and Magazine Gap. It has an easy gradient and was constructed for motor traffic. A branch of it runs in an opposite direction to Wong-nai-Chung Gap.

Magazine Gap is also approached by an excellent and well-graded road, commencing on the Bowen Road.

The Rural Districts

There are several villages on the island, the largest of which is Shau-ki Wan, situate in a bay in the Ly-ee-mun Pass, a great resort of Chinese fishing craft. Aberdeen, known to the Chinese as Shek-pai-wan, on the south of the island, possesses a well sheltered little harbour, also much frequented by fishing craft. Two large docks of the Hongkong and Whampoa Dock Company are situated there. Pokfolum, on the road to Aberdeen, about four miles from Victoria, was formerly a place of resort for European residents in the hot weather, and some elegant bungalows were erected in pleasant and picturesque situations, commanding fine sea views and cool breezes, but since the development of the Peak district Pokfolum has been comparatively neglected. The sanitorium of the French Missions is located at Pokfolum, and is a fine building with an elegant chapel attached. The Dairy Farm is also situated there. Some distance beyond Aberdeen are two excellent bathing beaches known as Deep Water Bay (where there is a 9-hole golf-course and club-house) and Repulse Bay (where a popular hotel has been erected by the Hongkong Hotel Co., Ltd.). Wong-nai-chung is snugly located at the head of the valley of that name and is the most accessible of all the villages from Victoria. A motor-road has been constructed from the Morrison Hill district *via* Wanchai Gap to the Peak, and a tramway is promised for the purpose of rendering building sites in the Mt. Cameron district accessible to people of modorate means. Stanley, situated in a small bay on the south-east of the island, was once the site of a military station, but the barrack buildings have been pulled down, and the village is now stationary. A cemetery on the point contains numerous graves of British officers and soldiers. One of the places most in favour with pedestrians who are not afraid of a good long tramp is the little village of Tytam Tuk, nestling among trees at the mouth of the stream of the same name, which here enters Tytam Bay, the most extensive inlet on the southern coast. There is an excellent motor road round the Island by way of Pokfolum, Aberdeen, Stanley, Tytam and Shaukiwan. This was commened as a memorial of the Jubilee of Queen Victoria and completed at the end of 1919. Saiwan is a small village picturesquely situated in Saiwan Bay, just outside the Ly-ee-mun Pass, and is much frequented by picnic parties. In the belief that it was a healthy locality, small barracks were erected there early in the 'forties, but the experiment proved most disastrous, for in

five weeks out of a detachment of 20 English soldiers five died and three more were removed in a dangerous condition. The buildings were therefore soon abandoned. Shek O is a small but prettily-located village occupying a small valley shut in from the water on the eastern coast, not far from Cape D'Aguilar. Near here a wireless station has been erected.

Kowloon and other Dependencies

Across the harbour is the dependency of British Kowloon. Some four square miles of the peninsula were first granted in perpetual lease by the Kwangtung Government to Sir Harry (then Mr.) Parkes, but were definitely ceded to Great Britain in 1860 by Article VI. of the Peking Convention. Yau-ma-ti, the principal village, has rapidly increased in population, and bids fair to become an important town. There is a considerable Chinese junk trade at this place, and amongst other industries is a preserved ginger factory. Gas Works were erected there in 1892, and the settled portion of the peninsula is lighted with gas; electricity is also now largely used, the generating station being at Hunghom. Waterworks were established in 1895, but, with the rapid growth in the population, further provision was necessary, and the new waterworks now provide for the supply of a million and a half gallons daily. Three regiments of Indian infantry are usually stationed at Tsim-tsa Tsui, where barracks and officers' quarters are located and a Mahommedan mosque has been erected. At Tsim-tsa Tsui, too, a number of European houses have been erected and numerous gardens laid out, and this portion of the peninsula, which faces Victoria, has gradually developed into a populous European residential settlement. It is approached by Nathan Road, a fine wide thoroughfare running at right angles to the water-front. A fine bund, with a massive granite wall, has been constructed here, and an extensive range of godowns built and several fine wharves made for discharging cargo and coaling. Here, also, is situated the handsome terminal station of the Canton-Kowloon Railway. During 1905 and 1906 extensive reclamation works were carried out extending eastward from the godown company's property to Hunghom. Messrs. Butterfield & Swire have erected extensive godown accommodation on the reclamation. The same period will also be remembered by the building of two churches at Kowloon —St. Andrew's, in Robinson Road, being the gift of the Hon. Sir C. P. Chater, C.M.G., and the Roman Catholic Church in Chatham Road, the gift of Dr. S. A. Gomes. There are two hotels, one possessing large accommodation. The Kowloon British School was erected in 1901 on Robinson Road at the expense of Mr. (now Sir) Robert Ho Tung. The Navy maintains a small naval yard, subsidiary to the principal establishment on the Hongkong side. The Royal Observatory is situated on Mount Elgin; and a large and handsome Police Station for the Water Police occupies an eminence just above the Praya. A steam ferry plies regularly between Tsim-tsa Tsui and Victoria; ferry boats also run between Victoria and Sham Shui Po, Mongkok, Yau-ma-Ti and Hunghom, where the principal docks of the Hongkong and Whampoa Dock Co. are situated. The Cosmopolitan Dock and works, also belonging to the same Company, are situated at Sam Shui Po. At Hok-ün are also situated the extensive works of the Green Island Cement Co., Ltd., and the patent slip and shipbuilding yard of Messrs. W. S. Bailey & Co., Ltd. The Orient Cigar Factory is situated at Yaumati. Another large reclamation scheme is in progress in Kowloon Bay, and upon the land recovered it is intended to build a city designed to appeal, as a place of residence, to the wealthy Chinese merchant returning from abroad.

In 1898 an agreement was entered into whereby China ceded to Great Britain for ninety-nine years the territory behind Kowloon Peninsula up to a line drawn from Mirs Bay to Deep Bay and the adjacent islands, including Lantao, the extent of the New Territory being about 376 square miles, namely, 286 square miles on the mainland and 90 square miles on the islands. The ceremony of formally taking over the territory was fixed for the 17th April, 1899, when the British flag was to have been hoisted at Taipohu, and the day was declared a general holiday. Attacks, however, having been made on the parties engaged on the preliminary arrangements, the mat-sheds erected for the accommodation of the police having been burnt, and other evidences of an organised opposition having been given, it was deemed advisable to assume full jurisdiction on the 16th April, on which date the flag was hoisted by the Hon. Mr. (now Sir) J. H. Stewart Lockhart, C.M.G., Colonial Secretary. Military operations were found necessary to overcome the opposition, and on the 18th April the rebels were completely routed in an action fought at Sheung Tsun, their force numbering some 2,600 men. On the British side there were no fatalities and only one or two slight casualties; on the

Chinese side a number were killed and wounded, but the exact figures were not ascertained, those who fell being carried away by their friends. In the Convention it was provided that Kowloon City was to remain Chinese, but, it having been established beyond a doubt that the hands of the Chinese officials were by no means clean in respect of the disturbances which occurred on the taking over of the leased area, the Home Government determined to mark their sense of the duplicity of the Chinese in a suitable manner and orders were accordingly issued to the military authorities to seize Kowloon walled city and Shamchun. This was done on the 16th May, 1899, no opposition being encountered at either place. The Hongkong Volunteer Corps took part in the expedition to Kowloon City. Shamchun, the other place seized, is an important town on the river of the same name just beyond the boundary originally agreed upon. It was, however, restored to the Chinese authorities in November, 1899. The New Territory under British jurisdiction is being rapidly developed by the construction of roads; one of these, recently opened, runs from Kowloon to Castle Peak, affording magnificent sea-scapes to the motorist, who can return by way of Fan Ling and Taipo, the total distance being about sixty miles. Police stations have been established, and a system of administration by means of village communities organised. The headquarters of the administration are at Taipohu. The railway from Kowloon to Canton, which passes through the New Territory to Shamchun, has already done much to develop it. The Hongkong Golf Club acquired an area of 55.62 acres in the valley stretching West from Fanling and have converted it into a Golf Course of 18 holes, with two relief Courses of 9 holes each, the whole promising to be the best in the East. This neighbourhood and Taipo are coming into favour with Europeans for residential purposes by reason of the picturesque scenery. The principal islands and their populations are as follows:—Lantao, 5,844; Cheung Chau, 5,035; Lamma, 1,256. These figures do not include the floating population. The islands to the west of Hongkong contain 1,925; those to the east, 1,169. The Chinese population of the New Territories is 92,619.

Of the islands and islets in the waters of the Colony (exclusive of the above acquisitions) the most important is Stonecutter's Island, formerly known as Wong Chune-chow, opposite to and about three-quarters of a mile from the north-western extremity of the Kowloon peninsula. The island is an irregular ridge about a mile in length, and a little over a quarter of a mile broad; the principal eminences are occupied by batteries and no one is allowed to land without a permit. The Quarantine Station also is located here. After the great typhoon of September, 1874, two or three thousand bodies of the victims found afloat were interred on Stonecutter's Island. Kellet's Island is a small rock near East Point, on which formerly stood a fort, now replaced by a small magazine. Green Island, at the western entrance of the harbour, has been planted with trees and now justifies its name all the year round. A lighthouse has been placed on its south-western extremity. One Tree Island is a tiny rock near the entrance to Aberdeen. A' 'chau, a considerable island opposite Aberdeen, of which harbour it forms part, has a populous fishing village on its northern shore facing Aberdeen. Lantao and Lamma Islands were brought under British jurisdiction by the Kowloon Convention of 1898. The former has a considerably larger area than Hongkong, but both this island and Lamma are sparsely populated by agriculturists and fishermen. Cheung Chau is becoming popular as a summer resort for Europeans, numerous bungalows having been erected in the European reservation by missionaries and others.

Population and Defences

A census taken in April, 1921, showed the total population of the Colony to be 625,166, but the Census Officer estimated that, for various reasons, the normal population was greater than that by 30,000. The smaller total, however, gave an increase of 168,427, or 36.87, on the figures for 1911—"the greatest relative increase ever recorded for the Colony." The bulk of the increase took place in the City of Victoria and Kowloon. On the Island of Hongkong there were 347,401; on the Kowloon peninsula 123,448; in the New Territories 83,163 (*i.e.* 66,114 in the Northern district and 17,049 in the Southern district); and afloat 71,154. Of the boat population, 38,570 were in Victoria harbour.

The non-Chinese population consisted of 32 nationalities, of which the following were the principal in point of numbers:—British, 7,889 (4,706 males and 3,183 females); Portuguese, 2,057; Japanese, 1,585; United States of America, 470; Filipino, 232; French, 208; Dutch, 104; Danish, 36; Italian 56; Spanish, 59; Russian, 36.

No fewer than twenty-one of the component parts of the British Empire were represented in the population. Of the British inhabitants, 2,024 (1,199 males and 825 females) were born in England, 575 (389 males and 186 females) in Scotland, 25 (16 males and 9 females) in Wales, 153 (104 males and 49 females) in Ireland 2,759 (1,258 Portuguese, 95 Japanese, and 154 others) in Hongkong, 1,480 in India, 125 in Malaya, 153 (67 males and 86 females) in Australia, 19 in New Zealand, 56 (30 males and 26 females) in Canada, 29 in the West Indies, and 14 in South Africa.

The Census Officer estimated the number of British nationals of European race at 4,300, and of British children of European race of all ages at about 500.

The Garrison consists of British and Indian troops. There is also a local Volunteer Defence Corps. The approaches to the harbour are strongly fortified, the batteries consisting of well-constructed earthworks. The western entrance is protected by three batteries on Stonecutters' Island and two forts on Belcher and Fly Points, from which a tremendous converging fire could be maintained, completely commanding the Sulphur Channel. Pine Wood battery, on the hill above and west of Richmond Terrace, has a wide range of fire. The Ly-ee-mun Pass is defended by two forts on the Hongkong side and another on Devil's Peak on the mainland, and if vessels survived that fire they would then have to face the batteries at North Point and Hunghom, which completely command the eastern entrance. Another battery on the bluff at Tsim-tsa Tsui, Kowloon, commands the whole of the centre of the harbour. The batteries are armed with the latest breech-loading ordnance. The Colony of Hongkong pays to the British Government a military contribution fixed at 20 per cent. of the revenue.

In addition to the fortifications the Colony possesses a small squadron for harbour defence. The Naval Yard consists of a large dock, an extensive range of workshops and offices east of the Artillery Barracks, and the Naval Authorities have another large establishment on the Kowloon side near to Yaumati.

Climate

As intimated in earlier paragraphs, Hongkong formerly enjoyed a most unenviable notoriety for unhealthiness, and in years past the troops garrisoned here suffered grievously from malarial fevers. A great deal of the sickness in the early days of the Colony was believed to have been caused by excavating and otherwise, disturbing the disintegrated granite of which the soil of the island mainly consists and which appeared to throw off malarious exhalations when upturned. At the present time, however, the Colony is one of the healthiest spots in the world in the same latitude. The influence of the young pine forests created by the Afforestation Department and the training of nullahs on the slopes have no doubt been beneficial in checking malaria, and the attention latterly bestowed on sanitation has not been without its due effect. The deaths from malaria in 1920 numbered 332. The general death rate per 1,000, in 1920 was 21.19. Among the Chinese community the death rate was 22.78 per 1,000, compared with 23.3 in 1919 and 24.5 in 1918. The birth-rate among the non-Chinese community was 19.78 in 1920. The birth statistics for the Chinese community do not give an accurate record of the number of births

Four successive years of comparative drought, 1898-1901, led to the assumption that the rainfall of Hongkong was decreasing. But such is not the case; the mean annual rainfall for the period 1902-11 was 84.21 inches against 68.29 inches for the period 1895-1901. Until 1918 the rainfall was never so heavy as in the period 1888-1894, when the mean annual fall was 101.08 inches. In 1914 it was 100.21 inches, in 1915 it was 76.025 inches, in 1916 79.85 inches, in 1917 81.48 inches, in 1918 101.605 inches and in 1919 76.14 inches.

Trade

The value of the trade of Hongkong was estimated for many years at about £50,000,000 per annum, but the returns compiled by the Statistical Branch of the Imports and Exports Department, established during the war, showed a total (excluding treasure) for 1920 of £212,302,539, viz., exports £103,932,602 and imports £108,369,937.

	Imports	Exports
United Kingdom	£ 15,818,927	£ 2,192,698
British Colonies, Dominions and Protectorates ...	16,997,081	23,837,685
China	26,902,000	71,322,120
Japan, Korea and Formosa	12,068,286	8,842,042
Other Foreign Countries	63,900,642	47,468,037

The imports from the U.S.A. were valued at £26,946,480 and the exports to that country at £17,086,023, both considerable increases over the previous year.

The total of the Shipping entering and clearing at ports in the Colony during the year 1920 amounted to 683,497 vessels of 40,122,527 tons, which, compared with the figures for 1919, shows an increase of 34,329 vessels and 4,507,358 tons. Of the foregoing, 43,364 vessels of 24,194,022 tons were engaged in foreign trade, as compared with 41,985 vessels of 21,072,129 tons in 1919. A comparison between the years 1919 and 1920 is given in the following table:—

	1919.		1920.		Increase.		Decrease.	
Class of Vessels.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean-going..	3,865	6,842,024	4,173	8,351,084	308	1,509,060	—	—
Foreign „ ...	5,274	7,625 823	5,418	9,223,552	144	1,597,729	—	—
British River Steamers	5,502	3,253,781	5,138	3,256,985	—	3,204	364	—
Foreign „ ...	1,599	591,679	1,741	577,270	142	—	—	14,409
Steamships under 60 tons (Foreign Trade)	5,035	161,689	5,028	167,248	—	5,559	7	—
Junks, Foreign Trade	20,710	2,597,133	21,866	2,617,883	1,156	20,750	—	—
Total, Foreign Trade..	41,985	21,072,129	43,364	24,194,022	1,750	3,136,302	371	14,409
Steam-launches plying in Waters of Colony	586,188	13,366,602	619,068	14,636,848	32,880	1,270,246	—	—
Junks, Local Trade...	*20,995	1,176,438	†21,065	1,291,657	70	115,219	—	—
Grand Total	649,168	35,615,169	683,497	40,122,527	34,700	4,521,767	371	14,409
Net Increase.....					34,329	4,507,358	—	—

The actual number of individual ocean-going vessels of European construction during 1920 was 927, of which 330 were British and 597 foreign. In 1919 the number was 957, of which 301 were British and 656 foreign. These 927 ships measured 2,522,888 tons. They entered 4,807 times and gave a collective tonnage of 8,801,620. Thus 30 more ships entered 232 more times, and gave a collective tonnage greater by 1,558,931 tons, an average of 67,195 tons per entry.

A Parliamentary paper issued in August, 1905, showed Hongkong to be, in respect of tonnage, the largest shipping port in the world. The trade chiefly consists of cotton, sugar, salt, flour, oil, cotton and woollen goods, cotton yarn, opium, matches, metals, earthenware, amber, ivory, sandalwood, betel, vegetables, granite, etc. There is an extensive Chinese passenger trade, chiefly restricted, however, to the Straits Settlements, Netherlands India, Borneo, the Philippines, Siam, and Indo-China.

Hongkong possesses unrivalled steam communication. The P. & O. S. N. Co. and the M. M. Co. conveyed European mails weekly, and before the outbreak of the war, which eliminated German and Austrian shipping, the Norddeutscher Lloyd maintained a regular fortnightly mail service between Bremen and Hongkong. The China Mail S.S. Co., the Pacific Mail S. S. Co., the Toyo Kisen Kaisha and the Java Pacific Line maintain a service with San Francisco, and the Canadian Pacific Steamships, Ltd., maintain a regular mail service with Vancouver, B.C. The Bank Line, Ltd., and the Osaka Shosen Kaisha, run regular steamers to Victoria, Vancouver, Seattle and to Tacoma, and the Bank and Admiral lines maintain regular services to New York; the Australian Oriental Line keep up a regular monthly service with the Australian Colonies, and the Nippon Yusen Kaisha maintain services to Europe, Australia, and the United States (Seattle). In addition to all these, several great lines of merchant steamers run between ports in Great Britain and Hongkong, of which the China Mutual S. S. Co., Ocean S. S. Co. (Blue Funnel line), and the Glen, Bank, Mogul, Ben, Royal Mail, Shire, Barber, and Shell lines are the most conspicuous. A new service was instituted in 1921 between Lisbon and Hongkong by the Transportes Maritimos do Estado. Regular steam communication between Java and Hongkong is maintained by the Java-China-Japan Line and the Nederland Royal Mail Line. Between the ports on the east coast of China, Formosa and Hongkong the steamers of the Douglas S.S. Co. and the Osaka

* Including 11,486 Conservancy and Dust Boats of 758,624 tons.
† „ 11,156 „ „ „ , „ 839,422 „

Shosen Kaisha ply regularly, and there is constant steam communication with Hoihow, Manila, Saigon, Haiphong, Tourane, Bangkok, Borneo, etc. With Shanghai, Tientsin, and the ports of Japan there is frequent communication by steamers of the Indo-China S.N. Co., China Navigation, and other lines, in addition to the English and French mail steamers. Between Hongkong, Macao, and Canton there is a daily steam service, and steamers run as far as Wuchow on the West River.

DIRECTORY

COLONIAL GOVERNMENT

Governor, Commander-in-Chief, and Vice-Admiral—SIR REGINALD EDWARD STUBBS, K.C.M.G.
Private Secretary—Eric Rice
Aide-de-Camp—Capt. R. Neville, Royal Marines
Hon. Extra Aide-de-Camp—Lieut. J. K. McConnell, 74th Punjabis
Hon. Extra Aide-de-Camp—Subadar Major Bhan Singh, H.K.S.B., R.G.A.
Do. —Subadar Major Ralla Singh, 2/22nd Punjabis
Do. —Subadar Bhaggat Singh, 74th Punjabis

EXECUTIVE COUNCIL

局政議 *I Ching Kuk*

His Excellency The Governor
His Excellency Genl. Officer Commanding
Hon. Colonial Secretary
Hon. Attorney-General
Hon. Colonial Treasurer
Hon. Director of Public Works
Hon. Secretary for Chinese Affairs
Hon. Sir C. P. Chater, Kt., C.M.G.
Hon. Mr. H. E. Pollock, K.C.
Hon. Mr. E. H. Sharp, O.B.E., K.C.

LEGISLATIVE COUNCIL

局例定 *Ting Lai Kuk*

President:
His Excellency The Governor

Official Members:
His Excellency Genl. Officer Commanding
Hon. Colonial Secretary
Hon. Attorney-General
Hon. Colonial Treasurer
Hon. Director of Public Works
Hon. Secretary for Chinese Affairs
Hon. Director of Education

Unofficial Members:
Hon. Mr. H. E. Pollock, K.C.
Hon. Mr. Chou-Shou-Son
Hon. Mr. A. O. Lang
Hon. Mr. Lau Chu Pak
Hon. Mr. E. V. D. Parr
Hon. Mr. A. G. Stephen

Clerk of Councils: Mr. A. G. M. Fletcher, C.B.E.

GOVERNMENT OFFICES

署數考 *Hau Shò Shù*

AUDIT OFFICE—New Post Office Building (2nd floor)
Auditor—H. R. Phelips
1st Assist. Auditor—R. F. Brayn
2nd do. —T. Dallin
Senior Clerk—P. Heathcote

署督監林園

Yuen-lam-kam-tuk-shu

BOTANICAL AND FORESTRY DEPARTMENT —1, Peak Road
Supt.—H. Green
Supervisor—B. E. G. Spkins

署使政布港香命欽英大

Tai Ying Yamming Heung Kong Po Ching Sze Shù

COLONIAL SECRETARIAT—Albert Road
Colonial Secretary—Claud Severn, C.M.G.
Assistant Colonial Secretary and Clerk of Councils—A. G. M. Fletcher, C.B.E.
Chief Clerk—J. A. E. Bullock, M.B.E.
First Clerk—W. G. Fitz Gibbon
Finance Clerk—Thomas Lay
Clerks—M. B. Suffiad, Thomas Lay Au Kwok-leung, Pun Ku Kwai, S. H. Garrod, Chan Siu-ming, Yam Hin-tseuk, J. C. Lang, Yeung Ying-kan, Li Wing Sun, Mark Kei-son

Cadets—R. A. D. Forrest, J. A. Fraser, E I. Wynne Jones and J. H. B. Nihill

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教育司署 *Kau-yuk-sze-shü*

EDUCATION DEPT.—New Post Office Building
Director of Education—E. A. Irving
Inspt. of English Schools—E. Ralphs
Inspectors of Vernacular Schools—A. R. Cavalier and Y. P. Law

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GOVERNMENT SCHOOLS

BELILIOS PUBLIC SCHOOL
Head Mistress—Miss C. E. Clarke
Assist. Mistresses—Mrs. G. H. Forster, B.A. (abs.), Mrs. M. Garrod, Miss M. Cooper, B.A., Miss T. A. Blair, Miss M. W. Neusholine, Mrs. Upsdell, Mrs. B. Church, Miss L. Heang, 4 Passed student mistresses, 5 student mistresses, 14 vernacular mistresses

ELLIS KADOORIE SCHOOL
Head Master—R. E. O. Bird, M.A.
Assist. Master—C. Mycock
Mistresses—Mrs. Mycock, Miss M. B. Hall

ENGLISH SCHOOL FOR INDIANS
Head Master—A. R. Sutherland, M.A., and Indian Masters

PRAYA EAST ENGLISH SCHOOL
TAI PO do.
UN LONG do.
CHEUNG CHAU do.
Under Chinese Masters

KOWLOON BRITISH SCHOOL (for Boys, Girls and Infants of European British Parentage)
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Assist. Master—H. B. Mould
Assist. Mistresses—Mrs. K. M. Nightingale, Mrs. Sorby, Miss Parsons, Mrs. Salter, Mrs. Key, Mrs. McPherson

KOWLOON BRITISH SCHOOL (JUNIOR) (for Infants of British Parents)
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Mistresses — Miss Jack, Mrs. Davidson and Miss George

PEAK SCHOOL
Head Mistress—Mrs. P. G. Stark
Assist. Mistresses—Miss Macdonald, Mrs. Mackintosh, Miss Hazeland, Madame Moussion and Miss H. Irving

QUEEN'S COLLEGE—Aberdeen Street
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Assist. Master—A. H. Crook, M.A.
Do. —F. J. de Rome, B.SC.
Do. —E J. Edwards
Do. —J. Ralston, M.A.
Do. —J. C. Fletcher
Do. —W. Kay, M.A.
Do. —W. L. Handyside, M.A.
Do. —G. E. S. Upsdell
Assist. Mistresses—Mrs. Stubbings, Mrs. J. H. Cormack
Shorthand Teacher - O. T. Breakspear
Senior Vernacular Master, Sung Hok-pang; and Chinese Masters and 8 Vernacular Masters

SAIYINGPUN ENGLISH SCHOOL
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Assist. Master—A. T. Hamilton
Mistress—Mrs. L. Morris; and 9 Chinese Masters

TECHNICAL INSTITUTE (EVENING CLASSES) Queen's, College, Aberdeen Street
Director—E. Ralphs, F.C.S.

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Physics—W. Kay, M.A.
English, I—A. T. Hamilton
English, II—C. Mycock
French I. and II.—Madame Moussion
Chinese (Interpreters' class)—G. E. S. Upsdell, B.A.
Shorthand—D. Young
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Cookery—Miss L. Heang

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Men—A. Brawn
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VICTORIA BRITISH SCHOOL (for Boys and Infants of European British Parentage)
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Assist. Mistresses — Mrs. Shaftain and Mrs. Brawn

WANCHAI ENGLISH SCHOOL
Head Master—R. J. Birbeck, M.A.
Assist. Master—A. O. Brawn
10 Chinese assist. masters

YAUMATI ENGLISH SCHOOL
Head Master—G. P. de Martin, B.A.
12 Chinese assist. masters

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1st Assist. Analyst — O. F. Lubatti, CHEM. DOC. (Turin)
2nd Assist. Analyst — K. W. Lane, B.A. (Oxon), A.I.C.
Temporary Assist — Tam Yam-yeuk
Sampler—R. C. Hurley
Clerk—Yeung Man Yuk

局火滅 *Mit Fo Muk*

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Superintendent—(vacant)
Engineer—R. Hall
Assist. Engr. and Station Officer—G. C. Moss
Assist. Station Officer—P. Masterson
Overseer, W. W.—J. H. Barrington
Do. —G. W. Kynoch
Inspr. Dangerous Goods—Sergeant Stimson

司政船 *Shün-ching-sze*

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Harbour Master, Marine Magistrate, Emigration and Customs Officer, and Registrar of Shipping—Comdr. C. W. Beckwith, R.N.
Asst. Harbour Master—Lt. C. Hake
First Clerk—Sirdar Khan
Boarding Officers—C. J. Thomson and S. P. Leigh
Inspectors of Junks and Cargo Boats —W. McKay, R. L. Rocha, A. Delgado
Shipping Office
Deputy Shipping Master—G. W. Coysh
Govt. Marine Surveyor's Office
Govt. Marine Surveyor—W. Russell
Assist. Surveyors—W. O. Lambert, Robert Hall, P. J. Taylor
Gunpowdea Depot—Green Island
Superintendent—Com. C. W. Beckwith R.N.
Office-in-charge—F. M. Franco
Government Steam Tender *Stanley*
Master—To Tai
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Lighthouse Keeper, Green Island—G. F. Taylor
Do., Gap Rock—H. C. Brown, R. P. Brown
Do., Waglan Island—E. A. Johnson, W. F. Hast, A. E. Harvey
Signal Stations
Peak—C. J. Cotton, officer in charge
Blackhead—R. Gomes, do.
Green Island—T. Agan, do.

翠督監關海港香英大 *Tai ying Hong-kong Hoi-kwan Kam-tuk-shu*

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Supervisor and Accountant—C. J. Roe
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Chf. Preventive Officer—S. J. Clarke
Senior Revenue Officer—G. Watt
Revenue Officers — W. Knight, P. Lanigan, A. Grimmett, A. Marks, W. Ward, J. Cassin, G. R. Bass, J. W. Brown and J. Kynoch

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Second Assistant—Robt. Hall
Third Assistant—P. J. Taylor

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Assist. do. —H. K. Holmes
Official Receiver—H. A. Nisbet
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Assistant District Officer (Southern District)—E. W. Hamilton
Land Bailiffs—A. C. Burford, G. J. Chambers

署司判裁 *Tsoi-pun-si-shu*

MAGISTRATES' COURT—Arbuthnot Road
First Magistrate and Coroner—J. R. Wood

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Military Hospital, Bowen Road recruits

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Wood

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First Clerk—Major C. Willson, O.B.E.
Clerks—Chan Yuk Shan, G. D. Mehal, Lin Shau Ping and Natha Singh
Clerk and Interpreter—Wong Kian Kee
Interpreters—Lau Wing Shum, Ip Tin Shang and Tsang Ngiap Boon
Shroff—Li Luk
Ushers—Yeung Wah Tong and So Kam Shing

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MEDICAL DEPARTMENT
Principal Civil Medical Officer—J. T. C. Johnson, F.R.C.S., etc.
Medical Officer in charge of Civil Hospital, and Lunatic Asylums—W. B. A. Moore, L.R.C.P.(I)., etc
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Apothecary—R. E. Cable

院 醫 家 國

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Steward—J. O. Regan
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Clerks—Ng Yuk, Tang Yau Ming, Chiu Hong U, Tam Po
Wardmaster—Chan Shi Yuen

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Sister—Miss N. I. Tandon, R.R.C.
Do. —Miss E. Bulfin, R.R.C.
Do. —E. V. Forrest, R.R.C.
Staff Nurses—Miss N. A. Graham and Miss M. J. Cryle

院 醫 華 東 *Tung-wah I-yun*

TUNG WAH HOSPITAL—450 Beds
Resident Surgeon—G. H. Thomas, M.D., B.S., L.M. & S.
Junior Resident Surgeon — Fok Wing Kan, M.B., B.S.
Senior Med. Assist.—Chiu Chue San
6 practitioners in native medicine

VICTORIA HOSPITAL—Barker Road
Medical Officer — The Principal Civil Medical Officer

MERCANTILE MARINE OFFICE — Sailors' Home, West Point
Supt.—Comdr. C. W. Beckwith, R.N.
Deputy Supt.—G. W. Coysh
Chief Clerk—S. Soonderam
Clerk—Ling Fat Chiu

處 公 辦 官 度 量

OFFICIAL MEASURER'S OFFICE—40, Connaught Road Central; Teleph. 860
Official Measurer Capt. B. R. Branch
Assist. Official Measurer—W. E. Wakeham
Canton Office—H. H. Sandeman

廳 捕 巡 *Ts'un-pò Ting*

POLICE, CENTRAL STATION—Hollywood Road
Captain-Supt.—E. D. C. Wolfe
Dep. Supt.—P. P. J. Wodehouse, C.I.E.
Do. —T. H. King
Assist. Supt.—D. Burlingham
Do. —G. C. Perdue
Probationer—L. H. V. Booth
Chief Inspector—J. Kerr
Chief Detective Inspr.—W. Murison
Inspectors — J. J. Watt, R. McDonald, W. G. Gerrard, H. G. Garrod, J. Grant, W. Kent, P. Angus, E. Browne, W. Davitt, P. F. Boulger, T. Cashman, M. Earner, F. Appleton, G. Willis, C. F. Aris
Accountant—R. J. Leete
Police Secretary—A. Reid
Storekeeper—A. Riach
Europeans—31 sub-inspectors, 36 sergeants, 95 lance-sergeants, 6 recruits

Indians—2 inspectors, 5 sergt.-majors, 25 sergeants, 45 lance-sergeants, 323 constables
Chinese—35 sergeant interpreters, 10 telephone clerks, 2 inspectors, 3 sergt-majors, 65 sergeants, 450 constables
Water Police, Chinese—21 coxswains, 4 boatswains, 77 seamen, 2 carpenters, 23 engineers, 19 stokers, 2 station sergeants, 6 station orderlies, 2 painters, 2 barrack sergeants, 1 sailmaker, 4 signalmen, 17 boatmen
Seconded to other departments—2 Europ'ns., 42 Indians, 20 Chinese

館信書 *Shü-sun Kún*

POST OFFICE, GENERAL
Postmaster-Gen.—S. B. C. Ross, O.B.E.
Assist. do. —M. J. Breen (actg.)
Accountant—A. J. Reed
Acct. Clerks—A. F. Castilho, E. A. Ribeiro

General Office
Supt. of Mails—T. Hynes
Storekeeper—J. S. Remedios
Clerks—T. M. Perpetuo, M. A. de N. Mendes, J. M. Passos, J. Maxwell, J. Santos, Miri Khan, Kwaj Mahomed, Nawah Khan, P. Morales, Abdul Karim, E. Garcia, and Chinese
Boarding Officers—A. Julian, J. G. da Silva

Registration and Parcel Branch
Superintendent—C. J. Poole
Clerks—P. Roza, J. M. Britto, D. A. Remedios, S. V. Remedios, Bishan Dass, and Chinese

Money Order Office
Superintendent—H. Dixon
Dep. do. —J. J. Osborne
Clerks—J. C. Barros, J. A. d'Almeida, Feroz Ali

Radio Telegraph Office
Supt. Wireless Telegraphy — S. Bradshaw
Operators—J. Key, P. Roche, D. W. Waterton, B. Guest and Thum Hei Wai
Counter Clerk—E. J. F. Gomes
Telegraphists—A. M. Costa, Lai Shau, Leung King Kwong, Leung Chiu Kit, Chan Kam Hang

Kowloon Branch
Clerk-in-Charge—J. S. Gill

Sheung Wan Branch
Clerk in Charge—Chan Fuh Chi

Saiyingpun Branch
Clerk in Charge—Lam Ho Huen

Wanchai Branch
Clerk in Charge—Yuen Shing

Yaumati Branch
Clerk in Charge—Lam Fong

房監 *Kàm Fong*

PRISON DEPARTMENT
Supdt.—J. W. Franks

Victoria Gaol
Medical Officer—D. J. Valentine, M.R.C.S., L.R.C.P.
Chaplains—Revs. V. H. C. Moyle, D. Page, T. Pearce
Chief Warder—A. G. Passmore
Principal Warders—J. McLeod, W. Y. Robertson, A. Calvert, J. Wiltshire and G. L. Buchanan
28 European Warders, 1 Trades Warder, 4 Indian Senior Warders, 14 Indian Warders, 37 Indian Assist. Warders, 25 Indian Guards

Female Prison
Matron—Mrs. Mary Bredenberg
Wardresses—Miss Helena, Mrs. Roza Pereira, Miss V. Wan

Lai Chi Kok Branch Prison
Medical Officer — J. T. Smalley, M.R.C.S., L.R.C.P.
Chief Warder—J. C. West
Principal Warder—F. N. Foster. 9 European Warders, 2 Indian Warders, 29 Indian Assistant Warders, and 11 Indian Guards

署務工 *Kung Mu Shü*

PUBLIC WORKS DEPARTMENT — Office Albert Rd.; Teleph. 1246
Director of Public Works—Hon. Mr. T. L. Perkins, A.M.INST.C.E., A.R.I.B.A.
1st Assist. Director of Public Works—(Vacant)
2nd Assist. Director of Public Works—A. H. Hollingsworth
Executive Engineers—

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A. E. Wright	J. Duncan
E. W. Carpenter	R. M. Henderson
H. E Goldsmith	A. G. W. Tickle

Assistant Engineers—

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E. Newhouse	R. P. Shaw
P. D. Wilson	R. S. Logan
H. C. Lowick	C. J. Cooper
H. S. Rouse	R. A. Walter
A. B. Purves	E. S. Carter
A. Anderson	C. B. Robertson
H. H. Pegg	J. W. Moran
L. D. Martyn	A. Nicol
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F. Sutton | F. W. Wood
H. West | E. Larmour
W. A. J. Cooper | J. Angwin
E. B. Lambert | C. H. Douglas
B.H.C.Hallowes | A. E. Lissaman
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Supt. of Accounts and Stores—David Wood
Office Assistant (Correspondence)—E. L. Agassiz
Inspector of Stores—A. J. C. Taylor
Chief Clerk, Accountant's Office—Cheng Cheuk hin
nd Grade Clerks—F. X. H. de Rozario, Yung Yuk-tong and Li Sui-wing
3rd Garde Clerks - Chan Chi-sang, Chan To-sui and Ho Kwa ong
Clerks of Works—J. H. Barrington and J. H. Kynoch
Road Surveyor—D. J. Brown
Building Surveyor—S. Hamer
Inspector of Government Furniture—Colin Sara
Drainage Inspector—J Dickson
Office Assistant (Buildings Office)—J. Wattie
Electricians—R. J. Stevenson and A. E. Clarke
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Clerk (Waterworks)—P. Julyan
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P. D. Keyser | J. T. Ewing
R. S. Vergette | J. A. Howe
R. J. Everest | F. C. Neville
T. J. Richards | S. R. Jones
C. J. Tacchi | C. A. Grimes
W. Pryde | G. W. May
2nd Class Overseers—
K. K. Staple
S. A. Roberts | F. R. James
W. Keegan | R. A. Hyne
J. S. Beach | A. P. Granville
W. R. Andrews | S. H. Barclay
Foreman—A. Small
Custodian (Recreation Ground)—John Lee
Chief Meter Reader—S. F. Santos
Meter Readers—Chan Sig-U, Lois Ayam and Abdul Karrim
House Service Inspectors—D. J. Santos and D. J. M. Fernandez
Watchman, Taitam—J. A. Bowen
Chargeman, Peak Resvr. -C. Pintos
Dredger Master—A. A. Samy

官冊駐姻婚

Fan-yan Chu Chak Kun

REGISTRATION OF MARRIAGES
Registrar—The Secretary for Chinese Affairs
Deputies—The chief and second assts. to Secretary for Chinese Affairs

官冊駐死生

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Registrar—G. R. Sayer
Deputy Registrar—C. M. W. Reynolds
Chief Clerk—Lam King Shang

臺文天 *Tin-man-toi*

ROYAL OBSERVATORY, H'KONG.—K'loon.
Director—T. F. Claxton, F.R.A.S.
Chief Assistant—C. W. Jeffries
First Assistant—B. D. Evans

局淨清 *Tsing-ching-kuk*

SANITARY DEPARTMENT —New Post Office Building
Head of Sanitary Dept.—G. R. Sayer
Assist. do. —J. A. Fraser
Secretary—C. M. W. Reynolds
Medical Officer of Health—W. W. Pearse, M.D., D.PH.
Assist. Med. Officer—W. J. Woodman, M.R.C.S., L.R.C.P.
Colonial Veterinary Surgeon —W. J. E. Mackenzie, M.C., M.R.C.V.S.
Sr. Insp. of Personnel—P. T. Lamble
Sr. Insp. of Stores—J. A. Lyon
Sanitary Inspectors—F. Allen, H. J. Knight, R. G. McEwen, W. Fincher, R. C. Witchell, C. W. Ward, R. Duncan, C. E. Frith, R. Hudson, A. K. Taylor, S. Kelly, L. Brewer, D. Davies, F. Meade, H. Coombs, F. Aslett, W. Thomson, W. Hill, G. Gipson, R. R. Wood, W. Old, G. E. Roylance, H. J. Millington, C. Haigh, J. H. Simmons, H. E. Strange, H. Peplow, S. Eccleshall, H. L. Lockhart, J. Reid, J. Watson, M. Blake
Overseers—N. A. Johansson and M. Ligores

署司務政民華 *Wa-man-ching-mo-sze-chu*

SECRETARIAT FOR CHINESE AFFAIRS—New Post Office Building
Secretary for Chinese Affairs—Hon. Mr. E. R. Hallifax, O.B.E.
Chief Assist.—A. E. Wood
Second Assist.—W. Schofield
First Clerk—Tsoi Kin-yun
Inspector—J. Spencer
Sub-Inspector of Emigration - W. A. Pepperell

署 臬 *Nip Shu*

SUPREME COURT—Statue Square
Chief Justice—His Honour Sir Wm Rees Davies, K.C.
Puisne Judge—His Honour Henry Hessey Johnston Gompertz
Attorney-General—J. H. Kemp, K.C., C.B.E.
Registrar, Official Administrator, Official Trustee, and Registrar of Companies—Hugh A. Nisbet
Deputy Registrar and Appraiser—C A. D. Melbourne
Deputy Registrar & Acct.—P. Burn
Crown Solicitor—G. H. Wakeman
Assist. do. —T. M. Hazlerigg
Clerk to the Chief Justice—A. B. Suffiad
Clerk to the Puisne Judge—M. Akbar
Clerk to Attorney Gen. —S. Paul
Chief Interpreter—(vacant)
Asst. Interps.—Ng Chak Wing and Tang Tat-hung
Third Class Clerk—Khawas Khan
Clerk and Usher—E. L. Stainfield
First Bailiff—A. W. Hill
Second Bailiff—T. F. O'Sullivan
Third Grade Asst. do.—J. R. Castilho

畀 務 庫 *Fu Mo Shu*

TREASURY—New Government Buildings
Treasurer and Assessor—Hon. Mr. McI. Messer, O.B.E.
Asst. Treasurer and Assist. Assessor —W. J. Carrie
Cashier—E. A. de Carvalho
Accountant—G. H. Haskett
Stamp Revenue Office
Clerk—J. Pestonjee
Do. —A. F. E. Rozario

芳 華 *Wa-fong*

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Cheung Kwai, managing partner
Cheng So, do.
W. C. Cheung, assistant
Chan Ki Seung, do.
General Managers — The Hongkong Soap and Soda Manufacturing Co. Factory at Mongkok. Teleph. K249

泰 隆 昭

A Tack & Co. (Established 1878), Furniture and Photo Goods Store—26, Des Vœux Road Central
Au Ki, managing partner
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C. Lane-Poole, signs per pro.
Wei-hai-wei Branch—24, Seymour Street
K. W. Wong, signs per pro.
London—107, Regent Street, W. 1
C. Brilliant, signs per pro.
Agency
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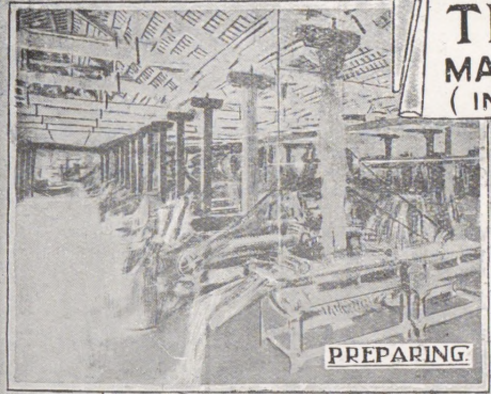
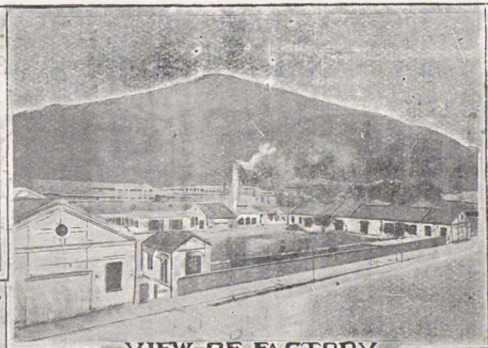
Rope supplied to the British Navy on the China Station and to all the mail and regular lines of steamers.

For Further Particulars apply to the above.

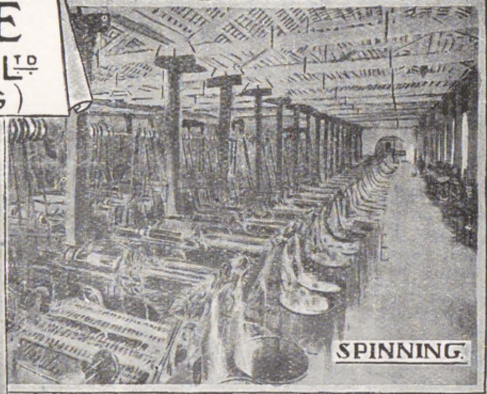
THE HONG KONG ROPE MANUFACTURING COMPANY LTD.

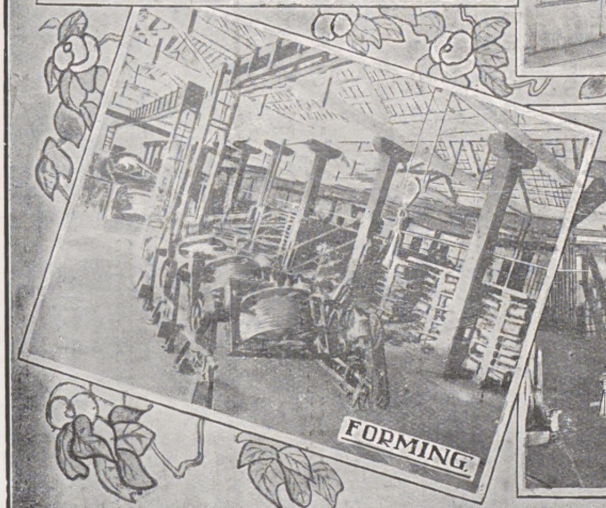
(INCORPORATED IN HONG KONG)

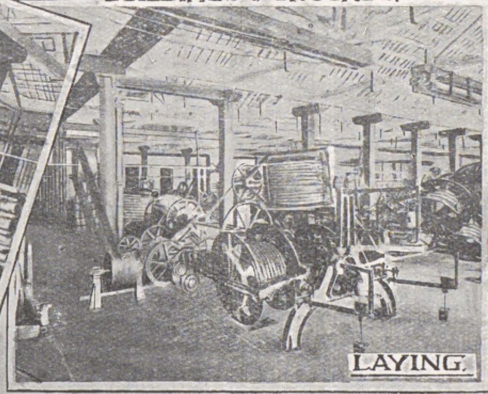




VIEW OF FACTORY, BUILDINGS & GROUNDS.







THE HONGKONG AND WHAMPOA DOCK CO., LTD.

Shipbuilders and Repairers; Salvers; Mechanical, Constructional, and Electrical Engineers; Boilermakers; Iron and Brass Founders; Forge Masters, etc.

HEAD OFFICE:—KOWLOON DOCKS, KOWLOON. TEL. K. 55.
TOWN OFFICE:—QUEEN'S BUILDINGS, HONGKONG. ,, 20.

THE COMPANY'S DOCKS at KOWLOON, TAI-KOK-TSUI, and ABERDEEN are in efficient working order and the attention of Captains and Shipowners is respectfully solicited to the advantages which these Establishments offer for docking and repairing Vessels.

The Company has SIX GRANITE DOCKS and TWO PATENT SLIPS of the following dimensions:—

NAME OF DOCK OR SLIP.	LENGTH OF KEEL BLOCKS.	BREADTH AT ENTRANCE.	DEPTH OVER SILL AT ORDINARY SPRING TIDES.	RISE OF TIDE.	
				SPRINGS.	NEAPS.
KOWLOON.					
No. 1 Dock, Kowloon	700 ft.	86 ft. top 70 ft. bottom	30 ft.	7 ft. 6 in.	3 ft.
No. 2 Dock, Kowloon	371 ft.	74 ft.	18 ft 6 in.	7 ft. 6 in.	..
No. 3 Dock, Kowloon	264 ft.	40 ft. 3 in.	14 ft.	7 ft. 6 in.	..
Patent Slip No. 1, Kowloon	240 ft.	60 ft.	14 ft.	7 ft. 6 in.	..
Patent Slip No. 2, Kowloon	220 ft.	60 ft.	12 ft.	7 ft. 6 in.	..
TAI-KOK-TSUI.					
Cosmopolitan Dock	466 ft.	85 ft. 6 in.	20 ft.	7 ft. 6 in.	..
ABERDEEN.					
Hope Dock	430 ft.	84 ft.	23 ft.	7 ft. 6 in.	..
Lamont Dock	333 ft.	64 ft.	10 ft.	7 ft. 6 in.	..

The DOCKS are fitted with every appliance in the way of Caissons' powerful Centrifugal Steam Pumps, etc., which enable them to be pumped out in three hours.

WORKSHOPS.—The extensive workshops on the premises at Kowloon, Cosmopolitan, and Aberdeen Docks possess every facility and appliance necessary for the repairs of ships and steam machinery. The Engineers' shops are supplied with a large plant of the latest types of tools in the way of Lathes, Planing, Milling, and Screwing Machines, Electric Cranes, etc., etc., and are capable of executing the largest class of work with despatch. The Shipwrights' Department has attached to it an electrically-driven Saw-Mill with Circular, Vertical, and Band Saws, and also a complete plant of Wood-working Machinery of the most modern and improved type. The Blacksmiths' Shops are equally well furnished with complete supply of powerful Steam Hammers, Cranes, etc., capable of forging stern posts, and crank, and straight shafting of the largest size.

Powerful Lifting Shears with steam purchase at two of their Establishments stand on a solid granite sea-wall, alongside which vessels can lie drawing 24 feet of water, and take in or out boilers, etc. The Shears at Kowloon are capable of lifting 70 tons.

The Company is prepared to tender for the construction of new vessels in either steel, iron or wood, having already built about 600 of varying sizes up to 8,500 tons; also to execute all kinds of ship work at lower rates and with greater despatch than any establishment in the East. Every department is under the close supervision of experienced European foremen.

SHIPYARD is fully equipped with modern plant, including hydraulic flanging and bending machines, electrically-driven rolls, punching, shearing, angle bevelling, joggling, and planing machines, capable of dealing with the heaviest class of work. OUR TWO LARGE SHIPYARDS ARE CAPABLE OF TAKING VESSELS UP TO 750 FEET LENGTH.

BOILERMAKERS' DEPARTMENT.—The Company, in addition to executing repairs, is prepared to tender for new boilers to steamships, for the construction of which it possesses special facilities, including powerful punching and shearing machines, hydraulic riveters, etc.

ACETYLENE WELDING AND CUTTING PROCESS FOR SHIP AND BOILER REPAIRS.—Modern up-to-date plant operated by our own specially trained workmen under expert European supervision. All classes of light steel work manufactured by the above process: Tanks, Drums, Ventilators, Pipes, etc., etc.

FOUNDRY.—The Foundry is fitted with a large powerful Steam Crane, and the Cupolas are capable of casting up to 100 tons. The Company is prepared to supply the very best Iron and Brass Castings of all description upon the shortest notice.

GALVANIZING PLANT of the most modern type by electrical deposit has been put up at the Kowloon establishment which is capable of doing the largest class of work.

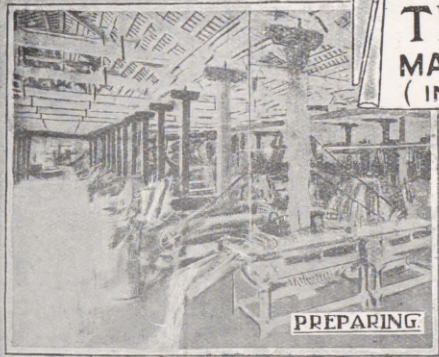
STORES.—The Company's Godowns contain large and well-selected stocks of all material and fittings requisite in shipbuilding, engine-room outfits, ship's furnishings and ship's stores of all description at tariff rates.

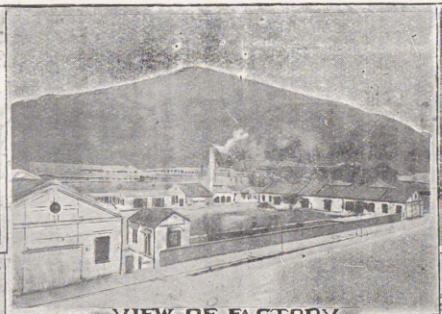
For Further Particulars apply at the Offices of the Company, Kowloon Docks, Hongkong.

R. M. DYER, B. Sc., M.I N.A.,
Chief Manager.

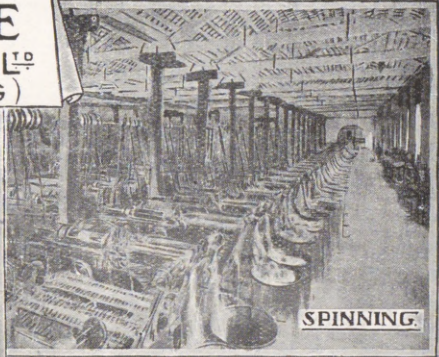
THE HONG KONG ROPE MANUFACTURING COMPANY LTD.

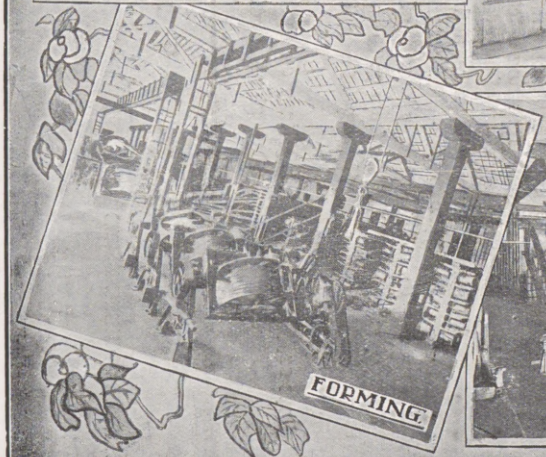
(INCORPORATED IN HONG KONG)

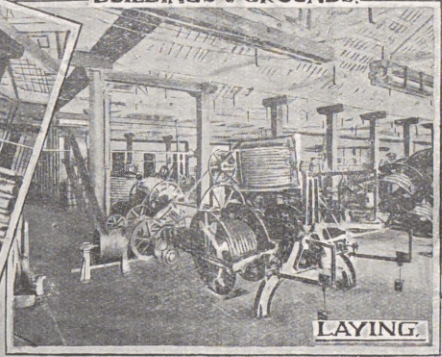




VIEW OF FACTORY, BUILDINGS & GROUNDS.







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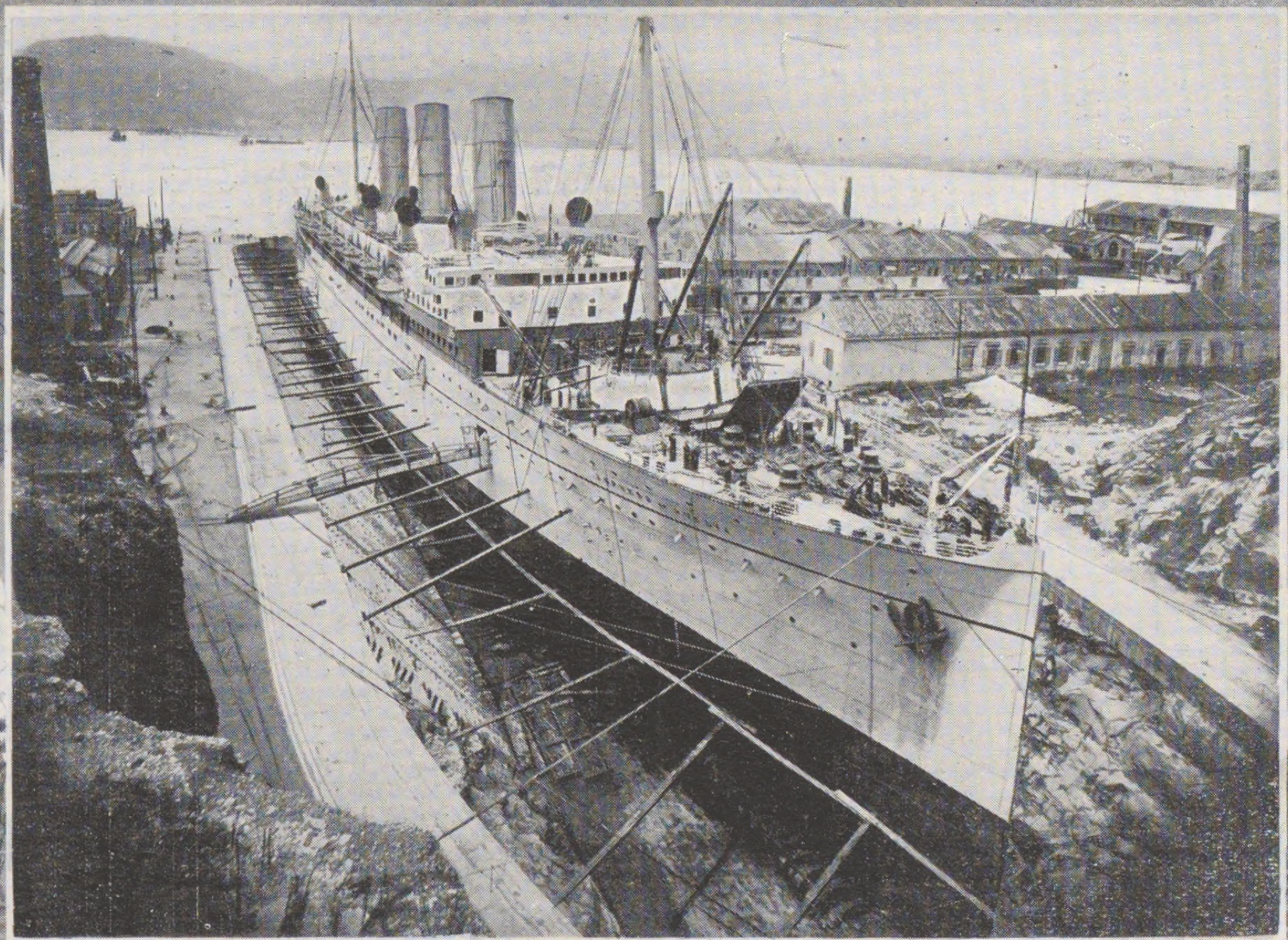
HONGKONG & WHAMPOA DOCK Co Ltd



R.M.S. "Empress of Russia" in the No. 1 Dock, Kowloon.

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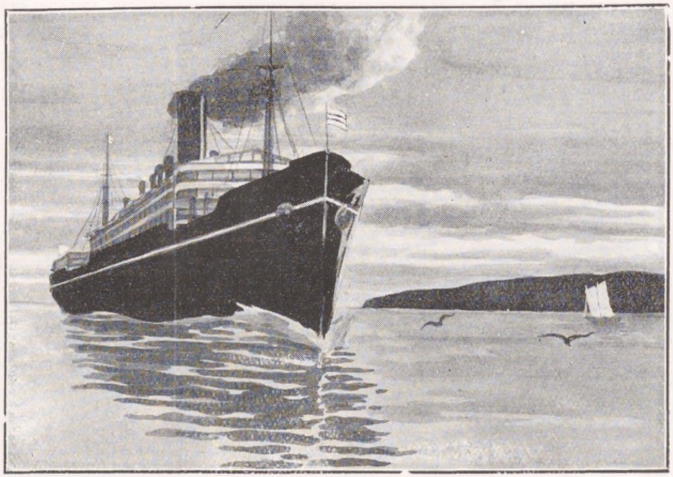
N. Y. K. Lines Circle the Globe.

103 Vessels with every modern improvement, aggregating 500,000 gross tons. Further 500,000 under construction.

Head Office : TOKYO.



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For London and Antwerp from Yokohama, *viâ* Kobe, Moji, Shanghai, Hongkong, Singapore, Malacca, Penang, Colombo, Suez, and Port Said. — By 11 Steamers of 6,000 to 10,000 Tons Gross.

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Besides the above, the Company runs numerous services extending to all the Principal Ports in Japan, as well as Formosa, Korea, China, etc.

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Head Office:
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Branches:
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MITSUBISHI SOKO KAISHA

Telegraphic Adderss:
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AT KOBE

Office: No. 46, HIGASHI KAWASAKICHO
1-Chome, Kobe, Japan.

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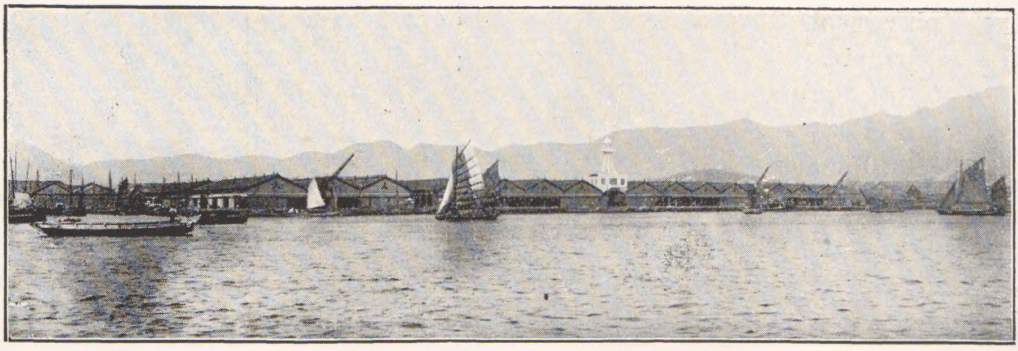
Warehouses are located in all principal parts of the city, viz.:

TAKAHAMA, WADA, SHIMAKAMI, AND ONOHAMA.



2,672 ft. QUAY-WALL AT TAKAHAMA, DEPTH AT LOW TIDE 27 ft.

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Takahama Compound.—The most convenient site in Kobe. The storage area is 32·4 acres with quay-wall and spacious iron transit sheds.

Wada Compound.—Situated in Hiogo Bay. The storage area is about 17 acres, water frontage 3,772 feet.

The above compounds are both connected up with the Government Railways, thus affording direct ommunication for cargo between vessels alongside the pier or quay-walls and inland points.

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A. Course, traffic supt.
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HONGKONG AND WHAMPOA DOCK CO., LTD.—Head Office: Kowloon Dock; Hongkong Branch Office: 2, Queen's Buildg., Chater Road; Telephs. 20 (Hongkong Office), K54, K55 and K218 (Kowloon Office), for sub-exchange see Teleph. Directory. P.O. Box 41; Tel. Ad: Manifesto
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Timekeepers—R. J. Brown, John Hand, jr., W. Neal, W. Peters, E. Souza

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Superintendent—R. A. Nicholson
Assistants—W. E. Cook, J. V. Gomes F. X. Mendes
Chief Boatswain—F. J. Jenner
Sergeant of Police—G. H. Cuthill
Watchman—J. Osbourne
Master of Salvage Tug "Henry Keswick," Capt. R. G. Groundwater

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Francis George Vaux, do.
A. A. Marçal, cashier
C. A. Almario
J. M. G. Silva, stenotypist
Chan Hung Ching, do.
Leung Wing Cheung, interpreter
Li Fuk Tsau, do.

記榮

WING KEE & Co., Coal Merchants, Ship-chandlers, Ship's Compradores and General Storekeepers—29, Connaught Rd., Central: Teleph. 144; Tel. Ad: Chicote
Francisco Tse Yat, general manager
H. MacHoy, signs per pro.

WING ON Co., LTD., Universal Providers, Importers and Exporters—Des Vœux Rd., Central and Connaught Rd., Cent.

司公限有生永

WING SANG Co., LTD., Importers, Exporters and General Merchants—109-111, Des Vœux Rd., Central; Teleph. 2227; P.O. Box 1529
Directors—Ma Wing Chan, Ma Ying Piu, Choy Hing, Choy Chong, Wong Kin cho, Chan Harr, Harr Choang Jowe, Chan Lai Chan and Tang Wing Tai
Ma Joe Young, manager
Branch Offices at Sydney, Australia; Suva, Fiji; Shanghai & San Francisco

WISEMAN'S CAFÉ, Bakers, Confectioners, etc.—Ice House Street; Telephs. Café 407, Bakery 959, Office 2818; Tel. Ad: Wiseman
Lane Crawford, Ld., props.
D. M. Goodall, manager
D. K. Kharas
E. W. Major

WORLD THEATRE, Cinematograph—Des Vœux Road, Central; Teleph. 1337
J. J. Blake, manager

WRIGHT & HORNBY, Stockbrokers—4 Queen's Road Central; Teleph. 323
P. Tester
E. Abraham

WYNDHAM HOTEL (late Pelham House)—29 Wyndham Street

吉永 *Wing Kut*

Xavier & Co., P. A., General Importers and Exporters—Ice House Street; Tel. Ad: Pedrico
A. M. Larcina, signs per pro.
P. M. Xavier, assistant

司公限有隆富 *Fu-loong-yu-han-kung-se*

XAVIER BROS., LTD., General Exporters—Powell's Bldg.; Teleph. 216; P.O. Box 527
Tel. Ad: Ticia; All Standard Codes
F. A. Xavier
Fred. A. Xavier
J. Xavier
Miss C. Xavier

YACHT CLUB—(See Recreation Clubs)

院醫科牙崎山

YAMASAKI, T.—34, Queen's Road, Central; Teleph. 1362
T. Yamasaki, dentist
Dr. Shimokawa, do.
Y. Hachiuma, clerk and interpreter
R. Shimada, assistant

YAMASHITA KISEN KAISHA, Incorporated in Japan (The Yamashita Steamship Co., Ltd.), Steamship Owners, Brokers for the Sale, Purchase, Construction and Chartering of Steamers, Marine Insurance Brokers, etc., Coalmine Owners, also Bunker Coal Contractors—Head Office: Kobe. Branch Offices: Tokio, Singapore and Taihoku. King's Building (top floor); Telephs. 140 and 155; Tel Ad: Yamashita; Codes: Scott's 10th edn.; Bentley's and A.B.C. 5th edn.
S. Mitarai, agent
T. Kondoh

M. Fujii	K. Abe
H. Katoh	S. Komatsu
Y. Mise	U. Mizuguchi

Miss M. Montalto de Jesus
Agents—London, New York, Seattle, San Francisco, Sydney, Shanghai, Takao, Keelung and Moji

YEE SANG FAT Co., Ladies' and Gentlemen's Outfitters—Queen's Road, Central

行銀金正濱橫
Wang-pun-ching-kum Ngan-hong

Yokohama Specie Bank, Ltd.—Prince's Building; Tel. Ad: Ginko
T. Nishiyama, manager
K. Yokoyama, sub-manager
H. Shioda, p. p. manager

Y. Murakami	M. Funakubo
Y. Funaki	S. Asakura
I. Takada	K. Fuse
T. Tomokiyo	M. Takeshita
S. Okumura	H. M. Castro
Y. Nakayama	Miss A. Leon

Yokose & Co., K., Importers and Exporters—34, Queen's Road, C.; Teleph. 1723; P.O. Box 395; Tel. Ad: Yokose; Codes: A.B.C. 5th edn. and Bentley's
K. Yokose, manager
H. Matsuo, signs per pro.
J. Tagawa

Young Men's Christian Association (Chinese)—70 and 71, Bridges Street; Teleph. 460
President—Dr. T. P. Woo
Treasurer—Lam Woo
Secy.—J. L. McPherson
Do. —R. L. Moeller

S. L. Ho	C. M. Hui
T. Moffatt	H. N. Tsui
Y. K. Lit	T. T. Tam
C. H. Woo	W. F. Chan
T. C. Wong	S. K. Wong
S. N. Wong	C. Y. Ho
S. P. Lee	L. K. Cheung
S. W. Ko	T. F. Wong
L. K. Fok	A. E. Dome

司公船輪安元
Yuen-on-lun-shun-kung-sze

Yuen On Steamship Co., Ltd.—8, Queen's Road, West; Teleph. 253
Chau Siu Ki, general manager
S.S. *Kwongtung*—Capt. H. W. Walker

Zoroastrian Charity Fund Association—49, Elgin Street
Board of Trustees—D. T. Pavri, E. D. Kotwall, C. H. M. Rustonjee
President—H. K. Erani
Hon. Secretary—J. N. Meht

CLASSIFIED LIST OF TRADES AND PROFESSIONS

(For addresses see preceding pages)

Accountants and Auditors
Linstead & Davis
Lowe, Bingham & Matthews
Percy Smith, Seth & Fleming
Roza, C. A. da

Ærated Water Manufacturers
Watson & Co., Ld., A. S.

Architects and Civil Engineers
Clark, J. Caer
Denison, Ram & Gibbs
Etablissement Brossard, Mopin
Hazeland, E. M.
Hewlitt, A. G.
Leigh & Orange
Little, Adams & Wood
Moraes, John
Palmer & Turner
Raven & Raven
Rose, L. A.
Warren, C. E.
Weaser, W. L.

Architects and Surveyors
Leigh & Orange
Moraes, John
Rose, L. A.
Samy, A. P.
Raven & Raven
Weaser, W. L.

Arms Dealers
H. K. Sporting Arms and Ammunition Store

Asbestos Dealers
Eastern Asbestos Co.
United Asbestos Oriental Agency, Ld.

Associations and Societies
Assocn. of Exporters & Dealers of H'kong.
Association of Accountants
Associação Portuguesa de Soccorros Mutuos
British Medical Association (Hongkong and China Branch)
China Association (Hongkong Branch)

ASSOCIATIONS AND SOCIETIES—*Continued*
Church of England Men's Society
Constitutional Reform Assoc. of H'kong.
Fire Insurance Association of Hongkong
Hongkong Automobile Assocn.
Hongkong Benevolent Society
Hongkong Chinese Cham. of Commerce
Hongkong Cricket League
Hongkong Football Association
Hongkong Football League
H'kong. General Chamber of Commerce
Hongkong Horticultural Society
Hongkong Jewish Benevolent Society
Hongkong Philharmonic Society
Hongkong St. Andrew's Society
Hongkong Stock Exchange
Institution of Engineers and Shipbuilders
Kowloon Lawn Bowls Association
Kowloon Residents' Association
Law Society of Hongkong
Marine Insurance Association of H'kong.
Philatelic Society
Sailors' Home
Seamen's Institute
Sociedade Philharmonica
Socy. for the Prev. of Cruelty to Animals
Society of St. Vincent de Paul
Soldiers' and Sailors' Home
St. Andrew's Church Men's Association
St. Andrew's Society
St. George's Society
St. Joseph's College Association
Young Men's Christian Assoc. (Chinese)
Zoroastrian Charity Fund Association

AUCTIONEERS
Hughes & Hough
Lammert, Bros.
Rocha, A. G. da

BAKERS
Alexandra Café
Ruttonjee & Sons, H.
Wiseman, Ltd.

BANKS
American Express Co.
Asia Banking Corporation
Bank of Asia
Bank of Canton, Ld.
Bank of East Asia
Bank of Taiwan, Ld.
Banque de l'Indo-Chine
Banque Industrielle de Chine
Chartered Bank of India, Aus. and China
China Specie Bank
Chinese Merchants' Bank, Ld.
Cook & Son, Thos.
Credit Foncier d'Extreme Orient
Hongkong & Shanghai Banking Corpn.
Hongkong Savings Bank
Industrial and Commercial Bank, Ld.
International Banking Corporation
Mercantile Bank of India
Netherlands India Commercial Bank
Netherlands Trading Society
Russo-Asiatic Bank
Yokohama Specie Bank

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Alabaster, C. G.
Belilios, R. E.
Jenkin, C.B.E., F. C.
Pollock, K.C., Hon. Mr. H. E
Potter, Eldon

BOOKSELLERS
Bible, Book and Tract Depot
Brewer & Co.
Graca & Co.
Kelly & Walsh, Ld.
Sayce & Co.

BROKERS *(Bill and Bullion and Exchange)*
Cooper & Co., D. H.
Coppin, A. G.
Dowley, W. A.
Gubbay, R. A.
Hancock, A. & S.
Howard, E.
Joseph, J. E.
Joseph, F. A.
Layton & Co.
Mody, J. H. N.
Roza, C. A. da
Roza, A. W. da
Sassoon, M. S.
Stewart, Bros.

BROKERS *(General)*
Ellis & Co., E.
Grimble & Co., Geo.
Hajee Esmail, H. M.
Lammert, Geo. P.
Logan & Co., W.
Ray & Falconer
Rocha, A. G. da
Silva, A. H. M. da

BROKERS *(Share and General)*
Benjamin & Potts
Carroll, Bros.
E. Ellis & Co.
Hughes & Hough
Logan & Co., W.
Moxon & Taylor
Silva, A. H. M.
Silva, P. M. N.
Soares, F. P. de V.
Vernon & Smyth
Wright & Hornby
Yvanovitch, V.

BROKERS *(Ship, Freight and Coal)*
Carroll, Bros.
Grimble & Co., Geo.
Ray & Falconer
Snowman & Co.
Weir & Co., Andrew

BUILDING CONTRACTORS
Warren & Co., Ld., C. E.

CAFÉS
Alexandra Café Co.
Café Wiseman
Victoria Café

CEMENT MANUFACTURERS
Green Island Cement Co., Ld.

CHEMISTS AND DRUGGISTS
Colonial Dispensary
Fletcher & Co., Ld.
Hongkong Dispensary
Kowloon Dispensary
Queen's Dispensary
Kwong Sang Hong, Ld.
Watson & Co., Ld., A. S.

CHURCHES AND MISSIONS
American Catholic Missions
Bethesda Chapel
Chinese Anglican Church Body
First Church of Christ Scientist
Holy Trinity Church (Kowloon)
London Mission
Missions to Seamen
"Ohel Leah" Synagogue
Procure Generale des Mission Etrangères de Paris
Roman Catholic Cathedral
Rosary Church
Spanish Dominican Procuration
St. Andrew's Church (Kowloon)
St. Anthony's Church
St. Francis' Church
St. John's Cathedral (Anglican)
St. Joseph's Church
St. Paul's Church
St. Peter's (Seamen's) Church
St. Stephen's Mission Church
Union Church
Victoria Female Home and Orphanage
Wesleyan Garrison and Naval Church
Wesleyan Mission

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Atienza, V.
British-American Tobacco Co., Ld.
Caldbeck, Macgregor & Co.
Enterprise Tobacco Co., Ld.
Gande Price & Co.
Græco-Egyptian Tobacco Store
Hongkong Cigar Store
Kelly & Walsh, Ld.
Lane, Crawford & Co.
Ruttonjee & Son, H.
Sayce & Co.
Tabaqueria Filipina
Watson & Co., Ld., A. S.

CINEMATOGRAPH THEATRES, ETC.
Coronet Theatre
Eastern Cinematograph Co., Ld.
Pathé-Orient-Chine
Kowloon Theatre
World Theatre

CLUBS
Club Lusitano
Club de Recreio
Engineers' Institute
Filipino Club
Hollandsche Club
Hongkong Amateur Dramatic Club
Hongkong Club
Nippon Club
Peak Club
Phœnix Club, Ld.
(See also Recreation Clubs)

COAL CONTRACTORS
Bismarck & Co.
Bradley & Co.
Charbonnages du Tonkin
Furukawa & Co.
Hughes & Hough
Jardine, Matheson & Co., Ld.
Kailan Mining Administration
Kwok & Co., P. K.
Mitsubishi Shoji Kaisha, Ld.
Mitsui Bussan Kaisha
Suzuki & Co.

CONSULATES—(See pages 1022-3)

CONTRACTORS *(Army and Navy)*
Arculli & Sons, A. F.
Bismarck & Co., C. W.

COMMISSION AGENTS
Abdoolally Ebrahim & Co.
Ah Ying & Co.
Ally, M.
Alves & Co., J. M.
Alves, A. L., & Co.
Apcar & Co., Arratoon V.
Arculli, Bros.
Arthur & Co., Ld.
Banker & Co.
Baptista, York & Co.
Basa, R.
Bismarck & Co.
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British Chinese Trading Co.
Carroll & Co.
Carters
Chau Yue Teng
Che, Bros.
Chiu, Bros.
Chu Kyoku Trading Co.
Connell, Bros. & Co.
Cooper & Co.
Cumming & Co., Luke
Fletcher & Co., Ld.
Fock, W. K.
Ford & Co., Walter
Gibbs & Co., J.
Globe Furnishing & Export Co.
Gotla & Co., P. D.
Graca & Co.
Hannibal & Co., W. A.
Himly & Co.
Hingkee & Co., A. & P. Leong
Hongkong Trading Co.
Hogg, Karanjia & Co, Ld.
Humphreys & Co., W. G.
Humphreys & Son, John D.
Jorge, Frank J. V.
Karsten Larssen & Co.
Katoh & Co.
Kwong Sang Hong, Ld.

COMMISSION AGENTS—*Continued*
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Manners & Backhouse, Ld.
Maxim & Co.
Michael & Co., J. R.
Mohamedally, M.
Moses & Co., N. S.
Moulder & Co, Ld., A. B.
Mow Fung & Co., Ld.
Mustard & Co.
Nemazee, H. M. H.
Nippon Menkwa Kabushiki Kaisha
Northwest Trading Co., Ld.
Patell & Co.
Pentreath & Co.
Pittendrigh & Rumjahn
Pohomul, Bros.
Pursumall & Co., T.
Reif, B
Remedios & Co., J C. dos
Ribeiro, Son & Co.
Robertson, Wilson & Co.
Rocha & Co., J. M. da
Ross & Co., Alex.
Rosselet & Co., J. C.
Rudolf Wolff & Kew, Ld.
Sachse, Lennox & Co.
Seth, Harold
Setna & Co., S. D.
Shewan & Co., W.
Silva & Co.
Silva-Netto & Co
Smith & Co., Frank
Soares & Co.
Sousa & Co., Ld., De
Suzuki & Co.
Talati, F. P.
Talati, Pestonji F.
Transmarina Trading Co.
Union Trading Co.
Van Eps, W. E.
Vasunia, J. P.
Warren & Co., Ld., C. E.
Wicking & Co., Harry
Xavier Bros., Ld.
Xavier & Co., P. A.

CURIO DEALERS
Komor & Komor (Kuhn & Co.)
Lock Hing & Co.

DAIRIES
Dairy Farm, Ice & Cold Storage Co., Ld.
Kowloon Dairy

DENTISTS
Asger, Dr. M. E.
Carvalho, Dr. Arthur de
Kew, Brothers, Drs.
Lasher, M. C.
McKean, Dr. G. W.
Noble, Dr. J. W.
To, Dr. Herbert
Yamasaki, T.

DOCKS
Hongkong and Whampoa Dock Co.
Taikoo Dockyard and Engineering Co.

DRAPERS
Ah Men & Hing Cheong & Co.
Cassum Ahmed & Co.
Cooper & Co.
Flint, Mme.
Hiptoola & Co., H.
Hoosainali & Co.
Kayamally & Co., M.
Lane, Crawford & Co.
Powell, Ld., Wm.
Whiteaway, Laidlaw & Co.

DRESSMAKERS AND MILLINERS
Flint, Madame M.
Lane, Crawford & Co.
Powell, Ld., Wm
Whiteaway, Laidlaw & Co.

DRY CLEANERS
Eastern Dyeing & Dry Cleaning Co.

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Asile de la Sainte Enfance
Baxter Girls' School
Belilios Public School for Girls
Berlin Foundling House
Diocesan Girls' School and Orphanage
Diocesan School and Orphanage
Ellis Kadoorie School
English School for Indians
Fairlea School, C. M. S.
Hildesheim Mission Blind Asylum
Italian Convent
Kowloon British School
Peak School
Praya East English School
Queen's College
R. C. Cathedral School
Saiyingpun English School
St. Joseph's English College
St. Lewis Industrial School
St. Paul's College
St. Stephen's College
St. Stephen's Girls' College and Preparatory School
Tai Po English School
Technical Institute
University of Hongkong
Victoria British School
Victoria Home & Orphanage
Wanchai English School
Wesleyan Mission School
Yaumati English School

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China & Japan Telephone & Electric Co.
China Light & Power Co (1918), Ld.
General Electric Co. of China, Ld.
Hongkong Electric Co., Ld.
Hongkong Tramway Co., Ld.

ENGINEERS AND SHIPBUILDERS
A King's Slipway
Bailey & Co., W. S.
Hongkong and Whampoa Dock Co.
Jack & Co., Ld., Wm. C.
Macdonald & Co.
Taikoo Dockyard and Engineering Co.

ENGINEERS *(Civil)*
(See Architects)

ENGINEERS AND SURVEYORS
Bailey & Co., W. S.
Carmichael & Clarke
Etablissement Brossard, Mopin
Gerin, Drevard & Co.
Goddard & Douglas
Gordon & Co.
Hall, Thomas Phillip
Jack & Co., Ld., Wm. C.
Macdonald & Hunter
Miller, J. Finlay
Ricou & Co., C. E.

ESTATE AGENTS
Chater & Mody
China Provident L. & M. Co., Ld.
Hongkong Central Estate, Ld.
Hongkong & Kowloon Land & Loan Co.
Hongkong Land I. & A. Co., Ld.
Hongkong Land Reclamation Co, Ld.
Humphreys' Estate & Finance Co., Ld.
Kai Tack Land Investment Co., Ld.
Kowloon Land & Building Co., Ld.
Linstead & Davis
Sharp & Co.

FERRY COMPANIES
Star Ferry Co., Ld.
Yaumati Ferry Co.

FLOUR MILLERS AND MERCHANTS
Centennial Mill Co. of Seattle, U.S.A.
Dodwell & Co.
Dunbar, Wm.
H. Skott & Co.

FORWARDING AGENTS
American Express Co.
Cook & Son, Thos.
Wells, Fargo Co. of U.S.A.

FUMIGATING AND DISINFECTING
Fumigating and Disinfecting Bureau, Ld.

GARAGES
Breezy Garage
Connaught Motor Car Co.
Dragon Motor Car Co.
Exile Garage
Far East Garage
Hongkong Hotel Garage
Kowloon Garage
Ojagar Singh Garage

GAS CO.
Hongkong and China Gas Co.

GUN AND RIFLE MAKERS
Hongkong Sporting Arms and Ammunition Store

HAIRDRESSERS
Campbell, Moore & Co.

HOSPITALS
Alice Memorial Hospital
Alice Memorial Maternity Hospital
Berlin Foundling Hospital
French Convent Hospital
Govt. Civil Hospital
Ho Mui Ling Hospital
Infectious Diseases Hospitals
Kennedy Town Hospital
Lunatic Asylum
Matilda Hospital
Nethersole Hospital
Peak Hospital
Tung Wah Hospital
Victoria Hospital

HOTELS *(Private)*
Kingsclere
Knutsford Hotel
Montpellier
St. George's House

HOTELS
Astor House Hotel
Carlton Hotel
Hongkong Hotel
King Edward Hotel
Palace Hotel (Kowloon)
Peak Hotel
Repulse Bay Hotel
Wyndham Hotel

HOUSE FURNISHERS
A Ling & Co.
A Tack
Lane, Crawford & Co.
Powell, Ld., Wm.

ICE WORKS AND COLD STORAGE
Dairy Farm, Ice & Cold Storage Co.

INSURANCE COS.
British Traders' Insurance Co., Ld.
Canton Insurance Office, Ld.
China Fire Insurance Co. Ld.
China Mutual Life Insurance Co., Ld.
Commercial Union Assurance Co. (Fire and Typhoon)
Hongkong Fire Insurance Co., Ld.
I On Marine and Fire Insurance Co., Ld.
Liverpool and London and Globe Insurance Co., Ld.
Shanghai Life Insurance Co.
South British Insurance Co.
Sun Life Assurance Co. of Canada
Union Insurance Society of Canton, Ld.
Yorkshire Insurance Co., Ld.

JEWELLERS
Falconer & Co., G.
Mohideen & Co.
Jas. Steer
Sennet, Frères
Sheriff, Bros.
Ullmann & Co., J.
Wang Hing

LAND INVESTMENT COMPANIES
China Provident Loan & Mortg. Co., Ld.
Hongkong Central Estate, Ld.
H'kong. & KowloonLand & Loan Co., Ld.
Hongkong Land Investment & Agency Co., Ld.
Hongkong Land Reclamation Co., Ld.
Humphreys' Estate & Finance Co., Ld.
Kai Tack Land Invest. Co., Ld.
Kowloon Land & Building Co., Ld.

LAUNDRIES
Steam Laundry Co., Ld.

LITHOGRAPHERS
Hongkong Printing Press
South China Morning Post, Ld.

MACHINERY AGENTS AND CONTRACTORS
Anglo-ChineseEngineers'Association, Ld.
Bradley & Co., Ld.
Carmichael & Clarke
Dodwell & Co.
General Electric Co. of China, Ld.
Hing & Co., C. K.
Humphreys & Co., W. G.
Jack & Co., Ld., Wm. C.
Jardine, Matheson & Co., Ld.
Kwok & Co., P. K.
Macdonald & Co.
Shewan, Tomes & Co.
Ross & Co., Alex.

MACHINES, SEWING
Singer Sewing Machine Co.

MANUFACTURERS' REPRESENTATIVES
A. Kwai & Co.
Alves & Co., J. M.
American Milk Products Corpn.
Andersen, Meyer & Co.
Arnhold, Bros. & Co., Ld.
Arthur & Co., Ld.
Bradley & Co., Ld.
Brunner, Mond & Co., Ld.
Connell, Bros.
Dodwell & Co.
Eastern Asbestos Co.
Ford & Co., Walter
Greaves, Cotton & Co.
Hongkong Trading Co.
Jardine, Matheson & Co., Ld.
Marshall Field & Co.
Mow Fung & Co., Ld.
Newall & Claxton
Robertson, Wilson & Co.
Ross & Co., Alex.
Stephens & Co., Ld., H.

MEDICAL PRACTITIONERS
(For Doctors in Government Service see under Government Offices, page 1003)
Dalmahoy Allan, Strahan & Thomas
Gibson, R. McLean
Heaney, C. M.
Jordan, Forsyth, Grove & Aubrey
Kwan Sum-in
Munehiro, J.
Ozorio, F. M. da Graca
Harston, Marriott, Black, Balean, Koch, Stuart-Taylor & Morrison
Souza, Bernardo
Sanders, J. H.

MERCHANTS (*Commission*)
(See Commission Agents)

MERCHANTS (*General*)
Alves & Co., A. L.
Alves & Co., J. M.
Andersen, Meyer & Co.
Apcar & Co., Arratoon V.
Arculli, Bros.
Arnhold, Bros. & Co., Ld.
Arthur & Co., Ld.
Banker & Co.
Botelho, Bros.
Bradley & Co.
Butterfield & Swire
Carroll & Co.
Carters
Cawasjee Pallanjee & Co.
Central Agency, Ld.
Chater & Mody
China Trading Co.
Chu Kyoku Trading Co.
Cie. Commerciale d'Extreme Orient
Connell, Bros. & Co.
Cooper & Co.
Currimbhoy & Co., Ld.
David & Co., S. J.
Davie, Robert, Senr.
Davis Co., Ld.
Dodwell & Co., Ld.
Ellias, Mahomed Hadjee Easack
Field & Co., Marshall
Fook Lee & Co.
Ford & Co., Walter
Fung Tang
Gerin, Drevard & Co.
Gibb, Livingston & Co.
Gilman & Co., Ld.
Greaves Cotton & Co.
Gregory & Co., T. M.
Griffith, Ld., T. E.
Hannibal & Co., W. A.
Handelmaatschappy "Transmarina"
Himly & Co.
Hogg, Karanjia & Co., D.
Holland-China Trading Co.
Holland Pacific Trading Co.
Hongkong Import & China Produce Export Co
Humphreys & Co., W. G
Hutchison & Co., John D.
Jardine, Matheson & Co., Ld.
Kadoorie, Sir Ellis
Lapicque & Co., P. A.
Lapraik & Co., Douglas
Loxley & Co., W. R.
Mackinnon, Mackenzie & Co.
Maxim & Co.
Michael & Co., J. R.
Mitsui Bussan Kaisha
Mody & Co., N.

MERCHANTS (*General*)—*Continued*
Moulder & Co., A. B.
Nemazee, H. M. H.
Nestlé & Anglo-Swiss Condensed Milk Co.
Osawa & Co., J.
Patell & Co.
Reiss & Co.
Richardson, Chas. E.
Ribeiro, Son & Co.
Rocha & Co., J. M. da
Ross & Co., Alex.
Sassoon & Co., E. D.
Sassoon & Co., Ld., David
Sethna, D. K.
Shewan, Tomes & Co.
Simmons & Co., Thomas W.
Skott & Co., H.
Soares & Co.
Sousa & Co.
South China Produce Co.
Stephens & Co., H.
Swedish Trading Co., The A. B.
Thoresen & Co.
Union Trading Co.
Wassiamull Assomull & Co. (*Silk*)
Wicking & Co., Harry

METAL MERCHANTS
Dodwell & Co.
Fock, W. K.
Hongkong Steel Foundry Co., Ld.
Jardine, Matheson & Co.
Rudolf Wolff & Kew, Ld.
Singon & Co.

MILLINERS
China Drawn Work Co.
Flint, Madame M.
Hiptoola & Co., H.
Hoosainali & Co.
Kayamally & Co.
Lane, Crawford & Co., Ld.
Powell, Ld., Wm.
Whiteaway, Laidlaw & Co.

MINING, IRON AND STEEL COMPANIES
Charbonnages du Tonkin
Chiuling Mining Works
Gordon & Co.
Hongkong & China Mining Co.
Hongkong Iron Mining Co., Ld.
Hongkong Steel Foundry Co., Ld.
Singon & Co.

MOTOR ENGINEERS AND BUILDERS
Bailey & Co., W. S.
Jack & Co., Ld., Wm. C.
Jardine, Matheson & Co., Ld.
Kew & Co., J. W.
Ross & Co., Alex.

MUSEUM
City Hall

MUSIC (*Professors of*)
Danenberg, E.
Fuller, Denman
Galuzzi, A.
Gonzales, Francisco

MUSIC STORES
Anderson Music Co., Ld.
Moutrie & Co., Ld.

NEWSAGENTS
Brewer & Co.
Kelly & Walsh, Ld.

NEWSPAPERS (*English*)
China Mail
Daily Bulletin
Hongkong Daily Press
Hongkong Telegraph
South China Morning Post

NEWSPAPERS (*Native*)
Chinese Commercial News (Chung Ngoi San Po)
Wah Tsz Yat Po

OIL MERCHANTS
Anglo-Saxon Petroleum Co., Ld.
Asiatic Petroleum Co., Ld.
Standard Oil Co. of New York
Texas Co.
Vacuum Oil Co.

OPTICIANS
China Optical Co.
Hongkong Optical Co.
Lazarus, N.
Lee, Bros.
Ullmann & Co., J

OUTFITTERS—(See Tailors)

PAINT MANUFACTURERS
Wilkinson, Heywood & Clark, Ld.

PAPER MANUFACTURING CO.
Tai Shing Paper Manufacturing Co.

PHOTOGRAPHERS
A Fong's Photo Studio
Mee Cheung
Mumeya & Sano, M.
Yera, H.

PHOTOGRAPHIC GOODS DEALERS
A Ling & Co.
A Tack
Long Hing & Co.
Mee Cheung

POSTAGE STAMP DEALERS, ETC.
Graça & Co.

PRINTERS
Braga, J. P.
Brewer & Co.
China Mail, Ld.
Guedes & Co.
Hongkong Daily Press, Ld.
Hongkong Printing Press
Hongkong Telegraph
Kelly & Walsh, Ld.
Local Printing Press
Noronha & Co.
Noronha, L.
South China Morning Post, Ld.
Victoria Printing Press

RAILWAY
Kowloon-Canton Railway

RATTAN CHAIR MANUFACTURER
Greenfield, S.

RECREATION CLUBS
Chess Club
Craigengower Cricket Club
Hongkong Basket Ball League
Hongkong Civil Service Cricket Club
Hongkong Cricket Club
Hongkong Football Club
Hongkong Hockey Club
Hongkong Jockey Club
Indian Recreation Club
Kowloon Bowling Green Club
Kowloon Cricket Club
Ladies' Recreation Club
Lusitano Recreation Club
Parsee Cricket Club
Polo Club
Queen's College Recreation Club
Royal Hongkong Golf Club
Royal Hongkong Yacht Club
S. China Athletic Assocn.
United Services Recreation Club
Victoria Recreation Club

ROPE MANUFACTURERS
Hongkong Rope Manufacturing Co.

SHIPCHANDLERS
A. Kwai & Co.
Ah Ying & Co., C.
Bismarck & Co.
Kwong Sang & Co.
Lane, Crawford & Co.
Wing Kee & Co.

SAILMAKERS
A. King
A. Kwai & Co.
Bismarck & Co.

SHIPPING OFFICES
Admiral Line
Arnhold, Bros. & Co., Ld.
Australian Oriental Line
Bank Line, Ld.
Banker & Co.
Botelho, Bros.
British India Steam Navigation Co.
Butterfield & Swire
Canadian Pacific Steamships, Ld.
Carmichael & Clarke
Carroll & Co.
China Mail S. S. Co.
China Merchants' S. N. Co.
China Mutual S. N. Co.
China Navigation Co.
Chu Kyoku Trading Co.
Cook & Son, Thos.
Dodwell & Co.
Dollar Co., Robt.
Douglas Steamship Co.
Eastern & Australian S. S. Co.
Eng Hok Fong S. S. Co.
Furness, Withy & Co.
Gibb, Livingston & Co.
Hongkong, Canton & Macao St'mboat. Co.
Indo-China S. N. Co., Ld.
Jardine, Matheson & Co., Ld.
Java-China-Japan Line
Kailan Mining Administration
Karsten Larssen & Co.
Lapicque & Co., P. A.
Mackinnon, Mackenzie & Co.
Messageries Maritimes
Nemazee, H. M. H.
Nippon Yusen Kaisha
Ocean S.S. Co.
Osaka Shosen Kaisha
Pacific Mail S. S. Co.
Peninsular and Oriental S. N. Co
Rocha & Co., J. M.
Russian Volunteer Fleet
Shewan, Tomes & Co. (Amer. Asiatic)
Shui On S.S. Co, Ld.
Struthers & Barry, Inc.
Swedish Trading Co, The A. B.
Thoresen & Co. (Norwegian)
Toyo Kisen Kaisha
Weir & Co., Andrew
Yu n On Steamship Co.

SILK AND FANCY GOODS DEALERS
Brewer & Co
Chellaram, D.
Chotirmal & Co., K. A. J.
Graça & Co.
Komor & Komor
Mehta & Co.
Melvani & Co., P. D.
Peerbhoy, G.
Swatow Drawn Work Co.
Swatow Trading Co.
Wassiamull Assomull

SOLICITORS
Brutton, G. K. Hall
D'Almada e Castro & Mason
D'Almada e Castro, Leo
Deacon, Looker, Deacon & Harston
Dennys & Bowley
Hastings & Hastings
Haywood, G. R.
Johnson, Stokes & Master
Lo & Lo
Longinotto, Leo.
Nash, F. E.
Stephens, M. J. D.
Tso, S. W.
Wilkinson & Grist

STATIONERS
Braga, J. P.
Brewer & Co.
Hongkong Paper and Stationery Co.
Kelly & Walsh, Ld.

STOREKEEPERS
British-American Candy Store
French Store
Hadjee Ismail, H. M.

STOREKEEPERS—*Cont.*
Lane, Crawford & Co.
Ruttonjee & Co.
Sincere Co.
Sun Co.
Wing On Co.

SUGAR REFINERIES
China Sugar Refining Co., Ld.
Taikoo Sugar Refining Co., Ld.

SURVEYORS (*Marine*)
Carmichael & Clarke
Etablissement Brossard, Mopin
Goddard & Douglas
Hall, T. P.
Miller, J. Finlay
(See also Engineers and Surveyors)

TAILORS AND OUTFITTERS
Ah Men & Hing Cheong & Co.
Diss, Bros
Lane, Crawford & Co.
Lily, Madame
Mackintosh & Co., Ld.
Powell, Ld., William
Shaw, James T.
Tak Cheong
Whiteaway, Laidlaw & Co.
Yee Sang Fat

TELEGRAPH AND TELEPHONE COMPANIES
China and Japan Telephone Co., Ld.
Chinese Tel. Administration
Eastern Extension, A. and C. Tel. Co.
Great Northern Tel. Co.
Reuter's, Ld.

TIMBER MRECHANTS
British Borneo Timber Co.
China Borneo Co.
Hang Tai & Co.
China Import and Export Lumber Co. Ld.
Wing Shing Cheong
Dodwell & Co.
Dollar Co., Robt
Stewart & Co, Wm.

TOURIST AGENCY
American Express Co.
Cook & Son, Thos.

TRAMWAYS
Hongkong Tramway Co., Ld.
Peak Tramway Co., Ld.

TYPEWRITERS, ETC.
Brewer & Co.
Dodwell & Co.
Kelly & Walsh, Ld.
Mustard & Co.
Ramsey & Co.
Ross & Co., Alex.

UNDERTAKERS
Brown, Jones & Co.

WATCHMAKERS
Falconer & Co., G.
Sennet, Frères
Steer, James
Ullmann & Co.

WATER BOAT CO.
Union Water Boat Co.

WHARVES AND GODOWNS
China Provident Loan & Mortg. Co., Ld.
Holt's Wharf and Godowns
Hongkong & Kowloon Wharf and Godown Co.
Po On Mar. Insurance and Godown Co.

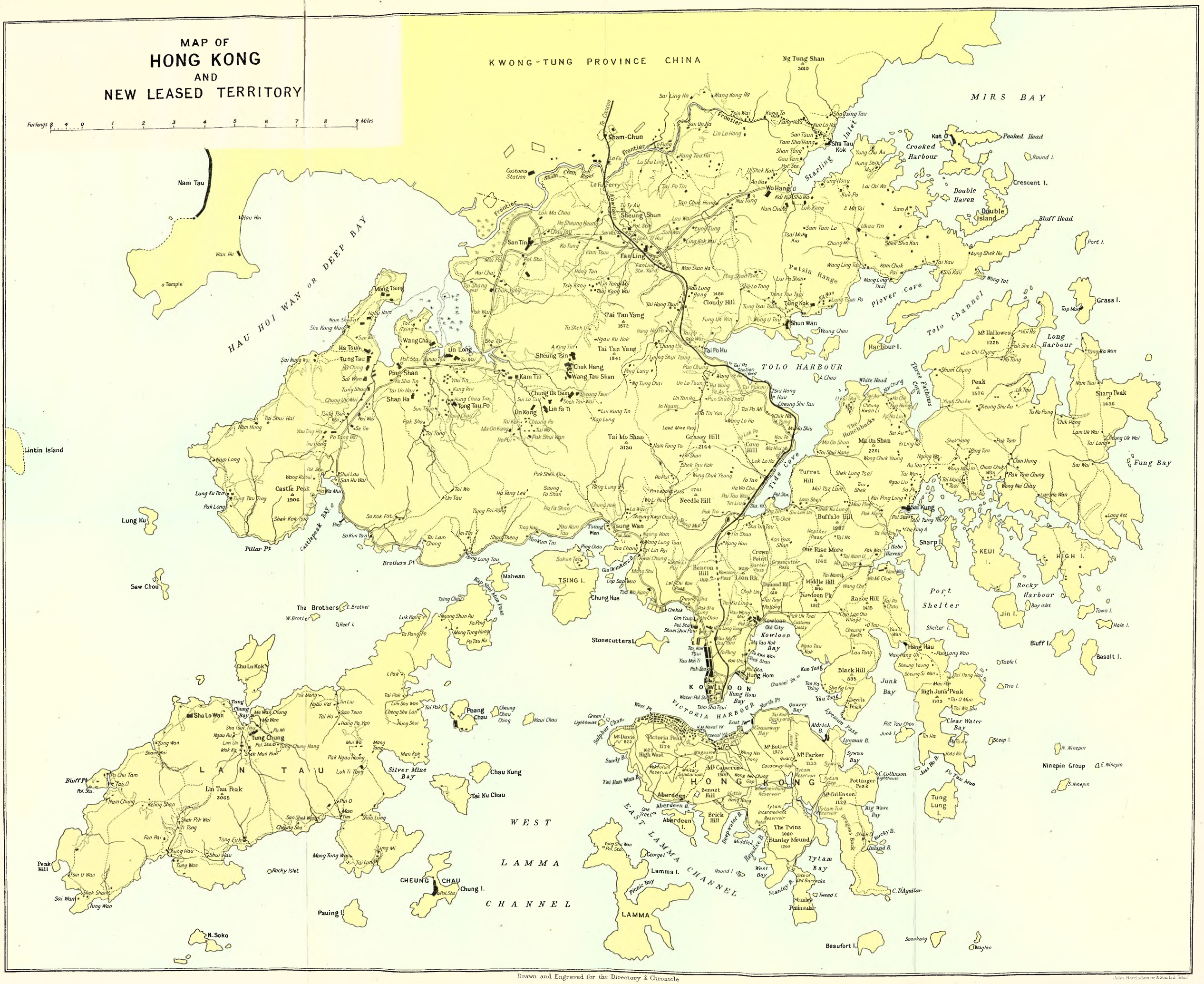
WINE AND SPIRIT MERCHANTS
Caldbeck, Macgregor & Co.
Carters
Donnelly & Whyte
Gande, Price & Co., Ld.
Lane, Crawford & Co.
Ruttonjee & Son, H.
Watson & Co., Ld., A. S.

YACHT AND MOTOR BOAT BUILDERS
A. King

HONGKONG LADIES' DIRECTORY

Abney, Mrs. E. E. de W., 2, Gough Hill, Peak
Adams, Mrs. F. R. J., Peak Hotel
Airey, Mrs. M. E. F., 130, Plantation Road, Peak
Alves, Mrs. A. A., 11, Macdonnell Road
Alves, Mrs. C. M. S., 3, Broadwood Terrace
Alves, Mrs. J. M., 40, Austin Road, Kowloon
Alves, Misses, 40, Austin Road, Kowloon
Apcar, Mrs. A. V., Ava House, May Road
Armstrong, Mrs. W., "Tor Crest" 7, Peak
Arnold, Mrs. J., 10, Tregunter Mansions, May Rd.
Ashton, Mrs. A. E., Peak Hotel
Atienza, Mrs., 18, Nathan Rd., Kowloon
Aubrey, Mrs. G. E., 134A, The Peak
Austin, Mrs. A. R., 137A, Plantation Rd.
Azevedo, Mrs. J. F. d'., 11, Mosque Junction
Baker, Mr. R., Taipo
Baker, Miss, Taipo
Balean, Mrs. H., Minden Row, Kowloon

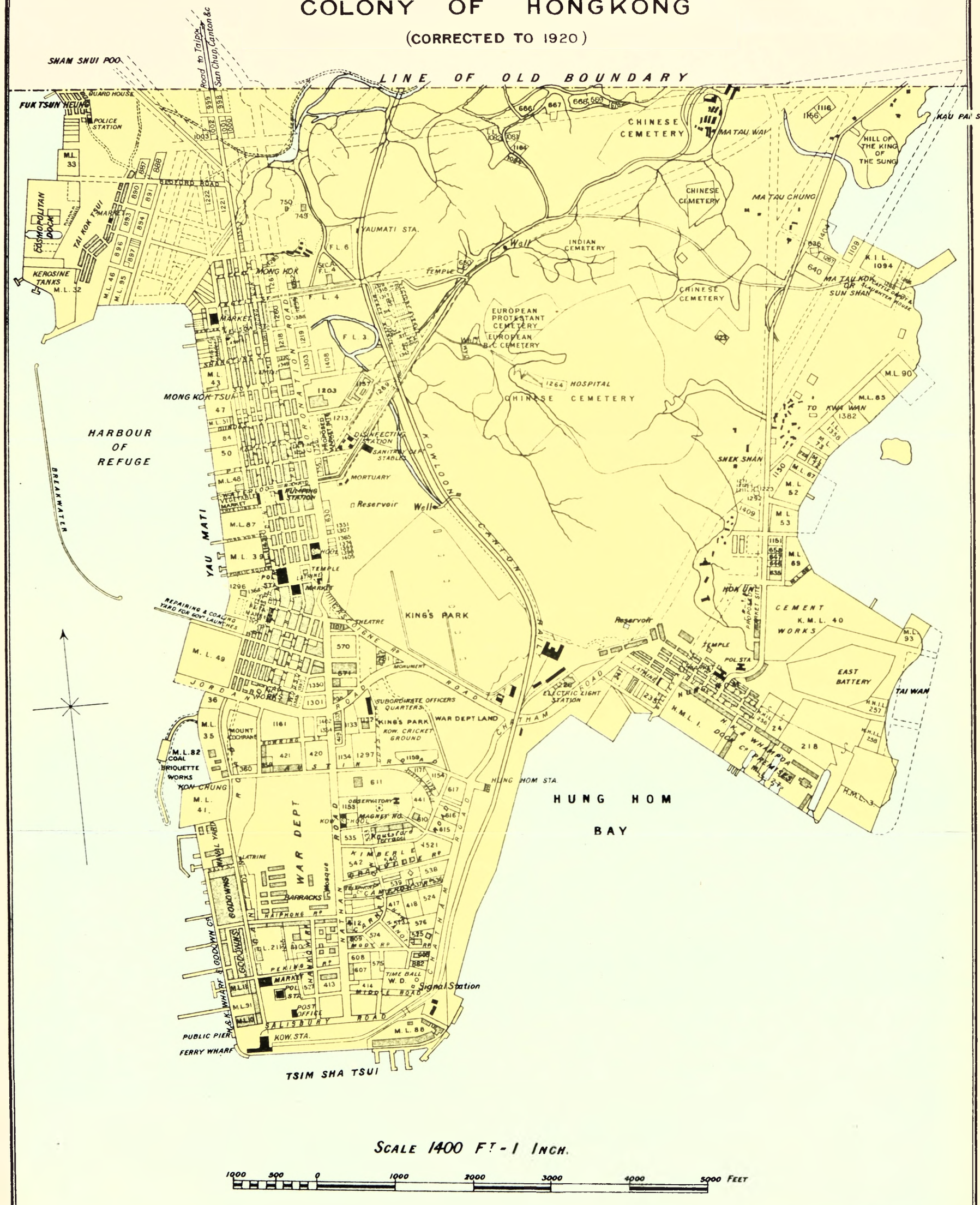
Ball, Mrs. Dyer, 51, Mt. Kellet Road
Baptista, The Misses, 51, Elgin St.
Baptista, Mrs. D. C., 5, Lyemun Villas, Kowloon
Baptista, Mrs. M., 53, Elgin St.
Barretto, Mrs. A. D., 18, Chatham Road, Kowloon
Basto, Mrs. B., 4, Hankow Road, Kowloon
Bean, Mrs. K. W., Queen's Gardens
Beavis, Mrs. C. E. H., 64, The Peak
Beckwith, Mrs. C. W., "The Eyrie," 2, The Peak
Bell, Mrs. W. H., 3, Mountain View, Peak
Bennett, Mrs. H. S., 41, The Peak
Bevan, Mrs., P. M. Temple, 63, The Peak
Bevington, Mrs. F., 44, The Peak
Bird, Mrs. H. W., 12A, Peak
Bird, Mrs. L. G., "Bishop's Lodge," Lugard Rd.
Birkett, Mrs. H., 146, The Peak
Black, Mrs. G. D. R., 16, Peak Road
Blair, Mrs. D. K., "The Farm," Findlay Path, Peak
Botelho, Mrs. A. C., 2, Caine Road
Bowdler, Mrs., 135, Plantation Rd.
Braga, Mrs. J. P., 37, Robinson Road
Braga, Miss, 37, Robinson Road
Braga, Miss Maud, 37, Robinson Road
Branch, Mrs. B. R., 12, Chatham Rd., K'loon.
Breakspear, Mrs. O. T., Mountain View, Peak
Brearley, Mrs. A., 12[illegible], The Peak
Bridger, Mrs. J. P., Peak Hotel
Bridger, Mrs. R. L., 55, Peak
Bristow, Mrs. L., Pratt Bldg., Kowloon
Brown, Mrs. C. B., 62, Mt. Kellet Rd.
Brown, Mrs. W. S., 1, Chatham Rd., K'loon.
Buchanan, Mrs. G., 28, Humphreys Ave. Kowloon
Burnett, Mrs. G. W. C., 4, Mountain View, The Peak
Cameron, Mrs. D. H., 18, Peak Road
Canseco, Mrs. O. D., 5, Minden Villas, Kowloon
Card, Miss E. A., Kingsclere Hotel
Carpenter, Mrs. E. W. Herbt., 1, Bowen Rd.
Cartwright, Mrs., Queen's Gardens Peak Road
Cartwright, Mrs. H. A., Cheung Chau
Carvalho, Mrs. Arthur de, 3, Minden Villas, Kowloon
Carvalho, Mrs. C. F. de, May Road
Carvalho, Mrs. E. A. de, 3, Minden Villas, Kowloon
Carvalho, Miss Edith, May Road
Castricum, Mrs. J. M. E. van, 87, Peak
Cavalier, Mrs. A. R, 164B, The Peak
Chapman, Mrs. E. J., 120, Plantation Rd., Peak
Chater, Lady, Marble Hall, 1, Conduit Road
Chazournes, Mme. B. de, "Greencroft," Nathan Road, Kowloon
Clark, Mrs. D. E., 7, Tregunter Mansions, May Road
Clarke, Mrs. W. E., Taipo
Clarke, Miss, Taipo
Clarke, Miss C. G., Queen's Gardens
Claxton, Mrs. T. F., Observatory, Kowloon
Clinton, Miss A., 147, Barker Road, Peak
Conant, Mrs. H. A. R., 12, Tregunter Mansions, May Road
Cooper, Mrs. W. A. J., "Meirion," 5, The Peak
Coppin, Mrs. A. G., "Kingsclere," Peak Rd.
Cormack, Mrs., Peak Hotel
Cousland, Mrs. A. S. D., 4, Tregunter Mansions, May Rd.
Crapnell, Mrs. A. E., The Peak
Crapnell, Mrs. F. H., 13, Humphreys Bldg., Kowloon
Crawford, Mrs. F. M., 167, Magazine Gap
Crosse, Mrs. R. N., Conduit Road
Dallin, Mrs. T., Queen's Gardens
D'Almada e Castro, Mrs. F. X., Marine House, 2nd floor, 17, Queen's Road C.
D'Almada e Castro, Mrs. J. T., 1, Lyemun Villas, Kowloon
D'Almada e Castro, Mrs. Leo, Fanling
D'Almada e Castro, Miss Phyllis, 1, Lyemun Villas, Kowloon
Danenberg, Mrs. E., 1, The Albany
Danenberg, Mrs. F., 5, Liberty Ave., New Garden City
Davies, Lady Rees, 104, Gough Hill, Peak
Davidson, Mrs. E., 60, The Peak
Davison, Mrs., 169, Magazine Gap
Deakin, Miss F. A., "Hillcrest," Peak
Delacombe, Mrs. A., 55, The Peak
Delacombe, Miss, 55, The Peak
Delgetty, Mrs. G. M., "Creggan," Plantation Road, Peak
Denison, Mrs. A., 144A, Barker Rd., Peak
Denison, Miss. 144A, Barker Rd., Peak
Dickie, Mrs. F. J., Queen's Gardens
Dingman, Mrs. E. C., 6, Thorpe Manor, May Rd.
Diss, Mrs. A. C., 18B, Humphreys Bldg., Kowloon
Dixon, Miss F., 4, Lyemun Villas, Kowloon
Dodwell, Mrs. G. M., 108, The Peak
Donnelly, Mrs. D. E., Cheung Chau
Dorkins, Mrs. G. M. R., 34, Humphreys Bldg., Kowloon
Douglas, Mrs. W. E., 37, Humphreys Bldgs., Kowloon
Dovey, Mrs. E. R., 3, Leighton Hill
Dowbiggin, Mrs. H. B. L., 165, Magazine Gap
Drake, Mrs. E. O., 147 Barker Rd., Peak
Drolette, Mrs. G. W., Kingsclere Hotel
Drummond, Mrs. J. E., 26A, Humphreys Bldg., Kowloon
Duclos, Mrs. G., Kingsclere Hotel
Dunbar, Mrs., L., 14, Peak Rd.
Duncan, Mrs. J., Peak Hotel
Dunnett, Mrs. G. B., 114, Plantation Rd., Peak
Dunnett, Miss, 34, Peak


MAP OF
HONG KONG
AND
NEW LEASED TERRITORY
Furlongs 8 4 0 1 2 3 4 5 6 7 8 9 Miles
KWONG-TUNG PROVINCE CHINA
MIRS BAY
HAU HOI WAN OR DEEP BAY
TOLO HARBOUR
VICTORIA HARBOUR
HONG KONG
KOWLOON
LAN TAU
LAMMA
WEST LAMMA CHANNEL
Sham-Chun
Sheung Shun
San Tin
Fan Ling
Tai Tan Yang
Cloudy Hill
Tai Po Hu
Tung Kok
Shun Wan
Sha Tau Kok
Wo Hang
Ng Tung Shan
Kat O
Peaked Head
Crooked Harbour
Crescent I.
Double Haven
Double Island
Bluff Head
Port I.
Grass I.
Long Harbour
Sharp Peak
Fung Bay
Sai Kung
Sharp I.
KEUI I.
HIGH I.
Rocky Harbour
Port Shelter
Jin I.
Bluff I.
Basalt I.
Hang Hau
Junk Bay
Clear Water Bay
Tung Lung I.
Ninepin Group
Nam Tau
Hau Hoi
Wan Ha
Temple
Mong Tsing
Ha Tsun
Tung Tau
Sai Wan
Ping Shan
Wang Chau
Un Long
Shan Ha
Kam Tin
Chung Uk Tsun
Un Kong
Tong Tau Po
Lintin Island
Lung Ku
Castle Peak
Pillar Pt
Castlepeak Bay
Saw Chou
The Brothers
Mahwan
Tsing Wan
Tsing Lung Tau
Chung Hue
TSING I.
Stonecutters I.
Chu Lu Kok
Sha Lo Wan
Tung Chung
Lin Tau Peak
Bluff Pt
Peak Hill
Silver Mine Bay
Chau Kung
Tai Ku Chau
Peang Chau
Kaui Chau
CHEUNG CHAU
Chung I.
Pauing I.
N. Soko
Rocky Islet
Tai Mo Shan
Grassy Hill
Needle Hill
Beacon Hill
Lion Rk.
Kowloon Pk
Razor Hill
Buffalo Hill
One Rise More
Turret Hill
Ma On Shan
Mt Hallowes
Peak
Harbour I.
Tolo Channel
Starling Inlet
Patsin Range
Plover Cove
Three Fathoms Cove
Tide Cove
Victoria Peak
Mt Davis
Mt Butler
Mt Parker
Mt Cameron
Aberdeen
Bennet Hill
Brick Hill
Aberdeen I.
Lyemun Pass
Lyemun B.
Aldrich B.
Causeway Bay
Tytam Bay
Stanley Mound
The Twins
Stanley Peninsular
Lamma I.
Picnic Bay
Beaufort I.
Soonkong
Waglan
Drawn and Engraved for the Directory & Chronicle
John Bartholomew & Son Ltd. Edinr.

KOWLOON PENINSULA

COLONY OF HONGKONG

(CORRECTED TO 1920)

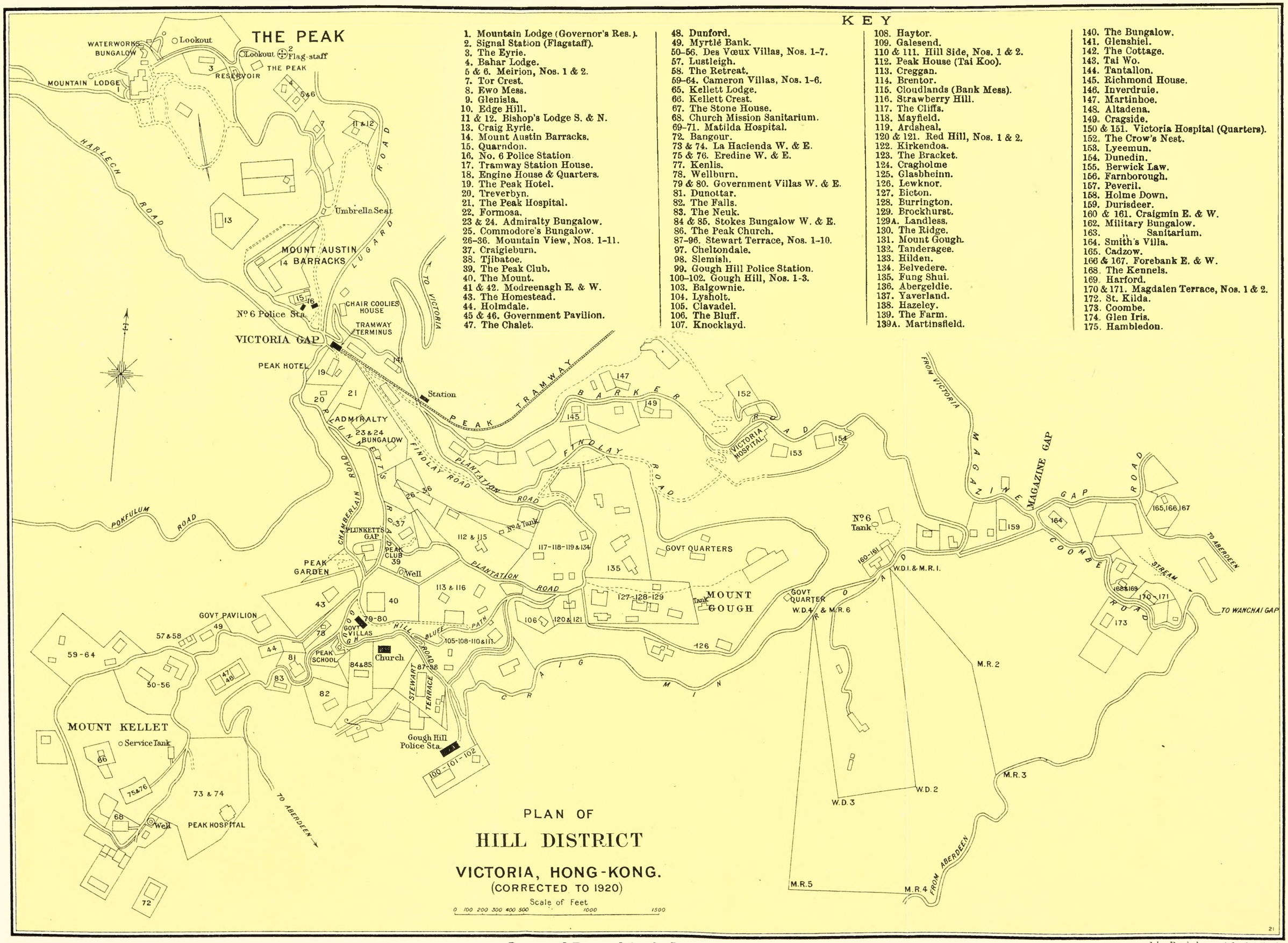


SCALE 1400 FT. - 1 INCH.

1000 500 0 1000 2000 3000 4000 5000 FEET

Drawn and Engraved for the Directory & Chronicle

John Bartholomew & Son Ltd Edinr



KEY

1. Mountain Lodge (Governor's Res.).
2. Signal Station (Flagstaff).
3. The Eyrie.
4. Bahar Lodge.
5 & 6. Meirion, Nos. 1 & 2.
7. Tor Crest.
8. Ewo Mess.
9. Glenisla.
10. Edge Hill.
11 & 12. Bishop's Lodge S. & N.
13. Craig Ryrie.
14. Mount Austin Barracks.
15. Quarndon.
16. No. 6 Police Station.
17. Tramway Station House.
18. Engine House & Quarters.
19. The Peak Hotel.
20. Treverbyn.
21. The Peak Hospital.
22. Formosa.
23 & 24. Admiralty Bungalow.
25. Commodore's Bungalow.
26–36. Mountain View, Nos. 1–11.
37. Craigieburn.
38. Tjibatoe.
39. The Peak Club.
40. The Mount.
41 & 42. Modreenagh E. & W.
43. The Homestead.
44. Holmdale.
45 & 46. Government Pavilion.
47. The Chalet.
48. Dunford.
49. Myrtle Bank.
50–56. Des Vœux Villas, Nos. 1–7.
57. Lustleigh.
58. The Retreat.
59–64. Cameron Villas, Nos. 1–6.
65. Kellett Lodge.
66. Kellett Crest.
67. The Stone House.
68. Church Mission Sanitarium.
69–71. Matilda Hospital.
72. Bangour.
73 & 74. La Hacienda W. & E.
75 & 76. Eredine W. & E.
77. Kenlis.
78. Wellburn.
79 & 80. Government Villas W. & E.
81. Dunottar.
82. The Falls.
83. The Neuk.
84 & 85. Stokes Bungalow W. & E.
86. The Peak Church.
87–96. Stewart Terrace, Nos. 1–10.
97. Cheltondale.
98. Slemish.
99. Gough Hill Police Station.
100–102. Gough Hill, Nos. 1–3.
103. Balgownie.
104. Lysholt.
105. Clavadel.
106. The Bluff.
107. Knocklayd.
108. Haytor.
109. Galesend.
110 & 111. Hill Side, Nos. 1 & 2.
112. Peak House (Tai Koo).
113. Creggan.
114. Brentor.
115. Cloudlands (Bank Mess).
116. Strawberry Hill.
117. The Cliffs.
118. Mayfield.
119. Ardsheal.
120 & 121. Red Hill, Nos. 1 & 2.
122. Kirkendoa.
123. The Bracket.
124. Cragholme
125. Glasbheinn.
126. Lewknor.
127. Bicton.
128. Burrington.
129. Brockhurst.
129A. Landless.
130. The Ridge.
131. Mount Gough.
132. Tanderagee.
133. Hilden.
134. Belvedere.
135. Fung Shui.
136. Abergeldie.
137. Yaverland.
138. Hazeley.
139. The Farm.
139A. Martinsfield.
140. The Bungalow.
141. Glenshiel.
142. The Cottage.
143. Tai Wo.
144. Tantallon.
145. Richmond House.
146. Inverdruie.
147. Martinhoe.
148. Altadena.
149. Cragside.
150 & 151. Victoria Hospital (Quarters).
152. The Crow's Nest.
153. Lyeemun.
154. Dunedin.
155. Berwick Law.
156. Farnborough.
157. Peveril.
158. Holme Down.
159. Durisdeer.
160 & 161. Craigmin E. & W.
162. Military Bungalow.
163. ,, Sanitarium.
164. Smith's Villa.
165. Cadzow.
166 & 167. Forebank E. & W.
168. The Kennels.
169. Harford.
170 & 171. Magdalen Terrace, Nos. 1 & 2.
172. St. Kilda.
173. Coombe.
174. Glen Iris.
175. Hambledon.

PLAN OF HILL DISTRICT

VICTORIA, HONG-KONG.

(CORRECTED TO 1920)

Scale of Feet

0 100 200 300 400 500 1000 1500

Drawn and Engraved for the Directory & Chronicle

John Bartholomew & Son Ltd. Edinr.

Dutton, Mrs. S. H., Queen's Gardens
Dyer, Mrs. R. M., 156, The Peak
Earle, Mrs., University
Ede, Mrs. C. Montague, 8, Peak Road
Edgcumbe, Mrs. C., Repulse Bay Hotel
Edkins, Mrs. G. T., "Taikoo," 112, Peak
Edwards, Mrs. G. R., 24, Humphreys Ave., Kowloon
Edwards, Mrs. H. M., 1, Minden Villas, Kowloon
Elliott. Mrs. G. H., Repulse Bay Hotel
Ellis, Mrs. O. I., 6, Peak Road
Ensign, Mrs. L. E., 33, Humphreys Ave., Kowloon
Epstein, Mrs. H. M., Humphreys Bldg. Kowloon
Eustace, Mrs. W. A., 5, Tregunter Mans.
Evans, Mrs., "The Kennels," Magazine Gap
Evans, Mrs. B. D., Kowloon
Farias, Mrs. A. M. P., 6, Austin Ave., Kowloon
Farmer, Mrs. W., 10, Peak Rd.
Faulkner, Mrs. J. W., 28A, Humphreys Bldg., Kowloon
Featherstone, Mrs. W. T., Bonham Road
Ferguson, Mrs. A. H., 17, Peak Road
Fielder, Mrs. B. E., 2, Thorpe Manor, May Rd.
Figueiredo, Mrs. M. A. de, Peace Ave., Homuntin
Fletcher, Mrs. A. G. M., 154A, Peak
Forsyth, Mrs. Charles, 155, The Peak
Franklin, Mrs., Cheung Chau Is.
Fraser, Mrs. W., Mountain View, Peak
Galluzzi, Mrs. U. C., Mountain View, Peak
Gellion, Mrs. E. W., 9, Humphreys Bldg., Kowloon
Gennip, Luhrs, Mrs. J. H. van, 3, Mountain View, Peak
Gibson, Mrs. J., 10, Humphreys Ave., Kowloon
Gill, Mrs. W. H., 10 Humphreys Buildg., Kowloon
Goldsmith, Mrs. H. E., 166, Magazine Gap
Gomes, Mrs. E., 31, Nathan Rd., Kowloon
Gomes, Mrs. F. A., 9, Macdonnell Road
Gompertz, Mrs. H. H. J., 126A, The Peak
Gourdin, Mrs. E., 32B, Humphreys Buildg., Kowloon
Graça, Mrs. J. A. M. de, 12, Lochiel Terrace, Kowloon
Graça, The Misses, "Harperville," 9, Garden Road
Griffin, Mrs. H., 1, Thorpe Manor, May Rd.
Grimble, Mrs. Geo., 18, Peak Road
Gunn, Mrs. R. E., 21, Humphreys Buildg., Kowloon
Gutierrez, Mrs. R., 31, Nathan Rd., K'loon.
Hale, Mrs. B. A., 38, Humphreys' Building, Kowloon
Hale, Mrs. W. E., "Lauriston," Bowen Rd.
Hall, Mrs. F. C., 110, The Peak
Hall, Mrs W., 7, Robinson Rd.
Hallifax, Mrs. E. R., 137C, Severn Rd, Peak
Hallowes, Mrs. B. H. Collis, 12, Bowen Rd.
Hancock, Mrs. H., 105, The Peak
Hancock, Mrs. R., 97, Gough Hill Rd., Peak
Harker, Mrs. Brotherton, 4, The Albany
Harston, Mrs. G. M., 22, The Peak
Harston, Miss E., 22, Peak
Haslam, Mrs. G. F., 68, Peak
Hastings, Miss, 107, The Peak
Havelock-Davies, Mrs. P., 5, Humphreys Bldg., Kowloon
Heanley, Mrs. C. M., Mt. Davis, Pokfulam Road
Henderson, Mrs. R. M., Queen's Gardens
Hickie, Mrs. S. D., "Montpellier," Queen's Gardens
Hickie, Miss Valeru, 1, Queen's Gardens
Hicks, Mrs. Alfred, 2, Humphreys Bldg., Kowloon
Higby, Mrs. W., Defence Corps Headquarters, Garden Rd.
Hinton, Mrs. W. J., The University
Ho Fook, Mrs., 15, Kennedy Road
Hollands, Mrs. H. E., 8, Peak
Holmes, Miss, Queen's Gardens
Hooper, Mrs. C. A., 13, Broadwood Road
Hornell, Mrs. E. B. C., 111, Gough Hill
Ho Tung, Lady, "Idlewild," Seymour Rd.
Hughes, Mrs. G. V., 7, Humphreys Bldg., Kowloon
Hughes, Mrs. J. Owen, 61, The Peak
Humphreys, Mrs. G., 84, The Peak
Humphreys, Mrs. H., 1, Tregunter Mansions
Humphreys, Mrs. L., 102, Gough Hill, Peak
Innes, Miss, Matilda Hosp., Peak
Irving, Mrs. E. A., Severn Road, Peak
Irving, The Misses, do.
Jackman, Mrs. H. T., 50, Mount Kellet Road, The Peak
Jacks, Mrs. P., Peak Hotel
Jackson, Mrs. Wm., 14, Nathan Rd., K'loon.
Johnstone, Mrs. J, Minden Row, Kowloon
Jorge, Mrs. H. Telles, 2, Saifee Terrace, Kowloon
Kemp, Mrs. J. H., 137B, Severn Road, Peak
Kent, Mrs H. W., 76, Mt. Kellet Rd., Peak
Kew, Mrs. C. H. W., 8, Castle Road
Kew, Miss, 8, Castle Road
Klinck, Mrs. C., 3, The Albany
Knight, Mrs. P. L., 13, The Peak
Koehler, Mrs. C. E., 40, Morrison Hill Rd.
Kotewall, Mrs. R. H., "Hanley," 5, Babington Path
Kring, Mrs. Th., 8, Tregunter Mansions, May Road
Lafrentz, Mrs. C., 146, Barker Rd., Peak
Lammert, Mrs. H. A., Repulse Bay Hotel
Lamplugh, Mrs. A. G., 143, Barker Rd., Peak
Lang, Mrs. A. O., 126, Peak
Lay, Mrs. Thomas, 14, Beaconsfield Arcade, Battery Path
Layton, Mrs., 1, Gough Hill, Peak
Leask, Mrs. W. L., "Redhill," 121, The Peak
Lecable, Mme., 49, Mt. Kellet Rd., The Peak
Lewis, Mrs. D. J., 59, Mt. Kellet Rd.

Lindsell, Mrs. R. E., Kowloon
Lo, Mrs. M. K., 55, Robinson Road
Logan, Mrs. W., Kingsclere Hotel
Logan, Miss, Kingsclere Hotel
Lossius, Mrs., St. George's House, 2 and 4, Kennedy Road
Loureiro, Mrs. M., 2, The Albany
Loureiro, Misses, do.
Lowe, Mrs. A. R., "Yalta," 65, Mt. Kellet Rd.
Lowe, Mrs. H. G., 2, Stewart Terrace
Luz, Mrs. D. M. da, 42A, Humphreys Bldg., Kowloon
McCann, Mrs. J. S., 25, Humphreys Bldgs., Kowloon
Macdougall, Mrs. R. E., 74, Mt. Kellet Rd.
McGregor, Mrs. R., Peak Hotel
Mackenzie, Mrs. Alex., 154, Barker Road, The Peak
MacKichan, Mrs. A. S., 2, Des Vœux Villas, 51, Peak
McKimm, Mrs. J. J., 42B, Humphreys Bldg., Kowloon
Machado, Mrs. J. M. E., 11, Macdonnell Rd.
Mackintosh, Mrs. F. A., 93, The Peak
McMurray, Mrs. D., 160, The Peak
Macnaghten, Mrs. E. B., 82, The Peak
McNicoll, Mrs., Queen's Gardens
McPherson, Mrs. J. L., Cheung-chow Island
Maitland, Mrs. F., "Friston," May Road
Mansfield, Mrs. W. R. Mountain View, Peak
Marcel, Mrs. C. P., Queen's Gardens, Peak Road
Marsh, Mrs. F. R., "Dunnotar," The Peak
Martin, Mrs. G. P. de, Taipo
Matheson, Mrs. R. T. & Miss, 9, Tregunter Mansions, May Road
Mehal, Mrs. S. D., 14, Austin Rd., Kowloon
Michael, Mrs. S., 4, Century Crescent, Kennedy Road
Miller, Mrs. J. Finlay, Peak Hotel
Mitchell, Mrs. E. J. R., 6, Tregunter Mansions, May Road
Montargis, Mrs. M. J. B., 7, Peak Road
Moore, Mrs. W. B. A., Government Civil Hospital
Morgan, Mrs. B. Crawford, Queen's Gardens, Peak Road
Morley, Mrs. W., 42, Humphreys Building, Kowloon
Morriss, Mrs. J., 1, Gascoigne Rd., Kowloon
Murdock, Mrs. A., 73, Mt. Kellet, Peak
Nash, Mrs. F. E., 34B, Humphreys Bldg., Kowloon
Newcomb, Mrs. D. de B., 36, Humphreys Building, Kowloon
Newhouse, Mrs., Bowen Road
Nicholson, Mrs. W., 125, The Peak
Nightingale, Mrs. G. F., 2, Knutsford Terrace, Kowloon
Nisbet, Mrs. R. A., Mt. Kellet Road
Nott, Mrs., 145, Barker Road
Odell, Miss H., 13, St. Stephen's Lane
Oliver, Mrs., 31, Plunkett's Rd., Peak
Ormiston, Mrs. James, 40B, Nathan Road, Kowloon
Osmund, Mrs. A. F., Peace Ave., Homuntin
Osmund, Mrs. J. D., 1, Belilios Terrace
Palmer, Mrs. H. T., China Sugar Refinery
Parr, Mrs. E. V. D., "Craig Ryrie," 13, The Peak
Pearce, Mrs. T. E., 106, Gough Hill Rd. Peak
Pearse, Mrs. W. W., Leighton Hill
Penman, Mrs. J. B., 145, Barker Rd., Peak
Percy, Mrs. T. R., Kingsclere Hotel
Perkins, Mrs. T. L., Peak Hotel
Pestonji, Mrs. R., 8, Humphreys Building, Kowloon
Petrie, Mrs. T., Kowloon
Phelips, Mrs. H. R., 8, Leighton Hill
Piercy, Mrs. A., 129A, The Peak
Pittendrigh, Mrs. W. M., 161, Peak
Plummer, Mrs. J. A., 164, Magazine Gap
Pollock, Mrs. H. E., "Burrington," 128, Peak
Potter, Mrs. Eldon, 133, Plantation Road
Ram, Mrs. & Miss, "Cottage," Barker Rd.
Ranger, Mrs. F. E., 56, Mt. Kellet Rd.
Raworth, Mrs. A. B., 11, The Peak
Raymond, Mrs. E. B., 11, Humphreys Building, Kowloon
Raymond, Mrs. E. M., 15, The Peak
Rees, Mrs. L. C. Parker, 57, The Peak
Redmond, Mrs., University
Remedios, Mrs. F. E. d'Almada, Peace Ave., New Garden City
Remedios, Mrs. F. X. d'Almada, Peace Ave., New Garden City
Remedios, Mrs R. J., 98D, Wanchai Road
Remedios, Miss Bertha, 14, Belilios Terrace
Remedios, Miss M. E., 14, Belilios Terrace
Ribeiro, Mrs. A. H., 24, Robinson Road
Ribeiro, Miss L. J. V., 5, Lyemun Villas, Kowloon
Ring, Mrs. J., University
Roberts, Mrs. W. E., Peak Hotel
Robertson, Mrs. John, Kingsclere Hotel
Robinson, Mrs. G. A., 3, Thorpe Manor, May Road
Rodenfuser, Mme., 49, Mt. Kellet Road
Rodgers, Mrs. R. A., 137, The Peak
Roe, Mrs. M., 2, Cambay Bldg., Kowloon
Romano, Mrs. G. F., 11, Austin Avenue, Kowloon
Rome, Mrs. F. J. de, Leighton Hill
Ross, Mrs. J. B., Queen's Gardens, Peak Rd.
Rosser, Mrs. A. J. W., Queen's Gardens, Peak Road
Rouse, Mrs. H. S., 3, Humphreys Building, Kowloon
Roza, Mrs. C. A. da, 2, Minden Villas, K'loon.
Roza, Mrs. E. D. da, Liberty Ave., New Garden City
Roza, Mrs. P. O. da, 13, Liberty Avenue, New Garden City
Rozario, Mrs. E. L., 11, Austin Avenue, Kowloon
Sachse, Mrs. G., "Kingsclere," Kennedy Rd.

Sanders, Mrs. J. H., 69, Mt. Kellet
Sayer, Mrs. G. R., Mountain View, Peak
Schofield, Mrs. W., Leighton Hill
Seth, Mrs. J. H., 2, Peak Rd.
Severn, Mrs. Claud, "Tanderagee," Plantation Road
Shenton, Mrs. W. E. L., 138, Plantation Rd.
Shewell, Mrs. Martin, Armend Mansions, Kowloon
Shiner, Mrs. V. C., Stewart Terrace, Peak
Shroff, Mrs. F. P., 3, Hart Avenue, K'loon.
Sibley, Mrs. J. C., 85, Gough Hill Road
Silva, Mrs. A. H. M., Peace Ave., New Garden City
Silva, Mrs. F. P. da, 3, Duddell St.
Silva, Mrs. J. A. B. da, 16, Granville Avenue, Kowloon
Silva, Mrs. P M. N. da, "Shorncliffe," 7 Garden Road
Silva-Netto, Mrs. A. F. B., 63, Robinson Rd.
Sloan, Miss, Govt. Civil Hospital
Smith, Mrs. W. Bowden, H.M.S. *Tamar*
Smith, Mrs. Boyes, 18, Conduit Road
Smith, Mrs. C. A. M., University
Smith, Miss D. M., 96, Peak
Smith, Mrs. E. Clementi, 28B, Humphreys Building, Kowloon
Smith, Mrs. I. Grant, Queen's Gardens
Smith, Mrs. J. W., 26B, Humphreys Bldg., Kowloon
Smith, Mrs. Leslie, Humphreys' Building, Kowloon
Smith, Mrs. N. L., Mountain Lodge, Peak
Smith, Mrs. R. Melville, 96, The Peak
Smythe, Mrs. Frank, 3, Tregunter Mansions, May Road
Soares, Mrs. A. F. J., 40, Austin Rd., Kowloon
Soares, Mrs. A. M. L., May Road
Soares, Mrs. F. P. de V., 2, Liberty Avenue, New Garden City
Soares, Miss Julia, 2, Liberty Avenue, New Garden City
Sorby, Mrs. J. P., 174, Peak
Spinks, Mrs. E. G., 30A, Humphreys Bldg., Kowloon
Spittles, Mrs. J., 30B, Humphreys Bldg., Kowloon
Stapleton, Mrs. F. W., 41, Humhpreys Buildings, Kowloon
Stark, Mrs. C. C., 57, Mt Kellet Rd., Peak
Stephen, Mrs. A. G., "The Cliffs," Plantation Rd.
Stephens, Mrs. M. J. D., 5, Peak Road
Stephens, Mrs. W. A., 16, Humphreys Buildings, Kowloon
Stevenson, Mrs. R. J., 26, Humphreys Ave., Kowloon
Stewart, Mrs. A. D., St. Paul's College Hostel
Stokes, Mrs. W. J., 22B, Humphreys Bldg., Kowloon
Strahan, Mrs., 127, Plantation Road
Stubbs, Lady, Government House Building, Kowloon
Surridge, Mrs. C. T., 29, Humphreys
Sutherland, Mrs. Robt., 129, The Peak
Syrett, Mrs. S. J., Queen's Gardens
Taggart, Mrs., J. H., Hongkong Hotel
Talati, Mrs. K. M., 18, House Street
Tavares, Mrs. J. M. P., 4, Caine Road
Taylor, Lady Stuart, 4, Thorpe Manor, May Road
Theyken, Mrs. H. C., 40, Humphreys Building, Kowloon
Thomson, Mrs. J. B., "The Farm," Peak
Tinson, Mrs. G. G. N., Queen's Gardens
Tod, Mrs. Peter, 56, The Peak
Tollan Mrs., R., 2, Austin Ave., Kowloon
Travers, Mrs. F., Peak Hotel
Ufford, Mrs. Quarles van, 38, The Peak
Van Andel, Mrs. A. W., 11, Chatham Rd. Kowloon
Wakeman, Mrs G. H., 5, Morrison Hill
Wallace, Miss, 10, Queen's Gardens
Watson, Mrs. N. Lake, 134, The Peak
Wattie, Mrs. J., 32, Humphreys Ave., Kowloon
Webb, Mrs. B. Monteith, Pokfulam
Weill, Mrs. A., 13, St. Stephen's Lane
Weller, Mrs. F. M., 23, Humphreys Bldg., Kowloon
Williams Miss F. M., Kingsclere Hotel
Wilson, Mrs. C. M., Stewart Terrace, Peak
Witchell, Mrs. J., King Edward Hotel
Wolfe, Mrs. E. D. C., 123, The Peak
Wood, Mrs. J R., 54, Mt. Kellet
Wood, Mrs. Marshall, 12D, Lugard Road, Peak
Woutman, Mrs W H., 11, Tregunter Mansions, May Road
Xavier, Mrs. I. M., "Waterford," 16, Macdonnell Road
Yates, Mrs. L., 173, Coombe Rd.

LIST OF PEAK RESIDENTS

Abney, E. E. de W., 2, Gough Hill, Peak
Acheson, Rt. Hon. Viscount, 15, Peak Road
Adams, F. R. J., Peak Hotel
Ainsworth, T. W., Mountain View, Peak
Airey, M. E. F., 130, Plantation Road
Apcar, A. V., 1, May Road
Armstrong, W., "Tor Crest," 7, The Peak
Arnold, J., 10, Tregunter Mans., May Rd.
Arthur, Capt. B., "Hill Crest," The Peak
Arthur, J. M., "Ardsheal," Plantation Rd.
Ashton, A. E., Peak Hotel
Aubrey, Dr. G. E., 134A, The Peak
Aucott, E. F., Queen's Gardens, Peak Rd.
Austin, A. R., 137A, Plantation Road
Bagnall, H. G., Coombe Rd., Magazine Gap
Ball, Arthur Dyer, Des Voeux Villas, Mt. Kellet
Barlow, A. H., "Mayfield," 118, Plantation Road
Bauer, H. F., Stewart Terrace, Peak
Bean, K. W., Queen's Gardens, Peak Rd.
Beatty, M. E., 119, Planation Road, Peak
Beavis, C. E. H., 4, Cameron Villas, 64, Mount Kellet Road
Beckwith, Comdr. C. W., "The Eyrie," 2, The Peak
Bell, W. H., 3, Mountain View
Bennett, H. S., 41, Chamberlain Road
Bentley, J., "Craigieburn," The Peak
Bevan, P. M. Temple, 63, The Peak
Bevington, F., 44, Mount Kellet Road
Bird, L. G., "Bishop's Lodge," Lugard Road
Bird, H. W., 12A, The Peak
Birkett, H., 146, The Peak
Black, Dr. G. D. R., 16, Peak Road
Blacking, L. R., 141, Barker Road
Blaker, C., Des Voeux Villas, Mt. Kellet
Blair, D. K., "The Farm," Findlay Path
Blason, C. H., Thorpe Manor, May Road
Bowdler, Mrs. E., 135, Plantation Road
Brayn, R. F. "St. Kilda," Magazine Gap
Breakspear, O. T., Mountain View, Peak
Brearley, A., 122, The Peak
Bridger, J. P., Peak Hotel
Bridger, R. L., 55, Mount Kellet Road
Brooke, C. B., Tregunter Mans., May Rd.
Brown, C. B., 62, Mt. Kellet Road, Peak
Brown, Dr. Lyon, 15, Peak Road
Burnett, G. W. C., Mountain View, Peak
Buyers, C. B., 17, Chamberlain Road
Cameron, D. H., 18, Peak Road
Carpenter, E. W. Herbt., "Lauriston," Bowen Road
Carrie, W. J., 46, Mount Kellet Rd., Peak
Cartwright, H. A., Peak Hotel
Cartwright, Capt., R. E., Queen's Gardens, Peak Road
Castricum, J. M. E. van, Stewart Ter., Peak
Cavalier, 164B, Magazine Gap Road
Chapman, E. J., 120, Plantation Road
Chater, Sir Paul, Marble Hall, Conduit Rd.
Clark, D. E., 7, Tregunter Mans., May Rd.
Commissioner of Customs, 159, The Peak
Commodore's Bungalow, 25, Plunkett's Rd.
Conant, H. A. R., 12, Tregunter Mansions, May Road
Cooper, W. A. J., 5, The Peak
Courtney, F. McD., 1, Mountain View, Peak
Cousland, A. S. D., 4, Tregunter Mansions, May Road
Cox, Percy A., 124, Plantation Road
Crawford, F. M., 167, Magazine Gap
Crosse, Lt.-Col. R. N., Conduit Road
Dalgetty, G. M., "Creggan," Plantation Road, Peak
Dallin, T., Queen's Gardens
Davidson, Edgar, 60, Mount Kellet Rd.
Davies, L. J., 26, The Peak
Davies, Sir Wm. Rees, "Lysholt," 104, Gough Hill Road
Davison, Capt., 169, Magazine Gap
Dawson, Engr.-Com., Mountain View
Deakin, Miss F. A., "Craigieburn," Peak
Delacombe, Col., Des Vœux Villas, Mt. Kellet
Denison, A., 144A, Barker Road
Dickie, F. J., Queen's Gardens, Peak Rd.
Dingman, E. C., 6, Thorpe Manor, May Rd.
Dodwell, G. M., 108, Gough Hill Road
Dome, E. A., "The Bungalow," Plantation Road
Dowbiggin, H. B. L., 165, Magazine Gap
Dowley, W. A., Tregunter Mans., May Rd.
Downing, T. C., 17, Peak
Drake, E. O., 147, Barker Road
Dunbar, L., 14, Peak Road
Duncan, J., Peak Hotel
Dunnett, G. B., 114, Plantation Rd., Peak
Dutton, S. H., Queen's Gardens, Peak Rd.
Dyer, R. M., 156, Barker Road, Peak
Ede, C. Montague, 8, Peak Road
Edkins, G. T., 112, Plantation Road
Elias, J. M., Stewart Terrace, Peak

Ellis, O. I., 6, Peak Road
Eustace, W. A., Tregunter Mans., May Rd.
Ewo Mess, 8, Peak Road
Evans, Capt., "The Kennels," Magazine Gap
Farmer, W., "Edge Hill," 10, Peak
Ferguson, A. H., Charter House, 17, Peak Road
Fletcher, A. G. M., 154A, Barker Road
Fielder, B. E., 2, Thorpe Manor, May Rd.
Forsyth, Dr., 155, Barker Road
Fraser, W., Mountain View, Peak
Galuzzi, U. C., Mountain View, Peak
Gennip Luhrs, J. H. van, 3, Mountain View, The Peak
Goldsmith, H. E., 166, Magazine Gap
Gompertz, H. H. J., 126A, Plantation Rd.
Governor, H. E. The, "Mountain Lodge," 1, Peak Road
Gray, H. C., 152, Barker Road
Grayburn, V. M., "The Haystack," 9, Peak
Griffin, H., 1, Thorpe Manor, May Road
Grimble, Geo., 18, Peak Road
Grove, Dr. E. Pierce, 1, Mountain View, The Peak
Gubbay, R. A., "Ulbank," 2, May Rd.
Hale, W. E., "Lauriston," Bowen Road
Hall, F. C., 110, Gough Hill Road, Peak
Hallifax, Hon. Mr. E. R., 137C, Severn Rd., Peak
Hallowes, B. H. C., 12, Bowen Road
Hancock, H., 105, Gough Hill Road, Peak
Hancock, R., "Cheltondale," Gough Hill Road, Peak
Harston, Dr. G. Montague, 22, The Peak
Haslam, G. F., 68, The Peak
Hastings, G. A., "Knocklayd," 107, Bluff Path (from Gough Hill Road)
Hazeland, E. M., Ewo Mess, Peak
Henderson, R. M., Queen's Gardens, Peak Road
Hickie, Mrs., "Montpellier," Queen's Gardens
Hill, T. W., 103, Gough Hill Road
Hodgson, P. M., "Hill Crest," The Peak
Hogg, Geo., 124, Plantation Road
Hollands, H. E., 8, The Peak
Hollingsworth, A. H., Peak Hotel
Holmes, W. H. K., Queen's Gardens, Peak Road
Hongkong & Shanghai Bank Mess, 115, The Peak
Hope, A. J., 159, Craigmin Road, Peak
Hornell, E. B. C., 111, Gough Hill Road
Ho Tung, Sir Robert, "The Neuk," 83, Aberdeen Rd., and 47, 48, Mt. Kellet Rd.
Howard, E., 20, Chamberlain Road, Peak
Hughes, J. Owen, 61, Mt. Kellet Road
Humphreys, Maj. G. L., 84, Gough Hill Rd.
Humphreys, Henry, 1, Tregunter Mansions, May Road
Humphreys, Col. L., 102, Gough Hill, Peak
Innes, Miss, Matilda Hospital, Peak
Irving, Hon. Mr. E. A., Severn Rd., Peak
Jackman, H. T., 1, Des Vœux Villas, 50, Mount Kellet Road
Johnson, Dr., "Lyeemun," 153, Barker Rd.
Johnson, C. Bulmer, 103, Gough Hill Rd.
Kemp, C.B.E., K.C., Hon. Mr. J. H., 137B, Severn Road, Peak
Kent, H. W., 76, Mount Kellet Road
Kring, Th., 8, Tregunter Mans., May Rd.
Knight, P. L., 13, The Peak
Lafrentz, C., 146, Barker Road, Peak
Lammert, H. A., "Wellburn," The Peak
Lamplugh, A.G., "Tai Wo," 143, Barker Rd.
Lang, Hon. Mr. A. O., 126, Plantation Rd.
Larkins, D. M., 171, Coombe Road, Magazine Gap
Layton, G. B., 1, Gough Hill, The Peak
Leask, W. L., 2, "Red Hill," 121, Plantation Road
Lecable, E, "Myrtle Bank," 49, Mt. Kellet Road
Lewis, D. J., 59, Mount Kellet Road
Lowe, A. R., "Yalta," 65, Mt. Kellet Road
Lowe, H. G., 2, Stewart Terrace, Peak
Maas, M. M., Mountain View, The Peak
Macdougall, R. E., 74, Mount Kellet Road
McGregor, R., Peak Hotel
Mackenzie, W. W. and A., 154, Barker Rd
MacKichan, A. S., Des Vœux Villas, Mt. Kellet Road
Mackintosh, F. A., 93, The Peak
McMurray, D., 160, Craigmin Rd., Peak
Macnaghten, Brig.-Gen. F. B., "The Falls," 82, Aberdeen Road
McNicoll, L. D., Queen's Gardens, Peak Rd.
Maitland, F., May Road
Mansfield, W. R., Mountain View, Peak
Marcel, C. P., Queen's Gardens, Peak Rd.
Marsh, F. R., "Dunottar," 81, Aberdeen Rd.
Mason, V., 115, The Peak
Messer, Hon. Mr. McI., 26, Plunkett's Rd.
Miller, J. Findlay, Peak Hotel
Mitchell, E. J. R., 6, Tregunter Mansions, May Road
Montargis, M. J. B., 7, Peak Road
Moore, C. B. W., 157, Barker Road
Morgan, B. D. Crawford, Queen's Gardens
Morrison, T. G., "Meirion" (1), 6, The Peak
Moyle, Rev. H. Copley, Mountain View
Munton, J. W., 149, Barker Road, Peak
Murdock, A., 73, Mt. Kellet Road
Nicholson, W., 125, Plantation Road
Nikkels, M. E., Barber Lodge, Peak
Nisbet, H. A., Des Vœux Villas, Mt. Kellet Road
Nott, H. A., 145, Barker Road, Peak
Oliver, Capt., Coombe Rd., Magazine Gap
P. & O. Mess, 11, Mountain View, 26, Plunkett's Road
Parker, P. W., Kellet Lodge, Peak
Parr, Hon. Mr. E. V. D., "Craig Ryrie," 13, The Peak
Pattenden, W. L., Mountain View
Pearce, T. E., "The Bluff," 106, Gough Hill Road

Penman, J. B., 145, Barker Road
Perkins, Hon. Mr. T. L., Peak Hotel
Piercy, A., 129A, Plantation Rd.
Pilger, G,, Mountain View, Peak
Pittendrigh, W. McKenzie, 161, Craigmin Rd.
Plummer, J. A., "Smith's Villa," 164, Magazine Gap Road
Pollock, K.C., Hon. Mr. H. E., "Burlington," 128, Plantation Road
Potter, Eldon, 133, Plantation Rd., Peak
Ralphs, E., Peak Hotel
Ram, E. A., "The Cottage," Barker Rd.
Ranger, F. E., Des Vœux Villas, Mt. Kellet
Raworth, A. B., Bishop Lodge, 11, Lugard Road, Peak
Raymond, E. M., 15, The Peak
Rees, L. C. Parker, "The Retreat," 57, Peak
Roberts, W. E., Peak Hotel
Robinson, G. A., 3, Thorpe Manor, May Rd.
Rodenfuser, Madame, 49, Mount Kellet Rd.
Rodgers, R. A., 137, Plantation Road
Ross, J. B., 5, Queen's Gardens
Rosser, A. J. W., 6, Queen's Gardens
Russell, D. O., 131, Plantation Road
Sanders, Dr. J. H., 69, Mt. Kellet Road
Sandes, C. L., "Galesend," Bluff Path, Peak
Sayer, G. R., Mountain View, Peak
Scott, J. H., 1, Queen's Gardens
Seth, J. H., 2, Peak Road
Severn, C.M.G., Hon. Mr. Claud, "Tanderagee," 132, Plantation Road
Sewell, G. W., "Glenshiel," 141, Plantation Road
Shaw, T. R., 75, Mt. Kellet Rd.
Shenton, W. E. L., 138, Plantation Rd.
Shiner, V. C., Stewart Terrace, Peak
Sibley, J. C., 85, Gough Hill Road
Sinclair, W., "Bangour," 72, Mt. Kellet Rd.
Smith, A. Findlay, "The Farm," Findlay Path
Smith, H. D., 136, Plantation Rd.
Smith, H. Percy, 67, Mount Kellet
Smith, I. Grant, Queen's Gardens, Peak Rd.
Smith, L. N., 96, Gough Hill Road
Smith, N. L., Mountain Lodge
Smith, R. Melville, Stewart Terrace, Peak
Smyth, F., Tregunter Mansions, May Rd.
Sorby, J. P., 174, The Peak
Stark, C. C., 57, Mount Kellet Road
Stephen, Hon. Mr. A. G., "The Cliffs," Plantation Road
Stephens, M. J. D., 5, Peak Road
Stewart, A. B., 116, The Peak
Strahan, Dr., 127, Plantation Road
Sutherland, R., 129, Plantation Road
Symes, G. H., 15, Peak Road
Syrett, S. J., Queen's Gardens, Peak Rd.
Taylor, Dr. Sir Stuart, Thorpe Manor, May Road
Tester, P., 95, Gough Hill Road
Thomson, J. B., "The Farm," Peak
Tinson, G. G. N., Queen's Gardens, Peak Road
Tod, P., 56, Mt. Kellet Rd.
Tomlinson, Major P. S., "Kellet Crest," Peak
Townend, L. T., 152, Barker Road
Trobridge, F. G., 175, Coombe Road, Peak
Turner, M. H., 15, Peak Road
Ufford, Quarles van, "Tjibatoe", 38, Peak
Walker, W. B., 148, Barker Road
Watson, N. L., 134, Plantation Road
Williams, E. A. M., Queen's Gardens
Wilson, C. M., Stewart Terrace, Peak
Wolfe, E. D. C., 123, Plantation Rd.
Wood, J. R., 54, Mt. Kellet
Wood, Marshall, 12B, Lugard Road, Peak
Woutman, W. H., 11, Tregunter Mansions, May Road
Yates, W. Leonard, 173, Coombe Road

MACAO

門澳 *Ou-mun* 　 蛟馬 *Ma-kau*

Macao is situated in 22 deg. 11. min. 30 sec. N. latitude, and 113 deg. 32 min. 30 sec. E. longitude, on a rocky peninsula, renowned, long before the Portuguese settled on it, for its safe harbour for junks and small vessels. The Portuguese, who had already settled on the island of Lampacao, and frequented for trading purposes Chin-chew, Lianpo, Tamao, and San-choan (St. John's Island, where Francis Xavier, the celebrated missionary, died), first took up their residence at Macao in 1557. Shortly after their arrival in this part of the world, the Viceroy of Canton, powerless himself to perform the task, offered to present the barren peninsula to the Portuguese if they should succeed in subduing the notorious pirate, Shan-si-lau, who styled himself "King of the islands of Canton" and, with his force of 12,000 men and 100 armed junks and lorchas, levied tribute as far as the mouth of the Yangtsze and even went so far as to blockade the port of Canton. The Portuguese manned and armed a few vessels and succeeded in raising the blockade of Canton and clearing the seas. The town of Macao soon afterwards began to rise, and during the eighteenth century trade flourished there, the difficulty of residence at Canton greatly contributing towards it. The East India Company and the Dutch Company had establishments in Macao.

Macao was held by the Portuguese at a rental of 500 Taels a year until Governor Ferreira do Amaral in 1848 refused to pay the rental any longer, and forcibly drove out the Chinese Custom-house, and with it every vestige of Chinese authority. This bold stroke cost him his life on 22nd August, 1849, for he was waylaid and barbarously murdered near the Barrier of Porta Cerco, and his head was taken to Canton. This political assassination synchronised with an attempt at an armed invasion, which, however, was defeated by Amaral's doughty lieutenant Mesquita. It is intended in the near future to erect monuments to these two heroes in a fine square, which will enhance the appearance of the city. The sovereignty of Portugal over the peninsula was formally recognised by China in the Treaty signed with Portugal in 1887.

In November, 1901, an Envoy Extraordinary arrived from Portugal, his mission being to arrange with the Chinese Government for a delimitation of the boundary of the Colony. The line of demarcation submitted by the Envoy included certain islands which the Chinese Government refused to acknowledge as being part of the Portuguese colony, and the Envoy, while not successful in gaining this point, secured a concession for a railway from Macao to Canton. The convention, however, did not meet with the approval of the Côrtes at Lisbon, and Senhor Branco came to the East again in 1904. In November a new agreement was arranged with the Chinese Government, but the Government at Lisbon regarded the terms as far from satisfactory, and refused ratification. It was announced in the local Press that a syndicate of Chinese and Portuguese capitalists had subscribed a capital of four million dollars for the construction of the railway, but there are no indications at present of a commencement being made with the work, and it is generally doubted whether a railway through a district so well provided with waterways would prove remunerative. A railway 50 miles in length is, however, being constructed under Chinese direction in the Sunning district, and this will doubtless beneficially affect trade and commerce in the neighbourhood of Macao. A New Commercial Treaty was arranged with China in November, 1904. In accordance with the Treaty of 1887 the Governments of China and Portugal in 1909 appointed Commissioners to delimitate the boundaries of Macao and its Dependencies, but China would not admit Portugal's title to half the territory claimed, and the Portuguese Commissioner interrupted the negotiations after they had been in progress nearly four months and proposed referring the dispute to The Hague Arbitration Tribunal. China definitively refused to agree to this, and so the position remains as it has always been. In 1910 the Portuguese authorities asserted their jurisdiction over the island of Colowan by clearing the place of a piratical horde which had terrorised the whole delta.

The colony is separated from the large island of Heung-shan by an arch, built in the year 1870, at the end of the narrow, connecting sandy isthmus. Two principal ranges of hills, one running from south to north, the other from east to west, may be

considered as forming an angle, the base of which leans upon the river or anchoring place. The public and private buildings, a cathedral and several churches, are raised on the declivities and heights of hillocks. On the lofty mount eastward, called Caçilha, is a fort, enclosing the hermitage of Na. Sra. de Guia, and westward is Lillau, on the top of which stands the hermitage of Na. Sra. da Penha; entering a wide semi-circular bay, which faces the east, on the right hand stands the fort San Francisco; and on the left, that of N. Sra. de Bom Parto. Seen from the roads or from any of the forts crowning the several low hills, Macao is extremely picturesque. The public and private buildings are gaily painted and the streets kept very clean.

In the town there are several places of interest. The Gardens and Grotto of Camões, once the resort of the celebrated Portuguese poet Camões, are worth seeing, as, also, are the noble façade of the ancient Jesuit church of San Paulo, burnt in 1835, and the Avenida Vasco da Gama. The Cathedral is a large plain structure having no architectural pretensions, and the various parish churches are stucco edifices, ugly without and tawdry within. Pleasant excursions can be made to the Hot Springs of Yô-mak, about sixteen miles from Macao, accessible by steam launch. In winter, snipe are to be found in the neighbourhood and afford good sport.

Owing to its being open to the south-west breezes and to the quietude always prevailing, Macao has become a frequent retreat of invalids and business men from Hongkong and other neighbouring ports. The principal hotel is the Macao Hotel.

After the cession of Hongkong to the British, the trade of Macao declined rapidly and the coolie traffic subsequently developed there gave it a certain notoriety. This traffic, pregnant with abuses, was abolished in 1874. Tea continues to be an article of export, as well as fire-crackers, tobacco and preserves. Essential oils are also exported to some extent. There is likewise some trade in opium. Silk filatures, brick and cement works, and other factories have been established. The commercial activity of the place, however, so far as the Portuguese are concerned, is a thing of the past. The net total of the trade for 1920, as given in the Chinese Customs returns from Lappa, was Hk. Tls. 17,983,235, as compared with Hk. Tls. 13,296,263 in 1919, and Hk. Tls. 13,513,990 in 1918.

As the harbour has long shown signs of silting up, various projects have been prepared for its improvement, but until recently little has been done. A detailed plan of a very big scheme was prepared thirty years ago by Senhor Adolpho Loureiro, but was pigeon-holed by the Home Government. The matter was raised again, however, some ten or twelve years later, and another expert engineer, Senhor Costello Branco, was sent to Macao to make investigations. He made a few emendations to the original plan, but his report suffered the same fate as its predecessor. Then came the great Constitutional change in Portugal with the promise of a greater measure of autonomy for the Colonies, and the need of harbour improvement was pressed again, with the result that Admiral Hugo de Lacerda, who had planned and superintended the important harbour works at Lourenco Marques, was sent out to make a report. He has introduced important modifications in the original scheme. Whereas the earlier schemes contemplated only the improvement of the inner harbour, Admiral Lacerda's scheme, while embracing this, provides, as its main feature, for the creation of a harbour for large vessels in front of the city. Already the work for making the inner harbour better fitted for the accommodation of the considerable fleet of junks which trade between Macao and neighbouring ports and engage in the important fishing industry is in a very advanced state of progress. It is expected to be completed by 1923. There have been extensive reclamations, and some substantial sea-walls are now in position. By means of a Deauville railway running across the neck of the peninsula, the mud excavated from the inner harbour is dumped on the other side near the Barrier. The main feature of the outer harbour works is a protected anchorage to accommodate vessels drawing up to 23 feet, and a long deep-water channel of approach, giving a depth of 14 ft. at low tides and 23 ft. at high tides. The mud dredged in the making of the harbour and the channel will be used to create an artificial island, surrounded by stone walls, just south of the channel leading to the inner harbour. A sum of nearly nine million dollars—an amount deemed sufficient to complete the scheme—has been deposited in the bank, and, as the Home Authorities are sympathetic, it looks as though at last the handicap to trade from which Macao has suffered for many years is about to be removed.

The Hongkong, Canton, and Macao Steamboat Company run two steamers daily between Macao and Hongkong. A Chinese Company runs a regular steamer daily between Hongkong and Macao. Between Macao and Canton there is a daily steam service. The distance from Macao to Hongkong is 40½ miles, and to Canton 88 miles.

Macao is connected with Hongkong by telegraph. The population of Macao, with its dependencies of Taipa and Colowan, according to returns made in 1920, was—Chinese, 79,807; non-Chinese, mostly of Portuguese extraction, 3,915—a total of 83,722.

Macao is garrisoned with European Portuguese troops.

DIRECTORY

署督門澳 *Ou-mun-toc-ch'ü*

Governador da Provincia—S. Exa Henrique M. Correa da Silva

Ajudante de Campo e Chefe da Repartição do Gabinete—Capitão de Infanteria Artur d'Almeida Cabaço

Oficial ás ordens—Alferes de Artilharia Francisco Peixote Cheadas

GOVERNO DE MACAU

署司政輔 *Fu-cheng-sze-chü*

SECRETARIA GERAL DO GOVERNO

Secretario do Governo—Bacharel A. R. dos Santos

房務民 *Man-mu-fông*

REPARTIÇÃO CIVIL

Primeiros Oficiais—J. F. S. da Silva e P. A. da Silva

Segundos Oficiais—R. A. X. Pereira e M. H. Gracias

Amanuenses—P. P. Angelo, R. R. Xavier, R. B. do Rozario e F. P. P. Pereira

Porteiro—R. A. F. Amontes

Fiel do Palacio—Enoch Choi

Continuo—Julis F. Xavier

房務軍 *Kuan-mu-fông*

COMPOSIÇÃO DO QUARTEL GENERAL

Repartiçaõ Militar

Chefe—Capitão de Artilharia Walter Lima

Amanuenses—2°s Sargentos A. C. S. Faria e M. Rocha

Secçaõ d'Administraçaõ Militar

Chefe—Capitão M. A. Morgado

Amanuenses — 2°s Sargentos D. Miguel, M. Carvalho e F. D. Mendes

Juiz Auditor—Dr. Correia Mendes

Promotor de Justiça—Tenente d'Infantaria J. C. d'Almeida

Secretario —Alferes E. Placé

Defensor oficioso— Alferes G. da Conceicão

QUADRO DE SAUDE

Chefe dos Serviços de Saude—Tenente-Coronel médico Dr. Jose Antonio Filipe de Morais Palha.

Sub-chefe dos Serviços—Major-médico, Dr. Jaime Artur Pinto do Amaral.

Médico de 1a classe—Capitao-médico Dr. Antonio do Nascimento Leitao e Dr. Abel Teixeira da Costa Tavares

Médico de 2a classe—Tenente-médico Dr. José Pedro Niceforo dos Santos

Farmaceutico-chefe—J. Fernandes

Fiscal de 1a classe—Capitão A. A. Vieira

Fiscal de 2a classe—Tenent Antonio Barbosa d'Albuquerque

CONSELHO DE SAÚDE E HIGIENE

Presidente—O Governador da Provincia

Vice-presidente—O Chefe dos Serviços de Saúde

Vogais—O Sub-chefe dos Serviços de Saúde, Director do Laboratório Bacteriológico, Chefe farmaceutico, Médico Municipal, Director das Obras Publicas, Delegado do Procurador da República e Presidente do Leal Senado

Secretário—O Chefe da Secção Administrativa da Repartição de Saúde

CONSELHO ADMINISTRATIVO DE SAÚDE

Presidente—O Chefe dos Serviços de Saúde

Vogal—O Sub-chefe dos Serviços de Saúde

Secretário—O Chefe da Secção Administrativa

HOSPITAL DO GOVÊRNO

Clinicos, os médicos do quadro

Junta de Saúde

Os três clinicos mais antigos do Hospital do Govêrno

Laboratório Bacteriológico

Secção Bacteriológico, Director-um médico do quadro

Secção de análises químicas, director interino, um médico do quadro, na ausencia de farmaceutico químico-analista

PROVINCIA DE MACAU—SERVIÇOS DE SAÚDE

Quadro Sanitario

Médicos e Farmaceuticos

José António Filipe de Morais Palha, tenente-coronel médico, chefe dos Serviços de Saúde
Jaime Artur Pinto do Amaral, major-médico, sub-chefe dos Serviços de Saúde
António do Nascimento Leitão, capitão, médico de 1a. classe
Pedro Joaquim Peregrino da Costa, tenente, medico de 2a classe
José Pedro Apolinário das Santas Almas Jesus Afonso, tenente, médico de 2a. classe
Adelino dos Santos Diniz, médico de 2a classe
A. Fernandes da Silva, major, chefe farmaceutico
Abilio de Souza Camões, farmaceutico

Marinha Colonial

António de Antas Manso Preto Mendes Cruz, 1.° tenente médico de Armada, médico de serviço

Camara Municipal

José Caetano Soares, médico de Serviço

Repartição de Saúde

Chefe, o Chefe dos Serviços de Saúde
Chefe da Secção Administrativa, um capitão d'Infanteria

Labotatório Radiológico

Director, um médico do quadro

Farmácia do Govêrno

Os farmaceuticos do quadro

Pôsto Médico

Director clinico, um medico do quadro

Hospital da Misericordia

Director, O Médico Municipal

會公督總 *Chung-toc kúng-hui*

CONSELHO EXECUTIVO

Presidente—O Governador
Vogais—chefe dos Serviços de Marinha, secretario do Governo, chefe dos Serviços Militares, delegado do Procurador da Republica, director dos Serviços de Fazenda
General Reformado, F. J. Rodrigues

CONSELHO LEGISLATIVO

Presidente—O Governador
Vogais funcionarios—chefe dos Serviços de Marinha, secretario do Governo, delegado do Procurador da Republica, chefe dos Serviços Militares, director dos Serviços de Fazenda
Vogais não Funcionarios—presidente do Leal Senado da Camara, um vereador do mesmo Lial Senado, General Fernando José Rodrigues, Dr. Alfredo Pinto Lelo, José Vicente Jorge, Padre Jacob Lau
Secretario—P. A. da Silva

CONSELHO DE ADMINISTRACAO DAS OBRAS DO PORTO

Presidente—O. Governador
Vogal—O. Chefe da Missão, servindo de administrador delegado do conselho
Do.—O Capitão dos Portos
Do.—O Director dos Servicos de Fazenda
Do.—O Presidente do Leal Senado
Um contabilista—Secretário H. F. de Lacerda Castelo Branco

CONSELHO DE ADMINISTRAÇAO DAS OBRAS PUBLICAS

Presidente—O Governador
Vogal—O Administrador Delegado, O Engenheiro Director dos Obras Públicas
Vogal—O Presidente do Leal Senado
Vogal—O Capitão dos Portos
Vogal—O Chefe dos Serviços de Saúde
Secretário do Conselho—O Secretário do Direcção das Obras Públicas

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會公學義 *E-hoc kúng-hui*

CONSELHO DA INSTRUCÇÃO PUBLICA DE MACAO

Presidente—Inspector Governador da Provincia
Vogaes Natos—Secretario do Governo, Reitor do Liceu de Macao, Presidente do Lial Senado e chefe da Repartição do Expediente Sinico
Vogaes Nomeados—Pe. J. Pintado, Dr. L. G. N. da Silva, Pe. J. da Costa Nunes e M. A. Amor

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所公會物公 *Kúng-mat-hui kúng-so*

DIRECÇÃO DOS SERVIÇOS DE FAZENDA DA PROVINCIA DE MACAU

Director—J. R. de Azevedo Ennes
Sub-Director—J. A. Mendes Lira
Primeiros Officiaes—Henrique Manuel Vizeu Pinheiro e Crescencio G. Marçal
2os. Oficiais—Januario Antonio dos Remedios, Luiz José Martins, Januario Maximo de Souza, Francisco Maria Assis dos Remedios e Antonio Leocadio Lopes
3os. Oficiais—Luiz Gonzaga da Luz, Vicente Ferrer da Conceição Nogueira, Artur Francisco Xavier Gracias e José Ernesto Palmeira de Carvalho e Rego

los. Aspirantes—Artur Francisco Tomaz, Angelo-Carlos dos Passos Rozario, Luis Gonzaga Gracias e Miguel Clemente Cordeiro
Porteiro—Jacinto Xavier de Azinheira
Continuos — Chek Issuf e Emilio Lopes Monteiro

REPARTIÇÃO DE FAZENDA DO CONSELHO DE MACAU

Secretario de Fazenda—H. Pinheiro
Recebedor—F. de Menezes
Do. proposto—J. L. Marques
Aspirantes provisorios—F. Antunes e R. X. Ferreira
Escreventes-chinezes—J. Hy e L. Lay
Informadores avaliadores — J. Fernandes e A. Crestejo
Escolhedores de prata—Santiago Cou e Leong-Meng
Fiscal de Liu Pun—F. X. Remedios e E. Monteiro

Serviço das Execuções Fiscais e Administrativas

Juiz—H. Pinheiro
Escrivães—A. Remedios e G. J. Silva
Oficiais de diligencias— B. E. da Silva e F. Matos

ALMOXARIFADO

Almoxarife—L. J. Sales
Amanuense—A. F. X. Nogueira

署務譯 *Yik-mou-chü*

REPARTIÇÃO DO EXPEDIENTE SINICO

Chefe da Repartição, interprete-tradutor de 1a classe—Joaquim Fausto Das Chagas (Peking)
Sub-Chefe da Repartição, interprete-tradutor de 1a classe—Pedro Nolasco da Silva
Interpretes-tradutores de 1a classe—Antonio Maria da Silva e Abilio Maria da Silva Basto
Interpretes-tradutores de 2a classe—Antonio Ferreira Batalha (Cantão) e Vicente Jose Gracias, Um lugar vago
Letrado pequinense—Ch'an Shau-kun
Letrado cantonense—Chü Pui-chi
Amanuenses chineses — Chong Nguin pong, Chin Son-van e Vong Seng-hon
Linguas—Ignacio Maria Batista, Vicente Jose Fernandes, Jose Maria da Luz e Francisco Hermegildo Fernandes
Alunos interpretes—(subsidiados) Mario Horacio Gracias e Antonio Herculano de Mello (não subsidiado) Raul Nunes
Dactilografa—Aida Lopes Monteiro (Miss)

IMPRENSA NACIONAL

Compositor-director—Rodrigo M. Chaves

工程公所 *Kung-cheng-kung-so*

DIRECÇÃO DAS OBRAS PUBLICAS

Pessoal Tecnico

Engenheiro Director—A. A. Trigo
Engenheiro Subalterno—A. M. N. de Carvalho
Engenheiro Electricista—E. A. F. D. de Amorim
Conductor de 1a classe provisorio—H. Lopes
Conductores de 2a classe— J. Porfirio, J. J. Gracias (do quadro de Angola), R. G. B. Borges (do quadro de São Tomé e principe)

Pessoal Auxiliar

Chefe de Conservacão—
Apontadores de 1a classe—
J. H. d'A. M. de Carvalho, S. A. do E. S. Dias
Apontadores de 2a classe—J. F. do Rozario, A. M. Carvalhosa
Chefe dos Deposito—L. A. da S. Pedruco
Fiel—A. F. X. P. Baracho

Pessoal de Secretaria

Secretario da Direcção—M.A.R. de C. Nery
Oficial de 1a classe—L. A. Nogueira
Oficial de 2a classe—C. E. Gracias
Amanuense de 1a classe—J. Baptista
Amanuense de 2a classe—A. A. de Siqueira
Continuo—J. M. de J. dos Santos

Pessoal da Contabilidade

Guarda-livros—L. de F. Martins
Auxiliares—V. F. da C. Nogueira, L. G. Gracias
Thesoureiro Pagador—A. J. M. de Luz

SUPERINTENDENCIA DA FISCALISAÇÃO D'IMPORTAÇÃO E EXPORTAÇÃO D'OPIO

Supt.— Capitão de Fragata L. A. de Magalhaes Correa
Amanuenses—Julio A. E. da Silva, E. A. Gracias

DELEGAÇÃO MARITIMA DA TAIPA

Delegado—Major A. J. G. Lobato
Escrivão—Eduardo Gracias

廳務政灣路過仔氹

Tám-chai Co-lu-van-cheng-mu-tiang

COMANDO MILITAR DA TAIPA E COLOANE

Comandante—Major A. J Guimarães Lobato
Secretario—F. X. Brandão
Escrivão Chinez—Ly Peng Cong
Interprete—Raphael Luiz dos Remedios

醫局公會 *I-cóc kung-hui*

JUNTA DE SAUDE PUBLICA

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司公報電仔氹門澳

Ou-mun-tum-chai Tin-pou-kung-sze

REPARTIÇÃO DO SERVIÇO TELEFONICO

Chefe do Serviço—J. B Castel-Branco
Telefonistas de 1a. e 2a. classe — Maria Augusta dos Remedios, Maria Celeste dos Remedios, Cezarina Augusta d'Azevedo, Erminia A. Collaco, Etelvira Lopes, Aurelina Dias

HOSPITAL GERAL DO GOVERNO

Director, Tenente Coronel-Medico—Dr. ose Antonio Filipe de Moraes Palha
Major-Medico—Dr. Jaime A Pinto do Amaral
Clinicos Capitão Medicos—Dr. Antonio do Nascimento Leitão, Dr. Abel Teixeira da Costa Tavares
Tenente Médico—Jose Pedro Niceforo das Santas Almas Jesus Afonso

HOSPITAL DA MISERICORDIA

Director Clinico—Dr. José Caetano Soares
Enfermeiros—Paulo da Luz, Benedicto dos Remedios, Miguel Bernardino, Victor S. Motta
Enfermairas—Clarisse Cameirão, Ricarda da Cruz, M. A. da Costa
Fiel—Guilhermina F. R. Gutierrez

署務驛 *Ioc-mu-chü*

DIRECÇÃO DOS CORREIOS

Director—Artur Corrêa Barata da Cruz
2o. Official—A. L. Gomes
1o. Aspirante—F.E.P. de Carvalho e Rego
2o. Aspirante—J. A. de Assis
Amanuense—T. C. Lihoy
Fiel-Pagador—J. A. da Rosa
Ajudantes—J. Situ, Wenceslau Francisco Nogueira, M. Ho, J. B. Hui, H. R. Nogueira, F. M. Mendonca, L. P. Gois, Maria S. da Rocha, A. A. Angelo, Raquel M. Lagarica, Carnelio J. Gracias, Ester M. T. Jorge

局公事議 *Ngui-sz' kung-côc*

LEAL SENADO DA CAMARA

Presidente—F. X. A. da Silva
Vereadores—A. A. de Mello, J. L. Marques, J. J. de Lima Gracias e Alvaro Alvares

會公冊塡 *Tin-cha kung-hui*

SERVIÇO DO RECENSEAMENTO ELEITORAL

Funcionario Recenseador—J. M. E. de Almeida

廳務政洋西 *Sai-ieong-cheng-mou-tian*

ADMINISTRAÇÃO DO CONSELHO E COMISSARIADO DE POLICIA

Administrador e Comissario—Capt. Vieira Branco
Administrador Substituto — Capitão Afonso Cardoso
Escrivão—A. da Sousa Barbeiro
Amanuenses—A. da Conceicao do Rosario
Official de Diligencias—Abelardo João de Noronha
Adjunto Civil—Delfino J. Ribeiro

SECRETARIA DA CAMARA

Secretario—J. M. E. de Almeida
Thesoureiro—L. C. Ozorio
Oficial—V. F. X. da Rozario
Amanuenses—J. J. Azedo, F. H. Passos Borralho
Continuo—F. Machado de Mendonça

塾義學初 *Cho-hoc-ngui-soe*

ESCOLAS MUNICIPAIS

Escola Central do sexo masculina

Director—J. F. X. Gomes
Professora—Da. M. L. d'O. Rodrigues
Professores—J. F. X. Gomes, Artur de S. Basto, C. J da Silva e F. Rêgo
Professor da Lingua Sinica—P. N. da Silva
Professor da Educação Fisica—A. A. S. Basto
Prefeitos—Pantaleão Gonsalves, Francisco Vital

Escola Central do sexo feminino

Directora—Da. Ester Beça
Professoras—Da. Helena da Silva, Da. Sara d'Encarnação Gomes, Da. Maria José Lagos, Da. Rosalina Xavier, Da. Celestina de Melo
Professora de Costura—Da. Maria Carmen Jorge
Professora ajudante—Da. Maria M. Gomes
Prefeita—Aurelina Dias, Maria A. da Silva Telles

MATADOURO MUNICIPAL

Inspector das Rezes—Dr. J. C. Soares
Auxiliares do Serviço—Justino da Mota, Emanuel Hyndman, Mario Hyndman
Fiel—F. Ayres da Silva

CORPO DE FISCAIS MUNICIPAIS

Superintendente—Leocadio da Conceição
Chefe dos Fiscais—Francisco do Rozario
Fiscais—Marcelino Placé, João Sequeira, Emilio do Rozario, Henrique B. da Silva, Eugenio de Azevedo, Maximo do Rozario, Manuel Joaquim dos Reis, Frederico dos Santos, Carlos I. Nogueira, Francisco X. do Rozario, Tulio Gonçalves

ASSOCIAÇÃO PROMOTORA DA INSTRUCÇÃO DOS MACAENSES

Presidente—Dr. Luiz Nolasco

Secretario—A. Borges
Thesoureiro—J. A. G. Lobato
Vogaes—A. Basto, J. Gracias, F. X. Gomes, B. de Senna Fernandes, R. de Souza (suplente)

門衙司察按 *On-ch'at-sze nga-mun*

REPARTIÇÃO JUDICIAL

Juizo de Direito

Juiz de Direito—Dr. Albano de S. Moncada
Substituto nato—Dr. A. Corrêa Mendes (Juiz Auditor dos Tribunais de Guerra e da Marinha)
Substitutos—1o. Dr. Camillo de A. Pessanha, 2o.-Mateus A. de Lima
Juizes Populares—Damião Rodrigues (das freguezias da Sé e Sto. Antonio), e José V. Jorge (da freguezia da S. Lourenço)
Delegado do Procurador da Republica—Dr. Virgilio Pereira de Souza
Conservador do Registo Predial—Dr. A. C. Affonso Marques
Contador-Distribuidor—José M. J. dos Reis
Escrivães—João da Silva e J. do Espirito Santo
Oficial de diligencias—João da C. Rodrigues

Tribunal Privativo dos Chinas

Juiz—Dr. Alvaro dos Santos Pato
1o. Substituto—Dr. Alfredo Pinto Lello
2o. do. — José Vicente Jorge
Delegado do Procurador da Republica—Dr. Virgilio Pereira de Souza
Contador—José Maria Jesus dos Reis, interino
Escrivão—Leonardo Augusto Collaço
Oficiais de diligencias—Bernardino José do Rosário e Joaquim Amaro da Silva
Servente—Iü-foc

Tribunal de Contencioso e de Contas

Vogal Presidente — Juiz de Direito da Comarca
Vogal—Secretario do Governo
Vogal—Director dos Serviços da Fazenda
Vogal efectivo—Henrique Nolasco da Silva
Do. —Bacharel Manuel da Silva Mendes
Delegado do Procurador da Republica
Vogal suplente—Francisco Xavier dos Remedios
Secretario sem voto—M. Gracias, 2o. Oficial da Secretaria Geral do Governo
Oficial de diligencias—Carlos Vicente de Barros

司公券契註 *Chu-kai-kun kung-so*

Conservatoria

Conservador — Dr. A. C. A. Marques
Conservador Substituto—Dr. V. P. de Souza

Lancha-Canhoneira "Macau"

105 toneladas
Commandante—O 1o. Tenente J. Cunha Gomes

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INDO-CHINA

The French possession of Indo-China lies between 8 deg. 30 min. and 23 deg. 23 min N. lat. and 97 deg. 40 min. and 107 deg. E. long. (Paris), and comprises the colony of Cochin-China, the protectorates of Cambodia, Annam, Tonkin, and Laos, and the territory of Kwang Chéou Wan leased from China, the whole (covering an area of 310,000 square miles) being under the direction of a Governor-General, who is assisted by the "Conseil Supérieur de L'Indo-Chine." The latter is a movable body, meeting in any of the chief towns according to the summons of the Governor-General; but Hanoi, the capital of Tonkin, has become the principal seat of the administration. According to a decree of the 8th August, 1898, the Council consists of the Governor-General President, the General Commanding the Troops, the Commander-in-Chief of the China Squadron, the Governor of Cochin-China, the Residents Superior of Tonkin, Annam, and Cambodia, a representative of the Laos Administration, five other officials, the President of the Colonial Council of Cochin-China, the Chairmen of the Saigon, Hanoi, and Haiphong Chambers of Commerce, of the Cochin-China and Tonkin Chambers of Agriculture, the Chairmen of the Annam and Cambodian Mixed Chambers of Commerce and Agriculture, and two native members appointed by the Governor-General. The full Council meets once a year, and provision is made for a permanent Commission to transact such business as may arise between the sessions.

The deltas of Cochin-China and Tonkin are fertile; Annam, connecting them, is a long mountainous tract, with a narrow littoral on one side, and a wild sparsely populated hill tract stretching to the Mekong on the other. Rice, maize, cotton, sugar, seeds, tobacco, and spice are the principal productions of the alluvial districts. The principal mineral production is coal, which is mined at Tourane, on the coast of Annam, and at Hongay and Kebao on the Tonkin coast, and the output averages about 800,000 tons annually. Other minerals, including gold, silver, tin, copper, lead and antimony, exist in the Protectorate and are more or less mined. Zinc mines are worked on a large scale and the annual output amounts to nearly 35,000 tons. The principal harbours are Haiphong in Tonkin, Tourane and Thuanan (for Hué) in Annam, and Saigon. The climate in general is hot and humid. The year is divided into two seasons, the wet and the dry.

There are about 820 miles of railway completed and open to traffic in Indo-China. These are: Haiphong to Hanoi, 65½ miles; Hanoi to Yunnanfu, 296 miles; Hanoi to Langson and the frontier of Kwangsi, 101½ miles; Hanoi to Vinh, 202½ miles; Tourane to Kwangtri, 108½ miles; Saigon to Mytho, 44 miles. The lines yet to be completed are the extension of the line Saigon-Phantiet along the coast of Annam through Phanrang, Bangoi (on Kamranh Bay) to Nhatrang, a length of 147 miles. Only about 84 miles of this line are at present open to traffic. From Phanrang a branch is to be constructed to the plateau of Lang-bian, which is already the hill-station and sanatorium for Cambodia and Cochin-China. This will have a length of 64½ miles. Work is proceeding on various sections. In the near future the South Annam coast line will be extended to join the Tourane-Hué line, and the latter connected up with the Hanoi-Vinh line, thus giving railway communication between Saigon and Hanoi and Haiphong, which was the original intention. The proposed lines from the coast of Annam to the Mekong River will join Vinh-Benthuy with Kong.

The population is estimated at 16,000,000, most of whom are Annamites, the Cambodians and Laotians coming next in about equal numbers. The Chinese number 150,000, and Europeans amount to a little over 25,000. The Tonkinese are larger and more robust than the Cochin-Chinese, and more intelligent and active. The Chinese have immigrated in large numbers to the south of Cochin-China, where they have obtained almost the exclusive possession of industries and commerce. The Cambodians are naturally apathetic, and have given way to the Chinese and Annamites. The Laotians and Mois, oppressed by their neighbours and by their mandarin system, are lazy, timid and suspicious. The Muongs, who occupy all the basins of the River Noire and Song-ma, are more handsome and robust than the Annamites. The Nuns resemble the Chinese and the Thos belong to the Kmer race.

The political situation in Indo-China is satisfactory in all respects, and it is hoped that the grant of a native Consultative Chamber will develop the aspirations of the Annamese people, who proved their attachment to France during the great war Outside events, such as the operations in China in 1900, had no influence upon the imagination of the Annamites, and the fears once entertained as to its effect upon the populations of the borders of China proved unfounded. The success of Japanese arms in the war against Russia, however, left an impression on the imagination of the natives here as in other Asiatic countries, and in 1908 there was considerable apprehension. But the strengthening of the forces, and the arrival of M. Klubukowski as Governor-General, with his previous experience of the country, which enabled him at once to deal with the position in a firm and statesmanlike manner, quickly put an end to popular fears and restored public confidence. The exhibitions at Hanoï (Tonkin) (opened in November, 1902, December, 1919, and December, 1920) of all products, manufactures, industries, etc., from France, French colonies and Far Eastern countries, were pronounced successes. The exhibits to be sent to Marseilles in 1922 will show the great develpoment of the "France d'Extrême Orient." The permanent Archæological Mission instituted by the decree of December 15, 1898, is now working under the new denomination of "Ecole Française d'Extrême Orient.' Its object is the search for ancient articles of artistic or historical interest, and the charge and preservation of monuments of public interest. It also studies the philology of idioms, dialects, and ancient languages of Indo-China and neighbouring countries.

The total force of the French army in Indo-China in normal times is composed as follows: 17 regiments of Europeans; 17 regiments of natives; 18 batteries of European artillery; five squadrons of acroplanes, and sundry units—altogether about 12,000 Europeans, and 13,000 Natives.

The trade of the Colony is rapidly increasing and nearly fifty per cent. of the imports are of French origin. Less than four per cent. of the remainder comes from Europe, as much of the import consists of natural products from neighbouring countries. The Customs tariff on imports may be said to be the same as that in France. By far the largest export is rice.

Indo-China should attract the attention of travellers from all parts of the world, as it is an ideal field for the tourist. The Baie d'Along, in the gulf of Tonkin, is widely famed for its scenery. Running along the Annamese coast by a motor road, the tourist reaches the town of Hué, the residence of the Emperor of Annam, and finds the sepulchres of the Emperors Gialong, Ming Manh, Thieu Tri, etc , a mine of interest. From Nhatrang the railway runs down to Saigon through the mysterious forest land. The week-end train starting from Saigon on Friday evening runs to Phanrang Station, where motor-cars are waiting for travellers. After a splendid trip of three hours, amid fir-clad hills, the tourist arrives at Dalat Station, about 4,000 feet above sea-level, where there is a large hotel offering excellent accommodation. In the neighbourhood sport of every kind, including big-game hunting specially organised, may be indulged in, as well as excursions and motor trips. Nor must reference be omitted to the famous ruins of Angkor, which will bear comparison with those of the ancient kingdom of the Pharaohs.

TONKIN

Originally an independent kingdom, but since 1802 a province of Annam, Tonkin is situated between lat. 19 deg. and 23 deg. N. and long. 102 deg. and 108 deg. 30 min. E., bounded on the north by China, on the west by the Laos country, on the south by Annam, and on the east by the Gulf of Tonkin. The country near the sea is a rich alluvial plain, well watered by numerous rivers, and produces large crops of rice and maize, while sugar, cotton, spices, indigo, silk, arecquier, coffee and various other articles are also raised. It possesses valuable mines of silver, lead, antimony, phosphates and zinc, and gold and copper are also known to exist. Concessions were granted in 1887 for the working of the coal mines at Kebao and Hongay, and 600,000 tons of coal of good quality from the last-named is now exported annually. By the

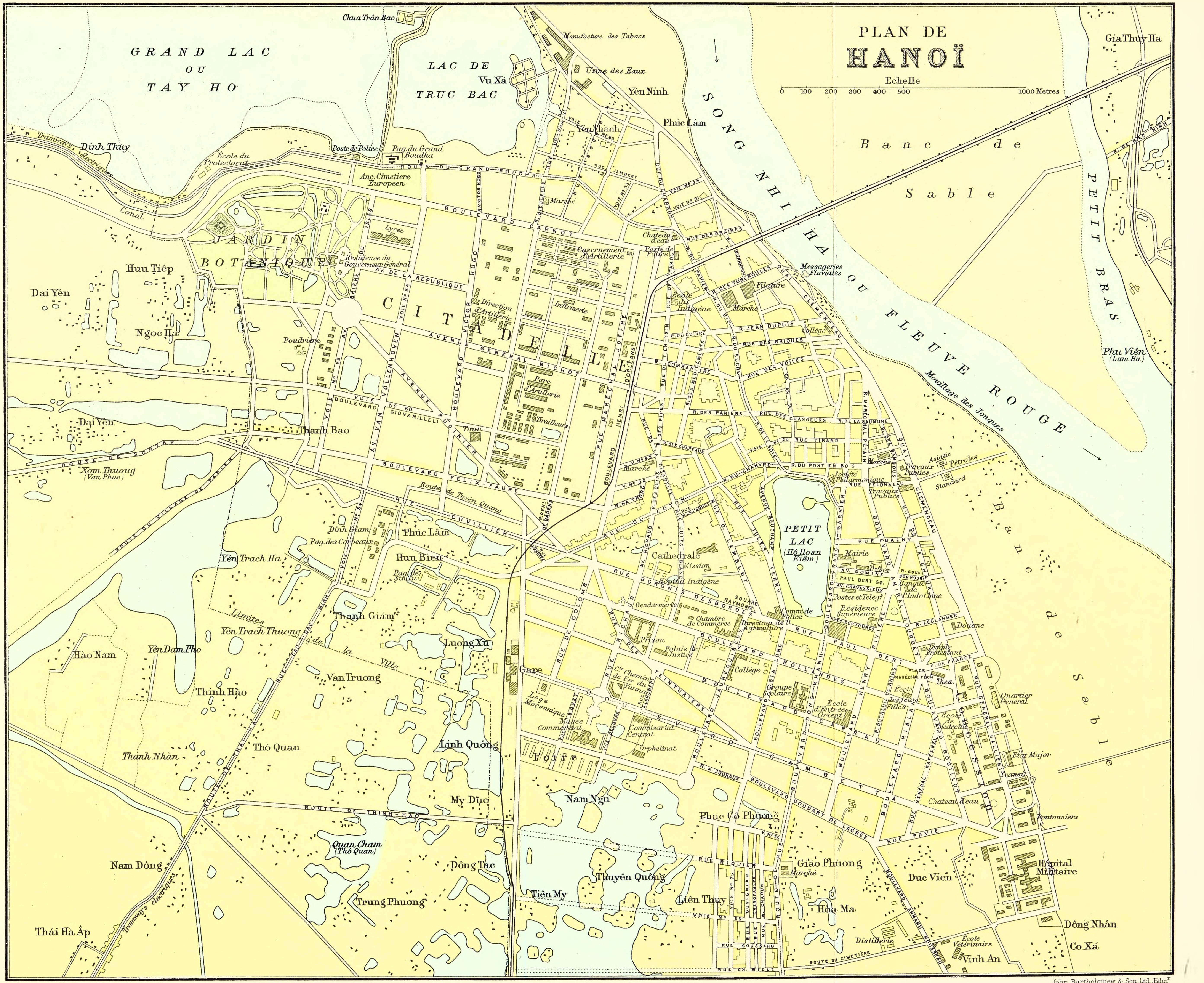
Treaty of Hué, dated the 6th June, 1884, the Annamite Government placed Tonkin under a French Protectorate, and its affairs are administered under the supervision of French Residents. It is, in fact, now practically a French Colony Tonkin is divided into twenty provinces, namely, Quang-yen, Hai-duong, Bac-ninh, Thai-nguyen, Tuyen-quan, Hong-hoa, Son-tay, Ha-noi, Ninh-binh, Hung-yen, Nam-dinh, Bac-kan, Bac-giang, Ha-nam, Hoa-binh, Phu-lien, Thai-binh Van-bu, Vinh-yen, Yen-bay, and four military territories, *viz.*:—1st circles of Langson, Mon-cay, Van-linh; 2nd circles of Cao-bang, Bao-lac; 3rd circles of Ha-giang, Bac-quang; 4th circles of Lao-kay, Bao-ba. Hanoi, the capital, is the chief town of the province of the same name, and appears on old maps as Ke-sho. The population of the province is estimated at about 15,000,000. A railway joins Hanoi to Haiphong, to Yunnanfu, to Langson and to Vinh. A concession has been granted for a further extension from Langson to Lungchow, in the Chinese province of Kwangsi. The railway running from Haiphong to Hanoi was opened in July, 1902, Hanoi to Laokay in February, 1906, and Hanoi to Yunnanfu in 1910.

There are three European mills for spinning cotton yarn in Tonkin, one at Haiphong of 25,000 spindles, one at Nam-Dinh of 24,000, and one at Hanoi of 10,000. The other industries include the manufacture of cement, soap, albumen, matches, leather and spirits. There are also numerous rice mills and two breweries.

HANOI

Hanoi, the capital of Tonkin, and now the seat of government, is situated on the right bank of the Songkhoi (Red River), about 100 miles from its mouth. The city is built close to the river and extends about one mile along the bank. The first aspect for visitors arriving from Haiphong by train or river is not an imposing one, as the fashionable portion of the town, the principal European centre, is situated further back. Here the broad and well-kept streets planted with trees, numerous imposing public and private buildings, present a very nice European town of modern style. The city is lighted by electricity and abundantly supplied with good drinkable water by enormous waterworks. Four lines of electric tramways run through the town over a distance of eight miles. A special attraction is the "Petit lac," a lake of nearly half a square mile in the middle of the town, rendered picturesque by the quaint pagodas. occupying the small islands which adorn it, and surrounded by promenades. Facing the lake there is the Square Paul Bert, with a fine bronze statue of Paul Bert unveiled on the 14th July, 1890, and a bandstand in the middle. Close to the square there are the City Hall, Treasury, Post Office, Union Club, Bank of Indo-China, Résidence Supérieur and the Hotel Metropole. Other public buildings, as the residences of the Governor-General and Commander of the Troops, the Government Offices, the Hospital, etc., are situated on what was formerly the "Concession," close to the river bank. There is a large Roman Catholic Cathedral and a handsome small Protestant church. The imposing palace of the Governor-General stands at the entrance of the Botanic Garden, and other fine buildings in the town are the Theatre, Museum, Palais de Justice, Terminus, etc. There are two first-class hotels, the Hotel Metropole, with a front of nearly 300 feet, and the Hanoi Hotel, as well as some smaller ones. The "Cercle de l'Union," Société Philharmonique and the Masonic Lodge possess their own buildings. A racecourse, opened in 1890, is situated just outside the new town. Daily and periodical French papers are published at Hanoi. The citadel occupies the highest site and is surrounded by a brick wall twelve feet high, and a moat. It contains the buildings for the troops, arsenals, magazines, etc. The Royal Pagoda, also, stands within its enclosure.

The ancient city is situated between the citadel and the river and presents a novel appearance, owing to the singular architecture of the houses. Since the occupation by the French great improvements have been effected in the laying-out of the town, and the formation of roads and streets, of which over 50 miles are already drained. electric lighted, and, even in the native city, well kept and very clean as compared with those of other Eastern cities. Of the numerous temples and pagodas, that of



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the "Grand Buddha," situated on the shore of the Grand Lake, is the most important and interesting for visitors on account of its colossal bronze statue of the idol.

Steel built halls, each 160 by 60 feet, for the native markets have been erected in different quarters.

Trade, both export and import, is steadily increasing, and besides many important mercantile houses there is also a development of industries in this town. A cotton-spinning mill, ice factory, match factory, paper manufactory, some distilleries, furniture-shops and a brewery are among the number.

The transit trade has developed considerably since the different railway lines have been opened which connect Indo-China and Tonkin with Yunnan Province. The first part, connecting Haiphong with Hanoi, was opened in July, 1902, and the line enters the capital by a magnificent steel bridge, 5,100 feet in length, over the Red River. A railway runs from Hanoi to Dongdang, near the Chinese frontier, and rapid progress is being made with other lines. The Yunnan line was opened for traffic over its entire length in 1910.

In December, 1919, and December, 1921, a colonial exhibition on a large scale was opened at Hanoi and proved a great success. The Botanic Garden of Hanoi occupies a very fine site and is one of the best in the Far East. It contains over 3,000 various species of plants. The climate has undergone a very favourable change, thanks to many sanitary works executed by the French, such as laying drains through the whole European and native city, filling up pools, marshes, etc. There is distinction of season: the summer begins in April, the winter about October. The highest degree of temperature in summer is 40° centigrade, the lowest in winter about 6° centigrade. The population of Hanoi is about 100,000, 3,000 of whom are Europeans (exclusive of the military), the rest being Annamites, Chinese, Japanese, and Indians. The first meeting of a Native Deliberative Assembly elected on a narrow suffrage was held at Hanoi on November 14th, 1907, and was addressed by M. Beau, the Governor-General.

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Lacombe, administrateur de 3e classe des Services civils, chef de service
Giudicelli, administrateur adjoint de 1re classe des Services civils, chef de bureau
Détrie, administrateur adjoint de 2e classe des Services civils, chef de bureau

Service Central des Renseignements et de la Sureté Générale

Lacombe, administrateur de 3e classe des Services civils, chef de service
Nadaud, chef de bureau
Diogue, id.

Service de Législation et d'Administration

Marty, administrateur adjoint de 1re classe des Services civils, chef de service
Samy, administrateur adjoint de 1re classe des Services civils, chef de bureau
Echinard, administrateur adjoint de 2e classe des Services civils, chef de bureau

Service du Contentieux et du Contrôle Administratif

M. Le Guénédal, administrateur adjoint de 1re classe des Services civils, chef de service

DIRECTION DES SERVICES ÉCONOMIQUES

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Dr. Cognacq, directeur de l'Ecole médecine et de pharmacie de l'Indochine, directeur de l'Enseignement supérieur, inspecteur général de l'Instruction publique
Chassigneux, agrégé de l'Université, chargé des fonctions d'inspecteur de l'Enseignement-général en Indochine
Surugue, professeur, chef du secrétariat

Direction de l'Enseignement Supérieur

Dr. Cognacq, directeur
Dufaure, administrateur de 4e classe des Services civils, chef du secretariat

Service Général du Ravitaillement et des Transports Maritimes

Kircher, directeur des douanes et régies, directeur du service général du Ravitaillement et des transports maritimes
Kieffer, inspecteur des douanes et régies, directeur p.i.

Direction de l'Administration Judiciaire

Lencou-Barême, directeur de l'Administration judiciaire l'Indochine

Direction des Archives et des Bibliothèques

M. Boudet, archiviste paléographe, dir ecteur des archives et des bibliothèques de l'Indochine
Saint Marty, archiviste bibliothecaire

Controle Financier

Tournois, directeur p.i.
Morin, chef de bureau
Champayne et Vincenti, s/chefs

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Duc, sous-directeur de l'enregistrement
Bertheux, chef du 1er bureau.
de Maynard, chef du 2me bureau
Joffroy, chef du 3me bureau
Delsalle, sous-chef du 2me bureau
Rome, sous-chef du 2me bureau
Beau, sous-chef du 3me bureau
Mas, receveur stagiaire de l'enregistrement
Lieu, sous-chef du 3me bureau
Grison, commis de l'enregistrement
Combette, commis de l'enregistrement

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Dessalle, payeur de 2e classe, sous-chef de comptabilité
Martin, commis principal de 2e classe, chef de la section du Secrétariat et du Personnel
Bernard, payeur de 4e classe, chef de bureau du Budget Général
Barrau, payeur de 2e cl., chef de bureau du Budget Local
Tourtay, commis de 1e classe, secrétaire particulier du Trésorier-Général
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Vacher, procureur-général
Bourayne, avocat-général

Secretaries du Parquet-Général

Thermes, secrétaire-en-chef
Grisoli, chef de bureau
Petitjean, bibliothécaire archiviste
Nollet, secrétaire de 1e classe
Nesty, secrétaire de 1e classe
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Kircher, directeur des douanes et régies de l'Indochine (en congé)
Scalla, inspecteur de 1ere classe, directeur des douanes et regiés de l'Indo-Chine, p.i.
Boulain, inspecteur de 4e cl., chef de la 1ere division
Chauvin, inspecteur de 4e classe, chef de la 2e division

1e Division

Bureau du Personnel

Salinier, contrôleur de 2e classe (section du personnel européen)
Goutorbe, commis ppl. de 2e classe (section du personnel européen)
Capel, commis ppl. de 1e classe (section du personnel indigène)
Authier, commis de 2e classe (section de la matricule)
Mme. Normant, dame-comptable de 2e classe (section de la matricule)

Bureau des Douanes

Rivette, contrôleur ppl. de 2e cl., chef de bureau
Vire (René), commis ppl. de 2e classe

Bureau des Régies

Dumas, contrôleur ppl. de 1e cl., chef de bureau

2e Division

Bureau du Contentieux

Verron, contrôleur ppl. hors classe, chef de bureau

Bureau de la Comptabilité

Lassere, contrôleur ppl. de 1e classe, chef de bureau
Babonneix, commis ppl. hors classe
Mougeot, commis ppl. de 1e cl.
Lemesle, id.

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Legislation et Contentieux

Galuski, chef des services administratifs et du contentieux de 2e classe

Secrétariat

Ducatel, commis principal de 1e classe, chef de bureau

Personnel

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Comptabilité

Belin, sous-chef de bureau de 1e classe

Irrigation du Thanh Hoa

Lemai, chef de service

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Saurel, ingénieur, chef de service de 2e classe
Moulinet, s/ingénieur de 2 classe
Charpentier, chef de bureau

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Labbé, conducteur de 2e classe
Ducatel, commis de 1e classe

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Deprat, géologue principal de 2° classe
Mansuy, géologue de 1e classe

Service de Chimie

Dupouy, chimiste de 1e classe
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Dumond, ingénieur auxiliaire
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Berbain, inspecteur-chef du secrétariat
Sauvage, chef de bureau
Tarieau, rédacteur
Clion, id.
Dorche, id.
Venturini, id

Service Radiotelégraphique

Peri, capitaine
Mirville, ingénieur-electricien

DIRECTION DU SERVICE DE SANTÉ DES TROUPES DU GROUPE DE L'INDOCHINE

Garnier, médecin-inspecteur, directeur
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Lotzer, officier d'administration principal, attaché à la direction
Battisteld, adjudant infirmier, secrétaire
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Dr. Le Roy des Barres, directeur
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Thibault, médecin major de 1e classe, adjoint au directeur
Goujon, sergent-infirmier, secrétaire

SERVICE VETERINAIRE ET ZOOTECHN

Tricard, inspecteur-general
Baron, inspecteur au Tonkin

GENDARMERIE DE L'INDO-CHINE

1o Détachement de l'Annan-Tonkin

Dezosiaux, capitaine, comdt le détachement à Hanoi
Lebon, lieutenant, comdt. l'arrondissement de Hanoi
Marnot, adjudant, comdt. l'arrondissement de Haiphong

2o Détachement de Cochin-chine—Cambodge

Lelièvre, capitaine, comdt. le détachement de Cochin-chine à Saigon
Vermeren, lieutenant, comdt. l'arrondissement de Saigon
Kibleur, adjudant, comdt. l'arrondissement de Cantho

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Inspecteur de l'Instruction Publique—Mus, directeur de l'Ecole de Pédagogie
Chef du Secrétariat—Dulaure (en congé), Milliés-Lacroix (chargé provt.)
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Médecin-secretaire—Dr. Coppin

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Chargés de cours—Lambert, Pécoul, Perier, Serph
Enseignement du P. C. N. — Bernard, Dr. de Fénis de Lacombe, Freydier
Centre d'enseignement ophtalmo ogique de l'Indochine—Dr. Bargy

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Censeur—Antigeon
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Ecole Normale d'Instituteurs

Directeur—Pujarnische

Ecole Normale d'Institutrices

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Institutrices—Mmes. Roux, Bruneau, Beauclair, Maillard, Mlle. Bréant

Service de l'Enseignement du Tonkin

Directeur de l'Enseignement primaire—Peyrot

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Directeur—M. Mineux

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Lemaire, adm. de 1e. classe, directeur de bureaux
Auger, chef de cabinet
Bary, chef du 1e. bureau
Sinélan, id. 2e id.
Armonet, id. 3e. id.
Thomas, id. 4e. id.

Conseil de Protectorat du Tonkin

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Directeur de bureaux de le Residence Superieur
Procureur-général prés. la cour d'Appel de Hanoi
Ingénieur en-chef de le Circonscription
Tou dôc de Hadong

SERVICE DE L'ENSEIGNEMENT DE TONKIN

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SERVICES AGRICOLES ET COMMERCIEUX

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Bordenave, chef au service forestier

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SERVICE DE L'INDENTITÉ DU TONKIN

Daumont, chef du service

SERVICE DE SURETÉ

Gilles, chef du service
Leandri, Arnoux, Quilliot, Devez

SERVICE PENITENTIAIRE

Bareteau, gardien principal

TROUPES DU GROUPE DE L'INDO-CHINE

QUARTIER GÉNÉRAL

Commandant Supérieur — Général de Division Puyperoux
Officier d'Ordonnance—Capt. Maugeis de Bourguesdon

ETAT MAJOR

Chef d'Etat—Major Col. Pierlot
Sous-chef d'Etat—Major Lieut.-Col Bidon
Chef de Bataillon—Rouais
Chef d'Escadron—Civette
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Lieuts. Lorans, Lembrez

SERVICE GEOGRAPHIQUE

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DIVISION DE L'ANNAM-TONKIN

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Chef d'Etat-Major—Chef de Bataillon Mast
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1ÈRE BRIGADE

Général de Brigade—Petitdemange
Chef d'Etat-Major—Capt. Porta

2ÈME BRIGADE

Général de Brigade—Mayer
Chef d'Etat-Major—Capt. Grosmangin

3ÈME BRIGADE

Général de Brigade—Hirtzmann

Chef d'Etat Major—Chef de Bataillon Lesquer
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2e Régiment Infanterie Coloniale

Col. Angeli, Hanoi

1e Régiment de Tirailleurs Tonkinois

Lt.-Col. Magnabol, Hanoi

4e Régiment de Tirailleurs Tonkinois

Lt.-Col. Croll, Nam Dinh

2ème Régiment de Tirailleurs Tonkinois

Col. Chevallier, Haiphong

3ème Régiment de Tirailleurs Tonkinois

Lt.-Col. Le Boulanger, Bacninh

1ème Régiment Entranger

Commandant Deleau, Hanoi

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Chef d' Etat-Major — Chef d'Escadron Barbaud
Capitaine—André

4ème Régiment de Artillerie Colonniale

Lt.-Col. Carteron, Hanoi

5ème Régiment de Artillerie Coloniale

Lt.-Col. Lotte, Saigon

DEPOT DE REMONTE

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AERONAUTIQUE D'INDOCHINE

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Capt. Arbitre, Hanoi
Capt. Borzecki, Vinh,

2ème Escadrille

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1e. S/Intendance—Lasserre
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Id. —Gade, Saigon
Id. —Maurras, Saigon

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Commissaire-Rapporteur — Batut, capitaine (Infanterie coloniale)

1er Conseil de Guerre, Saigon

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2me Conseil de Guerre, Saigon

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Secretariat de la Direction
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Dr. F. Maillet, adjoint au chef du service médical au Yunnan, Amitchéou (Yunnan)
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J. Foursaud chef des approvisionnements
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E. Andrieu, chef du 1er arrondissement
T. Romieux, chef du 2e. arrondissement, Yunnanfu (Yunnan)
Materiel et Traction
F. Moreau, ingénieur-en-chef, chef de service
A. Cunin, ingénieur, chef de service adjoint
G. Louche-Cabet, inspecteur principal, attaché au bureau central
J. Belot, inspecteur principal, chef de la 2e inspection principale, Amitchéou (Yunnan)
R. Lecuir, inspecteur, chef des ateliers, Gia-Lâm
J. Grellier, inspecteur principal (en congé)
Voies et Batiments
P. Hud, ingénieur-en-chef, chef de service
E. Praquin, chef d'arrondissement adjoint au chef de service
M. Laromer, chef du 2e arrondissement, Amitchéou (Yunnan)
G. Rochard, chef d'arrondissement (en congé)
P. Elie, chef de section, chef p. i. du 1er arrondissement
Agents en Service à Haiphong
Traffic et Mouvement
L. Bandet, inspecteur
H. Bouron, chef de gare, principale flons.
J. Sibilat, contôleur de trains, adjoint au chef de gare
J. Montiggiani, contrôleur de trains
Voies et Batiments
L. Schir, chef de district

Compagnie Francaise d' Explosifs en Extrême Orient—7, boulevard Bobillot; Tel. Ad: Cheddite
M. Piovano, directeur

Compagnie Française Immobilière—du boulevard Henri Rivière. Société anonyme. Siége social: Hanoi
A. Ducamp, admr. délégué

Compagnie Franco-Asiatique des Petroles, Pétroles-Bougies-Essence-Huile de graissage—Bureau: 79, rue des Médicaments: Entrepot: digue des Travaux Publics
L. Manfoc, représentant

Cordier, Lutherie, vente, achat et location d'instruments de musique, de musique et pianos—51, rue Jules Ferry

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Daurelle, F., Negociant—64, 66 et 68, rue Jean Dupuis
R. Daurelle, successeur
F. Girard, fondé de pouvoirs
J. Rocca

Deleule, E., Automobiles, Cycles et Horlogerie—76, rue Jules Ferry
Jules Détouillon

Delorme, Maréchal, Ferrant et Carrossier Représentant des Charbonnages Hongay —27, boulevard Rollandes

DEMANGE, Négoçiant—40, boulevard Henri d'Orléans

DENIS, FRÈRES, Ferronerie et Quincaillerie —77, boulevard Francis Garnier

DENIS, FRÈRES, Import and Export Merchants—16, rue Paul Bert; Tel. Ad: Referendis
Alphonse Denis (Bordeaux)
R. Bonnault, signs per pro.
F. Branchu
Guilles-Desbuttes
Gantelet
Gilles

Agencies
Hongkong & Shanghai Banking Corpn.
Cie. Franco-Indochinoise
Ste. des Mines de Trangda
Ste. Indo-Chinoise des Allumettes
Vacuum Oil Co.
Remington Typewriter Co
La Confiance Incendie
China Fire Insurance Co.
General Assurance Corpn.
Netherlands Insurance Co.
Royal Exchange Assurance Corpn.
South British Insurance Co.
Union Assurance Society
British & Foreign Marine Insce. Co.
China Navigation Co., Ld.
Ellerman & Bucknall Steamship Co
Java-China Japan Lijn
Pacific Steam Co.
Yamashita Kisen Kaisha
Robert Dollar Co.

DESCOURS ET CABAUD, Produits Metallurgiques—Bureaux et Magasins: 99, rue Paul Bert. Entrepôts de produits métallurgiques: 1, boulevard Henri-Rivière
J. Bourrat, directeur
F. Rigault
R. Gauthier

DIEULEFILS, Cartes Postales—53, rue Jules Ferry

DUFOURCQ, Horticulteur—42, rue de la Citadelle

DURETESTE ET MOURLAN, Avocats-Défenseurs, Docteurs en Droit—41B, boulevard Carreau

ECOLE PUGINIER—boulevard Carreau
Frère Dominique, directeur
Frère Corentin, sous-directeur
Frère Paul, infirmier
Frères Dunstan, Donatien, Constantin, Céphas, Colombien, Domifieu, Cresceuce, Diogène, Couronne, Marius, professeurs

ELLIES, GEORGES, Accountant and Insurance Agent—33, boulevard Dong-Khanh; Tel. Ad: Planteurs
Agencies
La Cie. d'Assurance "l'Union"
Administrateur délégué de la Sté Immobilière de Hanoi
La Compagnie de Commerce et de Navigation d'Extréme-Orient
China Mutual Life Insurance Co., Ld.
Syndicat des Planteurs de Café de l'Annam-Tonkin

ELLIES ET CIE., MATHÉE—Siège social: 33, boulevard Dong-Khanh; Teleph. 131; Tel. Ad: Planteurs
Directeur technique—
M. Borel, planteur, Chevalier de la Légion d'Honneur
Plantations de caféiers au Tonkin et en Annam

ELVINA EYMA (MME.) Couturière—44, boulevard Gia-Long

ETABLISSEMENT SAINTE-MARIE, Ecole de jeunes filles, Pensionnat-Externat-Orphelinat tenu par les soeurs de St. Paul de Chartres—37, boulevard Rollandes

ETALISSEMENTS GRATRY, Société Anonyme au capital de cinq millions—Siège social à Lille (Nord). Vente de tissus en gros et demi-gros: 16, rue Balny
J. Jaspar, directeur
L. Deleu, sous-directeur
A. le Moal, comptable
Mme. J. Ergal, id.

FERRER, J., Parfumeur, Articles de Nouveautés

FOUTAN-TRANSPORTS, transit representant Romain et Serenon, voyages du chemins transitaires à Marseille—63, rue Paul Bert
S. P. Anziani, successeurs

GOUNELLE, JULES, Advocate and Solicitor —38, boulevard Rollandes

GOUSSARD, Nouveautés et Ameublement—37, rue Paul Bert

Grand Hotel Metropole, Hôtel de 1er ordre; electricité, eau courante, douches dans toutes les chambres. Appartements et chambres à tous prix. Restaurant, Café, Orchestre, Dancing—Tel. Ad: Metropole

Grands Magasins Reunis, Agence de détail de L'Union Commerciale Indochinoise et Africaine—rue Paul Bert

GUERMEUR, HENRI, Advocate and Solicitor —26, boulevard Gia Long
Raymond Bona, secretary

GUEYFFIER ET BAFFELEUF, Avocats-défenseurs—37, boulevard Gia-Long
Gueyffier, docteur en droit, avocat-défenseur
Baffeleuf, docteur en droit, avocat défenseur
Riton, licencie en droit, avocat défenseur

GUIONEAUD, FRERES, Négoçiants en vins—28 et 30, boulevard Gia-Long

HANOI-HOTEL, Hôtel-café-restaurant—rue Paul Bert
M. Rolquin, directeur

HONGKONG & SHANGHAI BANKING CORPORATION—16, rue Paul Bert
Messrs. Denis, Frères, agents

HOTEL ET CAFÉ DE LA GARE—109, boulevard Gambetta

HOTEL ET CAFÉ RESTAURANT DES COLONIES —80, rue Jules Ferry

HOTEL MÉTROPOLE—boulevard Henri Rivière
A. Ducamp, administrateur

HOTEL DE LA PAIX—35, rue Paul Bert

IMPRIMERIE D'EXTRÊME ORIENT, Librairie, Papeterie, Société Anonyme, capital de 600,000 fr.; adresse tel: Ideo; Siége social: 28, rue Paul Bert; succursale à Haiphong
H. Deseille, administrateur délégué
J. Paquin, fondé de pouvoirs à Haiphong
G. Renoux | Manfredi

IMPRIMERIE TONKINOISE, Lê Van-Phuc—80-82, rue du Chanvre

JACQUEMONT, Ingénieur, Chef de Service honoraire des Travaux Publics—35, rue des Teinturiers

JUBIN, L., Opticien—51, rue Paul Bert

"L'EVEIL ECONOMIQUE," Journal hebdomadaire—51, rue P. Bert; Téléph. 119
Cucherousset, directeur

"L'INDÉPENDANCE TONKINOISE," Journal republicain quotidien — 32, avenue Puginier
A. Piglowski, directeur et rédacteur-en-chef

"LA REVUE INDO-CHINOISE," publication mensuelle; Imprimerie d'Extrême Orient—Rédaction et Direction: 31, rue Borgnis Desbordes
Paul Boudet, directeur

LAMOTHE, A., Sellerie Bourellerie—85, rue Paul Bert

LARUE, VICTOR, Brasserie et Glacières de l'Indochine—190, quai Clémenceau

LARRIVÉ, FRÈRES, Electrical Supplies—84, rue Jules Ferry
J. Larrivé, directeur
C. Larrivé, id.

LE GUERN, MME. J., Marchande de meubles d'occasion et Hôtel garni, machines à coudre—70, rue Jules Ferry

LE ROY DES BARRES, Docteur en médecine —rue Borgnis Desbordes

LOISY, BOUCHER—55, rue Paul Bert

MAILLARD, Confiseur, Pâtissier, Glacier, Boulanger, Fabrique de Glace—25, rue Paul Bert

MARON, FRANÇOIS, Importation, Exportation, Commission—2, rue du Charbon

MARON, PAUL, Export Comptable et Assurances—38, bd. Carrean

MARTY, MME., Pension de Famille — 58, boulevard Gia-Long

MEZIERES, Avocat-défenseur — 71, boulevard Gambetta

MONTES, E., Chemist—54, rue Paul Bert
Michaud Meille, assistant
L. Granier, do.

MOREAU, ALBERT-JEUNE, Tailleur—90, rue Borgnis Desbordes

OGLIASTRO, LOUIS ET CIE., Négoçiants—104, rue Jules Ferry
M. Gavin, agent
Agencies
Peninsular and Oriental S. N. Co.
Scottish Union and National Insce. Co.

PASSIGNAT, Importation et Articles pour indigènes—18A, 24, rue du Sông-tô-Lich

PASSIGNAT, M., Industrie Funéraire et Articles de Piété—11 et 13, rue Borgnis Desbordes
Madame Nervo, directrice

PERIE-POINCIGNON, MLLE. YVONNE, Directrice Institut Musical

PERROUD, A., Bijoutier, Horloger, Fabrique de bijoux annamites—39, rue Paul Bert

PHARMACIE CENTRALE DE L'INDO-CHINE—59, rue Paul Bert
Ed. Chassagne, pharm. de 1 classe, propriétaire
Em. Lafon, pharm. de 1 classe, directeur
R. Lacaze, pharm. 1ère classe, directeur
Busar, pharmacien
Couet, assistant

PHARMACIE, J. BLANC—31, rue Paul Bert
L. Blanc, pharmacien
Albert Blanc, fondé de pouvoirs
S. Gracias, preparateur
J. Plantain, preparation en pharm.

PLANTATIONS À KIM-XUYÊN ET VAN-KHÊ
Cerisier, chef de plantations
Nervo, assistant
Guiguet, do.

POINSARD ET VEYRET (Comptoirs d'Extrême-Orient), Anciens Etablissements Charrière et Cie., Poinsard et Veyret, srs. et R. Boucherie réunis—Teleph. 54; Tel. Ad: Poinveyret. Société anonyme Capital: Dix millions de francs. Siège social à Haiphong (Tonkin), Saigon, Tourane, Mongtzeu, Yunnanfou (Chine). Bureau d'Achat: 15, rue de Strasbourg, Paris
L. Veyret, président du conseil d'admn. (Paris)
A. Poinsard, administrateur délégué (Paris)
R. Boucherie, id.
G. Barbotin, admr. directeur (Haiphong)
G. Demolle, fondé de pouvoirs
V. Lapierre, comptable
Tallard, quincailler
Jouvatchy, id.
Saint-Jean, magasinier
A. Poun, compradore-alimentation général et articles de menage
Agents généraux de la Compagnie d'Assurance "Le Nord"

POMMERAYE, JOUSSERAND DE LA, ET CIE., Fournitures pour cinématographes—33, boulevard Henri-Rivière; Teleph. 85; Tel. Ad: Lapomeraye
A. F. Thibault, fondé de pouvoirs

POMMERAYE ET CIE., DE LA, Eclairage et Chauffage par l'acétylene, carbiere de calcium—33, boulevard Henri-Rivière; Teleph. 85; Tel. Ad: Lapomeraye
A. F. Thibault, fondé de pouvoirs

RAMOND, Dentiste—31 bis, boulevard Gia-Long

RAVAIS, F. M., Entrepreneur Consignation; Distillerie d'Alcools indigènes, Mines-Minerals, Commission, Pompes Funèbres, Bouages-Vidanges—59, boulevard Carreau
F. Mazelly, agent

RIDET ET CIE., Armuriers—40, rue Paul Bert et 19, boulevard Henri Rivière; Tel. Ad: Ridetarm
Ridet et Le Bougnec, associés

SAUVAGE, FORTUNÉ, Armateur, Service Fluvial subventionné du Haut Tonkin
Chasseriaud, Baron, direction
Bottard, comptable
Fauvel, agence principale d'Haiphong
Guiguen, id. (Tuyên-quang)
Calandruccio, id. (Nam-dinh)
Valadier, id. (Haiduong)
Court, Harel, Souris, Brunet, commissaires
Boutteville

SOCIÉTÉ AGRICOLE FRANCO-TONKINOISE à Con-Voi par Phu-Tho, Tonkin, Caféries, Rizières, Elevage—Bureaux: 7, bd. Bobillot
Maneut et Hamaguchi, gérants

Societe Anonyme des Tuileries de L'Indochine—Siège social à Paris, 55, rue de Clichy. Anciens établissements Bourgouin et Co., 140, avenue du Grand-Bouddha. Usine à Hanoi et à Dap-Cau; Tel. Ad: Ceramique
A. Baucarnqud, dir.

SOCIÉTÉ ASIATIQUE DES BOISSONS INDIGÈNES—55, boulevard Gambetta
A. R. Fontaine, président du conseil d'administration
Usine à Hankéou (Chine)
Le Sant, directeur

SOCIÉTÉ DES BRIQUETERIES ET TUILERIES DU TONKIN, Sucesseurs de M. Clement (Maison fondée en 1888)—135, route Mandarine; Usine a vapeur a Yen Vien; Tel. Ad: Scierie
M. P. Dubosq, administrateur-délégué

SOCIÉTÉ DES CHAUX HYDRAULIQUES DU LANGTHO — (anciens établissements Bogaert)
Barthas, administrateur-délégué
Rigaux, directeur
Dorchy, chef de fabrication

SOCIÉTÉ CIVILE DES CHARBONNAGE DE TUYEN QUANG—Siège social: 138, quai Clemenceau
Fortune Sauvage, administrateur-gerant
Petauzun, directeur
Robin, maître mineur

SOCIÉTÉ CIVILE D'ETUDES MINIERES DE HOA-BINH—53, rue de l'Est

SOCIÉTÉ D'ENSEIGNEMENT MUTUEL AU TONKIN
Président—Nguyen-qui-Toan, officier d'Academie
Vice-Présdts.—Pham-quynh, Dao-van-Sie
Secrétaire—Nguyen-van-Tâm
Trésorier—Vuong-van-Mâu

SOCIÉTÉ FONCIÈRE DE L'INDO-CHINE, Vente de Terrains, Exploitation des Tramways Electriques de Hanoi et Extensions—Usine et Bureaux, route du Village du Papier et Digue Parreau
P. G. Duron, ingénieur, directeur
Desmots
Paul Bonte

SOCIÉTÉ FRANCAISE DES DISTILLERIES DE L'INDOCHINE (Anciens etablissements, A. R. Fontaine & Co.)—Usines à Hanoi, Nam-Dinh, Haiduong et Cholon; Siège social: 10, rue de la Boetie, Paris; Administration: 55, bd. Gambetta; Tél. Ad: Distamy
A. R. Fontaine, administrateur-délégué
L. Fontaine, id.
R. Piot, directeur général
E. Samson, id. adjoint
P. Thomas, id. technique
P. Bernhard, id. commercial
E. Dorangeon, id. financial
P. Sauvage | P. Gremillet
A. Coumes | Mlle. Guille Desbuttes

SOCIÉTÉ FRANCAISE DE TRANSPORTS, Pousse Pousse Saigonnais; Construction et Location de pousse-pousse—7, boulevard Bobillot; Tel. Ad: Pousse
M. Piovano, directeur

SOCIÉTÉ IMMOBILIÈRE DE HANOI (Sté. Anonyme—Siège social: 33, boulevard Dong-Khanh
Administrateur-délégué—G. Ellies

SOCIÉTÉ INDOCHINOISE D'ELECTRICITÉ—Hanoi-Haiphong
Pelletier, directeur général
Beaud, chef de station (Hanoi)
Romeu, agent commercial id.
Taix, chef mécanicien id.
Tourssir, électricien id.
Walser, id. id.
Renourd, comptable
Chateau, directeur (Haiphong)
Loy, agent commercial id.
Perrin, chef électricien id.
Masse, chef mécanicien id.
Rebelle, électricien id.
Geyson, fontainier id.
Guilhot, mécanicien (Huong By)
Dubris, électricien

SOCIÉTÉ INDUSTRIELLE DE L'ANNAM TONKIN, Manufacture de Boutons — Siége social: 64, rue Jean Dupuis; Usine: 13, boulevard Riolan
F. Girard, administrateur délegué
L. Piat, directeur technique

SOCIÉTÉ INDUSTRIELLE ET COMMERCIALE D'ANNAM—55, boulevard Gambetta
R. Piot, administrateur délégué
M. Dubuis, directeur (Tourane)

SOCIÉTÉ PHILHARMONIQUE D'HANOI—boulevard Francis Garnier
Président—Galuski
Vice-Pres.—Reverony, Duquesne
Secrétaires—Bruneau, Arnaud
Trésoriers—Sarrivé, Méric
Administrateurs — Dartenuc, Fontanne, Mus, Passignat, Saumont
Dames patronnesses—Mmes. Long, Robin, Mourlan
Médecin—Dr. Piquemal

SOCIÉTÉ DE PROTECTION DES ENFANTS MÉTIS ABONDONNÉS (Reconnue d'utilité publique)—boulevard Gambetta
Président—Galuski
Vice-Prés.—Reverony et Duquesne
Secretaires—Ducatel et Arnaud
Trésorier—Larrivé
Administrateurs—Masse, Mayer, Dartenue, Fontanne, Mus et Larrivé

SOCIÉTÉ DES TABACS DE L'INDOCHINE—Tel. Ad: Tabacs
Haerri, directeur
Ferreira
Croibier | Ergal
Plantations à Kim Xuyen & Van Khe
Van Riemsdijk, directeur
Nervo | Guiguet

SOCIÉTÉ DE TIR ET D'ESCRIME DE HANOI
Président—Dr. Degorce
Secrétaire—Domart
Trésorier—T. Trombetta

SOCIÉTÉ DE TRANSPORTS AUTOMOBILES INDOCHINOIS—37, bd. Henri Rivière

STANDARD OIL CO. OF NEW YORK — Dique des Travaux Publics
H. H. Young

Tanneries de l'Indo-chine—Société Anonyme au capital de frs. 500,000
Ch. Grawitz, administrateur délégué
L. Tardivot, chemiste
A. Bouchet, chef de fabrication
J. Bouchet, contre-maître

TAUPIN, G., Imprimeur, Editeur, Librairie, Papeterie—rue Paul Bert, rue Boissière, rue de l'Intendance; Tel. Ad: Taupin
G. Taupin
M. Cauvin | Mme. Latour

Tranchesset, E., Wine Merchant—33, boulevard Rollandes; 24, boulevard Dong Khanh

L'UNION COMMERCIALE INDOCHINOISE ET AFRICAINE (Soc. an. au cap. de 25,000,000 francs), Agence d'Importation et Exportation—196, quai de Clémenceau; Teleph. 140; Tel. Ad: Importuei. Siège social: à Paris, 9 et 11 rue Trouchet
M. Bleton, fondé de pouvoirs
Agencies
Généraux des Cies. d'Assurances et l'Incendie
Le Phoenix
National l'Abeille
Royal Insurance Co.
London and Lancashire Co.
Palatine

USINE DES EAUX, Entreprise J. Bédat
Mal. Bédat, directeur et fondé de pouvoirs
R. Bedat, second du directeur

VERNEUIL, J., ET GRAVEREAUD, Entrepreneur-constructeurs-carrossiers — 3, boulevard Rialan — Pousse Pousse, Caoutchoucs Bergougnan

WEIL, Boucher—1, rue Borgnis Desbordes

HAIPHONG

Haiphong, the commercial capital of Tonkin, is built on the right bank of the river Cua Cam, one of the numerous divisions of the Song Khoi (Red river), which connects Yunnan with the Tokin Gulf. It's geographical situation is 20 deg. 51 min. lat. N., 106 deg. 42 min. long. E. Although the river is somewhat obstructed by a bar, the entrance to the harbour is as accessible by night as it is by day, thanks to an up-to-date system of lights. The channel, constantly dredged and supervised by the Dept. of Public Works, allows the biggest liners of the Messageries Maritimes to call at Haiphong. The lighthouse on the island of Hondau shows a light visible 20 naval miles distant, while that on the Norway islands, indicating the entrance to Hongay, the coaling station, is visible at 25 miles. Vessels anchor in front of the city, in the middle of the river, a quarter-of-a-mile from the shore, while a wharf of 2,000 feet gives ample space for the accommodation of five big ocean-going liners at one time. This wharf is equipped with all modern appliances—2-ton electric cranes, 10-and 20-ton steam cranes, rail track, and electric light. Ships arriving alongside may be immediately connected with the telephone and thus get in touch with any point in the city. Large warehouses, covering an area of 9 acres and having a storage capacity of 100,000 tons, have been erected on the water-front and are connected by rail with the Central Station of the Compagnie des Chemins de Fer de l'Indochine et du Yunnan. There is thus every facility for the quick handling of goods destined for the different centres of Tonkin and the Chinese province of Yunnan, to which Haiphong is the gateway, by means of the railway line. These godowns and the wharf are the property of the Chamber of Commerce, which owns also the s.s. *Amiral de Beaumont*, a powerful sea-going tug ready to give assistance to any vessel, whether at sea or in the harbour. A floating dock, capable of lifting vessels up to 330 feet in length and 2,500 tons displacement, is attached to a modern shipbuilding and repairing yard, where the most extensive repairs can be undertaken.

Haiphong proper is in the midst of an extensive rice swamp with low-lying swampy land all around it for miles, having in the distance the monotony relieved by rugged ranges of low limestone hills, and beyond these to the northward, at a distance of some sixteen miles, is a range of mountains, the loftiest, known as the Grand

Summit, being about 5,000 feet high. Though at the time of its origin in 1884 Haiphong was but a mere native village in the midst of rice fields and muddy streams, it has rapidly developed into the most important commercial and industrial centre of Tonkin and the port for all Home and foreign traffic. Being a new town, it has been built according to modern ideas. The streets and boulevards are wide, clean and well-shaded, and constructed for the most part at right angles. The town has a cosy and pleasing appearance, most of the houses being of the cottage type. The chief commercial and administrative buildings are the Central Post Office, City Hall, Banque Industrielle, Municipal Theatre, and Custom-house. There is a Roman Catholic Cathedral attached to the Spanish Mission, and a Protestant church, also, has been erected in the town. There is a very pretty theatre, built in 1900 by the Municipality. The Hôtel du Commerce is a large and handsome structure, its lofty mansard roof dominating every building in the town. The Cercle du Commerce, which is a well-managed club, has its domicile in the boulevard Paul Bert. The racecourse is about a mile from the town on the Do Son Road.

Haiphong has two public gardens, where military concerts are given on Sundays and Thursdays. The small Botanical Garden of the Lach Tray, 2 miles out of town, is one of the evening promenades.

The appearance of this city, agreeably disposed among trees and tropical vegetation, appeals to the eye of the traveller arriving by sea on a sunny day.

The city, originally comprised within the Cua-Cam and Song-Tam Bac rivers and the Bonnal canal, soon spread beyond these narrow limits owing to the development of its commerce and industry, foreign and indigenous. The principal industrial concerns are cement works (whose products are known all over the Far East), cotton mills, rice mills, brick, tile and ceramic factories, foundries and shipbuilding yards. An important factory for the making of all sorts of chemical products is now under construction and is expected to be working during 1922.

The total population is 75,700, of whom 2,200 are Europeans (including 280 troops and 120 foreigners), 60,000 are Annamese, and the remainder (in order of importance) Chinese, Indian and Japanese.

A regular service of river steamers is maintained between Hanoi and Haiphong by the Messageries Fluviales, and Haiphong is connected by submarine cable with Saigon and Hongkong.

DIRECTORY

Mairie de Haiphong

Administrateur Maire—G. Dupuy

Administration Municipale

G. Dupuy, Administrateur-Maire
S. De Sourdeval, administrateur-délégué, chef du Secrétariat
Gautier, chef des Travaux Municipaux
Bertrand, commissaire de Police
Fabre, payeur-receveur municipal
Arnoux, commissaire special

Conseil Municipal

G. Dupuy, Adminstrateur-Maire
L. Paquin, 1er. adjoint
M. Gué, 2e adjoint
Conseillers Municipaux — Porchet, Godelu, Girodolle, Dailly, Martin, Caron, Théard, Fieschi, Gué, Nguyen, Ngoc Phong, Ng H. Thu, Phom Inse Kinh, Sy-Ky

Trésorerie

Payeur de 1e classe—Fabre
Commis—Dumas, détaché du service des douanes
Porteur de contraintes—Prost

Direction du Port de Commerce

Capitaine de Port—Viel
Lieutenant de Port—Prado
Maitre de Port—Guivarch
Pilotes—Larroque, Salgé, Roses, Poinset, Henry, Suzzoni, Blanc, Seigner
Aspirants-pilotes—Le Poulain, Novel

Douanes et Régies de l'Indo-Chine Sous Direction du Tonkin

Sous-Directeur—Dugay
Inspecteur Rec. Comptable—Fournier
Bureau Central, Chef—Briol
S/ Chefs—Cazeres, Bouquet

Douanes Comptables—Mmes. Bouscaren, Blancher
1e et 2e Bureau (Douanes et Régies)—de Laromiguiere
3e Bureau (Compt.)—Gironce
4e Bureau (Content.)—Antoni
Vérification—Hardouin
Service Actif—Orlandi

Tribunal de Haiphong

Président—Lenguellier
Procureur—Servain
Juges—Joyeux, Cade et X.
Greffier Notaire—Persuis
Avocats-Défenseurs—De Lansalut, Fauque
Secrétaires d'avocats — Larre, Coueslant
Huissier—Le Liboux

Tribunal de Commerce

Président—Languellier(Président Tribunal Civil)
Juges—Gué, Fafart, Drouet, Bouchereau
Suppléants—Chateau, Godelu, Vanel, Vidry
Avocats—De Lansalut, Fauque
Secrétaires d'avocats—Larre, Coueslant
Greffier—Persuis
Huissier—Le Liboux

Ecole de Filles

Directrice—Mme. Boubals
Institutrices—Ty, Nesty, Giret, Petretti, Housse

Postes et Télégraphes

Bureau d'Haiphong

Receveur—Alata
Controleur—Espare
Commis principaux—Deck, Sauvage
Commis—Marcellesi, Brunaud, Girodolle, Ferrand, Langeard, Casanova André, Babin, Mage, Casanova Henri
Téléphone — Mmes. Piveteau, Hautin, Roux, Muller, Rosa
Mécanicien —Anriot
Surveillant—Garric

Travaux Publics

Circonscription Territoriale du Tonkin

Service Maritime

Regert, ingénieur, chef de service
Lamude, chef de bureau

Subdivisionnaires

Roussaud, commis principal, chef de la subdivision des phares et balises
Vidal, commis chef de la subdivision du port des dragages et du materiel flottant
Boubals, mécanicien principal, secrétaire de la commission de surveillance des bateaux à vapeur
Viel, capitaine de port
Prado, lieutenant de flottille
Guivarch, maitre de port
Maurel, chef dragueur

Commissariat de Police de Haiphong

(Place Amiral Pottier)

Commissaire, Chef de Service—Bertrand
Secretaire—Graffard

Services Militaires

Commandement de la Place

Chevalier, colonel cdt.

Sous Direction d'Artillerie

Verquin, chef d'escadrons

Sous-intendance de Haiphong

Sous-Intendant Militaire de 1e classe—Bertrand

Magasin Centrale des Subsistances

Officier Admtr. Principal—Sensacq

Services Sanitaires

Dr. Martel, médecin principal de 1e classe, agent principal de la santé
Dr. Lescure, med. major de 1e classe, médecin arraisonneur

Lazaret du Cua-cam

Dr. Thibault, M.M., 1e classe

Hôpital Haiphong

Dr. Martel, médecin principal de 1e classe, médecin chef
Thibault, med., M., 1e cl.
Lescure, med., M., 1e cl. (ch. des Troupes)
Popot, sergt. gestionnaire

Service Veterinaire Zootechnique et des Epizooties

Bergeon, vétérinaire-inspecteur, chef du 1er secteur, ville de Haiphong, provinces de Kién-an, Hai-ninh et Quang-yên

Gendarmerie

Boulbés, lieutenant commandant l'arrondissement
Foucher, chef de brigade de 1ére cl., commandant la brigade

Chambre de Commerce

Porchet, président (en congé)
Mathée, vice-président (en congé)
Paquin, secrétaire-trésorier, président p.i.
Tarnaud, secrétaire archiviste
Membres Français — Barbotin, Bleton, Duclos, Fieschi, Giqueaux, Girodolle, Guérin, Vanel

Membres Indigènes — Bach-Thai-Buói, Nguyên-huu-Thu

Delégué au Conseil de Gouvernement

Porchet, président

Delégué au Conseil du Protectorat

Paquin, membre suppléant

Delégué au Conseil Sanitaire Maritime et d'Hygiène

Bleton

AGENCE INDO-CHINOISE DE REPRÉSENTATION ET DÉPÔTS DE FABRIQUES, Import, Export— 14, boulevard Bonnal; Téléph. C71; Tél. Ad: Danovaro; Côdes: A.B.C. 5th. edn., Lieber's, Bentley's
Charles Danovaro, directeur
Emile Roses, capitaine navigation
Mme. Ch. Danovaro, fondé de pouvoirs
Mlle. S. Sandre, secrétaire-dactylo.
R. Imbert, agent à Paris

BANQUE DE L'INDO-CHINE, Succursale d'Haiphong
E. Le Carduner, directeur p.i.
J. M. E. Juge, chef de la comp., p.i.
J. P. Schindler, caissier, p.i.
Houvenaghel et Pavodi, agents auxiliaires

BANQUE INDUSTRIELLE DE CHINE, (Agence de Haiphong) Bureau de Hanoi
Bertrand, directeur
M. Adam, fondé de pouvoirs
G. Vidal, id.
G. Grospelier, stagiaire
P. Raphael, ingénieur-conseil
A. Verge, chef du bureau de Hanoi

BERNHARD, R., Agent Commercial de la Société des Rizeries de l'Annam-Tonkin, Rice Export—Office: Docks, Haiphong; Téléph. 653; Tél. Ad: Bernariz
R. Bernhard, mang. director

BERTHET, CHARRIÈRE & CIE., Importations-Exportations—Tel. Ad: Bertchar
Vanel, directeur, fondé de pouvoirs

J. Goyon	Simon
Sallé	Delahaye
Morand	Caunieres

Agents
Cies. d'Assurances Urbaine Vie
Urbaine Incendie
Queensland Incendie

BLETON, HENRI (Sucr. de Alcide Bleton) Import, Export, Commission Agent
Albert Bleton, signs per pro.
Agencies
Lloyd's, London
Cie La Foncière, Transports
Comités des Assureurs Maritimes de Paris, Marseille, Bordeaux, Le Hâvre

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BRASSERIE ET GLACIÈRES DE L'INDO-CHINE —rue Jules Ferry
Victor Larue, proprietaire
J. Bartolami, agent

BRIFFAUD, P., Shipping Agent and Warehousekeeper, Stevedore of Cie. Messageries Maritimes, Chargeurs Réunis, Contractor for Commissariat—Teleph. 531
P. Briffaud
A. Grillat
Maternati, chef arrimeur

Brossard, Mopin & Co., Société d'entreprises générales de travaux publics—16-18, rue Dominé; Téléph. 554; Tél. Ad: Brossarpin; Codes: A.Z., Bentley. Siège social: Tientsin. Agences: Saigon, Haiphong, Peking, Singapore, Hongkong, Shanghai, Vladivostock, Paris
Administrateurs — J. Brossard, F. Mopin
Lhermitte, ingénieur-directeur
Koziersky, id.
Fournier, id.
Rayne, comptable
Boinet, caissier
Niochet, conducteur
Henry, id. (Yunnanfu)
Maillet, agent commercial
Schneider. agent technique
Planchette, aide comptable

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L. J. Chaffanjon

Mme. Chaffanjon	G. Lacombe
A. Gavagnach	Mme. Lanbreton
E Lacombe	Mlle. Mianay

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Chr. Ferron, sub-agent
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Eric N. Sinclair, sub-agent
H. Paull, sub-accountant
Phung-Khune, compradore

CHINA & SOUTHERN BANK, LTD.—6 and 8, rue du Commerce; Teleph. 583; Tel. Ad: Kananginko. Head Office: Taipeh, Formosa
K. Takeda, manager
K. Tanase, p. p. manager

CINEMA PATHE, FRÈRES—bd. Paul Bert
De la Pommeraye & Cie, propriétaires
Olivreau, directeur

Compagnie de Commerce et de Navigation d'Extreme-Orient, Société Anonyme au capital de 6,000,000 de frs. — Siège social et direction générale: 12, rue d'Anglas, Paris. Agences en Europe: Merseille, l'Havre et Londres. Direction pour l'Extrême-Orient: 11, rue Vannier, Saigon. Agence: 36, rue Harmand, Haiphong; Téléph. 281; Tel. Ad: Alacrity
Conseil d'Administration à Paris
A. Bloch, président du conseil d'administration
G. Fernandez, administrateur-délégué à Paris
L. Launay, administrateur-délégué à Paris
R. Mathée, signs per pro. à H'phong.
G. Cheminaud, id.

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Lie Sun-ting, compradore

Agencies

Directory & Chronicle for China, etc.
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British Traders' Insurance Co., Ld.
Queensland Insurance Co., Ld.
North British and Mercantile Insce. Co. (Fire and Accidents)
American Asiatic Steamship Co.
China Mutual Life Co., Ld.
China Mutual Steamship Navigation Co., Ld. (Blue Funnel Line)
Ocean S.S. Co., Ld. (Blue Funnel Line)
Indo-China Steam Navigation Co., Ld. (Jardine, Matheson & Co.)
Pacific Mail S. S. Co., Ld.
Royal Mail Steam Packet Co.
China Mail S. S. Co., Ld.
Toyo Kisen Kaisha
La Compagnie de Navigation à vapeur "Nederland"
Prince Line Far East Service
Paraffine Paint Co.
Texas Oil Co.
Saurin & Watkins (olive oil)
La Société du Domaine de Kébao (Port-Wallut) (coal mines)
Etablissements Bergougnan (de Clermont Ferrand)
Automobiles "Zedel" et "Rochet-Schneider"
Salonica Cigarette Co., Ld.

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A. Hilaire, sous-directeur, Hanoi
Secretariat de la direction
C. Telmon, chef du secrétariat, Hanoi
Agence Principale au Yunnan
J. Jonery, agent principal, Mongtseu (Yunnan)
Service Medical
H. Dumont, chef du service medical au Yunnan, Amitchéou (Yunnan)
F. Maillet, adjoint id.
Services Administratifs
H. Duron, chef
J. Foursaud, chef des approvisionnements
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E. Andrieu, chef du 1er arrondissement
T. Romieux, chef du 2e arrondissement, Yunnanfou (Yunnan)
Materiel et Traction, Hanoi
F. Moreau, ingénieur-en chef, Hanoi
A. Cunin, ingénieur adjoint
G. Louche-Cabet, inspecteur principal, attaché au Bureau Central
J. Belot, inspecteur principal, chef de la 2e inspection principal, Amitchéou (Yunnan)
R. Lecuir, inspecteur principal, chef des ateliers, Gia-Lam
J. Grellier, inspr. ppal. (en congé)
Voies et Batiments
P. Hud, ingénieur en chef, Hanoi
E. Praquin, chef d'arrondissement, adjoint au chef de service, Hanoi
M. Laromer, chef du 2e arrondissement, Amitchéou (Yunnan)
G. Rochard, chef d'arrondissement (en congé)
P. Elie, chef de section, chef p.i. du 1er arrondissement, Hanoi
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J. Montiggiani, contrôleur de trains
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Compagnie Franco-Asiatique des Petroles, Kerosene, Benzine, Lubricating Oils, Candles, Paraffin Wax, Turpene (Mineral Turpentine), &c.—5, rue Briere de l'Isle; Tel. Ad: Asiatic; Codes: Private and A.B.C. 5th edn.
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Dung, opérateur

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Cassat et Colin, ingénieurs
Durand, Lemignon, Grenouillat, Dorignac, Barnisch, Calciati, Fontanel, Costa, Perrenoud, Chateauneuf, Nepuschlan

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V. Coupard, pharmacien
P. Audbert, assist.
Lafontaine, do.

"COURRIER D'HAIPHONG," Quotidien — 49, bd. Paul Bert. Agence: Hanoi. Téléphs. Haiphong: direction 525, redaction 614, Hanoi agence: 117
R. Le Gac, directeur
Max. Agier, rédacteur

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A. Giqueaux, manager
G. Valette, fondé de pouvoirs
G. Dominique, id.
Kong Laihy, compradore

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Boutan	Daigueperse
Delaye	Praly
Lathuilliere	Rostaing
Marcon	Charles
Rey	Mlle. Serizay

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Cie. Franco-Indochinoise
Ste. des Mines de Trangda
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Vacuum Oil Co.
Remington Typewriter Co.
La Confiance Incendie
China Fire Insurance Co.
General Assurance Co.
Netherlands Insurance Co.
Royal Exchange Assurance Co.
South British Insurance Co.
Union Assurance Society
British & Foreign Marine Insce. Co.
China Navigation Co.
Ellerman & Bucknall Steamship Co.
Java-China-Japan Lijn
Robert Dollar Co.

Descours et Cabaud, Produits Métallurgiques—Tel. Ad: Descourfer
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E. Gué, id.
J. Bourrat, id. (Honoi)
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M. Garnier	R. Gauthier
R. Barbotin	J. Peyre
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DOCKS DE LA CHAMBRE DE COMMERCE — Tel. Ad: Vidry
F. Vidry, entrepreneur gerant

H. Cognon	E. Périnaud
L. Lesimple	C. Mariani

Douglas & Grant, Ltd. (Kirkcaldy, Scotland), General Engineers, Specialists in Rice and Oil Mill Machinery, Importers, Insurance Surveyors—Tel. Ad: Douglas. Branches: Saigon, Madras, Bangkok, Rangoon, Calcutta
J. Cairns, manager

ECOLE HENRI RIVIÈRE, Ecole publique de garçons
Jegou, directeur
Paris, professeur
Roux, id.
Balicourt, id.
Carré, id.
Mme. Prado, id.

Etablissements Antoine Chiris (Société Anonyme au capital de 20,000,000 frs.), Produits aromatiques, chimiques et médicinaux
Louis Drouet, manager
Bianchi

FABRIQUE DE PORCELAINE DE MAOKHÉ
R. Salle, administrateur

FAUSSEMAGNE, A., Entrepreneur de Travaux Publics—26, boulevard Bonnal. Charbonnage de Dong-Hoi Cho Troi, près de Hongay. Carrières de Marbre et calcaires, Ile des Deux-Song. Concession Agricole, Forestière, Huong-By, province Quang-Yen

FAUQUE, PAUL, Avocat-défenseur — bd. Henri Rivière
J. Couesland, assist.

FERRIÈRE & CIE., S. (Successeurs Anone. L. Jacques), Transit, Commission, Représentation — 10, rue Francis Carnier; Téléph. 257
R. Budelot, signs per pro.

FIESCHI, J., Commissionnaire en Douane —19, boulvard Paul Bert

FOREST, Dr. L. A., Médecin—boulevard Amiral de Beaumont

GARAGE CENTRAL
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J. Bartolomi, dir. de la glacière

GODELU, L., Vaisselle et Verrerie, Modes Tissus, Nouveautés, Articles de Paris
Mme. Godelu
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GRAND HÔTEL DU COMMERCE, Affilié u Touring Club et à la Ligue Maritime Française—13, 45 et 47, boulevard Paul Bert et 9, 11 et 13, rue Harmand; Teleph. 219
W. Walthausen, prop.

GUIONEAUD, FRÈRES, Marchands de Vins—boulevard Paul Bert

HONGKONG & SHANGHAI BANK—rue Jules Ferry
Denis, Frères, agents

Hotel de l'Europe et de l'Univers —Réunis
L. Cotte, propriétaire
Mme. Fregad, caissiere
Mme. Beluze, lingère
Marquet, gérant

HOTEL DE LA GARE—avenue de la Gare
Debrabant, proprietaire

Huilerie et Savonnerie de l'Extreme-Orient—Office: 9, boulevard Amiral de Beaumont. Soap Works: rue de Paris; Tél. Ad: Huilerie. Codes: A. B. C. 5th edn., Bentley's
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J. Fauquet, sub-manager
Membrez, director
Lucas, engineer
Cassini, storekeeper
Poirier, chemist
Mme. Faribault, typist

IMPRIMERIE D'EXTREME ORIENT, Librairie-Papelerie—60 et 62, bd. Paul Bert
L. J. Paquin, directeur
J. Moreau
Mlle. Y. Ricard

JOURLIN, PIERRE, Boulangerie, boucherie, charcuterie, primeurs—15, boulevard Amiral de Beaumont, Teleph. 603

KALOS, FRÈRES, Importation, Exportation, Consignation, Transit — 72, boulevard Paul Bert, Mongtzeu-Yunnanfou

LANSALUT, CH. DE, Avocat-Défenseur—44, boulevard Henri-Rivière

LAPICQUE, P. A., & Co., Shipowners, Merchants and Commission Agents—Hongkong, Haiphong, Fort Bayard, Hoihow, Pakhoi, Benthuy (North Annam), Nape (Laos), Thakhek, Lakhouve (Siam)
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A. Seillier, live-stock manager
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J. Regamey, electrician
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Osaka Shosen Kaisha
Nippon Yusen Kaisha
Canadian Pacific Ocean Services
Fuso Marine and Fire Insce. Co.
Sphere Marine Insurance Co.

LECLERC, Cinéma Théâtre—120, rue de Paris

LEDUC, HENRI, Négociant en tissus—boulevard Paul Bert

L'UNION CIE. D'ASSURANCES—1, rue de Lanessan
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G. Chardin, fondé de pouvoirs
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G. Vigier de Latour, sous-agent
Lebrun
Michaud
Agencies
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La Nationale
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Palatine Insurance Co.
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Mme. Y. Girodolle
G. Clémencet
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Mlle. Girodolle
Mlle. L. Drouhin
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Mlle. L. Juvanon

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A. Granval, fondé de pouvoirs
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R. Heiduska, manager for Tonkin

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Th. Stalder, fondé de pouvoirs
M. Dollinger, employé
G. Babieau, id.
M. Gavin, agent à Hanoi
R. Bühlmann
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P. & O. S. N. Co.
The Central Agency, Glasgow
Anglo-French Textile Co., Ld., Madras

PATARD, H., Furniture and Musical Instrument Dealer—rue Paul Bert

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Le Priol, employé
Mme. Le Priol, vendeuse

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F. Bochet, preparateur
Costa, assistant

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M. Meillier, manager
Fauquet | Gerard
Dauphin | Mme. Faribault

DELORME, Vins et liqueurs—58, boulevard Paul Bert

Roque, P., Armateur, Service Fluvial subventionné du Bas-Tonkin. Lignes sur Hongay, Dap-Cau, Phulangthuong et Mui-Ngoc (Moncay)—6, boulevard Félix Faure ; Tel. Ad: Nauta
P. Roque, armateur
A. Fafart, manager
P. George, capitaine d'armement
E. Rocheteau, caissier-comptable
L. Bonnafont, agt. à Phu-lang-Tuong
L. Gouguenheim, agent à Dap-Cau
Gerard, commissaire (S.S. Perle)
Ceccotto, commis. (S.S. Emeraude)
Laubrelon, commissaire (S.S. Rubis)
Vitrat, commissaire (S.S. Saphi)
Agencies
Canton Insurance Office, Ld.
Tokio Marine Insurance Co.
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SCIERIE INDOCHINOISE — 9, boulevard Amiral de Beaumont; Sawmills at Haly
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SERVICE FLUVIAL DU HAUT TONKIN (Fortuné Sauvage, armateur)—23, rue Jules Ferry
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E. Marchand, id.
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G. Zurcher, sous-directeur technique
J. Ehrsam, contremaître de tissage
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R. Ferrant, membre, do.
Ch. Candlot, membre
F. Lebreton, do.
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N. Perpignani, do.
R. Thion de la Chaume, do.
Ch. Thomann, secrétaire-général
Exploitation de Haiphong
G. Chenu, directeur-général
L. Behrle, ingénieur
G. Doirisse, secrétaire
D.Capelle, chef comptable
F. Monnin, chef du laboratoire
D. Holoye, chef mécanicien
F. Fesquet, chef cuiseur
G. Vouillemont, caissier comptable
L. Chantereau, comptable
C. Faucon, do.
C. Batteux, chef magasinier
A. Chantereau, magasinier
A. Vidal, transitaire
S. Chirokow, chimiste
P. Scalla, agent bureau d'etudes
G. Bruneau, do.
A. Quinche, mécanicien-électricien
F. Ulrich, do.
L. Leymarie, mécanicien
J. Legris, tonnelier
D. Henry, charpentier menuisier
M. Maugas, magasin ciment
T. Mouls, chaufournier
P. Pilaty, do.
G. Pénigaud, surveillant
M. Pangas, do.
A. Mazière, do.
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Société Commerciale Française de L'indo-chine—9, boulevard Amiral de Beaumont; Tel. Ad: Rauzy; Codes: A.B.C. 5th edn. and Bentley's
M. Meillier, manager
Fauquet
Dauphin
Gérard
Madame Faribault
Agencies
Guardian Assurance Co., Ld., of London
Yangtse Insurance Association, Ld.
Atlas Assurance Co., Ld.
North China Insurance Co., Ld.

Société Anonyme de Chalandage et de Remorquage de L'Indochine — Office: 9, boulevard Amiral de Beaumont; Tel. Ad: Sacric; Codes: A.B.C. 5th edn. and Bentley's
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Fauquet, director
Beaugeraud, engineer

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Outillages de mines et de terrassement
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Landrian, directeur-général id.
G. V. Nair, chimiste teinturier (Nam-Dinh)
J. Ehrsam, contremaitre de tissage (Nam-Dinh)
Bourdais, chef comptable (Nam-Dinh)
Sedat, comptable id.
Zurcher, sous-directeur technique, Haiphong
R. Geyer, agent, Haiphong

Société des Etablissements Brossard-Mopin, Société Anonyme, capital de $3,000,000 — Siège social à Tientsin. Agences à Paris, Singapore, Saigon, Haiphong, Hongkong, Canton, Shanghai, Péking
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Admtr.-Délégué—M. J. Brossard

Société Française des Charbonnages du Tonkin—Siège social: 76, rue de la Victoire, Paris
Siège d'exploitation, Hongay (Tonkin)
Conseil d'administration à Paris
De Monplanet, président
Fernand Monvoisin, vice-président
Alb. Luc, Thoumyre, Sir C. Paul Chater, Ch. de Monplanet, Ch. Girot, administrateurs
Raymond Ferrant, administrateur-délégué
J. C. Gollion, directeur-général
E. Maujol, sous-directeur (à Hongay)
Service de la Comptabilité
E. Jardel, chef
Blondé, sous-chef
Chabrerie, comptable du jour
Donjacour, comptable du fond
Javalet, clerc-shipping
Chapaz, magasinière
Service Technique
Gonnet, ingénieur principal
Beissac, ingénieur-divisionnaire
Rossary, ingénieur
Sabary, ingénieur du jour
Cormerais, chef des ateliers
Naegelé, contre maître mécanicien
Pellet, ingenieur des mines

Verdier, maître-mineur
H. Delbreil, conducteur des travaux de mines
Bourbon, géomètre
Polge, chef de fabrication à l'usine à briquettes
Lacoste, agent à Haiphong
40 surveillants européens

Service Médical
Dr. P. Jacquemart

Service Commercial
E. Lecable, agent à Hongkong

SOCIÉTÉ INDO-CHINOISE D'ELECTRICITÉ—5, boulevard Chavassieux et 34, rue Francis Garnier
P. Chateau, directeur
R. Ray, agent commercial
Perrin, contremaître, électricien
Masse, chef mecanicien
Guilhot, contremaitre fontanier service des eaux
Peyroy, service des eaux
Rebell, service electrique

Societe Industrielle de Chimie d'Extreme Orient—Haiphong (Tonkin)
M. de Saivre, directeur
L. Fourest, sous-directeur

SOCIÉTÉ MINIÈRE DE THAN-MOI (Société anonyme au capital de 1,500,000 francs)—Siège social: 97, bd. Malesherbes, Paris
Directeur — Emile Joannés, 2, rue Françis Garnier
Agent Commercial—Jean Tachoires

SOCIÉTÉ MINIÈRE DU TONKIN (Société anonyme au capital de 5 millions de frs.)—Siège social: 97, bd. Haussmann, Paris
Emile Joannés, 2, rue Françis Garnie, directeur
Jean Tachoires, agent commercial
Léon Fiévet, chef des d'exploitation
Baldo, maitre-mineur

SOCIÉTÉ DES MINES DU PAC-VAN—Siége social: 133, avenue Paul Doumer
Dumond, administrateur-délegué

SOCIÉTÉ DE PHOSPHATES DU TONKIN, Exploitation de phosphates et de tous gîtes miniers—Siége social: 133, Avenue Paul Doumer
M. Dumond, administrateur-délégué
M. Landrieu, chef d'exploitation
M. Brochard, chef de fabrication
M. Chapelon, tacheron

SOCIÉTÉ ANONYME POINSARD & VEYRET,—"Comptoirs d'Extreme-Orient;"(Capital: Dix millions de francs), Import-Export Usine d'Huile siccative & de peintures "Testudo." Siége social: Haiphong Succursales: Saigon, Hanoi, Mongtzeu, Yunnanfu. Bureau d'achats: 15, rue de Strasborg, Paris

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SOCIÉTÉ DE RECHERCHES MINIERS & D'ETUDES INDUSTRIELLES (Société anonyme). Siége social: 97, boulevard Malesherbes, Paris
Emile Joannés, directeur
Jean Tachoires, agent commercial
Juan Angulo
Ricardo Olmédo

SOCIÉTÉ DES RIZERIES DE L'ANNAM-TONKIN—Rice Mill and Office: Docks Haiphong; Téléph. 653; Tél. Ad: Rizeridock
R. Bernhard, administrateur-délégué, Haiphong
P. François, id., Paris (en congé)
G. Ellies, id., Hanoi do.

SOCIÉTÉ DES RIZERIES INDOCHINOISES—Office: 9, boulevard Amiral de Beaumont; Rice Mill at Haly; Tel. Ad: Ritonk; Codes: A B.C. 5th edn. & Bentley's
M. Meillier, manager
Fauquet
Lucas, engineer
Gérard, storekeeper
Bonte-Lamarque, storekeeper
Hossenlopp, storekeeper
Fringant, id.

SOCIÉTÉ DE TRANSPORTS AUTOMOBILES INDOCHINOIS — Siége social: Haiphong. Agences à Dong-anh, Thai-nguyen, Bac-kan, Hanoi et Vinh (Annam)
Administrateur—P. Duclaux
Représentant Thai-Nguyen—Gauthier; Hanoi—Sautenet et Fébreau; Vinh—Wuillaimie

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STANDARD OIL CO. OF NEW YORK—13, rue Jules Ferry; Tel. Ad: Socony
A. O. Glass, manager
F. M. Sowers | J. W. Mayhew
Ch. Guilliod | W. F. Blake
Miss Angele Fregard
S. M. Kirkman (Yunnanfu)
D. Brandela (Tourane)

TRANSPORTS FLUVIAUX ET COTIERS DU TONKIN ET DU NORD-ANNAM
Bach-Thai-Buoi, armateur
A. Deschwanden, directeur

UNION INSURANCE SOCY. OF CANTON, LTD., Assurances maritimes et contre l'incendie
Marc Dandolo, agent pour l'Annam et le Tonkin
G. Chardin, fondé de pouvoir

Vlaveanos, Dizon & Co., Import, Export
M. Vlavéanos, manager
L. Vlavéanos
M. D. Dizon

PROVINCES DU TONKIN

BAC-GIANG

PHU-LANG-THUONG

Résident de France—Lautier
Administrateur adjoint—Grossin
Redacteur—Allegrini
Garde indigéne, inspecteur—Le Gros
Garde principal, comptable—Loiseaux
Trésorerie, payeur—Cucchi
Travaux Publics, conducteur principal—Faggianeli
Douanes, contrôleur—Loiseleur des Longchamps
Postes et Télégr., receveur—Mai Xuan Cuông
Enseignement, filles—Mlle. d'Argence
Do., garçons—Quynh
Gardes principaux de forêts—Bao-Ha, Girousse
Chevrier—Pho-Vi
Triclin—Bac-Lê
Police, Commissaire—Chapron
Hôtel—Me. Veuve Darnaud
Sériculture—Gachon
Débitant alcools—Ronfaut
Marchands de bois et paddy—Bonnafont, Fringant
Délégué à Luc-Nam—Moussie
Délégué à Nha-Nam— ——

BONNAFONT, L., Planteur, Représentant du Service Fluvial— Phu-lang-Thuong (Bacgiang)

DE BOISADAM FÉLIX, Exploitation agricole des Pins et du Yên-the—à Les Pins (Bac-giang)

DE MONPEZAT, Société Française de Colonisation—Luc-Nam

FAUGÈRES, Planteur—Pho-Vi

ETABLISSEMENT DE GRAINAGE DE VERS-A-SOIE—à Phu-lang-Thuong (Bac-giang)

TARTARIN, MME. VVE., Cerès Manoir—Bac-giang

BAC-KAN

Résident de France—Blu
Administrateur adjoint—Le Priol
Comptable ——
Percepteur—Le Priol
Inspecteur chef brigade—Pellegrini
Gardes principaux — Fagot, Méchain, Boursereau, Girard, Andarelli
Douanes et Régies—Moguez
Travaux publics—Bourrouet, sous-ingénieur; Torrent, Giachetto, surveillants

MINES D'ETAIN DE CHODIEN — à Ban-thi (Bac-Kan)
Gaston Varenne, ingénieur
Mahé, chef comptable
Vélissariou, mécanicien
Rey de Villarey, chef de dépôt
Martinéro, surveillant opérate
Ayral, mineur
Evin, id.
Grabinger, id.
Legru, id.

MINE D'OR DE PAC-LANG
Clemencon, prospecteur

BAC-NINH

Résident de France—Lehé
Administrateur adjoint—G. Saintonge
Travaux publics—Aubre
Gardes Indigène—Pau, Ollagnier
Douanes et Régies—Caille
Trésorerie—Quenis
Gendarmerie—Miguel
Assistance medicale—Docteur Sureau
Enseignment— ——

MAGASINS ET HOTEL DE DAP-CAU GOUGUENHEIM

MISSION ESPAGNOLE
Mgr. Velasco, Evêque de Bac Ninh

FAUGÉRE (Pétroles et essences) Dap Cau

NGUYÊN-VÂN-TOAI, Fabricant de Meubles, Bijoutiers, Brodeurs sur soie, Sculpteurs sur bois—Geure Thonet, à Tu-Son, Bac-Ninh

OLLÈAC—Fabrique de tabacs à Dap Cau

ROUSSELET, Fabrique de Conserves viandes et légumes)—Thi Cau

SOCIÉTÉ DES BRIQUETERIES DU TONKIN, Usine—à Yên-vien (Bac-Ninh)

SOCIÉTÉ DES PAPETERIES DE L'INDO-CHINE—Usine à Dap-Cau (Tonkin). Siège social: 26, rue du Lycée, Grenoble, France
Janvier, directeur-général, Dap Cau

VEYRENC & CIE, Entreprises d'elévation, d'eau, d'eclairage electrique et de fabriques de gl ac—Siège social a Dap Cau
A. Veyrenc, directeur, usine de Dap Cau

CAO-BANG

DEUXIÈME TERRITOIRE MILITAIRE
Commandant—Edon
Capitaine-Adjoint—Gey
Capitaine Chancelier—Arnault
Service de Santé—Docteur Brachet
Postes et Télégraphes—Chargé indigène
Douanes et Régies—Becus, Cao-bang; Foncin, Ta-Lung; Trisor, M. Gouflian
Délégation de Quang-Uyen—Capitaine Lefloch
Délégation de Nguyên Binh—Capitaine Merillon
Délégation de Dong-Khé—Lt. Lonnoy
Greffier Notaire—Maréchal des Logis Laurent
Huissiers—Guillermou à Caobang; Kentzinger à Nguyenbinh
Gardien—Chef des pénitenciers et Commissaire de police, Guillermou

CAMUS, Négociant—Café, garage automobile à Cao-Bang

ETAINS ET WOLFRAM DU TONKIN—à Tinh-tuc (Cao-Bang)

FERRIÈRE, Transports—automobiles (Cao-Bang)

FERRIÈRE & CIE., Négociants, hôtel, café, restaurant, garage, autobs.—(Cao-Bang)

SOCIÉTÉ CIVILE DES MINES D'ETAIN ET WOLFRAM, Pia-Ouac-Sud—à Nam-kep (Cao-Bang)

SOCIÉTÉ DES MINES DU PIA-OUAC—à Ariane (Cao-Bang)

SOCIÉTÉ DES MINES D'ETAINS DU HAUT-TONKIN—à Beausite (Cao Bang)

TRAN-SI-LINK—Négociant à Cao-Bang

DOSON

Postes et Télégraphes—Mollet
Phare—Le Gouriff
Gendarmerie—Leroy, Audren
Colon—Mmes. Martin, Riehl
Douanes et Régies—Loiseau
Commerçants—Birot et Beysson (hotel), A-Lim, Hoc-Hin-Fat
Garde indigéne—Martinet

HADONG

Résident de France—Delamarre
Administrateur adjoint—Carizey
Percepteur—Wulfingh
Garde indigène—Inspecteurs Treille, Vincent, Delorge, Cardin
Gardes principaux—Bain
Travaux publics—Beaudequin, Divoor
Gendarmerie et Police—Hainoz
Instruction publiqüe———
Assistance médicale—Dr. Polidori

HA-NAM

Administrateur délégué—C. Chapoulart
Commis des services civils—Praille
Inspecteur—Martineau
Garde indigène — Lequay (chef poste, Chiné)
Postes et Télégraphes—Nguyen Van Buyen
Douanes et Régies—Soulages, receveur; Vaille, préposé
Travaux publics—Fauquet
Gendarmerie—Le Curieux

PLANTEURS, CAFÉ
E. Borel et Cie. à Cônghia
Lecomte à Dong Lang
Guyot de Salins à Chine
Borel Marius à Dai Dong

HAI-DUONG

Administrateur - résident de France—de Galement
Administrateur adjoint—Marty
Comptable—Groupierre
Trésorerie—Daspect, payeur
Douanes et Régies—Vergé, contrôleur
Agents—Fournous, Giorgi, Monceau, Roux, Rastelli
Garde indigène — Pierrard (inspecteur commandant la brigade)
Bayle, inspecteur de 2ème classe
Ferrier, garde ppal. (stagiaire)
Wulfingh, garde ppal. (stagiaire)
Assistance médicale—Dr. Perthinsot
Sage femme—Nguyen-Thi-Cau

Justice indigène — Bourjase, président supt. du tribunal du 2e degré
Service vétérinaire — Doan-Khac-Lê, vétérinaire indigène
Postes et Télégraphes — Do-Duc-Tu, (receveur, Haiduong)
Postes et Télégraphes—Pham-Ngoc-Thuyêt (Ninh-Giang)
Postes et Télégraphes — Hoang-Ngoc-Khue (Dong-Triêu)
Postes et Télégraphes—Chu-van-Hai (Sept-Pagodes)
Travaux Publics—Dumond, ingénieur
Enseignement—Le Mineur
Délégation de Ninh-Giang — Pauchont (administrateur-délégué)
Délégation de Dông-Triêu—Neurpont, administrateur delegué
Gendarmerie—M. Mandin, chef de brigade à Hai-Duong; Garaud, gendarme
M. Templier, gendarme à 7-pagodes

Société Anonyme Dite des Anthracides du Tonkin pour l'Exploitation des Charbonnages de Trang-Bach et de Mao-khê
Samson, administrateur au Tonkin, à Haiphong
Bault, ingénieur directeur

Société Francaise des Distilleries de l'Indochine—Usine à Haiduong
Regard, directeur, à Haiduong

Exploitation de Kaolin Par la Société Hop-Loi
Hop-Loi, Hanoi; Téléph. 282

HAI-NINH MONCAY

M. M. Pelud, chef de bataillon, commandant le territoire
Labbé, capitaine adjoint au commandant du territoire
Michel, capitaine, chancelier, commanddant le brigade de la garde indigène
Audinet, lieutenant, officier de renseignements
Fabry, receveur des douanes et régies

HOA-BINH

Administrateur-résident—Bonnemain
Administrateur-adjoint—P. Bonnemain
Percepteur—P. Bonnemain
Travaux publics — Rabat, fon. de conducteur, provincial
Douanes et Régies—Annaux, receveur
Postes et Télégraphes—Truong, gérant
Garde indigène—Lejot, inspecteur

HUNG-YEN

Résident de France—Adolphe Thezeloup
Adjoint —Vicente Annikal
Percepteur—Poitier Emerie
Commis redacteur—C. Leon
Postes et Télégraphes—Hau, gérant
Gardes indigènes—Bonin, Poux
Douanes et Régies—Soutrenon, receveur; Laucon, préposé
Médecins—Ng-Dinh et Cuy
Travaux Publics—Hoang-Dinh-Cong, agt. technique

KIEN-AN

Résident de France—E. Poullet Osier
Adjoint—Emile Passano
Percepteur—Koenig
Travaux publics—Khang
Garde indigène à Kien An — Xavier Vincilioin
Douanes et Régies—M. Féline

PHU-LIEN

Observatoire Central de l'Indo-chine
Directeur—G. Le Cadet

LANG-SON

Résident—Eckert, administrateur de 1ère classe
Administrateur adjoint—Pazat
Administrateur adjoint comptable — Lagrèze
Délégué de Binh-gia—Le Courtois, garde principal
Délégués Militaires—Micolon (Dong-Dang), Maissomaire (Nacham), Noel (Thât-Khê), Morton (Lôc-Binh)
Poste—Chi-mâ Puyruquéon
Poste Binhi—Rispal
Payeur—Callens
Douanes — Barthe, Lautard (Langson), Nocolai (Dong-Dang), Lemonnica (Nacham), Tierrin (Thât-Khê)
Commerçant—Ronfaut, représentant de l'U. C. I. à Lang-son
Chemins-de-fer—Lecomte, controleur
Garde - indigène—Girard (Lang-son), Le Courtois, Angibaud, Penalver, Velasque
Travaux publics — Schultz, Guinot, Médrano
Postes et Télégraphes — un commis indigéne
Police — Saurs, Blanchard (Lang-son), Traynard (Dong Dang), Clairembault (That Khê)

Société Minière de Thanh-Moi—Exploitation à Deo-Ro

PROVINCE DE NINH BINH

Société Agricole de Yen Lai—à Ninh Binh, Bernard

Société de Charbonnages de Hongay, Recherches Minières — à Nho Quan (Ninh Binh)

PROVINCE DE PHU-LY

Depot Réginonal des Alcools Indigènes
Levy

Schaller & Cie., Planteurs—à Chocay, Bong-bang, Coc-thon, et Vuou-giau près Phu-ly

LAO-KAY

Administrateur-résident—Bouchet
Administrateur-adjoint—Roques
Garde indigène — Richy (inspecteur), Grandin
Payeur—Savary
Postes et Télégraphes—Dulau
Douanes et Régies—Goireau, receveur
Délégué à Baxat—Constantini, lieutenant
Id. à Muong Khuong — Capitaine Duminy
Id. à Phong Tho—Capitaine James
Id. à Pakha—Capitaine Foropon
Troupes Coloniales — Salel, chef de bataillon
Capitaine —Deron, Le Bertrand, Guillaumin, Virey
Hôpital indigène—
Id. militaire—Docteur Viala
Industriel—Baudot

Morellon, Negociant

NAM-DINH

Résident de France—Graffeuil
Administrateur-adjoint—Crayssac
Commis—Tuyaa
Trésorerie—Le Gallen
Garde indigène—Valle
Travaux publics — Guillerminet, conducteur; Baudon, surveillant
Enseignement—Laures et Mme. Laures
Hôpital—Guiselin, médecin chef; Dupont, infirmier
Postes et Télégraphes—Lafforgue, receveur
Douanes—Dujon, receveur; Bourra, Sagesi, Dumoulin, Rebelle, Apostoli, agents
Commissariat de le Sûreté — Fabiani, inspecteur
Gendarmerie — Penet, Escaich, Delorme, Mattei, Grundhber

Grand Hôtel de Nam-Dinh
Baron, négociant
Baron, fils | Dreilhe

Colons à Co-Nghia par Chine (Nam-Dinh)
E. Borel et Cie.

Plantation de Café Élevage à Vu-Xa et Dai Dong, par Hanam
Borel, frères (voir délégation de Phu-Ly)

Buffet de la Gare
Osei

Briquetterie et Scierie Mécanique
Garnier | Saintard

Dépot Régional des Alcools
Baron

Société Franco-Annamite Textile et d'Exportation
Emery

Dard	Jean
Lugon	Petit-Pierre
Tortel	Tortel

Services des Transports Fluviaux des Back-Thai-Buoi

Entreprise de Transport des Alcools Indigénes
Sauvage, Calandruccio, représent.

Société Cotonnière du Tonkin
Landriau

Bigot	
Bourdais	Tresham
Sedat	Romano
Crommelinok	Bigot
Marchand	Delos

Société-des-Distilleries
Wousen
Bonnet | Lacombe

Transport Automobiles
Roche

Enregistrement
Santoni

Chemins-de-fer
Denobili, contrôleur

Justice
Juge de paix—Cassagnau
Presideut du Tribunal Prov.—Boeufs
Greffier notaire—Omére
Commis-greffier—Michel

Mont de Piété
Dumas

Cinema Pathé Frères
Rigal

PHU-THO

Résident de France—C. G. Leveque
Administrateur adjoint—C. G. Lotzer
Percepteur—C. G. Benansse
Douanes — Vire, Eva, Muffraggi, Gastinel
Traveaux publics—Lefevere
Gendarmerie—Daniel, Ferry
Garde indigène — Montheard, Passet, Brioland
Délégation de Hung-Hoa
Forêts—Trimbourg, Forbé, Folacci
Agriculture—Lacroix (station expérimentale de Phu-Hô)
Colons—Verdier, Chaffanjon, Ba-Luu, Ng-Huu-Tiep, Pham-Gia-Thuy, Dam-Vinh-Dinh, Maldan (cafés, jute)

Boyer, Frères, Exploitation Agricole du Con-voi (Phu-tho)—Cafés

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Chaffanjon, P. (Mme. Vve.), Phu-Tho—Thés

Fortuné Sauvage, Transports Fluviaux—Viétri (Phu-tho)

Rouet Café—Tho-Son par Hung-Hoa

Société des Tabacs de l'Indo-chine (Van Khé)

SON-TAY

Résident—Lachaud, administr. de 2e cl.
Adjoint—de Magnières, administr. adjoint de 1e cl.
Travaux publics—Serres
Douane— de Seguin des Hons, contrôleur; d'Argence, préposé
Médecin—Dr. Loubet, medecin, major de 1e classe, M.C.
Tirailleurs Tonkinois—Carboni, capt.
Infanterie Coloniale—Le Tondal, capt.
Percepteur—Gervais, commis des S. C.
Garde indigène—Legot, inspecteur de 1e classe
Gardes principaux — Le Bourdonnec Auphelle
Planteurs — Borel, Pasquet, Poirson Thibaut, F. Lautard, C. Lautard, Verneuil, Graveraud, L. Robert

Enseignement

Rivière, directeur des écoles
Mme. Rivière, institutrice

Gendar mer

Collin, Augusty

THAI-BINH

Administrateur-résident France, chef de la province de Thai-Binh—Rétali
Administrateur adjoint —Le Strat
Redacteur des S. C.—Salmon
Sous-chef de bureau de 1e cl. des S. C. percepteur—Puig de Scholtz

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Dépôt Régional des Alcools Indigènes

Debitant-général—M. Laumônier
Surveillant des travaux publics—Boube
Inspecteur de 1e cl., comt. la brigade de garde indigène à Thai Binh — Ravaud
Garde ppal. de 3e classe, comptable—d'Ambert de Sérilhac
Inspecteur de 3e cl. chef du poste de Ben Hiêp—Graziani
Surveillant de la leproserie de Van-Môn —Felix

THÁI NGUYÊN

Résident de France—Fournier
Adjoint—Sicre
Comptable—Cicu
Greffier notaire—Gabillot
Payeur—Bojon
Délégué à Cho-chu—Liénert
Garde indigène—Reynert
Postes et Télégraphes—Sham-Finh-Gioi
Douanes—Goy
Forêt—Gabillot
Comt. d'armes—Belloc
Médecin de l'assistance—Dr. Laveau
Travaux publics — Vandendorpe, conducteur

TUYÊN-QUANG

Résidence—Blandin, chef de la Province
Administrateur adjoint—Virgitti
Commis greffier—Jouany
Garde indigène—Védy, inspecteur, commandant la brigade
Gardes ppal. chefs de poste — Leguay, Martin
Travaux publics—Brémond, condtr. prov.
Trésor.—Siret, payeur
Postes et Télégrap. —Lâp, recevr. indigène
Service santé—Guérard, médecin chef
Service forestier — Labaut, Amédéo, Limouzin, gardes forestiers, chefs de divs.
Vétérinaire indigène—Tran Vuong
Gendarmerie—Roussel
Douanes et Régies — Célérier, recevr. subord. Laurencout, agent du sce. actif.
Armée—Commdt. d'armes, Labarriere, chef de bataillon; Caron et Deltreil (capts.); Roy, Ravenel et Muzy (lieutenants)
Médecin major—Guérard
Officier d'administration — Adam, chargé des services de l'Intendance

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Albert, Planteur

Brunet, Planteur

Gâche, Planteur

GUIGUEN ET SAUGUET, Tuyen-Quang Hotel, Café, restaurant, approvisionnement général

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MISSIONS ÉTRANGÈRES
Gauja, missionnaire (Tuyên-quang)
Girod, id. (Phu-yen-Binh)

PERRIN, FRERÈS, planteurs

REMERY, planteur

SCHEPMANS, Planteur

SOCIÉTÉ ANON. DE LA MINE DE TRANG-DA (Mine de Zinc et de Plomb à Tuyên Quang)
S. Chabot, directeur
Fossati, sous-directeur
L. Périnaud, chef de section
J. Blanchet, do.
P. Graf, mecanicien
Hvabousky, mecanicien electricien
E. Dumon, surveillant
Barlatier, surveillant
Grosjean, id.
Müller, id.
Barret
Bressolles

SOCIÉTÉ DES MINES DU PAC-VAN—Mines à Phu-pao

SOCIÉTÉ MINIÈRE DE YEN-LINH—à Tuyen Quang
E. Cadars, administrateur-délégué
Chazal, directeur
Seguy, surveillant
Yehl, id.

SOCIÉTÉ DES TABACS DE L'INDOCHINE à Kim Xuyên
Van Riemsdyck, directeur

SOCIÉTÉ DE TRANSPORTS AUTOMOBILES INDOCHINOISE — Thu-Tho-Tuyen-Quang, Souguet

ANNAM

The Kingdom of Annam is under French protection. It extends along the Eastern coast of the large Indo-Chinese peninsula, between Cochin-China on the south, Cambodge and Siam on the west, Tonkin on the north, and the China Sea on the east. It is an extensive territory bordered by a chain of granite mountains covered with forests and having well-watered and fertile plateaux.

The kingdom is administered by a Privy Council whose members are nominated by the Sovereign. Each Ministry has the assistance of a Council. Since the Treaty of 6th June, 1884, France has had a resident superieur at Hué. For administrative purposes Annam is divided into 13 provinces: Than-Hoa (Th-H), Nghé-An (Vinh), Ha-Tinh (H-T), Quang-Binh (Dong-Hoi), Quang-Tri (Q-T), Thua-Thien (Hué), Quang-Nam (Faifo), Quang-Ngai (Q-Ngai), Binh-Dinh (Qui-Nhon), Kon-Toum (K.T.), Nha-Trang (Nh-Tg), Binh-Thuan (Phan-Thiét) Langbian (Dalat). The agricultural land bordering on the coast is almost exclusively devoted to the culture of rice, of which two crops a year are raised. Imports consist of products for consumption such as flour, wine, liquors, rice, spice, also iron manufactures, all kinds of hard wood, articles de luxe, cotton goods, etc., the annual value being about 7,250,000 francs, of which about one-fifth come from France and Indo-China. Exports comprise silk, raw and filatured, silk manufactures, and waste silk, ginned cotton, lace, cinnamon, gummed lacquer, oil d'arachides, precious woods, ox hides and horns, dried and salt fish, etc. In 1919 the imports were valued at Fcs. 9,243,049 and the exports at Fcs. 51,556,788.

HUE

Hué, the capital of the kingdom of Annam, and the seat of government, is situated about 12 km. from the sea on a large but scarcely navigable river named Huong-giang, and called by the French the Hué river, which debouches on the coast in about lat. 16 deg. 29 min N., and long. 107 deg. 38 min. E. The grand mountain chain of Annam, rising in four successive lines, approaches the coast North and South, forming, round the town, an immense belt broken only by the sea, giving to the city a smiling and picturesque aspect. Hué consists of two distinct parts on each side of the river. On the left bank is the citadel, an immense quadrilateral, measuring on each side 2,400 metres with the front bastioned after the type of the fortifications at Vauban. Within are the palace of the King and the offices of the Annamite Ministers. Tourists are allowed to visit the palace on obtaining a pass from the French administration. Inside the palace is a very interesting museum of ancient Annamite works of art (chiefly gold and jade jewellery). The palace is kept in good order and visitors will find it very interesting. On the right bank of the river are the official buildings of the French government, and the houses of the European officials and merchants. The population of the city and suburbs is estimated at 52,000, of whom 232 are Frenchmen and 500 Chinese. The environs of Hué are picturesque and pleasing. A favourite excursion is to the tombs of the old kings of Annam, some few miles from Hué. The buildings are magnificent in the style of the tombs of the Chinese Emperors.

DIRECTORY

RÉSIDENCE SUPÉRIEURE EN ANNAM

P. Pasquier, résident supérieur en Annam
Blanchard de la Brosse, administrateur de 1ère classe, directeur des bureaux

Cabinet

Jardin, administrateur de 3ème classe, chef de cabinet
Destenay, commis de 3ème classe, secrétaire particulier du résident supérieur en Annam

1ère Section

2ème Section

Plegat, inspecteur de 1ère classe de la garde indigène, chef de la section, commandant la brigade de la résidence supérieure
Michaud, garde principal de 1ère classe

Service de la Sureté en Annam

Jardin, chef p.i. du service de la Sureté en Annam
Dussaut, inspecteur ppal. de 3ème classe
Cambriels, inspecteur de 1ère classe
Peysonnaux, inspecteur stagiaire

Affaires Indigènes

d'Elloy, administrateur de 3ème classe, délégué du resident supérieur auprès du gouvernement Annamite
Levadoux, administrateur-adjoint de 2ème classe, délégué auprès du ministère de la justice

1ère Bureau

Torel, élève-administrateur, chef du 1ère bureau
Laurent, commis de 3ème classe, chef de section

2ème Bureau

Bertet, administrateur-adjoint de 3ème classe, chef du 2ème bureau
Arnaud, rédacteur de 1ère classe
Doassans, commis de 3ème classe
l'Herminier, agent contractuel

Circonscription Territoriale Annam

Lefèvre, ingénieur-en-chef de 2ème classe, ingénieur-en-chef de la circonscription territoriale de l'Annam à Hué
Chary, ingénieur ordinaire des P. and Ch. de 3ème classe, adjoint à l'ingénieur-en-chef

Bureau du Chef de Circonscription

Rolland, sous-chef de bureau ppal. de 1ère classe, chef de bureau
Mignot, commis de 1ère classe, sous-chef de bureau arrondissement sud.

Études et Travaux Speciaux

Celerier, ingénieur-adjoint des T.P. de l'état de 2ème classe, C.M.R. Co. 1 No. 7
Guignon, agent secondaire
Tomaso, adjoint-technique ppal. de 1ère classe
Trilleau, agent secondaire
Nordey, ingénieur de 1ère classe

Service d'Architecture

Auclair, architecte de 1ère classe
Nguyen-Thanh-Chau, agent secondaire

Service Des Eaux

Route Dongha à Savannakhet

Loisy, ingénieur de 2ème classe
Muesser, agent journalier

Services Agricoles et Commerciaux

Direction à Hué

Pidance, inspecteur de 1ère classe, chef de service
Faraut, agent ppal. hors classe
Mathis, agent ppal. stagiaire

Service de l'Enseignement en Annam

Direction à Hué

Délétie, professeur ppal. de 1ère classe de l'enseignement de 2e degré, directeur de l'enseignement primaire en Annam

College Quoc-Hoc à Hué

Daydé, professeur principal H. classe du 1ère degré, directeur p.i. du Quôc-Hoc à Hué
Aucourt, professeur principal de 1ère classe du 1ère degré
Bruel, professeur ppal. de 3e classe du 1ère degré
Govec, professeur de 1ère classe du 1ère degré
Mme. Sautton, institutrice de 4e classe
Mlle. Le Bris, id.
Mme. Lacombe, institutrice contractuelle

Ecole Francaise à Hué

Mme. Laurent, institutrice de 4e classe
Mlle. Daydé, institutrice stagiaire
Mlle. Andrée, institutrice stagiaire

College Dong Khanh

(College de Jeunes Filles Indigenes, Hué)
Mme. L. Le Bris, institutrice de 2e classe, directrice p.i.
Mme. Govéc, institutrice de 5e classe
Mlle. Bernardi, institutrice stagiaire

Ecole Francaise de Tourane

Louis, professeur stagiaire, directeur
Mme. Spick, institutrice de 5e classe

Ecole Francaise de Phanthiet

Mme. Caralp, directrice

DIRECTION LOCALE DE LA SANTÉ EN ANNAM

Gaide, médecin principal de 1ère classe à Hué, directeur local de la santé en Annam
Tabolt, médecin principal de 2e classe, à Hué
Millous, médecin-major de 1ère classe
Kérandel, médecin-major de 2e classe, directeur du laboratoire de bactériologie à Hué
Cléret, secrétaire de la direction

SERVICE VETERINAIRE ZOOTECHNIQUETE DES EPIZOOTIES DE L'ANNAM

Direction à Hué

Dervaux, vétérinaire-inspecteur des épizooties de 1ère classe, chef de service et directeur de la Jumenterie

SERVICE FORESTIER DE L'ANNAM

Direction à Hué

Guibier, inspecteur-adjoint des eaux et forêts
Coursange, garde général de 2e classe
Winter, garde principal de 2e classe

PROVINCES DE L'ANNAM

TOURANE

The port of Tourane is situated about forty miles to the south east of Hué, the capital of Annam, but on account of the Thuan-an Bar it is accessible by sea for large craft during only six months of the year—from the end of March to the end of September. From Hué to Tourane there is a very comfortable railway along the sea shore or passing through the mountains and woods, for a distance of sixty-eight miles. There is also a very picturesque road passing over the Nuages range of hills which is practicable for horse and foot traffic and motor-cars. The extensive bay of Tourane is surrounded by hills and affords anchorage to the largest vessels. The Government transports and the steamers of the Messageries Maritimes and the Chargeurs Réunis find an anchorage here at all states of the tide, and in all weathers. The Tourane River, which rises in the small mountains of the interior, empties itself into the bay. It is navigable only for small boats and junks, by which the traffic with the provinces of Quang-nam and Quang-ngai is carried on. The town, which is well built, extends for a length of nearly two miles along the left bank of the river. It possesses many public buildings, including the French Residency, a fine Military Hospital, spacious and well-ventilated Barracks, the Custom-house, the Treasury, the Post Office, and the Municipal Offices, also a number of well-appointed business establishments, amongst which may be mentioned the Bank de l'Indo-Chine, the Messageries Maritimes offices, the Hotel Morin, etc. The Markets, built of brick and stone, are large and contain several hundred stalls. On the right bank of the river, also, there are a few buildings which are included in the French concession. A silk filature has been established there. A quarter of an hour's walk from this district is the village of My-khé, which has given its name to a magnificent beach much frequented by the European population. The trade of Tourane is considerable, and several steamers a month arrive from Hongkong, taking full return cargoes of sugar, rattan, bamboo, areca nuts, silk, cassia, etc. The Messageries Maritimes and the Compagnie Chargeurs Réunis have agencies at Tourane, and the vessels of these Companies, together with those arriving from Hongkong, give a total of about a dozen entering the port every month in normal times. Besides these vessels a large number of large sea-going junks from China, Hainan, and the ports of Annam, Tonkin, and Cochin-China carry on an active and considerable trade in the products of the country. Tea, coffee, and the mulberry tree are cultivated on a

large scale in the neighbourhood and there are several plantations owned by Europeans. Less than an hour's journey by boat from the town are the Marble Mountains, an object of interest for travellers, who should not pass through Tourane without paying them a visit. The population of Tourane is about 14,000, of whom 235 are European.

DIRECTORY

VILLE DE TOURANE

Lemasson, administrateur de 3ème classe, resident-maire
Colas, administrateur-adjoint de 1ère classe, secrétaire municipal

Garde Indigène

Porte, garde principal de 1ère classe, chef de detachement à Tourane

Enregistrement

Lacour, receveur de 3ème classe

Commission Municipale

Lemasson, résident-maire, président
Dubuis, vice-président
Beisson, membre
Morin, id.
Fourre, id.
Mellét, id.

Voirie de Tourane

M. Vissac, ingénieur-adjoint de 1ère classe, des Travaux publics

Trésorerie

Mir, payeur de 1ère classe de Trésorerie de l'Indo-chine

Service Médical

Robert, médecin aide major de 1ère classe, médecin chef

Circonscription Sanitaire de Tourane

Robert, médecin aide major, médecin chef

Lazaret de Tourane

Robert, aide major de 1e classe

Douanes et Régies

Sous Direction de l'Annam

Dugommier, inspecteur de 3ème classe, sous-directeur
Sélsis, chef du bureau central, secrétaire

Justice

Etienne, président du Tribunal

Postes et Télégraphes

Brousse, inspecteur chef de service

Enseignement

Mme. Spick, directrice de l'école française
Louis, directeur de l'école franco-annamite

Chemins de Fer

Gayet Laroche, sous-ingénieur de 1ère cl.

Service Forestier

Cadays, chef de cantonnement
Spick, chef de division

Service Militaire

Capt. Sentenat, commdt. d'armes et suppléant légal
Auzias, Turenne, lieutenants

QUINHON

Quinhon was opened to foreign trade upon the conclusion of the Treaty between France and Annam signed in March, 1874. It is situated on the coast of Annam in about lat. 13 deg. 54 min. N., long., 109 deg. 02 min. E. The entrance to the port is obstructed by a bar, which may be crossed, however, by any vessel with a draught not exceeding 16 to 16½ feet. The chief articles of export are salt, silk, crapes, beans, arachide oil and cakes, sugar, etc. The population of the province is one million; that of the port 3,000, of whom about 20 are French civilians. The country is well cultivated, and the commercial prospects of the port are improving every year. A considerable trade is carried on, chiefly with Hongkong, Haiphong, Saigon, Singapore, and Bangkok. The trade is at present principally in the hands of the Chinese.

DIRECTORY

PROVINCE DE QUINHON

Dupuy Volny, administrateur de 2ème classe, chef de province
De Gentile Duquesue, administrateur-adjoint de 2e classe, adjoint
Comas, rédacteur de 1ème classe, greffier metaire, comptable

Garde Indigène

Belle, inspecteur de 1ème classe, commandant la brigade

PROVINCE DE THANH-HOA

Lesterlin, administrateur de 1ère classe, chef de province
Moisy, administrateur-adj. de 2e classe
Besse de Laromiguière, chef de bureau de 2e classe des services civils, délégué de Bai-Thuong
Delsalle, garde principal de 1ère classe, délégué de Hôi-Xuan

Garde Indigène

Larquetout. inspecteur de 2e classe, commandant la brigade
Dufour-Loriolle, garde principal de 1ère classe
Francois, garde ppal. de 3ère classe

Fortin, Hotêl-Resturant

PROVINCE DE VINH

Maitaireau, administrateur de 1ère classe, chef de province
Saint Poulof, administrateur-adjoint
Vo-Van-Qui, rédacteur de 1ère classe des services civils

Garde Indigène

Lenneluc, inspecteur principal, commandant la brigade
Bruneteand, garde ppal. de 1e classe, chef du poste de Nghia Hung
Hospital, garde ppal. de 1e classe, chef du poste de Cua-Rao
Harand, garde ppal. de 3ère classe, chef du poste de Thanh-qua
Sully, garde ppal. stagiaire, chef du poste de Do Luong

Automobiles

Pham Van Phi et Cie.
Société de Transports d'Automobiles Indo-chinis

Commerçants

Kuter, épicerie-mercerie
François, marchand de vin, liqueurs, etc.
Cotin, representant de l'Union Commerciale de l'Indo-chine de Benthuy
Calard, transitaire à Benthuy
Coudoux, entrepreneur

Hôtels

Grand Hôtel—Duffet, proprietaire
Hôtel des Alliés

Lapicque & Co., négociants, armateurs
F. Walthert, directeur

Plantat, pharmacien

Ducom, marchand de bois à Benthuy

Société Forestière et Commerciale de l'Annam à Benthuy; Tel. Ad: Forestiere, Benthuy
Mann, directeur
Martines, sous-directeur
Hermant, docteur

PROVINCE DE HA-TINH

G. Colombon, administrateur-adjoint de 1ère classe, chef de province
Rambaud, rédacteur de 1ère cl., percepteur

Garde Indigène

Drivet, inspecteur de 2e classe, commandant la brigade
Nogaret, garde principal stagiaire à la brigade centrale
Capdevielle Lacoste, s/inspecteur de 3e cl., chef de poste à Kim-Cuong
Orsoni, garde principal de 1è cl., chef de poste à Nham-Xa
Grannec, garde principal de 2e classe, chef de poste à Linh-Cam
Campolo, garde principal stagiaire, chef de poste à Phuc-Trach

PROVINCE DE QUANG BINH
CHEF LIEU DE DONG-HOI

Dupuy, administrateur de 2e classe, chef de province
Giraud, administrateur-adjoint de 1ère classe, adjoint

Garde Indigène

Destais, inspecteur de 2e classe, commandant la brigade de la garde indigène à Dong-Hoi

Maulini, garde principal de 3e classe, chef de poste à Minh-Câm
Renoucci, garde principal stagiaire, chef de poste à Qui-Dat

PROVINCE DE QUANG-TRI

Tabouille, administrateur de 1ère classe, chef de la province, juge de paix
Audouze, commis de 1ère classe, percepteur, greffier

Garde Indigène

Gaillard, inspecteur de la garde indigène, commandant la brigade à Quang-Tri
Gentès, garde principal, chef de poste du Pénitencier de Lao-Bao

PROVINCE DE THUA-THIÊN

Cottez, administrateur de 3ème classe, résident, chef de province
Domenach, administrateur-adjoint de 2e classe, adjoint au résident

Garde Indigène

Monmarché, inspecteur de 3ème classe, commandant la brigade

Travaux Publics

Lachanaud, agent

Enseignement

Le Bris, directeur des écoles primaires de la province

PROVINCE DE FAIFO

Bougier, administrateur de 3ème classe, résident
Cazenave, administrateur-adjoint de 2e classe
Letremble, rédacteur de 1ère classe, percepteur

Garde Indigène

Massina, inspecteur de 1e cl., commandant la brigade
De Lingua de Sainh Blanquat, garde ppal. stagiaire comptable
De Lartigue, inspecteur de 3e cl., chef du poste de Tamky
Bourgineau, garde ppal. de 1e cl., chef du poste de On-Diêm
Contant, garde ppal. de 1e cl., chef du post de Tra-My
Lavezzi, garde ppal. stagiaire, chef du poste de Phu-Lâm

Travaux Publics

Vissac, ingénieur-adjoint, chef de la subdivision des travaux publics
Bannier, surveillant ppal. à Tamky

Assistance Médicale

Docteur ———

Douanes et Régies

Cheminant, commis ppal. 3e cl., receveur à Faifo
Sénéchal, commis 3e cl., receveur à Tamky
Marchetti, brigadier hors cl., receveur à Cho-Cui
Tynaud, brigadier receveur à Hiêp-hoà
Dénobili, sous-brigadier à Liênchieu
Dubourthoumiar dit Lavergne, brigadier agent du service actif
Martin, sous brigadier chargé de la distillerie de Faifo

Enseignement

Lê-nguyên-Luóng, directeur des écoles de Faifo

Gendarmerie

Cabrit, gendarme ffons commissaire

Commerçants et Colons

Dubois Sylvère, representant de M. M. J. Piard et Cie, Tamky
Dubois Thomas, employé de commerce à Tamky
Vacherot, représentant de la Sica à Tamky
Baills, employé de commerce à Dức-Phú
J. Gravelle, colon à La Mo taigne par Tourane
E. Gidoin, colon à Bòreg-miên

Missionnaires Apostoliques

Tardieu, à Tra-Kieü
Sanctuaire, à Thuân-an Tay par Tamky
Escalère, à An Hu par Tamky
Sion à Phú Tamky

PROVINCE DE QUANG-NGAI

Dervoise, administrateur de 3e classe chef de province
Corue, rédacteur de 1ère classe, adjoint
Bonneau, sous-chef de bureau de 2e classe, percepteur

Garde Indigène

Rio, inspecteur de 2e classe, commandant la brigade
———, garde principal, chef du poste de Minh-Long
Morael, garde principal de 3ème classe, chef du poste à Ba To
Salvaut, garde principal de 1ère classe, chef du poste de Tri Binh
Biscors, garde principal de 1ère classe, chef du poste de Thu-xa

Assistance Médicale

Pham-Huy-Thinh, medecin auxiliaire chargé de l'assistance

Travaux Publics

Dumergue, surveillant principal de 1ère classe, subdivisionnaire

Phare De Pouls-Canton

Criou, maître de phare

Douanes et Regies

Fouché, commis de 1ère classe, receveur subordonné à Co-Luy
Moll, agent journalier à Co-Luy
Husson, commis de 1ère classe, receveur subordonné à Sontra
Vennemani, agent journalier à Son-tra
Labarre, commis de 3e classe, receveur subordonné à Sa-Huynh
Maliapa, sous-brigadier stagiaire à Sa-Huynh (Long-Thanh)
Phan-Van-Huon, brigadier de 3e classe, receveur aux. à Phu-Nhon
Boulia, sous brigadier stagiaire, receveur aux. à Sa-Ky

PROVINCE DE NHATRANG

Bréda, administrateur de 2ème classe, chef de province
Patau, adm.-adjoint de 2ème classe
Margot, commis de 2ème classe, percepteur
Thibaudeau, administrateur-adjoint de 1ère classe, délégué à Phanrang

Garde Indigène

Leroy, inspecteur de 1e classe, commandant la brigade
Jambut, garde principal de 1ère classe, commandant la poste de Phanrang
Kirsch, garde principal de 3ème classe, chef du poste de Ninh-Hoa
Hannequiy, garde ppal., p. i. commandant la poste de M. Drack

PROVINCE DE KONTUM

Jerusalemy, administrateur de 3ème classe, chef de la province
Sabatier, administrateur de 4ème classe, délégué du Darlac, Banméthuot

Concessions Agricoles

Comptoir Francais du Darlec— Buon-Me Thuot (cafés, export)
G. Halot

Société des Etab. Delignon— Plantation du Oak Joppace à An Khê par Cho-Don (café)
Corret, fondé de pouvoirs
Anger, agent de culture

BINH-THUAN

Administration—Services Civils

Ferrand, administrateur de 3ème classe, chef de la province
De Gineste, administrateur-adjoint de 1ère classe des services civils, adjoint

Tribunal Residential

Juge-président—Ferrand, administrateur chef de la province
Juge-suppléant—De Gineste, administrateur-adjoint de 1ère classe, adjoint

Tresorerie

Proudhom, commis de 1ère classe

Assistance Medicale

Thiery, médecin l'assistance

Douanes et Regies

Recette subordonnée de Phan Thiêt
Salinier, commis principal de 3e classe, receveur subordonné recette subordonné de Phan-Thiêt
Pouzier, commis principal, receveur subordonné a Phanri

Enseignement

Ecole française—Mme. Caralp

Garde Indigène

Krupp, inspecteur principal, commandant la brigade
Barthe, garde ppal. de 3e classe, chef de poste à Phanri

Travaux Publics

Service provincial—M. Calot, surveillant principal des travaux publics, subdivisionnaire

Chemin de Fer

Réthoie, controleur à Muông Máng

Postes et Télégraphes

Phanthiêt, secretaire telegraphiste titulaire indigène, chargé de bureau
Phanri, id.
Lagi, id.

Forêts

Haïtce, garde general des forêts, chef du cantonnement du sud Annam à Phanthiêt
Lesage, garde principal des forêts, chef de division à Lagi
Vally, garde principal des forêts, chef de division à Songdinh
Caralp, conducteur des forêts, chef de division à Phanthiêt
Baladon, garde principal stagiaire affecté à la division école forestière de Phanthiêt

GENDARMERIE

Pascal, chef de brigade de 4e classe de gendarmerie, chef de poste

SONG-CAU

Tharaud, administrateur de 2e classe, resident
Monfleur, rédacteur de 1ère cl. percepteur des services civils
Aubry, ingénieur des travaux publics, subdivisionnaire
Colonna de Leca, surveillant principal des travaux publics
Mizon, inspecteur de 3e classe de la garde indigène

XUAN-DAY

Moreau, receveur subordonné des douanes et régies
Rossignol, agent de surveillance des douanes et régies

LE-UYEN

Zuccarelli, receveur auxiliaire des douanes et régies

CUMONG (Export)

Paravisini, receveur subordonné des douanes et régies
Lefevre, agent du service actif des douanes et régies

CUMONG (Salines)

Prouchandy, receveur auxiliaire dse douanes et régies

TUY-HOA

Coutellier, receveur auxiliaire des douanes et régies (distillerie)
Bedier, receveur auxiliaire des douanes et régies (Dông-Trach)
Tanguy, agent de surveillance des douanes et régies
Macairet, entrepreneur
Lefebre, colon

MISSIONNAIRES

R. P. Porcher à Hea-Vong
R. P. Jean à Mang-Lang

PROVINCE DE NGHE AN

Résident—Maitaireau, administrateur de 1e classe
Administrateur-adjt.—Saint Poulof
Payeur—Decostier

GARDE INDIGENE

Lanneluc, inspecteur commandant
Hospital, chef de poste de Cua Rao
Sully, id. Do Luong
Harand, id. Thanh-qua

POSTE ADMINISTRATIF

Bruneteaud, garde principal de 1e classe, délégué à Phuqui

POSTES ET TÉLÉGRAPHES

Gougaud, receveur
Passagne, commis

TRAVAUX PUBLICS

Celerier, ingr. de 3e cl.; Guigon, surveillant; Faure, adjt. technique; Tomaso, commis ppal.

FORETS

Baumont, chef de cantonnement; Viret, Laurent, Delacrose, Eychenne

TRIBUNAL

Dumoulin, juge de paix; Dumont, greffier notaire; de Costa, greffier

ENSEIGNEMENT

Pihet, directeur des écoles franco-indigenes
Mlle. Pache, directrice de l'école française

GENDARMERIE

Montgelard, brigadier de gendarmerie, ffon de commissaire de police; Schont, gendarme; Brochot, gendarme à Benthuy

VÉTERINAIRE

Chevillard

DOUANES

Poulain, inspecteur; Bourras, receveur à Benthuy; Morelli, Neblon Clement, Hamelle, Favey, Bouche Lafeuille, Adamolle, Apostoli, Apietto, Bruneau, Combes, Lacote, Flores

CHEMINS DE FER

Hermier, ingénieur
Bouchite, contrôleur
Poisson, directeur de l'atelier de Trong thi

CHEMINS DE FER ET ETUDES

Martin, ingénieur
Vital Porchon, ingénieur
Baillon, ingénieur-adjoint
Poudens, id.
Guyot, agent technique
Ducos et Rouelio, surveillants

PROVINCE DU HAUT-DONNAI

Ely Cunhac, administrateur de 3e classe, chef de province
Armand Henri Sivignon, inspecteur de 3e classe de la garde-indigène, commandant la brigade de Dalat, faisant les mêmes fonctions pour la province
Fernand Millet, garde général de 2e classe des forêts, chef du cantonnement de Dalat, faisant les mêmes fonctions pour la province
J. L. J. Briere, garde principal stagiaire, chef de poste à Djiring
J. A. Padovani, garde principal stagiaire, chef de poste à Dran

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CIRCONSCRIPTION AUTONOME DU LANG-BIAN

Léon Garnier, directeur des services de la station d'altitude de Dalat et du Tourisme dans le Sud-Annam, commissaire délégué du Gouverneur-Général, maire
Ely Cunhac, administrateur-adjoint au commissaire, délégué
A. H. Sivignon, inspecteur de la garde indigéne, faisant fonctions de greffier notaire
Jacques Lin Leca, payeur de 3ème classe
Fernand Millet, garde général de 2ème classe des forêts, chef du cantonnement
Max Hostalrich, médecin titulaire de 2ème classe de l'assistance
Gaston Labbe, sous-ingénieur de 2ème classe, chef de l'arrondissement des travaux publics
Alexis Tarault, commis principal des travaux publics
H. F. A. Sabatier, commis principal des travaux publics
G. P. Huet, commis principal des travaux publics
Thibaut Cornu, commis principal des travaux publics
Auguste Deramond, agent secondaire des travaux publics
Louis Ciavaldini, surveillant de 4ème classe des travaux publics
Barthélémy Brunel, agent journalier des travaux publics
Fallegeoise Cornu, agent journalier des travaux publics
Paul Tardieu, agent secondaire des travaux publics
Ernest Antipoul, contrôleur du Scal
Emmanuel Le Cosquer, agent temporaire du Scal

COCHIN-CHINA

Cochin-China is a French Colony. The province of Giadinh, of which Saigon is the chief port, was conquered by the Franco-Spanish fleet on the 17th February, 1859, but Lower Cochin-China (comprising the provinces of Giadinh, Bienhoa, and Mytho, and the Islands of Pulo Condor) was not definitely occupied until 1862, when it was formally surrendered by Treaty; in 1867 three more provinces were conquered by the French and added to their possessions, *viz.*, Chaudoc, Hatien, and Vinhlong. The actual boundaries of Cochin-China now are: on the North the kingdoms of Annam and Cambodia, on the East and South the China Sea, on the West the Gulf of Siam and Cambodia.

The Colony of Cochin-China is divided into seven large provinces, comprising in all twenty-one inspections. Besides Saigon, which is the capital of Cochin-China and at the same time of the province of Giadinh, the other chief towns bear the names of their respective provinces, Bienhoa, Mytho, Chaudoc, and Hatien. The country is a vast plain with small hills on the West and some mountains on the East and North; the three highest are Batlen 884 metres, Baria 493 metres, and the Mai Mountains 550 and 600 metres in height. The principal rivers are the two Vaico, the Saigon River, and the Donnai river. The lower parts of Cochin-China are wrinkled with small creeks or *arroyos*, giving easy and rapid communication to all parts of the country. Of late several canals have been opened. The magnificent river Mekong, which descends from the Thibetan mountains, after running through different territories, crosses Cambodia, enters the lower provinces of Cochin-China, by two branches, and empties itself into the China Sea by five large outlets called, respectively, Cua Tieu, Cua Balai, Cua Cochien, Cua Dinh-an, and Cua Bassac.

The principal product of Cochin-China is rice. It is planted in almost every province except some of the northern districts. In the last twenty years the number of hectares cultivated has almost doubled. After this the chief exports are fish, fish-oil, hides, pepper, cotton, dried shrimps, and copra. China grass, sesamum, palma-christi, indigo, saffron, gum-lac, sapan wood and cinchona also exist in fairly large quantities, with several other minor productions.

The principal salt pits are in the province of Baria. The forests contain large quantities of fine timber and abound with game of nearly every description, amongst which may be named elephants, rhinoceros, tiger, deer, wild boar, and eland, while amongst the feathered game the peacock, partridge, snipe, jungle fowl (or wildcock), pheasant, etc., may be mentioned. The rivers and creeks swarm with fish of every description, and alligators abound in some.

In the chief towns of each province there is a citadel sufficiently garrisoned, and numerous military posts in the interior maintain and watch over the security of the inhabitants. The Annamites are a race devoted principally to agriculture; they are not so industrious as the Chinese and are indifferent traders. The Chinese have the largest proportion of the trade in their hands.

The whole of the French possessions are now comprised under the title of Indo-China, and consist of the Colony of Cochin-China, the protectorates of Tonkin, Laos, Annam, and Cambodia, and the leased territory of Quoang-tschou-wan, and are under the control of a Governor-General, who usually resides in Tonkin. The Government of Cochin-China is administered by a Lieutenant-Governor, who is assisted by a Privy Council composed of all the Heads of Departments as official members and several unofficials. The Colonial Council of Cochin-China, some of the members of which are elected by the residents, consists of sixteen members. six of whom are natives. In the various arrondissements, moreover, Councils have been introduced composed entirely of natives. The towns of Saigon and Cholon are ruled by Municipal Councils, the members of which bodies are partly French and partly native. The Chamber of Commerce at Saigon is also an official body elected by the merchants and traders; formerly it was composed of French, foreigners, and Chinese, but in 1896 its constitution was altered and it is now an exclusively French body.

Following on irrigation works a great number of concessions have been granted, especially in 1899 and 1900, by the Colonial Council of Cochin-China, some to villagers, some to settlers. The fields granted to European settlers are only taxed according to their progress, commencing by one-fifth at the end of the fifth year, to which is added another one-fifth at the end of each of the following four years. The Conseil Supérieur, in November, 1900, adopted a scheme for the improvement of Saigon Harbour which involved an estimated expenditure of f10,394,000 (£415,760). A quay 1,091 metres (3,578 feet) long was constructed on the right bank of the river, and a series of warehouses 25 metres (82 feet) broad and 969 metres (3,178 feet) long was erected, thus making a total surface of 24,225 square metres (260,611 square feet). Railroads were built in front and at the back of the warehouses, and the line of railway leading thereto was connected with the Mytho and Cholon Railways. About 20 buoys were established on the left bank of the river in order that vessels might be moored on that side as well as on the right bank, and a bridge, level with the ground, was built in continuation of the street called rue d'Adran. A postal line of French steamers has been established between Bangkok and Singapore, with a subsidy from the Government of Indo-China.

SAIGON

Saigon, the capital of Cochin-China, is situated on the Saigon river, a tributary of the Donnai, in lat. 10 deg. 50 min. N., and long. 104 deg 22 min. E. It is about 40 miles from Cape St. James and is accessible to the largest vessels. Since its occupation by the French the climate has undergone a very favourable change, owing to different sanitary works in the town, such as drains, the filling up of pools, marshes, etc. The town presents a fine appearance, the roads and thoroughfares being broad and regular. Amongst the public buildings the Government House is the most remarkable; several millions of francs have been spent upon its construction and decoration. The other prominent public buildings are the Palace of the Lieutenant-Governor, the handsome and imposing Post Office on the Place de la Cathédrale, the Custom House, the "Direction de l'Intérieur," the Treasury, the Land Office, Public Works Department, the Schools, the Supreme Court and the "Hotel de Ville" (Town Hall), the cost of which was over Francs 2,000,000. The Military Hospital is a fine and handsome building, as are also the Arsenal, Barracks, and Artillery Park. There is also a stately Gothic Cathedral of large proportions, in front of which has been erected the statue of Monseigneur Pigneau de Behaine, bishop of Adran, one of the first French missionaries who came to Cochin-China in the last century. A fine bronze statue of Gambetta stands in the site of the old market. There are two other statues, one of Francis Garnier on the Boulevard Bonnard in front of the theatre, and another, that of Amiral Rigault de Genouilly, on the Rond Point Rigault de Genouilly. Saigon has two public gardens, the "Jardin de la Ville," which is maintained at the expense of the Municipality, and the Botanic and Zoological Garden. The municipal theatre, which was inaugurated in 1900, is a remarkable building erected at a cost over 2,000,000 fr. There is good docking accommodation. The Bassin de Radoub, capable of receiving the largest men-of-war, is one of the finest docks in the world, and there are two floating lifts. Two petroleum godowns built by the Government at a cost of $18,000 are situated at Rach Doï, on the banks of the Saigon River (half-way to the town). They are said to be large enough to receive over 400,000 cases. The agents of Messrs. Samuel & Co., of London, have built two petroleum tanks at Nhabé, at the point where the Saigon River flows into the Donnaï. The largest of these is estimated to receive 2,300 cubic metres (81,190 cubic feet) of oil. There are (without reckoning the troops) 4,161 Europeans and over 60,000 Asiatics or natives.

The M.M. steamers in normal times call twice a month at Saigon on their homeward and outward trips. Easy communication is afforded with the principal towns of the territory either by subsidized mail steamers or railway. There is a railway with Mytho, Bien Hoa and beyond, and with Hoc Mon and Laithien. The bridge of Binh-Loi was inaugurated

Drawn and Engraved for the Directory & Chronicle

onthe 8th of March, 1902, over the river of Saigon, putting in direct communication the two *rives des fleurs*. It is a swing bridge and is of a total length of 276 mètres supported by 6 piles (*en maçonnerie et à 2-culées*). All the principal towns of Cochin-China possess telegraphic communication, and a submarine cable unites the colony with Singapore, Hongkong, Haiphong, Amoy, etc. The postal organization of the Colony is very complete and efficient; correspondence can be sent daily to almost all parts of the country. The *Journal Officiel* is published twice a week, and there are three journals, *L'Opinion*, *le Courrier Saigonnais* and *L'Impartial*. The *Gia-dinh-bao* is the native issue of the *Journal Officiel*.

DIRECTORY

M. Long, Gouverneur-Général de l'Indo-Chine
M. Robin, secrétaire-général
M. Châtel, chef du Cabinet
M. André, chef adjoint du Cabinet
M. Lacombe, chef du service des affaires politiques indigénes
M. Rouquette, attaché
Mme. Rouquette, chef du secrétariat particulier

COCHIN-CHINE

Gouverneur p.i.—M. Quesnel
Inspecteur des affaires politiques et administratives—M. Auguste Tholance

Cabinet du Gouverneur

Directeur des Bureaux—Eutrope
Chef du Cabinet—Caire, administrateur
Section des affaires politiques et indigènes—Brinlet, administrateur, adjoint 2e. cl.

Bureau du Personnel

Chef—M. Gabriel, Duvernoy admr.-adjoint 2e. cl.

Députation

Député—Outrey

Liste des Membres du Conseil Colonial

Président—Foray
Vice-Président—Bergier
Conseillers élus—Ardin, Lambert, Dusson, Mayer (sont en France), Casta, Foray, Lumio, Trân-van-Duong, Trân-Trinh-Trach, Trân-dinh-Bao, Lê-ba-Cang, Nguyên-van-Dông, Truong-van-Bên
Délégués du Conseil Privé
Titulaires—Girard (en France), Bergier
Suppléants—Gannay
Délégués de la Chambre de Commerce
Titulaires—Héraud, Trefaut
Suppléants—Arduser, Lacaze
Délégués de la Chambre d'Agriculture
Titulaires—Labaste, Guyonnet
Suppléants—Arborati, Caussin

Conseil Privé

Président—Le Gouverneur
Le Général Commandant la 3e Brigade
Le Procureur-general, près. la Cour. d'appel
Le Directeur des Bureaux du Gouvt.
Le Chef du Service de Travaux Publics
Conseillers titulaires—Girard, Jacques
Conseillers suppléants—Gannay, Bergier
Conseillers titulaires indigènes — Lê-Quang-Hiên, Luong-Khac-Ninh
Conseillers suppléants indigènes—Nguyen-van-Nguyên et Nguyen-van-Quoi
Secrétaire Archiviste— le chef de Cabinet du Gouvt. de la Cochin-Chine

Bureaux du Gouvernement Local

1er Bureau

Chef—Rivoal, administrateur

2e Bureau

Chef—Fontaine, administrateur

3e Bureau

Chef—Lanchier, chef de bureau

Bibliothèque

Bibliothécaire—Saint-Marty

Divisions Territoriales de Cochin-Chine

Baclieu, Baria, Bêntré, Bienhoa, Cantho, Chaudoc, Cholon, Gia-dinh, Gocong, Hatien, Longxuyen, Mytho, Rachgia, Sadec, Soctrang, Tanan, Tayninh, Thudaumot, Travinh, Vinhlong

Chambre de Commerce

Président—M. Bergier
Vice-Président—J. de la Pommeraye

Trésorier— H. Rousseau
Secretaire— E. Lacaze
Membres— C. Ardin, E. Arduser, Duclos-Rauzy, L. Ducroizet, R. Héraud, J. Jean Duclos, J. Labbé, C. Tréfaut, A. Littaye, Luong-van-Than, Nhan-Xoai

Secretariat

Secrétaire Général—A. Coquerel
Secrétaire Général p.i.—G. Héon
Secrétaire Archiviste—R. de Heaulme
Secrétaire Comptable—Tomachot
Dactylographe—Mlle. E. Chatel

Agent temporaire

R. Jégou

JUSTICE

Directeur—Lencou-Barême
Secrétaire Général—Thermes
Chefs de Bureaux—Grisoli, Petitjean
Secrétaires—Nollet, Nesty, de Ratier de Susvalon

Cour d'Appel—A. Haert, 1er président
President de Chambre—Dain
Conseillers—Lacouture, Dartiguenave, Ganivanq, Tricon, de St. Michel Dunezat, Franchescetti, de Rozario, Briffaut
Greffier—C. Grimaud

Procureur General—Joyeux
Substitut—de Kersaint Gilly
Avocats généraux — Grilhaut, Desfontaines, Lafontan de Goth

Tribunal de 1ere Instance—André (prés.)
Juges—Peux (d'instruction), Pierre
Suppléants — Legay, Laffont, Sadoul, Cassagneau
Greffier—Tilmont

Procureur de la Republique—Gaudin
Substitut—Dupuich

Avocats Defenseurs — Cazeau, Duval, Foray, Freyssenge, Gallois, Montbrun Garros, Sambuc, Thiollier, Portret Doutre, Frediani, d'Andre, Durwell Vabois, Petin, Lambert, Lacouture Condamy, Ferrand, Gallet, Dusson, Pages, Sazie, Monin

Juge de Paix—G. Kerjean
Huissier—Sicco, Rossi, Cazenave
Notaire—Fays, Bauge, Aymard

CHAMBRE D'AGRICULTURE

Président—Bernard Labaste
Vice-Président—Alban Guyonnet
Secrétaire—Albert Arborati
Trésorier—Férdinand Michel-Villaz
Membres — Georges Caussin, Michel, Henri Pierre, Ng Khac-Cân, Võ-phai-Hoc
Secretaire-Archiviste titulaire — Pierre Legros
Secretaire-Archiviste int.—Nas de Tourris

ADMINISTRATION DES PROVINCES

Baclieu—Esquivillon, adm. de 3e cl.
Baria—Beneyton, administrateur de 2e cl.
Bêntré—Gallois-Montbrun, adm. de 3e cl.
Bienhoa—Damprun, adm. de 2e cl.
Cantho—Lebrun, adm. de 2e cl.
Chaudoc—Lano, adm. de 3e cl.
Cholon—L. Helgouatch, adm. de 1ere cl.
Giadinh—Lamanc, adm. de 1ere cl.
Gocong—Monlaü, adm. adjt. 2e cl.
Hatien—Poulet, adm. adjt. 1e cl.
Longxuyen—Leon Mossy, adm. de 3e cl.
Mytho—Caillard, adm. de 2e cl.
Rachgia—Texin, adm. de 3e cl.
Sadec—Klein, adm. de 3e cl.
Soctrang—Bussine, adm. de 3e cl.
Tanan—Gazano, adm. de 2e cl.
Tayninh—Fourrier, adm. de 2e cl.
Thudaumôt—Balencie, adm. de 2e cl.
Travinh—Faure, adm. de 2e cl.
Vinhlong—Bartoli, adm. adjt. 1e cl.

Ville de Saigon

Maire—A. Foray
1er. Adjoint—J. Mayer
2e. Adjoint—E. Arduser
Conseillers—Ardin, Ballous, Labbé, Monin, Pagès, Frasseto, Dong, Hoi, Dinh, Kinh
Secretaire Général—Le Bret

Ville de Cholon

Président de la Commission Municipale—L'Helgoual'ch

SERVICES AGRICOLES ET COMMERCIAUX

Service économique, chef—Magen
Service agricole, chef—Magen

CADASTRE ET TOPOGRAPHIE

Chef—Tourdias

SERVICE DE L'ENSEIGNEMENT DE COCHINCHINE

Direction de l'Enseignement primaire

Directeur—H. Prêtre
Bureau de l'Enseignement, chef—Jude

Inspection des Ecoles

Mme. Houssin

Collège Chasseloup-Laubat

Directeur—E. Mathieu
Régisseur-Comptable—Nicolai
Professeurs—Charvet, Lallemand, Baudet, Dournaux, Goupillon, Deleigue, Eaton, Tullié, Roche, Bourotte, Bulliard, Cudenet, Blanche, Humbert, Hesse, Salmon, Diep-v-Cuong

Pr fesseurs indigenes

Truong-van-Tuan, Lê-v-Kiem, Nguyân-v-Duyên, Dô-v-Quân
Surveillants d'études Sersot, de Regario, Beauvillain de Montreuil, Durocher, Dumsulin, Lonpy, Grandjean, Dussol

Institutrices—Mmes. Baud'huin, Benard, Ribière, Dowenaux, de Laplanche, Mathieu, Mdlles. Nativel (J), Thuillen, Merb
Lingère—Mme. Naudon
Surveillent grl.—M. Vittori

Ecole Normale d'Instituteurs

Directeur—M. Petit
Professeurs—Troalen, Girerd, Ostaneyras, Farcy, Guillemet Mathieu
Institutrices—Mme. Chassaing
Lingère—Mme. Laurette
Professeurs indigènes—Duóng-minh-Thói, Nguyên-v-Ba

Collège de Mytho

Directeur—M. Lefuste
Professeurs—Motais de Narbonne, Ta Trung Luóng, Huynh-v-Toi, Joyeux, éNguyn trung-Thang, Do-v-Dung, Huyuh-v-Nhung dit Cho

Ecole Professionnelle de Saigon

Directeur—M. Taable
Chef d'atelier—Tagand, Clavel

Ecole primaire supérieure des filles Francaises

Directrice—Mlle. Batisse
Institutrices—Mmes. Pierandrei, Crochet, Giudicelli, Bourguet, Anna Chauvet, Ropion Lambruschini, Lanchier, Boisson Désolme, Tarbits, Napoléoni, Mlles. Chauvet, Canal, Louisa Paulmar, Buffon
Lingère—Mlle. Marthe Loupy
Surveillantes — Mlles. Pauli Reynaud, Champon, M. Paulmar, Barbon
Femme de charge—Mme. Teulé

Ecole Maternelle de Saigon

Directrice—Mme. Baudet
Institutrices — Mlles. H. Baptiste, Y. Ribière
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College des filles indigènes

Directrice—Mme. Lorenzi
Institutrices—Mmes. Ginstiniani, Nicolai, Boulley, Duparc, Berland, Cazale, Lambut, Gimey, Mlles. Hoarau, Berthe Minh, Guerre, Devilar, Guglichoni
Surveillant—Mlle. Bonnefoy
Lingère—Mlle. L Giat
Femme de charge—Mme. Viale
Maitresse de Coutumes—Mme. F. Chauvet

SERVICE DES CONTRIBUTIONS DIRECTES ET VÉRIFICATION DES POIDS ET MESURES —Rue Catinat, 160
Contrôleur et Verificateur—Varin d'Ainvelle

ADMINISTRATION DES DOUANES ET RÉGIES DE L'INDO-CHINE

Sous direction de la Cochin-chine

Sous-Directeur—Inspecteur Borel
Chef du Secrétariat—Stefani

DIRECTION DES POSTES ET DES TÉLÉGRAPHES

Circonscription de la Cochinchine

Chef de Service —Malpuech
Inspecteurs—Guichet, Peyret
Rédacteurs—Cazaux, Christ, Doz, Guynet, Jambet

Saigon

Receveur Comptable—Lagarde
Contrôleurs—Dautézac, Fontanier, Jouve, Bienvenu, Braud

Cantho

Receveur—Nicolai

Cap-Saint-Jacques

Receveur—Chappellart

Chaudoc

Receveur—Montardre

Cholon

Receveur—De Rozario

Longxuyen

Receveur—Un telégraphiste indigéne

Mytho

Receveur—Pellion

Nhatrang

Receveur—Guindolet

Phanrang

Receveur—Un telegraphiste indigéne

Phantiet

Receveur—Un telégraphiste indigéne

Poulocondore

Receveur—Poirion

Saigon Port

Receveur—Chambellan

Soctrang

Receveur—Un telegraphiste indigène

Travinh

Receveur—Un telégraphiste indigéne

Vinhlong

Receveur—Trioreau

INSPECTION GÉNÉRALE DES TRAVAUX PUBLICS

Circonscription Territ. de Cochin-Chine

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Bureau de l'Ingénieur en Chef

Rethore, chef de bureau
Bonnemaison, ingénieur
Lolmede, id.
J. Savary, commis
Tournier, id.
Baillif, surveillant principal

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Gaspard, ingénieur ppal., chef de service
Claverin, adjoint à l'ingénieur chef de service
H. Danet, adjoint-technique chef de bureau
A. Pietri, ingénieur adjoint
B. Doré, surveillant principal
G. Savary, aide comptable
H. Morin, chef de subdivision à Bienhoa
Du dit Pham, surveillant de travaux
A. Dufor, do.
F. Cauvin, do.
D. Lefebvre, do.
Kuckelkorn, do.
J. Pugin, do.
Leandri. do.
Luong-Van-My, chef de subdiv., Cholon
V. Gajan, do., Giadinh
Ch. H. My, surveillant, Giadinh
M. Jacquey, chef de subdiv., Tayninh
P. Vincent, adjoint technique, Tayninh
J. G. Danes, chef de subdiv., Thudaumot
G. Millet, surveillant principal

Arrondissement de l'Ouest

Luu-Van-Lang, ingénieur, chef de service
Barusta, chef de bureau
Guerrier, chargé du service technique
Roussel, surveillant
Nadin, chef comptable
L. Rousseau, chef de subdiv., Baclieu
C. Cachon, do., Bentré
L. Vernet, do., Cantho
J. Bellieud, do., Hatien
Antonnetti, do., Longxuyen
H. J. C. Sere, do., Mytho
Ciavaldini, surveillant, Gocong
R. Hornn, chef de subdiv., Rachgia
P. Meloy, do., Sadec
P. Noncet, do., Soctrang
Ngo-Ton Sang, surveillant, Soctang
E. Godard, chef de subdiv., Tanan
Chatelier, do., Travinh
A. Pontana, do., Vinhlong
I. Costa, géométre mis à la disposition des Travaux Publics

Arrondissement des Batiments Civils

Josse, architecte, chef de service
J. Theodore, commis ffons de chef de bur.
H. Lagarde, comptable
H. Bayssiere, surveillant principal
Infernet, magasinier
Keruel, ingénieur
Ch. Duvivier, architecte
Do-Dang-Dat dit Dot, adjoint technique
M. Jourlin, surveillant
Bignault, do.
Sambet, adjoint technique
H. Louis, surveillant principal
A. Nicolas, surveillant
Poujade, do.
Barbagelata, do.
M. Archambeaud, do.
P. Vidal, do.
L. Duchamp, do.
Barusta dit Vinay, surveillant
J. Pierson, surveillant
P. Tardieu, do.

Arrondissement de la Navigation

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Claverie, ingénieur, chef de bureau
L. J. Ignasse, aide comptable
X. Goetz, ingénieur, chef de subdivision
W. Bonnaffe, conducteur
L. King, ingénieur adjoint
L. Fauvelle, adjoint technique
F. Taguet, surveillant
P. Jean d'Heur, vérificateur des repères du nivellement général
L. Jully, surveillant principal
B. Miaulet, do.
W. Bolliet, chargé des études de canaux
J. Garnier, contrôle de la drague Mytho II
Barbot, surveillant principal
Malet, ingénieur adjoint
D. Battesti, surveillant principal
Verley, ingénieur
Saulais, commis principal
P. Poggi, chef mécanicien
P. Roger, lieut. de baliseur
A. Wachter, gardien de phare
M. Rubion, chef mécanicien
B. Sauzeau, mécanicien
B. Josephus, magasinier
Ch. Perreaux, chargé de l'entretien du parc de Phuan
Tibul, maître de phare
P. Chapuis, gardien de phare
Sinna Yagappa, do.
Sinna Andre, do.
F. M. Pouhaer, do.
Quellenec, maître de phare
A. Loussert, do.
Laridon, do.
Tacussel, gardien de phare
B. Bonsignour, do.
P. Chatel, do.
Coujonde Analadassou, gardien de phare
Lambarre, do.
Lariche, do.
Sandjivi Balouretti do.
C. Tasdebois, do.

Arrondissement du Port de Commerce

Division des Travaux

Gaspard, ingénieur ppal., chef de division
F. Floricourt, adjoint technique chef de bureau
M. Germain, comptable
L. Ropion, adjoint technique conducteur des travaux
H. Ducruet, surveillant principal
L. Claude, do.

Division d'Exploitation

Costa, capitaine de port
A. Levillain, do.
Ch. Grossette, mécanicien
Y. Le Guyader, capitaine du remorqueur
E. Bez, maître de port
Emmanuel, do.
J. Pepino, do.
Franceschi, do.
A. Rodouin, lieutenant de port
V. Chauvet, surveillant
Petit Jean, do.

MARINE EN INDO-CHINE

Commandement de la Marine

P. M. J. Blanc, capitaine de vaisseau, commandant la marine en Indo-Chine

Etat-Major du Commandant de la Marine

G. L. D. Meesemaecker, lieutenant de vaisseau, adjoint au commandant de la marine
H. Butel, officier de 1ère classe des equipages de la flotte, adjoint au commandant de la marine

Cartes et Archives

J. L. Picot, lieutenant de vaisseau, chargé des cartes et archives et de la police de l'arsenal

Marine à Saigon

Direction des Mouvement du Port-Torpilleurs

H. A. J. Robinet de Plas, lieutenant de vaisseau, directeur des mouvements du Port et commandant de l'Unité marine
G. A. J. A. Amiel, lieutenant de vaisseau, commandant des torpilleurs armés et en réserve
Y. M. Droupéet, officier de 2ème classe des equipages de la flotte, adjoint au directeur des mouvements du port
J. F. Soler, mécanicien principal de 1ère classe, mécanicien de l'Unité marine
P. A. Pétel, commissaire de 1ère classe, commissaire de l'Unité marine
J. V. Chabaud, médecin de 1ère classe, médecin major de l'Unite marine

Arsenal de Saigon

Direction des Constructions Navales et Travaux Hydrauliques

G. Henry, ingénieur de 1ère classe, directeur p. i.
P. G. M. Jaouen, ingénieur de 1ère classe, sous-directeur
J. Alrear, officier d'administration de 1ère classe (comptable des matières)
V. J. G. Le Guet, officier de 1ère classe, (directions de travaux)
Y. J. M. Dolou, officier d'administration de 1ère classe (directions de travaux)
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MESSAGERIES FLUVIALES DE COCHIN-CHINE—Siège social: Paris, 5, rue d'Athènes; Tel. Ad: Postage
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L. de Tinseau, président
F. Bernard, administrateur délégué
Borysewicz, administrateur
Legris, secrétaire général
Exploitation à Saigon (quai Francis Garnier)
G. Lancelin, directeur de l'exploitation
L. Karcher, sous-directeur
F. Michel-Villaz, contrôleur général, chef de la comptabilité
Provost, chef d'atelier
Serris, capitaine d'armement

Messageries Maritimes—Khanhoi
Joubert, agent général
Guillon, agent adjoint
Dumonteil Lagreze, commis principal
De Possel Deydier, secrétaire de l' agent général
Werner, commis
Sentis, id.
Leroux, id.
Perlie, comptable
Scatena, chef d'atelier
Padovani, bagages
Bonjean, colis postaux

MESSNER, Installations éléctriques, fourniture de materiel éléctrique—10, rue Miche

MESSNER, Exploitation de Cinemas, à Hanoï, Pnom-Penh, Cantho, Nhatrang et Baclieu

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MISSION DE COCHIN-CHINE—West
Vicar Apostolic—Mgr. Victor Ch. Quinton
Pro.-Vicar General—A. Delignon
Secretaries to the Bishop—A. Joubert, U. Ferriéres
Saigon Cathedral
Curate of Saigon—E. Soullard
Saigon Seminary
Superior—E. Hay
Professors—A. Delagnes, Barré-David
Taberd School, under direction of the Christian Brothers
Bro. Léon Christophe, director
Missionaries
F. Sidot (Cap. St. Jacques)
C. Laurent, Choquan
A. Abonnel, Gocông
L. Lambert, Thu-thiêm (Saigon)
J. Renier, Mytho
F. Frison, Macbac (Travinh)
A. Lefebre, Mihôi (Bienhoa)
H. Hay (Lai-thiêu)
P. Cransac, Thuduc
A. Lioger, Thinghe (Saigon)
J. Boismery (Cholac)
F. Demarcq, Tânan
J. Dumortier, Caimon (Bêntré)
Brugidon (Bêntré)
L. Bosvieux, (Bienhoa)
J. Villeneuve, Thudaumot
A. Delignon, Tandinh (Saigon)
J. Guéguend, Chava (Travinh)
B. Bellocq, Baixan (Travinh)
A. Keller, Caibe
H. Bellemin, Vinhlong
L. Poitier, Chodui (Saigon)
H. Bar, Phantiêt (Annam)
Printing Office at Tandinh, near Saigon
Long, director
Procure des Missions Etrangères
J. Artif

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General Export Manager—A. Leeman (London)
Manager for French Indo-China
F. Lanoote, agent
R. E. Merle, sub-agent
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OGLIASTRO & Co., LOUIS, Merchants—50, quai de Belgique; Tel Ad: Ogliastro; Codes: A.B.C. 4th and 5th edns., Lieber's, Bentley's, Scott's

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J. Novella, signs per pro.
J. Brunner, do.
P. Dauverchain
Ed. Dussol | L. Pitoux
G. Meritte | E. Roth

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Scottish Union and National Insce. Co., Ld., London
Liverpool and London and Globe Insce. Co., Ld.
Northern Assurance Co., Ld.
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Yorkshire Insurance Co., Ld.
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PERRIN, CLAUDIUS, Ingenieur Constructeur —135, bd. Charner, bd. Bonnard; Tel. Ad. Nirrep

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PEYSSON & CIE., E.—boulevard Bonnard

PHARMACIE CENTRALE LE-VAN-MINH, Pharmacien de 1ere classe de l'Université de Paris, Laureat de l'Ecole de Medecine et de Pharmacie—195 a 201, rue Catinat

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PHARMACIE NORMALE H. DE MARI, rue Catinat
M. Sarreau, successeur

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POMMERAYE & CIE., DE LA, Négociants Fournitures pour Cinématographes, Eclairage et Chauffage par l'Acétylène—158, rue Catinat; Tél. Ad: Lapomeraye
J. De La Pommeraye, associé gérant
P. G. Nesty

PORTAIL, ALBERT (Succursale à Pnohm-Penh), Imprimeur, Libraire, Magasin de vente et bureau—173, rue Catinat; Ateliers: 1, bd. Bonnard
A. Ducloz, directeur
J. Aspart
Représentant de la Société des Auteurs, Compositeurs et Éditeurs de musique pour la Coohinchine, l'Annam et le Cambodge
Représentant de la Société des Auteurs et Compositeurs dramatiques pour la Cochinchine, le Cambodge et l' Annam

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RAUZY, P., & VILLE, P.—15, quai de Belgique
P. Rauzy (Marseille)
P. Ville (Marseille)
E. Ville, signs per pro.
M. Duclos Rauzy, id.
R. Couturiau, id.
M. Monribot, assurances

Agency
Comite des Assureurs Maritimes, Marseille

RICHAUD, A. (Ancienne Maison C. Tourmer & Cie.), Nouveautes en tous genres, Tailleur Civil et Militaire—rue Catinat, Place du Théatre
Deniau, fondé de pouvoirs
Mercier, coupeur
Courrier, id.
Héraud, chef de rayon

RIZERIES DE LA MEDITERRANEE (Etablissements Pellas, Frères)— Head Office: 10, Cours Pierre Puget Marseille; Saigon Branch: 2, rue Chier; Tel. Ad: Pellas
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D. Pellas, id.
C. Pellas, signs per pro.
V. Pellas, id.
F. Pellas, id.
R. Franceschini
G. A. Cacace
J. B. Casella
R. M. Merle

Rizeries du Pacifique (Capital 1,000,000 piastres)— Head Office: 74 rue d'Ormay; Rice Mills: Cholon; Telephs. Office 175, Rice Mills 720; Tel. Ad: Pacificriz; Codes: A.B.C. 5th edn., Lieber's, Bentley's
P. Garcet administrateur délégue
G. Lanaud, manager
F. Faijs, technical clerk
L. Quays, chief engineer
P. Darison, 1st. do.
E. Servoz, accountant

RIZERIES D'EXTREME-ORIENT — Tel. Ad: Rizorient. Rizeries: Tong-Wo, Jonques, Ban Hong Guan. Bureau Technique: 301, quai des Jonques, Cholon
F. Lauber, ingénieur-en-chef
Rousset, ingénieur adjoint
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Quintin, id.
Frossard, id.
Walter, id.

Comptabilité & Stock

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Dauduraud	Lacour
Glière	Lebeau
Gautheret	Lebet

Mlle. Green, dactylographe
Bureau Comml.: 15, quai de Belgique
E. Ville, directeur
M. Duclos-Rauzy, directeur
R. Couturiu, sous-directeur
E. Bertrand, id.

Société Anonyme Etablissements Dumarest d'Indochine
M. Chamrion, administrateur délégué

Societe Anonyme des Etablissements V. Lamorte
Béton Armé, Grands travaux, Assainissements, Fosses Septiques. Tapisserie, Ameublement, Decoration, Fibro-ciment, Carrelages Larmande

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Société Anonyme Pour l'Exploitation de la Maison Littaye & Cox (Succes seurs de Ed. Saliege et de Littaye & Cox), Capital: 4,000,000 francs, Agents de Shipping & d'Assurance, 5, rue Georges Guynemer—Tel. Ad: Littaycox Saigon, Litacoxil Paris
A. Littaye, administrateur-délégué, 61. Avenue Victor Emmanuel III, Paris
E. F. Cox, administrateur-délégué
A. Champanhet, directeur (Saigon)
Martin, directeur (Paris)
R. G. Herbert, signs per pro.

R. Rouelle	A. Jeambille
J. Littaye	L. Louifleury
J. R. Braga	Mlle. M. Braga

B. de Borodaewsky

Agencies
Argonaut Marine Insce. Co. Ld., London. (Marine)
British Commonwealth Insce. Co., Ld. London. (Fire and Marine)
Commercial Union Assur. Co., Ld, London. (Fire)
Commercial Insce. Co., of Ireland, Ld. Belfast. (Fire)
Eagle, Star & British Dominions Insce. Co., Ld., London. (Fire and Marine)
Federated British Insce. Co., Ld., London. (Fire)
Fuso Marine & Fire Insce. Co., Ld., Tokio. (Fire and Marine)
Imperial Marine Transport and Fire Insce. Co. Ld., Kobe (Marine)
Kobe Marine Transport & Fire Insce. Co., Ld. (Marine)
Meiji Fire Insce. Co, Ld., Tokio. (Fire)
Motor Union Insce. Co. Ld., London. (Motor, Fire, Marine)
National Benefit Assur. Co., Ld., London. (Fire, Marine)
Sphere Fire & Marine Insce. Co., Ld., Calcutta. (Fire, Marine)
United British Insce. Co., Ld., London (Fire, Marine)
Union Marine Insce. Co., Ld., Shanghai. (Marine)
World Auxiliary Insce. Co., Ld., London. (Fire)
World Marine & General Insce. Co., Ld., London. (Marine)
Dodwell Line of Steamers, New York
Ocean Transport Co., Ld., Kobe
Towa Steamship Co., Ld., Kobe
Admiral Line (Pacific Steamship Co.)
United American Lines, Inc., N. Y.

Société Commerciale Francaise de l'Indochine—Société Anonyme. Bureau: 15, quai de Belgique; Tél. Ad: Rauzy
P. Rauzy, administrateur-délégué
P. Ville, id.
M. Duclos-Rauzy, directeur
E. Ville, id.
R. Couturiau, sous-directeur
E. Bertrand, id.
G. de Boisvillers

Fred. J. Braga	F. Nourrit
J. Cardon de Montigny	E. Paul
	R. Roché
P. Cassagnou	E. de Roland
M. Guigonnet	J. de Roland
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M. Monribot	Mme. H. Pannier

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Mitsubishi Shoji Kaisha, Ld. (Steamship department)
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Atlas Insce. Co., Ld., London. (Fire and Marine)
Guardian Insce. Co., Ld., London. (Fire and Marine)
State Insce. Co., Liverpool. (Fire)
North China Insce. Co., Ld., Shanghai. (Fire)
Western Australian Insce. Co., Ld., London. (Fire and Marine)
Compagnie d'Assur. l'Univers. Pari

Société des Automobiles & Cycles de l'Indo-Chine (Anciennement V. Ippolito), Capital 725,000 francs, Agent general des Automobiles Peugeot, Grand garage et atelier de constructions mecaniques. Automobiles, Canots, Accessoires et pieces detachées. Plusieurs services postaux et voyageurs en Cochinchine et au Cambodge, subventionnés par la Colonie

SOCIÉTÉ DE CONSTRUCTIONS DE LEVALLOIS PERRET, Entrepreneurs—111, rue Pellerin Tel. Ad: Travauxfer

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Président d'honneur—Le Gouverneur-Général de l'Indo-Chine
Président—E. Guilbert
Vice-Pres.—A. Tricon
Id. —Grégoire
Secrétaire—De Villeneuve
Trésorier—I. Leroy
Bibliothécaire—A. Marie

SOCIÉTÉ FRANÇAISE DES DISTILLERIES DE L'INDO-CHINE (Anciens établissements A. R. Fontaine & Cie.)— Siège social: 10, rue La Boétie, Paris. Direction Commerciale pour la Cochinchine et le Cambodge: 19, Place du Théâtre; Tél. Ad: Distamy
Darles, directeur
Usine à Cholon, Binhtay
Berges, directeur

Société Franco-Belge d'Extreme-Orient (Anciennement Vancuyck Co.) — Siège social: Saigon. Agences à Paris, Bordeaux et Anvers (Belg.); Tel. Ad: Van Cuyck et Franorient
J. van Cuyck, adm. délégué, directeur général
Rigidiotti, directeur
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Agences
London Assurance Corpn.
Netherlands Lloyd
Indemnity Mutual Marine
Union Assurance
British-American Tobacco Co., Ld.
Champagnes: Moet & Chandon

SOCIÉTÉ GENERALE D'EXTREME-ORIENT—Quai de Belgique
M. Rouillard, directeur

SOCIÉTÉ IMMOBILIÈRE DE L'INDO-CHINE
C. Thil, administrateur délégué architecte principal des travaux publics de l'Indo-Chine, en retraite
M. Ratiney, caissier comptable

SOCIÉTÉ INDOCHINOISE DE TRANSPORTS—Garage: 4, rue Filippini; Tel. Ad: Sit

SOCIÉTÉ INDOCHINOISE D'IMPORTATION—Siège Social: Saigon; Tel. Ad: Sidi
O. Rohner, administrateur-délégué

SOCIÉTÉ INDUSTRIELLE DE COCHINCHINE—13, rue Chasseloup Laubat, Saigon

SOCIÉTÉ D'OXYGÈNE & D'ACETYLENE D'EXTREME ORIENT—Siège social: 48, rue St. Lazare, Paris. Siège d'Exploitation: 158, rue Catinat, Saigon; Tel. Ad: Oxygène
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J. Vieillard, ingénieur chimiste, directeur technique, fondé de pouvoirs
O. J. de la Passardiere, secrétaire général et fondé de pouvoirs
Guy de la Pommeraye, chef comptable
Jacques Tam, caissier
F. Leveque, directeur des usines et ateliers
E. Bordes, chef de fabrication
Agents à Haiphong—H. Chanjou
Id. à Singapore—Moine, Comte & Cie.
Id. à Batavia—L. Platon
Id. à Soerabaja—L. Platon
Id. à Hongkong—H. Geoffroy
Id. à Canton—Andersen, Meyer & Co.
Id. à Shanghai—Racine & Cie.
Id. à Hankéou— id.
Id. à Tientsin— id.

SOCIÉTÉ DU PACIFIQUE (Capital 25,000,000 francs), General Importers, Exporters, Insurers and Shipowners—Head Office: Paris. Agencies: Marseilles, London, New York, Dakar, Pondichéry, Calcutta, Bombay, Hankow, Tientsin. Office in Saigon: 70, 78, rue d'Ormay; Tel. Ad: Gallurser; Code: Bentley's

SOCIÉTÉ DES PLANTATIONS D'AN-LOC (Société anonyme)—Siège administratif: 34, rue Taberd, Saigon. Siège social: 12, rue Boissy d'Anglais, Paris
Comte R. de Vogue, président
E. Girard, administrateur délégué

SOCIÉTÉ DES PLANTATIONS DE DIAN ET DE LA ROUTE HAUTE

SOCIÉTÉ DES PLANTATIONS DE SUZANMETS—Siège Social: 12, rue Boissy d'Anglais, Paris
E. Girard, admr. délégué

STANDARD OIL COMPANY OF NEW YORK—3, rue Georges Guynemer; Tel. Ad: Socony
Acton Poulet, manager
A. M. Kirby, attorney
F. M. Starling, do.
B. E. Solomon, accountant
F. L. Reed, attorney (absent)
H. J. Chevallier, assistant
H. J. Howard, stenographer
F. M. Rich, supt. (Nhabé)
Lubricating Oil Department — Tel. Ad: Lubriwax

STE. MARSEILLAISE D'OUTRE MER, Import and Export—131, bd. Charner
E. Lacaze, adm. délégué
A. Gravier, clerk
G. Lacaze, jr., do.
P. Jullien, do.
A. Schumacher, do.

TELEGRAPH COMPANY, LTD., EASTERN EXTENSION, AUSTRALASIA AND CHINA — Office: Cape Saint James
J. Ince, superintendent
H. H. Wilson, electrician
R. Manning, supervisor
R. Cardwell, do.
A. W. B. Blackford, operator
H. C. G. Pope, do.
D. W. Townley, do.

TRAMWAYS, COMPAGNIE FRANÇAISE DE (Indo-Chine)—Siège social: 3, rue de Stockholm, Paris. Direction Exploitation: 108, rue Paul Blanchy; Tel. Ad: Tramindo

CHOLON

This town, distant four miles from Saigon, with which it is connected by two steam tramways, is the seat of most of the Chinese trade of the Colony. Cholon may be said to be the granary of Cochin-China, and is the centre of much commercial activity. Most of the rice mills are located in this place, there being no fewer than ten, of which five are owned by a French Society. The town is administered by a Municipal Council, composed partly of French, partly of Annamites, and partly of Chinese. The population is about 70,000. The principal buildings are the Mairie (Town Hall), the Insp ction (Provincial Government), the Maternité, and the Hôspital. There are also a fair number of gorgeous Chinese pagodas in the city.

DIRECTORY

Président de la Commission Municipale—L'Helgavach, administrateur de 1ère classe des Services Civils, Chevalier de la Legion d'Honneur

COMMISSION MUNICIPALE
Mazet, 1er adjoint
Ducroiset, conseiller municipal
Lauber, id.
Phan van Nam, 2e adjoint Annamite
Truong-van Lung, conseiller Annamite
Nguyen Minh Huy, id. (Huy)
Tri-Nghiep, conseiller Chinois
Khun Eng-Trugen, id.
Luong-Hong, id.

ADMINISTRATION MUNICIPALE
Secrétariat de la Mairie— M. Bellan secrétaire général
Comptabilité—M. Brière, chef de bureau
Voirie—Rochelle, chef de service
Police municipale — Duval, commissaire central de police
Police de sureté— Klein, commissaire de police
Recette municipale—Tristeh, payeur
Contrôle des contributions directes — Lansac, contrôleur
Service médical—Dr. Lalung Bonnaire
Epizotie—Le Louet, vétérinaire
Enseignement - M. Reyboubet, directeur des écoles

HOPITAL DROUET
Dr. Biaille de Lagibaudière

SOCIÉTÉ FRANCAISE DES RIZERIES D'EXTREME ORIENT—Usines à decortiquer le riz

SOCIÉTÉ DES EAUX ET D'ELECTRICITÉ
Manus, directeur

CAMBODGE

Cambodia, the kingdom of the Khmer, extends from 101 deg. 30 min. to 104 deg. 30 min. longitude E. of Paris, and from 10 deg. 30 min. to 14 deg. latitude. It was reduced to its present proportions in 1860 by the annexation of its two richest provinces, Angkor and Battambang, to Siam. Its area is about 62,000 square miles. It is bounded on the south-west by the Gulf of Siam, on the south-east by French Cochin-China, on the north by the French Laos, and on the north-west and west by Angkor and Battambang. The noble river Mekong flows through the kingdom, and, after passing through French Cochin-China, empties itself, by a number of mouths, into the sea. The Mekong is the grand waterway of Cambodia, and, like the Nile in Egypt, lays the greater part of the country under water annually, greatly increasing its fertility. The soil of Cambodia is rich and productive, and rice, pepper, indigo, cotton, tobacco, sugar, maize and cardamoms are cultivated. Coffee and spices of all sorts could be grown. Among woods, ebony, rose, sapan, pine, and other valuable sorts exist, no less than eighty different kinds of timber being found in the forests. Iron of good quality has been discovered, and it is affirmed that there are gold, silver, and lead mines in the mountains. The fisheries of Cambodia are very productive, and salt fish forms one of the chief articles of export. Large quantities of fish oil are also produced.

Cambodia was once an extensive and powerful State, and proofs that it possessed a much higher civilisation than that which now prevails in the country are to be found in the architectural remnants of former grandeur. The noble ruins of the ancient city of Angkor are monuments of a people much superior to the feeble race which now inhabits Cambodia. The Cambodians differ entirely from their neighbours, the Annamites, both in features and customs. Polygamy is practised among them. The prevailing religion is Buddhism. The people are apathetic and indolent, and have allowed the trade to fall into the hands of Chinese, of whom there are about 160,000 in the country. The entire population of the kingdom is about 1,000,000. Slavery, since its abolition by the French Treaty of 1884, has almost entirely disappeared.

The Government of Cambodia is a monarchy under French protection. In June, 1884, King Norodom signed a new Treaty with France, by which the administration of the country was handed over to French Residents. Since the Convention of 1892 the native functionaries are appointed by the King, under the control of the French Administration, and are paid from the treasury of this kingdom.

Phnom-penh, the present capital of Cambodia and seat of the Government, is situated on the river Mekong, nearly in the heart of the kingdom. The king's palace is a large building, and the portion devoted to his use is built and furnished in European style. French functionaries have charge of the Treasury, Sanitary Board, administration of justice, customs, public works and taxes. Phnom-penh has been considerably improved under the present rule, especially since the year 1889. Many roads have been made and numerous sanitary works carried out in the town, such as drainage work the filling up of pools, marshes, etc. The town has also been provided wit waterworks and electric light. The new Treasury, in the ancient Khmer style of architecture, is a most remarkable building. The other prominent public buildings are the Post Office, Court, Hospital, Personnel and Registration Office, Commissariat of Police, new barracks for Marine Infantry, Public Works Office, Commercial Museum, Harbour Office, and the Indo-China Bank and Messageries Fluviales agencies. The Résident Supérieur has a handsome residence in the city. The population of Phnom-penh is estimated at 39,000. Though the country generally is entirely undeveloped, trade at present is considerably extending. Cambodia has no seaports of any importance, and the import and export trade passes through the port of Saigon. Customs, dues have been imposed since July, 1887, with exemptions in favour of French goods and shipping. The tariff is based on the general tariff of France, modified in certain points. The port of Kampot can only be frequented by small native coasting vessels from Siam and by Chinese junks. Easy communication is afforded with the principal towns of the interior, Saigon, Angkor, and Battambang, and Stung-

treng and Khone, in the Laos, by subsidized mail steamers of the Messageries Fluviales. Telegraphic communication exists between the principal towns of Cambodia and a land wire passing through Cambodia and Laos connects Cochin-China with Bangkok and Tavoy (Burmah).

DIRECTORY

Supreme King—H.M. Samdach Préa Bat Préa Sisowath

Résident Supérieur—Baudoin
Inspecteur des Affaires Politiques et Administratives— ——
Directeur des Bureaux—Silvestre
Conseiller Juriste—Habert
Chef de Cabinet—Silvestre
Chef de la Section du Personnel—Moneglia
Secrétaire particulier—de Bottini
Chef de la Section des Affaires Politiques — ——
Bureau du Contentieux Administratif —Bruel, chef
Bureau des Affaires Indigènes—Prevost, chef
Administrateur-délégué auprès du Ministère de la Justice Cambodgienne—Mantovani
Bureau de la Comptabilité—Nessler, chef
Bureau Militaire—Roux, chef
Résident de Kampot—Poiret
Adjoint id. —Marty
Résident de Kandal—Richomme
Adjoint id. —Puig
Résident de Kompong-Cham—Legros
Adjoint id. —Truc
Résident de Kratié—Eudel
Adjoint id. —Roche
Résident de Kompong-Chhnang—Jumeau
Adjoint id. —Le Bas
Résident de Pursat—de Villeneuve
Adjoint id. — ——
Resident de Kompong-Thom—Bernay
Adjoint id. —Ratier
Résident de Preyveng—Stremler
Adjoint id. —Guenon
Résident de Soairieng—Simon
Adjoint id. —Genestre
Résident de Stung-Treng—Pergier
Adjoint id. — ——
Délégué de Moulapoumok—Vincent
Résident de Takéo—Striedter
Adjoint id. —Thebaud
Résident de Battambang—Lambert
Adjoints id. —Jumeau, Bardez
Délégué à Siemréap—Benoist
Résidence-Mairie—Chassaing
Chef du Secrétariat de la Mairie de Phnôm-Penh—de Bottini
Voirie Municipale—Radel
Chef du Service de l'Immigration, p.i.—Tarnec
Commission Municipale—Chassaing (résident-maire, president), de Parceveaux Castaillac, Simon, Thetard, Prince Chantalekha, Touch, Nguyên-truong-sanh, Tan-soun-hoa (membres), de Bottini (secrétaire)
Chef du Service de la Trésorerie—Sarda
Chef du Service des Travaux Publics—Berard
Président du Tribunal—Gaye
Juge suppléant—Desbordes
Chef du Service du Cadastre—Bornet
Capitaine de Port à Phnom-Penh—Moresco
Chef du Service de l'Enregistrement—Isidore
Sous-Directeur des Douanes et Régies—Berthelot
Chef du Service des Postes et Télégraphes —Lacroix à Grandpierre
Chef du Service de Santé—Mathis
Chef des Services Agricoles et Commerciaux —de Flacourt
Chef du Service Forestier—Verlaque
Chef du Service Vétérinaire—Mérals
Commissaire Central de Police—Surugue
Imprimerie du Protectorat—Valenceau
Chef du Service de l'Enseignement—Fontaine
Inspecteur, Commandant la Brigade de la Garde Indigène—Roux
Commandant d'Armes—Bourreau

Ruines D'Angkor

(Siemréap)

Benoist, chef du poste administratif
Batteur, conservateur p.i. des ruines
Pain, gérant du bungalow

Chambre de Commerce & d'Agriculture

Bramel, président
Robert, secrétaire-trésorier
Brousse, membre francais
Cousin, id.
Colin, id.
Chhun, membre asiatique
Mac-Youn, id.
Tan-Soun-Hoa, id.
E. Faraut, secrétaire-archiviste

MAISONS DE COMMERCE DE PHNOM-PENH

BALUTEIG & CIE., Automobiles & Cycles—Garage: 24-26, rue Hassakan

BANQUE DE L'INDO-CHINE
Gravelle, directeur
Cleopatre, caissier
Chantrelle, comptable

BANQUE INDUSTRIELLE DE CHINE
Grosjean, gérant

BOY, FERMÉ & CIE.
Cravetto, fondé de pouvoirs
Perrin, directeur

BRASSERIE ET GLACIÈRES DE L'INDO-CHINE —Usines à Saigon, Cholon, Haiphong, Hanoi, Phnom-Penh, Tourane
Victor Larue, propriétaire
Elie Caillol, directeur général
Cholon
Lehmann, directeur de la brasserie
Machaceck, chef de fabrication
Saigon
Allegre, agent
Haasz, chef-mécanicien
Mialon, mécanicien
Jacques, comptable
Haiphong—Bartolomi, représentant
Hanoi—Palanque, id.
Phnom-Penh—Simon, id.
Tourane—Bogaet, locataire

BRIZARD, Entrepreneur de transports—Phnom-Penh

BROUSSE, ADRIEN, Coiffeur, Parfumerie, Chapellerie, Chaussures —15, quai Lagrandiere
Adrien Brousse
J. Brousse

CANAVAGGIO, PAUL—Chapellerie, Chaussures
Valery, fondé de pouvoirs

CASTAILLAC, C., Pharmacie du Cambodge
C. Castaillac, pharmacien
Mazars, aide-pharmacien

CIE. DES EAUX & D'ELECTRICITÉ DE L'INDO-CHINE
Cousin, ingénieur-directeur
Raux, comptable
Barafitte, électricien
Marchal, id.
Bulher, mécanicien
V. Long, ingénieur (E.C.)

CIE. DES MESSAGERIES FLUVIALES
Lignel, agent-principal
Sigorel, capitaine du "Bassac"
Maybon, commissaire du "Marabout"
———, capitaine du "Vienchan"

CIE. GÉNÉRAL D'EXTRÊME-ORIENT
Ancet, directeur

COMPTOIR INDUSTRIE COTONNIÈRE
Bramel, directeur
Bouillod, directeur des plantations à Chup (Kg-Cham)
Nano, assistant

DENIS, FRÈRES, Importation-Exportation
Mercadier, fondé de pouvoirs
Battesti, comptable

DESCOURS & CABAUD, Produits Métallurgiques
Robert, fondé de pouvoirs
Vernadet, quincailler
Schreiber, comptable
Titus, vendeur
B. Gaston, do.

EXCELSIOR-TAVERNE, Cinéma-Parlant
Allies, gérant

EYCHENNE, EMILE, Transports Automobiles —24, rue d'Angkor, Phnom-Penh

GRAND HÔTEL
Madame Duguet, propriétaire

GUYONNET, A., Alimentation, Charcuterie, Boulangerie
Gabard, directeur

JACQUE ET CIE., L., Importation-Exportation
Delfarguiet, fondé de pouvoirs
Lamarre, comptable
Secco, vendeur
Claudon, id.
Agency
North British Mercantile Insce. Co.

KROPFE & CIE., Entrepreneurs
Faubeau, représentant

MONT-DE-PIÉTÉ (L. JACQUE ET CIE.)
Lagrange, gérant
Ignaci-Mouttou, contrôleur

NOUVELLE COMPAGNIE FORESTIÈRE DU MEKONG à Phnom Penh—Usine à Chrui Chang Wa, près Phnom-Penh
Rostucher, directeur
Jolly, contremaitre
Magne, mécanicien chef

PERRIN, C., Automobiles et Cycles
A. Brousse, representant

PÉTIGNY, VVE., Boulangerie, Modes
Madame Vve. Petigny

PORTAIL, A., Librairie-Imprimerie
S. Samou, directeur

PRADON & CIE., Alimentation, Vins, Liqueur
Madame de Campo-Casso, gérante

RAFEL, JOURDAN & CIE., Entrepreneurs
Rafel, directeur
Jourdan, directeur
Biaud, ingénieur directeur des ateliers

ROUSSELY, G., Boulangerie, Alimentation
G. Serougne

SOCIÉTÉ ANONYME ETABLISSEMENTS DUMAREST D'INDOCHINE, Importation-Exportation— Phnom-Penh; Tel. Ad: Dumarest
A. Ernst

SOCIÉTÉ DES AUTOMOBILES ET CYCLES DE L'INDOE-CHINE
Cambon, fondé de pouvoirs
Van Delet, ingénieur

SOCIÉTÉ DES ETABLISSEMENTS V. LAMORTE & CIE.
H. Soyez, représentant

THETARD, A., Entrepreneur de transports—Phnom-Penh

MAISONS DE COMMERCE DE BATTAMBANG

BANQUE DE L'INDOCHINE
L. Keller, directeur
J. Gros-Delphin, caissier

MESSAGERIES FLUVIALES

SIAM

The kingdom of Siam, of which Bangkok is the capital, extends from the latitude of about 20 deg. north to the Gulf called after itself. It is bounded on the west by Burmah and the Bay of Bengal, and on the east by the Mekong and the French protectorates of Luang Prabang and Cambodia. Formerly the Lai Mountains were claimed as the eastern boundary, but in 1893 the French pressed the claims of Annam to the territory between the mountains and the river, and the Siamese were compelled to retire. The most important part of the kingdom lies in the valley of the Menam, the country of the true Siamese. The boundaries of Siam, on the Bay of Bengal, reach from Burmah in a southerly line to the northern frontier of Kelantan and Kedah in the Malayan Peninsula in the latitude of about 7 deg. north. The island of Junck Salong, containing enormous deposits of tin ore, is included in the territories of Siam. The boundary line runs south-east from the mouth of the Perlis River across the Peninsula slightly to the north of Kota Bharu, the capital of Kelantan. Under the Treaty of 1909 Siam ceded to Great Britain her Malay dependencies of Perlis, Kedah, Kelantan and Tringganu, and the boundary was delimitated in the cold weather of 1909-10. The kingdom also comprises a great part of the ancient domain of Lao, but the rich and valuable possession of Battambang, once a part of the kingdom of Cambodia, was ceded to France in 1907. A Treaty concluded between France and Siam in 1904 settled some disputed points with regard to the frontier between Siam and Cambodia and Siam and French Indo-China. By a further treaty in 1907 the territories of Battambang, Sien-reap and Angkor were ceded by Siam to France, in exchange for the district of Krat and some slight concessions in Dansai (Laos). France, at the same time, agreed to the gradual abandonment of the extra-territorial privileges hitherto enjoyed by French Asiatic subjects and protegés in Siam. The various dependencies and outskirts are peopled by a variety of races, some *sui generis*, others illustrating every form and shade of the transition between the original race and the Annamites on the east, and the Malays and Burmese on the south and west. The former capital of Siam was Ayuthia, situated on the Menam river (literally the "Mother of Waters"), about 90 miles from its mouth. In 1767 a series of bloody and desperate combats between the Siamese and the Burmese culminated in the capture and destruction of that city by the victorious Burmese general and the consequent exodus of the conquered. They moved down the river about 60 miles, and there founded the present populous and flourishing city of Bangkok. The chief of the Siamese Army rallied the scattered troops, and, building a walled city at Dhonburi (*i.e.*, Bangkok on the west bank of the river, the modern capital being mainly on the east bank), declared himself King under the title P'ya Tak. In 1782 P'ya Tak became insane, and the kingdom passed to his most distinguished general, named Chao P'ya Chakkri, who founded the present dynasty, of which His Majesty the present King (the 42nd reigning monarch in Siam of whom we have any record) is the sixth in regular descent. The actual revenue of Siam in 1919-20 was over £8,500,000. The finances of the country have undergone reorganisation, for which purpose a European financial adviser was first engaged in 1896. At that time the revenue accounted for was little more than Ticals 18,000,000 but the amount has since steadily increased, reaching Ticals 96 millions in 1919-20. A proposal to adopt the gold standard was mooted in 1899, but did not come to anything till November, 1902, when the Mint was closed to the free coinage of silver. A triennial poll tax used to be imposed upon Chinese, but this has now been changed to an annual capitation tax paid by all under Siamese jurisdiction. Siam entered the Universal Postal Union on the 1st July, 1885. The first railway line, from Bangkok to Paknam, was opened by the King on the 11th April, 1893. It is a purely passenger line, having been unable to get any goods traffic worth mentioning, but the dividend averages about seven per cent. Another railway, a Government line *viâ* Ayuthia to Korat, was the first important line completed. The first section, from Bangkok to Ayuthia, a distance of about fifty miles, was opened on the 26th March, 1897. Another section, to Gengkoi, was opened on November 1st, 1897, a third, to Hinlap, on April 1st, 1898, and the whole line was opened to traffic in November, 1900. The construction of a line branching off the Korat line near

Ayuthia and intended to open up the country to Chiengmai was commenced in June, 1898, and the first section (42 kilometres) to Lopburi was opened to traffic on 1st April, 1901 The next section, Lopburi-Paknampo (118 km.), was opened to traffic in November. 1905, and the section to Pitsanulok in 1907. The line running south-west to Petchaburi. *viâ* Ratburi, 152 km. long, was opened to traffic in the early part of 1903. In 1909 the construction of this Southern line was continued from Petchaburi, and has now been completed to the Kedah frontier at Padang Besar and to the Kelantan frontier at Sungei Golok. A through rail service between Bangkok and Penang was opened on July 1st, 1918, and the time was reduced to 36 hours from the beginning of 1922. The Eastern line from Bangkok to Patriew was completed in 1908. It is now being continued to the Cambodian frontier. The Korat line is being continued to Ab'on. A further section of the North line, to Ban Dara, was opened in November, 1908, and a section to Utaradit and Pang Ton Phung, with a branch line to Sawankalok, at the end of 1909. By November, 1913, the line was open to traffic as far as Pak Tha, and the survey of the route to Chiengmai had made good progress. The war delayed the completion of the Northern line, but through traffic was opened to Chiengmai towards the end of 1921. The total length of State and private railways is as follows:—(1) Northern line, 750 kilometres; (2) Southern line, 1,309 kilometres; (3) Eastern line, 63 kilometres; (4) private lines, 106 kilometres. The private railway companies comprise the Paknam, Meklong and Phrabad Companies. A fleet of steam launches runs from the metropolis in all directions up-country to the east and west.

The foreign import trade of Siam some years ago took a leap upward and remained practically unchanged at 63,000,000 ticals until 1909. In 1920-21 the value of the imports was Ticals 147 millions. Owing to a failure of the crop, the export of rice was prohibited and the value of exports fell to Ticals 66 millions, but in 1919-20 the value reached Ticals 177 millions. In 1920-21 the average exchange value of the Tical was 9.58 to the £1; in 1919-20 it was 11.28. The principal export is rice, constituting about 83 per cent. of the total. Teak comes next with about 12 per cent. Hides and marine products are exported in considerable quantities.

The Army is small, but in recent years great progress has been achieved in military matters. The land forces of the Kingdom are divided into ten divisions grouped into three Army Corps, with one independent Division (the 4th). The First, the division of the Guards, is stationed in Bangkok. Each division consists of two Regiments of Infantry, one of either Cavalry or Chasseurs, one Regiment of Artillery, one Company of Engineers, one Company of Transport, and one Ambulance Company. At the invitation of the Allied Powers Siam sent a contingent of volunteers, consisting of aviators and motor-transport troops, to France in June, 1918. A form of conscription is in force throughout the country.

The Royal Military College in Bangkok has been one of the principal factors in the improvements effected in the Army, and young officers trained in this institution are also in great demand for the work of the civil administration of the interior. The Navy is small but additions are constantly being made to its strength.

The native population of Siam, with Laos, Cambodians, Peguans, &c., is estimated at 9,122,000 for the year 1920-21. The number of Chinese in the kingdom is estimated at about half a million.

BANGKOK

The city of Bangkok is situated on both sides of the Menam about twenty-five miles from where this magnificent stream empties itself into the Gulf. On the left bank of the river is the city proper, enclosed partly by a wall. The Royal palaces and Government Offices are within the wall, the foreign hongs, the Consulates, and the principal rice mills being on the principal or main street of the city. The right bank is principally occupied by Siamese, Chinese and Mahommedan residents. The bulk of the business is transacted on the left. Here a road, called

New Road—in Siamese, Charurn Krung—extends from the Palace walls to Bangkolem, and the electric tramway runs along it for a distance of about six miles. Another electric tramway to Samsen has a length of four miles. Both these are the property of the Siam Electricity Co., Ltd. The lines of the new Siamese Tramway Co., Ltd., opened in 1906, traverse the city and its environs in various directions, the total length being about twelve miles. Various new streets and roads have been made recently, and Bangkok has now over 100 miles of carriage roads. A telegraph line connects the Lighthouse at the Bar beyond the mouth of the river with the business portion of the city, and a wireless telegraph station was completed in 1913 that is also in communication with the bar. The principal trade of Bangkok, and the foundation on which not only its prosperity but its actual existence mainly rests is rice. This article is drawn in immense quantities, not only from the innumerable fields which line the fertile valley of the Menam, but from the adjacent rivers which flow into the Gulf from the enormous watershed of the mountain crescent which fringes the northern extremity of the kingdom. The output of this grain in favourable years is scarcely to be calculated. It not only furnishes support to the native population of Siam and the Malay Peninsula, but largely contributes to the supply of China, Manila, the Straits, Java, and Sumatra; a large amount is also sent to Europe and even to South America. There is also a large trade in teak-wood and ivory, with very many other minor articles of native produce which are exported to China and the Straits. Butterfield & Swire steamers give a regular weekly connection with Hongkong and Swatow; and the Straits Steamship Co. has a weekly service with Singapore. The British-India S. N. Co. also maintains a frequent service between Singapore and Bangkok. The Osaka Shosen Kaisha maintains a connection with Singapore and Netherlands-India. There are always a number of Norwegian and Japanese steamers chartered by Bangkok firms. The Siam Steam Navigation Co. provides regular connection with the coast ports, and the Siamese Steamship Co., Ltd., has its head office in Bangkok.

The public buildings and institutions include the Royal Museum, which is situated in the Wang Nah, Bangkok, and consists of two buildings; that on the left of the approach contains the natural history collections and ethnological exhibits from Japan, China, Java, etc., that on the right (formerly a royal building) contains the Siamese ethnological collection. There are two Protestant Churches—Christ Church and St. Mary's Mission; four Roman Catholic Churches; nine Hospitals (two being maintained by and for the accommodation of Europeans, with a staff of European nurses). Chulalongkorn Memorial Hospital, maintained by the Siamese Red Cross Society, is one of the finest and best equipped hospitals in the East. The Society has also under its charge the Pasteur Institute, first opened in 1905. St. Louis' Hospital, a large and spacious building, was opened in 1899, the Sisters of Charity being in charge. The French Roman Catholic Mission maintains two schools for boys and two for girls. The American Presbyterian Mission also has a school for boys and one for girls. The State system of education is thoroughly up to date and the University comprises Faculties of Medicine, Political Science, Engineering, and Literature and Science. An Act was promulgated in 1921 making elementary education compulsory and free for boys and girls alike. It is in force in only a few places, but these will be gradually extended. There are two first-class hotels—the Oriental and the Royal—and several smaller ones; also four clubs — the Bangkok United Club, the British Club, the Royal Bangkok Sports Club, and the club of the Wild Tiger Corps (for Siamese, founded by the King). The King's palaces and the temples are magnificent and on a large scale; the architecture is of a kind peculiar to the country; and there is much more of novelty and interest to be witnessed by passing travellers in Bangkok than can be found in Chinese cities. The roads have been greatly improved. The tramway was introduced in 1888, and has proved financially successful, there being now two sets of lines, both driven by electricity. The city throughout its principal streets, as well as all hotels and principal shops, is lighted with electricity, incandescent lights being universally in use. The last census of the population of Bangkok town was taken in 1919, when the total population in the so-called municipal area was found to be 324,422. There are nearly 2,030 Europeans in Bangkok, and a couple of hundred at least in the provinces. The number of Chinese is calculated at 200,000.

The average mean temperature at Bangkok is 82°. The hottest months are February, March and April, when the highest temperature in the shade recorded averages over 100°. The lowest temperature averages 61° Fahr.

The harbour and island of Koh-si-chang, which lie some 20 miles from the bar and about 50 miles from Bangkok, are places of importance. The harbour, formed by a strait of sea running between islands, offers a fine anchorage for vessels loading rice

and teak. The largest ships can load there. A lighthouse serves to enable vessels to make the entrance.

Bangkok itself is improving greatly; new roads have been opened and shops and houses are being built. Gambling has been abolished and a new system of assessing land has been instituted which provides a substitute for the revenue hitherto derived from the gambling farms. The opium and spirits monopolies are no longer farmed out, but are under Government administration.

DIRECTORY

H.M. Somdexch Phra Rama Dhipati Sri Sindra Maha Vajiravudh, Phra Mougkut Klao, King of Siam

CABINET COUNCIL—(Senapati)

H.R.H. Prince Krom Phya Devawongse Varopakar (Foreign Affairs)
H.E. Chow Phya Yomaraj (Local Government)
H.E. Chao Phya Dharma (Royal Household)
H.E. Gen. Phya Sriharaj Dejajai (actg.)
H.R.H. Prince Krom Phra Chandaburi (Finance and Commerce)
H.E. Chao Phya Dharmasakdi Montri (Public Instruction)
H.E. Chao Phya Wongsanuprabaddh (Communications)
H.R.H. Prince Krom Phra Naresr Voraridhi (Privy Seal)
H.E. Chao Phya Abhai Raja (Justice)
H.E. Chao Phya Surasih (Interior)
H.E. Phya Jaiyos Somboti (Land and Agriculture)

H. M's. Private Secretary Department

Principal Private Secretary to His Majesty—H. E. Phya Chakrapani
Private Secretary (Foreign Section)—Mom Chao Dhani
Personal Secy.—H. E. Phya Rajasasana

H. M's. Privy Purse Department
(Krom Phra Klang Kangti)

Central Office

Keeper of H. M's. Privy Purse—Phya Boribun Raja Sombat
Secretary—Luang Rajavitr Bisont
Interpreter—Luang Rajasap Pisit
Legal Adviser—Samuel Brighouse
Chief Clerk—Khun Pises Hiranyakern
Assistant—Khun Subhakara Likhit

Correspondence

Correspondent and Comptroller of Estate—Phya Amaresr Sombatti
Assistant Correspondent—Luang Pisarn Hiranyakitch
Assistant—Luang Bibidh Dhonasarn
Recorders—Khun Santhes Thananukitch, Khun Santhis Thananukarn
Chief Clerk—Yidsin Sirikanchana

Estate Office

Supt.—Phra Bibhadhana Dhonakitch
Dep. do.—Phra Charoen Phokasomburana
Assist. Supts.—Luang Charoon Bhokasombatti, Luang Pramuen Masok
Inspecting Engineer—W. Duncan
District Supts.—Khun Suang Sombatti, Khun Sanga Sombatti, Khun Thep Dhonakorn, Nai Chom Srinila
Overseer of Garden and Paddy Estate—Khun Bibidh Phalaraks

Building Office

Chief Inspector—Phya Anek Nithikarama
Draftsman—Luang Prakob Rajavitr
Inspector—Luang Rajanidh Pimala
Architect—Attilio Ferrero
Inspector—Khun Prom Dhanathorn

Accountant Office

Acct.-Gen.—Phya Amoraratana Somburana

Revenue Branch

Accountant—Phra Siddhi Dhonaraks
Sub-Accountant — Luang Anukorn Rajatapan
Chief Clerk—Khun Indr Dhanakom
Clerk—Nai Chuen

Civil List Branch

Accountant—Phra Sakdi Dhonaraj
Assist. do. —Khun Anukarn Rajatapat
Assistants—Khun Thip Dhonasepka, Khun Prakitch Angance
Chief Clerk—Nai Tuan Chalavanij

Charities Endowment Branch

Sub-Acct.—Mun Maha Yarn Piromya

Treasury

Treasurer—Phya Sombatibarihar
Deputy do - Phya Rajasihayos
Assists. — Luang Aphai Sombatti, Khun Santhad Dhananubala, Khun Thep Darabandhu

Ceremonial Officials

Officer—Luang Raks Rajahiran
Assist. do.—Khun Rajadhon Shibala

LEGISLATIVE COUNCIL
(Krom Ratha Montri Sapha)

Prince Chao Fa Krom Phya Bhanubandu-vongs
Prince Krom Phra Naresr Varariddhi
Prince Krom Luang Prachaks
Prince Krom Luang Brahm
Prince Krom Phya Devawongse
Prince Krom Mun Vividh
Prince Krom Phra Damrong
Prince Chao Fa Krom Phra Naris
Prince Krom Khun Marubongs
Prince Phra Ong Chao Alangkar
Prince Mom Chao Buem
Chao Phya Deves
Chao Phya Surasakdi
Chao Phya Surasi
Phya Maha Amatya
Phya Bibadhkosa
Phya Bejrabijaya
Phya Sinha Seni
Phya Riddhirong
Phya Mahanives

MINISTRY OF THE INTERIOR

Minister—Chao Phya Surasih Visish-thasakdi
Under Secretary—Phya Rajnakul
Asst. do. —Phya Kraiphechara
Private Secretary—Phra Yas Sundara
Seal Keeper—Phra Bachana Vilas
Assistant—Luang Abai Bibit
Do. —Khun Visutr Sombati

ADMINISTRATION DEPARTMENT

Director-General—Phya Rajbinichchaya (acting)
Director—Phya Sundara Dheb Kit-charaksh
Sub directors—Phra Dhurabhak Bicharana, Phra Dhurabhar Bisaya, Khun Banarary Sathora, Khun Burakam Kovith

CRIMINAL CASE DEPARTMENT

Director—Phya Raja Sena
Sub-director—Luang Vorabak Bhiboon
Do. —Chao Sakdi Praserth

DEPARTMENT OF INSPECTION

Inspector-General—Phra Sri Sena (acting)
Inspectors - Phra Sarishdi Bachanakara, Phra Uthaya Rajadhani, Phra Sena Bibit, Phra Prakob Vuthisarth

ACCOUNTANT DEPARTMENT

Director—Phya Anuraksh Bhubesr
Sub director—Mom Chao Suvijakara
Do. —Phan Vichai Jakr

DEPARTMENT OF PUBLIC HEALTH

Director-General—H. R. H. The Prince of Xayanath
Director—H. S. H. Prince Skol Vanakara
Secretary—Luang Vorapatara
Accountant—Khun Sanonth Rashadakara
Medical Adviser—Dr. I. Ayer
Do. —Dr. M. Carthew

GOVERNMENT MEDICAL DEPOT

Chief—Phra Bisonth Sukhakar
Assist.—Khun Narakara Bluiritch
Accountant—Luang Bisheth Swamibhakdi

MUNICIPAL DIVISION

Administration Branch

Sub-director — H. S. H. Prince Khachara Subhasavasdi
Inspector—Luang Chanthara Matya

Engineering Branch

Assist. Engineer—Charls Bégélan
Draughtsman—Khun Bon Bachanabhakya

MINISTRY OF WAR
(KRASUANG KRALAHOM)

HIS MAJESTY'S MILITARY AIDES-DE-CAMP.

Chief Aide-de-Camp General—Lt.-General Phya Prasiddhsubhakar
Assist.—Major Gen. Phya Suravongsvivadhana
Aides-de Camp—Lt.-Col. Pra Sorajatiyodhi, Major H R.H. Prince Anuvatana Chaturanta, Major Luang Achharanarong, Major Luang Sakolkrainuchit, Capt. H. S. H. Prince Nityakara, Capt. Nai Salyakamdhara
Minister—Gen. Phya Siharajdejojai (actg.)
Chief Aide de-Camp to the Minister—(vacant)
Aides-de-Camp—Lt.-Col. Luang Srisorasiddhi, Capt. Khun Barnasiddhvarasasana

ADJUTANT-GENERAL'S DEPARTMENT

Under Secretary and Adjutant-General—Major-General Phya Prakr-isanaraksh
Aide-de-Camp—(vacant)

Personal Service Division

Director—Col. Pra Songakshara

Recruiting Division

Director—Major Luang Indrasena

INTENDANT-GENERAL'S DEPARTMENT

Intendant-General—Major-General Phya Srisorarâjbhakdî
Assist.—Col. Pra Sarabhandhvisuddhi
Aide-de-Camp—Lieut. Nam Dhavadhasin
Acct.—Lt.-Col. Pra Hatasarasubhakitch

Equipment Factory

Director—Maj.-Gen. Phya Srisorarâjbhakdî
Assist.—Lieut.-Col. Pra Srîsoradej

Army Accounts' Division

Director—Col. Phya Thakolyuddhakosh
Aide-de-Camp—Second-Lieut. Rod Bunnâg

Military Equipment Division

Director—Major Luang Jitsarakara

Military Miscellaneous Stores Division

Director—Lt.-Col. Pra Sakdiseni

Inspection of Military Materials

Inspector—General Phya Surendrayodhin

Intendant School

Director—Lt -Col. Luang Chongbhayuha

JUDGE ADVOCATE'S DEPARTMENT

Army Judge Advocate—Major-Gen. Phya Debâdhibodî
Assist.—Col. Pra Vijitsorasâtra
Aide-de-Camp—Capt. Luang Lakshanaprîjâ

Central Military Court

President—Lieut-General Phya Deborajun
Members—Major-General Phya Suravongsvivadhana, Col. Pra Vijitsorasatra, Lt.-Col. Pra Bhakdisrisonggram, Lt.-Col. Luang Sarnpabayuddhibijai

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MILITARY POLICE DEPARTMENT

Commandant for Bangkok and Chief of Military Police — Major-General Phya Riddhikraikrienghân
Assist.—Lieut.-Col. Pra Anurakshayoddha
Do. —Lt.-Col. Luang Bhichitbairindra
Supt. of City District — Major Luang Avudhkarmaprija
Supt. of the Northern District—Lieut.-Col. Pra Sorasakdiprasiddhi
Supt. of the Southern District—Major Luang Râmdeja

ARMY SERVICE DEPARTMENT

Director-General—Col. Phya Surasena
Assist.—Lt.-Col. Pra Yuddhakichbarhar
Aide-de-Camp — Khun Karihatthakosala (acting)
Acct.—Major Luang Khayansarakarna

Barrack Construction Division

Director—Major Luang Senâbhakdî
Assist.—Lieut. Doh Samasuta

Military Supply Division

Director—Major Luang Srironajit

Military Transport Division

Director—Lieut.-Col. Phya Surindrariddhi

Disciplinary Battalion

Comdg. Officer—Col. Phya Visessinghanata

ORDNANCE DEPARTMENT

Master General of Ordnance—Lieut.-Gen. H.S.H. Prince Srethsiri
Assist.—Lieut.-Col. Pra Aganesara
Aide de-Camp—2nd Lt. Jum Charoenphol
Acct.—Major Luang Soravudhismârth

Military Arsenal

Dir.—Lt.-Gen H.S.H. Prince Srethsiri(act.)
Assist.—Lt.-Col. Pra Lohaavudh
Do.—Lt.-Col. Pra Chindâchakraratna

Military Ordnance Stores

Director—Col. Phya Damkoengronabhob
Assist.—Capt. Luang Barnalaksanalekhakar

ARMY MEDICAL SERVICE DEPARTMENT

Dir.-Gen.—Col. Phya Vibulayuravej
Assistant—(vacant)
Aide-de-Camp—Momluang Moh Israsena na Krungdeb
Accountant—Capt. Khun Visessunghar

Army Medical School

Director—Col. Pra Sakdabolraksh
Assist.—Major Luang Vorasundharosoth

DEPARTMENT OF INSPECTOR-GENERAL OF LAND FORCES AND MUSKETRY

Insp.-Gen.—Lieut.-Gen. Phya Deborajun
Assist.—Col. Phya Baholbolbayuhasenâ
Aide-de-Camp—Lieut. Ruen Vibhatananda

School of Musketry

Dir.—Lt.-Col. Luang Chobkrabuanyuddha

3rd Rifle Regiment

Col.-in-Chief—H. M. The King
Comdg. Officer—Lt.-Col. Luang Jairaksha
Adjt.—Capt. Luang Prachonpacharuok

DEPARTMENT OF INSPECTOR-GENERAL OF ARTILLERY

Insptr.-Gen.—Major-Gen. Phya Amoravisayasoradej
Assist.—Lieut.-Col. Pra Rajaganiraksh
Aide-de-Camp—(vacant)

School of Gunnery

Dir.—Lt.-Col. H.S.H. Prince Nilprabhasara

DEPARTMENT OF INSPECTOR-GENERAL OF REMOUNT AND CAVALRY

Inspector-General—Lieut.-General H.R.H. Prince Adissaraudomdej
Assist.—Col. H.S.H. Prince Dongdighayu
Do. — Lt.-Col. Pra Klacoklangnarong
Aide-de-Camp—Lieut. Nob Phinthaprasat
Accountant—Lieut. Kulab Vongsongsara
Director of Elephant Supply Branch — Col. Pra Vijitjaisakdavudh
Veterinary Surgeon — Lieut. Nitya Kengthanomma
Director of Veterinary School—Col. H.S.H. Prince Dongdighayu
Dir. of Horse Breeding and Forage Branch —Capt. Luang Paralueksorasakdi

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DEPARTMENT OF INSPECTOR-GENERAL OF ENGINEERS

Inspector Gen.—Gen. H.R.H. the Prince of Kambaengbejra
Assist.—Lt.-Col. Luang Amnachnarongran
Aide-de-Camp—Major Luang Bhashakosol

Military Engineering School

Commanding Officer—Lieut.-Col. Luang Amnachnarongran

GENERAL STAFF DEPARTMENT

Chief of the General Staff—Field-Marshal H.R.H. the Prince of Nagara Svarga
Assist.—(vacant)
Aide-de-Camp – Lt.-Col. Pra Srinarongvijai
Accountant—Col. Phya Hiranyuddhakich

Military Instruction Division

Director—Major-Gen. Phya Indravijit
Assist.—Lt.-Col. Pra Vijitsorabol
1st Bureau — Lieut.-Col. H.S.H. Prince Somburnasakdi
2nd Bureau—Maj. Luang Praserthakshara

Officers' Training Division

Director—Col. Phya Upadesduayhara
Assist.—(vacant)
Aide-de-Camp—Lieut. Plien Lilasara

[illegible] School

Colonel-in-Chief—H. M. the King
Commanding Officer—Col. Pra Vijayayuddhadejagani

Cadet School

Colonel-in-Chief — Lt.-Col. H.R.H. the Prince of Sukhodai
Commanding Officer—Col. Phya Upadesduayhara (acting)

Military Operations Division

Director—Major-Gen. Phya Bijaisonggram
Assist.—Major Luang Ramriddhirong
Aide-de-Camp—Lieut. Bol Senivansa na Krungdeb
1st Bureau—Maj. Luang Srisiddhisonggram
2nd Bureau—Lieut.-Col. H.S.H. Prince Bongsdindeb
3rd Bureau—Col. Pra Yuddhakarabanja
4th Bureau—Col. H.S.H. Prince Amoradhat

Staff College

Director—Major Luang Sorakichbisal

Military Aeronautical Division

Director—Col. Phya Chaloemakas
Assist.—(vacant)
Accountant—Lieut. Thongkam Bundara

Aeronautical Workshop

Commanding Officer — Lieut.-Col. Pra Biseshsurariddhi

SURVEY DEPARTMENT OF THE ARMY

Dir.—Major-Gen. Phya Bhakdibhudara
Assists. — Lt.-Col. Pra Nabhahagbhattikara, Lt.-Col. Luang Salvhitannitetsh
Aide-de-Camp—Lieut. Eub Datsugandha
Accountant—A. E. de Campos
Chief of the Field Staff — Major H.S.H. Prince Vongsnirajara
Chief of the Mapmaking Branch—Third Councillor Pra Pramansatholmarg (actg.)
Chief of the Instructional Branch—Major Luang Pravasvanant
Chief of the Papermaking Branch—(vacant)

THE ARMY

Supreme Chief—H.M. the King

1st Army Corps

General Officer Commanding—Lieut.-Gen Phya Vijitvongse Vuddhikrai
Chief of Staff—Col. Phya Senasonggram
Assist. Adj.-Gen.—Col. Phya Voraridhilujaya
Aide-de-Camp to the General Officer Commanding the Army Corps—Dibaksara
Intendant—(vacant)

The 1st Army Corps consists of Army Troops, and the 1st, 2nd and 3rd Divisions, viz:—

Army Troops

Transport Battalion

Commanding Officer — Major Luang Barnchoetchaturong

Adjt.—Capt. Luang Adhuekyuddhakarm

United Cavalry Regiment of the 1st Army Corps

Commanding Officer—Col. H.S.H. Prince Dongdighayu
Adjutant—Capt. Luang Raorengbol

The King's Own Krungdeb Cavalry Regiment of the Guards

Colonel-in-Chief - H.M. the King
Commanding Officer — Major Luang Chomphinaj

Nagarapathom Cavalry Regiment

Colonel-in-Chief—H.R.H. the Princess of Bejraburi
Commanding Officer—Major Luang Brayuddhaariyhan

1st Guards' Divi ion

Gen. Officer Commanding — Major-Gen.-H.R.H. the Prince of Nagara Rajsima
Chief of Staff - Maj. Luang Kraikridha
Assist. Adjt.-Gen.—Lt.-Col. Luang Debdeja
Intendant--Major Luang Nikarayodha

Ambulance

Officer in Command—Lieut.-Col. Luang Jamnanjatisakda

King Chulalongkorn's 1st Infantry Regiment of the Guards

Colonel-in-Chief—H.M. the King
Commanding Officer—Lieut.-General Phya Prasiddhi Subhakar
Second in Command - Lieut.-Col. Chamün Ballobhbaladhikara
Adjt.—Major Luang Silpasarnsaravudh

11th Infantry Regiment of the Guards

Colonel-in-Chief—H.M. the King
Commanding Officer — Colonel Pra Kraibhobronariddhi
Adjutant—Major Luang Surindradeja

3rd Infantry Regiment

Commanding Officer—Lieut.-Col. Luang Samdaengsaraphlan
Adjutant—Major Luang Rannarong

1st Artillery Regiment of the Guards

Colonel-in-Chief—H.M. the King
Commanding Officer—Lieut.-Col. Luang Yodavudh
Adjutant—Captain Luang Bairibairiddhi

2nd Division

General Officer Commanding —Major-General Phya Bhijaironarongsonggram
Chief of Staff—Lt.-Col. Pra Songsuradej
Assist. Adjutant-Gen. — Major Luang Siddhikamhaeng
Intendt.—Capt. Ghonthong Chullasuvarna

Ambulance

Officer in Command— Lieut.-Col. Luang Narongboriraksh

2nd Infantry Regiment

Commanding Officer — Lieut-Col. Pra Bejrakamhaeng
Adjutant—Capt. Luang Rajdeja

12th Infantry Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer — Lieut-Col. Pra Chongsoravidya
Adjutant—Capt. Luang Radronayudh

1st Engineer Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer—Lieut.-Col. H.S.H. Prince Chhatramongol
Adjutant—Capt. Luang Lobbadal

2nd Artillery Regiment

Commanding Officer — Major Luang Plaengsorasatra
Adjutant—Capt. Luang Riddhisamdaeng

3rd Division

General Officer Commanding—Col. Phya Seninarongriddhi
Chief of Staff —Lieut.-Col. Luang Yuddhakichbhakdi
Assist. Adjutant-Gen. — Lieut.-Col. Pra Narindrasonggram
Intendant—Capt. Tim Sinhasêmananda

Transport Company

Officer in Command—Captain Kamchat Subhabandhu

Ambulance

Officer in Command—Major Luang Anujitbidaksh

13th Infantry Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer—Major Luang Bolhanhaosuek
Adjutant—Major Luang Vidhanasoradej

2nd Engineer Regiment

Colonel-in-Chief—General H.R.H. the Prince of Kambaengbejra
Commanding Officer — Major Luang Vuddhironariddhi
Adjutant—Capt. Ampan Dasanananda

3rd Artillery Regiment

Commanding Officer — Lieut.-Col. Pra Tabariddhirong
Adjutant - Capt. Yai Loesriddhi

2nd Army Corps

General Officer Commanding—Lt.-Gen. H.S.H. Prince Alongkot
Chief of Staff—Col. Pra Sribhijaisonggram
Assist. Adjt.-General Major Gen. Phya Suranârthsenî
Aide-de-Camp to the G.O.C.—Major Luang Balâbhirakshsenî
Intendant—Lt.-Col. Pra Senîbidaksh

The 2nd Army Corps consists of the Transport Battalion and the 6th, 7th, and 8th. Divisions, viz.:

Transport Battalion

Commanding Officer—Lieut-Colonel Pra Naro gruengdej
Adjutant—Capt. Luang Vuddhasorasakdi

6th Division

General Officer Commanding—Colone Pra Ruengronasa (acting)
Chief of Staff—Lieut.-Colonel Pra Salyavidyaprijà
Assist. Adjutant-General—Major Luang Indraruengdej
Intendant—Capt. Sun Devatta (acting)

Ambulance

Officer in Command — Major Luang Siddhiyodhâraksh

6th Infantry Regiment

Colonel-in-Chief Field-Marshal H.R H. the Prince of Nagara Svarga
Comdg. Officer—Maj. Luang Janatuktis
Adjutant—Capt. Luang Argasorakich

16th Infantry Regiment

Commanding Officer — Major Luang Salyudhavithikara
Adjutant—Capt. Khun Asânarong

6th Rifle Regiment

Comdg. Offr.—Lt.-Col. Pra Sorajanbolakrai
Adjt.—Capt. Luang Kamhaengronarong

6th Artillery Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer—Major Luang Kamhaengmahima
Adjutant—Capt. Banyen Krisnakasetr

7th Division

General Officer Commanding—Major-Gen Phya Râmkamhaeng
Chief of Staff—Major Luang Bisalsonggram (acting)
Assist. Adjutant-General—Lieut.-Col. Pra Visaisuradej
Intendant—Major Luang Naráruengdej

Ambulance

Officer in Command—Capt. Pring Sathirât (acting)

7th Infantry Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer — Lieut.-Col. Pra Ramnarong
Adjutant—Capt. Luang Chenkrabuenhad

17th Infantry Regiment

Commanding Officer—Lieut.-Col. Luang Sidhsamdaengron
Adjt.—Major Luang Bidakshsorayuddha

7th Rifle Regiment

Commanding Officer — Major Luang Bamrasinbai
Adjuant—Capt. Luang Archasorasilpa

7th Artillery Regiment

Commanding Officer — Major Luang Phlaengsadân
Adjutant—Capt. Chuey Komalarachoon

Bisnulok Cavalry Regiment

Commanding Officer — Major Luang Riddhichakramjor
Adjutant—Capt. Fueng Lakshanaoses

8th Division

General Officer Commanding—Col. Phya Annubhabtraibhob
Chief of Staff—Major Luang Senanarong
Assist. Adjutant-Gen.— Lieut.-Col. Pra Rambâlprachâmitr
Intendant—Major Luang Râjânuraksh

Ambulance

Officer in Command - Capt. Prayur Aranyagananda

8th Infantry Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer—Major Luang Kraikrabuanhad
Adjutant—Capt. Laien Sivakondh

18th Infantry Regiment

Commanding Officer — Lieut.-Col. Pra Kraisorasiddhiravudh
Adjutant—Capt. Luang Vichityodha

8th Artillery Regiment

Commanding Officer — Major Luang Agnivudh
Adjutant—Capt. Luang Bijaisornphlaeng

3rd Army Corps

General Officer Commanding—Lieut.-Gen. Phya Siharâjriddhikrai
Chief of Staff—Col. Phya Visessonggram
Asst. Adjt.-Genl.—Col Pra Ranron Ariraj
Aide-de-Camp to the G. O. C. — Major Luang Sanidbhakdî
Intdt.—Lt.-Col. Pra Bhakdisrisonggrâm

The 3rd Army Corps consists of the 5th, 9th and 10th Divisions, viz.:

5th Division

General Officer Commanding — Major-General Phya Râmronarong
Chief of Staff — Lieut. Col. Pra Chatkrabuanbol
Assist. Adjutant-Gen. — Lieut. Col. Pra Yodhipradiyuddh
Intdt.—Maj. Luang Chamniansonggrâm

Transport Company

Officer in Command—Lieut. Brom Sathâvarindu

Ambulance

Officer in Command — Capt Uam Pânasamuda

5th Infantry Regiment

Colonel in-Chief—Maj.-Gen. H.R.H. the Prince of Nagararajsima
Commanding Officer — Major Luang Mahiddhyodhî
Adjt.—Capt. Luang Smargsâlyayuddha

15th Infantry Regiment

Comdg. Officer Lt.-Col. Pra Vichitbolahan
Adjutant—Capt. Luang Ranarirab

3rd Engineer Regiment

Commanding Officer - Lieut.-Colonel Pra Sakdadulyariddhi
Adjutant—Capt. Phiew Pusapavarn

5th Artillery Regiment

Colonel in-Chief—H.M. the King
Commanding Officer — Major Luang Riddhiaganeya
Adjutant—Capt. Luang Riddhironayuddh

QUEEN SAOVABHA'S OWN NAGARARAJSIMA CAVALRY REGIMENT

Colonel-in-Chief—H.M. the King
Commanding Officer — Capt. Luang Roengriddhisonggram (acting)
Adjutant - Capt. Plack Egasiri

9th Division

General Officer Commanding—Major-Gen. Phya Voradejsakdhavudh
Chief of Staff - Major Luang Sorachakrânukich (acting)
Assist. Adjutant-Genl. — Major Luang Bhubendranuraksh
Int.—Capt. Luang Samrechrakshâ (actg.)

Transport Company

Officer in Command Lieut. Saiyut

Ambulance

Officer in Command — Capt. Luang Phikanesaamnuaisatr

9th Infantry Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer — Lieut.-Col. Pra Sribhijaboriburana
Adjutant—(vacant)

19th Infantry Regiment

Commanding Officer—Lieut.-Col. Pra Bijaichumbol
Adjutant—Capt. Sngâ Rokharuchi

9th Rifle Regiment

Comdg. Officer— Col. Pra Abhayabolrob
Adjutant—Major Luang Jamninarong

9th Artillery Regiment

Commanding Officer—Lieut.-Col. Pra Avudhagani
Adjt.—Capt. Luang Yuddhakachkamdhara

10th Division

General Officer Commanding—Col. Phya Prasertsonggrâm
Chief of Staff—Major Luang Pramanabolnikai
Assist. Adjutant-General—Major Luang Bidakshyodhâ
Intendant—Col. Pra Rondhanbicharana

Transport Company

Officer in Com.—Lt. Chit Pitanunanda

Ambulance

Officer in Com. — Major Luang Prasêchvejkitch

10th Infantry Regiment

Commanding Officer—Lieut.-Col. H.S.H. Prince Prasobbhûlkasem
Adjutant—Major Luang Samarthsarabayuddh

20th Infantry Regiment

Commanding Officer—Major Luang Yodhibimukh
Adjutant - Major Luang Jaideja

10th Artillery Regiment

Colonel-in-Chief—H.M. the King
Commanding Officer - Major Luang Slayasâtrûsun
Adjutant—Sec-Lieut Chan Hongsabutr

4th Independent Division

General Officer Commanding—Maj.-Gen. H.S.H. Prince Dossirivongs
Chief of Staff—Capt. Mui Mangklanand (acting)
Assist. Adjt. Genl.— Lt.-Col. Pra Chaturongvijai
Intendant—Major Luang Chamnongraja

Transport Company

Officer in Command—Capt. Chan Châtkânanda

Ambulance

Officer in Command — Captain Luang Varosothprasiddhi

4th Infantry Regiment

Colonel-in-Chief—Field Marshal H.R.H. Prince Bhanubandhuvongsevoradej
Commanding Officer—Lieut.-Colonel Pra Mahanarongroengdej
Adjutant — Capt. Luang Barnpayohamatya

14th Infantry Regiment

Colonel in Chief - H.M. the King
Commanding Officer—Col. Pra Surariddhbroetikrai
Adjutant—Major Luang Sakdisâlyavudh

4th Artillery Regiment

Commanding Officer — Major Luang Avuddhsikikara
Adjutant—Captain Prong Raeng Kla

Rajburi Cavalry Regiment

Commanding Officer — Major Luang Vaividhidab
Adjutant—Capt. Luang Ruabrosapdorabol

THE RED CROSS SOCIETY OF SIAM

Patron—H. M. the King
President — H. M. Queen Swang Vadhana
Managing Vice-President—Field-Marshal H.R.H. Prince Paribatra of Siam, Prince of Nagara Svarga
Executive Committee — Managing Vice-President (chairman), Colonel H.S H. Prince Amoradhat (secy.-gen.), Lt.-Col. Phra Srinarong Vijai (assist. secy.-genl.), Major-Gen. Phya Srisoraraj Bhakdi (treas.), Lieut.-Col. Phar Hathasar Subhakich (assist. treasurer)

MINISTRY OF LOCAL GOVERNMENT

(Krasuang Nakornbal)

Administration

Minister—Chao Phya Yomaraj
Under-Secy of State— Phya Sridharmadhiraj
Assist. do. —Phya Phichai Burintara
Secretary—Phra Bunarsarn

Advisers

Adviser to the Ministry of Local Govt.—Lieut.-General Eric Lawson
Legal Adviser—Phya Intratibodisriharaj-Rong Muang

Private Secretariat

Chief Clerk—Luang Naranuraks
Assist. do. —Nai Lerm

Foreign

Director—Phra Bhinit Lekhar
Assist. do.—Khun Wijitra Banoward
Translator—Khun Vises Aksornsarn

Receipt and Despatch of Correspondence

Chief Clerk — Luang Sanorngh Bhotchanaphark
Assist. do. — Khun Vicharn Aksornsit, Khun Supasarnruchilek

Clerical

Chief Clerk—Luang Santhisturaraks
Assists.—Khun Saranuboribal, Khun Likit Banchongkarn

Archives

Chief—Khun Sangarnakorn

Accounts

Chief Accountant—Mom Choa Camngok
Chief Clerk—Luang Vanaloklaka
Assists—Khun Sit Banchekarn, Khun Nien Bupachart

PREFECTURAL DEPARTMENT

(Krom Phra Nakornbal)

Director-General—Phya Phetchapani
Secretary—Luang Swasdi Viengchai

Administration

Assist Dir.-Gen.—Phya Nakaranuraks
Deputy Dir.—Phra Phinitrajadhanha

Inspection

Inspectors — Phya Nakaranuraks, Phra Vichit Surakarn, Phra Phinit Rajadhandha, Luang Damrong Rajakarn, Phra Boriraks Dhani, Luang Bamrung Pracharaj, Luang Song Sakdivises

Registration

Chief Registrar—Phra Vichit Surakarn
Assist. do. —(vacant)

Accounts

Accountant—Phra Borirak Dhani

Amphur of the City Prefecture

Amphur Phraraja Wang—Khun Pithaknakares
Do. Chanasongklarn— Luang Visesphakdi
Do. Samrarnraj—Luang Norabal
Do. Pahurat—Luang Chamnongburi
Do. Chakrawad—Phya Visurtboriharn
Do. Sampantawong—Luang Bamrung Rataburi
Do. Samyek — Luang Borimarnmanukit
Do. Pombrap—Luang Pheaopuvadoe
Do. Samyot — Nai Nguan Chai Asavanon
Do. Nanglerng— Nai Phoom Katnthut (actg.)
Do. Bangkunprom — Luang Nakorn Aphibal
Do. Samsen—Luang Nakorn Aphibal
Do. Dusit— Luang Noranidhipadungkarn
Do. Phya Tai—Khun Xalartlikhit
Do. Prachaechin—Khun Xalartlikhit
Do. Pratoomwan — Luang Pithakrajakit
Do. Bangrak—Luang Chana Nukulkhit
Do. Sathorn—Luang Bamrungpracharaj
Do. Bantawai—Khun Rakrabiebkhit
Do. Bangsue—Luang Srikhetnakhorn
Do. Bangkapi—Phra Pithakprachabal
Do. Bangken — Luang Norakhitboriharn

Amphur of the Changwad Thonburi

Amphur Bangkok Yai — Khun Viboonnararaks
Do. Bangkok Noi—Phra Vithithamsanchorn

Amphur Bangplat — Luang Vicharn-poothorn
Do. Bang Ngeerua — Khun Prachanusart
Do. Klong Sarn — Pha Sithisaktanngakhet
Do. Bukalo—Luang Phoon Palakorn
Do. Taling Chanh—Luang Viparta-snpakhit
Do. Nongkhem Luang Swadnakares
Do. Ratboona - Luang Tarabal
Do. Bangkunthien—Phra Lokabal
Do. Pasicharoen—Luang Songnakara

Changwad Minburi

Governor — P ya Minburisrimahaonhtayarn
Assist. Governor—Luang Minbalboonasak
Amphur Minburi—Luang Minbalboonasak
Do. Nong Chork—Luang Anukarnsarabal
Do. Sansap—Luang Kachornburi

Changwad Samudprakarn

Governor — Phya Varoonrithisrisamudhprakarn
Assist. Governor—Luang Surinruangrith
Amphur Samudhprakarn — Luang Khitchanuraks
Amphur Bangpli — Luang Sanpakit Chamnong
Amphur Banhia—Luang Samudhkhananuraks

Changwad Nonburi

Governor—Phya Nonburisrikrasenalarm
Assist. Governor—Phya Sangam Nonkhetkayan
Amphur Nonburi - Luang Vimonnantaraks
Do. Pakkret—Luang Ramannonthakhetkadi
Do. Bang Yai—Luang Visestani
Do. Bang Buathong — Luang Chamnarn Ratakhit

Changwad Phra Pradeng

Governor — Phya Narkarajakamhengpradengburinangok
Assist. Governor—Luang Narongrith
Amphur Phra Pradeng — Luang Narongrith
Do. Phrakanongh — Luang Prachaksamudhkhet

PRISON DEPARTMENT

(Krom Rajadhandha)

Director-General—Phya Bhejr Jada
Assist. do. —Phya Banharn Dhandhakij
Chief Clerk—Khun Tavinhvoravicharn
Inspectors — Phra Pithakthepnakorn, Luang Nithetthannidhi, Luang Hiranthantakhit
Medical Officer—Phra Bambat Sanpuloke
Accountant—Phra Voranityaraks

Long-Sentence Prison

Governor—Col. Phya Bhasdiklang
Deputy Governor—Phra Visaisutcharith
Do. —Phra Karuthanpari
Inspector—Major Luang Srimahitthisak

Short-Sentence Prison

Governor—(vacant)
Assist. do. —Capt. Luang Nakornborikut

Finger-Prints Bureau

Deputy Director—Phra Chamninadhisarn

LOCAL SANITARY DEPARTMENT

Central Office

Dir.-Gen.—Phya Pracha Korakit Vicharn
Assist. do. —Phra Pradit Vorasastr
Secretary - Luang Sukhakarn Bhinit
Interpreter—Khun Sanong Nitdharm
Chief Storekeeper—Luang Abhibarn Sukhabhan
Assist. do. —Nai Lamchiek Kriangtrakul

Accounts Section

Assist. Dir.-Gen.—Phya Pravatr Suthikorn
Assists. — Luang Chamnong Thanakit, Khun Raksabhatsadu

Road Maintenance Section

Director—Phya Rathaya Nuraks
Assist. Directors—Phra Bhakdhi Bhuwadol, Phra Boribarn Sukhapraja
Chief Inspectors—Phra Sadhron Subhakitch, Luang Chane Satholrat, Luang Sathol Rathathibal
Road Inspectors—Luang Anati Narakor, Luang Kovidha Vadhaki, Luang Vinit Markha, Luang Sandhad Vithikar, Luang Dhip Vithisep, Luang Dhep Vithisith, Khun Borihar Vithikitch, Khun Sathien Sadholamark, Khun Pranit Yodhakitch, Khun Bhanchapol
Inspector of Public Ground and Roadside Trees—Luang Rukha Bhibal
Building Inspr.—Luang Charn Samruet
Officer in charge of Stone Mill—Luang Prakob Akhanikitch
Assist.—Khun Thapanakitch Kosol

Office of the Medical Officer of Health

Actg. Medical Officer of Health—R. W. Mendelsen, M.D.
Assist. M.O.H.—R. Johnston Tait, M.D.
1st Grade Siamese Doctor—Nai Sathan Siribhejra
2nd Grade Siamese Doctors—Nai Nop Chongmisuk, Nai Lek Kasivadhana
3rd Grade Siamese Doctors - Nai Tee Thitivesa, Nai Sanong Kittivej

Interpreter—Nai Phit Klaibhandhu
Chief Clerk—Nai Siri Bunnag

Laboratory

1st Laboratory Assist. — Khun Charn Vitivetya
2nd Laboratory Assists.—Nai Thien Tuvijuara, Nai Chan Vachanondh

Chief Sanitary Inspector's Office

Deputy Director—Phra Sudha Bhidaks
Chief Sanitary Inspector—Luang Vicharn Sukhakam
1st gr. Sanitary Inspectors—Khun Bhises Chitrakara, Khun Bhisal Chitrakam, Nai Bunnag Avabunya, Nai Sook Phensiri, Nai Liang Jurd Heran, Nai Tawil Silapakitch, Nai Phon Ktch Chamnong, Nai Perm Sukhondakanit, Nai In Sukhasastra, Nai Leck Watanakom
2nd gr. Sanitary Inspectors—12 in number
3rd gr. do. —14 in number

Bangrak Hospital

Resdt. Med. Officer—T. Heyward Hays, M.D.
Assist.—Nai Chin Musika Laksana

Central Hospital

Resident Medical Officer—Khun Banchong Bhayabal
Assists.—Nai Hae Vorasastra, Nai Lua Havej

Lunatic Asylum

Resident Medical Officer—Khun Chedh Vaitayakarn
Assists.—Nai Sri Sirileka, Khun Bhises Bhetayakitch

Isolation Hospital

Resident Medical Officer — Nai Chua Chandarasamarn

Vaccination Branch

Inspectors of Vaccination—Khun Bhises Satholakitch, Nai Bhook Bhrahm Dhes
Vaccinators—20 in number

Engineering Section

City Engineer—R. Belhomme
1st Assist. Engineer—A. Perrin
2nd do. —P. Baissas
3rd do. —Luang Isara Phongse Biphat

Architectural Section

Architect (European)—(vacant)
Assist. Architect (Siamese)—(vacant)

Office

Secretary — Luang Visudhi Photchana Vichana
Interpr. Clerk—Nai Choon Kowatanakul

Drawing Office

Chief Draughtsman—(vacant)
Assist. do. —Khun Bovoern Lekhakitch

Surveying Branch

Head Surveyor—Nai Yuek Yai Samruatch
Surveyors — Nai Thongsuk Rakatama Nai Chelem Rakatama, Nai Chueng Sukamala, Nai Aatch Pridiburna

Bridge Inspection and Repairs

Chief Inspector —Phra Phiphat Phumiphak
Assists —Khun Thongneovithi, Nai Chone Boonak

Electrical Section

Assist. Electrical Engineer — Nai Aatch Siriorr
Accountant and clerk—Nai Son Phanthuma Chinda
Inspector of Public Lighting — Luang Prapha Turakitch

Water Works Section

Chief Engineer & Manager—F. Didier, C.E
Engineer - P. Perpere
Sub-Eng.- Nai Choate Chotika Sathien
Chief Surveyor - M. A. Kassim
Assist. Surveyor—(vacant)
Draftsman - J. Trail
Interpreter—Chalem Jackson
Auditor—V. Gedde
Chief Accountant—Phra Thanakorn Kitchakarn
Cashier—Luang Bhachong Likhit
Head Clerk—Khun Prapa Bhiromya
1st Class Clerk —Nai Toh Phumphas
Chief Inspr., Supply Canal—S. Saxtorph
Mech. Eng., Samsen Station—F. Colonna
Assist. do. —C. J. Aagaard
Chief Insp., Distribution System—(vacant)
Chief Storekeeper—Khun Anukul Yodhakid
Chief Plumber—Th. Dupont

Building Section

Chief Engineer—E. G. Gollo, C.E.
Chief Architect—M. Tamagno
Assist. to the Chief Engineer — A. B Spigno, C.E.
Record Keeper—Khun Bhakdi Sugakara
Architects—B. Moreschi, O. Tavella, C. Quadrelli
Draftsman, 1st Class—Khun Anusit Sukhasatr
Draftsman, 2nd Class—Nai Bhad Bhasukh
Chief Inspector—G. Guasco
Inspectors, 1st Class—Luang Patikamkosol, Luang Trakarsarisdikam
Chief Moulder—G. Innocenti

THE HARBOUR DEPARTMENT

Harbour Master General—Phya Visutra Sagoradith
Assist. do. —Phya Singhol Sagara
Deputy Harbour Master—Phra Anubhal Ditagama

Department of Correspondence

Secretary—Phra Sakorn Visai
Assist.—Luang Uphathamp Dittagama

Accountants' Department

Chief Acct.—Phra Anuphandh Dittagara
Assist. do. —Luang Phiphit Dhanagara

Licensing Branch

Chief Licensing Officer — Luang Bhisal Bhahanachol

Licensing Department

Inspector – Luang Raksa Hiranjkitch

Stores Department

Storekeeper—Luang Anuraksa Cholathara

Repairs Sections

Inspector—Luang Vithi Cholathara

Government Marine Surveyor Department

Chief Marine Surveyor and Examiner of Engineers—C. W. Andersen
1st Assist. Mar. Survyr.—E. W. Jorgensen

Berthing Officer's Department

Chief Berthing and Boarding Officer and Examiner of Masters and Pilots—Comdr. Geo. Foss (Lieut. R.N.N.R.)
Assist. Berthing Officers—Capt. V. G. Madsen (Lieut. R.D.N.R.), Phra Chamnan Naves, Luang Amnartnathisarised, Luang Samudkochara

Bangkok Flagstaff

Keeper—Khun Anatinavakorn
Assistant—Nai Sap

DEPARTMENT OF INSPECTION GENERAL OF GENDARMERIE

Inspector-General — Major-General Phya Gadadharabodi
Assist. Insp.-Gen.—Major-Gen. Phra Bejra Indra (P.L.E. Warning)
Orderly Officer—Lieut. Nai Run Sinarun

Inspectors

Lt.-Cols. of Gendie.—H.T.Trolle (Renong), Phra Pieng Sathan (N.C. Springer, Prae), J. Jarmer (Bangkok), F. T. E. Steiner (Singora)

Majors of Gendie.—B. Thorvaldsen (Nongkai), V. Sylow (Chiengmai), J. P. Andersen (Ayudhia)

LOCAL AND PROVINCIAL GENDARMERIE

Director-General — Lt.-Gen. H.H. Prince Kamrob
Adviser—Lieut.-Gen. E. W. Trotter
Assist. to the Director-Gen.—Major-Gen. R. C. Whiting
Orderly Officer to the Director-General—Major Luang Maha Vichai

Officer Staff

Supt. Officer—Lt.-Col. Phra Prasonga Sanbakarn
Assist. Supt. Officer—Major Luang Sanersarasanit

Paymaster Branch

Paymaster—Phra Rajakitch Dhanakara
Assist. do. —Major Luang Bhisanusan

Equipment Branch

Quarter-Master—Colonel Phya Anuchit Songkram
Assist. Quarter-Master—Lieut.-Col. Luang Smag Chairashtara

Criminal Statistics Branch

Assist.—Col. Phya Kanchadsonathu Charit
Lieut. Col.-Phya Phitak Ketnakorn

Arms Registration Branch

Captain Luang Sranburirak

Special Branch

Commanding Officer—Major-General Phya Adhikarana Prakas

Phranakorn Division

Commanding Officer—Major-Gen. Phya Birendradhibodi Sriharaj Ngammuang

Dusit Division

Commanding Officer—Colonel Phya Asa Bhonnikorn

Bangrak Division

Commanding Officer—Col. C. B. Follet

River Division

Commanding Officer—Colonel Phya Bolabarga Bhibal

Thonburi Nua Division

Comdg. Officer—Col. Phya Song Pholaphab

Thonburi Thai Division

Commanding Officer—Colonel Phya Debphalu

Nondaburi Division

Commanding Officer—Lt.-Col. Phra Prajasamosorn

Minburi Division

Commanding Officer – Lieut.-Col. Phra Vichitcholaharn

Phra Pradeng Division

Commanding Officer – Major Luang Hanronahath

Smutprakarn Division

Commanding Officer—Major Khun Chiew Rawangkarn (actg.)

Koh-Si-Chang

Commanding Officer—Lt.-Colonel C. H. Forty (on leave)

Gendarmerie Officers' and Men's Training School

Commanding Officer – Colonel Phya Bures Phadungkitcha

Mondol Nagara Jaisri

Comdg. Officer – Lt.-Col. Phra Senanon

Mondol Ayuthia

Comdg. Officer— Lt.-Col. Phra Ananda Yutakatcha

Mondol Rajburi

Comdg. Officer—Col. Prakob Ronakarn

Mondol Nagara Rajasrima

Commanding Officer – Lt.-Col. Phra Rajaruangriddhi

Mondol Nagara Sawan

Commanding Officer — Colonel Phya Thakol Sorasil

Mondol Bisanuloke

Commanding Officer – Lt.-Col. Phra Phitak Thoyharn

Mondol Payab

Commanding Officer – Major Luang Sathan Kraiphob

Mondol Prachinburi

Commanding Officer—Colonel Phra Roing Ra-Ngabbhai

Mondol Roi Ech

Commanding Officer — Major Phra Dha-Bhendara

Mondol Udorn

Commanding Officer—Lieut.-Col. Phra Prabbhaipala

Mondol Ubol Raja-Tani

Comdg. Officer—Lt.-Col. Phra Thoranen

Mondol Puket

Comdg. Officer—Col. Phra Ajya Phitaks

Mondol Chantaburi

Comdg. Officer—Lt.-Col. Phra Yoi Pholsaen

Mondol Surashtara

Comdg. Officer — Major Luang Kachad Taroonakam

Mondol Nagara Sridharmaraj

Comdg. Officer—Lt.-Col. Phra Vichai Prajabal

Mondol Pattani

Comdg. Officer—Lt.-Colonel Phra Hoem Prayudhakarn

Mondol Maharashtara

Comdg. Officer—Lt.-Col. Phra Nard Nara Nubarn

MINISTRY OF FINANCE

(Krasuang Phraklang Maha Sombati)

Minister—H.R.H. Prince of Chandaburi
Secretary to Minister—Mom Chow Viwat

Central Department

Vice-Minister — H.H. Prince Subhayoga Kshem
Assist. Under-Secy.—Phya Raja Sombati
Director—Phya Kosakara Vicharn
Legal Adviser—S. H Cole

Financial Adviser's Office

Financial Adv.—W. J. F. Williamson, C.M.G.
Secretaries to F. A.—Mom Chao Sudhasinoday, Phra Vichitr Lekhakarn

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Comptroller-General's Department

Comptroller-Genl.—Phya Anuraks Kosa
Assist. Comptrollers - General — Phya Jaisurindra, Phya Sriraj kosa, Phya Mahavisutra, Phra Visuth Takorn, Phra Mahai Svarya
Superintendents – Mom Chao Thong Chompunuth, Phra Prasan Sajjukara, Phra Sakdi Sin Prasiddhi, Luang Song Surarachata, Luang Vipulaya Banaraks, Luang Banasara Bhichitra, Luang Bhises Supakich, Luang Vijit Dhonasara, Luang Varabhakya Bhinit, Luang Sombati Bhubesra, Luang Sri Bholabhath, Luang Sudasna Bongs Bisudhi, Nai Pramode Buranasiri, Mom Chao Thong Anuvati, Khun Jarn Banakich

Paper Currency Office

Director—Phya Deb Ratana Narindr
Accountant—Luang Wuthisar Sobhana
Treasurer—Luang Boribala Dhanakicha

Department of the Inspector-General of Finance and Registry of Revenue Farms and Licences

Director-Gen.—Phya Anuraks Kosa (actg.)
Assist. Director-Generals — Phya Sri Samruach (in charge), Phya Noranart Bhakdi (on deputation), Phra Chaovan-anusthiti
Inspectors—Luang Phoka Phipat, Luang Raj Akorn, Khun Vorakitch Phokathorn, Khun Arthorn Banakitch, Khun Sophon Hirankitch

Royal Treasury Department

Dir.-Gen.—Phya Outhen Thepa Kosintr
Assist. do. —Phya Sombati Bodi
Sub-Directors—Phra Khlang Sombati, Luang Birun Hiranraj
Deputy Officials—Luang Dhepvicharn, Luang Somrej Sombati, Luang Vicharn Sombati

Royal Mint

Director-General—(vacant)
Assist. do. —Phya Nanak Kamasok
Chief Operative Officer—Luang Sri Krailas
Chief Store-keeper—Luang Keo Krailas

Revenue Department

Director-General—Phya Indra Montri (F. H. Giles)
Deputy do. —H.S.H. Mom Chao Udom Direklab
Secretary—Phra Bhiseit Saraban
Inspector—Phya Rathawitra Vibulya

General Office

Chief Supt.—Phya Phala Karanuaks
Chief Accountant — Luang Bhahiraraj Bhibulya
Supdt. Revenue Record—Luang Pijitara Sanphakara

Assessed Revenue Department

Director—A. H. Duke
Inspectors—Luang Virun Varakorn, Luang Pom Palaraks, Luang Sarit Sanphakara, Luang Nikasitsarakorn, Khun Likit Banakara, Khun Sakorn Phalaraks

Fishery Revenue Department

Director—Phya Visaya Phipol
Inspectors—Luang Boribun Phalakorn, Luang Suphat Bhokarat

Miscellaneous Revenue Department

Director—Phya Thavi Vatanakorn
Inspectors—H. S. H. Mom Chao Songvudhipab, Luang Suphapolraksa

Revenue Accountants' Department

Director—Phya Subhanit Vibulya
Inspectors—Luang Sankasarakorn, Khun Phatibati Dhanakorn

Metropolitan and Provincial Chief Revenue Officers

Metropolitan Circle—H.S.H. Mom Chao Chit Bhoktavi
Ayuthia Circle—Phra Samak Saranit
Ratburi Circle—Phya Amarendra Montri
Bisnulok Circle—Phra Suphat Pholakari
Nakorn Sawan Circle—Phra Vorawut Vittirach
Nakorn Chisri Circle — Phra Supasan Sombati
Brachinburi Circle—Phra Sithisin Sathorn
Phayab Circle—Phra Jitara Bhokthavi
Nakorn Rajasima Circle—Phra Sri Phakdi
Ubon Rajathani Circle—Phra Phakdi Phipatanaphol
Roi Et Circle—Luang Sri Dhanathorn
Udon Circle—Luang Akhanithiniyom
Maharasthara Circle—Phra Dhanaphan Phitaks
Nakorn Sridhamaraj Circle—Phra Pha Chong Dhanasarn
Puket Circle—Phra Anukul Nithayakara
Chantaburi Circle—Luang Sri Sakorn
Patani Circle—Phra Nithayanuraks
Suradara Circle—Luang Banhan Sanpanithi

Customs and Excise Department

Central Office

Director-General of Customs and Excise—H. H. Prince Brom Bongse Adhiraj
Acting Director-General of Customs—Phya Supan Sombat
Adviser—W. Nunn
Inspecting Surveyer—Norman Maxwell

Statistical Office

Actg. Dir.—Phra Anuman Rajadhana

Laboratory

Assist. Analyst—Luang Vidhur Dhanayutka

Valuating Office

Actg. Valuator—Luang Bahiraban Boriraksha

Export Division

Director—Phra Bidaksha Sombati

Import Division

Director—Phra Sevok Varayutka

Inland Tax and Excise Registry Office

Dir.—Luang Bhanda Lakshana Vicharn

Out-Door Staff

Chief Inspector—Alexander Drennan
Inspectors—Phra Saliya Karabibadana, R. J. McCormack, C. Moloney
Chief Preventive Officer—C. Knox

Paknam Station

Officer in Charge—Phya Rajaya Sadhaka

Koh-Si-Chang Station

Officer in Charge—Nai Cheng Kang

Monthon Bhuket

Monthon Officer in Charge—Phra Binich Dhanakara (Station located at Bhuket)

Kantang

Officer in Charge—Khun Bisudha Dhanaraksha

Renong

Officer in Charge—Khun Sobhon Bhoga Raksha

Monthon Nagor Sridhamaraj

Monthon Officer in Charge—Luang Rath Hiranyakorn (Station located at Song Khla)

Padang Besar

Officer in Charge—Nai Lampan Kulmaliwan

Tung Song

Officer in Charge—Nai Chit Yimanitya

Monthon Surashtra

Monthon Officer in Charge—KhunChamni Truat Kara (Station located at Bandon)

Monthon Patani

Monthon Officer in Charge—Khun Vorakara Vinich (Station located at Patani)

Monthon Chandaburi

Monthon Officer in Charge—Luang Sri Sagara (Station located at Chandaburi)

EXCISE

General Administration

Assist. Director-Gen.—Phya Ratana Kosha

Central Office—(Teleph. 790)

Supt.—Nai Yos Dattavara

Registration and Removal of Spirits

Supt.—Nai Visishtha Donavanik

Metropolitan Administration

Director—Phra Aksorn Sombati

Inspector's Office

Chief Inspr.—Luang Samosorn Dhanasarn
Assists.—R. J. Gibbons, L. N. Lamache

Judicial Office

Supt.—Nai Yiem Krairiksha

Distillery

Supt.—Luang Sudorn Bhakdi
License—Phya Boriboon Kosakorn

OPIUM DEPARTMENT

Director-Gen.—H.S.H. Prince Sithiporn

Administration

Director—(vacant)
Sub-director—Phra Thonaphit Bhisal
Opium Store—Luang Suphan Ratanaphijitr
Accountant—Luang Bhimol Unkakorn

Factory

Director—Phya Phiphat Tanakorn
Sub-director - Luang Thonarith Bhithugs
Works Mgr.—Luang Thonaraks Bhithan
Storekeeper — Khun Boriraks Phockabhanth

MINISTRY OF LANDS AND AGRICULTURE

(KRASUANG KRASETRATIKARN)

Minister—H. E. Chao Phya Baladeb
Under-Secretary—Phya Sanbhakich Kasetrkarn (acting)
Assist. Under-Secretary and Private Secretary to Minister—Mom Chao Kosit
Assist. Private Secy.—Khun Sali Banaraks

Office of the Adviser

Adviser—W. A. Graham, M.R.A.S.
Assist.—Luang Bachanakorn Kasetrkarn
2nd Assist.—P. Sequeira

Correspondence

Director—Luang Kasikich Banharn
Deputy Director — Luang Pramonda Panna
Chief Clerk—Khun Saraban Kasetrkich
Record-Keeper—Khun Kho Kravinphidhi
Translator—(vacant)

Accounts

Director—Phya Kasetr Hiranraks
Deputy do.—Luang Pramarn Banakich
Assist.—Luang Pramuan Banakarn
Chief Clerks—Khun Bidhaks Batsadu Kasetr, Khun Ratjada Kasetrkich, Khun Visit Kasetr
Storekeeper—Luang Vihikorn Banakich

Stamp Office

Officer-in-charge—Nai Khek Bhuridhab

Land Records Department
(Krom Tabien Ti Din)

Adviser—R. D. Craig, B.A., LL.B.
Deputy Director — Phra Bibhadana Poombises
1st Registrars of Land Title—Luang Bicharn Poomikich, Khun Rajpoom Bidaksa
Accountant—Khun Saman Kasetrbhand
Chief Clerk—Nai Lam Sachchaveda

Land Commissioner for the Issue of Tra Chong

Land Commr.—Phya Surakasetr Sobhon
Assist. do. —Luang Banijakar Prasiddhi, Khun Visutr Bhojanabamroe

Central Land Records Office
(Haw Tabien Ti Din Klang)

Central Record-keeper — Luang Batai Bhayuharaks
Assist. Registrar of Land Title, 1st grade—Nai Nark Smitindha
Chief Clerk—Nai Tang Upalakom

Central Lands and Agriculture Office
(Kong Kasetr Mondhol Klang)

Chief Officer—Phra Kasibhoomi Bidhaks
(See also under Provincial Establishment of the Ministry of Lands and Agriculture)

Agricultural Department
(Krom Paw Plook)

Director—Phra Kasetr Raksha
Supt., Experimental Stations — Luang Bhojakara, B.SC.
Supt., Breeding Establishment — Luang Prakas Mondhiara, B.SC.
Veterinary Surgeon — Capt. S. H. L. Woods, M.R.C.V.S. (London)
Agricultural Assist. — Luang Vichin Banijakar
Record-Keepers—Luang Anukul Kasikar, Khun Upakich Dhanyakorn
Chief Clerk— Khun Anusondhi Sali
Acct.—Mom Chao Udaya Bhadanabongs

Veterinary School and Infirmary

Officer-in-Charge—Capt. S. H. L. Woods
Assists. — Luang Sri Saliphit, Luang Pirundirekpan
Interpreter—Khun Vorapotch Boomibhak

Horse-Breeding Establishment
(Lomsak Province)

Officer-in-Charge—Khun Praserd Dhanyabhol (actg.)
Assistants—Nai Peh Busayalaksana, Nai Huan Nilaratana Na Krungtep, Nai Thong Dee Keo Komudh

Experimental Stations

Officer in-charge, Klong Ransit farm—Nai Krit Uppaphol
Do., Prom Piram Garden—Nai Jai Cholvijarn
Do., Bang Tamroo Orchard—Khun Phisnukasetr

Survey Branch

Assist. Supt.—K. van Dort
1st Class Surveyors—Luang Satollamak Pinit, Luang Adsatadhisa Vithi
2nd Class Surveyor—Luang Sakolamark Kamnuan, with eleven other 2nd grade surveyors

Nakorn Chaisri Circle

Chief Officer Lands and Agriculture and Registrar of Land Titles—Phra Banharn Poomsathit
Assist. do. —Khun Visal Kasibhol
Registrar of Land Titles, Supanburi—Luang Sakol Salikichi
Do., Samudt Sakorn—Khun Tanyabhol Poonsawat

Rajburi Circle

Chief Officer Lands and Agriculture, Mines, and Registrar of Land Titles—Luang Rajaprakas
Mining Officer—Nai Boon Rien Tankularatana
Assist. Registrar of Land Titles—Nai Kooi Kooya Kananda
Registrar of Land Titles, Pejaburi—Khun Chama Payuharaks
Assist. do. —Nai Chamras Lekaprabha
Registrar do., Samudt Songkram—Khun Tanyarat Charoenbhol
Assist. do. —Nai Sin Wongs Kamput

Royal Department of Mines and Geology

Krom Rajalohakich laa Bhoomi Vithya)
Director—Phra Pises Lohakij
Inspr.-Gen.—E. Geoffrey Lee, M.I.M.M.
Assistant—Phra Siddhi Kosiyabhandhu
1st Mining Officer—Khun Pinich Lohabhol
3rd do. —Mom Rajawongs Tao Xumsai na Krungdep
Accountant—Khun Pisarn Lohakam
Surveyor—Nai Lui Bhavakul
See also under Provincial Establishment of the Ministry of Lands and Agriculture

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Cadastral Survey Department
(Krom Rang Wat Ti Din)

Director—Phra Pramarn Satollamak
Deputy Director—J. Michell, F.S.I., F.R.G.S.
Accountants—A. Matheos, Khun Banasarn Suddhi eKet

Interpreters—J. H. de Campos, Nai Wang Na Mahajaya
Chief Clerk—Nai Boon Rod Riddhimat

Survey School

In Charge—J. Michell, F.S.I. (Col.), F.R.G.S.
Head-Master—Luang Satollamak Pinit
Instructors—Khun Norakete Pichajana, Nai Lee Komolapomora, Nai Sin Tavi Sabh, Nai Plerm Pintookanok, Nai Chuar Sarayothin

Map-Printing Office

Chief Printer—Nai Chune Pian Ngan

ROYAL IRRIGATION DEPT.
(Krom Thot Nam)

General Administration

Director—R. C. R. Wilson
Deputy do.—C. D. Gee, A.M.I.C.E
Supt. of Works—Percy H. Lee, A.M.I.C.E.
Secretary and Chief of Central Office—Luang Vorapharkj Pochanasindhu
Assistants—Laung Varin Pochanasarna, Khun Phiphat Jolkasem
Chief Clerk—Khun Jolkarn Banakich
Chief Accountant—Phra Sarabasindhu Danakich Krashetra
Assist. Accountants—Luang Ratana Bhimol, Khun Chowana Krasindhu, Khun Sindhukhet Praman
Paymaster—Luang Phitaks Jolpraves
Chief Clerk—Khun Pramool Krasaesindhu
Sectional Engineers—E. B. d'Herlinville, A. F. B. Barratt
Chief Draftsman—J. R. Bell

Survey Division

Supt. Engineer and Land Commissioner—N. E. Lowe, L.S., M.I.S. (Aust.)
Assistant—Khun Phadung Denjol

Prasak Headworks Division

Divisional Engineer—A. Mathiesen
Sectional Engineers—G. Stellino, Luang Savasti Sali

Prasak Main Line Division

Divisional Engineer—A. Mathiesen
Mechanical Engineer—E. C. Young

Rangsit Division

Divisional Engineer—W. P. S. von Stein Callenfels
Sectional Engineer—M. J. Nally

Subhan Division

Divisional Engineer—A. E. Nesbitt

Water Conservation Branch

Sectional Eng.—Luang Jolmark Bhicharn
Assist. Engineer—Nai Woug Boon Lan
Officer-in-charge, Klong Bangsit Office—Syed Wahed Ali

Maintenance Branch

Superintending Engr.—John Wolthers
Executive Engineer—V. Lund
Assistant Engineer—W. Hays
Mechanical Engineer—A. Green
Transport Officer—Luang Chamnarn Jolakhan
Supt. of Workshop—Luang Yantravidya Varyindra
Dredger Inspector—E. Thornley Arnold
Storekeeper—A. T. Meynert
Assist. do.—Khun Phadung Davarindra
Rev. Insprs—Luang Jolaharn Bhichitra (on special duty concerning Java Weed clearance)
Assist. Inspr.—Luang Jolkhet Amrung

PROVINCIAL ESTABLISHMENT OF THE MINISTRY OF LANDS AND AGRICULTURE

Circle Krung Dept.

Land Settlement Officers—Phra Visutr Kasetr Silp, Mom Chao Salai Tong, Phra Phipit Sali
Deputy Settlement Officer—Luang Ratsathan Bitak
Assist. Settlement Officers—Luang Sawasdi Poomiphinij, Luang Poomiphidhiphidhaks, Luang Chananukul, Luang Pradisdha Poomibhol
Chief Clerk—Khun Ketanuraks
Registrar of Land Titles, Bangkok—Luang Vises Sali
Assist. Registrar of Land Titles, Bangkok—Khun Anuraks Sali, Khun Chamnarn Tabienkich
Registrar of Land Titles, Nontaburi—Luang Kasibol Bhibul
Registrar of Land Titles, Pra Pradeng—Nai Plang Makhasorn
Registrar of Land Titles, Smudt Prakar—Khun Prasiddhi Bayuhakum
Registrar of Land Titles, Minburi—Nai Hae Wanavisuti

Ayudhya Circle

Chief Officer, Lands and Agriculture—Phra Sali Rathavibhark
Assist. do.—Khun Pijaya Kasetr
Registrar of Land Titles—Khun Pijaya Bhayuhakorn
Do., Lopburi—Nai Chune Krisanalom
Do., Angtong—Nai Xut Dhupajoti
Do., Saraburi—Khun Thurd Tabien
Do., Singhaburi—Luang Sathol Poomsalhit
Do., Tanyaburi—Khun Likit Kasetrsan
Do., Pratoom Tani—Khun Charn Bayuhakich

Prachinburi Circle

Chief Officer, Lands and Agriculture and Registrar of Land Titles—Luang Raksha Poomikich
Assist. do. —Khun Boribal Tanyabhol
Assist. Registrar of Land Titles— Nai Khem Khemasiri
Registrar of Land Titles, Cholburi—Khun Vinich Sali
Assist. do. —Nai Sai Dhidapas
Registrar of Land Titles, Prachinburi—Khun Savasdi Dharti
Do., Nakon Nayok—Luang Nayok Payuhakarn

Nakorn Sawan Circle

Chief Officer, Lands and Agriculture — (vacant)
Assist. do. —Khun Boribul Vihibharana
Registrar of Land Titles, Utaidhani — Khun Prachaks Poomipipajana
Assist. do — Nai Kham Anuketr

Pitsanulok Circle

Chief Officer, Lands and Agriculture—Luang Prakas Kosaiyavit
Assist. do. —Khun Pisidhi Kasikarn
Registrar of Land Titles—Khun Pijai Tabienkich
Assist. do. —Nai Oonhapani
Registrar of Land Titles, Uaradit—Khun Batai Tabien
Do., Pichitr—Khun Pracha Tabienkich

Maharat Circle

Chief Officer, Lands and Agriculture—Luang Prasiddhi Poomikarn

Ubon Circle

Chief Officer, Lands and Agriculture—(vacant)
Assist. do. —Luang Boriraks Kasikarn

Nakorn Rajasima Circle

Chief Officer, Lands and Agriculture—Luang Dharadhorn Bitaks
Assist. do. — Khun Kasetr Simadara

Payap Circle

Chief Officer, Lands and Agriculture—Luang Norabhoomi Bibhajana (actg.)
Assist. do. — (vacant)

Chantaburi Circle

Chief Officer, Lands and Agriculture—Luang Chamnarn Kosayasastr
Registrar of Land Titles — Khun Krai Tara Tabien
Assist. do. —Nai Eam Bhodhipadhama

Nakorn Sridhammaraj Circle

Chief Officer of Mines, Land and Agriculture—Luang San Kosiyapatr
Assist.—Luang Vicharn Banijkich
Assist. Inspector of Mines—Capt. Barry B. Connell
1st Assist. Mining Officer, Singora—Nai Sawat Chantarojawongs
Do., Nakorn—Luang Bhoomi Sathan Lohavetya

Surashdra Circle

Chief Officer of Mines, Lands and Agriculture—Luang Vichit Bhandhukarn
2nd Mining Officer—Khun Surashdra Lohakam

Patani Circle

Chief Officer of Mines, Lands and Agriculture—Luang Pisit Lohakarn
Assist. Inspr. of Mines—Capt. John Bowen
3rd Mining Officer — Khun Chamnarn Lohavitya
Mining Officer, Yala—Nai Heng Xubhol (in charge)
2nd Mining Officer, Betong—Khun Renong Nidhibhol

Puket Circle

Deputy Director of Mines—Luang Pitaks Lohapitr
Chief Officer, Lands and Agriculture—Luang Pitaks Lohapitr (in charge)
Inspector of Mines—W. Warner Shand
3rd Mining Officer—Khun Vicharn Lohakij
Registrar of Land Titles—Luang Pitaks Lohapitr (in charge)
Registrar—Khun Pichit Tabienkarn
Officer in charge, Survey section—Luang Nithes Lohasatharn
1st Surveyor—Khun Pramoel Xamamann
Accountant—Khun Vichit Lohabamrung
1st Mining Officer, Takuapa—Khun Bamrung Lohabhoomi
2nd do., Panga—Khun Vimol Lohakarn
3rd do., Renong — Nai Mann Horn Neokula
Mining Officer, Trang—Nai Ann Sotdhiratana (in charge)

MINISTRY OF EDUCATION

Minister—H. E. Chao Phya Dharmasakti Montri
Under-Secy.—H. E. Phya Baisal Silpsatr
Adviser—W. G. Johnson
Secy. to the Minister—Phra Prasarn (actg.)
Keeper of the Seals—Luang Prasarn

Bureau of General Education

Director—Phya Sikska Sampurna
Assist. do.—Phra Nibandha Nitisiddhi

Bureau of Technical Education

Director—Phya Ovard Varakich
Assist. do. —Phra Varavidhya

Principal Schools

Suan Kularb College

Supt.—Phra Banit
Head-Master—N. Sutton
Assistants—A. G. Beaumont, M. Keane and 25 Siamese Teachers
Science Organiser—E. J. Godfrey, B.SC.

Debsirindr School

Supt.—Phya Chanal Chavanabed
Head-Master—N. L. Selley
Assistants—T. R. Jenkins and 20 Siamese Teachers

"Wat Kao Fa Lang" Commercial School

Head-Master — J. Caulfield James, and Siamese assistants

Pradoomagonga School

Head-Master—A. C. Churchill
Assistants—18 Siamese Teachers

Chulalongkara University

Rector—H. E. Phya Anukich

Deans of Faculties

Science and Arts—H. S. H. Prince Bunsri Kasham, A.M.R.A.C.
Medicine—Phya Vejasiddhi Belas
Assistant (Nai Sai)—Luang Aryurapaatya Bhisel, M.R.C.S., L.R.C.P, M.B., B.S., (Lond.)
Engineering—Phya Nibaddha Kulabanpa, A.K.C.
Political Science and Administration — Phya Vidya Prijamahya

MINISTRY OF COMMUNICATIONS

(Krasuang Khamana Khom)

Minister—H. E. Chow Phya Wongsa Nuprabhadh
Under-Secretary—Phya Svasti Varavithi
Assist. do. —Phya Visal Banakij
Private Secy.—Luang Adara Patidadti
Assist. in Foreign Section—Phra Visith Banakorn

General Administration

Keeper of Seals—Phra Vises Banakarn
Deputy Director — Luang Narumit Saranukara
Record Keeper—Khun Praphatr Navakitch
Archivist—Khun Parivater Vanabakaya
Head Clerk—Nai Mee Buranachandra

Registration Section

Registrar—Phra Navakorn Banakitch
Head Clerk—Khun Soraniti Kanaraks

Accounts Section

Chief Acct.—Phya Praphai Hiranraks
Asst. do. —Luang Phaison Hirunraj
Assistant—Nai Chune Chanprayoon
Store-keeper—Khun Arch Ahsorkitch
Head Clerk—Nai Krut

MINISTRY FOR FOREIGN AFFAIRS

Minister—H.R.H. Prince Devawongse Varoprakar
Under-Secretary of State—H.S.H. Prince Traidos Prabandh
Asst. Under-Secretaries of State—Phya Maitri Virajkritya and Phya Sudham Maitri
First Secretaries — H.S.H. Prince Vanvaidayabara, Phya Dib Kosha, Phya Mitradharma Bidaksa
Second Secretaries — Phra Atmiyanand Luang Visutra Virajathes
First Assistant—Luang Vichitr Vadakar

Political and Diplomatic Section

Director—Phra Montri Nikara Kosha
Sub-Directors—Phra Akson Sombati and Luang Vicharn Kosha
Interpreter—Phra Ratanayapti
First Assistant—Luang Vidis Varakar

Judicial and Consular Section

Director — Phra Binich Virajkich
Sub-Director—Phra Sri Dharmasasna
Assistants—Luang Bakira Vadakich, Luang Samak Maitriraj

Archives Section

Sub-Director—Luang Vises Virajathan

Accounts Section

Director—Phra Dithakar Bhakdi
Second Assistant—Khun Vakku Vadakich

Adviser in Foreign Affairs

Adviser—Dr. Eldon R. James
First Secy.—H.S.H. Prince Vipulya Svasti wongs
Second Secretaries—Phra Sri Banja, Luang Vises Bojanakar
First Assists.—Luang Udom Kosha, Luang Manjavadi, Luang Voravadi, H.S.H. Prince Tongtor
Second Assists. — Khun Dibvadi, Nai Navawangse Purnasivi

MINISTRY OF JUSTICE

Minister—Chow Phya Abhai Raja Maha Yudhithamathara
Under-Secretary—Phya Trachoo Chadisara
Asst. do. —Kanakitch Rajruchakon
Director of Stamps — Phya Chula Rajamontri
Judicial Adviser—Marston F. Bussard

MINISTRY OF MARINE

Inspector-General of All His Majesty's Forces

Admiral of the Fleet — H.R.H. Prince Chao Fa Krom Phya Bhanubhandhuwongs Varadej, A.D.C.
Secretary—Comdr. Phra Narindr Rangsaga
Flag-Lieut.— Lieut.-Comdr. Luang Swasdi Wariyudh
In charge of the Royal Navy — H.R.H. Prince Chao Fa Krom Phya Bhanubhandhuwongs Varadej, A.D.C.
Secretary—Comdr. Luang Vises Saranit
Flag-Lieut.—Lieut. Leong Sunavin

General Staff Department

Chief of General Staff — Admiral H.R.H. Prince Krom Luang Jumbora Khetr Udomsakdi, A.D.C.
Assistant—Comdr. Phra Prija, A.D.C.
Flag-Lieut.—Sub-Lieut. Yuak Xuto
Secy. — Lieut.-Comdr. Luang Panakaray Sarisdi
Accountant—Xai Buraraks
Section 1—Lieut.-Comdr. Luang Niyom Yudhanavi, A.D.C.
Section 2—Lieut.-Comdr. Luang Niyom Yudhanavi, A.D.C. (actg.)
Section 3 — Lieut.-Comdr. Luang Netikarn Yudakit
Section 4—Phya Nibhad Kulabhongse
Section 5— Lieut.-Comdr. Luang Vicharn Chakrakitch
Section 6—Engr.-Comdr. Phra Vidhayu Dura Likit, inspector of radio-telegraphic operation
Assistant do. —Lieut.-Comdr. Luang Jamnarn Aggikitch
Bangkok Wireless Station-Master—Lieut. Hadh Yuvanakorn (acting)
Singora Wireless Station-Master- Lieut. Mee Pathama Navin
Section 7—Commodore Fritz Thomsen
Surveyors — Lieut.-Comdrs. Luang Siddhisakdhi Samudh Ketr, Luang Riddhi Dej Jolakhand, Luang Sargorn Yuddhavichaya, Senior Lieut. Beng Nunthi Kupt, Fung Phrom Sambhandhu, Lieuts. Lee Charuphum, Adh Thanusingh, Sub-Lieuts. Suph Chandamas, Thien Prathiprasen, Sanoon Yupanon

Admiralty Staff Department

Under Secretary of State for Marine—Vice-Admiral H.S.H. Mom Choa Toom
Assist. Chief Secretary to the Ministry—Comdr. Phra Sundra Nukitch Prija
Secry.—Comdr. Phra Narindr Rangsaraga
Orderly Officer — Lieut. Comdr. Luang Samdaeng Suradej
Seal Keeper — Comdr. Luang Vises Saranit (actg.)
Chief General Recorder — Lieut.-Comdr. Luang Laxnamana

Admiralty Paymaster Staff

Chief Paymaster — Rear-Admiral H.S.H. Mom Chao Upabaddhabongs
Secretary—Senior Lieut. Deang Hiranyachinda
Cashier—Lieut.-Comdr. Luang Visutr Deja
Auditor—Comdr. Phra Sri Maharaja
Accountant — Lieut.-Comdr. Luang Samruat Hiranyaraks

Judge Advocate-General's Department

Judge Advocate-General—Captain Phra Dharmanun Barirax (actg.)
Secretary — Lieut.-Comdr. Luang Rama Siddhi
Judges—Captain Phra Orasoom Balaphibala, Comdr. Luang Charn Khadi Samudh, Lieut.-Comdrs. Luang Phipaks Jalakhadi, Luang Vinichaya Athakara, Luang Ayakhitch Seni, Senior Lieut. Luang Jalathi Bhithax
Registrar—Singto Bhihachinda

General Naval Court

Judge Advocate — Senior Lieut. Khoon Manoon Satr Sakorn
Registrar—Dhatsna Chandvij

Military Police Department

Assist. to Chief of Military Police—Lieut.-Comdr. Luang Jaya Riddhirong
Superintendents—Senior Lieuts. Sundorn Seni, Khao Lochaya, Kerng Sukrasesha, Lo Hastarnantha, Sub-Lieut. Kid Saen Kasem

Inspector-General of His Majesty's Ships

Inspector-General—Vice-Admiral H.R.H. Prince Krom Khoon Singha Vikrom Krieng Krai, A.D.C.
Assist. — Lieut.-Comdr. Luang Vichit Jalajai (actg.)
Flag Lieut.—Sub-Lt. Suwan Supsamudh
Secretary—Nai Thom Somananda

Bangkok Naval Station

Inspector-General — Vice-Admiral Phya Maha Yodha, A.D.C.
Assist.—Comdr. Phra Saeng Siddhikar
General Staff—Senior Lieut. Luang Phichit Chalothorn, A.D.C. (actg.)
Flag-Lt.—Sub-Lt. Ing Chuang Suvanich
Secretary—Lieut. Van Sirivar
Recorder — Lieut.-Comdr. Luang Balang Kanikich Somburana
Assist. Recorder—Lieut. Brom Bunnag

Paymaster—Senior Lieut. Maa Hemanetr
Marine Commander—Comdr. Phra Asa Sridhikarn, A.D.C.
Steam-Launches Comdr.—Lieut.-Comdr. Luang Oranop Navanati
Bandmaster—Senior Lieut. Khoon Sanong Karabhairo (actg.)

ROYAL NAVAL SCIENCE DEPARTMENT

Inspector-General—Admiral H.R.H. Prince Krom Luang Jumbora Ketr Udom Sakdhi, A.D.C.
Assist. Capt. Phya Sagor Songram
Flag Lieut.—(vacant)
Secretary—Sub-Lieut. Boon Talerngabhandhu
Paymaster—Lieut. Raks Akavipata
Chief Storekeeper—Mui Bhayaka Sindhu

Royal Naval and Engineering College

Commanding Officer—Comdr. Luang Kaj Kamhaeng, A.D.C.
Assist. do. —Lieut.-Comdr. Luang Siddhi Dej Samudkhand

Education Branch for Naval College

Instructors—Senior Lieut. Khoon Vises Sargara Riddhi, Khoon Prab Sindhu, Swasdi Nilanithi, Chom Dejdamrong, Yee Lert Phard

Education Branch for Engineering College

Instructors—Comdr. Phra Bhinitch Chatrabhandhu, Lieut.-Comdr. Khoon Damnern Navakol, Khoon Chakrabitya Bhitur, Luang Damree Kolraks, S.Lieuts. Puan Kotra Phavanonth, Kramol Agasa Vibhat, Lieut. Saphathya Lakneyanavin

Petty Officer's School

Comdg. Officer—Lieut.-Commander Luang Prabhin Balayudh
Assist. do. —Lieut. Lieb Shanakanondh
Instructors—Lieuts. Meg Ehkhomol, Charoon Vathanakom, Sub-Lieuts. Phrieng Bunjarangsi-Bheng, Sod Khongsiri, Tow Sarathat

COAST STATION AND FORTS

Inspector-General—Capt. Phra Narendr Bordindr (actg.)
Assist. do. —Comdr. Phra Prab Angwa
General Staff—Comdr. Luang Rerng Klang Samora
Flag-Lieut.—Senior Lieut. Chang Bunnag
Secretary—Lieut. Prong Subhabha
Paymaster—Senior Lieut. Luang Bhitax Dueyharn

Naval Training Establishments

No. 1

Comdg. Officer—Lieut.-Comdr. Luang Mahaprab

No. 2

Comdg Officer—Senior Lieut. Khoon Kamthorn Jolatharn

No. 3

Comdg. Officer—Senior Lieut. Khoon Kayan Songram

No. 4

Comdg. Officer—Lieut.-Comdr. Luang Dapbetjr

No. 5

Comdg. Officer—Comdr. Luang Nikorn Asa, A.D.C.

No. 6

Comdg. Officer—Lieut.-Comdr. Luang Prasiddhi Sarabala

FORTS

Phisua Samudh

Commanding Officer—Senior Lieut. Vas Vasanavin

Phra Choola Chorm Klow

Commanding Officer—Senior Lieut. Charoen Nai Rua (acting)

ROYAL NAVAL DOCKYARD AND WORKSHOP

Inspector-General—Vice Admiral Phya Damrong Raja Balakhand
Assist. Inspector-General—(vacant)
Secretary—Kien Vilaya Ratana
Recorder—Khien Vilaya Ratana
Paymaster—Senior Lieut. Khoon Sindhu Karn Suthukora
Assist. Paymaster—Sub-Lieut. Thieng Wongse Thong Mar
Storekeeper—Lieut.-Comdr. Luang Satra Banchong (actg.)
Inspector of Machinery—Capt. H. Thorsleff
Chief Draftsman—Lieut.-Comdr. Luang Jamnarn Navakol
Engineer Superintendent—Lieut.-Comdr Mom Chao Charoensook Sobhakaya
Chief Boilermaker—Commander Phra Chakkrayananubhicharn
Assist. Boilermaker—Lieut.-Comdr. Luang Pradistha Naves
Electrical Engineer—Lieut.-Comdr. Luang Chamnong Naves
Dockmaster—Lieut.-Comdr. Luang Jarn Chakkam
Assist. Dockmaster—Senior Lieut. Charoen Vathana Suwan

ORDNANCE DEPARTMENT

Inspector-General—Comdr. Phra Sara Seni, A.D.C. (actg.)
Assist. do. —Comdr. Phra Ratana Chakr
Secretary—Senior Lieut. Ung Paorohit

Paymaster – Sub-Lieut. Mun Samrej Axor (acting)
Section 1 – Chief Gunner (actg.) Lieut.-Comdr. Luang Mongol Navavudh
Section 2—Senior Lieut. Khoon Sornriddhi Ronachay
Section 3—Senior Lieut. Luang Dej Sagor Khand
Section 4—Comdr. Phra Sora Seni, A.D.C. (acting)

ROYAL MEDICAL SERVICE DEPARTMENT

Surgeon-General—Capt. H.S.H. Mom Chao Thavara Mangalwongse, M.R.C.S., L.R.C.P.
Secretary—Lieut. Mom Rayawongse Charas Bhaibulaya Subarna Na Krung Thep
Paymaster – Senior Lieut. Kim Chai Tansakul
Chief Dispenser – Actg. Sub-Lieut. Sugiam Ratanapol

ROYAL NAVAL CENTRAL STORE

Inspector - General — Captain Phya Prachoom-Balakhand
Assist. Insp.-Gen.—Comdr. Phra Navi Vitr Bhadung
Paymaster – Khoon Bhitax Bhandakarn
Secretary—Lieut. Lieb Suwan-lila
Chief Storekeepers — Senior-Lieut. Sod Sevasen, Lieuts. Son Namasonthi, Plang Vadhanadhat, Nai Eng Lin and Lieut. Phan Sihasen

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LIST OF SHIPS AND VESSELS OF THE ROYAL SIAMESE NAVY AND THEIR OFFICERS

H.M.Y. *Mahachakkri*

Commander—Lieut.-Comdr. Luang Maen Sora Chakra, A.D.C.
Chief Officer—Senior Lieut. Luang Bolasindhu
Chief Engineer—Lieut.-Comdr. Luang Chakranukorn Kich

1st. *Fotlilla*

Commanding Officer — Comdr. Phra Riddhi Kamron, A.D.C. (acting)

H.M.S. *Bali*

Commander—Lieut. Comdr. Swasdi Maena Bhandhu
Chief Engineer — Lieut.-Comdr. Khoon Bhinich Kolkarn

H.M.S. *Sugrib*

Commander — Lieut. Comdr. Chien Butranonda
Chief Engineer — Senior Lieut. Thong Somananda

H.M.S. *Muratha*

Commander—Lieut. Comdr. Khoon Chaen Chob Samud
Chief Engineer — Senior Lieut. Wan Chamananda

H.M.S. *Suriya*

Comdr.—Senior Lieut. Phuen Emanavin
Chief Engr. - Lieut. Ann Sastrin

Banchu Jalodhor

Comdr.— Warrant Officer Mün Kleo Klang Samud
Chief Engineer — Warrant Officer Mün Riddhi Rawang Kar

Prab Parapaks

Comdr.—Sub-Lieut. Chul Chulavadhana
Chief Engineer — Warrant Officer Mün Phi Charn Kolkai

Sathit Rajakar

Commander—(vacant)
Chief Engineer –Warrant Mun Kai Laen Wathi

H.M.S. *Prayom*

Commander—Lieut. Yee Poon Molalar

2nd *Flotilla*

Commanding Officer—Comdr. Luang Jalam Bisaiseni, A.D.C. (acting)

H.M.J.B.D. *Sua Tayarn Jol*

Commander—Lieut.-Comdr. Paa Virasa
Chief Engineer—Senior Lieut. Luang Bhicharn Kolchakr

H.M.T.B.D *Sua Kamron Sindhu*
(Under Repair)

H.M.T.B. No. 1

Comdr.—Senior Lieut. Tham Ratana Rom
Chief Engineer—Sub-Lieut. Boon Som

H.M.T B. No. 2 and 3 (Under repair)

H.M.T.B. No. 4

Comdr.—Senior Lieut. Yang Umporn That
Chief Engineer—Lieut. Joy Satheirasut

Vides Kichkar

Comdr. – Senior Lieut. Khoon Silpasargor
Chief Engineer—Lieut. Sorn Xayananda

Harn Thale

Comdr.—Lieut. Charoen Thumananda
Chief Engineer—Warrant Officer Mun Yodhamas

Lue Thale

Comdr.—Lieut. Mom Rajawongse Navarat Na Krung Thep
Chief Engineer— Warrant Officer Mun Rakasanawes

Chen Thale

Comdr.—Lieut. Charoen Thumananda
Chief Engineer — Warrant Officer Mun Praphat Chakrkol

H.M.S. *Phra Ruang*

Comdr.—Lieut.-Comdr. Luang Jalambisayaseni, A.D.C.
Chief Officer—Senior Lieut. Lab
Chief Engineer — Senior Lieut. Khoon Chen Phija Chakr

SIAM STATE RAILWAYS

Central Administration

Commissioner-General and Chief Engineer—General H. R. H. Prince Krom Khun Kambaengbejra Argayodhin (Prince Purachatra)
Assist. Commissioner General and Acting Chief Mechanical Engineer—H. S. H. Mom Chao Chalart Lob Loesan
Legal Secretary—H.S.H. Mom Chao Thong Chuer, B.A. (Hon. Jur.), Oxon; Barrister-at-law
Financial Secretary—Phra Chao Vananusathit
Medical Adviser—Dr. C. Gayetti
Assist. do. —Major Luang Sakdi Yodhabal
Private Secretary to the Commissioner-General—Lieut. Duang Panyarjun

Central Office

Chief of Central Office—Phya Gini Sandananukar
Assist.—Major Luang Bhasa Kosol
Record-Keeper—Khun Varasidhi Saraban
Assist. do. —Luang Anusarn Prasidhi
Translators—Luang Bochananukar, Nai Ploi Borisudhi

Technical Office

Chief of Technical Services—G. Canova
Engineer—S. Cambiaso
Assist. do. — Capt. Siri Indrabhol
Do. —Nai Yone Yiprayoora
Architect—A. Rigazzi
Draughtsmen—Khun Samak Lekha, Nai Noi
Printing Foreman—Nai Pleng Phylania

Legal Controllers

1st Class Legal Controller—Luang Chinadisbodi, also legal controller attached to Paknam Railway
1st Class Legal Controller — Luang Prachan Kadi
3rd Class do. —Nai Prasid Tonnamaneebhandhu, Nai Chai Siri Charoen, Nai Po Poregupta
Registrar—Nai Thart Prakanon
Interpreter—Nai Chote Gunakasem

Mechanical Service

Chief Mechanical Engineer—H.S.H. Mom Chao Chalart Lob Loesan (acting)

Running Service

Assist. Chief Mechanical Engr.—H. A. K. Zachariae
Loco. Supt.—Luang Srishtikar Banchong
Mechanical Engineer—Luang Suvaphand Bhidhiyakarn
Locomotive Inspr., Bangkok—H. Robinson
Do., Gengkoi—H. Hills
Do., Pitsanuloke—B. W. Jacobs
Do., Lampang—H. N. Keith
Do., Bangkok Noi—F. E. Vander Smagt
Do., Chumphon—R. Sorabji Bhakdi Tortai
Do., Tung Song—E. E. Jacobs
Do., Haad Yai—E. C. Robinson
Do., (relieving)—J. C. Capper

Workshops

Asst. Chief Mech. Engr.—Ingham Sutcliffe
Personal Assist.—Mom Luang Oorai Isarasena Na Krungdeb
Assist. Mechanical Engineer — Nai Poot Raktaprachitr
Mechanical Foremen—T. Codd, W. J. Merriden, E. W. Cooke, H. Merriden
Chief Boiler Inspector—R. H. Power
Foremen—E. H. James, L. M. Van der Straaten, A. W. Wendt

Northern Line Construction

Chief Construction Engineer—G. Canova
Division Engineer—J. A. Crum
Assist. of Work—F. Plano
Overseer—Maung Swee Yah
Levellers—Maung Swee Tha, Bagwan Das
Dressers—Lieut. Phadhana Anukroh, Nai Chuang
Head Clerk—Nai Pia
Storekeeper—J. Chapman

Eastern Line Construction

Chief Construction Engineer—G. Canova
Division Engineer—V. Catella
Section Engineer—H. A. R. Allan
Assist. Engineer—Lieut. Chai Nivasnanda
Leveller—Khun Harn Panom
Head Clerk—Khun Borichitr Charoongbhol
Assist. Surveyor—H. C. Sharma
Assist. of Work—E. Delitala
Overseers—C. Ramanaden, Da Cruz

North-Eastern Line Construction

Chief Construction Engineer — Phya Ramphaiphongse Boribhatra
Section Engineer—Luang Prakas Kolasilp
Assist. Engineers — Luang Samdaeng Sakda, Nai Chom Ubon Rama Komoot
Levellers—Nai Pien Satiman, Nai Chucy Taengmas

Southern Line Construction

Section Engineer—G. C. Smyth

Maintenance of Ways & Works

Chief Engineer—R. F. Smyth

Northern Line

Maintenance Engineer, Gengkoi—Luang Prakit Kolasastra
Do., Kao Thong — J. G. Schon
Do., Utaradit — H.S.H. Mom Cha Visetsakdi (acting)
Do., Lampang — Major Luang Kamchorn Chaturong (acting)
Chief Per. Way Insp., Petriu—Khun Chad Rothakol

Southern Line

Maintenance Engineer, Petchaburi—A. O. Robins
Do., Chumphon— H.S.H. Mom Chao Sukpraropa
Do., Tung Song—N. Trewheler
Do., Haad Yai — A. Gibb
Assist. do., Yala— Luang Sanphasdukitch

Telegraph Service

Telegraph Insp.—Khun Thorakarn Bhitaks
Assist. do. —Khun Pamroe Rothakol
Linesmen—Nai Tong Dee

Traffic Service

Traffic Supt.—Col. Phra Yudhakarn Banxa
Assist. do. —Major Luang Vicharn Phayuhabhol
District Traffic Supt.—G. Bamanji (i/c) Goods Control
Do., Ban Phaji—Phra Chakr Rathabodi
Do., Tung Song — Luang Rathachan Prachak
Traffic Inspector Bangkok — Khun Kolayarn Bhinit
Do., Pitsanuloke — Khun Sathol Thong Vicharana
Do., Lampang—Khun Phibul Rothakit
Do., Hand Yai—Khun Phibul Rothayan
Do, Surasdra Dhani — Khun Vicharana Rothakol
Do., Tung Song — Luang Rathavisit Sathorn
Do., Bangkok Noi—Khun Phibal Rothayon
Do., Chumphon—Khun Sanit Rathakarn
Chief Clerk, Goods Office, Bangkok—Khun Phien Padung Danraj
Do., Bangkok Noi — Khun Sathani Rajaamroong
Do., Padang Besar — Khun Kolkara Kitikorn

Accounts Service

Chief Auditor—Phya Anurak Kaosa (actg.)
Chief Acct., Construction—F. Stanway
Do., Traffic—Phya Noranart Phakdi
Cashier—P. A. Pestonji

Stores Service

Stores Supt.—Phya Pipit Sombat
Assist. do. —C. L. Groundwater
Cent. Storekeeper—Khun Son Phokaphan
Storekeeper, Makasan— Khun Cholaphak Bhandakitj
Do., Bangkok Noi — Khun Vorapasdu Bhichai

Board of Railway Commissioners to control Private Railways

President—Commissioner-General of the State Railways (H.R.H. Prince Kambaeng Bejra)
Ex-officio Members—Chief mechanical engineer, H.S.H. Mom Chao Chalart Lob Loesan (acting); chief engineer for ways & works, R. F. Smyth; traffic supt., Col. Phra Yuddhakorn Banxa; chief auditor, Phya Anuraks Kosa (acting)
Nominated Members — H.S.H. Mom Chao Thong Chuer, W. J. F. Williamson, Dr. Eldon R. James, Phya Kraibejraratana Songkram, Phya Nagara Nuraks, G. Canova
Secretary—Phya Gini Sandananukar

Department of Ways

Chief Highway Engineer—Phya Sarasastra Sirilakshana

Northern Highway Division (Headquarters: Lampang)

Suptg. Engineer — (vacant). G. Canova, chief construction engineer, Northern Line, Siam State Railways (acting)
Division Engineer—R. Facchineti
Highway Engineers — E. Bevilacqua, Louis Del Giudice

Central Highway Division (Headquarters, Bangkok)

Division Engineer — Phya Sarasastra Sirilakshana, C.H.E. (acting)
Highway Engineers—Luang Sathien Thapanakitch, Luang Sathit Wimarnkarn

SOUTHERN HIGHWAY DIVISION

Suptg. Engineer—E. Wyon Smith

SINGORA SUB-DIVISION

Highway Engineers — E. Wyon Smith, suptg. engineer (acting), Luang Anuyut Yantrakarn

PUKET SUB-DIVISION

Assist. Highway Engineer — Khun Prasiddhi Samathakarn, C.H.I. (acting)

TUNG SONG SUB-DIVISION

Highway Engineer—L. Giacone

BAN PONG KANCHANABURI ROAD CONSTRUCTION

1st Assist. Chief Highway Inspector—Khun Chane Chob Dis

MINING SECTION

Civil Engineer i/c of Mining Branch—G. Catella
Assist. Mining Engineer—Nai Udom Lert Vanija

POST AND TELEGRAPH DEPT.

Actg. Dir.-Gen.—Phya Svasti Varavitshi
Assist. do. —Phya Khabuan Banasarn
Assist. do. (Foreign Sect.)—F. Castensen
Chief Electrical Engineer—A. E. Grocott
Secretary (Foreign Section)—Nai Thouay

ROYAL HOUSEHOLD DIVISION

Special Superintendent of Posts and Telegraphs—Phya Anudut Vadi

HARBOUR DEPARTMENT

Harbourmaster-General — Phya Visutr Sagoradith
Assistant do. —Phya Singhol Sagara
Secretary of Correspondence— Luang Sakorn Visai
Deputy Harbourmaster—Phra Anubal
Chief Licensing Officer—Luang Phisal
Chief Accountant—Phra Anuphan
Storekeeper—Luang-Anuraks Cholatan
Master & Pilot Examiner—Comdr. G. Foss
Chief Govt. Marine Surveyor—C. W. Anderson, M.E.
Asst. Marine Surveyors—E. W. Jorgensen, G. M. Hutcheson, E. M. Sequeira

BOARDING OFFICERS' BRANCH

Chief Berthing and Boarding Officer—Comdr. Geo. Foss
Assistant —Capt. V. Madsen

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H. E. Esche, do.
H. Luthin, do.
H. van Twest, bookkeeper

Bangkok Saw Mill
J. Bonar, mill manager
A. A. Harris, engineer

Forest Staff
W. A. Elder, forest manager, Lakon Lampang
H. E. Martin, assist. forest manager, Bg. Pohag

H. L. Norman	C. A. Peely
J. H. S. Owen	J. F. Mackintosh
R. W. Campbell	J. R. Gould

Allan Stewart, engineer
Nai Pleng, clerk, Paknampoh
Nai Oot, clerk, Sukothai
Nai Sua, clerk, Swankaloke

Steam Lighter "Dusit," Capt. A. Moller

Agencies
Mercantile Bank of India, Ld.
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American & Manchurian Line
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Oriental African Line
Bank Line, Ld.
Indian African Line
Canadian Pacific Steamships, Ld.
Pacific Mail Steamship Co.
Toyo Kisen Kaisha
Osaka Shosen Kaisha
China Mail Steamship Co., Ld.
Indo-China Steam Navigation Co., Ld.
Admiral Line (Pacific Steamship Co.)
Bibby Line (Passenger Agency)
Robert Dollar Co.
Commercial Union Assurance Co., Ld. (Fire, Life, Marine and Accident)
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Phoenix Assur. Co., Ld. (Fire and Life)
Union Assurance Society, Ld. (Fire)
Law Union & Rock Insce. Co., Ld. (Fire)
Scottish Union and National Insurance Co., Ld.
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Sir W. G. Armstrong, Whitworth & Co., Ld. (sole armament agents)
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Penang was the first British Settlement on the Malayan Peninsula, having been ceded to the British by the Rajah of Kedah in 1785, and it soon acquired a monopoly of the trade of the Peninsula. Malacca, which had been successively held by the Portuguese and the Dutch, finally passed into the hands of Great Britain by Treaty with Holland in 1824, having been previously held by Great Britain from 1795 to 1818. With the establishment of Penang in 1785 most of the trade which had formerly centred at Malacca was transferred to the former. In 1819 Singapore was taken possession of by Sir Stamford Raffles, by virtue of a Treaty with the Johore Princes, and it soon took the lead of Penang as a commercial centre. In 1826 Singapore and Malacca were incorporated with Penang under one Government, Penang remaining the seat of Government until 1836, when the administration was transferred to Singapore.

The population of the Straits Settlements was 883,769 in 1921. The death rate in 1920 was 35.40 per mille. The Colonial Secretary in one of his reports to the Colonial Office says on this subject: "In spite of the high death rate the climate in the towns and in the country, which has long been opened up, cannot be considered unhealthy for Europeans, who, if they take ordinary precautions, can, with their higher and more sanitary mode of life, to a great extent avoid the malarial and other tropical fevers and dysentery which attack the Oriental inhabitant of the peninsula."

The revenue of the Colony in 1920 amounted to $42,469,620 (£4,954,789) and the expenditure to $39,260,318 (£4,580,370). Two-thirds of the revenue is derived from Singapore. The aggregate trade in 1920 (merchandise only) was valued at £226,752,843, against £195,982,416 in 1919. Imports aggregated £124,216,437, and exports £102,536,406.

Railway communication is now established between Singapore and Penang, and all the principal ports and towns in the Peninsula. Direct communication by rail has been opened up with Bangkok, the capital of Siam. Despite the temporary trade depression, it may be said that there are many signs of the increasing prosperity of the Colony, intimately connected as it is with the welfare of the Federated Malay States. The towns of Singapore and George Town, Penang, continue to extend, and the value of town property has enormously increased. Concurrently, the cost of living has advanced. House-rent both in Singapore and Penang has risen greatly, while the price of labour and building materials has deterred many from investing their capital in building operations. The increased output and high price of tin in the Federated Malay States, the bulk of which finds its way to the Smelting Works in the Colony, have largely contributed to the wealth of the population. Many have made fortunes out of tin and have invested a large proportion of their gains in the Colony. There has been extensive planting of Para rubber, about 273,353 acres having been leased for that purpose at the end of 1919. The peninsula is regarded as a veritable land of promise, for the potentialities in respect of agriculture and mining cannot be over-estimated. It has been pointed out that these two industries will necessitate the introduction of allied industries, and all will make for a permanently prosperous State.

There has been a constant stream of immigration into the Settlements from China and Southern India for many years past, the number of immigrants from China prior to the great war being about 300,000 a year, mostly for employment on the rubber estates or in the tin mines in the Federated Malay States. There were 126,077 Chinese immigrants in 1920, an increase of 77.8 per cent. as compared with the number in 1919, but a decrease of 53.3 per cent. as compared with that in 1911, which showed the highest number yet recorded. The total number of Indian immigrants in 1920 was 95,229, compared with 101,433 in 1919. At the end of June, 1914, portions of the local Ordinances relating to Chinese labour were repealed, and since then no immigrants have been given free passages to the Colony in consideration of entering into contracts for services on arrival.

The total tonnage of merchant vessels arriving at and departing from the ports of the Colony in 1920 was 24,027,912, as compared with 18,885,183 in 1919 and 13,054,270 in 1918.

SINGAPORE

The town of Singapore, situated on the southern shore of an island of the same name, in lat. 1 deg. 16 min. N. and long. 103 deg. 43 min. E., is the seat of government of the Straits Settlements.

The Island of Singapore is about 26 miles long by 14 wide, containing an area of 206, or, with the adjacent islets, 223 square miles, and is separated by a narrow strait about three-quarters of a mile wide from the territory of Johore, which occupies the Southern extremity of the Malay Peninsula. Originally taken possession of in 1819 by Sir Stamford Raffles, it was, until 1823, subordinate to our then settlement in Sumatra. In that year it became an appanage of the Indian Government, in which condition it remained until 1867, when it was placed under the Colonial Office in conjunction with Penang and Malacca.

The plain upon which the town and suburbs stand is chiefly composed of deep beds of white, bluish, or reddish sand, averaging 90 to 95 per cent. of silica. The rest is aluminous. Recent shells and sea-mud found in this sand show it to have been formed by a retreating sea. The general composition of the island, which consists of low hills and ridges, with narrow and swampy flats intervening, is sandstone, with the exception of Bukit Timah, which is of granite formation, containing about 18 per cent. of quartz. Colonel Low (J. I. A., vol. i., p. 84) specifies eight varieties. The soil overlying the granite is rather meagre (the stone being neither very porphyritic nor micaceous and not very liable to disintegration), but it, of course, contains a vast quantity of vegetable mould. The sandstone is of various colours, the darker variety rapidly decomposing *in situ* into yellow clay, though applicable to building when fresh from the quarry. All the sandstones are heavily impregnated with iron, and an ironstone, known as laterite, is to the casual observer, the prevailing mineral of the island. This occurs sometimes in veins, but more frequently in large beds on the sides of hills, and is extensively quarried for road-making purposes. It is supposed to contain manganese, and is found from the size of coarse sand to that of masses 15 or 20 feet in diameter. It is of dark clove-brown colour externally; internally it is cellular, and varies in density, being often, when freshly dug, soft enough to be cut with a knife, or hard enough to resist the pick. It is not magnetic in the mass, but when pulverized is found to contain grains of magnetic iron. It hardens considerably on exposure to the air. A substance somewhat resembling soapstone, with red, white, or greenish streaks, is sometimes found amongst the clays, being rather greasy to the touch, and occasionally of a fibrous texture. The valleys or flats of Singapore have a peaty substratum, varying in thickness from six inches to a couple of feet. Below this generally lies a bed of cold clay, and below this a stratum of arenaceous clay. In many districts kaolin is found in large quantities and is of excellent quality.

The town proper extends for about four miles along the south-eastern shore of the island, spreading inland for a distance varying from half to three-quarters of a mile, though the majority of the residences of the upper class Europeans lie much

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further back, within a circle with a radius of three and a half miles from the Cathedral. This portion of the Settlement is almost entirely level, the highest hill in the island, about seven miles from the town, rising to a height of only 500 feet. The country roads are well kept, and, thanks to the luxuriance of tropical vegetation, abound in shade. The town streets, on the other hand, though wide and well metalled, are, as regards architectural matters, drains, and gutters, not much credit to the Settlement. Government House, the Government Offices, Police Barracks, Magistrates' Courts, Post Office, Library and Museum, Town Hall and Victoria Theatre, the Hongkong and Shanghai Bank, the Chartered Bank, and The Arcade are fine buildings, while the Settlement possesses a handsome Cricket Club which compares favourably with any in the East. A fine bronze statue of Sir Stamford Raffles stands in front of the Town Hall, to which position it was removed on the occasion of the Singapore Centenary on 6th February, 1919.

Singapore possesses a handsome Anglican cathedral called St. Andrew's Cathedral, built in 1861; it is in the Gothic style, with a tower and spire 204 feet high. There is a neat Presbyterian Church, St. Gregory's (Armenian) Church, in Hill Street, and several mission chapels. The Roman Catholics have a roomy Cathedral dedicated to the Good Shepherd, at the corner of Bras Basa Road and Victoria Street, the Church of St. Peter and St. Paul in Queen Street, the Church of St. Joseph in Victoria Street, one more recently built in Tank Road, and other smaller churches in the outskirts. The Roman Catholic Church (St. Joseph's) consecrated on June 20, 1912, by the Bishop of Macao, has been described as "the finest ecclesiastical edifice in the Far East." There is also a neat Jewish Synagogue in Waterloo Street and one in Tank Road. There is now, also, a small Church for those professing the Seventh Day Adventist Creed. The principal schools are those of the Raffles Institute, the Christian Brothers, and the Anglo-Chinese School. The Raffles Girls' School and the Convent also provide for the education of girls of the Protestant and Roman Catholic persuasions.

The Singapore Club has a good building in a central position. There are Recreation, Sporting, Rowing, Shooting, Cricket, Lawn Tennis, Art, and Reading Clubs, and the Celestial (Chinese) Reasoning Association. There is a Country Club with a well-built bungalow situated some three miles out of town, at which dances and amateur theatricals are frequently given. The best Club-house in the Settlement was that occupied before the war by the German community in the Tanglin district. The Raffles Library and Museum, moved in October, 1887, into the new building erected for them, are creditable and well-kept institutions, the Museum having made very fair progress since its inception. The Library contains about 39,000 volumes, chiefly of standard modern literature, and includes the valuable philological collection of the late Mr. Logan.

There are several good hotels, of which the Raffles and the Hotel de l'Europe are the best. The daily Press is represented by the *Straits Times*, *Singapore Free Press*, and *Malaya Tribune*, and the *Government Gazette*. There are also three Japanese and four Chinese daily papers, and two Malay papers.

Singapore is well off for Docks. The Tanjong Pagar Dock Board premises, which were taken over from a public limited liability company by the Colonial Government in 1906 at a cost of £3,448,339 fixed by arbitration, lie about a mile to the westward of the town, fine wharves affording berthage for a large number of vessels at one time, with sufficient water alongside for vessels of the deepest draught, and protected by a breakwater from the swell from the roads and from the strength of the tides. There are commodious godowns erected on the wharves for the storage of goods. Coal sheds, capable of storing 50,000 tons, adjoin the godowns, while hand-cars on rails essentially aid the labour of unloading vessels. The usual accompaniments are also to be found—two graving docks, the Victoria Dock, 450 feet long and 65 feet broad at entrance, and the Albert Dock, 485 feet long and 60 feet broad at entrance—a machine shop, boiler, and masting shears, etc. Considerable improvements were completed in 1916, including a railway running from one end of the wharves to the other. The New Harbour Dock Company's premises, situated about three miles further west, include two docks of 375 and 444 feet in length, respectively, with sheds, workshops, etc. These were purchased by the Tanjong Pagar Dock Company in 1900, and were included in the sale to the Government in 1906, as also was the Patent Slip at Tanjong Rhu, which is 429 feet long and 76 feet broad over piers. The Dock Board has carried out improvements in the docking and wharfage facilities of the Colony at a cost of over £2,000,000. The new graving dock (known as the King's Dock), completed in 1912, is 894 ft. long and 100 ft. wide, with a depth on sill of 34 ft measurements which make it the largest dock East of Suez.

Singapore is considered to have a big future yet before it. Sir Frank Swettenham in a speech delivered just before his retirement from the Governorship, indicated the future of Singapore in these words:—"You have in Singapore a city of 200,000 inhabitants, which will one day be a million, and a port reckoned by the tonnage of its shipping as the seventh largest in the world. That is something to begin with. Then you have a magnificent natural harbour on which nothing has yet been spent, but which, if it were protected by works, would afford 1,300 acres of sheltered anchorage. You have wharves and docks which have already fame beyond these shores and are capable of vast improvement. You have the making of a great naval base which we believe is already almost impregnable. Behind you, you have one of the richest countries, well watered and wooded, with no earthquakes or volcanoes floods or famines or serious epidemics. Something has already been done to develop some portion of this country. Railways have been made, some mines have been opened, and planting has been done, and in the course of less than 30 years the revenue has grown from $5,500,000 to over $20,000,000 and the trade has grown from little or nothing at all to 100 millions of dollars. Then in the Colony you will have next year a revenue half as large again as this year, and, united with that of the Federated Malay States, it will be far larger than that of any other Crown Colony."

The total value of the foreign imports and exports of Singapore (merchandise only) for the years 1919 and 1920 (as distinct from local trade) are given below:—

	1919	1920
Imports	$661,813,153	$832,689,934
Exports	681,018,024	682,692,299
Total	$1,342,831,177	$1,515,382,233

It thus appears that out of a total of £226,752,843, representing the Colony's foreign trade, Singapore is responsible for £176,794,594.

The climate of Singapore is remarkable for its salubrity, and the island has been described by medical writers as the "paradise of children," infantile diseases seldom being at all malignant. Despite its proximity to the equator, under normal circumstances a daily rainfall tempers the heat so thoroughly that many sleep beneath blankets. Droughts, however, have been experienced of from one to six months. The climate of the island is thus described by Mr. Thomson, in the "Journal of the Indian Archipelago," his remarks still holding good:—"Singapore, though within 80 miles of the equator, has an abundance of moisture, either deposited by the dews or gentle refreshing showers, which keep its atmosphere cool, prevent the parching effects of the sun, and promote continual verdure. It seldom experiences furious gales. If more than ordinary heat has accumulated moisture and electricity a squall generally sets in, followed by a heavy shower of rain, such squalls seldom exceeding one or two hours in duration. According as the monsoon blows, you will have the squalls coming from that direction. But the most severe and numerous are from the west, called 'Sumatras,' and these occur most frequently between 1 and 5 o'clock in the morning. The north-east monsoon blows from November to March; after which the wind veers round to the south-east and gradually sets in the south-west, at which point it continues to September. The north-east blows more steadily than the south-west monsoon. The temperature is by one or two degrees cooler in the first than in the last. The average fall of rain is found, from the observation of a series of years, to be 92.697 inches; and the average number of days in the year in which rain falls is found to be 180, thus dividing the year almost equally between wet and dry; the rain is not continuous, but is pretty equally distributed through the year, January being the month in which the greatest quantity falls. The mean temperature of Singapore is 81°.24, the lowest being 79°.55 and the highest 82°.31, so that the range is not more than 2°.76. It would appear from this that the temperature of the island is by 9°.90 lower than that of many other localities in the same latitude. Comparing the temperature now stated with that which was ascertained twenty years earlier, and in the infancy of the Settlement, it would appear that it had increased by 2°.48—a fact ascribed, no doubt, to the increase of buildings, and to the country having been cleared of forest for three miles inland from the town, the site of the observations. The general character of the climate as to temperature is that the heat is great and continuous, but never excessive, and that there is little distinction of seasons, summer and winter differing from each other only by one or two degrees of the thermometer. Thunder-showers are of frequent occurrence, but the thunder is by no means as severe as I have experienced it in Java, and seldom destructive to life or property.

"The botany of this place possesses several interesting considerations. Being a connecting-link between the Indian and Australian forms, we have types of both, and many genera of either region. We observe the Indian forms in the natural families Palmæ, Sictamineæ, Aroideæ, Artocarpeæ, Euphorbiaceæ, Apocyneæ, Guttiferæ, Convolvulaceæ, Leguminosæ, all numerous. The natural families Casuarinæ, Myrtaceæ, particularly Melaleucæ and Proteaceæ, connect us with Australia. The plants, which usually spring up when the primeval forest has been cut down, and where the bane of all the rest of the vegetable kingdom—the *Andropogon caricosum*, or Lalang grass—has not taken possession, belong to the following genera :—Melastoma, Myrtus, Moirnda, Solanum, Rubus, Rottlera, Clerodendrum, Commersonia, Ficus, and Passiflora. The forest contains an immense number of species of timber trees, most of them of great height and girth. Above two hundred have been collected, and of these about half-a-dozen afford good timber for house and boat-building. The teak is not of the number. The forest also produces the two species which yield the useful gutta-percha, and a fig which affords an elastic gum. But for use these articles, as well as timber, are not obtained from Singapore itself, but from the wider and more accessible forests of the neighbouring continent."

The zoology of Singapore is that of the neighbouring continent, to the exclusion of some of the larger animals—as the elephant, the rhinoceros, the tapir, and the ox. The largest feline animal indigenous to the island is a small leopard, called by the Malays harimau-daan, that is, "the branch" or climbing tiger. But the tiger, an animal unknown to the island in the earlier years of the British Settlement, made its first appearance five or six years later. It seems to have crossed over from the mainland, attracted no doubt by the sound of human voices and the lowing of animals. It multiplied greatly, and was supposed to destroy yearly from two to three hundred persons, proving the greatest bane of the Settlement. Large rewards have always been offered for the destruction of tigers ($50 per head), and a good number were captured by pitfalls, but all attempts at their extermination were for many years unsuccessful. The spread of population, however, had its natural result; and tigers have not been seen in Singapore for many years. Of the natural family of Mustelidæ there are two in Singapore—the musang of the Malays *(Paradoxurus musanga)* and the binturung *(Ictides ater)*, of the size of a badger. Otters are occasionally seen along the coasts, but are rare. The wild hog is numerous, and there are five species of deer, the usual ones of the Peninsula and Sumatra, from the rusa, of the size of a heifer, to the pelandok, which is hardly as large as a rabbit. Among mammals, one species of bat is often to be seen, the same which is so frequent in almost all parts of the Archipelago, the kalong *(Pteropus javanicus)*. This is about the size of a raven, and a troop of them in flight has very much the look of a flock of crows, and by a stranger may be easily mistaken for one. Among reptiles, crocodiles are common in the salt-water creeks and along the shores of the island, but, having an abundant supply of fish, are not troublesome to man. The Iguana lizard, the *bewak* of the Malays, is not infrequent, and the noisy house lizard or tokay, the *take* of the Malays, so common in Penang and so much more so in Siam, is also found in Singapore. The esculent turtle is very abundant along the shores of Singapore and the neighbouring islands, and its use as food being restricted to the European and Chinese population, it is the cheapest animal food in the market, one of the largest, weighing several hundredweight, selling for $2 or $3. Of snakes, forty-four species have been found to exist, of which fourteen are more or less venomous. The well-known cobra *(Naia tripudians)* possesses the peculiar property of ejecting venom from its mouth. The Malays say there is no cure for its bite. Those killed have measured from 4½ to 5½ feet in length. The reptile, being slow and sluggish, is easily overtaken and killed. When attacked, it erects the body and dilates the skin on either side of the head, uttering a noise like that of an irritated cat. If attacked, it throws, to the distance of from 6 to 8 feet, a venomous fluid which, even should it only enter the eye or touch the mucous membrane, or any open sore, is likely to prove fatal. The hamadryad *(Ophiophagus elaps)* exists, but is fortunately not common. The bungarus is the only other venomous snake of large size; but pythons of considerable length —up to 22 feet—are occasionally captured. Fish and crustaceans are in great plenty, and some 200 species will be found named in the published lists. About half-a-dozen of these are excellent for the table, fully equal to the best fish of our own coasts. Among the best is the white pomfret of Europeans, the bawal puteh of the Malays, of richer flavour than our soles though less luscious than the turbot, and the ikan merah, resembling the sam-lai of China.

For some years there was a great development of pineapple cultivation in Singapore. Extensive areas of waste ground covered with secondary jungle were

cleared and planted with pineapple for tinning; the whole of this business appears to be in the hands of Chinese. Considerable interest has also been shown in the cultivation of rubber, oil-grasses, lemon-grass and citronella, as well as indigo, vegetables, pepper and ground nuts. Coconut cultivation increased rapidly for a time, but there is some tendency, especially among the Chinese, to substitute rubber for coconut, which has been officially declared to be "not an advisable policy."

Singapore offers but few points of salient interest to visitors, the Botanical Gardens at Tanglin, the Waterworks in Thomson Road, and the Raffles Library and Museum being its only show places. A considerable mileage of electric tramway is now in operation. A railway across the island was sanctioned by a vote of the Legislative Council in 1899, and was opened for traffic on 1st January, 1903. An extension to the Tanjong Pagar Docks and neighbourhood was sanctioned and now runs as far as Pasir Panjang. This line of fourteen miles was the first section of a projected Malay Peninsula and India Railway, passing through and opening up the countries of Johore, Malacca, the Native Malay States, some Siamese territory and Burma, on to Calcutta. The Railway now runs direct from Singapore to Penang; it has been extended on the West Coast through Kedah and Perlis and is now connected with the Siamese railway system. The journey, at present, from Singapore to Bangkok can be made in three days, and from Penang in two days. The railway has also been constructed from a junction at Gemas, near the northern boundary of Johore, through the eastern State of Pahang, and will eventually be extended through Kelantan to form another link with the Siamese railway system on the East Coast. The Singapore Railway was purchased in 1913 for £482,533 by the Federated Malay States Government from the Colonial Government in order to unify the British Malayan railway system under one management. There is a train ferry between the Island of Singapore and the mainland, but work is in progress on the construction of a causeway across the Straits of Johore to carry a double line of rails and a motor road. The distance from Singapore to Calcutta by sea is just over 2,000 miles.

DIRECTORY

COLONIAL GOVERNMENT

Governor and Commander-in-Chief—Sir Laurence Nunns Guillemard, K.C.B., K.C.M.G., K.B.E.
Aide-de-Camp—Lt. H. A. A. Mallet, R.N.
Private Secretary—R. B. Osborne, M.C.
Office Assistant—W. Bachelor

Executive Council

His Excellency the Governor, President
General Officer Commanding the Troops
Hon. Colonial Secretary
Hon. Resident Councillor of Penang
Hon. Attorney-General
Hon. Colonial Treasurer
Hon. Colonial Engineer
Clerk of Councils—A. F. Richards

Legislative Council

His Excellency the Governor, President
General Officer Commanding the Troops
Hon. Colonial Secretary
Hon. Resident Councillor of Penang
Hon. Attorney-General
Hon. Treasurer
Hon. Colonial Engineer
Hon. Capt. A. R. Chancellor
Hon. Mr. P. T. Allen
Hon. Mr. C. J. Saunders
Hon. Mr. L. E. P. Wolferstan
Hon. Mr. J. Mitchell
Hon. Mr. D. Y. Perkins
Hon. Mr. J. W. Campbell
Hon. Mr. W. F. Nutt, O.B.E.
Hon. Mr. W. Lowther Kemp (on leave)
Hon. Mr. Song Ong Siang (acting)
Hon. Dr. D. J. Galloway
Hon. Mr. V. Gibbons (acting)
Clerk of Councils—A. F. Richards
Shorthand Reporter—S. I. Saul

GOVERNMENT OFFICES

Attorney General's Department

Attorney-Gen.—Sir William Murison
Solicitor-General—G. G. Seth
Deputy Public Prosecutor, Singapore —Major F. O. Langley, M.C.
Deputy Public Prosecutor, Penang —Major N. H. P. Whitley, M.C.
Chief Clerk—Lee Kwee Siew

Audit Office

Auditor-General, S. S.—F. A. S. McClelland W. A. White (acting)
Chief Clerk—G. Veragoo
Clerks, Class I.—E. A. Pereira, A. S. Pereira, J. W. Pereira, Wm. Thurriappa, H. H. de Souza, R. Murugiah, Omar bin Merbuban

Bankruptcy Office

Registrar of Companies and Official Assignee—Hon. C. J. Saunders
Assist. Official Assignee—G. C. Valpy (on leave), G. B. Kellagher (actg.)
Chief Clerk—Wee Soon Chye

Botanical Gardens

Assist. Director—(vacant)
Assist. Curators—F. Flippance (Waterfall Gardens, Penang), G. A. Best (Botanic Garden, Singapore), E. L. Shaw, acting (Parks, Singapore), J. Lennon, assist. (Economic Garden, Singapore)
Field Assists.—Mohamed Haniff (Penang), G. B. Deshmukh, actg. (S'pore.)

Chinese Protectorate

Secretary for Chinese Affairs—D. Beatty, P. T. Allen (acting)
Assist. Protectors of Chinese—R. Ingham and J. H. Pedlow
Chief Clerk—Choo Kim Swee
Japanese Interpreter—K. Koide
Boarding Officer—S. C. de Souza
Assist. do. —R. R. Rangel

Civil District Court

District Judge—P. A. F. David (on leave), R. D. Acton (actg.)
Assist. District Judge—W. Gourlay
Chief Clerk—Chew Chong Sim
Bailiff—T. de Silva

Colonial Treasury

Treasurer and Collector of Stamp Duties and Accountant-Genl. —Hon. Mr. A. M. Pountney, C.B.E.
Deputy Treas.—V. G. Ezechiel
Stamp and Probate Officer—H. Nell
Currency Officer—(vacant)

Treasury Branch
Clerk-in-charge—J. W. R. Bloom
Clerks, Class I.—J. E. de Souza, A. Abdul Aziz, A. Pillay, A. V. de Souza

Stamp Office
Chief Clerk—S. H. Bateman

Accountant's Branch
Accountant—T. W. Stubbs, G. W. Meyer (acting)
Assist. Accountant—G. W. Gostelow
Clerk, Special Class—H. de Rozario
Clerks, Class I.—E. M. Perreau, J. B. Pereira, K. Subramanian, S. D. Samy, Ang Boon Hock, D. L. Alcantara, J. M. Fernandez
Secretary, Widows' and Orphans Pensions—C. P. Martinus

Currency Note Branch
Officer-in-charge—Song Kee Kuan
Assist. do. —Goh Tiang Soo
Clerks, Class I.—E. Fernandez, M. Sabapathy
Cashier—Lim Siew Long

Coroner's Department — Office: 4th Magistrate's Court

Coroner—F. G. Bourne
Second Magistrate, Singapore
Third Magistrate, do.
Medical Officer, Labuan
District Officer, Christmas Island
District Officer, Labuan
Port Health Officers, Singapore Dr. H. J. Gibbs and W. E. Hooper

District and Police Courts

District Judge and First Magistrate —W. Langham-Carter (on leave), B. Nunn, actg.
Second Magistrate—H. R. Bull, actg.
Third do. —C.W. Dawson, do.
Chief Clerk—W. W. Chopard

Education Department

Director of Education, S. S. and F.M.S.—E. C. H. Wolff (acting)
Inspector of Schools—S. H. L. Summer
Clerk—C. O. Rodrigues
Second do.—A. J. D'Conceiçao
Chief Clerks—Mohamed Ibrahim bin Haji Mohamed, G. A. Rae, Chan Peng Yam, Mohd Awi, Sim Koon Tow
Visiting Teacher—Abdul Aziz bin Musa

Raffles Institution
Act. Principal—D. A. Bishop

Raffles Girls' School
Principal—Miss D. M. Buckle
Assist. do.—Miss C. Richardson

Outram Road School
Headmaster—P. A. Yearwood, B.A., M. R. Holgate (acting)
Pearl's Hill School
Actg. Headmistress—Miss E. Lockie
Victoria Bridge School
Acting Headmaster—Rev. A. J. Amery, B.D.
Reformatory School
Superintendent—J. F. Fitt
Assist. do. —P. H. Fernandez

GOVERNMENT MONOPOLIES, OPIUM AND SPIRITS
N. D. Mudie, actg. supt., S. S.
B. S. Walton, acting assist. supt., Penang
P. A. B. McKerron, acting assist. supt., Singapore
J. H. Baker, assist. supt. (Chandu and Liquors Revenue)
G. R. Sykes, acting assist. supt., Malacca
W. C. P. Keun, accountant
W. H. Taylor, head of Preventive Service

INDIAN IMMIGRATION DEPARTMENT
(Supreme Court)
Assist. Controller—J. T. N. Handy
Inspector—M. Malim
Clerk—R. Parthasarathee

LAND OFFICE
Collector—F. J. Hallifax
Office assist.—L. P. de Souza
1st do. —Low Kim Yin
2nd do. —E. Klass
3rd do. —Abdulla bin ali
4th do. —Ang Chwee Seng
Land Bailiffs—H. C. P. de Souza, E. F. Rodrigues, G. B. Pereira
Shroff—Wee Lian Bee
Extra Clerk—F. Xavier
Assist. Bailiff—P. Berry

MARINE DEPARTMENT
Actg. Master Attendant, S.S., and Shipping Master, Conservator of the Port, Receiver of Wrecks, etc. —Capt. W. H. C. Calthrop, R.N.
Actg. Deputy Master Attendant—Capt. J. E. Edwards, R.N.R.
Engineer—Edgar Galistan
Senior Boarding and Emigration Officer—E. Edwards
Boarding Officers—A. H. Chalmers, A. M. Longue, J. A. Quental, C. H. Armstrong, D. Lazaroo
Actg. Deputy Registrar of Shipping and Time-Ball Observer—Lt. C. J. Wilson, R.N.R.
Petroleum Inspector—F. M. Desker
Lightkeepers—A. Rozells, D. C. Monteiro, A. Gomes, J. Pereira, A. Monteiro
Registrar of Imports and Exports—G. A. Hereford
Signal Sergeants—A. F. Maginnis, J. Lee
Board of Examiners for Masters' and Mates' Certificates—The Master Attendant, S. S., the Deputy Master Attendant, Lt. C. J. Wilson, R.N.R.
Colonial Steamer—*Sea Mew*
Comdr.—Capt. J. E. Edwards, R.N.R.
Chief Officer—(vacant)
Chief Engr.—(vacant)
2nd do. —(vacant)

MARINE MAGISTRATE'S COURT
Magistrates—Capt. W. H. C. Calthrop, A.M., R.N., Capt. John E. Edwards, R.N.R.
Usher—S. Osman
Chinese Interpr.—Tan Joo Khoon

MEDICAL DEPARTMENT
Prinpl. Medical and Health Officer—(vacant), A. L. Hoops (acting)
Chief Clerk—N. Mamat
Chief Medical Officer—(vacant), W. A. Taylor (acting)
Chief Health Officer—G. E. Brooke, M.A., D.PH.
Assist. Port Health Officer—(vacant)
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W. M. Curties, do.
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Pilot Board
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Raffles' Museum and Library
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Singapore Bar Committee
Singapore Chamber of Commerce Rubber Association
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Singapore Marine Insurance Association
Singapore Merchant Service Guild
Singapore Pilots' Association
Singapore Rifle Association
Singapore Sailors' Home
Society of St. Vincent de Paul
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International Banking Corporation
Mercantile Bank of India
Nederlandsch Indische Handelsban
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Russo-Asiatic Bank

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Central Pharmacy
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Mission House, The
Our Lady of Lourdes Church
Portuguese Mission Church of St. Joseph
Presbyterian Church
Presbyterian Church of England
Procure des Missions Etrangères
Sacred Heart Church
St. Andrew's Cathedral
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Victoria Confectionery

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(See pages 1230-1)

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Weill & Zerner

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Sitiawan Mission Plantations, Ld.
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Ulu Pandan Rubber Estate
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(See also under Government)

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Meyer & Measor
Mitsui Bussan Kaisha, Ld.
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Moine-Comte & Co.
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St. Mary's Home
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St. Andrew's School
St. Anthony's Boys' School (Port Mission)
St. Anthony's Girls' School
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Palladium Theatre

THEATRICAL AGENCY
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Lumber Co., The
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Straits Lumber Co.
Timber Trading Co.

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Gosling & Co., T. L.
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PENANG

Penang, or Prince of Wales Island as it was formerly called, is situated on the west coast of the Malay Peninsula in 5 deg. north latitude. With the Dindings and a strip of land on the opposite coast known as Province Wellesley, from which it is separated by a Strait varying from 2 to 10 miles in width, it constitutes the second in importance of the three governments known as the "Straits Settlements." The island contains an area of about 107 square miles, being 15 miles long and 9 broad at its widest portions, while Province Wellesley extends for a distance of 45 miles along the coast, and has an average width of 8 miles, containing 270 square miles, and about 200 more for the Dindings. The chief town of Penang is George Town, but the name of the island (which signifies "Betel-nut Island") has become so identified with the town that the specific designation has almost dropped out of use.

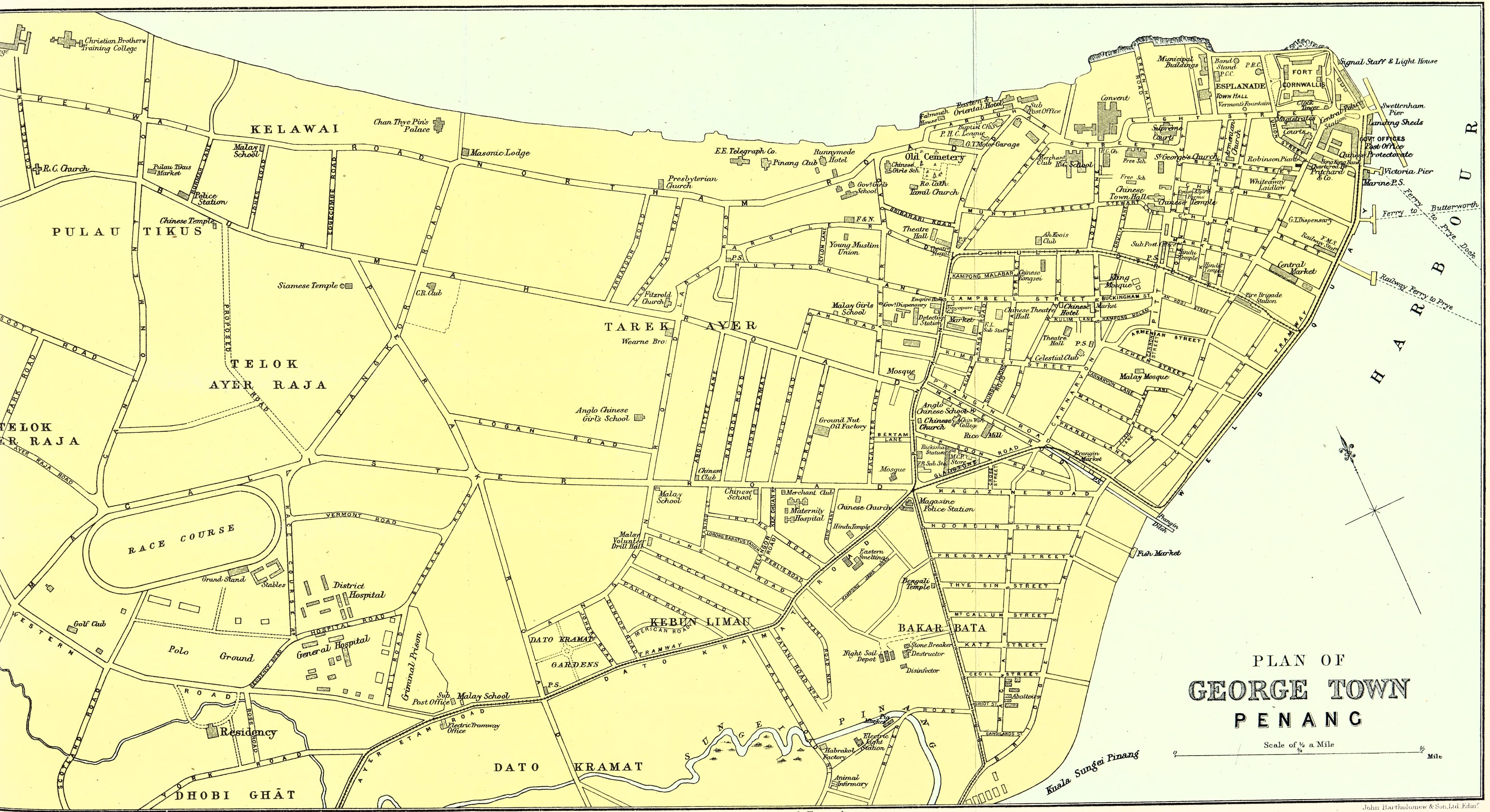
Penang was ceded to the famous Captain Light for the East India Company in the year 1786 for an annual payment of $10,000 to the Rajah of Kedah, a step which was followed, 13 years later, by the cession of Province Wellesley. In the year 1805 Penang was elevated to the rank of a presidency, its rising fortunes even then bidding fair to eclipse those of Malacca, while Singapore was as yet unknown as a settlement. In 1826 Singapore and Malacca were incorporated with Penang, and the three were designated by the title they still retain. But, as the fortunes of Singapore brightened, those of Penang declined, until the former quite overshadowed her older sister, and in 1837 the principal seat of government was transferred to Singapore.

The Settlement of Penang is governed by a Resident Councillor, and has two unofficial representatives in the Legislative Council, which sits at Singapore. An important department of its trade lies in the business transacted with the Dutch settlements in Sumatra; and recently it has become an emporium and port of shipment for the Malayan Rubber supplies. Penang will always remain of a certain importance, and, as it is the railway terminus for the southern Siam Malay States and the port of disembarkation of passengers for Bangkok, its commercial importance is likely to develop considerably. It is a convenient coaling and man-of-war station, and is of yet greater necessity as the virtual seat of government for Province Wellesley, which must always be an important centre of British influence. The Government in 1906 acquired the graving dock at Prye River in Province Wellesley, 250 feet in length and 50 feet broad at entrance ; also a slip for vessels 100 feet long. The Prai Dock and Wharves were purchased in 1914 by the Federated Malay States Railway Department from the Colonial Government. A comprehensive scheme for new wharves is now in progress. George Town is built on a plain, at the back of which rises the hill which, as Penangites declare, renders life on the island more enjoyable than in any other part of the Colony. The construction of a Hill Railway by the F. M. S. Railways Department is now in hand.

The formation of Penang is granitic, being covered in many places with a sharp sand or stiff clay, the produce of the decomposition of the granite. Above this again comes a coat of vegetable mould of greater or lesser thickness. With the exception of a plain about three miles in depth, upon which stands the town and environs, the whole of the island consists of hills with narrow valleys. No minerals of commercial value are found in Penang.

The influence of the regular monsoon is more distinctly felt at Penang than in the most easterly part of the Straits of Malacca, owing to the wideness of the latter to the west and vicinity to the Bay of Bengal. During the north-easterly monsoon, from November to March inclusive, clear settled weather prevails, and in the south-westerly, from April to October, the rains take place. But neither rain nor drought is of long continuance. The average heat of the year at the level of the sea is 80°, and at the height of 2,500 feet, the highest inhabited point, 70°, the annual range being about 20°. Where there is free ventilation the climate is superior in salubrity to that of any other tropical one.

Of mammals, the principal species are monkeys, and two species of viverrida—the musang and binturong. The ornithology calls for no special remarks. The island is a happy hunting ground for the entomologist, numerous fine species of lepidoptera frequenting the hills. The botany of Penang is perhaps better known



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than that of any part of the Peninsula, and, for the area involved, is particularly rich. Palms, bamboos, banana and other fruit-trees, and nutmegs clothe the hillsides, while ferns are also plentiful. The high land permits of the cultivation of many flowers and other plants which will not thrive in the flat level lands of Singapore or Malacca.

As evinced by its name, the chief product of Penang is the betel-nut, which, with copra and all kinds of fruit and nutmegs, is the only indigenous article of trade. Nutmegs were at one time a most important branch of industry, but the blight, which simultaneously affected the whole Peninsula, destroyed it. Their cultivation has, however, now been resumed, and Penang nutmegs stand high in the market. There is no agriculture properly so-called. Pepper was at one period of its early history produced to the extent of three and a half million pounds annually; but the competition of other places, notably of Netherlands-India, proved fatal, and it is now only cultivated in small patches, and is not classed as an article of export trade. Tapioca, Coconuts, Gutta, Rubber and Citronella are also among the products cultivated.

The Singapore-Penang railway has its terminus at Prai, which is connected with the island by a ferry service.

The town possesses few attractions, and the public buildings are mediocre, with the exception of the Government Offices, a fine new block erected in 1889 near the jetty. St. George's Church is an unpretending edifice of 80 years' standing, centrally situated. There are also a Roman Catholic Church and several mission chapels. The Botanical Gardens and Waterfall are well worthy of a visit, and another place of interest at some distance from the town is the Chinese Temple at Ayer Itam. The census of 1911 gave the total population of Penang and Province Wellesley as 270,537 as compared with 248,207 in 1901. The estimated mean population of the Settlement in 1920 was 309,508 (Penang Island 154,086, Province Wellesley 142,710 and Dindings 12,712).

During 1920 the number of merchant vessels entered and cleared at the port was 3,852, as against 3,253 in 1919, the tonnage being 6,149,835, as against 4,009,126 in 1919. Of these, 2,984 with a tonnage of 4,601,655 were British. The number of all vessels entered and cleared was 22,368.

The value of foreign imports and exports at Penang (merchandise only) for the years 1919 and 1920 was as follows :—

	1919	1920
Imports	$175,551,327	$251,650,253
Exports	159,036,561	211,798,836
Total	$334,587,888	$463,449,089

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MALACCA

The Settlement of Malacca excites more interest from a historical point of view than either of its sister towns. Commercially, it fell completely to the rear after the establishment of Penang and Singapore, but the advent of the rubber industry in 1906 has converted the settlement into a flourishing agricultural province. Originally settled by the Portuguese in 1511, it was for many years the one foreign *entrepôt* in the East, and the fact that it has given its name to the Peninsula and that it was the cradle of Anglo-Chinese study attest its former importance. Its area is embraced by boundaries some 42 miles in length, with a breadth of from 8 to 25 miles. It is governed by a Resident Councillor in subordination to Singapore.

The geological formation of the territory of Malacca consists chiefly of granite rocks. overlaid in several places by the red cellular clay iron-stone called by geologists laterite. Many of the low plains are alluvial, the soil composed of decayed vegetable mould interlaced with sand. The metallic ores are iron and a little tin. The surface generally is undulating, consisting of low round ridges and narrow valleys, the only mountain of considerable elevation being the Ophir of the Portuguese, which is just over the border in Johore territory, 4,187 feet above the level of the sea, or less than one-half the height of the principal mountains of the volcanic islands of Java, Bali and Lomboc, or those of the partially volcanic neighbouring island of Sumatra. It is called by the Malays "Gunong Ledang."

The mineral products of Malacca were at one time looked upon as offering valuable prospects. Gold to the extent of 1,500 ounces yearly was obtained in 1857-8, just outside the confines of the present territory, but the yield decreased to such an extent that it is no longer worked. Tin, about the same period, assumed considerable importance. The first mines were opened in 1793, but no great enterprise was displayed until 1848, when some 5,000 cwt. was the annual product. This increased until 1858, and a large number of Chinese were employed in the industry. The superior yield of the Native States, however, combined with the exhaustion of the surface workings, resulted in mining enterprise in Malacca being virtually abandoned. A little tin mining still goes on in the Jasin district, and gold may possibly exist in very small quantities.

The climate of Malacca as to temperature is such as might be expected in a country not much more than 100 miles from the equator, lying along the sea shore—hot and moist. The thermometer in the shade ranges from 72° to 88° Fahrenheit, seldom being so low as the first of these, and not often higher than the last. The range of the barometer is only from 29.8 to 30.3 inches. Notwithstanding constant heat, much moisture, and many swamps, the town at least is remarkable for its salubrity, and, with the exception of the early period of its occupation by the Portuguese, has always enjoyed this reputation.

Malacca offers numerous attractions to the ornithologist and entomologist, but it is less rich in mammals than many other tropical districts. Nine species of quadrumana, the tiger, black leopard, wild cat, several species of viverrida (such as the musang and binturong), the elephant, one-horned rhinoceros, tapir, six species of deer, and two of the wild ox comprise a nearly complete list and, no doubt, at one time could be found, but no rhinoceros or elephant has been seen for many years, and wild oxen have not been heard of for over 30 years. Fair sport can be obtained by those fond of shooting, from tiger to snipe. It is noteworthy that the existence of the tapir was unknown until 1816, although European intercourse dates back to some three centuries before. Tigers in the early days of Portuguese occupation were so plentiful that the want of inhabitants was seriously attributed to this cause. As with the birds and insects, so with the reptiles. The snakes, lizards, and crocodiles are, as a rule, those of the peninsula generally, the birds alone presenting a rather larger variety than those of other districts. Nor does the vegetation present any exclusive features, being that of the surrounding States. The coast line is poor in shells, and the absence of limestone accounts for the few species of land shells found within the district.

Beyond its interest to the sportsman or naturalist, Malacca possesses no attractions except to those who like to visit scenes famous in the annals of discovery for the bloody fights they have witnessed between the natives and the European nations

who contended for their possession. Its population in 1920 was estimated at 157,069. There are nearly 400 European residents in the Settlement, of whom at least three-quarters are planters.

The trade is largely with Singapore and the Federated Malay States, but rubber is shipped fortnightly by Japanese mail steamers to Europe. The cultivation of tapioca was formerly the principal industry, but rubber is now extensively planted, several large companies having taken over a number of small estates. The cultivation of tapioca and gambier is declining rapidly in favour of coconuts and rubber, there being 183,050 acres under rubber and 48,133 acres growing coconuts, pineapple and other fruits. The total values of the foreign imports and exports for 1919 and 1920 are given below:—

	1919	1920
Imports	$31,944,927	$32,267,040
Exports	58,596,389	49,974,354
Total	$90,541,316	$82,241,394

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FEDERATED MALAY STATES

The Protected States comprise four Residencies, namely, Perak, Selangor, Negri Sembilan, and Pahang. These have been federated, the federation taking effect from the 1st July, 1896, and the administration is presided over by a British Officer styled the Chief Secretary to Government, who is subject to the High Commissioner to the Malay States, who is also Governor of the Straits Settlements. Each State has its own Resident and the native rulers retain their titles and dignity. The Federal Offices are at Kuala Lumpur, Selangor. The Federal Council was inaugurated on 10th December, 1909.

The record of these States is one of progress and prosperity. The revenue for 1920 was $72,277,146 (£8,432,334), and the expenditure $100,433,471 (£11,717,238). The assets on December 31, 1920, stood at $81,769,693 (£9,539,797). These States have 1,014 miles of railway in the Malay Peninsula (paid for out of current revenue), yielding good income; they have 2,395 miles of metalled roads, 166 miles of unmetalled roads, 1,820 miles of bridle roads and paths; and the wire mileage of telegraphs and telephones is 14.907 (of which 2.511 miles of wire is in underground cables). Waterworks, wharves, hospitals, prisons, schools, and many other public buildings have been constructed, while the Government of Perak has carried out an important scheme of irrigation which will benefit about 60,000 acres of land and cost about £200,000. The principal sources of revenue and prosperity are the alluvial tin deposits, which, at the present price of the metal, can be worked at considerable profit, and the plantation rubber industry, the country producing one-third of the world's supply of rubber. Tin has been worked in the Malay Peninsula for centuries, and it is believed it will still be produced three centuries hence. The industry has grown of recent years to very large proportions, but it would take a long time to work out the alluvial deposits in the lands already alienated, and these comprise but a fraction of the unexplored lands which still remain, where there is every reason to believe the mineral will be found in payable quantities. This only applies to alluavil deposits. No one can guess what are the reserves of ore in underground rock formations, as at Kuantan in Pahang, Slim in Perak, and Jelebu in the Negri Sembilan

The annual export of tin from these States is valued at over $60,000,000. As a matter of fact, the value of 67,884 piculs exported in 1920 was $88,429,179, against 620,518 piculs valued at $74,884,065 in 1919. The Government has not overlooked the fact that in the export of tin its capital is being reduced, and it has made an effort to supply another and more useful investment by the construction of railways with part, at least, of the revenue. The Federated States have expended over $144,134,625 in the construction or purchase of railways. The profits give a return of 0.39 per cent. on the capital expended.

Planting enterprise in the Federated Malay States for many years had not proved very successful, but the introduction of rubber cultivation has completely transformed the agricultural prospects of the country. The area now in possession in estates of 100 acres and over is 1,167,043 acres, of which 736,74 acres were under cultivation for rubber at the end of 1919. About 101,327 tons of rubber were exported from these States in 1920, valued at, approximately, £20,850,850 against 78,225 tons in 1918 valued at £13,563,893. Owing to the slump in the rubber industry, production was restricted in 1920, when the exports amounted to 101,326 tons, valued at £20,850,849. Sugar has practically gone out of cultivation, but the Government is endeavouring to revive the industry by offering land on special terms. Over 150,000 acres of

land are under coconuts, for which the soil and climate of these States are peculiarly well suited; and the cultivation of rice is only a question of irrigation and labour. In 1920, 419,988 piculs of copra, valued at £1,075,285, were exported against 447,717 piculs, valued at £600,434, in 1919. The success of every form of agriculture and of all the efforts of the Government to develop the country by means of railways, irrigation, and other great public works, depends upon an adequate supply of labour. The Governments of the Colony and the Federated Malay States, supported by the planters, by a new system of recruiting and by offering higher wages and other advantages, have succeeded in securing an adequate supply of Indian labour. An agricultural department to foster agricultural interests, encourage the cultivation of new products, to conduct experiments and to be a general source of information for planters, has been created, and is doing useful work.

It is estimated that there are in the Federated Malay States about 70,000 children of school-going age, but only about 32,000 of these attend any recognised school; while many live in places far removed from any school-house, it is a fact that education has no great attraction for Malay parents, or Malay children, who might contribute by far the largest number of scholars. The Government offers every reasonable encouragement, and there is even a law in force in Selangor, the Negri Sembilan and in Perak for compelling the attendance of children who live within reasonable distance of a school, while scholars are allowed to travel free of charge on the railways.

The population of the Federated Malay States was ascertained at the census of 1921 to be 1,298,292, compared with 1,036,999 in 1911. The male population increased in the ten years by 18.1 per cent. and the female population by 53.4 per cent. Of the total 5,678 were Europeans, 3,188 Eurasians, 485,450 Malays, 493,957 Chinese and 304,687 Indians. The returns for the bigger towns are as follow, the figures in parenthesis relating to 1911:—Kuala Lumpur, 80,356 (46,718), Ipoh, 36,872 (23,978), Taiping, 21,839 (19,556), Seremban, 17,264 (8,667), Kampar, 12,335 (11,604), Klang, 11,656 (7,657), Telok Anson, 10,858 (6,927).

The imports into the States in 1920 were valued at $170,522,123 (£19,894,248), while exports amounted to $288,715,698 (£33,683,498). The total of imports and exports combined (excluding bullion) was $4 9,237,821 (£53,577,746), against a total of $399,148,090 (£46,567,277) in 1919. The increase in 1920 is partly accounted for by an increase in values, but, generally, there was an increase in trade.

PERAK

Perak, the premier State of the Federated Malay States, is on the west coast of the Malay Peninsula, and lies between Kedah on the north and Selangor on the south. The coast-line is about 90 miles in extent; the greatest length of the State, in a north and south direction, is 150 miles, and the breadth, in an east and west direction, 90 miles. It is estimated to contain 7,875 square miles; that is to say, it is about the size of Yorkshire and Lancashire together. The soil is suitable for the cultivation of rubber, rice, coconuts, coffee robusta, spices of all kinds, sugar, and grasses from which essential oils are extracted.

The State is well watered by numerous streams and rivers, of which the river Perak is the most important. This river runs nearly south until it turns sharply to the westward and falls into the Straits of Malacca. It is navigable for about 40 miles from its mouth by steamers of 300 to 400 tons burden, and for another 100 miles by cargo boats. The upper part of the river is rocky and abounds in rapids, and consequently, except for small boats and rafts, is unnavigable. The Kinta, the Batang Padang and the Plus are the three large tributaries of the Perak river. These rivers rise in the main mountain range and flow west and south until they discharge themselves into the Perak river.

The climate of Perak is good, the temperature in the low country averaging from 60° Fahr. in the night to 90° Fahr. in the heat of the day. The average mean is about 70° Fahr. in the night and 87° Fahr. in the day. The nights are uniformly cool. At

,000 feet the average is 63° Fahr. at night to 73° in the day. The rainfall varies considerably, Taiping, the capital, registering more than 170 (average for 10 years 171.95) but the average elsewhere is about 100 inches. There is no true rainy season, but the wettest months are October, November and December, and the driest are June, July and August.

The State has been under British Protection since 1874 and has since that date been administered under the advice of the British Resident. The State Council, a deliberative, legislative and advisory body, consists of the Sultan and several Malay Chiefs, the British Resident, the Secretary to Resident, and two Chinese members

The seat of Government is at Taiping in the Larut district, three hours from Penang by railway. The residence of His Highness the Sultan is at Bukit Chandan near the town of Kuala Kangsar, reached by rail from Taiping in about an hour. His Highness Sir Abdul Jalil ibni Almerhum Rahmatullah who had the honour of K.C.M.G. conferred upon him by King George in 1917, died in October, 1918, and was succeeded by his brother Raja Alang Iskandar ibni Almerhum Rahmatullah under the title of Sultan Iskandar Shah, who was appointed an Hon. Knight Commander of the Order of St. Michael and St. George on January 1st, 1921. The High Commissioner of the Federated Malay States has also a residence at Kuala Kangsar, which town, situated as it is on the Perak river, here some 200 yards wide, lies in the midst of beautiful scenery and is the centre of the Malay life of Perak, and it is here that meetings of the Federal Council are sometimes held. The British Resident has residences at Taiping and Ipoh.

The most important district in Perak is Kinta, of which the principal town is Ipoh—reached by rail from Penang in five and a half hours. The tin deposits in the Kinta valley and neighbourhood are of great value, and recent developments in rubber planting have brought a new agricultural industry into the district. Mining is here conducted on the most scientific principles, and many mines are equipped with the latest machinery.

Other districts in Perak are Krian on the Province Wellesley (Penang) border. Here the Government has constructed an extensive and costly irrigation scheme and large areas are under rice and rubber. A somewhat similar district is Lower Perak, in which is situated Teluk Anson, the principal port of the State. This port is connected by a branch railway with the main line of the Federated Malay States Railway and there is frequent communication by steamers between Penang and Singapore.

The Larut district was formerly famous for its tin deposits, and faction fights for the possession of the tin mines before 1874 were the immediate cause of the British intervention in and eventual protection of Perak. The Larut mines had of late years somewhat sunk in importance, but are now the centre of the bucket-dredging industry.

Matang, a sub-district of Larut, contains many large rubber estates and a considerable fishing industry exists on its coast.

The large districts of Batang Padang and Upper Perak are as yet less developed than the rest of the State. The railway runs through the Batang Padang district six miles from the headquarter town of Tapah, for which the station, Tapah Road, is some seven hours from Penang. A metalled cart road has been completed to Grik, the headquarters of the Upper Perak district.

The population of Perak in 1911 was 494,057 as compared with 329,665 in 1901. It included in 1911, 217,206 Chinese, 199,034 Malays and other natives of the Archipelago, 73,539 natives of India, 1,396 Europeans and 845 Eurasians. In 1920, the mean population was estimated at 638,842. The Chinese form the labour force of the tin mines and the Tamil natives of India the labour force of the plantations, but it is noticeable that some Tamils are now employed in the mines. The Malays engage in native cultivation and various other pursuits.

The Federated Malay States Railway runs through the whole length of Perak from Parit Buntar on the Penang (Province Wellesley) border to Tanjong Malim on the Selangor border. Branch railways run from Taiping to Port Weld and from Tapah Road to Teluk Anson, thus connecting the coast with the interior. There are about 900 miles of excellent roads, and telegraph and telephone lines throughout the State.

The revenue for 1920 amounted to $37,681,3 2 against $36,181,719 in 1919, and the expenditure to $50,786,373 against $35,333,802 in 1919. At the end of 1920 the balance of assets at the credit of the State was $50,637,334. The total value of the trade for 1920 amounted to $190,699,743, an increase of $22,085,701 on the previous year. Statistics were as follow :—

	1919	1920
Imports	$ 43,880,810	$ 54,364,430
Exports	124,733,232	136,335,313

The export of tin in 1920 amounted to 368,097 piculs and the value to $55,210,934.

Under coconuts there were about 95,633 acres. Practically the whole dealt between the Bernam and Perak rivers has been alienated for cultivation, and in a few years this vast plain, which was formerly dense jungle, will present an unbroken field of coconut palms.

The total area under rubber at the end of 1920 amounted to 339,260 acres. The export of rubber in 1920 was 38,052 tons (valued at $67,860,428), against 41,580 tons in 1919.

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Registrar, Lower Perak and Batang Padang—District Officer, Lower Perak

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Survey Probationer—W. H. E. Neil
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Medical Officer—Dr. R. W. Cilento
Assist. Surgeon—V. Thambar
Executive Engineer—C. J. Parker
Inspector of Police—T. D'Arcy
District Land Surveyor—C. Y. B. Sewell
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Health Officer—J. E. Thomson

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Medical Officer—Dr. Chambers
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Assist. Wardens of Mines—A. J. Dishman, J. Laird
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Kampar

Inspector of Police—M. O'Hanlon
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SELANGOR

This protected native State, containing an area of about 3,200 square miles, lies on the western coast of the Malay Peninsula, and is bounded by the protected native States of Perak on the north and Negri Sembilan on the south, extending inland to the mountains in the centre of the peninsula, which divide it from Pahang and Jelebu.

The Government consists of the Sultan, advised by the British Resident, and assisted by the State Council. The State is divided into the following six districts:—1. *Kuala Lumpur*, the central district, where the Residency and principal Government Offices are situated, and which also contains the richest tin mines that have yet been developed. 2.—*Klang*, in which Port Swettenham, the principal port, is situated at the mouth of the Klang River. 3.—*Kuala Langat*, an agricultural district, in which the Sultan resides. 4.—*Kuala Selangor*, containing the most important fisheries in the State. 5.—*Ulu Langat*, an inland mining district on the borders of Negri Sembilan. 6.—*Ulu Selangor*, a district adjoining Perak, containing much valuable mining land, as yet comparatively undeveloped.

Each district is under the charge of a European District Officer, from whom the Native Penghulus (in charge of the mukims into which each district is sub-divided) receive instructions. The Police Force consists of twenty European and three Malay officers and 919 native non-commissioned officers and men.

The population of Selangor in 1884, when the first census was taken, was 46,568; but at the last census, in 1921, the returns gave a total of 398,434, of whom 170,725 were Chinese, 89,676 Malays, 132,114 natives of India, 2,475 Europeans, 1,561 Eurasians and 1,883 others.

The principal industries of the State, and from which it derives the largest portion of its revenue, are alluvial tin mining and rubber cultivation.

In addition to its rich mineral resources, the State possesses large tracts of land well adapted for agricultural purposes, and the removal of restrictions on the free importation of Indian labourers into the Protected Native States rendered it possible for European planters to obtain cheap labour and to open estates on a large scale. Small plantations of coffee, cocoanuts and pepper have been successfully conducted, and rice and other products of the Peninsula under native cultivation are doing well in various parts of the State, and to encourage pioneer planters, large grants of land have in recent years been made, on special terms, for the planting of sago, pepper, and gambier. But the principal agricultural product here, as in the other Malay States, is rubber. There were 630.946 acres alienated for agricultural purposes at the end of the year 1920, comprising 409,257 acres under rubber, cocoanuts 62,217 acres, rice 15,534, and under kampong cultivation 37,483. During 1920, large areas for sugar and African oil palm were applied for. There were 30,570 tons of rubber exported in 1919; the export in 1920 was 39,839 tons, valued at $69,256,250.

The principal exports are tin, rubber, hides, tapioca, canes, rattans, coffee, copra, spices and guttapercha. The principal imports are machinery, cotton piece goods, rice, oil, tobacco and tea. The only import duties are on opium, spirituous liquors, matches, petroleum, motor spirit, motor vehicles, bicycles, etc., and tobacco and cigars, while export duties are payable only on minerals, agricultural products, ivory, fish, horns and hides, a few kinds of jungle produce and guttapercha. The export duty on tin has in recent years amounted to about three million dollars a year, the duty on the gross value of the tin being, roughly, 13 per cent. There were 67,433 acres alienated for mining at the end of 1920, mostly for tin. Tin and tin ore exported amounted to 162,392 piculs against 190,160 in 1919. The value was $24,626,737 as compared with $22,962,167 in 1919. Of wolfram 3,367 piculs and of scheelite 3,831 piculs were exported. The Malayan Collieries, Ltd., is now at work at Rantau Panjang, and turned out 247,911 tons of coal against 191,293 tons in 1919. The quality of the coal is reported to be excellent. A branch railway has been constructed to the mine.

There is frequent and regular communication, by means of coasting steamers, between the Straits Settlements and Selangor. From Kuala Lumpur a system of cart and bridle roads extends to the boundaries of Perak, Negri Sembilan and Pahang. Branch lines of railway now extend in all directions, and the main trunk

line passes through Selangor. Port Swettenham is the terminus of the railway on Klang Straits, and wharves have been constructed there, capable of accommodating ocean-going steamers. The number of merchant vessels, other than native craft, entering the port in 1920 was 1,163 against 1,122 in 1919. There entered 299 ocean-going steamers against 197 in 1919.

Telegraph lines connect Selangor with the other States in the Malay Peninsula; telephones are established throughout the State, and postal and telegraph offices are to be found in all the towns and principal villages.

The State revenue in 1920 amounted to $25,697,388.72 against $25,922,875 in 1919, and the expenditure to $37,642,036.33 against $26,464,005 in 1919. The balance of assets over liabilities was $34,842,924. Trade statistics were as follow:—

	1919	1920
Imports	$56,289,298	$102,410,392
Exports	100,848,202	100,915,769

DIRECTORY

GOVERNMENT

Sultan—H. H. Sir Ala'idin Suleiman Shah Bin Almerhum, Raja Musa, K.C.M.G.
British Resident—E. S. Hose, acting

State Council

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Hon the British Resident, Selangor
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Secretary to Resident, Selanger
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Permanent Way Inspectors—G. Faulkner (Bukit Mertajam), A. H. Short (K. Lumpur), H. J. J. Stafford (Seremban), H. J. Stanford (K. Lumpur), R. Lee (Seremban), P. C. Fernandez (Taiping), S. K. Pillai (Alor Star), A. Dodd (Rengam), G. E. Colsell (Bukit Mertajam), H. E. Girt (Teluk Anson), J. Mitchell (Kajang), J. R. Hedges (Seremban)

Timber Department

Controller of Timber Supplies—H. T. M. Kent, A.M.I.C.E., A.C.G.I., on leave; R. H. Pope, acting (Kuala Lumpur)
Assist. Controllers, Grade II.—T. C. Cummings (Kelantan), W. E. Smith, E. V. Cavallo, D. Rawlinson, P. W. Hills (K. Lumpur) (on leave), F. J. MacDonald (Gemas) (on leave)
Timber Accountant - R. Ingram (Kuala Lumpur)
Assist. Engineer—T. Smith (Gemas)
Tractor Engineer — D. K. Jones (Genuang, Johore)
Foreman, Sawmill—H. W. Hewett (Gemas)
European Fuel Checkers—J. W. Pykett (Port Weld), A. V. Webb (P. Swettenham)
Timber Inspector, Grade I—W. B. Coleman (Kuala Krau)

Traffic Dept.

Traffic Manager—P. H. Henshaw (Kuala Lumpur)
Deputy Traffic Manager—P. G. Beal (on leave), Major W. H. Elkins, O.B.E. (acting)

Supt. of Hotels—F. N. Ireland
Assist. Traffic Managers—F. R. Vodden (on leave), Major W. H. Elkins, O.B.E (K. Lumpur), C. F. S. Blacklaw, F. Heginbotham, I. A. Shipway, W. G. Stewart, J. R. Lynch, J. Ross, H. G. H. Mitchell (on leave), E. C. Goodrick (on leave), T. E. Wells (seconded to Timber Dept.), A. T. Knight (on leave), C. E. Rooke
Assist. Traffic Supts.—E. Cauldwell W. Bodger, B. G. Fox, W. A. Griffin
Station Supts. and Traffic Inspectors—A. F. Bidnell, J. J. Taberner, A. Allen, A. H. L. Lanman, A. S. Stokes, T. P. Speakman, C. Murray, G. W. Bell, H. E. Clayton, W. R. Brearley, R. J. M. Field, H. R. Griffiths
Traffic Signal Inspector—J. B. Human
Wharf Supt.—H. R. Hertslet
Wharfingers—W. G. Adams, W. H. Conway
Special Station Master—G. Baker

Railway Police Dept.
Assist. Commissioner, Railway Police—C. H. Wyatt (K. Lumpur)
Inspectors—R. Morgan (K. Lumpur), D. O'Mahony (Taiping), A. Neave (P. Swettenham)

Locomotive Dept.
Locomotive Supt. — G. C. Forbes (Kuala Lumpur)
Dep. do.—A.W.S. Graeme (K.Lumpur)
Running Supt.—J. C. Lapage (Kuala Lumpur)
District Locomotive Supts.—A. W. Butterworth, A. E. Holmes Brown
Electrical Assist. to Locomotive Supt.—A. E. A. Ridgeway (K. Lumpur)
Assist. Locomotive Supts.—E. Hibberd, E. Robertson
Locomotive Acct.—P. W. Redfearn (K. Lumpur)
Chief Draughtsman—P. Wilson (Kuala Lumpur)
Locomotive Foremen—A. Campbell, J. Steele, H. Fyffe, C. Carless, H. H. Leigh, E. McCallum, H. J Trevett, D. W. Noble, L. J. Lawson, B. Davies, E. G. Brown, J. T. Foxon, A. J. Wolfe, J. Russell, T. Burr
Machine Shop Foreman—J.F.Edington
Erecting Shop Foreman—A. W. G. Gwynn
Carriage Shop Foreman—W. A. Turner
Wagon Shop Foreman—W. Bates
Boiler Shop Foreman—G. Tomlinson
Assist. do. —A. J. Ives
Foreman Smith and Spring Maker—T. Tremble
Train Lighting Foreman—W. E. Mackness
Electrical Foreman—F. R. Mahoney
Foundry Shop Foreman—J. S. Steele
Locomotive Storekeeper—W. G. Smith
Saw Mill Foreman—J. Poynton
Boiler Inspector—J. Cantley
Locomotive Inspectors—J. Smith, W. Durie, D. Nimmo
Locomotive Drivers—D. Philips, A. Reay, P. W. Fitzgerald, R. Ford, J. Horsburgh, A. Summers. C. Cooper, S. McQuire, A. R. Robertson, W. Draycott W. E. Routledge, A. Wilson, A. Ward, W. H. Ring, W. G. Barrett, J. Smith II, D. Brown, E. Nicholas, W. R. Jelly, W. A. Davidson, T. Morrison, W. C. Yates, C. Hindle, J. A. Elsley, C. Beatt, J. Lawless, F. Reeve, C. E. Rogers, A. Mays, J. W. Nicol, G. Kinmond, B. Nelson, J. E. Ward, H. Shepherd, A. Owen, G. McHattie, A. H. Robertson, E. V. Ashe, A. C. Ottman, A. Imrie, D. J. Darrock, J. Brackenridge, P. W. Smith, J. L. Evans, J. Barr, W. T. McCleery, R. A. Newby, C. H. Turner, W. J. G. Birrell

Signal and Telegraph Dept.
Signal and Telegraph Engineer—F. A. Punter, A.M.I.MECH.E., M.E.R.S.E. (Kuala Lumpur)
District Telegraph Engineer—A. W. Maxwell (K. Lumpur)
Assist. Telegraph Engineers — C. Guthridge, G. L. Carter
Assist. Signal Engineers—C.L.Parsons, H. N. Bayes, A. E. Paulet (on leave), J. A. Edwards, H. Richmond
Chief Draughtsman—R. A. Constable
Storekeeper—J. H. Webb

Stores Dept.
Stores Supt. — F. W. Stones (K. Lumpur)
Deputy do. —B. S Mee (K. Lumpur)
Stores Accountant — L. Richardson (K. Lumpur)
Storekeepers—L. P. Watts, W. E. Williams

Construction Dept.
Chief Resident Engineer—F. D. B. Openshaw ((Kuala Lumpur)
Deputy Chief Resident Engineer—T. Grieve (K. Lumpur)
Resident Engineer Penang Hills Railway—A. R. Johnson
Divisional Engineers—R. P. Kittow, R. H. Pope, C. G. Hutton, G. C. Hagger
Section Engineers, Grade I.—K. M. Grist, J. Leggate, J. S. Rogers, D. W. Brisbane
Section Engineers, Grade II.—H. S. Haskins, V. E. Kingsbury, G. E. H. Allen, J. F. Hay, A. V. Humby, J. Inglis, J. W. Revell

Assist. Engineer, Head Office—M M. Nacphail
Chief Surveyor—H. J. Highfield
Assist. Chief Surveyor—S. Halford
Surveyor—H. E Marnie
Junior Assist. Surveyor—C. Arnold
Accountant & Auditor—C. H. Rowe
Assist. Accountants—C. W. Adamson, J. A. Ball
Acting Chief Storekeeper—E. L. Smart
Assist. Storekeepers—F. A. Smithers, A. M. Trowell
Tunnel Foreman—A. Waterhouse
Construction Inspectors—F. H. Ellis, J. Grayshaw, C. E. Arnold
Permanent Way Inspectors—H. T. Hachworthy, J. Collyer
Foremen Masons—W. C. G. Rodda, W. Satchwill
Steam Navvy Driver—A. W. Leach

FOREST DEPT., S.S. AND F.M.S.

Conservator of Forests—G. E. S. Cubitt
Forest Research Officer—Dr. F. W. Foxworthy

GOVERNMENT PRINTING OFFICE, F.M.S.

Supt.—J. E. Wallace
Assist. Printers—W. G. Tagg, C. T. Dibdin (acting)
2nd Printer—C. T. Dibdin

LABOUR DEPARTMENT, S. S. & F. M. S.—Head Office: Kuala Lumpur
Controller of Labour, S. S. and F. M. S.—E. S. Hose, W. Peel (acting)

Sub Offices:—

Kuala Lumpur
Assist. Controller of Labour, F.M.S., Assist Superintendent of Netherlands Indian Immigrants S.S. and F.M.S.—(vacant)
Assist. Controller of Labour (Indians)—Capt. N. Jones, M.C.
Assist. Controller of Labour (Chinese)—G. S. Hellings, Chinese secretariat

Klang
Deputy Controller of Labour (Indians)—J. M. Barron (acting)
Assist. Controller of Labour (Indians)—A. Heywood Waddington

Seremban
Deputy Controller of Labour, F.M.S. and Malacca—H. R. Joynt

Kampar
Assist. Controller of Labour (Chinese)—J. V. Cowgill

Penang
Deputy Controller of Labour, F.M.S. and S.S.—H. G. R. Leonard
Assist. Controller of Labour, F.M.S. and S.S.—R. Boyd
2nd Assist. Controller of Labour, F.M.S. and S.S.—Capt. E. A. Ross, M.C.

Singapore
Assist. Controller of Labour—J. J. N. Handy

Madras
Emigration Agent, S.S. and F. M. S.—Dr. J. C. C. Ford (acting)

Negapatam
Supt. S.S. Emigration Depot and Emigration Agent, F.M.S.—Dr. E. C. Foston

Cocanada
Emigration Agent—(vacant)

MINES DEPARTMENT, F.M.S.

Senior Warden—G. D. Lucas, A.R.S.M A.I.M.M.
Supernumerary Assist. Wardens of Mines—C. J. Robinson, A. G. Macdonald
Economic Mining Geologist—W. E. Cameron
Supernumerary Inspectors of Mines—A.T. Bennetts, W. B Hawkes
Chief Inspector under the Electricity Enactment—D. M. W. Hutchison, M.I.E.E.
Inspector under the Electricity Enactment—G. H. N. Reay, A.M.I.E.E.
Supernumerary Inspectors, Machinery—J. Graham, A. M. Hunter
Inspectors under the Mineral Ores Enactment—J. Lovett, J. H. Brown

POSTAL AND TELEGRAPH DEPARTMENT

Director's Office, Post and Telegraphs. (Federal)

Director—C. H. Allin (on leave), T. A. Melville (acting)
Assist. Supt.—F. Blackwell
Chief Clerk—H. Banerji

Accountant's Office

Accountant—T. A. Melville
Asst do. —W. H. Green, S. C. Colomb (Selangor, Negri Sembilan and Pahang)
Supt.—C. R. Cormac, A.M.I.E.E. (on leave), R. R. Bullmore (actg.)
Assist.—H. J. Harris
Postmaster, Kuala Lumpur—E. V. Xavier
Tel. Master, K. Lumpur—V. C. Murugeysen
Tel. Engineer—C. G. Cadman
Assist. Tel. Engineers—J. E. Cumming, D. B. Evans, J. C. Fuller, V. C. H. Buckell, W. R. Dowse, E. Gregson, A. G. Tremain, W. C. Galloway, G. F. Morice, A. H. Carson
Stores Supt.—R. G. Bennett
Works Supt.—S. J. Cooper
Inspectors—R. G. Galistan, R. V. Chapman

Secretary for Chinese Affairs, F.M.S.

Secy. for Chinese Affairs—W. T. Chapman
Clerk and translator—Tang Po Cho

Survey Department, F.M.S.

Surveyor-General, F. M. S.—C. M. Goodyear
Chiefe Clrk—vacant)

Trade and Customs

Government Offices—Kuala Lumpur

Commissioner, Trade and Customs, F.M.S.—M. D. Daly (acting)
Deputy Commissioner, F.M.S.—Major S. C. Raffles, O.B.E.
Assist. Commissioner, F.M.S.—J. E. Marwood

Treasury Department, F.M.S.

Administrative Branch

Treasurer, F. M. S.—F. A. S. McClelland (acting)
Assist. Treasurer, F. M. S.—A. H. do R. Fonseca (acting)

Accounting Office

Accountant—M. Pounamfalam (acting)
Special class Clerk—E. A. Reutens
Clerks, class I—R. Muthusamy, R. A. Spykerman, A. van Dort and others

Assistant Treasurer's Office, F.M.S.

Special, class I—Vong Lean Choy and L A. Gomes
Do. II—J. L. do Rozario and others

KUALA LUMPUR

Auditor-General's Office

Auditor-General—G. P. Bradney
Assist. do. —N. Grenier (acting)
Chief Clerk—A. E. Perera

Chinese Secretariat, Selangor and Negri Sembilan

Protector of Chinese—D. Richards (acting)
Assist. Protectors of Chinese—A. B. Jordan (N. Sembilan), G. S. Hellings (Selangor)
Inspector under W. and G. Protection Enactment—E. C. Lau
Translator—Chan Kam Ming
Chief clerk—Wee Tak Wah

Courts

Magistrates—H. A. Fower, C. F. McCausland
Bailiff and Auctioneer—Haji Abu Bakar
Chief Clerk—V. K. Pillay
1st Clerk—N. T. Veerappa Pillay

Education

Inspector of Schools—C. G. Coleman (actg.)
Malay Assist. Inspector—Mohamed Yusop
Malay Visiting Teachers—Mohamed Salleh and Mohamed Kassim
Tamil Visiting Teachers—R. Zacharias and P. Retnam

Victoria Institution

Head Master—B. E. Shaw, M.A.
European Assists.—Ambler, Carr, Wheatly F. C. Barraclough, E. S. Redfearn

St. John's Institution

Director—Rev. Brother Claude

Methodist Boys' School

Principal—W. G. Parker, M.A
European Assists. — Miss Elliot, H. E Bunn

Convent School

Lady Superior—Sister St. Tarcisius

Methodist Girls' School

Head Mistress—Miss Marsh, B.A.
European Assistants — Misses Williams, Wescott and Craven

Chinese Girls' School

Head Mistress—Miss Luke

St. Mary's High School

Head Mistress—Miss McNeill
Assist.—Miss V. M. M. Bird

Pudu English School

Head Mistress—Miss Gage Brown
Assistant—Miss Feun-Clarke

Forest Department, Kuala Lumpur

Actg. Dep. Conservator—A. E. Rambaut
Forest Ranger—R. E. Coloinh

Gaols

Supt. of Prisons—B. W. Elles
Gaoler—R. Foster
Chief European Warder—F. W. Parry
European Warders—Nine
Chief Clerk—S. Rajah

Land Office

Registrar of Titles, Selangor, and Collector of Land Revenue, Kuala Lumpur—S. H. Langston
Assist. Collector of Land Revenue—H. E. Swan
Malay Officer—Tungku Abdul Raknan

Medical

Senior Medical Officer—F. E. Wood, B.A., M.B., B.C. (acting)
Chief Surgeon—E. N. Graham, F.R.C.S., M.R.C.S., L.R.C.P., L.S.A. (on leave)
Ophthalmologist Physician—P. H. Hennessy, M.R.C.S., L.R.C.P. (on leave)
Medical Officers—A. A. Woods, L.R.C.P.I., L.R.C.S.I., L.M., D.P.H., E. A. O. Travers, M.R.C.P. & M.R.C.S., H. M. Harrison, W. F. MacDonald, M.D., C.M., I. McW. Bourke, M.R.C.S., L.R.C.P., D.P.H., F.R.C.S., C. L. Stewart, L.R.C.P. & L.R.C.S., Miss M. J. Ahern, L.R.C.P. & S.I., D.P.H.
Radiologist—H. Mowat

Office of the Senior Medical Officer

Senior Med. Officer—F. E. Wood, acting
Chief Clerk—R. Goonting

European Hospital, Kuala Lumpur

Medical Officer—H. M. Harrison
Matron—Miss A. M. McBride
European Sisters—Mrs. F. E. Oates, Misses A. Campbell, M. Hawthorn, E. M. Hall, M. E. Thomlinson, J. Dunsmore, A. M. Webster, D. F. E. Seamen, M. P. Rose, Stella Brown, C. McCrystal, H. R. Hunter, V. L. Spark, A. E. Taylor

General Hospital, Kuala Lumpur

Medical Officer—E. A. O. Travers
Assistant Surgeons—I. S. John, F.R.F.P.S. L.M., P. N. Son, R. Vythilimgam
Lady Assist. Surgeon—Miss L. H. Ponnampalam
Head Sister—Miss A. E. Fletcher
European Sisters—Misses E. Fisher, E. Hammersley

Gaol Hospital, Kuala Lumpur

Medical Officer—I. McW. Bourke

District Hospital, Kuala Lumpur

Medical Officers—A. A. Woods, I. McW. Bourke, Miss M. J. Ahern
Assist. Medical Officer—(vacant)
Assist. Surgeons—D. Dutta, Kwong Kin Cheong, A. Visuvalingam

Leper Asylum, Kuala Lumpur

Medical Officer—A. A. Woods

District Hospital, Sungei Besi

Hospital Assist. II.—P. S. Thilliampalm

District Hospital, Klang

Medical Officer—W. F. MacDonald
Assist. Surgeon—M. A. Gabriel

Dispensary, Telok Datoh

Hospital Assist. I—A. B. Ponniah

Dispensary, Sepang

Hospital Assist. II.—S. Venasitamby

District Hospital, Kuala Selangor

Hospital Assist. II.—P. Nagalingam

District Hospital, Kajang

Assist. Surgeon—S. Danasamy

District Hospital, Kuala Kubu

Medical Officer—C. L. Stewart
Assist. Surgeon—M. Gupta

District Hospital, Serendah

Hospital Assist. I.—J. Goonting

District Hospital, Rawang

Assist. Medical Officer—B. N. Sen

Veterinary Branch

Veterinary Surgeon—S. L. Symonds
Veterinary Insprs.—M. B. Wijayaratne, Haji Hashim bin Haji Ismail

Mines Department, Selangor

Warden of Mines—M. A. V. Allen (on leave)
Assist. do. —A. R. Mynott, E. G. B. Harris
Inspectors of Mines—Capt. C. F. S. Jameson, M.C., G. A. Thrupp
Inspectors of Machinery—A. A. Bristow, W. Drummond, J. H. A. Trewell
Chief Clerk—Choo Yeng Poi

Police

Deputy Commissioner—E. Bagot (actg.)
Assist. do. —L. A. Ogg (actg.) and Che Tak (Datoh bin Yusuff Mudâ Kinta), H. B. Langworthy, Klang (actg.)
Officer in Charge Detective Branch—J. D. Dalley (actg. assist. commissioner)
Chief Inspectors—H. C. Taylor, J. Ryder and W. F. Lamonby
Inspectors—W. A. Newman, C. D. Colbert, E. W. Mumford, G. R. Hatton, H. Mantle, F. R. Guy, S. E. Smith, H. Lloyd, L. H. G. Robilliard and J. Donovan
Malay Inspectors—Abdul Manap bin Buyong, Rously bin Haji Zainal abidin and Inche Nawi
Subordinate Police Officers and men—446 Indians, 534 Malays, 16 Veterinar Policey and 58 Detectives

Public Works Department

Head-Quarters Staff, Kuala Lumpur

State Engineer—E. L. Bennett (on leave), S. R. Smith (acting)
Assist. Engineer—E. O. D. B. Gaffney
Financial Assistant—K. Murugasu
Draughtsman—T. S. Madalamuthu
Asst. do. —N. Moriosusay

District Staff, Kuala Lumpur

Executive Engineer—A. T. MacDermott
Assist. Engineer—J. O. Plunkett
Clerk of Works—M. Arumugam
Do. —N. Visuvalingam

Town and Water Works

Executive Engineer—W L. Bosker
Assist. Engineer—E. M. V. Davies
Draughtsman and Surveyor—J. J. Nalliah
Inspr. of Rds. and Bdings.—A. Spykermon
Head Insptr., Water Works—(vacant)
Assistant Inspectors—J. A. Morris, John Overee, W. J. Lecain
Insptr., Impounding Reservoir—J. de Vos
Resident Engineer—J. E. Bach

Klang

Executive Engineer—G. Sturrock
Assist. Engineer—J. S. Boissier

Kuala Langat

Assistant Engineer—F. J. Button

Ulu Langat

Executive Engineer—F. F. Faithful

Kuala Selangor

Executive Engineer—H. O. Robinson

Ulu Selangor

Executive Engineer—H. M. Jones
Asst. do. —A. P. H. Holmes

Water Works, Klang

Inspector—A. Pereira
Overseer, Impounding Reservoirs — K. Visuvalingam

Electric Light

Electrical Engineer—J. C. M. Matthews
Asst. Elect. Engrs.—H. R. Sparrow, E. A. Corbin, L. V. Fox, J. E. Catt
Station Engrs.—T. P. Alves, F. D. Rozario
Foreman, Overhead Mains—G. L. Perreau
Do. Street Lighting—C. Williams

PUBLIC GARDENS

Committee — Director of Agriculture (chairman), Dr. F. W. Foxworthy, J. C. M. Matthews, D. H. Hampshire, Lee Kong Lam, Hon. Mr. Choo Kia Peng, F. G, Spring (hon. secy.)

RESIDENCY AND SECRETARIAT

British Resident—E. S. Hose, acting
Secretary to Resident—G. Hemmant
Asst. do. —E. E. Pengilley
Chief Clerk—A. Venasitamby

REVENUE AUDIT BRANCH

Selangor and Negri Sembilan

Revenue Auditor—Hao Tet Shyne (actg.)

Pahang

Assist. Revenue Auditor—S. Kandiah (actg.)
Special Class Clerk—J. B. Siriwerdene

REVENUE SURVEY OFFICE

Superintendent—F. R. Twiss
District Surveyor, Kuala Lumpur—W. A. Gummer
Do., Ulu Selangor—C. E. Bone, F.S.I., M.C.
Do., Kuala Langat and Klang—G. D. Barron, M.C.
Do., Kuala Selangor—(vacant)
Do., Ulu Langat—W. F. N. Bridges, D.S.O.
Survey probationer—W. P. Aylward
Assist. Special Grade Surveyor, Kuala Lumpur—C. da Silva
Assist. Supt. (office)—J. Bowes
Draughtsmen, special grade I—S. S. Dorai; II, J. W. Ferdinands, J. R. Vethanayagam
Draughtsmen, 1st grade— T. Skechy, J. St. Maria, Osman bin Abdul Mutalib, J. White

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SANITARY BOARD, KUALA LUMPUR

Committee—B. W. Elles (chairman), the Government Architect, the Executive Engineer (Town), the Collector of Land Revenue, the Health Officer, the Protector of Chinese, the Chief Police Officer, the Supt. of Revenue Surveys, J. L. Sime, D. Freeman, Hon. Mr. Choo Kia Peng, Khoo Keng Hooi, Inche Haji Mohamed Taib, Dr. E. T. MacIntyre
Secretary—W. Sayers
Accountant—R. A. Boardman
Building Inspector—Walter German
Chief Sanitary Inspector—Neil Macphail
Inspector of Markets—M. A. Rahim Khan
Inspector of Weights and Measures — D. V. Kandiah
Veterinary Inspector—J. A. N. da Cunha
Sewage Inspectors—G. C. Gregory and V. Muttutamby
Assessment Officer—C. Anthony
Registrar of Vehicles—N. Grenier
Inspector of Motors and Vehicles—C. F. Seimund
Inspectors of Vehicles—Mohamed Ali and Ho Saik Chim
Superintendent of Abattoir—T. A. Ford

STATE TREASURER SELANGOR

State Treasurer—A. H. do Fonseca (acting)
Special class Clerks—C. V. Driaisang and others

KLANG

District Officer—E. A. Dickson
Assist. do. —N. F. H. Mather
Chief Clerk, District Office—K. Ramasamy
Cashier, Treasury—S. Kandiah
Harbour Master—Commander J. F. Mills
Executive Engineer—G. Sturrock
Medical Officer—W. F. MacDonald
Deputy Controller of Labour—J. M. Barron
Clerk of Works—(vacant)
First Clerk, P. W. D.—M. Naganather

KUALA LANGAT

District Officer—N. R. Jarrett
Chief Clerk—K. S. Kulasagaram
Assist. Engineer—F. J. Button

ULU LANGAT

District Officer—J. Huggins
Malay Assist. —Raja Musa
Cadet—J. S. W. Reid
Executive Engineer—P. H. Holland
Chief Clerk—Gan Boon Tek
Government Surveyor—W. F. N. Bridges
Mining Inspector—(vacant)

KUALA SELANGOR

District Officer—E. A. P. Helps (actg.)
Assist. do. —Che Hamzah bin Abdullah (actg.)
Executive Engineer—H. O. Robinson
District Surveyor—W. A. Gummer

ULU SELANGOR

Kuala Kubu

District Officer—A. J. Sturrock
Assist. do. —L. Rayman
2nd Assist. do —Captain L. D. Gammans
Sanitary Inspector—K. Chithambarapilly
Medical Officer—C. L. Stewart
Executive Engineer—H. W. Jones
First Clerk, P. W. D —V. Kallathamby
Post-Master—S. S. Subramani Iyer
Insp. of Mines—Capt. C.F.S. Jameson, M.C.
Inspector of Police—L. H. Robilliard

Rawang

Inspector of Police—O. Hatton
Assist. Med. Officer—Dr. B. N. Sen
Dresser—M. Thambiah
Sanitary Inspector—J. F. Nunis

Serendah

Hospital Assist.—J. M. Gounting
Dresser—S. Chelliah

Malay Agricultural Settlement Board of Management

President—Tengku Mahkota
Vice-President—H. C. Robinson
Hon. Secretary—H. E. Swan
Members—Raja Ali, Dato Sha, H. Fraser, Raja Mahdi

Trigonometrical Branch, Kuala Lumpur
Supt. Trig. Survey—V. A. Lowinger, F.R.G.S.
Assist. Supts.—A. Cochrane, W. A. D. Edwardes, C. S. Wood, C. J. Dunn

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Victoria Institution (Kuala Lumpur) Trustees
Ex-officio—The Secretary to the Resident (chairman), the Senior Medical Officer, the State Treasurer
B. E. Shaw, Lee Mun Pun, Choo Kia Peng, Chew Kam Chuan, W. T. Chapman, Teh Seow Theng, Chan Sze Kiong, M. A. V. Allen, Yong Shook Lin

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Agence Consulaire de France, F. M. S. —Bungsar Estate, Kuala Lumpur

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Arthur Arbenz, managing proprietor (Singapore)
L. A. J. Rijk, manager (signs per pro.)
Agency
Michelin Tyres & Accessories

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Directors—E. G. Wilde, James Rea, L. J. Godwin
K. P. Reynolds, general manager
H. C. Christophers, manager
Secretaries and Registered Office — Boustead & Co., Ld., Kuala Lumpur

LANGAT RIVER (SELANGOR) RUBBER CO., LTD., Sungei Sedu Estate—Postal Ad: Banting
G. Fenningworth, manager
C. A. Oliver (absent)
E. C. Liardet, do.
D. J. McGrath
W. O. Jones
E. L. Brohier, office clerk
F. H. Mustard, visiting agent
Whittall & Co., agents, Klang
Secretaries and Regd. Office—Lewis, Brown & Co., The Fort, Colombo

LONDON ASIATIC RUBBER AND PRODUCE CO., LTD., Semenyih Estate—Postal Ad: Semenyih, Ulu Langkat

NEW SERENDAH RUBBER CO., LTD., Serendah Estate, Serendah
Directors — H. N. Ferrers, J. A. Russell, A. K. E. Hampshire, H. Gough, J. B. Douglas
M. D. Fallon, manager
N. C. Athorne, assist.
Secretaries—Boustead & Co., Ld., Kuala Lumpur

NORTH HUMMOCK (SELANGOR) RUBBER CO., LTD., North Hummock, Bukit Duku, New Forest and Chiselhurst Estates—Postal Ad: Klang
Secretaries and Registered Office—Naftel' Rutherford & Marshall, 20, Eastcheap, London, E.C.

PATALING RUBBER ESTATES, LTD.—Postal Ad: Pataling
T. R. Harvey, manag
T. J. McDonald
G. Fernandez, clerk
K. Kanary, dresser
Harrisons & Crosfield, Ld., Kuala Lumpur, agents

RAJA MUSA (SELANGOR) RUBBER AND COCONUTS, LTD., Raja Musa Estate—Postal Ad: Kuala Selangor
T. A. Curran Sharp, manager
A. G. R. Cowe, assist
Planters' Stores and Agency Co., Ld., Kuala Lumpur, agents

RINCHING (SELANGOR) RUBBER CO., LTD. —Postal Ad: Kajang, Ulu Langkat

RIVERSIDE (SELANGOR) RUBBER CO., LTD., Riverside Estate — Postal Ad: Kuala Selangor
W. R. Russel, manager
N. B. Booth, assistant
E.A.O. Simpson, do.
W. J. Nicoll, do.
Cumberbatch & Co., Kuala Lumpur, agents

ROTHIEMAY (SELANGOR) RUBBER ESTATES, LTD. (Tamil Name, Sungei Buloh Aar)—Teleph. 43, Kuala Selangor; Postal Ad: Kuala Selangor. Acreage 498½ acres' all planted
Directors—F. G. Souter, E. H. King-Harman, H. A. Wotton
H. H. Park, manager
A. C. Harper & Co., Ld., Klang, agents and secretaries

RUBBER GROWERS' CO., LTD., Kempsey Estate—Postal Ad: Kuala Selangor
H. G. L. Richards, manager
J. S. Zechariah, clerk
J. Murray, visiting agent
Cumberbatch & Co., Kuala Lumpur, agents

SEAFIELD RUBBER CO., LTD.—Postal Ad: Batu Tiga
T. J. Cumming, manager
E. H. King-Harman, visiting agent

SEAPORT (SELANGOR) RUBBER ESTATES LTD.—Postal Ad: Sungei Way
C. N. Crush, manager
E. P. Welby
E. L. Hunter | S. M. Sheriff

SELANGOR (COALFIELDS) RUBBER ESTATES SYNDICATE, LTD., Coalfields Estate—Postal Ad: Sungei Buloh, Selangor

SEVENTH MILE RUBBER SYNDICATE, LTD., Seventh Mile Estate—Postal Ad: Old Damansara Road, Kuala Lumpur
Secretaries and Registered Office—Cumberbatch & Co., Ld., Kuala Lumpur

SHALIMAR (MALAY) ESTATE CO., LTD., Shalimar Estate—Postal Ad: Kuala Selangor
R. H. Ransom, manager
R. D. Gillett, assistant
Cumberbatch & Co., Kuala Lumpur, agents

STRATHMORE RUBBER CO., LTD., Strathmore Estate — Postal Ad: Batang Berjuntai, F.M.S.
T. L. Brown, manager
Cumberbatch & Co., Ld., Kuala Lumpur, agents
Secretary and Registered Office—J. A. Pattullo, 46, Charlotte Square, Edin.

SUNGEI KAPAR RUBBER CO., LTD. (Incorporated in Scotland) Sungei Kapar Estate—Postal address: Kapar
Brafferton Estate—Postal address: Kapar
Agents—Whittall & Co., Klang
Secretaries and Registered Office—Messrs Moncreiff & Horsbrugh, 46, Castle Street, Edinburgh

SUNGEI PELEK ESTATE—Postal Ad: Sepang
A. Denny, proprietor

SUNGEI PURUN (F.M.S.) RUBBER CO., LTD.—Postal Ad: Semenyih, Kajang

SUNGEI RINCHING RUBBER CO., LTD., Sungei Rinching Estate—Postal Ad: Semenyih, Ulu Langat; Tel. Ad: Cummins, Kajang

SUNGEI WAY (SELANGOR) RUBBER CO., LTD., Sungei Way Estate—Postal Ad: Sungei Way
W. S. Reeve-Tucker, manager
H. D. Orr
R. A. Wanless | T. E. Upton
W. Muir, engineer

SYDNEY ESTATE—Post Town: Semenyih, Selangor, F.M.S.
A. Davidson, resident manager

TANJONG MALIM RUBBER CO., LTD.—Postal Ad: Tanjong Malim, Ulu Selangor
Southern Division—Kalumpang Sungei Merbau, Wat Yat, and Belata Estates
Northern Division — Changkat Asa, Bukit Tinggal, Sungei Segala Estates

TELOK (F. M. S.) RUBBER CO., LTD. — Postal Ad: Klang

TELUK PIAH RUBBER ESTATE (1914), LTD., Teluk Piah Estate — Postal Ad: Kuala Selangor
E. J. C. Edwards, manager
Cumberbatch & Co., Ld., K. Lumpur, agents

TREMELBYE (SELANGOR) RUBBER CO., LTD.—Postal Ad: Klang. Tremelbye Estate, Ebor Estate, Sungei Nebong Estate, Tanah Bahru Estate
R. Napier Hendrie, general manager
W. F. O. Stephens, accountant
Wilde & Co. Ld., Kuala Lumpur, agents
Secretaries and Registered Office—Naftel, Rutherford & Marshall, 20, Eastcheap, London, E.C.

UTAN SIMPAN RUBBER CO., LTD.
Directors—A. K. E. Hampshire, J. A. Russell, A. E. Bailey, H. N. Ferras and E. Chart
Secretaries — Boustead & Co., Ld., Kuala Lumpur

VALLAMBROSA RUBBER CO., LTD., Vallambrosa Estate—Postal Ad: Klang
N. B. Bevan, general manager
G. A. Boothby, assistant
A. P. H. Le Prevost, do.
Athlone Estate—Postal Ad: Kapar
M. H. Cocke, supt.
Bukit Kraiong Estate—Postal Ad: Kapar
A. M. Swyny, supt.
W. A. McMichael, assist.
Cumberbatch & Co., K. Lumpur, agts.
Secretaries and Registered Office—Maxtone, Graham & Sime, 34, Charlotte Square, Edinburgh

WOODLAKE ESTATE—Postal Ad: Kuala Selangor
R. H. Ransom, proprietor and manager

RUSSELL & CO., J. A.—Kuala Lumpur; Tel. Ad: Jar, Kuala Lumpur
J. A. Russell, partner
R. C. Russell, do.

Secretaries and Agents—Malayan Collieries, Ld., and Malayan Matches, Ld.
Secretaries — Eastern Tungsten, Ld., Jerantuat Plantations, Ld.
Managing Agents—Bakau Tin, Ld.
Managing Agents—Serendah Hydraulic Tin Mining Co., Ld.
Agents—Royal Exchange Assurance

SELANGOR FIRE BRIGADE—Kuala Lumpur
Supt.—W. Towle
Gen. Lieut.—R. A. Laing
Engineer—C. F. Siemund
European Volunteers — W. H. G. Morden, E. Siemund, T. B. Brimahan, J. C. E. Vaughan, A. V. Webb, J. P. Webb
Natives—Kuala Lumpur 36 Ulu Selangor 10 ; Klang 10

SERENDAH HYDRAULIC TIN MINING, LTD.
Directors—A. K. E. Hampshire, J. A. Russell, Chew Kam Chuan
Secretaries and Registered Office—Boustead & Co., Ld., Kuala Lumpur
Managing Agents—J. A. Russell & Co., Kuala Lumpur

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J. M. Sloan, president
J. D. Sloan, vice-president
E. R. A. Fernando, M.S.D.S., secretary

SINGAPORE COLD STORAGE CO., LTD.—Registered Office and Stores: Borneo Wharf, Singapore
F. Dettmar, branch manager
E. Coleman, assistant
A. A. Stewart, storekeeper

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G. B. Dawes, supervisor

SOCIÉTÉ FINANCIÈRE DES CAOUTCHOUCS (Straits Agency), Estate Agents, Undertake the Valuing and Transfer of Properties. Visiting, Reporting, and General Supervision of Estates and Financing of Properties — Bungsar Estate, Kuala Lumpur. Head Office: 59, rue de Namur, Brussels. Tel. Ad: Finansoc, Kuala Lumpur; Codes: A.B.C. 5th edn., Lieber's, Broomhall's Imperial Combination (Rubber edn.)
G. W. Baldwin, F.A.I.S., secretary

SOCIÉTÉ INTERNATIONALE DE PLANTATION ET DE FINANCE, Managing Agents of Estates, Valuers, Visiting and Reporting Agents Financiers of Properties—Hongkong Bank Bdgs., Kuala Lumpur; Tel. Ad: Sipef, Kuala Lumpur; Codes: A.B.C. 4th and 5th edns., Broomhall's Imperial Combination (Rubber edn.); Head Office: 2, Marché Aux Grains, Antwerp

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ST. ANDREW'S PRESBYTERIAN CHURCH, SELANGOR, F.M.S.—Kuala Lumpur and Klang
Minister—Rev. A. D. Harcus, M.A.
Session Clerk—A. MacLennan
Hon. Treas.—R. H. Bilke

ST. JOHN'S INSTITUTION—Bukit Nanas Rd., Kuala Lumpur
Director—Rev. Bro. Stephen
Sub-director—Rev. Bro. Sylvester
With 7 other Brothers and 19 Lay Teachers

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Principal—Miss McNeil
Assist. Mistresses—Misses Bird, Hay
Music Mistress—Miss Rutledge

STRAITS TRADING CO., LTD. (Selangor Branch)
Kuala Lumpur Agency
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Kuala Kubu, Serendah—G. W. Russell, agent
Seremban—N. W. Reid, agent
P. Swettenham—Boustead & Co., agents

SUNGEI BESI MINES, LTD.—Sungei Besi; Tel. Ad: Simms, Sungeibesi Mines, Selangor; Codes: Bedford, McNeill (1908). General Manager's Office, on Mine; Head Office: Portland House, 73, Basinghall Street, London, E.C.
G. W. Simms, general manager
F. W. Bond, assist. manager
A. E. Bennett, resident engineer
F. Gilbert, W. H. Rich, G. Hemmant, assists.
S. L. Politt, mine foreman

SWANSON & SEHESTED, Civil Engineers, Architects and Surveyors—Loke Yew Buildings; Tel. Ad: Den

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TOOREN, A. VAN, Merchant, Landing, Shipping and Commission Agent—6, McArthur Street, Kuala Lumpur; Tel. Ad: Vantooren, Kuala Lumpur
A. van Tooren, proprietor
R. van Tooren, C. P. Smith, assists

Port Swettenham
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J. R. Burton, proprietor
Loh Ah Sun, secretary
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P. K. Doss, mechanic

ULU YAM TIN DREDGING LTD. (Incorporated in F.M.S.)—Ulu Yam, Selangor; Tel. Ad: Yamulu
A.W. Freeman, B.E., M.I.M.M., mang.-dir.
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UNION TRADING CO.—Kuala Lumpur
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VENNING ROAD CHAPEL—Venning Rd.
Missionary—E. Tipson

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WAGNER, C., Barrister-at-law, Advocate and Solicitor—Weng Chieu Buildings, Old Pudu Road, Kuala Lumpur
E. A. S. Wagner, barrister-at-law, advocate and solicitor

WALKER, H. HOPSON, Advocate and Solicitor—Teleph. 112, Klang; Tel. Ad: Walker, Klang

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WEARNE, BROTHERS, LTD. (Incorporated in the Straits Settlements), Automobile Engineers and Importers — Rodger Street, Kuala Lumpur; Teleph. 295; Tel. Ad: Wearne, Kuala Lumpur; Codes: A.B.C. 5th edn. and private
D. Hodge, actg. manager
F. W. Carrington, accountant
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WHITEAWAY, LAIDLAW & CO., LTD., Drapers, Milliners, Men's Outfitters, etc.—Java Street, Kuala Lumpur, and at Klang and Seremban
J. A. Archibald, manager
C. Stainfield, assist. manager
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WHITTALL & CO., Estate Agents and General Merchants—Klang, Selangor, F.M.S. Head Office: Colombo, Ceylon; New York Office: 135, Front Street. Telephs. 79 & 57, Klang; Tel. Ad: Whittall; Codes: Broomhall's (Rubber edition), Broomhall's Imperial Combination, Lieber's, A.B.C. 5th edn., Bentley's and Lieber's 5-letter
Partners—Hon. Mr. W. H. Figg, C. H. Figg, Hon. Sir J. Thomson Brown and A. S. Collett (Colombo, Ceylon
Partner and Manager, Klang Branch—F. O. Sander
Assistant Manager, Klang Branch—C. L. Chapman, signs the firm
Visiting Agent and Estate Valuer—F. H. Mustard
Assistants—S. Winthrop, F. A. Wardell, W. B. Mulraine
Acct.—E. W. Butler
Agencies
Hongkong Fire Insurance Co., Ld.
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Canton Insurance Office, Ld.
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WILDE & CO., LTD. (late Macfadyen & Wilde, Ld.) (Incorporated in Selangor), Visiting Agents—Registered Office: 12, Market Street, Kuala Lumper; Telephs. 389 Kuala Lumpur, 106 Seremban; Tel. Ad: Wilde, Kuala Lumpur and Seremban; Codes: A.B.C. 5th edn., Broomhall's Imperial (Rubber edn.)
Directors—J. Rea (Seremban), F. G. Souter (Seremban), J. S. Ferguson (Ipoh), G. Wiseman (Seremban), Sidney Morgan, A.R.C.S., F.C.S. (S'pore.)
Secretary—J. Fraser Brown, C.A. (Kuala Lumpur)
Visitor—G. O. W. Symms (Banteng
Do. —P. G. Crawford (Ipoh)

WOLSKEL & CO., LTD., H. (Incorporated in Singapore), Merchants—8, Weld Road, Kuala Lumpur; Tel. Ad: Wolskel
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Brunner, Mond & Co., Ld., Northwich
"Sunbeam" Motor Cycles
"Wolf" Brand Stout and Lager Beer
Liverpool Victoria Insurance Corporation, Ld., London (merged in the Commercial Union Assur. Co., Ld.)

NEGRI SEMBILAN

This is a group of seven States—Johol, Tampin, Sri Menanti, Jempol, Rembau, Sungei Ujong and Jelebu, the two latter having been confederated with the original group of five in 1895. They occupy together some 3,000 square miles of the interior of the peninsula, bounded on the north and east by Pahang, on the west by Malacca, and on the south by Johore. The five States originally known as the Negri Sembilan were brought under British protection by Sir Frederick Weld in 1883, and by an agreement with the respective chiefs, signed on the 13th July, 1889, they were confederated as one Residency. They are governed by the native chiefs or penghulus, assisted by the British Resident and Magistrates under him.

Under the later scheme of confederation, brought into force in 1895, by which Sungei Ujong and Jelebu were brought in, there are five districts, viz., Seremban, the Coast, Jelebu, Kuala Pilah, and Tampin. Seremban is the head office, where the Resident and heads of departments reside. Heads of departments are for the whole State, and thus a double staff is saved, as had two States remained alone it would have been necessary, as the Negri Sembilan developed, to make further appointments of European officers. The political affinity of the States is undoubted, and the same tribal and customary laws exist in both, together with the system of the election of the chiefs. The population of the Negri Sembilan at the 1911 census was 130,199, of whom 69,745 were Malays, 40,843 Chinese, and 18,248 Indians. The estimated population at the end of 1920 was 160,096.

Sungei Ujong and Jelebu have together an area of about 1,200 square miles, and a range of hills in the north attain a height of about 3,800 feet, the slopes of which have been pronounced by Ceylon planters as most suitable for the cultivation of coffee, cocoa, and other tropical products. On the lower ground, nearer the coast, tapioca is successfully cultivated, but during the past few years, tapioca, coffee and coconut cultivation have been abandoned very largely in favour of rubber. Tin mining is carried on to a considerable extent. The river Linggi is the only important stream in the State, and was formerly navigable for upwards of 40 miles from its mouth. The principal town of Sungei Ujong is Seremban. The port of Sungei Ujong was opened on the 1st September, 1884, at Pengkalan Kompas on the Linggi river, at a distance of about seven miles from the mouth of the river, and a well laid-out town has sprung up. Port Dickson (district and port) lies south-west of Seremban, and promises to become of some importance. The harbour has from eleven to fifteen fathoms of water and is well sheltered. A railway connecting it with Seremban was opened in July, 1891, and has greatly facilitated trade. The State is now traversed by the F.M.S. railway system, and the road system is a subject of favourable comment by all who visit the country.

The revenue of the State in 1920 was $5,942,205 against $7,111,538 in 1919, and the expenditure $7,635,239 against $5,732,265 in 1919. The balance of assets to the credit of the State amounts to $7,598,123. Imports in 1920 were valued at $13,403,573 against $13,569,224 in 1919, and exports at $38,604,887 against $42,290,465 in 1919. These figures, however, are no true index of the total trade of the State, as much of the merchandise produced and consumed in the State passes through Selangor.

Rubber leads in agricultural produce with a planted area of 263,000 acres. The export of rubber was 21,111 tons in 1920, against 22,845 in 1919, and of gambier 5,683 piculs against 5,397. The total acreage of mining land was 15,519.

DIRECTORY

THE STATE COUNCIL

H.H. Tunku Muhamad, K.C.M.G., bin Al-Marhom Tunku Antah Yang-di-pertuan Besar of Negri Sembilan (President)
British Resident (E. S. Hose, actg.)
Dato' Klana Petra of Sungei Ujong (Mamor)
Dato' Bandar of Sungei Ujong (Haji Ahmad)
Dato' Penghulu of Jelebu (Abdullah)
Dato' Penghulu of Johol (Kamat)
Dato' Penghulu of Rembau (Haji Sulong)
Tunku Muda Chik bin Yam Tuan Radin

British Residency

British Resident—(vacant), E. S. Hose (actg.)
Secretary—W. S. Ebden
Clerk, Special Class I.—D. W. Attygalle
Clerk, Class I—C. R. Skelchy
Do., II—J. R. Sta. Maria
Do., II—A. Pereira

Courts

Magistrate and Registrar of Courts and Marriages and Official Administrator—R. C. Cussen
Clerk, Class II—J. V. Gunanayakam
Do., II—A. L. Blankanette
Do., II—G. Sta. Maria

District Office, Port Dickson

District Officer—O. Beckett
Clerk, Class I—J. Z. Pinto

District Land Office, Port Dickson

Clerk, Class II—Lim Kian Siah
Settlement Officer—Mohd. Idris

Customs

Seremban and Port Dickson

Supervisor—J. G. O'Reilly
Clerk, Class I —A. Mahalingam
Do., II—P. Babok Pillay

Tampin and Kuala Pilah

Supervisor—V. C. Watkins
Clerk, Class II—S. R. Kohlhoff

Marine Office

Harbour Master—J. G. O'Reilly
Boarding Officer—P. Babok Pillay

Sanitary Board, Port Dickson

Chairman—District Officer
Members—Executive Engineer, Health Officer, N.S., District Surveyor, C. E. Evans, H. J. Topliss, Tan Pah and Penghulu of Port Dickson
Sanitary Inspector—Sheikh Ahmad

Mines Department

Assist. Warden of Mines—A. G. Mondy (acting)
Chinese Interpreter and Clerk — Yap Cheow Koon
Overseers of Mines—Tunku Syed Ahmadr Bullat bin Tahir, Deli bin Kassim, Kaha, bin Dato Paduka

Jelebu

District Office

District Officer—A. M. Dryburgh
Clerk, Class II—S. Muttiah

Land Office

Clerk, Class II—Loi Num Peng
Malay Officer—Tunku Achap

Kuala Pilah

District Office

District Officer—A.G. Morkill
Malay Office—Abdul Malik
Clerk, Class II—C. Nagalingam

Land Office

Clerk, Class I—J. Alcantara
Do. II—E. de Costa

Sanitary Board

Chairman—District Officer
Members—Health Officer, N.S., Executive Engineer, Medical Officer, Oh Kim Saing D. J. Marquess and T. W. Browne
Sanitary Inspector—R. M. Suppiah Pillay

Tampin

District Office

District Officer—S. Forbes
Assist. do. —H. North-Hunt
Clerk, Class I—P. Ardy Pillay
Do., I—Sim Choon Ghee
Do., II—R. H. Dias

Land Office

Clerk, Class I—S. S. Pillay
Settlement Officer—Mohd. Pilus

Sanitary Board

Chairman—District Officer
Vice-Chairman—Assist. District Officer
Members—Health Officer, N.S., Executive Engineer, Li Ka, J.P., Lee Pun, C. E. Nugent, J. F. Hoare
Sanitary Inspector—D. S. Stoner

POLICE

Deputy Commissioner—G. S. Magill, G. Simpson (actg.)
Probationary Assist. Commissioner—J. D. Dalley
Chief Inspector—G. W. Brouard
Inspectors—J. Kennedy, Abu Baker, D. T. Marquess, R. D. R. Ponting, W. H. Murphy, T. Burke
Clerk, Special Class—A. G. Lopez

EDUCATION DEPARTMENT

Inspector of Schools— M. B. Brockwell, P. A. Yearwood (acting)
Clerk, Class I—S. A. Nonis
Head Teacher, English School, Port Dickson—Miss M. R. Stuart
Assists.—Misses I. R. Smith, M. de Souza
Head Teacher, English School, Kuala Pilah —L. A. Nonis (acting)
Assistants—L. A. Nonis, P. K. Raman

FOREST DEPARTMENT

Negri Sembilan and Malacca

Deputy Conservator—W. E. Kinsey
Assist. do. —J. R. N. Charter
1st Grade Rangers—A. M. Askey, Long bin Ujang, F. J. Mitchell, Abu Baker

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LAND DEPARTMENT

Seremban

Collector—C. W. Bresland
Malay Officer—T. S. Abu Baker
Clerk, Special Class—W. Marsh
Clerks, Class I—L. Pereira, S. J. Ayathurai

MEDICAL DEPARTMENT

Seremban

Senior Medical Officer—W. S. Milne, M.B., CH.B.), D. T. Skeen, M.B., CH.B. (acting)
Medical Officers, Seremban—I. P. Masters, M.B., CH.B., C. B. Pasley, F.R.C.S.I., L.R.C.S.I., L.R.C.P.I., L.M.R.C.S. & P.I., L.M., F. V. Jacques, M.B., CH.B.
Lady Medical Officer—Mrs. E. B. Jacques, M.B., CH.B.
Medical Officers, Kuala Pilah—C. E. Cobb, Mrs. E. M. M. Cobb
Assist. Surgeons—A. S. Muttu and Pandak Ahmad (Serembin), S. S. Rajayanagam (P. Dickson), S. Arasaratnam (Jelebu), G. T. Edward (Tampin)
Veterinary Surgeon—S. S. Fleury
Do. Insptr.—K. A. Menon

Health Branch

Health Officer and Registrar of Births and Deaths, Negri Sembilan—A. K. Cosgrave, M.C.
Health Officer, Tampin—R. B. Jackson
Chief Sanitary Inspector—H. Macdonald
Clerk, Class II—J. A. Gomes
Sanitary Inspectors—F. A. Dawson, S. N. Malaker Roy, R. Swaminatha Ayer
Inspector of Dead Bodies—B. C. Majunder

PRISON DEPARTMENT

Supt.—G. Simpson
Gaoler—C. Scroby
Clerk, Class II—Goh Keng Chan

PUBLIC WORKS DEPARTMENT

(Headquarters Office: Seremban)

State Engineer—J. P. Swettenham
Clerks, Class I—M. P. Hendroff, B. A. Especkerman

District Office

Executive Engineer—J. B. MacLachlan
Assistant do. —H. Whitfield
Building Inspector—S. Maruthamuthu
Clerk, Special Class—N. Alvapillay
Clerk, Class I—N. Nagalingam
Executive Engineers—S. J. Gooch (Port Dickson), W. H. Morgan (Jelebu), W. H. Morgan (Kuala Pilah), W. J. Pinkerton (Tampin)

SURVEY DEPARTMENT

Supt. Revenue Surveys—E. W. Geyer
Clerk, Class I—A. T. Rajah

Field Staff

District Surveyors—T. Kitching, F. H. Frodsham, C. E. Nugent, C. Y. B. Sewell

Drafting and Computing Staff

Assist. Supt. (Office)—C. A. Rust

STATE TREASURY

State Treasurer and Collector of Stamps—A. Edmonds
Clerk, Class I—S. de Silva

SANITARY BOARD, SEREMBAN

Chairman and Secy.—H. H. Banks
Sanitary Inspr., I—Lim Leong Chin
Do., II—G. L. Felsinger
Veterinary Inspr.—F. N. Chatterjee

CHINESE PROTECTORATE

Assist. Protector—A. B. Jorden
Clerk and Translator—Tang Po Cho

LABOUR DEPARTMENT

Deputy Controller—H. R. Joynt

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA—Seremban
R. W. Morris, sub-agent
C. B. Rait, sub-accountant
R. Ralston, do.

CHURCH OF ENGLAND—St. Mark's, Seremban
Acting Chaplain—(vacant)
People's Warden—Mrs. W. L. Braddon
Hon. Church Secretary and Treasurer—H. Relph
Committee—J. L. Hope, E. M. Pennefather, G. Simpson, C. Ritchie, P. A. Yearwood, A. B. Jordon

ESTATES

ANGLO-MALAY RUBBER CO., LTD., Linsum Estate: Rantau, Post & Telegraph Office; Terentang Estate: Sungei Gadut, Post and Telegraph; Ayer Angat Estate; Batang Kail Estate
J. Bruce, general manager
Dr. Stubbs, medical officer
G. J. Wright, engineer
R. Soloman, accountant

BATANG BENAR RUBBER CO., LTD. (Registered in Singapore)—Postal Ad: Nilai P.O., Negri Sembilan; Tel. Ad: Batang Benar Estate, Batang Benar. Distance from Railway Station: 50 yards; distance from Telegraph Office: 50 yards
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K. S. Marsh, manager
Mansergh & Tayler, Seremban, visiting agents
Secretaries and Registered Office—Barker & Co., Ld., Chartered Bank Chambers, Singapore

BATANG CONSOLIDATED RUBBER ESTATES, LTD. (Incorporated in England), Kayu Estate—Postal Ad: Batang Malaka, Negri Sembilan, F.M.S.; Tel. Ad: Taylor, Batang Malaka. Distance from Railway Station: 2½ miles; distance from Telegraph Office: 2½ miles
Pierce Power Taylor, manager
Cumberbatch & Co., Ld., Kuala Lumpur, agents
Secretaries and Registered Office—Sharpe, Estall & Co., Ld., 1 & 2, Gracechurch Street, London, E.C.

BATANG MALAKA RUBBER ESTATES, LTD.—Postal Ad: Batang
F. G. Whitehead, manager
Noel A. Gunne
W. S. Roycroft
J. S. Kearney
Cumberbatch & Co, Ld., agstne

BORELLI RUBBER CO., LTD. (Incorporated in F.M.S.), Bukit Kledek Estate—Postal Ad: Tampin; Tel. Ad: Ayer Kuning South. Distance from Railway Station: 6½ miles; distance from Telegraph Office: 6½ miles
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L. J. Godwin, manager
R. M. V. Hunt, assistant
Wilde & Co., Ld., Seremban, visiting agents

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G. A. John, assist.
A. J. Taylor, do.
Brown & Tough, visiting agents
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Secretaries and Registered Office—Thos. Barlow & Bro., 49, Eastcheap, London, E.C.

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R. C. Wright, assist.
W. J. Warin, do.
H. A. S. Hughes, do.
K. Godfrey, do.
Jindaram Estate
W. P. Crawford, manager
E. J. Deane

BUKIT KUAH ESTATE — Postal Ad: — Jelebu; Tel. Ad: Braddon, Jelebu

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Secretaries & Registered Office—Mansergh & Tayler, Seremban

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Planters' Stores and Agency Co., Ld., Kuala Lumpur, local agents
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Boustead & Co., Kuala Lumpur, agents
Secretaries and Registered Office—Boustead, Bros., Fenchurch St., London, E.C.

CHEVIOT RUBBER, LTD.—Postal Ad: Labu
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Secretaries and Registered Office—Guthrie & Co., Ld. 5, Whittington Avenue, London, E.C.

CHIMPUL (F.M.S.) RUBBER ESTATES, LTD., Incorporated in England—Postal Ad: Tampin, Negri Sembilan
Sime, Darby & Co., Ld., Malacca, agents
Secretaries and Registered Office—Sime, Darby & Co., Ld., London House, Crutched Friars, London

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CLOVELLY RUBBER ESTATE CO., LTD. —Postal Ad: Tiroi

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Barker & Co., Ld., Chartered Bank Chambers Singapore, agents
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J. D. Graham, senior assist. Hillside Div.
A. R. Muirhead, assist., Vigordia Div.

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A. Reed, M. E. Marshall, C. Stewart, assists.
C. Division
T. MacGladrie
Cromdale and Sialeh Divisions
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Dr. S. C Howard, resident doctor
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W. L. Kerr, assistant
Mansergh & Tayler, agents

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Barker & Co., Ld., Penang, local agents
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C. C. F. Ekins, assist.
Mansergh & Tayler, Seremban., agents
Secretaries and Registered Office—Dickson, Anderson & Co., Abchurch Lane, London, E.C.

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J. A. Jansen, manager
Secretary & Registered Office—J. M. Jansen, 31, Robinson Rd., Singapore

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Secretaries and Registered Offices—Boustead & Co., Ld., Kuala Lumpur

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Wilde & Co., Ld., Seremban, visiting agents

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C. Tapsell, assist.
Mansergh & Tayler, Seremban, visiting agents
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J. McLeod, divisional manager
W. Watters, assist.
W. Kellit, visiting engineer
Mansergh & Tayler, Seremban, agents
Secretaries and Registered Office—Lyall Anderson & Co., Ld., 16, Philpot Lane, London, E.C.

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PERHENTIAN TINGGI ESTATE, Perhentian, Tinggi
Singapore Para Rubber Estates, Ld., owners

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PORT DICKSON-LUKUT (F.M.S.) RUBBER ESTATES, LTD. (Incorporated in England), St. Leonard's Estate—Teleph. 4, Port Dickson; Tel. Ad: Port Dickson. Distance from Railway Station: Port Dickson, 3½ miles; also on property Bagan Pinang Station. Distance from Telegraph Office: Port Dickson, 3 miles
C. T. Ferguson, manager
L. O. Atkinson, assist.

Lukut Estate—Postal Ad: Lukut Estate, Port Dickson, Negri Sembilan. Distance from Railway Station: 3 miles; distance from Telegraph Office: 3 miles
A. M. Kennedy, manager
H. S. G. Eastman, assist.
Perhentian Siput Estate—Postal Ad: Port Dickson, Negri Sembilan, F.M.S., Tel. Ad: Port Dickson
C. Knight, manager
W. J. C. Morgan, assist.
Wilde & Co., Ld., Seremban, visiting agents
Guthrie & Co., Ld., Kuala Lumpur, agents
Secretaries and Registered Office—Guthrie & Co., Ld., 5, Whittington Avenue, Leadenhall St., London, E.C.

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G. H. Wood, do.

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F. R. Murray Robertson, do.
Hassan bin Haji Arshat, assist.

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R. B. Nunneley, assistant mgr.
F. G. Cancellor, do.

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S. A. Owen, assist.
J. H. Burchett, do.
L. O. Serres, do.
Barker & Co., Ld., Chartered Bank Chambers, Singapore, agents
Registered Office—J. A. Wattie & Co., 24A, Kiangse Road, Shanghai

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C. M. Harris, assist.
I. D. Cavey, do.
A. Macintyre, do.
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Guthrie & Co., Ld., Kuala Lumpur, agents
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Cheng Tan Siew, draughtsman
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WRIGHT, FRANCIS A., M.A. FISHER, IVAN, S., M.A. Barristers-at-law, Advocates and Solicitors, F. M. S.—93, Birch Road, Seremban

PAHANG

The State of Pahang lies between Trengganu and Johore, and extends along the eastern side of the peninsula from 2 deg. 40 min. to 4 deg. 35 min. N., its coast line being about 130 miles in length. The area of the State is estimated at 14,300 square miles, and its principal river, which drains a large extent of country, is known by the same name. The river Pahang is, however, owing to its shallowness, navigable for small craft only. The country is sparsely populated, there being, according to the census of 1921, 134,684 inhabitants, as compared with 118,708 in 1911.

The capital of the State is Kuala Lipis, situated at the mouth of the Lipis river, where is also the seat of Government. The State is under British protection, and in August, 1888, the Sultan, acting under the advice of the Sultan of Johore, applied for a British Resident to assist in the administration of the country, which request was acceded to in October of that year.

The predominant rock is slate, but granite, sandstone, limestone, quartz, and schist abound, while traces of volcanic action at some remote age are shown by the presence of basalt, trachyte, etc. As regards its mineralogy the State has always possessed a high reputation for its product of gold and tin. Though during recent periods these have been but little sought, the wonderful old gold workings discovered by Messrs. Knaggs and Gower show that the State must, at some very remote time, have been well known and populated. Gold is worked on a large scale at Raub by the Raub Australian Mining Company, and on a small scale elsewhere by Chinese and Malays. The Pahang Consolidated Company, Ltd., have large tin mines at Sungei Lembing in the Kuantan district, and there is much tin mining in the Bentong-Raub and at Gambang in the Kuantan district.

The revenue for 1920 amounted to $2,956,200 and the expenditure to $4,369,822. The administrative expenditure has, up to the present, exceeded the income, and the State on January 1st, 1921, owed $11,308,689 to other States of the Federation. The country promises soon to emerge from its backward condition. This backwardness was due chiefly to the lack of proper means of communication. The indebtedness incurred by the State is represented by public improvements that are going to prove of a remunerative character in years to come. Excellent roads have been constructed, opening up land for planting and aiding prospecting for minerals. All the principal towns are now connected by telegraph, and the new Trunk Railway, which is to make another connection between the F.M.S. system and the Siamese Railways, is in an advanced stage, having reached Nerang Tunggal, 17 miles north of Kuala Lipis, from the southern junction at Gemas. When this line is completed it will be possible to travel by rail from Singapore to Bangkok through Kelantan.

The quantity of copra exported in 1920 was 3,164 piculs, as against 4,495 piculs in 1919. The exports of rubber were valued at $4,237,115, as against $4,364,720 in 1919. The export of tin and tin-ore, viz., 72,466.89 piculs, showed a decrease in quantity of 250.79 piculs but an increase in value of $1,631,160 on that for the year 1919. The output of gold at Raub was 11,476 ounces, as against 15,301 ounces in 1919.

The total value of trade for the year 1920 was $18,994,364, as against $17,536,859 in 1919, an increase of $1,457,505.

DIRECTORY

GOVERNMENT

SULTAN—ALMOKTASAM BILLAH AL SULTAN ABDULLAH, K.C.M.G., IBNI ALMERHOM SULTAN AHMAD MA'ATHAM SHAH

British Resident—Hon. Major C. W. C. Parr, O.B.E.

Malay Secretary to His Highness—Che' Abu Bakar bin Imam Prang

Council of State

His Highness the Sultan, President
British Resident
Tungku Suleiman ibini Almerhum Sultan (Ahmad—The Tungku Besar)
Trang Kaya Maharaja Perba of Jelai
Imam Prang Indera Stia Raja
Che Ungku Wan Mohamed Salleh
Orang Kaya Indera Shahbandar
Orang Kaya Indera Pahlawan

British Residency

British Resident—Hon. Major C. W. C. Parr, O.B.E.
Secretary to Resident—G. E. London
Cadet—J. Falconer
Clerks, Class I—S. Sinnadurai, K. Kandiah, S. J. Cyril
Clerk, Class II—E. E. Especkerman, N. Murugasoo
Clerk, Class III—Bedin bin Haji Ahmad
Malay Writer—Ngah Ahmad bin Maamur

District Officers

Lipis

District Officer—S. W. Jones
Assist. do. —W. A. Gordon-Hall
Cadet—M. X. Blackwell
Chief Clerk—Mohamed Soolong

Raub

District Officer, Raub—C. W. A. Sennett
Malay Assistant—Che Hussain
Settlement Officer—Che Abdul Rahim
Chief Clerk—See Phow
Chief Land Clerk—Che Abdul Karim
2nd Land Clerk—T. Ponnampalam
Correspondence Clerk—Bhagwan Singh
Customs Clerk—Zay Siak Cheong
Acting Malay Writer—Che Sintol
Sanitary Board Clerk—B. Gostelow
Chinese Interpreter—Chow Ah Hoong
Clerk of Courts—Baggar Singh
Out-Door Officer—Inche Dadai
Tamil Interpreter—G. M. Rajendram

Bentong District

District Officer, Bentong—W. R. Boyd
Malay Officer—Wan Ibrahim
Settlement Officer—Che Abdul Manan (acting)
Chief Clerk—Lim Kean Seing
Chief Land Clerk—Kee Ah Yoon
2nd Land Clerk—Mohamed
Sanitary Board Clerk—Lim Soon Hock
Correspondence Clerk—K. Chelliah
Chinese Interpreter, also Clerk of Courts—Chan Ping Kee
Malay Writer—Mat Sa'at
Out-Door Officer—Jappar
Tracer—Osman
Sanitary Inspector—S. K. Pillai

Temerloh

District Officer—W. D. Barron
Asst. do. —Samah bin Haji Ali
Chief Clerk—V. Asaipillai

Pekan

District Officer—J. E. Kempe
Cadet—L. H. Gorsuch
Malay Officer—Mohd. Bake bin Abas
Chief Clerk—A. Velupillai

Kuantan

District Officer—F. T. Tree
Asst. do. —Raja Uda (acting)
Chief Clerk—S. N. Ratnam

Education

Inspector of Schools—J. Watson, M.A. B.SC., Capt. G. C. Davies, M.C., M.A. (acting)

English School, Kuala Lipis

Teacher—V. N. Bartlett
1st Assist. Teacher—C. S. Muttutamby
2nd do. —P. Chinnadurai

English School, Kuantan

Teacher—S. Sambanda Moorthy

Anglo-Chinese School, Raub

Teacher—N. Appadurai
1st Assist. Teacher—Mrs. G. Armstrong
2nd do. —Tan Chuan Tin

Anglo-Chinese School, Bentong

Teacher—Goh Sam Eong
1st Assist. Teacher—K. Kanagasabai
2nd do. —A. V. Subramaniam
3rd do. —Seet Keng Ean

Forest Department

Deputy Conservator of Forests (Pahang)—P. Phillips
Asst. Conser. of Forests—G. J. Henbrey (Kuantan)
Extra Asst. Conservator of Forests—G. E. Neal
Forest Rangers—C. Foston (Lipis), Abdul Aziz (Temerloh), A. Rahman (Raub), Moh. Jasin (Pekan)

Medical Department, Pahang

Senior Medical Officer, Registrar of Births and Deaths, and Supt. of Vaccinations—Capt. A. Reid, R.A.M.C. (Terr. Army)
Lady Med. Officer—A. G. Fergus, M.B C.M., L.M., F.R.SOC.TROP.MED.
Health Officer, Pahang—W. O. Pou, M.R.C.S., L.R.C.P.
Chief Sanitary Inspector—E. G. Montford

Med. Officer, Kuala Lipis—P. G. Temple, M.R.C.S., L.R.C.P.
Medical Officer, Kuantan—W. S. Leicester, M.R.C.S., L.R.C.P.
Veterinary Surgeon—R. A. B. Stanhop

MINES DEPARTMENT

Asst. Warden, Ulu Pahang—A. T. Bennetts (acting)
Do., Kuantan—J. S. Berger

POLICE

Chief Police Officers—J. Cullen, B. M. B. O'Connell
Chief Inspectors—H. Hinton, T. Goggin
Inspectors—J. T. Cowan, E. A. Lamerton, W. Dowling
Chief Clerk—W. T. Fernandez

POSTAL AND TELEGRAPH DEPT.

Superintendent of Posts and Telegraphs (Selangor, Negri Sembilan and Pahang) R. R. Bullmore (acting)
Assistant Supts.—H. J. Harris, E. A. Staines, V. D. Parsons

PUBLIC WORKS DEPARTMENT

State Engineer, Pahang—F. W. Mager
Executive Engr. Head Quarters—A. B. Potts
Do., Kuala Lipis—H. T. Nicholas
Do., Mentakab—W. W. Davidson
Do., Raub—R. F. V. Leech
Do., Kuantan—Jas. Aitchison
Assistant Eng., Kuala Lipis—J. Harpur
Do., Mentakab—T. R. Hutton
Do., Raub—C. C. Morley
Do., Kuantan—S. Tonkin
Do., Bukit Fraser—J. Allen, G. H. Hargreave
Assist. Architect—R. G. Vergette

STATE TREASURY

State Treasurer—M. P. Jeremiah
Chief Clerk—Mohd. Junus bin Hussein

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S. Oxley, manager
F. W. Posse, assist.
Secretaries & Registered Office—Evatt & Co., Ipoh

BENTONG CLUB

CENTRAL PAHANG PLANTERS' ASSOCIATION
Chairman and Hon. Secy.—Vicomte R. de Bondy

GALI RUBBER ESTATE—Postal Ad: Raub
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GAPIS, LTD.

GAPIS TIN MINES—Tras, Pahang
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H. M. Shepton, manager
R. Don, assist.

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J. W. Smith
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Harrisons & Crosfield, Ld., Kuala Lumpur, agents
Secretaries—G. Williamson & Co., Leadenhall St., London, E.C.

KUALA KRAU RUBBER CO., LTD. (Incorporated in England), Jeransong Estate—Postal Ad: Jeransong Estate, Jeransong, Kuala Lipis, Pahang. Railway Station adjoining. Tel. Ad: Jeransong
H. P. Curtis, manager
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Secretaries and Registered Office—Begg, Roberts & Co., 138, Leadenhall Street, London, E.C.

KUALA REMAN RUBBER ESTATES, LTD. (Incorporated in England)—Kuantan. Head Office: Blomfield House, London Wall, London, E.C.2
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A. W. Barwick, accountant
Kuala Reman Estate
U. A. Currie, Wm. Mills, C. M. Nash, A. E. C. McIlroy, R. N. Mawer, K. J. G. Bradford, J. V. McClelland, assists.
W. F Kesslar, dresser-in-charge
Sungei Talam Estate
E. H. Lawrence, manager
Chan Kim San, office clerk
J. P. Williams, medical officer
W. F. Kesslar, dresser-in charge
Singapore Agents—Borneo Co., Ld.
Kuantan Agts.—Pahang Consolidated Co., Ld.

MENTAKAB ESTATE

PAHANG CONSOLIDATED CO., LTD. (Incorporated in England)—Kuantan. Head Office: Blomfield House, London Wall, London, E.C.
Singapore Agents—Borneo Co., Ld.
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Mining Engs.—G.W.Thomson, M.I.M.M., A.O.S.M., V. B. C. Baker, A.I.M.M.
Assist. Mining Engineers—J. N. Wynne, M.I.M.M., C. J. J. Reed
Chief Accountant—H. G. Buckland
Assist. Accountants—A. J.T.Sturrock, G. R. Davidson
Assist. Surveyors—John Noall, J. H. Terrell
Mine Foremen—W. J. Lanyon, J. H. Verran, R. G. Ritchie, Jenkins, T. H. Tonkin, J. Lynch, A. V. Sampson, L. Barnett, T. Johns, H. G. Wallace
Chief Engineer—Jas. Kinnear
Assist. Engineers — Thos. McClay, T. M. Kinnear, E. Tregonning, W. Sasse, D. Kidd, H. Watters, W. G. Pow, John Hay, A. Thomson
Chief Elec.Engr.—L. F. Hilton
Assist. Elec. Engineers—J. M. Jamieson, W. Davey
Mill Manager—G. S. Skuthorp, B.SC.
Assist. Millmen—T. Lawther, E. Penhall, A. J. Bock
Tin Dressers—E. Tregidga, F. J. Merritt
Chief Clerk—Kwek Kiam Seng
Clerk—Ee Whay Lim
Clerk-in-charge, K. Kuantan—A. John
Medical Officer—J. P. Williams, L.R.C.P., D.P.H.
Head Dresser—J. Reincastle
Dispenser—Chong Tong Soon

PAHANG FORWARDING & TRANSPORT CO., Forwarding Agents and Retailers of Tyres, Oils and Motor Accessories—Raub and Kuala Lipis
F. J. Ayris, proprietor

PAHANG OIL PALM SYNDICATE, Sungei Tua Estate—Postal Ad: Benta Raub
S. Oxley, manager
Société du Selangor, K. Lumpur, agents

PAHANG PARA RUBBER SYNDICATE, LTD., (registered in England), Atbara Estate—Postal Ad: Kuantan
F. W. Barker & Co., Singapore, agents
Secretaries and Registered Office—Rubber Estates Agency, Ld., 59, Eastcheap, London, E. C

PAHANG RUBBER CO., LTD., (Incorporated in Honolulu, U.S.A.), Cheroh Estate—Postal Ad: Raub, Pahang, F.M.S.; Tel. Ad: Ruberaub, Raub. Distance from Railway Station: Kuala Kubu 54 miles, Kuala Lipis 49 miles; distance from Telegraph Office: 10 miles
Rowland V. Ross, manager
C. T. Gok, clerk
V. A. Tayler, Seremban, visiting agent
Fred. Waterhouse Co., Ld., Singapore, agents
Registered Office—Waterhouse Co., Ld., Honolulu

RAUB AUSTRALIAN GOLD MINING CO., LTD.—Raub, Pahang, F.M.S. Head Office: Brisbane, Australia
Secretary—Chas. A. Clarke
Local Secs.—Derrick & Co., S'pore.
Staff at Mines
General Manager—A. S. Lilburne, MEMB. I.M.M. (Lond.), M.A.I.M.E.
Elec. Engineer—Walter Rouss
Battery Manager—Geo. Michell
Mine Foreman—John Joice
Mine Assist.—John Gentleman
Surveyor—R. S. Opie
Engineer—J. N. Buzza
Assist.—W. Miners
Battery Assist.—J. Josefson

RAUB RUBBER ESTATES—Raub and Sungei Mas Estates
Vicomte R. de Bondy, manager
B. Brang, bookkeeper

SELBORNE ESTATE—Kuala Lipis
A. B. van Delden, manager
W. H. Gray, C. H. Garner, A. L. Fitzpatrick, assists.
V. Sadayappan, dresser
W. Leong Huat, bookkeeper
Radin Soma, conductor

SEMAMBU RUBBER ESTATES, LTD.—Postal Ad: Kuantan
G. Shillitoe, manager

SHANGHAI PAHANG RUBBER ESTATE, LTD. (Registered in Hongkong)—Postal Ad: Bentong, Pahang, F.M.S.
F. Birkemose, manager
Barker & Co., Singapore, agents
Secretaries and Registered Office—A. R. Burkill & Sons, 2, Kiukiang Road, Shanghai

TONG SHOON KONGSI, Mine and Estate Owners—Bentong
Tin Smelting Works

TRIANG ESTATE
M. Cathiranalo

VALENTIA & SKELLIGS ESTATES—Postal Ad: Kuantan

THE UNFEDERATED MALAY STATES

The Malay States not included in the Federation are Johore, Kedah, Perlis, Kelantan and Trengganu.

Article 111 of the Johore Treaty of the 11th December, 1885, provided for the appointment of a British Agent in Johore. By an agreement dated the 12th May, 1914, this was altered so to provide for the appointment of a British officer to be called the General Adviser, whose advice must be asked and acted upon on all matters affecting the general administration of the country and on all questions other than those touching Malay religion and custom.

The States of Kedah, Perlis, Kelantan and Trengganu came under British protection on the 9th July, 1909, when, in execution of the Treaty of the 10th March, 1909, the Siamese Government transferred to the British Government all suzerainty, protection, administration and control over these four States. British Advisers on that day took over from Siamese Advisers in Kedah, Perlis and Kelantan. In Trengganu, an officer styled the British Agent assumed duty.

The Sultan of Trengganu, later, expressed a desire that his State should be administrated upon an improved basis, and, by a Treaty with His Majesty's Government dated the 24th May, 1919, agreed to receive a British Adviser (in place of the British Agent provided for by an earlier Treaty of the 22nd April, 1910) and to ask and follow his advice upon all matters affecting the general administration of the country and all questions other than those touching the Mohammedan religion.

The Treaty of 1909 also provided for the loan of £4,000,000 by the F.M.S. Government to Siam for the purpose of building a railway southward from Bangkok to connect up with the F.M.S. Railways system *via* Kelantan This sum was subsequently increased to £4,750,000, in consequence of a decision to connect up also *via* Kedah. The railway *via* Kedah was opened to traffic on the 1st July, 1918. A fast weekly passenger service between Bangkok and Penang was inaugurated on 2nd January, 1922. A train, with sleeping and restaurant cars attached, leaves Bangkok Noi every Monday morning, arriving at Penang on Tuesday evening, and returning from Penang every Thursday morning, arriving at Bangkok Noi on Friday evening. The distance is about 1,000 miles. The line *via* Kelantan is still under construction. It is expected that the Southern Siamese districts will develop greatly as the result of the railway communication.

In general terms, it may be said that the development of the Unfederated Malay States in the last decade has been even more remarkable than that of the Federated Malay States. Their revenue, for instance, in ten years has more than quadrupled.

Although each of the five Unfederated Malay States preserves its individuality with the greatest solicitude, there is the friendliest feeling, not only amongst them, but also between them and the Federated Malay States and the Colony of the Straits Settlements; and in any matter which tends to their common advantage, yet does not affect their individuality, there is ready co-operation. The States differ from one another in many respects, both great and small. As examples of the difference in the smaller matters, it may be mentioned that Kedah, Perlis and Trengganu adhere to the Mohammedan calendar, whereas Johore and Kelantan have adopted the Christian calendar. The system of internal administration differs very greatly; on broad lines, however, the resemblance between the States is strong. They are all Mohammedan countries, and are governed by a Ruler who is advised by a State Council. (Johore has separate Legislative and Executive Councils; in the other States the Councils are both Legislative and Executive.) They use the coinage and the currency notes of the Straits Settlements. Their European officials are British officers, almost all of whom are lent, on deputation, to them by the Governments of the Straits Settlements and the Federated Malay States. Johore, Kedah, Kelantan and Trengganu have their separate issues of stamps. The small State of Perlis (which in earlier days was a part of Kedah, and which is still closely connected with it) uses the Kedah stamps.

JOHORE

This State occupies the southern portion of the Malayan Peninsula, and has an area of about 7,500 square miles. The State is ruled by a Sultan, who is independent, but under the protection of the British Government so far as external policy is concerned. The present Sultan, Ibrahim, was born in 1873, and succeeded his father, the late Sultan Abubakar, in 1895, being crowned on the 2nd of November of that year. On the 1st January, 1916, the dignity of an Honorary Knight Grand Cross of the most Distinguished Order of St. Michael and St. George was conferred on His Highness the Sultan by His Majesty the King, and the investiture took place at Johore Bahru on May 11, 1916. More recently, His Highness has been decorated with the Order of the British Empire in further recognition of his services during the Great War. Since 1910, the Sultan has had the services of an officer of the Straits or F.M.S. Civil Services as General Adviser, and other members of these services are seconded to control various departments, with the result that the government is now on a better footing and the finances materially improved. The country has made great progress in material prosperity, and its orderly condition has attracted a good deal of European capital, invested in planting enterprises.

The revenue for 1920 amounted to $11,838,975 against $11,002,777 in 1919, and the expenditure to $13,070,283 in 1920 against $8,223,862 in 1919. Improved methods of collection and administration, and the expansion of the agricultural and tin mining industries are factors in the increase of revenue, which has nearly trebled since 1914. Surplus assets at the end of 1920 amounted to $7,896,477. The railway, which connects Singapore with the F.M.S. system, was completed in 1909, and its construction has already given a great impetus to the opening up of this fertile State. Along its 120 miles it provides access to the extensive areas of valuable forest land not conveniently reached by the natural waterways. It is operated and leased by the F.M.S. Railway Department, which now controls the whole of the railways in the Malay Peninsula. The State owns a light railway in Muar, but this has now been closed to passenger traffic, the opening up of a road system making the district more accessible.

Eighty-two schools are maintained by the Government, and at four of these English is taught. At the English College, which is conducted on the lines of an English Public School, there were 54 boys in residence in 1920.

The capital is the town of Johore Bahru, or new Johore, as distinguished from Johore Lama, or old Johore, the former seat of the Sultans of Johore, which was situated a few miles up the wide estuary of the Johore river. The new town is a flourishing little place on the nearest point of the mainland to Singapore island, and lying about 14 miles to the north-east of Singapore city, in 1° 26′ N. It contains some 15,000 inhabitants, mostly Chinese. Amongst the Government buildings are the Istana, court and police stations, barracks, gaol, hospital, market, railway station and a mosque. A plentiful supply of water has been provided since March, 1890. Good roads are being made, and public works, such as the construction of waterworks and bridges and the establishment of an electric light and power station at Johore Bahru, are receiving a good deal of attention. The Public Works Department spent $4,323,497 in 1920.

The population of the State at the census in 1921 was ascertained to be 282,244 (as compared with 180,412 in 1911), of whom 626 were Europeans, 158,144 Malays, 96,888 Chinese, 24,278 Indians, 173 Eurasians, and 2,135 others. The Chinese are chiefly found as cultivators of gambier and pepper, and are spread over the range of country in the extreme southern end of the peninsula, nearest to Singapore, but there is also a large Chinese population on the Jemaluang tin-field near Mersing.

	1919	1920
Imports	$29,524,700	$42,877,896
Exports	71,061,346	68,685,787
	$100,568,046	$111,563,683

European pioneers have, in the last few years, taken up large areas for planting, chiefly rubber and coconuts. Gambier and pepper cultivation is on the decline; the export of tapioca was 140,667 piculs in 1920, as compared with 131,795 piculs in 1919, and the values were $2,039,671 and $2,322,228, respectively. The export of rubber in 1920 amounted to 26,824 tons, valued at $47,332,635, against 27,895 tons in 1919, valued at $53,203,400. A remarkable feature of the rubber industry in this State is the large amount of land taken up by Japanese. In 1920, 18,947 tons of copra, valued at $7,321,176, were exported, and 16,213 tons of areca nuts, valued at $3,713,418.

At the present time the principal exports of Johore are the carefully cultivated rubber, copra, gambier, pepper and areca nuts, and the natural products of tin, timber rattans and damar. For almost all such produce Singapore is the port of shipment.

Johore is stated to be rich in iron ore, but while it is found almost everywhere it is worked nowhere. The year 1915 will be memorable as that of the opening up of what is probably an entirely new tin field on the East Coast. The first valuable discoveries were made in the valley of Jemaluang, a small river flowing into the China Sea near Mersing, and there are indications of the presence of tin ore that may be worked at a profit at various places between Jemaluang and the Sedili. The export of tin ore in 1920 amounted to 1,585 tons, compared with 1,843 tons in 1919. The value of exported minerals was $3,996,000 in 1920, as against $2,638,600 in 1919.

DIRECTORY

SULTAN—His Highness Sir IBRAHIM, G.C.M.G., K.B.E., Sovereign of the Most Esteemed Darjah Krabat (Family Order) and the Most Honourable Darjah Mahakota Johore (Order of the Crown of Johore), First Class Osmanieh Order. Born 17th Sept., 1873. Proclaimed 7th Sept., 1895; succeeded 2nd November, 1895

Private Secretary—Captain H. Md. Said, S.M.J.

COUNCIL OF STATE

The Dato Mentri Besar, D.K., S.P.M.J., C.M.G., President

SECRETARIAT

Mentri Besar—Dato Mohamed, C.M.G.
General Adviser—Hayes Marriott
Deputy State Secretary — Dato Ismail, D.P.M.J.

AGRICULTURAL DEPT.

Inspector of Agriculture—A. G. G. Ellis

AUDIT OFFICE

Auditor—Ungku Abdul Azis, D.K.
Chief Clerk—Griffin H. Elias

CUSTOMS DEPARTMENT

Commissioner—L. McLean
Assist. do.—Dato Abdullah b. H. Othawan

ENGLISH EDUCATION DEPARTMENT

(Bukit Zahrah School Buildings)
Teleph. 10, Johore

English Education Officer — John V. Thompson
Clerk—A. Rahim b. Kimen

English College, Johore Bahru

Headmaster—F. L. Shaw (acting)
Assist. Masters—George Lowe, F. J. Treusein, L. A. Duckworth, A. Rahman b. Taib, Syed Esa b. Alwee

Bukit Zahrah School, Johore Bahru

Headmaster—H. Mortimer
Senior Assist. Master—C. G. Sollis
Assist. Masters—F. A. Le Vos, C. D. Westwood, Lee Kong Boon, J. P. de Silva, J. V. Duckworth, Kassim b. Mohamed, E. J. de Souza, B. D. Henry, Hashin b. Mahee

English School, Muar

Headmaster—C. H. Crombie
Senior Assist. Master—R. P. S. Walker
Assistant Masters—J. W. Moore, S. A. Monteiro, C. A. de Souza, A. Sinnathamby, Bidi b. H. Yusop, M. Arof b. H. Ibrahim, A. Shukor b. Ismail, M. Amin b. Husein

English School, Muar

Headmaster—H. M. Butler
Senior Assist. Master—Martin Smith
Assist. Masters—Syed A. Rahman Al-Kudey, R. A. Logan, M. Noor b. Haji Hamid, M. Alias b. Akkbar

FOREST DEPT.

Conservator—J. G. Watson, acting

GAOL DEPARTMENT

Inspector of Prisons—Major W. B. Y. Draper, M.C.
Gaolers—R. J. Page, G. Warsop
European Warders—W. Auvache, A. R. Fowler, G. F. A. Mead, R. G. Dickson

GOVERNMENT PRINTING OFFICE

Supdt.—J. A. Varella
Assist.—K. C. David

LAND OFFICE

Commissioner, Lands and Mines—W. D. Scott
Collector, Land Revenue—B. R. Whitehouse
Assistant Collector—I. A. Rahman
Cadet—C. R. Howitt

MEDICAL DEPARTMENT

Principal Medical Officer, Johore—Dr. W. B. Orme, M.R.C.S., L.R.C.P., D.T.M. & H.
Assistant Medical Officer, Johore—G. H. Garlick, M.R.C.S., L.R.C.P.
Medical Officers—T. W. H. Burne, M.D., B.S., L. J. Pavillet, M.R.C.S., L.R.C.P
Medical Officer, Muar—Dr. N.H. Harrison, M.R.C.S., L.R.C.P., L.D.S.
Maternity Nurse, Johore—Mrs. L.H.Morris
Health Officer—(vacant)
Matron—Miss Abson
Nurse—Miss Sutton

OFFICE OF REGISTRAR-GENERAL OF BIRTHS AND DEATHS

Registrar-General—Dr. W. B. Orme
Assist. Regr., Johore—Dr. G. H. Garlick

MILITARY DEPARTMEET

(Johore Forces)

Head-Quarters, The Fort, Bukit Timbalan, Johore Bahru

Colonel Commandant—Colonel H. H. Sir Ibrahim, Sultan of Johore, D.K., P.S.M.J., G.C.M.G., K.B.E., etc.
2nd-in-Command—Lieut.-Col. Hon. bin Dato A. Hamid, D.P.M.J.
Adjutant—Major Yahya bin Abu Talib, S.M.J.
Quarter-Master—Capt. Mohamed Salleh bin Dapat., S.M.J.
Chief Instructor, J.M.F.—Capt. G. C. Vyner, R.G.A.
Staff Officer—Capt. Haji Mohamed Said bin Haji Sulieman, S.M.J.

MINES DEPT.

Warden of Mines—F. C. Marshall

POLICE

Johore Bahru

Commissioner of Police—C. H. Samson
Deputy Commissioner of Police—P. R. T. Owen & H. C. F. Rodda (acting)
Probationer—C. S. Kinder
Assist. Commissioners—Ungku Abdul Majid & Inche Uda bin Awang
Assist. Commr., Segamat—Inche Musa bin Yusof
Inspectors, Johore Bahru—Ibrahim bin Siden, Abdul Samad bin Puteh, Midon bin Hj. Musa
Inspector, Mersing—Mohd. Aris B. Isahak
Do., Kota Tinggi—Ahmad B. Pandak
Do., Kukob—Sabtu bin Mohd. Saleh
Do., Kluang—Adu Bakar b. Abdullah
Inspector, Weights and Measures—Hj. Anang Bakri
Office Asst.—Inche Mohamed bin Hj. Elias
Financial Clerk—Inche Abdul Hamid B. A. Bakar
Assist. Financial Clerks—Inche Ahmad bin Isa, Inche Abdul Manaf bin Hj. Idris
Chief Clerk, Commissioner's Office—Inche Abdul Rais bin Kimen
Chief Clerk, C.P.O.'s Office—Syed Hassan bin Mohamed, Ali Kadri

Detective Branch

Deputy Commissioner of Police—Inche Abu Bakar bin Buang
Inspectors—Raja Chik bin Musa & Lim Peng Kuan

Muar

Deputy Commissioner of Police—L. H. Hart
Assist. Commr. of Police—Inche Mohmed Taf bin Hj. Ismail
Inspectors—Mohamed Yasin bin Hj. Abdul Letif, Ali bin Hassan, Wan Mohamed bin Uda, Abdul bin Mohamed
Chief Clerk—Inch Abdul Muttalib bin Abbas
Financial Clerk—Inche Abdul Aziz bin Hj A. Rahman

Batu Pahat

Deputy Commr. of Police—G. Jackson
Inspr.—Mohamed Yasin bin Abdul Ghani
Chief Clerk—Mohamed Said bin Omar

Post Office, General

Postmr.-Gen.—Inchi Mohamed Salleh, S.M.J.

Public Works Department

(Johore Bahru)

Telephs. 459 Head Office, 126 District Office, 27 Electrical Dept., 43 Water Works, 44 Store and Workshop

Headquarters Staff, Johore Bahru

State Engineer—F. Glendinning
Financial Assist.—T. D. Bush
Chief Clerk—C. S. Subramania Iyer

Drawing Office

Architectural Assist.—(vacant)
Architectural Draftsman—A. E. van Dort
Chief Draftsman—Sulieman bin Hadji Alias

Electrical Department

Electrical Engineer—A. L. Birch
Foreman—Hadji Abdul Azis
Clerk-in-charge—Siew Kang Hye

Telegraph Department

Telegraph Engineer—G. F. Morice

Mechanical Department

Mechanical Engineer—R. Eves
Machinery Inspector—A. Warren Smith
Foreman—W. C. Zuzartee
Quarryman—G. Tursi

Water Works Department

Water Works Engineer—(vacant)
Inspector—J. A. Danker
Assist. Inspector—Taib bin Haji A. Fatak

District Office Staff, Johore Bahru

Executive Engineer—R. C. Drew
Assist. Engineer—S. O. Twibill
District Supt.—J. W. Duckworth
Clerk of Works—C. W. Wylie
Building Inspector—W. A. Keyt
Surveyor—F. A. van Schoonbeek
Supervisor Anti-Malarial Works—(vacant)
Chief Overseer—J. W. van Rooyen
Do. —K. Venasitamby
Chief Clerk—Abu Bakar bin Ahmad

Muar District

Executive Engineer—Mark Casey (actg.)
Assist. Engineer—C. M. Hake
Supervisor Re-inforced Concrete Work—J. W. Bennett
Clerk of Works—T. R. Pillay
Chief Overseer—R. Stephens
Chief Clerk—Awang bin Sulieman

Water Works

Inspector—Bujang bin Rasip
Assist. Inspector—Abu Bakor bin Ahmad

Batu Pahat District

Executive Engineer—F. W. M. Burr (actg.)
Assist. Engineer—(vacant)
Clerk of Works—O. D. Werkmeister
Chief Clerk—Lim Soo Bee

Mersing District

Executive Engineer—G. C. Stedham
Clerk of Works—S. M. Dass
Clerk—M. R. Nathan

Kota Tinggi District

Dist. Supt.—T. O. Moorhouse (actg.)
District Overseer—Syed Abu Bakar

Kluang District

Assistant Eng.—Ismail bin Mohd. Doon

Segamat District

Assist. Engineer—W. H. Hipwell
Clerk of Works—(vacant)
Chief Overseeer—K. Valupillay

Supreme Court

Judge—A. V. Brown
Registrar—G. H. Nash
Legal Adviser—W. H. Dinsmore (acting)

Police Court

First Magistrate—G. H. Nash
Second Magistrate—Ungku Mansur bin Ahmad

Survey Office

Supt. Surveys—R. R. Goulding (acting)

Treasury

Financial Commissioner and Auditor General—J. W. Simmons
Treasurer and Collector of Stamp Duties—Inchi Ibrahim bin A. Majid, S.M.J.
Assist. Treas.—Sheikh Yahya Arishie, S.M.J.

Town Board Office

Johore Bahru

President—Major W. B. Y. Draper, M.C.
Secretary and Treasurer—Othman bin Abdullah
Chief Sanitary Inspector—K. E. Webb
Insp. of Buildings—G. A. Marshall

BATU PAHAT DISTRICT

State Commissioner—Ungku Mohamed, D.K., D.P.M.J.
Secretary—Sulong bin Abdul Rahman
Assist. Adviser—C. D. Ahearne
Second Assist. do.—E. Hazleton (acting)
1st Class Magistrate—C. D. Ahearne
Do.—Dato Abubakar bin Hussein, D.P.M.J.
Harbour Master—Nurdin bin Wahab

ENDAU

State Commissioner's Office

State Commissioner, Endau—Yang Mulia Ungku Hussain, bin Abd. Rahman, D.K.
Secretary to St. Commr.—Abdul Ranee bin Bahnan (acting)
Clerk, Class IA—Abdul Ranee bin Bahnan (chief clerk)
Clerk, Class IIB—Haji Mohammad Noor bin Zeinudin
Clerk, Class IIA—Abdul Majid bin Mohamad Ali
Chinese Interp.—Mohamad bin Abdullah

Treasurer's Department

Treasurer—Haji Noordin bin Abdul Karim
Clerk, Class IA—Syed Abdullah bin Abdul Majid
Clerk, Class IIIA—Hashim bin Ibrahim

Town Board Department

President, Town Board — Yang Mulia Ungku Hussin bin Abdul Rahman, D.K.
Deputy President, Town Board—M. C. Hay
Clerk, Class IIB—Haji Mohamad Noor bin Zeinudin, actg. chief clerk
Clerk, Class IIA — Abdul Manap bin Abdullah
Sanitary Inspector—Haji Mohamad Noor bin Zeinudin (acting)
Town Board, Inspectors II—Sulong bin Kahir, Abdullah bin Chik

Marine

Port Officer—Haji Osman bin Mohamad Zin

Revenue Branch, Padang, Endau

Clerk, Class IIIA— Uda bin Mohamad Ali

Department of Religious Affairs

Kathi—Haji Mohamad Saman
Naib Kathi—Haji Ismail bin Haji Mohamad
Do. —Mohamad Salleh bin Awang Hitam
Clerk, Class IIIA—Abdul Ghani bin Idris

Assistant Adviser's Department

Assistant Adviser—M. C. Hay
Clerk, Class IIB—Mohamed Seth bin Mohamed Saaid (chief clerk A.A., actg. chief clerk L.O.

Land Department

Collector of Land Revenue—M. C. Hay
Clerks, Class IIIB—Mohamed Saaid bin Serur, Ungku Jaffar bin Ali, Abu Bakor bin Jonio
Mines Overseer—Awang bin Hussin
Settlement Officers—Mohamed Taib bin Salleh, Ismail bin Yahaya, Ali bin Mohamed Saaid

Court

1st Magistrate—M. C. Hay
2nd do. —Syed Abdullah bin Mahindan, S.M.J.
Clerk and Chinese Interpreter—Quek Hah Ngee
Clerk, Class IIIA—Mohamed bin Ragam

Penghulus

Mukim Mersing—Abdullah bin Mahat
Do., Jemaluang—Idris bin Abdul
Do., Tenglu—Othman bin Arshat
Do., Penyabong—Chik bin Mohamed Yasin
Do., Triang—Haji Shahabudin
Do., Padang Endau—Net bin Ishak
Do., Pulau Babi—Abdullah bin Haji Omar
Do., Tinggi—Mohamed Salleh bin Haji Abdul Karim
Do., Pemanggil—Abdul Rahman bin Jamaat
Do., Aur—Abdul Hamid bin Ahmad

MUAR DISTRICT

State Commissioner's Office

Commissioner, Padang and Kesang (West Coast)—Hon. Dato Abdullah bin Jaffar, D.K., S.P.M.J.
Secretary — Inchi Abdullah bin Abdul Rahman
Assist. Adviser—H. S. Sircom
1st Magistrate—H. S Sircom
Second Assist. Adviser—J. Sheehan, actg.
Cadet—A. L. Pomaron
2nd Class Magistrate—Hon. Dato Mohd. Shah bin Awang, D.P.M.J.
Commr. of Police—L. H. Hart
Actg. Medical Officer—Dr. N. H. Harrison
Treasurer—Haji Mohd. Yunos bin Haji Ibrahim, S.M.J.
Supt. of Customs—Inchi Mohd. Taib bin Talib
Surveyor-in-charge—L. A. Norris
Secretary, Town Board—J. G. Marshall
Inspr. of Schools—Inchi Awang bin Bachok, S.M.J.
Actg. Executive Engineer of Public Works —Mark Casey
Postmaster — Inchi Abdullah bin Esa
Harbour Master—Syed Mohammad bin Othman
District Officer, Chohong—Inchi Mentol bin Haji Ahmad

AERIA, DUNSTAN A., C.E., Contractor and 1st Class Licensed Appraiser—34, Mohamed Jalan Mohamed Diah, Muar; Codes: A.B.C. 5th edn. and A1

COODE, MATTHEWS, FITZMAURICE & WILSON, Consulting Engineers to the Straits and F. M. S. Governments—9, Victoria Street, Westminster, London, S.W. 1. Johore Causeway, Johore Bahru, Johore; Tel. Ad: Penlee, Johore
Sir Maurice Fitzmaurice, C.M.G., partner
Maurice F. G. Wilson, do.
A. T. Coode, do.
James Brown, M.INST. C.E., chief supt. engineer (also chief supt. engineer, Prai River Wharves, Prai)
D. Paterson, ASSOC.M.INST.C.E., resident engineer
R. D. Gwyther, ASSOC.M.INST.C.E., chief assist. engineer
A. H. Naylor, assist. engineer
J. Pullen, R. D. Jones, C. J. Stoate, inspectors
P. N. Ponnampalam, clerk
Don Seng, draughtsman

ESTATES

ADDA RUBBER ESTATES, LTD., Post Office: Johore Bahru

ANGLO-JOHORE CONSOLIDATED RUBBER ESTATES, LTD., Great Britain, Mersing and Nittsdale Estates—Postal Ad: Kuala Mersing, Johore
H. G. Dalton, manager
C. T. Hinde, assistant
N. D. Dalton, do.
N. H. Starbucle, do.
R. Goody, do.
Dr. F. H. Smith

BATU ANAM (JOHORE) RUBBER ESTATES, LTD., Batu Anam Estate—Postal Ad: *via* Gemas
R. Clark, manager
L. A. Blackhall, assistant

HEVEA RUBBER PLANTATIONS, LTD. Sungei Burong Estate—Cucob, Johore; Postal Ad: c/o Paterson, Simons, S'pore.

JOHORE PARA RUBBER CO., LTD.—Postal Ad: Gunong Pulai, Johore Bahru, *via* Singapore; Tel. Ad: Pulai, Singapore; and Spencer, Johore
E. Stacey Spencer, manager
C. H. Spencer

LANADRON RUBBER ESTATES, LTD.—Postal Ad: Panchor, Muar; Tel. Ad: Lanadron, Muar
Lanadron Estate
A. L. Buyers, manager
F. G. Howard | G. C. Robinson
W. S. Godward | Tan Yew Hye
Barker & Co., Ld., Singapore, agents
Registered Office—Harrisons & Crosfield, Ld., 1-4, Great Tower Street, London, E. C.

MOUNT ALMA SYNDICATE, LTD. (Registered in Singapore)—Postal Ad: Johore Bahru
C. Fraser, manager
Registered Offices—French Bank Buildings, Singapore
Secretaries—Evatt & Co.

NORTH LABIS (JOHORE) RUBBER AND PRODUCE CO., LTD.—Postal Ad: Labis, *via* Johore Bahru
C. Bradbery, manager
C. A. S. Geering, H. Mutch, W. F. Ward, assistants
Dr. J. J. Hickey, medical officer
Harrison & Crosfield, Ld., agents

NORDANAL (JOHORE) RUBBER ESTATES, LD. Boustead & Co., agents, Singapore
Secretaries—E. Boustead & Co. (L'don.)

PAYA MAS ESTATE—Postal Ad: Tangkah P. O. *via* Malacca; Tel. Ad: Moir Jasin
George McBain, proprietor
S. R. Moir, manager
L. W. Westerhout
Shanghai Office—McBain Buildings, 1, The Bund, Shanghai

PONTIAN (MALAY) RUBBER CO., LTD.—P. O. Sedenak

ROSELY (JOHORE) RUBBER PLANTATION—Postal Ad: Johore Bahru
Barlow & Co., Singapore, agents
Secretaries and Registered Office—Lintner & Co., Ld., London

RUBBER ESTATES OF JOHORE, LTD.—Batu Anam
S. G. Sinclair, manager
W. D. Sheffield
D. B. L. Walker
R. M. Le Grand
W. A. Wilken
A. J. Reid
C. D. Ritchie
Secretaries and Agents—Harrisons & Crosfield, Ld., London and Kuala Lumpur

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SEGAMAT (JOHORE) RUBBER ESTATES, LTD.—Postal Ad: Segamat, *via* Gemas
W. Miller Mackay, manager
J. H. Verel, H. L. Hall, J. J. Clarkson assists.
Dunlop Rubber Co., agents

SUNGEI DANGAR (MALAY) RUBBER CO., LTD., Sungei Dangar Estate—Postal Ad: Sungei Dangar Estate, Johore Bahru; Tel. Ad: Dangar, Johore Bahru
J. A. Brown, Kuala Lumpur, visiting agent
Harrisons & Crosfield, Ld., Kuala Lumpur, agents

SUNGEI SAYONG RUBBER CO., LTD.—Postal Ad: Rengam; Station, Sunga, Sayong Siding
Harrisons & Crosfield, Ld., Kuala Lumpur, agents
Secretaries and Registered Office—Geo. Williamson & Co., 138, Leadenhall Street, London

TANAH MERAH ESTATES (1916), LTD., Tanah Merah Estate—Postal Ad: *via* Jasin, Malacca

TANGKAH RUBBER ESTATE, LTD.—Tangkah P. O., Johore, *via* Malacca
H. F. Cardwell, M.C., manager
Secretaries & Registered Office—Harrisons & Crosfield, Ld., 1-4, Great Tower St., London, E C.

TANJONG OLAK RUBBER PLANTATION, LTD.—Muar, Johore

HARPER & CO., LTD., A. C., Merchants Insurance and Estate Agents, etc.—53 and 54, Jalan Ibrahim, Johore Bahru; Teleph. 18; Tel. Ad: Harper, Johore Bahru; Codes: A.B.C., Broomhall's and private

HONGKONG AND SHANGHAI BANKING CORPORATION—Johore Bahru
G. Lyon-Mackenzie
J. S. Davenport

ISMAIL, M., Advocate and Solicitor—1, Jalan Meldrum: Teleph. 495

JOHORE CIVIL SERVICE CLUB—Johore Bahru, Malay Peninsula; Teleph. 47, Johore

JOHORE HOTEL—Johore Bahru; Teleph. 464; Tel. Ad: Johtel; Codes: A.B.C. 5th edn. and Unicode

JOHORE PLANTERS' ASSOCIATION—Johore Bahru

MUAR CLUB
President—The Hon. Major Dato Abdullah bin Jaffar, D.K., S.P.M.J.
Vice-President—Mohamed Shah, The Hon. Dato bin Awang, D.P.M.J.
Committee—I. Taib b. Talib, Syed Mohamed b. Osman, I. Majid b. Sedik
Hon. Secretary and Treas.—Inch Osman bin Buang
Assist.—I. Bujang b Rasip

TOPHAM, JONES & RAILTON, LTD., Contractors for Public Works—Johore Bahru
R. H. Taylor, managing-director
L. G. Felkin, M.I.C.E., director
H. Croft, manager
F. Miles, accountant

KELANTAN

This State is situated in the extreme north-eastern end of the Peninsula, between latitudes 4·38° and 6·15° North and between longitudes 101·26° and 102.40° East, with a coast-line of 60 miles on the China Sea. It embraces an area estimated at 5,870 square miles. It is a mountainous country, with rich alluvial plains, and is drained by the Kelantan River and its tributaries.

Kota Bharu, six miles up the Kelantan River, is the capital, and the chief port is Tumpat at the mouth. The Sultan and the British Adviser reside at Kota Bharu.

Chiefly agricultural, Kelantan is believed to be rich in minerals, and much prospecting may be expected to be done in the next few years. The chief exports are padi and rice, copra and rubber, cattle and dried fish. The climate is healthier than other parts of the Peninsula, there being a distinct cold season about January. The temperature seldom exceeds 90° and sometimes falls to 62°, while the average rainfall is about 120 inches a year.

Mr. J. Scott Mason, the British Adviser, took over the supervision of affairs from Mr. W. A. Graham, the Siamese Commissioner, on July 15, 1909; and the most important happening since then was the determination in 1912 of the agreement between the Sultan and the Duff Development Company and the resumption by the Government of the powers conceded to the Company over nearly two-thirds of the State. A new working agreement was entered into under which the Government of Kelantan undertook to pay to the Company a sum of £300,000 sterling and to grant to them certain rights.

Over thirty miles of the railway which is to connect the F.M.S. and Siamese systems is completed in Kelantan, southwards from Tumpat, and work on the extension northwards to the Siam border is in progress, opening up the State for planting and mining.

According to the census of 1921 the population is 309,293, as compared with 286,751 in 1911.

In 1909, the revenue amounted to $370,959 and the expenditure to $377,062. In 1920, the revenue had risen to $1,328,955 and the expenditure to $1,403,208. The public debt at the transference of the suzerainty was $150,000, upon which Siam charged 9 per cent. This debt was taken over by the F.M.S., interest being reduced to 4 per cent. The debit balance of the State at the end of 1920 was $2,781,841. The value of the imports in 1920 was $5,679,510 against $3,876,679 in 1919, and of exports $6,992,642 against $5,467,424 in 1919. The principal imports were:—ironware, cotton piece goods, sarongs, silk piece goods, cycles and accessories, coal, woodenware, machinery, cement, earthenware, matches, kerosene, opium, tobacco, salt and woollen goods. The tonnage of steamers using Kelantan ports amounted to 98,191 in 1920 against 88,616 in 1919. There is regular steamship communication with Bangkok and Singapore. The first all-weather road was completed in 1916; it runs 26 miles from the capital to Pasir Puteh. The Trunk Road from Kota Bharu to Kuala Krai lacks a few bridges to make it usable in dry weather. There is now weekly connection by rail and steamer between Tumpat and Kuala Lebir, 60 miles up river. The line Pasir Mas to Rantau Panjang on the Siamese border has been opened for traffic, the service being twice daily. Kota Bharu is in direct telegraphic communication with Bangkok and Penang and possesses a telephone service. It is also connected by telephone with Tumpat, the port of Kelantan, and Pasir Puteh. A telegraph line connecting Kota Bharu with Kuala Krai has been completed.

About 360,232 acres were under cultivation in 1920. They comprised 157,325 acres devoted to padi, 68,280 to coconuts, and 88,899 to rubber. The export of rubber in 1920 was 2,242 tons, as compared with 2,077 tons in 1919. The export of copra was 58,135 piculs, compared with 84,244 piculs in 1919. The export of tin ore in 1920 amounted to 40.08 piculs, against 26 piculs in 1919.

DIRECTORY

GOVERNMENT

Ruler—His Highness the Sultan Ismail bin Almerhum Sultan Mohamed IV.
British Adviser to the Government of Kelantan—H. W. Thomson
Assistant British Adviser to the Government of Kelantan—G. L. Ham

Members of the State Council

President—H. H. the Sultan Ismail bin Almerhum Sultan Mohamed IV.

Members—British Adviser (H. W. Thomson), Assist. British Adviser (G. L. Ham), H.H. the Raja Negri (Tungku Ibrahim bin Almerhum Sultan Mohamed IV), H. H. the Raja Muda (Tungku Zainal Abidin bin Almerhum Sultan Mohamed III), Tungku Temenggong (Tungku Jaffar bin Almerhum Sultan Mohamed II), Tungku Sri Maha Raja (Tungku Mahmood bin Almerhum Sultan Ahmed), Tungku Sri Pekerma Raja (Tungku Suleiman bin Almerhum Sultan Ahmed), Tungku Besar Indra Raja (Tungku Besar Tuan Yusof bin Almerhum Sultan Ahmed), Tungku Bendahara (Tungku Abdullah bin Almerhum Sultan Ahmed), Tungku Penglima Raja (Tungku Chik bin Almerhum Raja Muda Penambang), Dato Perdana Mentri Paduka Raja (Haji Wan Mahmood bin Ismail), Dato Mufti (Haji Indris bin Hassan)

Clerk of Council—Dato Laksmana (Haji Mohamed bin Mohamed Said)

British Adviser's Office

British Adviser to the Government of Kelantan—H. W. Thomson
Assist. British Adviser to the Government of Kelantan—G. L. Ham
Chief Clerk—M. K. Sabapathy

Treasury

State Treasurer—H.H. the Raja Negr
Assist. Treasurer—Inche Abdulkadir bin Haji Mohamed Amin
Cashier—Dato Bentara Kiri (Che Awi Abdul Latiff)
Chief Clerk—Nik Yusoff bin Haji Abdullah

Audit Office

State Auditor—H. W. Thomson
Assist. do. —A. Sleep (actg.)
Chief Clerk—M. V. Kankiah

Courts

High Court

Judge—G. L. Ham
Assist. Judge—Dato' Haji Idris
Chief Clerk & Interpr.—M. Namasivayam

Central Court

Magistrate—Dato' Mahmood bin Haji Syed (acting)
Chief Clerk & Interpr.—Khong Ah Keat

Small Court

Magistrate—Tungku Ahmad bin Tungku Sri Pekerma Raja

Customs

Superintendent—G. L. Ham
Harbour Master and Supervisor of Customs—William Kerr
Chief Clerk—Zeinal bin Abdullah

District Offices

Pasir Mas

Assist. Dist. Officer—Che Abdul Hamid bin Hussin

Ulu Kelantan

District Officer—A. E. Coope
Chief Clerk—Kung King Sun
Tamil Interpreter—A. Senethirajah
Settlement Officer—Ngah bin Tamby
Chief Malay Clerk—Abdul Hamid

Pasir Puteh

District Officer—R. S. Jervoise
Chief Clerk—Che Mohamed bin Jema'at
2nd Clerk—Alian bin Noordin
Postmaster—Chan Leng Kee

Gaols

Superintendent—Capt. H. A. Anderson
Assist. do. —Sheikh Salleh

Land Office, Kota Bharu

Supt. of Lands—A. R. White, M.C. (actg.)
Assistant do. —A. Sleep
Assist. Collectors of Land Revenue—Che Abdul Latiff, Dato Sri Derja
Chief Clerk—Che Abdul Hamid bin Aziz

Military Police

Chief Police Officer—Capt. H. A. Anderson
Chief Inspector—A. W. Greaves
Chief Clerk, Inspector of Weights and Measures—A. J. Wells

Posts and Telegraphs

Supt. of Posts and Telegs.—G. L. Ham
Postmaster, Kota Bharu—Tan Kim Mun
Do., Tumpat—Lim Eng Choon
Do., Ulu Kelantan—S. Kandavanam

Public Works and Surveys Dept.

Dir. of Works and Surveys—R. A. Crawford
Assistant Engineer—A. Gidley
Clerk of Works—T. V. Ponnusamy
Chief Clerk, P. W. D.—M. Sinnadurai
Assist. Supt. of Surveys A. R. White, M.C.
Chief Draftsman—W. H. Furness

Volunteers

Commanding Officer—Capt. H.A. Anderson
Adjutant—Lt. W. Graeme-Anderson
Chief Clerk—A. J. Wells

RUBBER COMPANIES AND ESTATES

Austral Malay Rubber Co., Ltd., Pasir Besar and Kabdeng Estates—Postal Ad: Pasir Besar
A. D. M. Hill, manager (on leave)
F. S. Bennett, actg. manager
S. C. Cattlin, assistant
R. J. Husband, do.

Dominion Rubber Co., Ltd., Tebing Tinggi Estate—Postal Ad: Tebing Tinggi; Tel. Ad: Bellrubber
W. B. Bell, manager
G. A. Bell, assist. mgr. (on leave)
D. C. Rainnie & Co., Tumpat, transport agents
Lewis & Peat, Singapore, agents

Duff Development Co., Ltd.—Registered Offices: 24, Rood Lane, Fenchurch Street, London, E. C. Head Office: Kuala Lebir, Kelantan
Managing Director—R. W. Duff
Secretary—Owen Tomlinson
General Manager—G. W. Templer
Chief Accountant—W. A. Allan

Taku & Kluat Estate
O. A. Lind, manager
A.W. Rhodes, R. J. Richardson, assts.

Kenneth Estate
S. L. Shannon, assist.-in-charge

Lower Sokor Estate
S. T. Tidman, assist.-in-charge
L. J. Evans, assist.

Kerilla Estate
Alex Smith, manager
W. M. Phillips, assist.

Tumpat Branch
E. D. Lincoln, supt.

Singapore Agts.—McAlister & Co., Ld.

Agencies
Asiatic Petroleum Co., Ld.
China Mutual Steam Nav. Co., Ld.
Ocean Steamship Co., Ld.
Union Assurance Society, Ld.
Union Insce. Socy. of Canton, Ld.

KELANTAN RUBBER ESTATES, LTD., Pasir Jinggi, Chaning and Lepan Kabu Estates—Postal Ad: Kuala Krai
W. Graeme Anderson, mgr. (on leave)
L. D. Archer, senior assist. & acct.
E. J. Coldman, assist.
H. J. Ingram, do.
F. Burden, do.
Boustead & Co., Singapore, agents

KUALA GEH ESTATE—Postal Ad: Central Kelantan, Malay States
W. S. Hardwicke, manager
I. W. Makepeace, assistant

KUALA NAL KELANTAN RUBBER CO., LTD.—Postal Ad: Kuala Nal, Kelantan, *via* Singapore
J. W. Agar, manager (on leave)
Niel Stolz, acting manager
E. Vieth Dahl, assistant
H. E. Thurkle, do.
H. Hoiler, do.
A. J. Lobo, office clerk

KUALA PAHI RUBBER ESTATE (KELANTAN), LTD., Kuala Pahi Estate—Postal Ad: Kuala Krai; Tel. Ad: Pahi
J. W. Buchan, manager

KUALA HIDONG RUBBER ESTATE, LTD.—Postal Ad: Kuala Krai; Tel. Ad: Kidong
F. B. Best, manager

KUALA PERGAU RUBBER PLANTATIONS, LTD.—Postal Ad: Kuala Pergau, Kelantan
J. F. Day, manager

Pergau Estate
N. L. N. D'Arcy

Balah Estate
H. C. P. Clifford | V. H. Brunt

KUALA PERTANG SYNDICATE, LTD., Tasang and Sladang Estates — Postal Ad: Kuala Pertang
J. W. MacKenzie, manager (on leave)
L. M. Morrison, actg. manager
R. Thurkle, assist.

NEW ZEALAND MALAY RUBBER CO., LTD., Ulu Kusial Estate—Postal Ad: Tana Merah, Kelantan; Tel. Ad: Zealand
F. M. Webster, manager
Paterson, Simons & Co., Ld., Singapore, agents
Secretary and Registered Office—B. Piper, Oamaru, New Zealand

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NORTHERN RUBBER CO., LTD., Kuala Hau Rubber Estate—Postal Ad: Tumpat; Tel. Ad: Elster
C. Elster, manager
S. J. Hartfield, assistant

SHANGHAI KELANTAN RUBBER ESTATES, LTD., Pasir Gajah Estate—Postal Ad: Pasir Gajah
F. A. Downing, manager
Sime, Darby & Co., Malacca, agents
Secretaries and Registered Office—A. R. Burkill & Sons, 2, Kiukiang Road, Shanghai

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STAPOH NAL RUBBER CO., LTD.—Postal Ad: Stapoh Nal, Kelantan
L. E. White, actg. manager

SUNGEI BAGAN RUBBER CO., LTD., Sungei Bagan Estate — Postal Ad: Sungei Bagan
E. N. Raymond, manager
Barker & Co., Ld., S'pore., secretaries

McAULIBFE, DAVIS & HOPE, Chartered Accountants—Head Office: 243, Winchester House, Old Broad Street London, E.C.

MERCANTILE BANK OF INDIA, LTD.—Kota Bharu; Tel. Ad: Paradise; Codes: A.B.C. 5th edn. and private
V. G. McKean Hurst, agent

SWORDER, J. CHARLES, Agent — Tel. Ad: Sworder

TRENGGANU

With a territory of about 6,000 square miles, an extensive sea-board and a population of about 170,000 souls, Trengganu is the least developed of all the Native States. The capital is Kuala Trengganu, where the British Agent was the only European resident when the census was taken in 1911. Mr. J. L. Humphreys, the British Adviser, in his report for 1919, stated:—"The amendment of Treaty, bringing with it a closer form of British control, made the past year an eventful one in the history of Trengganu. At the time of writing it is possible to say that the change to the new *régime* has been made smoothly and successfully. Progress during the year was hindered by a prolonged and dangerous food-shortage and by the want of trained officers (the British Adviser is still the only European officer in the State, there are no English-speaking subordinates, and all correspondence is conducted in Jawi). But there was a steady expansion of revenue, and signs were observable of more enlightened ideals among the ruling class. The work of reform in this backward State will be heavy and difficult; but untouched natural wealth and an industrious population make its future prosperity a matter beyond doubt." Under the new Agreement trained European officers are now in charge of certain departments, and evidence of the good work of the new *régime* is shown in the revenue returns, which have risen from $183,723 in 1915 to $970,541 in 1920.

By an Agreement between His Majesty's Government and the Government of Trengganu, dated May 24, 1919, His Highness Sultan Muhammad bin Zainalabidin agreed to receive a British Adviser in place of an Agent, whose advice must be asked and acted upon in all matters affecting the general administration of the country. This brings the State into line with the other Protected Malay States, and should help to bring about a new era of prosperity. All that is needed to render Trengganu more accessible is railway connection with the F.M.S. East Coast Railway system. There were only 20 Europeans in the State at the end of 1918.

Trengganu lies between latitudes 4° 30 min. and 5° 45 min. North and longitude 102° 15 min. and 103° 30 min. East. As there are no roads or railways or telegraphs and the rivers are not navigable beyond a certain point from the sea owing to rapids, it may be judged that there is not much communication with the interior, so that the population is restricted to the sea-board and villages along the navigable portions of the rivers. They are an ingenious and, for Malays, industrious people, and excel as boatbuilders and fishermen. They also engage in silk and cottonweaving, and iron, brass and nickel manufactures. In 1920, 96,354 piculs of dried fish (value at $1,499,965), 18,430 piculs of copra, 5,115 piculs of black pepper, and 8,117 piculs of tin ore, valued at $813,683, were exported. A bright future is predicted for Trengganu as a mining country, tin, wolfram and gold having been found. In 1920, only 2,567 piculs of wolfram, valued at $102,582, were exported, as compared with 9,408 piculs valued at $611,670 in 1919, the world's demand for this mineral having fallen off.

The principal imports in 1920 were: Rice, cotton piece-goods, opium, sugar, sarongs, tobacco, condensed milk, machinery, and kerosene; and exports: Tin ore, wolfram ore, fish, copra, black pepper, and rubber. Revenue is raised by means of "farms" and duties on all kinds of exports. The State Treasurer returned the revenue at $970,541 in 1920 and the expenditure at $757,645, the corresponding statistics for 1919 being—revenue, $762,455; expenditure, $756,977. The total value of exports from Trengganu to Singapore in 1920 was $3,544,905 against $3,816,670 in 1919, and of imports from Singapore $1,571,789 in 1920 against $1,911,014 in 1919.

Regular steamship communication is maintained with Singapore. The rainfall and temperature conditions are similar to those in the other Malay States.

DIRECTORY

GOVERNMENT

Sultan—His Highness Sleman ibni Almerhum Sultan Zenalabidin

Acting Mentri Besar— Haji Ngah bin Yusuf

OFFICE OF THE BRITISH ADVISER

British Adviser — J. Lisseter Humphreys, Henry Charles Eckhardt (acting)

Assist. Adviser—Major H. S. Paterson

HEAD OF POLICE, TENGKU PANGLIMA

Commissioner of Police—E. Cheers

POST OFFICE

Postmaster-General—Tengku Omar bin Osman

PUBLIC WORKS DEPARTMENT

Head of Department—D. H. Laidlaw

KRETAI ESTATE—Postal Ad: Kretai East Asiatic Co., Ld., of Copenhagen, proprietors

KEDAH

Situated on the north-west coast of the Peninsula, between the parallels of 5°50 min. and 6° 40 min. North and the meridians of 99° 40 min. and 100° 55 min. E., Kedah has an area of over 3,000 square miles. In the north and east the country is hilly, but the plains along the coast are well-watered and fertile. In the northern part of the State the chief agricultural produce is rice. In the southern part the rubber industry has grown to large dimensions. The country is favourable for cattle raising.

Mr. W. G. Maxwell became British Adviser in July, 1909, and since then great progress has been made. Road making, bridge building and canal extension are features of the present *régime*, and the railway from Bukit Mertajam, in Province Wellesley, has been extended through Alor Star, the capital of Kedah, to connect with the Siamese railways on the frontier of Perlis. This connection has been completed and regular railway communication between Singapore and Bangkok has been established. The money order system has been introduced and the telegraph and telephone systems have been extended. The telephone system is connected with Penang.

At the 1921 census the population was 338,544, of whom 237,043 were Malays, 59,403 Chinese, 33,019 Indians and 300 Europeans. The revenue for 1920 was $6,649,811, against $4,941,487 in 1919, and the expenditure $4,305,173 against $4,089,876. The estimated revenue for 1921 was approximately $6,000,000. There is a loan of $2,720,953 from the F.M.S. In 1920, 8,668 piculs of tin were exported as against 11,799 in 1919. The rubber exported in 1920 amounted to 145,408 piculs. There were 525 motor-cars registered in 1920.

The following figures, supplied by the Imports and Exports Office, Penang, show the values of Kedah and Perlis trade with Penang :—

	1920	1920
Imports	$6,024,474	$6,024,474
Exports	6,848,092	6,848,092

DIRECTORY

Sultan—H. H. Sir Abdul Hamid bin Ahmad Tajudin, K.C.M.G.
Regent—H. H. Tunku Ibrahim
Aide-de-Camp—H. H. Tunku Bahadurshah
Private Secretary—Syed Zain

State Council Office

President—H. H. Tunku Ibrahim
Vice-President—H. H. Tunku-Mahmood
Adviser—M. S. H. McArthur
Assist. Adviser—H. Norman, actg.
Secy. to Adviser—Major G. M. Kidd, M.C.
Cadet—N. Coulson
Under-Secretary—Che Md. Sheriff
Clerk of Council—Md. Ismail

Treasury

State Treasurer—Wan Chik
Assist. Treasurer—F. E. Ivery

Audit Office

Auditor-General—Tunku Mohammad bin Sultan Abdul Hamid
Assist. Auditor-General—Stanley Dennys
Second do. —J. McDonough

High Court—Alor Star, Kedah

European Judge—F. Robinson, M.A., B.L.
Chief Malay Judge—Syed Hassan Barakabah
2nd Assist. Judge—Syed Mansur Aljafre
Registrar—Che Ismail Merican
Sheriff—Md. Hashim (actg.)
Dep. Registrar—Shaikh Md. Hashim (actg.)
Do. Sheriff—Che Endoet
Legal Adviser—F. Robinson, M.A., B.L.

Survey Department

Supt. of Surveys—J. Dewar
Assist. do. —W. J. C. Stevens
Do. do. —J. H. Spowers, L. D. Meyer
Surveyors on Agreement—F. A. Fendall, H. G. Shannon, N. A. Middlemass, R. O. Smart

Public Works Department

State Engineer—Major W. R. Sanguinetti, O.B.E., M.C.
Executive Engr., North—H. M. Butterfield
Do., Central—C. E. Jenkins
Do., South—Capt. A. C. Robinson
Assist. Engineers—H. L. Bennett, A. V. Gibbings, R. S. Carroll, J. H. Cranston, Capt. J. M. Noble, W. Laurie, H. N. Sellars
Assist. Architect—F. W. Wade
Financial Assist.—F. C. D. La Brooy

Mines Department

Warden—G. E. Shaw

Posts and Telegraphs

Supt.—S. Asirvadam
Assist. Supt.—Md. Arshad
Acct.—S. Joseph bin Osman

Medical Department

State Surgeon—Dr. S. C. G. Fox
Medical Officers—Dr. A. G. H. Smart and Dr. L. Wheeler
Assist. Med. Officer—C. J. S. Nicholas

Veterinary Department

State Vet. Surgeon—J. J. Fleury, M.R.C.V.S.

Police (North Kedah)

Assist. Commissioner—A. W. H. Hamilton
Do., Probationary—W. A. C. Haines
Chief Inspector—R. Caldwell, actg.

South Kedah

Assistant Commissioner and Chief Police Officer—W. E. Speers
Actg. Asst. Commissioners—A. F. Sheedy, P. K. Hazlitt
Police Probationer—W. A. C. Haines. J. O. Dalley

Prisons (Kedah)

Supt. Prisons—Dr. S. C. G. Fox
Assist. do, S. Kedah—Dr. A.G.H. Smart
Chief Gaoler—Tuan Syed Abbas

Shariah Court

Sheikh-ul-Islam—Haji Wan Slayman
Chief Kathi—Sheikh Mohamad

Education

Superintendent—E. A. G. Stuart, M.A.
Head Master Govt. English School, Alor Star—A. C. Coaney, B.A.
European Master—J. B. Neilson, M.A.

Labour Department

Protector of Labour—Dr. S. C. G. Fox
Assist. do. —Dr. A. G. H. Smart

Marine Department

Acting Harbour Master and Registrar of Imports and Exports—Che Ismail

LAND OFFICE

Director of Lands—Syed Abdullah Shahabudin
Adviser—G. E. Shaw

SANITARY BOARD

Chairman—Haji Wan Yahia
Secretary—N. Coulson (acting)

ANGLO-CHINESE SCHOOL (Methodist Episcopal Mission)—Sungei Patani
District Supt.—Rev. P. L. Peach
Tamil Pastor—S. A. Philips
Chinese Pastors—Tan Ann Kok, Moi Poh Ping

RUBBER ESTATES

BATU LINTANG ESTATE, LD—South Kedah; Post Office, Parit Buntar, Perak

BUKIT MERTAJAM RUBBER CO., LTD., Jubilee and Batu Puteh Estates—Postal Ad: Kulim; Tel. Ad: Bukmertrub
D. R. C. Lawford, manager
C. C. Beaman, J. F. Galland, M. C. Hull, A. J. Forbes, H. A. Somerville, H. d'O. Vigne, L. H. James, assists.
Sandilands, Buttery & Co., Penang, agts.
Secretary and Registered Office — R. Lawrence Spicer, 3 and 4, Great Winchester Street, London, E.C.

CHIP SAING ESTATE

EMERALD RUBBER & COCONUT CO., LTD., Sungei Sluang Estate—Postal Ad: Lunas, Kedah
V. R. Conolly, manager
Harrisons & Crosfield, Ld., Kuala Lumpur, Selangor, agents

EOW SENG RUBBER CO., LTD. (Incorporated in England), Paya Besar Estate
G. M. L. Williams, manager
W. F. Dixon, assist. in charge

HENRIETTA RUBBER ESTATES, LTD.—Postal Ad: Padang Serai, South Kedah; Tel. Ad: Henrietta, Padang Serai. Distance from Railway Station: Kreh, 4½ miles; distance from Post and Teleg. Office: Padang Serai, ¼ mile.
C. A. Elliot, manager
G. C. Wemyss, senior assist.
C. S. Wah, chief clerk
Mansergh & Taylor, Seremban, visiting agents
Paterson, Simons & Co., Ld., Penang, agents
Secretaries and Registered Office—Paterson, Simons & Co., Ld., London House, New London Street, London, E.C.

KUALA SIDIM RUBBER CO., LTD., Batu Pekaka Estate — Postal Ad: Kuala Ketil, Kedah
James Wilson, manager
R. I. S. Don, C. S. Webb, W. I. Bryson, A. V. Tyack, assistants
Secretaries and Agents — Boustead & Co., Ld., Penang

LUBOK RUBBER ESTATE, LTD.—Postal Ad Kuala Ketil, Kedah. Railway Station: Sungei Patani
William Jack, manager
J. King, F. W. Jack, S. T. Rhodes, L. C. Pincott, assistants
McAlister & Co., Penang, agents
Secretary—Donald Laing, 62, London Wall, London

LUNAS RUBBER ESTATE, LTD.—Teleph. 18, Kulim; Tel. and Postal Ad: Lunas, Kedah
C. H. Mackay, manager

MALAYAN AMERICAN PLANTATIONS, LTD., Maryland Estate—Station: Kreh, Province Wellesley, S.S.; Post Office: Kulim, Kedah
U. A. N. Laing, manager
D. S. Inglis, assist.

MERBAU RUBBER ESTATE, LTD., Merbau Estate—Postal Ad: Bedong

PADANG MEIHA RUBBER CO., LTD.—Postal Ad: Padang Serai, S. Kedah; Railway Station, Kreh
R. O. Bundgaard, manager
H. G. Andersen
P. Frohn
T. F. D. Honnens de Lictenberg
E. N. Nielsen
L. Holm
East Asiatic Co., Ld., Singapore, agents

PAYA KAMUNTING ESTATE
Shanghai Kedah Plantations, Ld., owners
J. A. Symes, manager
V. Hoan Cuylenberg, assist.

RIVERSIDE ESTATE—Bedong, Kedah
Kamunting (Kedah) Rubber Plantation Co., Ld., owners
J. A. Symes, gen. manager
N. F. Symes, manager
V. H. van Cuylenburg, assist.
C. A. Panicker, chief conductor

RUBBER ESTATES OF KRIAN, LTD., Kedah —Postal Ad: Bagan Samak, Kedah
Kennedy & Co., Penang, local agents
G D. Lane, general manager
B. W. Ratcliffe
F. P. Roche
A. J. Doxsey
H. Meads
Secretaries and Registered Office—Bright & Galbraith, 7, Martin's Lane, Cannon Street, London, E.C.

SOCIETA ITALIANA DELL'ESTREMO ORIENTE' —Hercomes Slyor Estate, Lubo Kiap Estate—Post: *via* Slyor, Sungei Patani. Railway and Teleg. Office: Sungei Patani (9 miles)
E. S. Bigatti, managing-director
W. Wallace Duncan, res. manager
A. W Davidson, visiting agent
V. P. Doray, accountant

SOCIETE COMMERCIALE INDUSTRIELLE MINIERE DE NORDMALAISIE, PARIS, Sans-Souci Estate, Semeling, Kedah, 2,500 acres—Postal and Tel. Ad: Chasseriau, Bedong
L. E. Chasseriau de Facien, managing partner
H. E. Chasseriau de Facien, supt. engineer
Louis E. Chasseriau de Facien, actg. manager

SUNGEI BATU (MALAYA) RUBBER ESTATES. LTD.—Acreage: 2,341 (Cultivated Rubber, 1524 acres); Postal Ad: Bedong
A. G. Darke, manager
E. J. Currie
W. H. Pearse
A. G. Sanders
Boustead & Co., Ld., Penang, agents
Secretaries and Registered Office—Ed. Boustead & Co., 149, Leadenhall St., London, E. C.

SUNGEI GETTAH RUBBER ESTATE, LTD.—Postal Ad: Bedong

SUNGEI PATANI (K.M.S. LAMA) ESTATE—K. M.. S. (Malay States) Rubber and Coconut Plantations, Ld., owners

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SUNGEI ULAR ESTATE—Tel. Ad: Sure Kulein; Railway Station: Bukit Mertajam, 13 miles
Société Financière des Caoutchoucs, owners

TANJONG PAU RUBBER ESTATE—Postal Ad: Alor Star; Tel. Ad: Tanpau, Jitra
Proprietors — Exectrs. of Sir David Masson (deceased), Mrs. G. C. Hart
H. Maxwell Batten, manager
C. O. van Dort, assistant
Barker Co., Ld., Penang, agents

TIKAM BATU RUBBER CO., LTD., Tikam Batu Estate—Postal Ad: Sungei Patani; Tel. Ad: Sungei Patani

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PERLIS

This is the smallest of the Malay States, the area being about 316 square miles. It is situated to the north of Kedah, and its conditions are practically identical with those of Kedah. Mr. Meadows Frost, the first British Adviser, followed the policy which marks British control in the Federated Malay States, and the active co-operation of the Raja and his Council has led to a great improvement in the internal administration since the assumption of British suzerainty in 1909. The Federated Malay States have recently completed the extension of their railway system through Perlis to link up with the Siamese railway system. Rail communication with Bangkok has been maintained since the 1st July, 1918.

The population at the census of 1921 comprised 40,101 persons, of whom 34,167 were Malays and 3,589 Chinese. The revenue, which in the first year of British Protection was $102,522, has increased steadily year by year. For the Mohammedan year 1339 (corresponding partly with 1921) the revenue was $341,420 and expenditure $337,331, as compared with $443,442 and $277,993 in the previous year. With the transference of suzerainty a debt of $495,394 was taken over by the F.M.S. The debt still stands at this sum.

There is very little to be said of the trade of Perlis. In Kangar there is one street of shops, whose proprietors besides selling sundry goods also export padi—the staple product of the country—as well as ducks and fowls for the Penang market. The chief imports are cottons for native clothing, kerosene, tobacco and sundry odds and ends used by the Malay country people. In 1910 the State Council abolished the general duty of 3 per cent. on imported goods and now the only goods taxed on import are spirits, beer, wine, tobacco and kerosene. The general duty of 5 per cent. on exports has been abolished and replaced by duties on tin-ore, rubber, jungle produce and other specific products. In 1920, 159 tons of tin-ore were exported. Many of the lime-stone hills of Perlis contain caves rich in guano deposits. The chief native cultivation is padi. Rubber is represented by a few native plantations which exported 429 piculs in 1920.

DIRECTORY

Members of State Council

H. H. Raja Syed Alwi, President
E. W. N. Wyatt, acting Adviser
Syed Hamzah
Datoh Wan Teh
Haji Mohamed Nor

Government Officials

Adviser—E. W. N. Wyatt (acting)
Commissioner of Lands—Syed Idrus
Judges—Haji Mohamed, Syed Husin, Syed Mustapha
Commissioner of Customs — Mohamed Arshad
Treasurer—Wan Ahmad

NETHERLANDS-INDIA

Situation, Area and Population

The Dutch possessions in Asia are situated in the Indian Archipelago, between 6° N. and 11° S. latitude and 95° 40' and about 141° E. longitude. They comprise Sumatra with adjacent islands, the archipelago of Bintang or Riouw, the archipelago of Lingga, the Karimon, Tambelan, Anambas, and Natoena islands, the Islands Banka and Billiton, Java and Madoera, the southern part of Borneo, Celebes, and all the other islands eastward of Borneo and Java to 141° E. longitude, with the exception of the eastern part of Timor (Timor-Deli). Java and Madoera extend over 2,388.4 and the other islands together over 32,397.5 geographical square miles.

With regard to the legal position, the population is divided into Europeans, with those who are considered equal to them (half-castes, Armenians, Japanese), and natives, with those who are considered equal to them (Chinese, Klings, Arabs, etc.) On the 31st December, 1915, the total number of Europeans and of those who are considered to be equal to them was 81,072, not including 12,595 in the Army and 2,130 in the Navy. They are of different nationalities. On the 31st December, 1905, there were 9,480 Dutchmen, born in Europe; 1,406 Germans, 315 Belgians, 312 Englishmen, 184 Frenchmen, 197 Swiss, a few from different countries in Europe, America, etc., and 64,314 descendants of Europeans and half-castes born in Netherlands-India. The number of Chinese in Netherlands-India on the 31st December, 1915, was 583,644, of whom 295,234 were in Java and Madoera. The natives on the same date numbered 29,717,536 in Java and Madoera, and the total number of natives on all the other islands together was then calculated at 7,309,854. The number of Arabs was 29,593 of whom 19,166 were in Java and Madoera, and that of other foreign Orientals (Moors, Bengalese, Klings, Malays, and African negroes) 22,979, of whom 2,843 were in Java and Madoera. The increase of the population from 1890 to 1900 was for the Europeans 30.9 per cent., Chinese 16.5 per cent., and Arabs 26.6 per cent.

A great part of the Europeans are employed in, or retired from, the Government service; next in number are the planters, traders and industrials. The Arabs, Chinese, and other Orientals are almost all tradesmen, but it must be mentioned that some Chinese are in possession of, or employed on, plantations in Java, and that upwards of 54,000 Chinese are working as labourers on the tobacco estates on the East Coast of Sumatra, and that thousands of Chinese labourers are employed under European superintendence in the exploitation of the tin mines of Banka and Billiton. The natives are cultivating the soil; in the larger places they also are mechanics, but the practice of the handicrafts is for the greater part in the hands of Chinese.

History and Government

When the Dutch in the last years of the sixteenth century established themselves in the Archipelago they found the Portuguese there. In order to be strong against other European rivals the Dutch East Indian Company was established in 1602 by charter of the General States of the United Netherlands, granting a monopoly for the trade in all the countries east of the Cape of Good Hope to the Strait of Magellan and the right to make treaties with Indian princes, to make war, build fortifications, and give commissions to civil and military officers, etc. The East Indian Company was nearly independent and disposed of large capital. The first proceedings were commercial, but soon the Company extended its power and conquered territory in Java and the Moluccos. The first "loge" was established at Bantam, then at Jakatra, where the Governor-General, J. P. Coen, made a fortress, which he called Batavia (1619). After a long period of great prosperity the Company fell into decay, the difficulties increased under a heavy burden of debts, and in 1800 the States General cancelled the charter and took the administration of the possessions into their own hands. At the same time the British, during the war with France and the Netherlands, conquered the greater part of the Dutch colonies. In 1802, by the treaty of peace concluded at Amiens, the colonies, with the exception of Ceylon, were restored to the Batavian Republic, as the Netherlands were then called, but during the war with England that

was soon afterwards declared the Dutch again lost all their possessions. After the fall of Napoleon, in 1816, the greater part of the colonies were restored to the Kingdom of the Netherlands, and by the London treaty of 17th March, 1824, Malacca and the establishments on the continent of India were exchanged for Benkoelen.

Netherlands-India is now governed in the name of the Queen of the Netherlands by a Governor-General, who is obliged to ask in some cases the advice of the Council of India, consisting of a Vice-President, four members, and a secretary. Since the beginning of 1918 a representative college, called Volksraad, has been instituted, consisting of a President, forty nine members and a secretary. The President is appointed by the Crown, half of the members are elected by the members of local boards and the other half are appointed by the Governor-General, who is obliged to ask in some cases the advice of the Volksraad. The Governor-General is Commander-in-Chief of the Army and Navy, and is seconded by a Lieutenant General, Commander-in-Chief of the Army and Chief of the War Department, and a Vice-Admiral or Rear-Admiral, Commandant of the Navy and Chief of the Marine Department, and further by the seven Directors of the Departments of the Home Government; Finance; Justice; Education and Public Worship; Agriculture, Industry and Commerce; Government Monoplies and Industrial Enterprises; and Public Works. The Department of Agriculture, established on 1st January, 1905, is a combination of the gardens (botanical and experimental), laboratories, musea, etc., known until that date as "Lands, Plantentuin," with the Bureau of Forestry, the Veterinary Service and the Government Coffee and Cinchona plantations.

Netherlands-India is divided into provinces, under the administration of Governors or Residents and their Assistant Residents, and "Controleurs." The direct government of the population is entrusted to natives with the titles of Regent, Wedono, and Assistant—Wedono in Java and other titles in the other islands. In appointing the native officials it is considered a rule that the people in the different islands, residencies or districts must be governed, if possible, by their own chieftains. In Soerakarta and Djogjakarta (in Java) and in a great many residencies of other islands the native princes have still to a certain degree the rule of the country in their hands, but in fact their power is only nominal and they are dependent on the Government of Netherlands-India.

The Supreme Court is located at Batavia, and Courts of Justice are established at Batavia, Samarang, Soerabaja, Padang, Medan, and Macasser; there are also Residential Courts in all the Residencies. The Courts of Justice for the natives are in the capitals of residencies, divisions, regencies and districts; they have different names, as landraad, rapat, regentschapsgerecht, districtsgerecht. Since 1914 a large number of inferior courts called "landgerecht" have been established for the trial of petty offences committed by Europeans as well as by natives and other Asiatics.

Climate

The climate in general is very damp and the maximum temperature reaches about 36° Celsius, but on some of the mountains it falls below freezing point. Some of the high mountains of New Guinea are covered with eternal snow. At Batavia the mean daily temperature is 26° Celsius. The monsoons have a great influence on the climate. South of the equator from April to October the south-east monsoon, and from October to April the north-west monsoon, is blowing, while north of the equator the south-west monsoon blows from April to October and the north-east monsoon from October to April. The changes of the monsoons are marked by periods of three to four weeks, during which the wind blows from different directions and thunderstorms and calms prevail. The day heat is fairly uniform during the whole year; the nights during the south-east monsoon are fairly cool. The west monsoon is accompanied by heavy rains daily which sometimes continue for weeks, swelling the rivers so that the low countries are often inundated. The influence of the monsoons is, in many cases, modified by high mountains and other local conditions, so that, for instance, it rains nearly every day at Buitenzorg and in some parts of Borneo and in the highlands of Sumatra.

Products

The islands of the Indian Archipelago have generally a very fertile soil and are rich in useful products. The most important products of Java are: Rice, sugar, coffee tea, tobacco, cinchona bark, rubber, copra, maize, ground nuts, indigo, kapok, tapioca

produce, teak timber; of Sumatra: tobacco, coffee, pepper, rubber, gums; of Borneo and Celebes: copra, rubber, gums, rattans, maize, coffee, hides.

The principal exports from the Dutch East-Indies in 1919 were as under:—

Arachides, cleaned	8,826,807	kilo	value	Fl.	3,883,796
,, in husk	8,435,846	,,	,,	,,	2,446,396
Arrack...	1,737,841	litre	,,	,,	1,390,272
Bark, bakau and tengar mangrove ...	16,593,231	kilo	,,	,,	331,865
Benzine, gasolene and kerosene	979,851,967	litre	,,	,,	254,389,863
Caoutchouc	89,724,712	kilo	,,	,,	213,333,152
Cassia vera	2,212,794	,,	,,	,,	1,770,234
Cattle, pigs	80,605	ps.	,,	,,	1,487,523
Cinchona bark	5,420,796	kilo	,,	,,	5,529,213
Cloves...	204,941	,,	,,	,,	357,623
Coca	994,203	,,	,,	,,	1,232,811
Cocoa	2,502,439	,,	,,	,,	3,128,050
Coffee (diff. sorts)	121,590,423	,,	,,	,,	120,005,862
Copra	330,381,939	,,	,,	,,	125,545,139
Cotton (picked)	1,090,539	,,	,,	,,	796,093
Cotton (raw)	3,176,411	,,	,,	,,	1,016,452
Cubebs	224,732	,,	,,	,,	444,969
Dragon's blood...	42,683	,,	,,	,,	83,872
Ebony...	5,203,264	,,	,,	,,	434,427
Fish (diff. sorts)	1,469,171	,,	,,	,,	238,535
Fish (dried and salted)	4,724,924	,,	,,	,,	1,417,478
Furniture (diff. sorts)	—	—	,,	,,	186,328
Gambier	8,034,689	,,	,,	,,	4,017,346
Gum Benjamin (benzoin)	1,812,780	,,	,,	,,	1,051,412
Gum copal...	7,706,255	,,	,,	,,	1,425,659
Gum damar	10,347,168	,,	,,	,,	9,415,923
Gutta (diff. sorts)	9,679,447	,,	,,	,,	3,503,375
Gutta percha	1,507,114	,,	,,	,,	2,730,247
Hides (diff. sorts)	14,601,121	,,	,,	,,	17,141,954
Hides (birds' skins)...	121,692	ps.	,,	,,	2,080,934
Indigo...	204,318	kilo	,,	,,	1,585,844
Kapok...	17,528,143	,,	,,	,,	14,197,796
Kapok seeds	9,047,403	,,	,,	,,	904,742
Mace	661,809	,,	,,	,,	814,025
Mats and matting	—	—	,,	,,	743,708
Nutmegs	3,993,838	,,	,,	,,	2,073,863
Oil, lubricating...	27,055,720	,,	,,	,,	10,957,564
Oil (coconut)	82,750,902	litre	,,	,,	72,407,041
Oil (kajaput)	112,211	kilo	,,	,,	160,463
Pepper (black)	32,397,693	,,	,,	,,	23,002,360
Pepper (white)	7,715,423	,,	,,	,,	9,875,739
Pinang nuts	32,748,442	,,	,,	,,	5,062,266
Quinine	640,328	,,	,,	,,	32,336,565
Rattans and rattan sticks	39,356,787	,,	,,	,,	6,456,894
Residium (liquid fuel)	754,422,567	litre	,,	,,	64,125,921
Rice (bras)...	1,307,851	kilo	,,	,,	248,491
Rice (paddy)	71,960	,,	,,	,,	8,635
Ricini seeds	1,217,189	,,	,,	,,	304,298
Sago all kinds	25,077,619	,,	,,	,,	2,077,894
Seeds (sesame)...	2,941,617	,,	,,	,,	838,362
Shells, burgos	132,000	,,	,,	,,	74,797
Shells, flores	132,061	,,	,,	,,	69,960
Shells, pearl	308,082	,,	,,	,,	571,998
Shells, tortoise...	16,286	,,	,,	,,	206,485
Shells, troca	1,085,095	,,	,,	,,	735,711
Shells, other kinds	497,181	,,	,,	,,	133,116
Sugar, white	1,841,966,166	,,	,,	,,	755,196,367
Sugar, brown	19,969,302	,,	,,	,,	6,989,256

Sugar, molasses	132,696,903	kilo	value	Fl.	8,417,137
Sugar, other kinds	4,849,332	"	"	"	1,083,186
Tapioca (flour)	93,373,860	"	"	"	20,075,380
Tapioca (root)	39,555	"	"	"	2,967
Tea	55,080,703	"	"	"	48,890,402
Tin	19,466,868	"	"	"	53,533,889
Tin ore	6,764,091	"	"	"	14,136,950
Tobacco (diff. sorts)	136,799,923	"	"	"	122,184,193
Tripang	706,473	"	"	"	762,991
Victuals (diff. sorts)	—	—	"	"	3,899,630
Wood (sandal)	349,504	kilo	"	"	262,130
Wood (teak)	9,260	m.^{3}	"	"	930,670
Wood (other kinds)	—	—	"	"	822,971

Diamonds are found in Borneo; gold in Sumatra, Celebes and Borneo; silver in Sumatra, Celebes and Borneo; copper in Java, Celebes and Borneo; iron in Celebes, Sumatra, Borneo and Java; tin of excellent quality and in large quantities in Banka, Billiton, and Singkep, and in small quantities in Sumatra and some other islands; lead in Sumatra and Borneo; zinc in small quantities in Java and Sumatra; coal in Borneo, Sumatra, and Java; manganese in Java; jodium in Java; saltpetre in Java; marble in Java and in Sumatra. Salt of excellent quality is produced in Madoera and also in the other islands by evaporation of the sea water. Kerosene oil is produced in abundance in Java, Sumatra, and Borneo, and gives enormous profits.

The possession of the soil by the natives is strongly protected by law. As a general rule the ground cannot be sold to foreigners, not even to Dutchmen, nor to their descendants who are born in India. The Government is authorized to dispose of uncultivated grounds and grant parts of them for a certain period to foreigners (erfpacht).

On the 31st December, 1905, the stock of cattle in Java and Madoera consisted of 2,186,993 buffaloes, 2,654,461 other horned cattle, and 363,974 horses (ponies).

Revenue and Finance

The revenue of the colony is derived from different taxes, viz., import and export duties, excise, ground tax, capitation tax as an equivalent for abolished Statute Labour of natives, personal tax, income tax, taxes on various products, slaughter tax, licences, succession duties, stamp duties, duty on public sales, transfer and assignment duty, the rent of farms (pawnbrokers' shops, etc., etc.), monopolies (opium, salt, pawnshops), tin mines, forests, railways, mining, and agricultural concessions, the cultivation of coffee, and sundry petty articles. In former years the cultivation of coffee was the principal source of revenue, but of late years there has been a constant decrease. In the Residencies in Java (except Batavia, Bantam, Cheribon, Rembang, Soerabaja, Banjoemas, Soerakarta and Djokjakarta), where the ground is suitable for the cultivation of coffee, a certain number of natives are obliged to plant every year a number of coffee trees, to take care of the plantations, to dry the fruit, and to deliver it into the Government godowns. They are, therefore, free of ground tax and receive a renumeration at the fixed rate of fifteen guilders per picul.

In Java and Madoera (except the district of Grobogan, residency Semarang), in the Residencies Sumatra's Westkust, Tapanoeli, Benkoelen, Lampongsche Districten, Palembang, and Banka en Onderhoorigheden, in the Government Oostkust van Sumatra and the Assistant-Residency Billiton, and in the residencies Zuider-en Oosterafdeeling van Borneo, and Westerafdeeling van Borneo private persons are not allowed to make salt.

In all those districts the import of salt is forbidden, except of fine table salt, salt for medical use and mineral salt, the import of which is allowed on payment of a duty. The import of rough salt for preserves, packed with those preserves, is allowed, but only in a quantity necessary for the purpose. Rough salt may be imported in the ports of Sibolga and Baros (Tapanoeli), Djambi, Tandjoeng Pandan (Billiton), and in the Government Oostkust van Sumatra, also on payment of a duty. Salt for industrial purposes may be imported, after being made unfit for consumption, on payment of duty in the ports of Batavia, Cheribon, Tegal, Pekalongan, Semarang, Sourabaja, Tjilatjap, Padang, Palembang, Belawan Deli, Pangkalan Brandan, Sibolga, Tandjong Balai and Balikpapan.

The salt required for the Government monopoly is made in Madoera, where the people are obliged to deliver it into the Government godowns at a fixed rate per kojang.

In the Government manufacturies of Kalianget and Krampon the greater part of this salt is pressed into briquettes of constant weight and dimensions, which are delivered to those who hold the monopoly in some of the Residencies at fixed prices.

After a trial in Madura, in some Residencies of Java, and in the isle of Lombok the Government in 1898 resolved to take the management of the opium monopoly into its own hands and to sell the drug on the system of a "régie" to the population without the intermediation of farmers. The "régie" is in force now in the whole Indian Archipelago. Everywhere the sale of opium, otherwise than by the "régie," is prohibited. In some parts of the colony the use of opium is forbidden to everyone, in other parts it is only allowed to people who have got a license for personal use, elsewhere it is permitted without a license to one or more categories of the population and for the rest prohibited to everyone who has no licence. The monopoly of the Government is strongly protected by penalties. The revenue of the opium "régie" was calculated for 1920 at 41,261,964 guilders (net).

After having given the matter a trial at Soekaboemi (since April 1st, 1901) and at several other places in Java, the Government resolved in 1903 to take in hand the management of the pawnshops, with the intention of protecting the native population from the evils they suffered from the old system of farming out those places. This applies also to the other islands of the Indian archipelago (outlying possession), beginning in 1921. Accordingly, in the past year (October 1st), the new arrangement has been introduced in the province Sumatra's West-Coast with 10 pawnshops. At the end of 1919 the number of Government pawnshops was 357. During 1920 the total number of pledges delivered at the 360 existing Government pawnshops was 35,790,377; the aggregate amount of money borrowed being f.136,518,128.85 with a calculated revenue for 1920 of 2,324,940.21 guilders. Since January 1st, 1920, the rent-tariff has been considerably decreased.

The tin mines of Banka are exclusively worked by Government; the management of the exploitation, the melting of the ore, and the transport of the tin to the godowns being in the hands of Chinese mining corporations (kongsi's) or of private contractors and their labourers, while some of the valleys are worked in "regie." For the most important districts a caloric electric power-plant has been erected. Two private companies hold concessions for tin mines, one in Billiton and the other in Singkep; the first (Billiton) pays a duty for the farming of the mines. The total quantity of tin produced in 1920 by the Government mines in Banka was 221,528 piculs net = 13,681,569.28 kilogrammes, value 28,361,158 guilders.

The monetary system of Netherlands-India consists of gold coins of the value of ten and five guilders, silver coins of two guilders and a half, of one guilder, and of half a guilder (these coins are the same as those in the Netherlands); besides silver coins of f.0·25, and f 0·10, bearing Malay and Javanese inscriptions; nickel coins of f.0·05, and copper coins of f.0·025 (2½ cent), f.0·01 (one cent), and f.0·005 (½ cent). Moreover, the Government issues currency notes of f.2.50, f.1 and f.0.50. The issue of bank-notes is a monopoly of the Java Bank. These bank-notes are of the value of f.1,000, f.500, f.300, f.200, f.100, f.50, f.40, f.30, f.25, f.20, f.10, and f.5, and payable to bearer on demand. The head office of the Java Bank is at Batavia, and there are agencies at Cheribon, Semarang, Soerabaja, Soerakarta, Djogjakarta, Bandoeng, Malang, Padang, Koetaradja, Medan, Bengkalis, Tandjongbalai, Tandjongpoera, Palembang, Pontianak, Bandjermasin, Makasser and Menado.

Army and Navy

The Army of Netherlands-India numbers 1,496 officers, 36,109 non-commissioned officers and men—all volunteers; and 9,582 militia. It is separate from and independent of the Netherlands Army. The Commander-in-Chief and all the Generals are appointed by the Queen. Besides the Army there are different armed troops viz.:—

a.—The Legion of the Native Prince Mangkoe Nagara, consisting of infantry numbering about 1,747 men. In case of war this Legion is at the command of the Government.

b.—The Barisan, being native infantry of Madoera, about 2,152 men; designed to maintain peace in the island and to participate in campaigns in case of war.

c.—The "Schuttery," being national guards residing in some of the larger places, designed to maintain peace and to assist in case of insurrection, danger, or war. These guards number about 800 men, mostly Europeans, and a few natives. The officers get their commissions from the Governor-General.

d.—Volunteer corps.

e.—Police soldiers, numbering 9,000 men.

The Netherlands Navy in these Colonies numbers 208 officers and 1,042 European and 1,446 native non-commissioned officers and sailors, and consists of 28 men-of-war. There is, besides, the Colonial Navy, consisting of 27 smaller ships with 216 Europeans and 1,221 natives, employed for civil service duties.

Public Worship and Education

The Protestant clergymen are appointed by the Queen; they are 43 in number. The Roman Catholic priests are appointed by the Pope and recognized by or in the name of the Queen. The Jews have no rabbis and are so few that in no place have they a synagogue. The Government does not interfere with Mahommedan worship, but pilgrims to Mecca require to take out passports. Chinese religion is as free as all other kinds of public worship.

The educational system distinguishes two kinds of instruction: (I) Instruction carried in the Dutch language; (II) Instruction given in a vernacular. To the first category belong 498 (134 private) elementary schools, amongst which are 192 specially for natives and 48 for Chinese. Furthermore there are 29 (10 private) intermediate schools and 7 secondary schools, which find their continuation in the Universities and High Schools in Holland and in the only institution for high education in the Dutch East Indies—the Technical High School at Bandong. In addition, the following professional schools fall within the same category:—2 schools of medicine, 1 school of laws for natives, 9 schools for native officials, 3 agricultural schools, 1 school of veterinary medicine, 2 commercial schools, 5 technical schools for architecture and mechanical engineering, 2 trade schools, 1 school for post and telegraph officials, 1 course for chemist-assistants and analysts, while a course for marine-officers is held on board of one of the Government steamers. In catgeory II there are almost 12,000 (2,600 private) elementary schools with about 800,000 pupils, besides a number of trade schools and agricultural schools and a marine-school for the Navy and Government marine at Makassar Five public training schools and 6 courses for higher qualifications supply teachers for the elementary schools, and a number of the intermediate schools mentioned *sub* I. Furthermore, there are 11 public and 2 private training schools for native teachers with instruction given in the Dutch language, and 42 (21 private) normal schools and 123 courses for training teachers for the vernacular schools.

In a great many places private persons can be admitted into the military hospitals, while in the large towns general civil hospitals and hospitals for infectious diseases are maintained. Aylums for the insane are maintained at Buitenzorg and Lawang.

Trade and Navigation

Riouw, Bengkalis, Sabang and Merauke are free ports. The other ports are open for either general trade or only for native coasting navigation. Godowns where goods can be stored and sold, and from whence they can be exported without payment of import or export duties, are established at Batavia, Cheribon, Semarang, Soerabaja, Padang, Siboga, Baros, Singkel, Menado, Gorontalo, Ternate, Amboina Neira (Banda) and Macassar

The value of imports in 1919 was in Java and Madoera ... 573,422,000 guilders
In the other islands ... 219,811,000 ,,
The value of exports in 1919 was from Java and Madoera...1,418,623,000 guilders
From the other islands ... 748,848,000 ,,

The mercantile marine of Netherlands-India (fishing boats, vessels not exceeding 7½ cubic metres nett and river-trade ships not included) consisted in July, 1920, of 5,780 ships and vessels, of which 183 were steamers, with a total tonnage of 437,164 cubic metres nett.

In 1920 there arrived from abroad :—

8,598 steamers	with a tonnage of	12,877,661	cubic metres
376 motorships	,,	748,8[illegible]9	,,
3,105 sailing vessels	,,	779,227	,,
18 ,, ,, with steam or motor craft	,,	10,372	,,
70 barges	,,	34,303	,,
Total...12,167 vessels	with a tonnage of	14,450,422	,,

In the same year there departed :—

7,738 steamers	with a tonnage of	13,206,652	cubic metres
317 motorships	"	812,221	"
2,783 sailing vessels	"	625,481	"
13 " " with steam or motor craft	"	9,460	"
68 barges	"	51,930	"
Total...10,919 vessels	with a tonnage of	14,705,744	"

Import duties are imposed in Java and Madura, the Residencies Sumatra's West-coast, Tapanoeli, Benkoelen, Lampong Districts, Palembang and Banka and Dependencies, the assistant-Residency Billiton, the Residency Djambi, the Division Indragiri of the Residency Riouw and Dependencies, and also in the District Kateman, with Danei now forming part of the Division Karimoen, the Government Sumatra's East-coast, for as much as it forms part of the customs' sphere, the Government Atjeh and Dependencies (Island Wě not included), the Residencies Western-Division and Southern and Eastern Division of Borneo, the Government Celebes and Dependencies, and in the Residencies Menado, Ternate and Dependencies, Amboina, Timor and Dependencies and Bali and Lombok, but not in the islands of the Riouw Residency and the Assistant-Residency S. N. Guinea. The import duty is fixed *ad valorem* or according to the weight or the dimensions, most of the goods being separately mentioned in the tariff. Most of the metals, machinery, and raw materials, as lime and wood, and articles of art and science are free of import duty. Export duty is only paid on a few articles according to value or quantity. Transit cargo is free.

An excise is charged on inland arrack (only in Java and Madoera), kerosene oil, gasoline and benzine, on matches of all kinds and on tobacco exported from Java to Borneo.

Commercial intercourse is much advanced by the Steam Navigation Company "Koninklyke Paketvaart Maatschappij," possessing 86 ocean-steamers and 5 motor-boats plying across the whole Archipelago, and 4 wheelboats for the inland trade. The steamers have splendid accommodation for saloon passengers.

Public Works

On the 1st Jan., 1921, there were in Java 2,628 kilometres of State lines (2.355 kilometres railways, gauge 1.067 m.), 153 kilometres tramways (gauge 1.067 m.) and 120 kilometres tramways (gauge 0.60 m.); and 2,277 kilometres of private lines (210 kilometres railways and 2,067 kilometres tramways); in Sumatra 1,019 kilometres of State lines (245 kilometres railways and 774 kilometres tramways) and 415 kilometres private lines (271 kilometres railways and 144 kilometres tramways).

The gross earnings during the year 1920 were (in millions of guilders):—State railways in Java, 58.9 (48.7 in 1919); State tramways in Java, 1.5 (1.1 in 1919); State railways in Sumatra, 5.0 (4.0 in 1919); State tramways in Sumatra, 3.2 (2.6 in 1919); Private railways, 5.5; Private tramways, 17.3; and in Sumatra private railways, 3.7; and private tramways, 1.4.

On the 1st Jan., 1921, the Government telegraph land lines extended over 11,050 kilometres, the Government telegraph cables over 10,097 kilometres—together, 21,147 kilometres. Government telephone systems were in operation on the 1st January, 1918, in the districts of Batavia, Semarang, Soerabaja, Buitenzorg, Soekaboemi, Tjiandjoer, Bandoeng, Garoet, Tasikmalaja, Djokjakarta, Soerakarta, Madieen, Djombang, Modjokerto, Pasoeroean, Probolinggo, Djambi, Palembang, Benkoelen, Pontianak, Poerwakarta, Krawang, Bandjarmasin, Tjilatjap, Serang, Rangkasbetoeng, Pandeglang, Menado, Gorontalo, Singaradja, Den Pasar, Ampenan, Kraksaan, Soemenep, Sitoebondo, Telokbetong, Malang, Loemadjang, Bangil, Bamdjar, Kertosono, Pamekasan, Amboina, Kediri, Blitar, Kendal, Magelang, Rembang, Rondowoso, Sidoardjo, Blora, Djember, Balatiga, Tjepoe, Koedoes, Pati and Bodjonegoro. The Government telephone service extends over 5,553 kilometres. The balance of revenue and expenditure of the Post and Telegraph service showed a loss of F.2,939,546.37; on the Government telephones it showed a profit of F.505,271.73. The number of Post and Telegraph stations was 654 for Java and Madoera, and 389 for the other islands. The number of Government telephone exchanges was 189, with 18,887 subscribers and 24,790 telephones

Lasten.	*Voerloopiqe Bedrijfsrekening 1920*		Baten.
Post	F.12,273,117.39	Post	F.7,470,862.40
Telegraph	7,797,569.625	Telegraph	7,907,715.565
Telephone ... }	7,426,742.655 400,000.000	Telephone	7,992,297.44
Voordeelig saldo Telegraaf... ...	110,154.94	Nadeelig saldo Post	4,802,254.99
Voordeeling saldo Telefoon	165,554.785		
	F. 28,173,130.395		F. 28,173,130.395

Principal Harbours

Island of Java

Batavia (Tandjong Priok)—The old harbour of Batavia, which is situated at the mouth of the Tji Liwoeng, can only be used by prahus and small coasting vessels. In the years 1877-1883 new harbour works were constructed at Tandjoeng Priok, some miles east of the old harbour. Those works consist of an outer harbour comprising a water area of about 140 hectares, formed by two moles of dumped stone built out into the sea and having a length of 1,700 metres. A channel with a depth of 9½ metres at low water runs through the outer harbour in the direction of the inner harbour. The inner harbour is 1,100 metres long and 185 metres broad. Along the western side of the harbour basin, there is a quay 1,000 metres in length, upon which have been built 7 large storage godowns. On the eastern side are screw pile jetties. These serve for loading salt, tin and coal. On the available land adjoining these jetties, stand salt and tin warehouses as well as 12 coal sheds. To the west of the inner harbour is the railway terminus; here is another small harbour basin, which originally served as a coaling harbour. A short time after the completion of the harbour a large part of this basin and the land adjoining it was apportioned to the Tandjoeng Priok Drydock Company, which opened repairing yards and a 4,000 tons floating drydock there. A canal provides a connection so far as lighter traffic is concerned between the harbour and town of Batavia. Altogether a sum of about Fls. 21,000,000 has been devoted to the constructions of the Tandjoeng Priok harbour, apart from the cost of the railway connections with Batavia. Since the original completion of the work various additional improvements have been effected. The salt and tin jetty has been extended, a railway constructed behind the coaling depots, and the low-lying marshy land surrounding the harbour has been raised. The existing docks being found inadequate, the harbour has been enlarged with a second basin, which on both sides has quayage of 1,000 metres length, giving accommodation to vessels with a draught of 9 metres on the western side of the harbour and of 10 metres on the eastern side. Over 300 metres of the new quay will give 12 metres depth at low tide. Plans for building a third dock for ocean steamers are in full preparation, while dredging is already finished. Additional warehouses, also, have been built, electric cranes have been erected, a floating steam crane with a lifting capacity of 75 tons and a derrick of 15 tons have been secured, and other subsidiary works executed, including the removal and extension of the railway terminus. Floating bunker cranes have been procured by the N. I. Steenkolen Handel-maatschappij, and two lighter harbours have been made on the eastern side of the canal to Batavia, which are in connection with this canal, and have an area of 24,000 square metres.

Semarang.—When the old harbour works of the year 1878 proved to be insufficient a new harbour scheme was approved and is now in course of construction. This scheme comprises a spacious lighter harbour with two basins for Customs purposes, and a small harbour for fishing vessels, the new harbour works being accessible from the harbour canal, which forms the connection with the sea. The projected harbour has a total water area of 8½ hectares and provides sufficient depth of water for heavily-laden lighters. The harbour area is amply provided with approach ways and open spaces, and linked up with the existing railway system. Plans for building a harbour for deep-sea going vessels are in full preparation

Soerabaja.—Plans were drawn up several years ago for providing Soerabaja with wharves capable of accommodating ocean-going vessels, so that these could obtain direct communication with the shore. This work, consisting of a widening of the Kali Mas, was carried out expeditiously at a cost altogether of Fls. 1,350,000. In the

meantime, new harbour works were planned and adopted to cost about Fls. 16,000,000. A new pier has been built in the sea from the mouth of the Kali Mas in a westerly direction, roughly parallel with the coast line. Its front coincides approximately with the natural channel and has a depth of 9 metres at lowest water. The pier has a length on the sea side of 1,200 metres and a breadth of 200 metres, and is capable of berthing ships with a draught of up to 9 metres. A harbour basin has been formed approximately 900 metres square, or 81 hectares in area. This harbour basin will be rendered accessible for ships of 9 metres draught for a space of 250 metres behind the pier; the remaining portion is provisionally intended for the use of lighters, which can moor alongside a quay on the south side of the basin. In the deep part of the harbour a sufficient area of water is devoted to the accommodation and working of two drydocks of 3,500 and 14,000 tons capacity, respectively, with a view to which the depth here is to be increased. There is available 2,360 metres of wharf for ships of 9 metres draught and 370 metres of quay along the lengthened bank of the Kali Mas projecting into the sea for small ocean-going steamers and vessels of lesser draught, while on the south side of the basin, which is about 1,050 metres long, there is 300 metres of quay-wall for the use of lighters. The harbour equipment includes two floating steam-cranes with a lifting capacity of 25 and 50 tons, respectively. In 1916 a new extension was commenced on the western side of the harbour consisting of 430 metres quay to be used as coal wharf for ships with a draught of 10 metres. This last work will cost about fls. 3,500,000. In 1918 it was decided to lengthen this quay southwards by 490 metres. Preparations are being made for further extensions.

Tjilatjap.—Tjilatjap, the only harbour of importance on the south coast of Java, is situated on a tongue of land, bounded on the East by the Indian Ocean and on the West by the river Donan, in the estuary of which there is sufficient depth of water (7.6 metres at low tide) for large steamers. Owing to the protection provided by the island of Noesa Kembangan, lying off the coast here, this estuary offers a safe anchorage, where the breakers of the Indian Ocean are not felt. There is 520 metres of pier and ships dawing 8 metres are able to berth alongside the northern part of the pier even at low tide. Preparations are being made for further extensions, in addition to which dredging is being performed in the mouth of the river Donan. Next year a new quay-wall, 300 metres long, will be built capable of berthing ships with a draught of 9 metres.

Island of Sumatra

Padang.—Since the opening of the Government Railway line to the Padang up-country in about the year 1885, Emmahaven has become the chief port of Padang. This harbour is situated in the northern portion of Koninginne Bay, which is formed by the tongues of land projecting into the sea in a south-westerly direction. At right angles to a coral bank, which is exposed at ebbtide and on which a small wharf has been constructed, is a breakwater, 260 metres long, lying approximately parallel with the shore, while the harbour on the other side is enclosed by a breakwater, 900 metres long. These two breakwaters and the shore form a basin, within which are the harbour works proper.

These were constructed at a cost of more than Fls. 3.300.000. In 1893 attention was already drawn to the fact that the room available at the loading and the discharging wharves was no longer adequate for the increasing shipping traffic. In order to obtain further berthing accommodation for sailing vessels, two short piers, 9.6 metres broad and 10 and 11 metres long, respectively, were built, besides a small pier for discharging dynamite. These piers project from the long breakwater. The lack of sufficient space for ocean vessels of greater draught led in 1911 to an extension and improvement of the harbour. The depth of water within the harbour was increased to 8.5 metres at low tide, while the three existing screw-pile wharves, 85 metres long, have been lengthened. Two new electric coaling installations with a capacity of 100 tons per hour each, have been delivered from Holland and one has been in operation since October, 1917.

Belawan (Deli).—Belawan, the most important harbour of North East Sumatra—the land of Sumatra tobacco and rubber—is situated on the Island of Belawan, which has formed at the estuary of the Deli and Belawan Rivers. The harbour, originally constructed by the Deli Railway Company, lies on the west side of the island, where the depth of the Belawan River is more than 7 metres. In the front of the mouth of this river an extended bank has formed, in which there is a channel with originally a depth of little more than 13 feet at high water; this circumstance was the reason that hitherto only smaller vessels have been able to make use of the harbour. For the convenience of commerce there are at Belawan several landing stages and a harbour for lighters having a water area of 2.75 hectares. With the large increase in the volume of traffic the need

arose for more loading, discharging and storage space. In order to supply this need as much as possible, the Government, in 1913, took over the harbour works of the Deli Railway Company, thus facilitating the improvement of existing conditions, and further constructed a number of temporary and permanent godowns. At the present time the wharves have a total length of above 667 metres, 460 metres of which belong to the Government and 207 metres to private owners. Preparations for further extensions are being made. *Inter alia*, it has been decided to try to deepen the channel at the mouth of the Belawan river sufficiently to render it navigable by ocean steamers. Dredging with a powerful suction-dredger has resulted already in an increase of depth up to 20 ft. at low tide, which warrants the anticipation that this attempt will succeed. In this connection the building of a wharf of nearly 500 metres length, for vessels with a draught of about 10 metres, will begin within a few months, and then Belawan will be developed into a well-equipped port which is bound to have a splendid future as an ocean harbour.

Sabang.—The harbour of Sabang is in a spacious bay, accessible from the West, in the island of Poelo Weh, situated a little over 50 kilometres to the north of Kota Radja, the capital of the province of Acheen. The construction of the harbour, which serves principally as a coaling-station, dates from 1898. In the north-western portion of the bay are two coal wharves with a total length of 350 metres, alongside which ships of 9 metres draught can moor for loading and discharging coal. In 1905 electric conveyors were erected. To the south-west of the coal-wharves lies a floating 3,000 tons dry dock accommodating ships of 6 metres draught, while adjoining the dock is a quay specially intended for ships requiring minor repairs. In the northern part of the bay is a general commercial wharf, 90 metres long, with the requisite storage godowns adjacent.

Palembang.—Palembang, which is situated on the Moesi River 90 kilometres from its mouth in the Banka Straits, is a tidal harbour; larger ships can only cross the bar at the mouth of the river, where the depth at high-water amounts to 6.3 metres, at flood-tide, but plans exist to improve the fairway. When there is no room available for ships at wharves, they remain at anchor in the stream, where they do not experience any difficulty from the strong current except during the rainy season (West Monsoon). They can load and discharge there on both sides by means of lighters which come alongside the ships. The first harbour works were constructed in 1894 and extended in 1909, the total cost being more than Fls. 500,000. Plans for building a harbour for deep-sea going vessels are in full preparation.

Makassar.—The important harbour of Makassar, situated on the south-west point of Celebes, possesses roads well protected by a group of four coral islands. In the years 1902-1908 the building of a screw-pile wharf 500 metres long, and 10 metres broad, with a depth alongside of 7½ metres at low water, running approximately parallel with the shore, with six godowns, was completed after many troubles due to the bad soil at an expense of 1,500,000 guilders. The trade of Makassar, however, has advanced with such rapid strides that from time to time important extensions have had to be made. At present a quay with a length of 1,340 metres has been built, where ships of 9 metres draught will be able to moor even at low tide. A lighter harbour has been made with a quay of about 600 metres and 26 short screw-pile wharves. In 1918 it was decided to build a break-water, *via* the coral-islands Groot Lae and Klein Lae Lae, about 1,600 metres long, lying parallel with the quay-wall and giving, during the whole year, protection to all the mooring vessels. This last work will cost about 1,500,000 guilders. The extension of godowns and sheds keeps pace with that of the quays. On the North-side of the harbour reclamation-works have been executed on a large scale, serving for storing coal, oil and fuel reparations for further extensions are being made.

Island of Borneo

Pontianak.—Pontianak, which is situated at the junction of the small Kapœas River, is the principal trading centre in the West Coast of Borneo Residency. There is a wharf 150 metres long, behind which there is a space of 800 square metres available for storage purpose. There is further a Customs examination shed with a floor space of about 500 square metres. The export of copra and coconut-oil is very considerable.

Bandjarmasin.—Bandjermasin is also a fairly important commercial centre. It lies on the Martapœra River, a few kilometres above the junction of that river with the Barito River in the Residency of South and East Borneo. In addition to the screw-pile wharf, 246 metres long and 11 metres wide, which was completed in 1911, there are several other small landing stages on the right bank of the Martapœra river. There are Customs offices and storage godowns adjoining the harbour.

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Sultan van Djokjakarta—Hamangkoe Boewono VIII.
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Noofd van het Pahoealamsohi Huis—Pangeran Adipati Asio Prabor Soeriodilogo
Sultan van Siak Sri Indrapoera—Jang di Pertoean Besar Sjarif Kasim Abdul Djalil Saifoedin
Sultan van Deli—Ma'amoen al Rasjid Perkasa Alam Sjah
Bestuurder van Serdang—Sultan Soeleiman Sarifoel Alam Sjah
Bestuurder van Langkat—Sultan Abdoel Aziz Abdoeldjalil Rachmat Sjah
Bestuurder van Asahan – Tongkoe Saiboen, minor; during his minority, Tong koe Alang Jahja (regent) is charged with the Government
Bestuurder van Koealoe en Ledoeng—Jang di Pertoean Hadji Mohammad Sjah
Sultan van Sambas—Mohammad Tsafioedin
Sultan van Pontianak—Sultan Sjarif Mohamad bin Sultan Sjarif Yoesoef
Sultan van Koetei—Sultan Mohammad Parikesit
Landschap Ternate — The "Raad van Landsgrooten" is charged with the Government
Landschap Tidore—The "Raad van Landsgrooten" is charged with the Govt.
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Sultan van Bima — Mohammad Sala-Roeddin

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BATAVIA

Batavia, the residence of the Government of Netherlands-India, is situated in 106° 48′ E. longitude and 6° 7′ S. latitude. The old city is built in the ancient Dutch style and was till the beginning of the 19th century surrounded by fortifications, which have since been demolished. It has always been unhealthy. In 1699 the unfavourable conditions were greatly increased by an eruption of Mount Salak, masses of mud and sand being washed up by the river Tjiliwong, so that drainage became very difficult. On account of this unhealthy condition only very few Europeans remain day and night in the old city. The fine large houses are employed for offices and godowns, and in the afternoon, when business is finished, most of the Europeans retire to the new town, which is situated south of the old city and built in modern style. Broad roads and spacious squares and nice bungalows surrounded by gardens form there a desirable place. It was Marshall Daendels who, in the first years of last century, began to build the new town with the construction of barracks and the palace that was designed to be the residence of the Governor-General, but has never been used as such. It is now utilised for Government offices. It contains the large assembly room for the Governor-General and the Council for India, which room contains the portraits of all the Governors-General of Netherlands-India. The palace is situated on the west side of the Waterloo Square, where are to be seen a monument of the battle of Waterloo, another monument to General Michiels, and a bronze statue of Jan Pieterszoon Coen, which was unveiled when the 250 years' existence of Batavia was celebrated. On the right and left of the palace are the Supreme Court and the Military Club Concordia. At a short distance from the Waterlooplein is another and larger square, the Koningsplein, each side of which is nearly one mile long. The square is surrounded by elegant comfortable houses, the residences of the higher officials and wealthy merchants. There is also a fine church, Willemskerk, near the railway station, and the museum of the Batavian Society of Arts and Sciences.

The old city and the new are connected by three railways, two tramways, and wide roads for carriages. Different Banks and Banking Corporations have agencies at Batavia, viz. :— The Netherlands Trading Society (Nederlandsche Handel Maatschappij), Netherlands-India Commercial Bank (Nederlandsch Indische Handelsbank), Colonial Bank and the Netherlands-India Discount Company. There are also agencies of the Hongkong and Shanghai Banking Corporation, of the Chartered Bank of India, Australia and China, of the International Banking Corporation and of the Taiwan Bank, Ltd.

The population of Batavia consisted on the 31st December, 1917, of 20,766 Europeans, 30,557 foreign Orientals, and 180,140, natives; total 231,463.

BUITENZORG

The usual residence of the Governor-General is at Buitenzorg, at a distance of a little more than one hour by railway from Batavia. The botanical gardens near the palace of the Governor-General were made in 1817, and are well known not only for their beautiful arrangement, but especially for the great services rendered to science and agriculture under the management of the eminent directors, Teysmann, Dr. Scheffer, and Prof. Dr. Treub. All experiments for the introduction of exotic plants into Netherlands-India are made here, with the result that many useful plants from foreign countries are reared and flourish in Java as in their native soil.

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Soerabaja, situated 112° 44′ E. longitude and 7° 14′ S. latitude, had, on the 31st Dec., 1917, 372,616 inhabitants, of whom 17,500 were Europeans, 24,671 foreign Orientals, and 330,445 natives. The journey from Batavia to Soerabaja can be done in two days by the railway, which extends to Panaroekan on the North coast and to Banjoewangi on the East coast. The old city is not like that of Batavia, deserted during the night, but is the most busy part of the place. The fortifications that were built at enormous expense are now partially demolished. The roadstead is very safe and protected by the island of Madoera, and trade is in a flourishing condition, the godowns near the Oedjoeng being in direct communication by rail with the large railway that extends all over the island to Semarang and Batavia. A steam tramway for passenger traffic extends from south to north, also as far to the south-west as Krian. A second connection by rail to Samarang was opened on the 1st of February, 1903, this line being a narrow-gauge so-called tramway of the usual width of 3 feet 6½ inches (1.067 m.), having, however, the capacity of an ordinary railway with limited speed. Government workshops and private manufactories do very much to increase the welfare of the industrious population, among whom are a great many Dutchmen employed by the artillery establishments. Between the Kali Mas and the floating dock are the naval establishments for the construction and repairing of ships and vessels, machinery, boilers, etc.

A great many Europeans are still residing in the old city, though the outer part is preferred and has the reputation of being healthier, while the houses are not built close to each other, but are separated by gardens. The suburb Simpang is especially well known. Here is situated the house of the Resident and the large hospital. Along the Genteng Road, which forms the communication with Soerabaja, several fine houses are built in European style and surrounded by shady gardens.

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SEMARANG

Semarang is situated in 110° 25′ E. longitude and 6° 58′ S. latitude. The population numbered in 1917 8,826 Europeans, 20,028 foreign Orientals, and 220,328 natives; total 249,182. The old city is small, with narrow streets and lanes. On the west side of the river are the residence of the Regent, the Mosque, the Post and Telegraph Office, the Hospital, the Government House containing the Offices of the Resident, the Court of Justice, and different other Government offices.

The railway extends to Batavia and Soerabaja. The roads of Semarang do not afford the same accommodation as the harbour of Tandjoeng Priok, but the view of the city and surroundings is very fine. So-called steam tramways, being in fact light railways with quite a considerable capacity-both for goods and passenger traffic, extend from Semarang westward along the coast as far as Cheribon, and further on up-country to Kadipaten; and also to the eastern parts of the residency Semarang and the residency Rembang, as well as to Soerabaja, as mentioned above.

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PADANG

Padang, the capital of the West Coast of Sumatra, is situated 100° 20′ E. longitude and 58′ S. latitude. The population numbered in 1917 120,249, of whom 2,279 were Europeans, 7,660 Chinese, Arabs and other foreign Orientals, and 110,810 natives. The abundant vegetation, the extensive coconut plantations, and pleasant lanes give the impression of a large park or an immense native village. The greater part of the European bungalows are still of a very old type; they are constructed of wood only, whilst the floor is raised some feet above the ground, and the roofs are covered with atap leaves. The mountain scenery in the background and the large plan on which the place is designed make Padang one of the most pleasant towns of Netherlands-India, though the public buildings and private residences do not present a grand appearance. Padang is one of the most healthy coast places, land and sea winds contributing materially to lower the temperature. Through the absence of monsoons, no division of the year into a dry and a wet season can be made; the rainfall is equally divided over the whole year.

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MAKASSAR

Makassar, the capital of Celebes and Dependencies, is situated 119° 24′ E. longitude and 5° 8′ S. latitude. The population numbered in 1920 about 60,000, of whom about 3,000 were of European origin, 10,000 of Chinese origin, 250 Arabs, 150 other foreign Orientals, and 46,600 natives, without the floating population of native coolies working in the docks, which is rather important.

As the principal centre of trade in the north-eastern part of the Archipelago, the place has great importance as a transit port. There is an old wharf 510 metres long (the Wilhelminakade), with custom-houses and godowns for general use and a new concrete quay about 1,400 metres in length (the Julianakade), where the steamship companies have their own waterfront, godowns and offices. The northern end of the

waterfront is connected by a highway, several kilometres long, with the business quarters and warehouses. A fifth extension of the harbour is planned. A breakwater 2,700 metres long protects the harbour from rough seas. Makassar has been closed as a free port since August, 1906. The town is nicely built. A fine thoroughfare, lined with tamarind trees, traverses the principal part, where the Government House and other public buildings are situated, and leads on both sides to large grass-covered squares—the Koningsplein and Kerkplein. A business centre consists of Passar Street, Wilhelminakade and Julianakade. The pleasantest living quarters are Heernenweg and Hospitaalweg, where houses with colonnades give the impression of a town in southern Europe. Around the European settlement the natives have made their villages. The surrounding country is low and marshy, covered with rice-fields and kampongs. The mountains, with the Peak of Bonthain in the distance, afford a fine spectacle, especially in the evening, when they are not covered by the fogs that rise from the plains. Beautiful sunsets are to be seen every night from the portmaster landing-stage.

The city of Makassar is administered by a Municipal Council with a Burgomaster as president. The Council has 17 members (10 of European origin 5 Natives of Makassar, and 2 Chinese). Technical affairs, grounds and the public sanitary service are managed, under the supervision of the Municipal Council, by an Engineer Director of Municipal public works (Ingenieur-Directeur Gemeentewerken). The municipal gas-plant is managed by a Director (Directeur der Gemeente-Gasfabriek) under the supervision of the Gasworks Committee, nominated by the Municipal Council.

The port (Government property) has been constructed at a cost of about twelve million guilders (£1,000,000) and is administered by a Harbour Board (Commissie van bijstand) with the Engineer Port-Director (Directeur der Haven) as President, under the supervision of the Department of Public Works at Batavia. Marine and shipping affairs are managed in collaboration with the portmaster and pilots by an administration named "Haven-beheer."

Makassar is connected by a double telegraph cable with Soerabaja (Singapore, Br. India, e.s.o.), and by a single cable with Balikpapan (east coast of Borneo) and Menado (north-east peninsula of Celebes), and has connection, also, with China, Japan and the Pacific Coast of the U.S.A.

A wirelese telephone plant with Soerabaja is under construction and will be in operation in 1922.

The State Railways and Tramways under construction in south-west Celebes are administered by an Engineer Chief of Construction at Makassar, where there are workshops and offices under his direction.

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van Greuningen & Band
Lay Min Kiong
Lay a Tjit

THE EAST COAST OF SUMATRA

This part of the East Coast of the Island of Sumatra is situated between the Government of Acheen and its Dependencies in the north, the Straits of Malacca in the east, Indragiri (a part of the Residency of Riouw and its Dependencies) in the south, and the Residency of Sumatra's West Coast and of Tapanoeli in the west. It includes a great number of States, each of which, under control of the Governor, is ruled by a native Prince or Chief, who, according to his rank and dependency, is styled Sultan, Yang di Pertuan, Kedjuruan, Radjah, Datu, etc. The country is administered by a Governor, 6 Assistant-Residents, 14 Controllers (incl. Gezaghebbers) and 3 Assistant-Controllers Justice is dispensed by the Court of Justice at Medan, the Landraad of Medan and Bindjei, Tandjung Balei, Tebing Tinggi and Bengkalis, the residentiegerechten of Bindjei, Tandjoeng Balei and Bengkalis, the Magistrates, and by native Courts or Karapattan. The staple industry of the country is agriculture, and, this being dependent upon imported labour (Chinese and Javanese), the labour question is carefully guarded by a special Coolie Ordinance. All coolies are indentured under advances. The employer must house his people properly, provide them with medical attendance and food when sick, and monthly payments are compulsory. Six special officials (1 Inspector and 5 adj. Inspectors of Labour) look after this.

Land is leased from the ruling prince or chief of the district for a certain number of years, so much per bahu or per acre being paid down, and a minimum f.1 per bahu or per acre per annum being paid as annual quittance.

The supremacy of the Dutch Government is based upon political treaties with each of the Princes, in whose hands is left the jurisdiction over their own subjects except so far as relates to the infliction of the death penalty and banishment, and the disposal of land or landed property. Land contracts with Europeans, while made between the ruling prince and the concessionaire, are subject to the approval of the Governor. Mining contracts require the approval of the Governor-General of the Netherland-Indies. In all the States the Dutch Government has bought the right to collect the customs duties and the ordinary revenues. Land revenue, collected by Government officials, is at the disposal of the native rulers and his chiefs. The best known of the States is Deli, where tobacco planting was first introduced, and by which name the whole of the East Coast is sometimes designated. Deli, Langkat, Serdang and other tobacco-growing districts, are celebrated throughout the world for their fine silky tobacco leaf, which is specially fitted for the outside wrappers of cigars, being at once light in weight and elastic and strong in texture. The leading tobacco company is the Deli Maatschappij, which, for many years, has paid a dividend averaging 75 per cent. per annum. Next to tobacco, with a planted area of 172,000 acres, the cultivation of rubber *(Hevea Brasiliensis)* has developed to such an extent in recent years that now there is a planted area of some 300,000 acres. The capital invested in rubber estates amounts to more than £12,000,000. The territory in which rubber grows stretches from Langkat in the north to Asahan and Siak in the south. The cultivation of tea has also developed in the last few years until it has now a planted area of more than 12,284 acres, more than 6,000 acres of which are in production.

Other important agricultural products are given below :—

	Hectares Planted.		Export 1920 K.G. (1 lb. = 0.4536 K.G.)
Coffee	9,307	Coffee	5,621 122 K.G.
Cocoanuts	10,072	Copra	6,098,664 „
Oil Palms	9,078	Gambier	4,883,950 „
Gambier...	1,800		

Very important also is the export of fish from Bagan Si Api Api—the second fish export harbour of the world—to Singapore and Java. In 1916 was exported from that place 19,072 tons (1,000 K.G.) fish, and 9,897 tons (1,000 K.G) shrimps, trasi, etc. Considerable also is the export of timber from the islands near Bengkalis to Singapore. About 3,000 coolies are employed in this trade. The production of paddy, though

considerable, falls short of the demand by many thousand bags, which are mostly imported from the Straits Settlements. Kerosene oil is exported from Langkat to the Straits Settlements, British India, Hongkong, Siam and China. Almost all necessaries of life have to be imported, and a brisk trade between Java, the Straits Settlements, Europe and the East Coast is the consequence.

Medan (Deli), the residence of the principal civil and military officials, is a pleasant little town, laid out in modern style, and the streets are lit with electric light. A splendid residence with architectural pretensions has been built for the Governor in the new quarter of Polonia. In the town six European banking corporations—the Javabank, the Chartered Bank of India, Australia and China, the Nederlandsche Handel Maatschappij, the Nederlandsch-Indische Handelsbank, the Nederlandsch-Indische Escompto Maatschappij, and Uniebank voor Nederland E Kolonien have their branches, and there are also two Chinese bank . There are two very good hotels (Hotel de Boer and Medan Hotel) a Club (Witte Societeit), a Race Club, numerous houses of business, Chinese, Japanese, Indian, Malay, Bombay and Kling shops, etc.

The port of Belawan (Deli), on the Belawan River, is in communication with Medan by road and railway, the lines of which extend a long distance up country and the north, giving also communication *via* Tandjoeng Poera and Pankalan Brandan with Koeta Radja (Atchin) and to the south, *via* Tebing Tinggi, with Tandjoeng Balei (Asahan) and Pematang Siantar Other important ports are those of Pangkalan Brandan, Tandjoeng Poera, Tandjoeng Balei, Bengkalis, Bagan Api Api and Laboean Bilik.

The population under this Government amounted in November, 1920, to 7,882 Europeans, 1,042,930 natives, and 146,742 other Orientals—a total of 1,197,554 as compared with 830,202 in 1915 and 568,417 in 1905.

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Chief Clerk—J. M. Ferdinandus
Clerk—S. Mangatas

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Do. (Laboean Deli)—A. te Velde
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Assist. Controller—M. Wijzenbeck
Chief Clerk—A. Scharff
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Laboean Batoe, Laboean Bilik

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Clerk—W. Saidi Siahaan

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Second do. —A. te Velde

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Magistrate—U. Fagginger Auer

Bindjei
Magistrate—H. M. M. Mennes

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Magistrate—A. W. de Haze Winkelman

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Magistrate—C. R. Blume

Pematang Siantar
First Magistrate—J. Tideman
Second do. —E. J. van Ebbenhorst Vengbergen
Third Magistrate—J. de Ridder

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Magistrate—N. Mulder

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First Magistrate—H. F. N. Roskott
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PHILIPPINE ISLANDS

Named in honour of PHILIP II, King of Spain.

LOCATION

Lying to the southeast of the great continent of Asia and occupying much the same position as the West Indies in North America, the Philippine Islands, a vast archipelago, extend between the meridians of 116° 40′ and 126° 34′ East Longitude, and between the parallels of 4° 40′ and 21° 10′ North Latitude. They are bounded on the north and west by the China Sea, on the east by the Pacific Ocean, and on the south by the Celebes Sea. They lie about six hundred miles off the coast of China. The northernmost group is but a short distance south of the Japanese island of Formosa, while the southernmost extremities reach close to Borneo and the Celebes.

AREA AND POPULATION

The total area of the Philippine Islands is 114,400 square miles. This is larger than the states of New York, New Jersey, Pennsylvania and Delaware put together.

The Philippine Archipelago is composed of 7,083 islands, of which 2,441 are named and 4,642 are not. There are eleven important islands, each of which has an area of more than 1,000 square miles. Luzon has an area of 40,814 square miles; Mindanao, 36,906; Samar, 5,124; Negros, 4,903; Palawan, 4,500; Panay, 4,448; Mindoro, 3,794; Leyte, 2,799; Cebu, 1,695; Bohol, 1,534; and Masbate, 1,255.

The Philippine Archipelago is divided into three great groups of islands designated as Luzon, the Visayas, and Mindanao. Luzon includes the provinces of Abra, Albay, Bataan, Batangas, Bulacan, Cagayan, Camarines Norte, Camarines Sur, Cavite, Ilocos Norte, Ilocos Sur, Isabela, Laguna, La Union, Mountain Province, Nueva Ecija, Nueva Vizcaya, Pampanga, Pangasinan, Rizal, Sorsogon, Tarlac, Tayabas and Zambales, and the island-provinces of Batanes, Marinduque, Masbate and Mindoro. The second group, the Visayas, is made up of the provinces of Antique, Capiz and Iloilo, on the island of Panay; Occidental Negros and Oriental Negros, on the island of Negros; and the individual island-provinces of Bohol, Cebu, Leyte, Romblon, Samar and Palawan. The third group, Mindanao, is made up of the provinces of Agusan, Bukidnon, Cotabato, Davao, Lanao, Misamis, Surigao, Zamboanga, and a cluster of islands forming the province of Sulu.

According to the Philippine Census of 1918, the total population is 10,350,730, chiefly of the Malay race, ninety-one and one-half per cent. of whom are Christians receiving the benefits of the blending of the Oriental, the Spanish, and the American civilization. This part of the population includes 9,400,283 Filipinos; 43,212 Chinese; 6,731 Americans; 6,636 Japanese; 4,071 Spaniards; 993 English; 304 Germans; 207 French; 138 Swiss; and 1,156 of other nationalities. Only 886,999, or eight and one-half per cent., are Moros and pagans, but even these are fast taking advantage of the all-pervading system of public schools.

PHYSICAL FEATURES

The Philippines is a group of islands varying in size from Luzon, which is practically as large as Belgium, the Netherlands and Denmark combined, to the nameless islets rising just a few feet above the water. The coastline includes many fertile coastal plains. Added to these are the Central Plain, the Cagayan and Bicol Valleys of Luzon; the Central Plain of Panay; and the Agusan and Cotabato Valleys of Mindanao. Most of the large islands are crossed by well-defined ranges, running, as a rule, in a north and south direction; Mount Apo, in south-eastern Mindanao, is the highest peak, with an altitude of 9,450 feet.

The principal part of the group comes within the range of the typhoons, and violent storms are of frequent occurrence during the so-called rainy season. The islands are also the centre of great volcanic action. "The destructive ravages and changes produced by earthquakes," says Sir John Bowring, writing in 1859, "are nowhere more remarkable than in the Philippines. They have overturned mountains, they have filled up valleys, they have desolated extensive plains; they have opened passages from the sea to the interior, and from the lake into the sea. There are many traditional stories of these territorial revolutions, but of late disasters the records are trustworthy. That of 1796 was sadly calamitous. In 1824 many churches in Manila were destroyed, together with the principal bridge, the barracks, great numbers of private houses; and a chasm opened of nearly four miles in length. The inhabitants all fled into the fields, and six vessels in the port were wrecked. The number of victims was never ascertained. In 1828, during another earthquake, the vibration of the lamps was found to describe an arc of four and a half feet; the huge corner stones of the principal gate of the city were displaced; the great bells were set ringing. It lasted between two and three minutes, rent the walls of several churches and other buildings, but was not accompanied by subterranean noises, as is usually the case." In 1832, 1852, 1863, 1869, and 1880 there were terrible shocks of earthquake, and, in 1891, in the Province of Pangasinan, shocks were continually repeated during a month, shaking down buildings, crushing their inmates, and creating a panic among the inhabitants. The most noteworthy volcanoes are Buheyan in Mindanao, Taal in Batangas, and Bulusan and Mayon in Albay. The last is in continual eruption and at times creates terror in the surrounding country on account of the quantity of boiling water, ashes, and lava it throws out. In 1872 an eruption of this volcano destroyed entirely the villages of Malinao, Camalig, Guinobatan, Ligao, Polangui, and Albay.

The land area of the Philippines is covered largely with forests. The rest is made up of cultivated land, grass and open land, and mangrove swamps. The rivers are generally small and short, but the Cagayan River, the largest in Luzon, drains one-fourth of the island. The Agno and Pampanga Rivers, two other important rivers in Luzon, and the Agusan and Cotabato Rivers, in Mindanao, are also of considerable size. There are a few lakes in the Philippines and most of them are small Laguna de Bay and Lake Taal, in Luzon, and the beautiful Lake Lanao, in Mindanao, being the most important.

Climate and Health

The climate of the Philippines is among the best in the tropics. Generally speaking, it is agreeably warm with cool nights and pleasant late afternoons and early mornings, although there are some places in the Islands where it cannot strictly be so described. December, January, February and March are very nearly ideal. Even during the months of April and May many parts of the islands, especially Manila, enjoy a cool breeze. The rest of the year is inclined to be rainy. During the rainy season inundations of rivers are frequent, and travelling in the interior is at times interrupted. Droughts, however, sometimes occur, which seriously impair crops. The year is divided into three seasons—the wet, the dry-cool and the dry-hot. The wet season lasts from the middle of June to the middle of November, the dry-cool season from the middle of November to the middle of February, and the dry-hot season from the middle of February to the middle of June. These seasonal periods, however, cannot be applied to all parts of the Philippines, for some parts are affected by different ocean currents which modify climatic conditions therein.

The variety of climate in the Philippines is beneficial to the health of the inhabitants. The death-rate for every one thousand whites in Manila for 1917 was eight and eight-tenths, as compared with sixteen and five-tenths for New York, fifteen for San Francisco, and fourteen for Chicago. Ideal health-resorts are found in many of the highlands of the Philippines, like Antipolo in Rizal, Lucban and Sariaya in Tayabas, Taal in Batangas, Silang and Indang in Cavite, Bukidnon and lands around Lake Lanao in Mindanao, and the plateaus of Baguio, approximately 5,000 feet above sea-level and about 175 miles from Manila. Medical reports speak highly of Baguio as a health resort, and of the medicinal waters of Sibul Springs and Los Baños.

The Philippine Health Service is the Government branch in charge of enforcing measures and promulgating rules and regulation for the promotion and protection of public health and for the maintenance of general sanitary conditions. Its jurisdiction extends to all the cities, towns and barrios of the Islands. Due to its work, there has been noticeable general health improvement all over the archipelago during the past

two decades. The system of sanitation actually enforced in the Philippine Islands is conceded to be on a par with that of any other civilized country in the world. The people of the Philippines are beginning to realize the advantages of a well-organized and nation-wide system of sanitation. The old attitude of distrust towards sanitary rules in the country has disappeared; the people to-day are exerting all their energies toward promoting the gospel of clean and healthy living. Hospitals are fast increasing throughout the Islands, and every day they are gaining ground in the estimation of the people. In Manila, the largest and most up-to-date among the hospitals in existence is the Philippine General Hospital. There are seven hospitals in the city of Manila and sixteen in the provinces.

History

In his trip around the world, Ferdinand Magellan, a Portuguese, in the service of Spain, discovered the Philippine Islands on March 16th, 1521. Spain, claiming the country, colonized it in 1565, when Legaspi, the first Governor of the Philippines, founded the first Spanish settlement in Cebu. The city of Manila was founded on June 3rd, 1571.

The early history of the Philippines is a record of continual trouble. Conflicts between the civil and ecclesiastical authorities led to internal contentions, while both Portugal and the Netherlands coveted these rich possessions and harassed the Spaniards. In 1606 the Dutch blockaded the ports with five ships, which were, however, destroyed by the Spanish fleet. Attacks were also made at different points by powerful Chinese piratical fleets. The most celebrated of these was the invasion by Li Ma Hon, who with 2,000 men landed at Manila in 1574, but was defeated and driven out by the Spaniards and natives, under the leadership of Juan de Salcedo. In 1762 the capital was taken by the English, the private property of the inhabitants being saved from plunder on the condition of the payment of a ransom of £1,000,000, half of which was paid in money and the other half in bills upon the Spanish Treasury. In the meantime, however, peace had been concluded, and the islands were restored to Spain, payment of the balance of the indemnity not being insisted upon.

The Filipinos were given representation in the Spanish Cortes in 1810. The galleon trade instituted by the Spanish Government lasted one hundred years, ending in 1815. The port of Manila was opened to the commerce of the world in 1830. With the opening of the Suez Canal in 1869, direct mail service with Spain was inaugurated and railroads and telegraphs were introduced into the Islands. Attempts to throw off the Spanish yoke were made in 1822, 1841, 1842, 1872 and 1896. On June 12th, 1897, Philippine Independence was proclaimed in Cavite, and the Philippine flag was officially unfurled. Upon the outbreak of hostilities between the United States and Spain in 1898, the Insurgents offered to co-operate with the former. The offer was accepted with the result that while the Americans took and held the city of Manila, the Insurgents overthrew Spanish authority throughout the remainder of the Island of Luzon and established a government of their own with General Aguinaldo as Director. Commodore Dewey sank the Spanish squadron in Manila Bay on May 1st, 1898. The Philippine Republic was established on January 21st, 1899. The Treaty of Paris, providing for the cession of the Philippine Islands to the United States, was ratified by the Senate of the United States on February 6th, 1899. Civil government was established in the Islands on July 4th, 1901. The first Philippine Assembly was inaugurated on October 16th, 1907. The new Philippine Autonomy Act, commonly known as the Jones Law, came into force on October 16th, 1916. To-day, with the exception of the Governor-General, the Vice-Governor, and the American majority in the Supreme Court, the administration of the affairs of the country is practically in the hands of the Filipinos.

Government

The government of the Philippine Islands is administered through three separate and co-ordinate branches—the executive, legislative, and judicial.

The Governor-General is the chief executive of the Islands and represents the sovereign power of the United States. He is appointed by the President of the United States by and with the advice and consent of the United States Senate. Under him are the secretaries of six executive departments—the Department of the Interior, the Department of Public Instruction, the Department of Finance, the Department of Justice, the Department of Agriculture and Natural Resources, and the Department of Commerce and Communications. With the exception of the Vice-

Governor, who is appointed in the same way as the Governor-General and is at the same time Secretary of Public Instruction, all the other secretaries are Filipinos. Under each executive department are the different bureaux of the Government.

The Philppine legislative body is composed of two Houses—the Senate and the House of Representatives. There are in all ninty-one representatives and twenty-four senators, representing the forty-eight provinces of the archipelago, all of whom are elected by popular vote with the exception of nine representatives and two senators who are appointed by the Governor-General to represent the provinces of Nueva Vizcaya, Mountain Province, Agusan, Bukidnon, Cotabato, Davao, Lanao, Sulu and Zamboanga. The number of votes cast in the General Election of 1919 was 672,122.

An extra-legal body, the Council of State, created by virtue of an executive order of the Governor-General, forms the binding link between the executive and the legislative branches of the insular Government, and represents the people's counsel in the administration of the government. The Council of State is composed of the Governor-General, as president, the Presidents of both Houses of the Legislature, and the Secretaries of the Departments.

The provincial and municipal governments are under the direct supervision of the Department of the Interior through the Executive Bureau and the Bureau of Non-Christian Tribes, the former exercising authority over the thirty-six regularly organized provinces and the latter over the twelve so-called special provinces. The chief executive in each province is a provincial Governor. With him two other members form the provincial Board, which constitutes the legislative branch of the provincial government. All the three offices are filled by popular vote, while in the special provinces, with the exception of Batanes, Mindoro and Palawan, the provincial governors are appointed officials. The municipal president is the chief executive in each town or municipality, and the local legislative branch is a municipal council of from eight to eighteen councillors, depending upon the size of the municipality. The president, the vice-president, and the councillors are all elected by popular vote.

The Philippine judiciary system consists of the Supreme Court, as the highest tribunal; a Court of First Instance for each judicial district, except the ninth district, which has four judges, the same covering the city of Manila; the Municipal Courts of Manila and Baguio: and a Justice of the Peace court for each municipality. The Supreme Court is composed of one chief justice and eight associate justices, all of whom are appointed by the President of United States with the consent of the United States Senate. The Supreme Court has appellate jurisdiction over the Courts of First Instance. An appeal lies from the decision of the Supreme Court of the Philippine Islands to the Supreme Court of the United States in certain cases.

People

History credits the ancient Filipinos with a culture of their own long before the coming of the Spaniards. They were engaged in various industries and had a considerable inter-island and mainland trade. Their religion verged on the animistis; they had a vague belief in a supreme deity; and they believed in many superstitions. Printed books and literature were not used, but they knew how to read and write, inventing a peculiar phonetic alphabet. They used bamboo stems and banana leaves for paper and sharp-pointed sticks for pencils. The Moros inhabiting Mindanao knew, also, how to read and write. Mohammedanism, their religion, encouraged education and invited learning.

After the Spanish conquest, intermarriages took place between the native Filipinos and the foreigners, mostly with the Spaniards and the Chinese. In no case, however, has the native Malayan stock disappeared because of the introduction of these foreign elements in the race, as has happened among the aborigines of South America. The Spanish system of colonization followed in the countries of South America was much the same as that introduced into the Philippines; so that in culture, religion, and social customs much the same traits may be found to-day among the Filipinos and the people of the different countries of South America.

As a whole the Filipino people—particularly the Christians, who constitute an overwhelming majority of the entire population—is composed of a homogeneous ethnic stock. They are all alike except in their local dialects, but even in this respect a great number of the words are identical, and greater still are those similar in sound and meanings. At the insular schools and other national institutions, such as the University of the Philippines, the Philippine Normal School, the

Philippine School of Arts and Trades, the Philippine School of Commerce, the Philippine Nautical School, the Central Luzon Agricultural School, and others, one fails to notice, among the young men who flock from all parts of the Archipelago, any essential differences between the so-called "tribes" of the Philippines. The Filipino students, no matter from what province they come, demonstrate the same essential characteristics, harbour the same traditions, and manifest the same national aspirations. The names Tagalog, Visayan, Ilocano, Bicol, etc, are mere geographical expressions.

Religion

The Philippines is the only Christian country in the Far East to-day. Ministers of the Gospel accompanied the Spanish military forces. Three centuries of ceaseless and painstaking efforts on the part of these ministers converted the natives to Catholicism, which soon became widely spread. Many churches built in Manila and throughout the provinces are impressive structures of massive masonry, and some of them are famous for their architecture and interior decorations.

In the year 1901 an Independent Filipino Church was organized by secession from the Roman Catholic Church. The religious dogmas promulgated and followed by this new denomination are practically identical with those observed by the Church of Rome. The mass is sung either in Latin or in the native dialects. Protestantism came to the Philippines immediately after American occupation. The Protestants established missions and spread thair doctrine throughout the Archipelago. The inhabitants of Mindanao, the Moros, are, as their names signify, Mohammedans. A very limited number of them have been converted to Christianity. Among the pagan inhabitants of the mountains, such as the Ifugaos, the Igorots and the Bontocs, may be found very primitive religious ideas.

Education and Literacy

Public education in the Philippines is free, secular and co-educational, and the principal aim is the spread of literacy on the basis of a common language—at present, the English. The Bureau of Education maintains a complete system of public education. Public elementary and high schools are distributed throughout the Islands. Six insular schools for special education are also maintained in Manila. The enrolment of students in the public schools is increasing every year, being at present 923,062. With the object of extending elementary education to all children of school age, the Philippine Legislature made available within five years the sum of ₱30,000,000 in addition to the regular annual appropriations for the Bureau of Education. Private schools, patterned after the public schools, besides the old Spanish schools and colleges which still survive, have sprung up in the Philippines in recent years. Practically all these offer instruction in English, and even the old Spanish schools and colleges have included English in their curricula. Upon graduating from the high schools, the students are admitted to higher institutions of learning, foremost among which is the University of the Philippines, established and maintained by the Philippine Government.

Sixty-six per cent. of the people of the Islands, ten years of age or over, can read and write. The census taken in 1903 showed that only twenty and two-tenths per cent. of the people could read and write. There is an increase, therefore, of forty-five and eight-tenths per cent. in the literacy of the people from 1903 to 1918, showing the remarkable progress attained by the modern educational system.

Languages

English and Spanish are both used as official languages and are widely spoken in the Islands. The Spanish language was first introduced when the Spaniards took possession of the Islands. The English language is becoming the dominant language in the Philippines, being now spoken by a rapidly increasing portion of the population. This is especially true of the younger generation, as English is taught in all the public schools. English is also becoming the commercial language in the Islands, and is bound to be the common language of the Filipinos in the future, the adoption of any of the native dialects, or of a new native Philippine tongue founded on these existing dialects, for the national language of the people being considered almost wholly impracticable. There are six established native dialects with some printed literature, namely, the Tagalog, Visayan, Ilocano, Bicol, Pangasinan and Pampangan. Newspapers are published in English and Spanish, although in many places periodicals may be found written in the principal native dialects.

Agriculture

The Philippine Islands is an agricultural country. The people depend chiefly on domestic agricultural products for their livelihood, and approximately ninty per cent. of the total exports of the Islands is made up of the produce of the farms. The soil is fertile to a degree, being for the most part volcanic in origin and exceedingly rich in all varieties of sedimentary deposits. The total area of cultivated lands in the Philippines at the present time is estimated at 3,005,322 hectares, or 10.14 per cent. of the entire area of the country.

Rice is the staple food-product of the inhabitants of the Islands. It is their most widely cultivated crop. The area devoted to its cultivation in 1919 was 1,381,339 hectares, as compared with 1,368,140 for 1918. The production in 1918 and 1919 shows a great increase over the pre-war output, and correspondingly imports have diminished. In spite of this, considerable quantities of this cereal are still imported, chiefly from French Indo-China.

Through the efforts of the Bureau of Agriculture local farmers are realizing the advantages of scientific methods in rice farming. Seed selection is given due emphasis. At present the use of tractors and other modern implements is being experimented with and the result is a notable success. Several irrigation systems are now completed, many more are in process of construction, and others are being projected. This is bound in the near future to do away with the ravages of droughts, which are of periodical occurrence, and at the same time make feasible the growing of two or three crops a year in the rice sections of the archipelago. The extension of cultivated areas is also receiving due attention from the Government and the local farmers.

Manila hemp, which the Philippines supplies to the world as first-class cordage material, is produced from the leaf stalks of a plant thriving in the Islands. The fibre is also used for making binder twine, and from the old disintegrated Manila ropes is made the well-known and much-used Manila paper. In the Philippines, hemp is extensively used in the manufacture of cloth. In the making of baskets, slippers, mats and other articles, the fibre has been tried with excellent results. Within the last few years a very important use for the fibre has been found in the manufacture of hats. In 1919, 515,563 hectares of land were planted to hemp, the total production therefrom being 161,731,649 kilos. Of this quantity, 121,247,668 kilos, valued at P53,703,052, were exported.

Coconut palms are grown extensively in the Philippine Islands. Originally appreciated for its raw food value and later as a material for soap manufacture, the coconut assumed more importance when it began to be used in the manufacture of vegetable butter and other kindred edible products from the oil and dried nut, usually referred to as copra. Coconut oil is also used as an ingredient in the manufacture of many toilet articles, such as creams and pomades.

Tobacco can be grown in practically all sections of the Philippines. The best and choicest class is raised in the provinces of Cagayan and Isabela in northern Luzon. Of all Philippine crops, tobacco demands the greatest care in its planting, cultivation, curing and classification. This same care under strict Government supervision is also exercised in the factories which turn out the well-known Manila cigars. In 1919, 74,019 hectares were under cultivation and 57,720,413 kilos of leaf tobacco were produced.

Sugar-cane thrives well, principally in the island of Negros. The most noteworthy feature or sugar-cane growing and sugar manufacturing is the increase in the number of sugar centrals during recent years. The area now devoted to the cultivation of sugar-cane is approximately 205,511 hectares. The extension of the cultivated area and the introduction of tractors and other farm machinery have largely brought about the increase in production. In 1919, 411,272,659 kilos of sugar, valued at P73,190,054, were produced in the Islands.

Among the other crops with great agricultural possibilities are maguey, sisal, corn, coffee, rubber, kapok, cacao, cassava, peanut, vegetables and fruits. Cattle-raising as an agricultural pursuit is also very promising.

Mines

Mining in the Philippines is still in its infant stage of development. However, in placer-mining the rich Paracale district and northern Mindanao have passed the experimental stage. Nueva Ecija and Mindoro are proving decidedly fertile as the result of mining tests carried on there. Quartz mining has been shown to be successful in Benguet and Masbate, where modern mills have been installed and are now operating.

Among the great mining possibilities which loom promisingly mention may be made of the extensive copper properties of Lepanto, of the iron deposits of Bulacan, of the oil-fields of Tayabas, and of the coal mines of Batan, Cebu and Polillo.

Forests

Timber forests are found in all the principal islands of the archipelago, covering an area of 60,000 square miles. One-third of this constitutes the virgin forests of the Islands and the rest is made up of scattering, cut-over and second-growth forests which will yield large quantities of fire-wood and some small-sized timbers. These forests contain many of the best hardwoods, cabinet, dye-woods, and a large bulk of red lauans, which are used as substitute for mahogany and also sold as such.

The Government owns more than ninty-nine per cent. of all the standing timber in the Philippines. The public forests are not sold, but are developed under a license system. To-day, there are forty-eight steam saw-mills, which are equipped with modern machinery fit to meet the big lumber enterprise of the Islands. The timber output of the Islands in 1919 was 495,228 cubic metres.

Fisheries

Fishing is a promising industry in the Philippines. The waters along the coasts of the islands teem with common varieties of food fishes. Among those found in commercial quantites are anchovies, herrings, silversides, mackerels, snappers, pompanos, sea-basses, mullets, milkfishes, sardines, lapolapos, barracudas, porgies, grunts, parrot-fishes, and soldier-fishes. The local market, however, is under supplied as only inshore fishing is carried on because modern equipment adapted to deep-water fishing is not used. Pens or "corrals," seines, large scoop nets, dip nets, circular casting nets, hooks and lines, and basket-like traps are among the local devices commonly employed in catching fish. Other sea-products found in Philippine waters are oysters, sponges, trepang, pearls and pearl shells, top shells and window shells.

Manufacture and Industries

The Philippines is a prospective industrial field. The country has available raw materials such as Manila hemp, copra, lumber, shells, lumbang and castor seeds, clay, limestone, bamboo, buntal, dye-woods and cassava for the different lines of manufactures and industries. Manila and a few other cities are centres of these industrial activities. However, some of the big establishments such as sugar centrals, rice and lumber mills are found in localities nearest the sources of materials.

The production of coconut oil constitutes one of the principal local industries. The first modern coconut oil mill was built in 1906. The recent world-war gave an impetus to the industry, thereby placing coconut oil at the top of the list of Philippine exports for 1919. The first sugar central in the Philippines was established in 1910. Many other centrals and improved machinery were then installed in almost all the leading sugar sections of the Islands. Consequently, after 1910 a considerable increase in the sugar exports of the Islands was noted. Early in 1920 more than thirty sugar centrals with a total daily output of over 20,000 tons of centrifugal sugar were in actual operation. Manila cigars, ranking with the best and choicest cigars in the world to-day, together with cigarettes are the output of Philippine cigar factories. The rope and hemp-braid factories are yearly turning out finished products to the value of millions of pesos. Within recent years, rice milling has become a principal local industry. To-day there are more then 460 rice mills, with a maximum daily capacity of 50,000 cavanes, distributed throughout the archipelago.

Among the local household industries, mention may be made of weaving, embroidery and hat-making. The output of the simple native looms, which are found in practically every household in the provinces where weaving is done, increased as the industry found an ever-widening local market. The most important of these native cloths manufactured are the "sinamay" and the "abatex," both of which are made mostly from the abaca fibre, the "piña" made from the pineapple fibre, the "jusi" made from imported gummed spun silk fibres in threads mixed with mercerized cotton or the native abaca, piña and maguey fibres, and the "Abel Iloco" or Ilocano cloth manufactured in the Iloco provinces from both native and imported cotton threads. Philippine hand-made embroideries are of cotton and linen; no silk is used. The materials chiefly used in the making of Philippine embroideries are nainsooks, batiste, voile, georgette, *crepe de chine* and net-cotton. These materials are imported from

the United States. The principal articles of embroideries made are lingerie, children's clothes, handkerchiefs, table cloths and underwear of various classes, which are for the most part prepared according to orders received from the United States. The work done is of a very good grade and brings good prices. The total value of embroideries exported in 1920 was P15,623,567, the greatest bulk thereof being sent to the United States. On account of the abundance of suitable local materials for hat-making and the excellent prices offered for Philippine hats, the manufacture of hats is a profitable industry. Philippine hats are made from native materials such as bamboo, buntal, buri, sabutan and pandan. In 1920, hats to the value of P1,539,596 were exported, chiefly to the United States, the United Kingdom, Italy and France.

The minor industries of the Islands include shipbuilding, foundries and machine shops, the making of shoes, soap, matches, salt and pots, besides the aerated water and mineral water factories. Among the potential industries are the cement, leather, button, glass, perfume, starch, caustic soda and coir mat industries.

Transportation and Communications

The bulk of overseas shipments are made from the port of Manila, although other smaller ports also have direct connections with foreign ports. The most important of these are Cebu, Iloilo and Zamboanga. These and the other smaller ports now open to foreign trade are growing in importance. They possess good harbour facilities, are well protected from storms, and vessels drawing thirty feet or more can load and unload alongsids their wharves with perfect safety. During 1919, 740 foreign vessels with an aggregate net tonnage of 1,711,981 tons entered the Islands, while 719 vessels with an aggregate net tonnage of 1,705,869 were cleared for foreign ports. This is an increase over the previous year of 148 vessels, or 460,331 tons, in total entrances and clearances. Fifty inter-island vessels are now operated in the coastwise trade of the Philippines.

Manila, the capital and chief port of the Islands, is on the largest and finest bay in the Orient. The harbour at the entrance of this bay is landlocked. The anchorage space for steamers is protected by a semicircular breakwater within which is a basin large enough to accommodate all vessels of the size of the "Empress" liners. To-day three piers project into the harbour, one is nearing completion, and still another is being projected. Regular steamship lines are maintained between Manila and Hongkong, Amoy, San Francisco, Seattle, Vancouver and Cadiz.

There are at present 1,225 kilometres of railroad car-lines in the Philippines. They are owned by two companies—the Manila Railroad Company, which is owned by the Government; and the Philippine Railway Company, which will soon be purchased by the Government. About one hundred kilometres of railroad are under construction. In Manila and in the province of Rizal, electric car service is maintained by the Manila Electric Railroad and Light Company, the total extent of its lines being 94.66 kilometres.

Next in importance to railways in the domestic transportation of the Islands are motor vehicles. Many private individuals and companies authorized by the Public Utility Commission are engaged in land transportation both for passengers and freight.

The construction of good roads open to all kinds of traffic in different parts of the Islands has been properly attended to by the Philippine Government during the past twenty years. Throughout nearly the last decade, the Philippine Government has spent on an average P5,000,000 a year for the construction of roads and bridges. In 1919, nearly P13,000,000 was appropriated for this purpose. The total extension of first-class, second class, and third-class roads in the Islands increased from nearly 6,000 kilometres in 1910 to nearly 10,000 kilometres in 1919. The mileage of roads rated as first-class is 2,920 miles.

There are at present two cable lines and one radio communication service in operation between the Philippines and foreign countries. The increased need for better and more extensive facilities for internal communication has been met by the rapid extension of telegraph and cable lines, telephone system, and mail service.

Experiments have been made recently with aviation as a factor in the mail and passenger service, both domestic and foreign.

Commerce

The growth of Philippine commerce during the last ten years is shown in the following table of comparison:—

	Imports	Exports	Total Trade
1911	P 96,048,814	P 89,674,254	P185,723,068
1912	123,335,802	109,846,600	233,182,402
1913	106,625,572	95,545,912	202,171,484
1914	97,177,306	97,379,268	194,556,574
1915	98,624,367	107,626,008	206,350,375
1916	90,992,675	139,874,365	230,867,040
1917	131,594,061	191,208,613	322,802,674
1918	197,198,423	270,388,964	467,587,387
1919	237,278,104	226,235,652	463,513,756
1920	298,876,565	302,247,711	601,124,276

Ten Principal Imports, Calendar Years 1918, 1919 and 1920:—

Articles	1920	1919	1918
Cotton and manufactures of	P 68,795,756	P 38,644,173	P 58,016,844
Iron and steel and manufactures of	43,759,204	44,735,174	24,507,970
Mineral oils	20,061,263	13,147,080	4,540,761
Rice	16,329,770	8,817,362	16,433,585
Automobiles, parts of and tyres for	14,921,366	9,604,649	6,525,665
Meat and dairy products	11,603,753	9,834,061	6,799,571
Coal	10,792,077	7,781,307	4,662,349
Wheat flour	9,443,515	8,929,166	6,033,528
Silk and manufactures of	6,036,511	4,987,266	5,727,024
Fish and fish products	5,706,114	3,148,792	5,212,350
All other imports	91,427,236	87,649,074	58,738,776
Total	P298,876,565	P237,278,104	P197,198,423

Ten Principal Exports, Calendar Years 1918, 1919 and 1920:—

Articles	1920	1919	1918
Sugar	P 99,238,520	P 30,415,701	P 31,608,780
Manila hemp	71,724,000	53,703,052	116,383,100
Coconut oil	46,537,773	73,719,504	63,328,317
Tobacco products	39,854,782	31,390,084	27,169,826
Embroideries	15,623,567	6,913,004	4,319,501
Copra	7,433,741	8,839,376	10,377,029
Maguey	2,737,844	2,503,503	3,736,108
Copra meal	2,393,122	2,173,471	7,255
Lumber	1,824,345	791,823	638,989
Hats	1,539,596	1,470,026	1,183,446
All other exports	13,340,421	14,316,108	11,636,613
Total	P302,247,711	P226,235,652	P270,388,964

In the calendar year ending December 31st, 1920, Philippine commerce was mainly distributed as follows:—

	Imports	Exports	Total Trade
United States	P184,579,556	P210,432,525	P395,012,081
Hawaii	3,664,866	645,759	4,310,625
Guam	20,355	202,949	223,304
Japan	32,178,231	14,886,041	47,064,272
United Kingdom	10,279,596	24,279,976	34,559,572
China	21,487,364	4,428,117	25,915,481
Hongkong	1,074,539	13,885,677	14,960,216
Spain	1,475,592	11,403,359	12,878,951
French East Indies	9,356 286	870,598	10,226,884
Australasia	8,078,879	2,120,903	10,199,782
British East Indies	5,740,140	3,905,307	9,645,447
Siam	8,629,896	103,554	8,733,450
Netherlands	435,291	6,857,132	7,292,423
France	3,841,401	1,987,081	5,828,482
Dutch East Indies	4,798,121	726,191	5,524,312

	Imports	Exports	Total Trade
Germany	693,526	2,094,298	2,787,824
Canada	192,792	1,814,398	2,007,190
Switzerland	1,829,901	60,987	1,890,888
Belgium	26,141	786,769	812,910
Italy	211,048	452,659	663,707
Denmark	103,098	——	103,098
Japanese China	160	90,437	90,597
Sweden	46,299	——	46,299
Norway	9,705	834	10,539
All other countries	123,782	212,160	335,942
Total	P298,876,565	P302,247,711	P601,124,276

The value of trade carried by vessels of each of the principal countries for the year 1920 is shown in the following table :—

Nationality of Vessels	Imports	Exports	Total Trade
American	P105,979,021	P153,644,815	P259,643,836
British	138,082,663	77,137,612	215,220,275
Japanese	30,464,729	39,770,945	70,235,674
Spanish	1,761,298	11,157,130	12,918,428
Dutch	5,684,906	882,795	6,567,701
Philippine	2,662,872	2,579,337	5,242,209
Russian	144,407	880,060	1,024,467
Chinese	586,475	249,453	835,928
French	717,757	65,360	783,117
Norwegian	534,111	2,304	536,415
Siamese	13,068	40,642	53,710
Danish	8,554	——	8,554
German	125	——	125
Mail	12,236,579	15,817,258	28,053,837
Total	P298,876,565	P302,247,711	P601,124,276

On December 31st, 1919, foreign corporations of different nationalities doing business in the Philippines numbered three hundred and seven in all. These corporations have either opened branches in the Islands or were organized in foreign countries with the intention of making the Islands the place of their commercial activities. They are distributed among the different countries as follows:—United States, 110; Great Britain, 78; Germany, 26; Hongkong, 25; Japan, 12; Australia, 11; Netherlands, 8; Switzerland, 8; Spain 7; France, 7; Canada, 5; Belgium, 3; Straits Settlements, 3; Italy, 2; Austria, 1; India 1.

A large part of the domestic commerce of the Philippine Islands is in the hands of foreigners. The last few years, however, have witnessed a broader activity on the part of the Filipinos.

The principal local trade-centres are Manila, Cebu, Iloilo, Zamboanga, Jolo, Balabac, Aparri and Legaspi.

Banking and Coinage

With the exception of the Philippine National Bank, which is a Filipino institution, with branches in Shanghai, New York and almost all the big cities in the Philippines, most of the banks in the Philippines are British, Japanese, and American. The British have invested P106,065,500 in banking operations; the Japanese, P99,700,000; and the Americans, P38,000,000. There are nine banking corporations doing business in the Philippines Other concerns such as express companies, trust companies, and savings banks are also available.

The coins used in the Philippine Islands are of the following denominations:—peso, one-half peso (50 centavos), peseta (20 centavos), media peseta (10 centavos), five centavos, and one centavo. The paper money is issued in one, two, five, ten, twenty, fifty, one-hundred, two-hundred, and five-hundred peso denominations. The Philippine peso is equivalent to fifty cents in United States currency. The Philippine Commission maintained this parity by passing the Gold Standard Act on October 10th, 1903. The new peso now coined contains twenty grammes of silver, 800

fine; the fifty centavo piece contains ten grammes of silver, 750 fine; twenty-centavo piece, four grammes of silver, 750 fine; and the ten-centavo piece, two grammes of silver, 750 fine. The Philippine currency was formerly coined in the United States, but recently The Mint of the Philippine Islands, located in Manila, was created for this purpose.

DIRECTORY

THE GOVERNMENT OF THE PHILIPPINE ISLANDS

Executive

H.E. The Governor-General—Major-General Leonard Wood
Vice-Governor—
Secretary of the Interior—Teodoro M. Kalaw
Under Secretary of the Interior—Antonio de las Alas
Secretary of Public Instruction—Alejandro Albert (acting)
Under Secretary of Public Instruction—Alejandro Albert
Secretary of Finance—Alberto Barretto
Under Secretary of Finance—Miguel Unson
Secretary of Justice—Quintin Paredes
Under Secretary of Justice—(Vacant)
Secretary of Agriculture and Natural Resources—Galicano Apacible
Under Secretary of Agriculture and Natural Resources—Enrique V. Filamor
Secretary of Commerce and Communications—Dionisio Jakosalem
Under Secretary of Commerce and Communications—Cipriano E. Unson

Executive Department

Bureau of Audits

Insular Auditor—Edward Fullington
Deputy Auditor—Paciano Dizon

Bureau of Civil Service

Director—José Gil (acting)
Assistant Director—José Gil

Department of the Interior

Executive Bureau

Chief—Honorio Ventura
Assistant Chief—Pedro Rich

Bureau of Non-Christian Tribes

Director—Eutiquio Boyles (acting)
Assistant Director—Eutiquio Boyles

Philippine General Hospital

Director—Dr. Fernando Calderon

Southern Islands' Hospital

Chief - Dr. Augusto Villalon

Board of Pharmaceutical Examiners

Secretary-Treasurer—Apolonio Chaves

Board of Medical Examiners

Secy. Treasurer—Dr. Fortunota Pineda

Board of Dental Examiners

Secretary-Treasurer—Dr. Gregoris N. Agramon

Board of Optical Examiners

Secretary-Treasurer—Cipriano Lara

Headquarters Philippine Constabulary

Chief—Brigadier-General Rafael Crame
Asst to Chief—Col. Charles E. Nathorst
Adjutant—Major Roman Ochoa

Bureau of Dependent Children

Director—Dr. José Fabella
Assistant Director—Honorio Poblador

Department of Public Instruction

Bureau of Education

Director—Luther B. Bewley
First Assistant Director—Camilo Osias
Second Do. —J. W. Osborn

Philippine Health Service

Director—Dr. Vicente de Jesus
Asst. Director—Dr. Salvador V. del Rosario

Bureau of Quarantine Service

Chief Quarantine Officer—C. J. McDevitt

Department of Finance

Secretary of Finance—Alberto Barretto
Under Secy. of Finance—Miguel Unson

Bureau of Customs

Insular Collector—Vicente Aldanese
Insular Deputy Collector—Jesus Obieta

Bureau of Internal Revenue

Collector—Wenceslao Trinidad
Deputy Collector—Juan Posadas, jr.

Bureau of the Insular Treasury

Insular Treasurer—Vicente Carmona
Assistant Treasurer—Salvador Lagdameo

Mint of the Philippine Islands

Director—Albert P. Fitzsimmons

Bureau of Printing

Director—Pablo Lucas (acting)

Department of Justice

Bureau of Justice

Attorney-General—Pedro Tuason (acting)
Assistant Attorneys—Pedro Tuason, Emilio Mapa, Anastacio R. Teodoro, Manuel V. Moran, Alexander Reyes, Marceliano Montemayor, Fernando Jugo, Buenaventura Reyes, Alfonso M. Recto, Braulio Bejasa, Sabino Padilla, Diego Locsin, Cesar Bengson, Emilio Peña, Ramon R. San Jose, Salvador A. Santos

Public Utility Commission

Commissioner—Mariano Cui
Secretary—Francisco Villanueva, jr.
Auditor & Inspector—Benigno Zialcita
Electrical Engineer—Vicente Marasigan

General Land Registration Office

Chief—Enrique Altavas
Assistant Chief—(vacant)

Philippine Library and Museum

Director—José Zurbito

Bureau of Prison

Director—J. W. Quillen (acting)
Chief Clerk—Manuel A. Azate

Department of Agriculture and Natural Resources

Bureau of Agriculture

Director—Adriano Hernandez
Assistant Directors—Mack Cretcher and Silverio Apostol

Bureau of Forestry

Director—Arthur F. Fisher

Bureau of Lands

Director—Cayetano Lukban
Assistant Director—Conrado Carballo

Bureau of Science

Director—Dr. E. D. Merril

Weather Bureau

Director—José Algue
Assistant Director—Miguel Selga

Department of Commerce and Communications

Bureau of Public Works

Director—José Paez
Chief Constructing Engineer—Marcial Kasilag (acting)
Chief Designing Engineer—E.C. Earle

Bureau of Posts

Director—José Topacio
Assistant Director—Juan Ruiz

Bureau of Supply

Purchasing Agent—Miguel Cuaderno

Bureau of Labour

Director—Faustino Aguilar
Assistant Director—Hermenegildo Cruz

Bureau of Coast and Geodetic Survey

Director—H. C. Denson

Bureau of Commerce and Industry

Director—Fidel A. Reyes
Assistant Director—Jorge B. Vargas

FIFTH PHILIPPINE LEGISLATURE

Senate

President—Manuel L. Quezon
Secretary—Fernando Ma. Guerrero

Senators

First District—Santiago Fonacier and Vicente Singson Encarnacion
Second District—Bernabé de Guzman and Pedro Ma. Sison
Third District—Ceferino de Leon and Teodoro Sandiko
Fourth District—Pedro Guevara and Rafael Palma
Fifth District—Antero Soriano and Manuel L. Quezon
Sixth District—Leoncio Imperial and Vicente de Vera
Seventh District—José Ma. Arroyo and José Altavas
Eighth District—Hermenegildo Villanueva and Espiridion Guangco
Ninth District—Francisco Enage and Esteban Singzon
Tenth District—Celestino Rodriguez and Filemon Sotto
Eleventh District—Francisco Soriano and José A. Clarin
Twelfth District—Lope K. Santos and Teopisto Guingona

House of Representatives

Speaker—Sergio Osmeña
Secretary—Rafael Villanueva

Representatives

Abra—Eustaquio Purrugganan
Albay—Agapito Buenconsejo, Mariano O. Marbella and Pedro J. Martinez
Antique—Ramon Maza
Bataan—Maximino de los Reyes
Batanes—Claudio Castillejos
Batangas—Vicente Agregado, Vicente Lontoc and Claro M. Recto
Bohol—Filomeno Caseñas Orbeta, Celestino Gallares and Macario Lumain
Bulacan—José Padilla and Cirilo B. Santos
Cagayan—Miguel G. Concepcion (one seat vacant)
Camarines, Norte—Gabriel Hernandez
Camarines, Sur—Silverio Cecilio and Honesto P. Obías
Capiz—Antonio Habana, Gregorio Pastrana and José A. Urquiola
Cavite—Emilio P. Virata
Cebu—Isidoro Aldanese, José Alonso, Manuel C. Briones, Mariano J. Cuenco, Sergio Osmeña, Miguel Raffiñan and Vicente Urgello
Ilocos, Norte—Faustino Adiarte and Vicente Llanes
Ilocos, Sur—Ponciano Morales and Elpidio Quirino
Iloilo—Daniel Evangelista, José Evangelista, José E. Locsin, Crescenciano Lozano and Victorino M. Salcedo
Isabela—Miguel Binag
Laguna—Eulogio Benitez and Vicente Ocampo
La Union—Felipe C. Diaz and Juan T. Lucero
Leyte—Francisco D. Enage, Ciriaco Kangleon, Ruperto Kapunan and Julio Siayngco
Manila—José G. Generoso and Juan Nolasco
Mindanao and Sulú—Datu Piang, Datu Tampugaw, Pablo Lorenzo, Teodoro Palma Gil and Julius Schuck
Mindoro—Mariano P. Leuterio
Misamis—José Artadi and Fortunato U. Clavano
Mountain Province—Pedro Aunario, Rafael Bulayuñgan and Juan Cariño
Nueva Ecija—Gaudencio Medina
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Pampanga—Pedro Abad Santos and Pablo Angeles David
Pangasinan—Antonio Bengson, Raymundo O. Camacho, Ricardo Gonzales, Alejandro de Guzman and Alejandro R. Mendoza
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Romblon—Leonardo Festin
Samar—José Lugay, Pedro K. Mendiola and Pastor Salazar
Sorsogon (Masbate included)—Leoncio Grajo and Pablo de la Rosa

SURIGAO—Eusebio Tionko
TARLAC—Benigno S. Aquino and Luis Morales
TAYABAS (Marinduque included)—Fabian R. Millar and Ricardo Paris
ZAMBALES—Guillermo F. Pablo

JUDICIARY

SUPREME COURT

Chief Justice—Victorino Mapa
Justices—E. Finley Johnson, Manuel Araullo, Thomas A. Street, George A. Malcolm, Ramon Avanceña and Ignacio Villamor (two vacancies)

MANILA

Manila, the capital and the largest city of the Philippines, is situated on the western side of the island of Luzon, at the mouth of the Pasig River, which practically divides it into two parts and empties into Manila Bay. The city is almost in the centre of the archipelago. It is distant two days by sea from Hongkong, four days from Nagasaki, five from Shanghai, and seventeen to twenty-eight days from San Francisco or Seattle, according to the varying speed of the different vessels on the run.

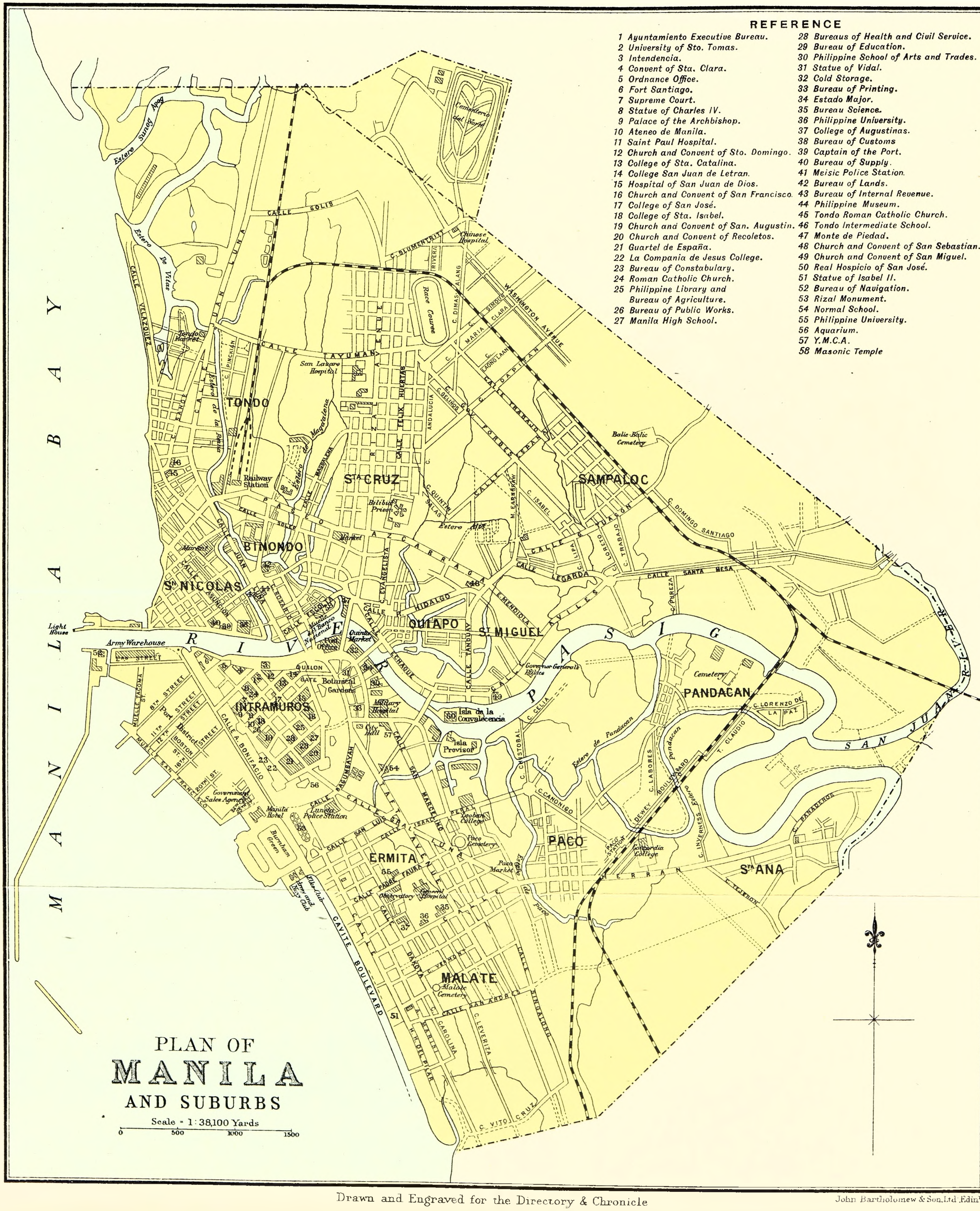
The city of Manila was founded by Legaspi on June 3rd, 1571. The erection of the fortifications around the present Walled City (Intramuros) was begun about 1590. In 1645, 1863 and 1880 the city suffered considerable damage from earthquakes. The first newspaper was published in Manila in 1811. The port was opened to the commerce of the world in 1830, and the railroad line to Dagupan was completed in 1891. War having been declared between the United States and Spain, the fleet of the former on May 1st, 1898, sailed into Manila Bay and totally destroyed the Spanish fleet, practically with no loss to the attacking side. Thereafter Manila was blockaded until August 13th, when, a military force having arrived, the Americans took possession of the city.

Manila is the leading centre of foreign and domestic commerce as well as the principal port of the Islands. The bulk of the imports and the exports of the country passes through this port. Foreign corporations engaged in business in the Islands have their main offices and storehouses in Manila, whence branches are established in other local trade centres.

The harbour of Manila is almost landlocked, and the deep anchorage basin thereof is protected by a semi-circular stone breakwater. Three piers with modern cargo-handling equipment project into the harbour. The first is reserved for the use of the United States Army. The second, 600 feet long, is capable of stowing about 5,000 tons net. The third, which is 650 feet in length, has a stowing capacity of about 9,000 tons. The fourth pier, with about four times the cargo capacity of the third and a berthing capacity sufficient to accommodate four of the largest type of ships at one time, is nearing completion. The construction in the near future of another pier similar to the fourth and of a trans-shipping wharf adjacent to the breakwater has been included in the port improvement plan of Manila.

The mouth of the Pasig River is used as anchorage space for steamers and sailing vessels engaged in inter-island commerce. Here can be seen launches moving in and out, tugging cascos loaded with cargoes from steamers in the bay or from the warehouses on the banks of the river. The esteros or estuaries provide additional transportation channels to different parts of the city.

Manila is the main terminal of the Manila Railroad Company, with lines from northern to southern parts of Luzon. Several provincial roads enter the city, thereby making motor vehicle transportation feasible. Electric tramways run in the principal streets of the city and its suburbs.



Drawn and Engraved for the Directory & Chronicle

John Bartholomew & Son, Ltd. Edin.

The population of Manila, according to the Philippine census of 1918, is 283,613, Of this number 257,356 are Filipinos, 17,876 Chinese, 3,124 Americans, 1,955 Spaniards. 1,611 Japanese, 635 British, 236 Germans, 160 French, 95 Swiss, and the rest of other nationalities. There are 20,258 people to the square mile.

The area of the city of Manila is 13.72 square miles. For all administrative and other municipal purposes the city has been divided into the following fourteen districts:—Tondo, San Nicolas, Binondo, Santa Cruz Quiapo, San Miguel, Sampaloc Intramuros (Walled City), The Port, Ermita, Malate, Paco, Pandacan, and Santa Ana. Tondo is inhabited by natives of the working class and is the most thoroughly Oriental. San Nicolas, Binondo, and Santa Cruz are the business districts; Intramuros, the extant example of a mediæval town; while The Port with its piers, warehouses and other shipping facilities is the commercial Manila of the future. San Miguel, Ermita, and Malate are the residential districts

The total length of the streets and roads in Manila is 232,217 kilometres. Some of these are wide and handsome avenues, of which the Luneta, Taft Avenue, Rizal Avenue, P. Burgos, Azcarraga, Isaac Peral, A. Bonifacio Drive, Katigbac Drive, and the Cavite Boulevard are the most notable. The width of the streets varies from ten to fifteen metres, while that of Cavite Boulevard is seventy-five metres. Fir trees, cassia, acacia, and walnut trees are found along the borders of many of the streets. The paving is mostly macadam with some asphalt, some wooden blocks and some cobbles. The Escolta in Binondo is the main business street, and in it most of the American and European stores and bazaars are found. The Rosario, another broad thoroughfare in Binondo, is occupied chiefly by Chinese shops and is a busy quarter. Rizal Avenue is a growing business centre.

Among the parks, whose total area is 1,143,727.09 square metres, are the famous Luneta, Mehan Gardens, Plaza McKinley, Harrison Park, and Burnham Green. There are monuments to Dr. José Rizal, the foremost Filipino hero and martyr, on the Luneta; to Legaspi and Urdaneta, the soldier and the priest, respectively, who implanted Spanish sovereignty in the Islands, facing the north end of the Luneta; to Magallanes (Magellan), the discoverer of the Islands, in Magallanes Landing; and to Anda at the foot of A. Bonifacio Drive, Charles IV in Plaza McKinley, Benavides in Plaza Santo Tomas, and Queen Isabela II in Malate.

Foremost among the hotels, and ranking as one of the best in the Far East, is the Manila Hotel. Other hotels of importance are the Luneta Hotel, St. Anthony Hotel, Delmonico Hotel, Hotel de France, Oriente Hotel, La Palma de Mallorca Hotel, and Mignon Hotel. Of the important buildings, mention may be made of the Ayuntamiento, the Malacañang Palace, the University of the Philippines, the Normal School, the Philippine School of Arts and Trades, the Bureau of Science, the Philippine General Hospital, the Army and Navy Club, the Y.M.C.A., the Masonic Temple, and "El Hogar Filipino" Building. The total number of buildings in Manila is 9,963.

On account of their architecture and interior decorations, the churches in Manila are among the chief objects of interest. The largest is the Catholic Cathedral in Intramuros. The city has also charitable institutions, prominent among which are the Hospicio de San José, an orphan asylum and home for aged women; the School for the Deaf and Blind; the San Lazaro Hospital for the insane and those suffering from contagious diseases; and the sanatoria of the Anti-tubercolusis Society.

Manila is the educational centre of the archipelago. The city has many schools, both public and private, and their number is increasing. Several private colleges have sprung up in Manila within the last few years. Six schools for vocational education are maintained here by the Insular Government. The University of the Philippines—embracing the Colleges of Liberal Arts, Law, Medicine and Surgery, Engineering, Agriculture, Veterinary Medicine, Education, Schools of Forestry, Dentistry, Pharmacy, and Fine Arts, a Graduate School of Tropical Medicine and Public Health, and a Conservatoire of Music—is located in Manila. Another high institution of learning is the University of Santo Tomas, managed and maintained by the Dominican Fathers. In this there are Schools of Theology and Church Law, Jurisprudence, Notarial Law, Medicine and Pharmacy.

The city and its suburbs receive their drinking water by pipes leading from the reservoir at Montalban, about fifteen miles north-east of Manila. The water is laid on to almost every house, both domestic and business. In addition, there are fifteen artesian wells which furnish water free to the public. The sewerage system is known as the separate system—one for storm drains and the other for sanitary sewers. There are twelve public markets, two flower markets, and two slaughter-houses. The leading hospitals are the Philippine General Hospital, San Juan de Dios Hospital, St. Paul's

Hospital, San Lazaro Hospital, Mary Chiles Hospital, and St. Luke's Hospital. There are fourteen playgrounds provided with apparatus and put under the charge of a playground director and staff of assistants. For fire prevention, the city has eight fire-stations and eighteen fire-engines.

Manila is also the principal industrial centre of the archipelago. In the city are found coconut-oil mills, cigar and cigarette factories, rope manufacturing firms, hemp braid hat factories, breweries and distilleries, furniture factories, lumber mills, marine railway and repair shops, foundries and machine shops, vulcanizing plants, shoe and soap making establishments, and ice plants.

The telephone system extends throughout the city and its suburbs. Electric light has been placed in public parks, streets, hotels, theatres, and other buildings. The city is provided with theatres baseball grounds, tennis courts, and golf and race courses. The principal clubs are the Army and Navy Club, Casino Español, Elks Club, Golf Club, Manila Club, and University Club. Automobiles and auto-trucks number 5,300.

Among the interesting places in the city are the Aquarium for fishes and other sea animals found in Philippine waters; the Bureau of Science, the headquarters of the scientific work of the Government; the Observatory of the Philippine Weather Bureau, especially noted for its work in connection with typhoons and earthquakes; the Bilibid Prison, with a highly developed industrial department; the Mint of the Philippine Islands; the Philippine Library and Museum; the Museum of Santo Tomas University; and the Luneta, where concerts are given several evenings a week by the famous Philippine Constabulary Band.

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Secretary of the Mayor—Rosauro Almario

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City Treasurer—Victor Alfonso
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Chief of Police—G. Alcid
Chief of Secret Service—George W. Hartpence
City Fiscal—Luis P. Torres
Judge, Municipal Court—Arsenio Locsin
Register of Deeds—Joaquin Jaramillo
Justice of the Peace—Jesus Ocampo
Sheriff—Ricardo Summers
Chief of Fire Department—Otis L. Vandesford

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PHILIPPINE DEPARTMENT UNITED STATES ARMY

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Aide de-Camp—Capt. James M. Crane, D.O.L.

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Assistant Chief of Staff for Operations—Maj. Robert C. Richardson, G.S.
Assistant Chief of Staff for Military Intelligence—Maj. John C. H. Lee, G.S.
Assistant Chief of Staff for War Plans and Training—Col. George H. McManus, G.S.
Assistant Chief of Staff for Supply, Finance and Transportation—Col. LeRoy Eltinge, G.S.

Technical, Administrative and Supply Staff

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Inspr.—Lt.-Col. James M. Wheeler, I.G.D.
Do.—Col. George Blakely, I.G.D.
Judge Advocate—Maj. Marion W. Howze, J.A.G.D.
Quartermaster—Col. William S. Scott, Q.M.C.
Finance Officer—Lieut. Col. Richard K. Cravens, F.D.
Surgeon—Col. William B. Banister, M.C.
Do. —Col. William F. Lewis, M.C.
Engineer — Lieut.-Col. Francis A. Pope, 14th Engr. (PS.)

Ordnance Officer—Maj. Adam F. Casad, O.D.
Signal Officer—Col. Charles S. Wallace, S.C.
Air Officer—Maj. Byron Q. Jones, A.S.
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Secretary—René Lévy

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W. H. Rennolds, vice-predt. and mgr.

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ARMY & NAVY CLUB — Port District; Teleph. 2096; P.O. Box 460

ARTESIAN WATER CO., INC., P. B., Family Trade Water—San Juan del Monte, Rizal; Teleph. 7637; P.O. Box 647; Tel. Ad: Artesian

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Rev. Charles F. Connor, S.J., dean
Rev. Emilio Marrugat, S.J., secretary
Rev. Peter Bolet, S.J., treasurer
Faculty—Revs. T. Andueza, S.J., J. Anuels, S.J., E. P. Duffy, S.J., M. Hernandez, S.J., A. J. Hohman, S.J., M. Marti, S.J., V. Pascual, S.J., A. Pernau, S.J., E. Peypoch, S.J., J. M. Prendergast, S.J., P. Rafferty, S.J., F. P. Sanchez, S.J., E. M. Sauras, S.J., J. M. Siguion, S.J., W. W. Claffey, S.J., Jesus Cuquerella, S.J., M. A. Downey, S.J., C. J. Gallagher, S.J., R. R. Goggin, S.J., J. F. Hurley, S.J., H. L. Irwin, S.J., J. A. Pollock, S.J.

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R. S. Swinton, assist. treasurer
L. S. Babcock, secretary

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H. Hunter Bayne, partner
James R. Horridge, do.

George Hoyle	B. Pope
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George L. McGee, assist. manager
V. Alcalde, bookkeeper

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Hartford Beaumont
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Rector—Rev. L. H. Tracy

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Rector—Rev. L. H. Tracy, 567, Calle Isaac Peral

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Procurador Gral.—P. S. Giralt
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Establecimientos en Manila—Ateneo de Manila, Colegio de S. José y Observatorio de Manila
Misiones en Mindanao
En Vigan: el Seminario
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Brazil—El Hogar Filipino Building, Muelle de la Industria, Binondo
Consul—Jean M. Poizat

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C. P. Templeton, assist. do.
A. P. Grau, accountant

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Valentin Kosca, engineer (Cavite)
Luis Quimson, main office clerk (Manila)

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Juan M. Ramos, agent (Davao)
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Tomas Virtucio, cashier
Jose Torres, assistant cashier
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Fernando Gavino, stenographer
Carlos L. Zamora, overseer
Jose R. de Jesús, purchasing agent
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Felix J. Torres, clerk
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Tiburcio Ilustre, clerk
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H. Bauer, accountant
R. E. Jenkins, acting accountant
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Joaquin Carrion, secretary
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Lazaro Mercado, assist.
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Zoilo Marcelino, clerk
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S. Amadeo, clerk
Simeon Amedo, clerk
Bartolome Malong, clerk
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Leandro Fermin, storekeeper

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M. Mercado, do.
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I. Santos
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Emigdio Capulong, inspector
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T. Karaig
F. Anunciacion

Leaf Tobacco Warehouse
Adolfo Pando, chief
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Amadeo Yuzon, assist.

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Isidro Vecin, chief
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Senen Palao, chief, Cagayan and Isabela
José Latorre, cashier
Gaudencio Pablo, consigner, of Aparri
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Santa Marina Steam Launch
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J. H. Gibson, secretary

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MANILA COMMERCIAL CO., General Merchants, Manufacturers, Importers and Exporters—57, Gastambide; Telephs. 1923, La Yebana Cigar Factory 591; Tel. Ad: Yebana

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YOUNG MEN'S CHRISTIAN ASSOCIATION OF MANILA (INC.) — Calle Concepcion, Ermita

American-European Branch
President—Fred. C. Fisher
Treasurer—C. W. Rosenstock
General Secretary—W. M. Forgrave

ILOILO

Iloilo, the largest town of Panay and the capital of the province of the same name, is the most important port of western Visayas. The exact location of the city is latitude 10° 41′ 39″ north, and longitude 123° 34′ 12″ east. It is situated on the border of the narrow Iloilo Strait, formed by the south-eastern curve of the island of Panay and the adjacent Guimaras Island. It is distant 340 nautical miles from Manila, 175 from Cebu, 243 from Zamboanga, 295 from Jolo, and 24 from Bacolod.

The port is on a narrow arm of the sea, commonly called the Iloilo River. Its harbour is well protected and has good anchorage for steamers of any size. The minimum depth of the river is 22 feet, and the minimum and maximum depths of anchorage are 80 feet and 120 feet, respectively. The entrance channel to the harbour has a minimum depth of 42 feet. The port has four-fifths of a nautical mile of water-front. Vessels can anchor at the river wall close to the Custom House and the warehouses of the leading commercial firms.

Iloilo is an important commercial centre. It is one of the Philippine ports opened to the commerce of the world. Vessels from the ports of eastern and southern Asia, Europe, and the United States call for sugar and copra. The port has also weekly steamship connections with Manila, and there is a regular steamship service with Cebu, Dumaguete and Zamboanga. Moreover, two steamers ply daily between this port and Occidental Negros. In 1919, ninety foreign vessels entered the port, with a total net tonnage of 157,439; while eighty-eight foreign vessels to the number of 10,585, net tonnage 739,721, entered and cleared during the same year. The Philippine Railway Company, with a line traversing the central plain of Panay, has Iloilo for its head terminal. Roads from almost all the towns of the province also enter the city. Besides being the leading sugar port, Iloilo is the centre of the sinamay industry.

Iloilo is a first-class municipality with 49,808 inhabitants. It includes the neighboring towns of Molo and Mandurriao. Among its principal streets mention may be made of J. M. Basa, wherein are found most of the stores; A. Ledesma, the potential business thoroughfare; and Progreso, where several banks are established. There are four hotels — the Iloilo Hotel, the Far Eastern Hotel, the American Hotel, and the Bilbao Hotel. The principal buildings are the Custom House, the Provincial Building, St. Paul's Hospital, Lizares Building, Cacho Building and Lopez Building. The secondary and elementary schools are among the largest in the Islands. The means of communication are excellent, as one can communicate by telegraph and telephone with all the other municipalities in Panay, and by cable and wireless with the other islands of the Archipelago, as well as with any other country in the world.

The town of Iloilo became the capital of the province in 1688. It was opened to the commerce of the world in 1855. On the 23rd December, 1898, the Spanish Governor-General resident in Iloilo resigned, giving over the care of the town to, the Mayor, or Alcalde, of Iloilo, preparing with his troops and Government officialsa naval, military and civil, to evacuate the place, which, on the 25th December, was accomplished. On the 26th December, 1898, the town of Iloilo, which for over month had been entirely surrounded on the land side by Revolutionary forces, was delivered over to them by the Spanish Alcalde, and the Philippine Republic flag was hoisted on all the public buildings. On the 28th December, 1898, the United States forces, composed of the U.S.S. *Baltimore* and three transports with 3,800 troops, under the command of Brigadier-General Miller, arrived in front of Iloilo, but did not land, as the Revolutionary forces declined to give up the town unless under orders from Aguinaldo, their chief. Affairs in Luzon having come to an open rupture between the United States and the Revolutionary forces, the General commanding the United States expedition advised the foreign Consulates that hostilites would commence after 5 a.m. on the 12th February. The Revolutionary forces set fire to the city, leaving it almost in ruins, and retired outside the city limits. Iloilo was immediately occupied by the Americans. Civil government was established in Iloilo on April 11th, 1901.

DIRECTORY

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Governor—Gregorio Yulo
Treasurer—R. S. van Valkenburgh
Member, Prov. Bd.—Engracio Padilla
Do., do. —Agustin Piccio
Secretary, Prov. Bd.—José Ma. Taleon
District Health Officer—Constantino Limjoco
Divisions Supt.—O. H. Charles
District Auditor—T. Borromeo
District Engineer—Alejo Aquino
Actg. Judge, 1st Instance—Ed. Guttierrez David
Fiscal Provincial—Servillano Platon
Senators—José Altavas and José Ma. Arroyo
Representatives to the Philippine Assembly—José Evangelista, Crescenciano Lozano, José E. Locsin, Daniel Evangelista and Victorino Salcedo

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J. MacLennan, sub-accountant

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Luis Pomar, chief accountant
Carlos Cano Linares, cashier
José Fernandez, chief, sugar dept.
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Eduardo Weber Duran, assistant to the chief manager
Ricardo Dotres, godown keeper

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Vice Consul—Harold Walford
Actg. do. —G. W. Sinclair

NORWAY—Smith, Bell & Co., Ld.
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Vice-Consul—Jose Reguera y Reguera

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Oscar Schmid, manager

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Deputy Collector—M. Caraza
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M. Sotelo, manager

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Yangtsze Insurance Assocn., Ld.
Maritime Insurance Co., Ld.
United States Lloyd's
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Nippon Yusen Kaisha
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A. Yson
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Yokohama Fire, Marine, Transit and Fidelity Insce. Co., Ld.
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Fritz v. Kauffmann, jr.
Augusto Garcia
Julio Garcia
Antonio Belezarena
Faustino Errea
Luis Lacambr

CEBU

This is the capital of the island of Cebu, and ranks with Iloilo as the second port of the Philippines. It was at one time the seat of the administration of revenue for the whole of the Visayas, but this was removed to Manila in 1849. For many generations it has been an important centre of Roman Catholic Missionary enterprise, and in this connection it may be mentioned that the present Seminary and College of San Carlos was founded by the Jesuits in 1595 as the College of San Ildefonso. Cebu is a well-built town and possesses fine roads. The trade of Cebu consists principally of hemp, sugar, copra and maguey. The neighbouring islands of Leyte, Mindanao and Camiguin possess extensive hemp plantations, a large proportion of the produce of which finds its way to Cebu for shipment. There are some very valuable and extensive coal deposits in the island of Cebu, but only a few mines are being worked. The present total output is about 1,500 tons a month, which at present local value amounts to over half a million pesos per annum.

Cebu continues to grow in importance as a trade centre. New wharves have been completed and another one is under construction, and vessels drawing up to 30 feet can load alongside with perfect safety. The annual total production of hemp in the Cebu district is between 25,000 and 40,000 tons. The sugar industry has suffered severely in recent years by drought but with the revised U.S. tariff and present high prices a new impetus has been given to planters, and many abandoned estates are being worked again with success. The production of copra is increasing yearly and is likely to continue doing so for some years to come. The town possesses a fine reinforced concrete Customs House and concrete godowns line the wharf. Indeed, the major portion of the business district is now built of concrete.

DIRECTORY

GOVERNMENT OF THE PROVINCE OF CEBU

Governor—Hon. Manuel Roa
Chief Clerk—Florentino Borromeo

Provincial Board

President—Provl. Governor
Members—Arsenio Climaco and José A. Veloso
Recorder—Vicente Ranudo
Senators—Hon. Filemon Sotto and Hon. Celestino Rodriguez
Representatives
1st District—Hon. Manuel C. Briones
2nd do. —Hon. Sergio Osmeña
3rd do. —Hon. Vicente Urgello
4th do. —Hon. Isidoro Aldanese
5th do. —Hon. Jesus M. Cuenco
6th do. —Hon. Miguel Raffiñan
7th do. —Hon. Jose Alonso

Provincial Treasurer's Office

Treasurer—Dionisio M. Fabella
Chief Clerk—Alfonso Echanova
Assist. Chief Clerk and Deputy—J. M. Rendon
Deputy—Genaro Petallana
Administrative Deputy—Francisco M. Dimataga
Property Clerk—Ignacio Villaflor
Cashier—Anastasio S. Rana
Income Tax—Vicente Castillo

Provincial Assessor's Office

Assessor—Dionisio M. Fabella

District Auditor's Office

Auditor—S. Ramos
Senior Clerk—R. T. del Bando

District Engineer's Office

District Engineer—L. T. Clark
Assistant Engineers—Valeriano Segura
Do. —Ambrosio Osmeña
Chief Clerk—Francisco Fernandez
Clerks—Rustico Padilla, Martin Trocio, Romualdo Llaguno, Dionisio Unabia

District Health Office

Chief—Manuel Maria Aycardo
Assistant—(vacant)
Chief Sanitary Inspector—Filomeno A. Raila
Chief Clerk—Melecio Velez
Presidents, Sanitary Divisions—
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2nd —Dr. Jesus Mellado
3rd —Dr. Jose Martinez
5th —Pedro Acosta
6th —Pablo Villegas
8th —Dr. Segundo Isaac
9th —Dr. Marcelo Certeza
10th —Dr. Ramon Sta. Ana
11th —Dr. Cesar Mercader
13th —Antonio Sol
15th —Dr. Vicente Blasco Ibañez
16th —Dr. Lucio Sandiego
Prov. Nurses — Misses Ramona Cabrera, (chief), Silvestra Pacaña, Constancia Sandot, Rosa de la Cerna, Rosario Alvarez

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Instructors—Julian Bulaon, Raymundo Pangilinan, Ismael Amado, Paciente S. Villa, Fidel Dagani, Mateo Montecillo

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Murphy, Mrs. Corinne A. Myers, Miss Augusta Nielsen, Mrs. Reatha A. Parrott, Mrs. Blanche G. Perrin, Mrs. Lucy W. Wilson

Custom House

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Deputy Collector—Alfredo de Leon
Surveyor—Nicolas Leyva
Chief Marine Division—Mateo Masecampo
Appraiser of the Port—Silverio Sabellon
Inspectors—Teodulfo Tomakin and Luis Vergara
Chief, Secret Service—Capt. José U. Borromeo, of the Constabulary
Quarantine Officer—V. S. Afable

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Chief—Juan Quirante

Meteorological Observatory

Observarian—Segundo Peñaflorida

Provincial Gaol

Warden—Melchor Gonzales

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General Agent—Emilio Ledsma
Supervising Agent—Segundo Jayme
Chief, Recruiting Section—J. Ma del Mar
Cashier and Disbursing Officer — Gabriel Cuerpo

Agency, Bureau of Lands, Talisay

Agent—Juan V. Dimalanta

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Supervisor—M. R. Domingo
Agents—Simeon Monson, P. Aranda, Manuel Rivera, R. M. Galindo, Santos Ortiz, Pastor Villamor

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1st Room

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Clerk of Court—Carlos A. Salvador
Deputy Clerk—Eugenio Rodel
Do. —Vicente Zosa
Interpreter—Ramon Velez
Stenographer—Teofilo de la Rosa

2nd Room

Judge—Hon. José de la Rama
Interpreter—Hipolito Alo
Stenographer—Teofilo Garcia

Provincial Fiscal's Office

Fiscal—Mariano Rosauro
Assistant Fiscal—Patricio C. Ceniza
Stenographer—Andrés Velez

Sheriff's Office

Deputy Sheriffs—Anastacio Vidal, Mamerto Labita, Romano Leyson

Bureau of Agriculture

Breeding Station

Supt.—Eduardo Ramirez
Assist.—Serapio Palafox

Veterinary Office

Supt.—Dr. Alfonso Lecaros

Demonstration Extension Work

Farm Adviser—Rafael Saldanca

Fiber Inspection Office

Supt. —Claro L. de Guzman
Insprs. — Cornelio Manuel, Jacobo R. Asuncion, Ariston Cortez
Assist. Insprs. — Claro Pañon, Jesus Murillo, Mamerto de la Cuesta, Francisco Sanchez

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Disbursing Officer—Lieut. S. Molina
1st Lieuts. — Rafael Guillermo Manfort, Ruidera, Benjamin J. Martinez
2nd Lieutenants—Deogracias U. Tenazas, Irineo T. Dominado
3rd Lieutenant—Francisco B. Navarrete

City of Cebu

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Secretary—Uldarico Alviola
Treasurer—Tomás Cerilles
Chief of Police—Tomás Baguio
Do. —Aaron Nadela
Chief of Fire Station—Felix Sales
Director of the Municipal Band—José Estella

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Director—Emilio Martinez
Encargada—Sor Matilde Romero
Asistenta—Sor Sebastiana Espina,
4) Asiladas

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Alejandro Flores, property clerk
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Rufino Chaves, industrial salesman
Fernanda Longakit

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Nicolas Ybañez, Bogo
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Melchor Madarang, Mandawe
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Carmen—Maximino Villamor
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Romualdo Llaguno, clerk
Dionisio Unabia, clerk
Pedro Flores, junior draftsman

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Sor. Teresa Miguel, superiora
Sor. Francisca Deltoro, directora
Ninas 190
Hermanas de la Caridad 25
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ZAMBOANGA

Zamboanga is located on the south-western extremity of Mindanao Island in latitude 6 deg. 55 min. north and longitude 122 deg. 5 min. east, being 512 nautical miles south of Manila. It has a population of about twenty-eight thousand and, in volume of business, takes fourth place among the open ports of the Philippines, coming after Manila, Iloilo and Cebu. It is situated in a country noted for copra, lumber and hemp production, has excellent shipping facilities, and is the ideal transhipping point for all products of southern Mindanao and Sulu. The harbour is partially protected by two small islands and is never visited by severe storms as it is south of the typhoon belt. It has a good anchorage for steamers of any size, and the wharf, will accommodate steamers drawing 20 feet. The climate is characterized by a remarkable evenness of temperature and a comparatively small rainfall which increases rapidly as one goes a few miles from Zamboanga in any direction.

Communication with other ports is assured by weekly mail steamers, bi-weekly transports and despatch boats with Cebu and Manila, monthly steamers of the Nippon Yusen Kaisha with Australia, Manila and the China coast, and bi-weekly steamers of the Straits Steamship Company with Sandakan, Borneo, and Singapore. A coast-guard cutter, running out of Zamboanga, gives regular communication with other small ports of the Department. Telegraphic communication with the remainder of the Archipelago is secured by a wireless station connecting with cables and land lines.

Zamboanga was founded by the Spaniards in April, 1635, for the purpose of intercepting Moro corsair fleets which were accustomed to pass the Strait of Basilan from southern Mindanao to the Visayan Islands. The town was repeatedly attacked by the Moros. In 1646, it exchanged shots with a Dutch fleet and, in 1798, maintained an all day bombardment with an English squadron. In 1872, for putting down a mutiny of prisoners, Zamboanga was granted by the Madrid Government the title "Loyal and Valiant Town." On May 10, 1899, the revolutionists attacked the Spanish garrison in Zamboanga, which withdrew on May 21. The town was burned during the hostilities. During the summer of 1899, the Republic of Zamboanga was in full control, but the town was finally surrendered to the American blockading squadron without bloodshed on November 16 of the same year.

Zamboanga is the capital of the seven provinces of Agusan, Bukidnon, Cotabato, Davao, Lanao, Sulu and Zamboanga—all of Mindanao Island, excluding the small provinces of Misamis and Surigao, but including the Archipelago of Sulu and othe adjacent islands. The area of these provinces is 33 per cent. of the entire land area of the Philippines. The town of Zamboanga, though small, is one of the most beautiful, not only of the Philippines but of the Far East. It is characterised by shady streets and possesses very fine parks and exquisite gardens. There is a drastic building ordinance in force which provides that all buildings erected in the central portion must be of reinforced concrete or other equally fire-proof material with an 8-inch firewall every 100 feet. Good roads extend along the coast in either direction from the town.

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Treasurer—N. Valderrosa
Member, Prov. Bd.—Awkasa Sampang
District Auditor—Lorenzo Celeste
Judge 1st Instance—A. Horrilleno
Aux. Judge 1st Instance—Q. Abeto
Prov. Fiscal—Manuel Blanco
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Representative—Pablo Lorenzo
Deputy Governors—Crispin R. Atilano, Gabino F. Cuevas, Pascual T. Martinez, Leon Fernandez, Enrique Fernandez, Carlos Camins, Jose Vela Camins, Jose Gonzalez Ordoñez

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Overseer—F. J. Legare
Chief Clerk—H. I. Cabrera

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Bacteriologist—Dr. C. Manalang
Dist. Health Officer—Dr. S. Chiyuto
Senior Surgeon—Dr. Julian Pilares
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Asst. do. —Dr. P. A. Rodriguez
Chief Nurse—Leonor Santos
Superintendent, Zamboanga Genl. Hospital —Alipio Reolope
Res. Physician, Rizal Memorial Hospital (Dapitan)—Dr. J. A. Nolasco
Pres. Sanitary Div. (Dipolog)—Dr. I. Mendoza
Supt. Rizal Memorial Hospital—Leocadia Mazat

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Assist. Office Prov. Commander—Capt. C. I. M. Javier
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Do. (Manicahan)—R. Fernando
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Postmaster—A. M. Bayot

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BORNEO

After Australia this island is the largest in the world. It extends from about 7 deg. N. to 4 deg. S. latitude, and from 109 deg. to 118 E. longitude. Its length is about 850 miles, its greatest breadth 600 miles, and its average breadth is estimated at 350 miles. Its vast interior consists of almost impenetrable forests, which teem with animal life, but are sparsely populated by man. The soil is fertile, and in some parts near the coast the land is marshy. It was discovered by the Portuguese in 1526, and they as well as the Spaniards, Dutch, and English formed settlements on different parts of the coast, but none of these was long maintained. The Dutch claim sovereignty over the greater part of the south and west of the island, along the coast of which they maintain establishments; the territories of the British North Borneo Company, the Rajah of Sarawak and the Sultanate of Brunei (now administered by the British Government) extend over and along the north and north-eastern coast. The Native States are insignificant and in a backward condition. The total population of Borneo is roughly estimated at 3,000,000. The productions are many and varied, and the mineral resources believed to be great. The Chinese, who have been settled in most Bornean towns for generations, conduct all the trading operations. The country generally is in an undeveloped condition. The natives are of the Malayan type, and are, as a rule, indolent and wanting in enterprise. A British Protectorate exists over Sarawak and the territory of the British North Borneo Company.

SARAWAK

The territory of Sarawak comprises an area of about 40,000 square miles, with a population of about 600,000, composed of various races. It is situated on the north-west coast of the island of Borneo, is intersected by many rivers navigable for a considerable distance inland, and commands about 400 miles of coast line. The sovereignty of the district from Tanjong Datu to the entrance of the Samaharan river was obtained from the Sultan of Brunei in the year 1842 by Sir James Brooke, who became well known as Rajah Brooke of Sarawak. In 1861 a second cession was obtained, from the Sultan of Brunei, of all the rivers and land from the Samarahan river to Kadurong Point; in 1882 a third cession was obtained of one hundred miles of coast line and all the country and rivers that lie between Kadurong Point and the Baram river, including about three miles of coast on the north-east side of the latter; and in 1885 another cession was obtained of the Trusan river, situated on the north of the mouth of the Brunei river In 1888, a British Protectorate was established, and in 1890 the Rajah took possession of Limbang, which was approved of by H. M. Government in August, 1891. In 1905 the Lawas district was also added to the Sarawak territory. The present Rajah, H. H. Vyner Brooke was born 26th September, 1874, and was married on 27th February, 1911, to Hon. Sylvia Brett.

The country produces diamonds, gold, silver, antimony, quicksilver, coal, gutta-percha, india-rubber, canes, rattans, camphor, beeswax, birds' nests, sago, pepper, and gambier. The principal towns are:—Kuching, the capital of Sarawak, situated on the Sarawak river, about 23 miles from its mouth, in latitude 1 deg. 33 min. N., longitude 110 deg. 20 min. E. (approximate). Claude Town, the principal town and fort on the Baram river, is about 60 miles inland. Bintulu, situate at the mouth of the Bintulu river, is famous for its sago. Muka, a few miles up the river of that name, is also noted for its sago and bilian timber. Oya, which lies about 1½ miles up the Oya river, and Matu, about 5 miles up the Matu river, are both noted for their sago. Sibu is situated about

60 miles, Kanowit about 100 miles, and Kapit about 160 miles up the Rejang river. Rejang village, at the mouth of Rejang river, is noted for its bilian (iron wood) works. Kabong is situated at the mouth of the Kalaka river. Saribas lies about 80 miles up the river of the same name, which has a tidal wave or bore. Simang-gang is about 60 miles up the Batang Lupar river, which also has a bore. Simunjan is situated about 18 miles up the Sadong river, where the Government work a coal mine. Trusan is about 18 miles up the Trusan River and Limbang about 10 miles up the Limbang River, the latter place being noted for its sago. The country shows slow but steady progress. In 1920 the revenue amounted to $2,646,265 and the expenditure to $2,352,300. The value of the exports was $22,388,074 and of the imports $19,858,700. The gold export amounts to over one million dollars a year. There is a military force which is armed, equipped and drilled after the English model, the interior economy in barracks of the English Army being closely followed. The fort at Kuching is well armed with modern Armstrong B.L. guns, and provision is made for submarine mines. The force is recruited from Malays and Dyaks.

Harbour, buoy, and light dues:—Three cents per ton, payable on arrival, and chargeable to all vessels of 5 tons and upwards.

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The Tuan Muda—His Highness Bertram Brooke
A.D.C.—Capt. W. R. B. Gifford

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A. B. Ward, Resident of Sarawak Proper
R. S. Douglas, Resident, 4th division
G. C. Gillan, treasurer
Datu Muda, Datu Hakim
Datu Emaum, Datu Temonggong
Inche Mahomat Zin

Committee of Administration

A. B. Ward (chairman and secretary)
The Divisional Residents (3)
G. C. Gillan
H. B. Crocker
F. G. Day
Native Member of Supreme Council

Council Negri, or General Council

President—His Highness The Rajah
The Divisional Residents
The Treasurer
The Residents of Districts
The Principal Chiefs of each Residency
Clerk to the Council—G. C. Gillan

RESIDENCIES

First Division, or Sarawak Proper,

(Comprising Kuching, Upper Sarawak, Sadong, Lundu and Simatan)

Divisional Resident—A. B. Ward
Bau—H. L. Owen
District Officer—C. E. A. Ermen
Do. Sadong—W. F. de V. Skrine
Do. Lundu—(vacant)
Supt. of Lands and Survey—H. B. Crocker
Supt. of Police—O. Lang
Postmaster-General—F. G. Day
Supt. of Public Works—Capt. C. P. Lowe
Registrar Supreme Court—H. A. Adams
Principal Medical Officer—O. F. G. Luhn
Health Officer — W. E. le Gros Clerke, F.R.C.S. (Eng.)
Municipal Officer—K. H. Gillan
Storekeeper—G. C. Street

Supreme Court, Kuching

Judge—H. H. The Rajah
Do.—H. H. The Tuan Muda
Do.—A. B. Ward
Do.—G. C. Gillan
Assistant Judges—Datu Muda, Abang Haji Abdillah; Datu Temonggong, Abang Haji Mohamat Alli; Datu Hakim, Abang Maji Habel; Datu Imaum, Haji Mohamat Rais; Inche Mohamat Zin, the Tua Kampong of Kg. Gersih

Chinese Interpreter—J. Lim Keng Choy
Assist. do. —Tan Kui Sing
Malay do. —Inchi Mohd. Ali
Assist. do. —Abdul Kadir
Clerks—Ee Beng Chuan, Mohamat Sait

RESIDENCY AND POLICE COURT, KUCHING

Magistrates—A. B. Ward, C. E. A. Ermen
Assist. Magistrates — Datu Muda, Datu Temonggong, Datu Hakim, Datu Imaum Inche Mahomat Zin

COURT OF REQUESTS, KUCHING

Magistrate—J. A. H. Hardie

BANKRUPTCY COURTS

(Established in Kuching, Muka, and Sibu)
Presidents—Senior Officers of Districts
Assistant Judges—Principal Magistrates of Districts and three delegated natives

CORONER'S COURT

Coroner—H. A. Adams
Dep. do.—Capt W. R. B. Gifford

MALAY COURT, KUCHING

Judges in Malay Court for the Year 1922
Datu Temanggong—Abang Haji Mohamed Alli
Datu Muda—Abang Haji Abdillah
Datu Imaum—Haji Mohamed Rais
Datu Hakim— Abang Haji Halil
Tua Kampong of Kampong—Inchi Mohamed Zin
Clerk—Mohamed Wai bin Bakar

RESIDENCY DEPARTMENT

Resident, 1st Division—A. B. Ward
District Officer—C. E. A. Ermen
1st Clerk and Typist—Ong Seng Ewe
Assist. do. —Mohd. Joll

TREASURY

Treasurer—G. C. Gillan
Assistant—P. H. Hayward
Accountant—Jos. P. Reutens
Cashier—W. Hock Kee
Assist. do. —Tan Cheng Pun
Chief Clerk—C. Hoong Sze
2nd do. —F. R. de Rozario
3rd do. —A. M. Daim
4th do. —L. Joon Luke

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At Tanjong Po, Tanjong Sirik, Muka River, Oya River, Tanjong Kidurong, Tanjong Baram, and Miri Hill

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Heath Officer—Le Gros Clark, F.R.C.S.
Govt. Nursing Sister—Miss M. Tait

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"Sarawak Rangers"

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Instructor of Gunnery—Lieut. W. T. Clark, late R.M.L.I.

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Assist. do. —P. Stewart, M.I.M.E.

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Registrar of Births and Deaths for Europeans—Dr. O. F. G. Luhn
Coroner—H. A. Adams
Deputy Coroner—Capt. W. R. B. Gifford

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Postmaster-General and Shipping Master —F. G. Day

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L. I. Warder, assist.
P. E. Cox, assist. engineer
C. S. Were, chief wireless operator
H. G. Gray, do.

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J. W. Evans, manager of Collieries and Coal Depots
David Evans, assist.

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Officer in-charge—J. A. H. Hardie

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Govt. Lay School, Kuching — Subjects taught: English and Malay

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Assist. Supt.—Jas. P. Baird
Railway Construction Supt.—John Kime
Clerk of Works—E. W. Howell
Supt's. Clerk—Teh Kwan Hian
Accountant—H. Bateman
Chief Draughtsman—W. L. Vander Slott
Surveyor—A Latip
Water Works Inspector—Chung Ah Jew
Roads Overseer—V. P. Odayar
Storekeeper—C. Ah Pow

POLICE

Superintendent—O. Lang
Inspector—H. E. Cutfield (probationary)
Sub-Inspector—Baki
Clerks—Lim Kay Leong, Sim Baba
Active Force—2 sergt.-majors, 8 sergeants, 10 corporals, 16 lance-corporals and 212 men

GOVT. STORE DEPARTMENT

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Clerks—Ahmat, Ebou

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(Comprising Batang Lupar, Saribas and Kalaka)

District Officer—F. A. W. Page-Turner
Cadet—W. F. Dick
Do. —R. E. Le Sueur

THIRD DIVISION

(Comprising Rejang Muka, Bintulu and Oya)

Resident—D. A. Owen
District Officer—H. D. Aplin (Sibu)
Do. —A. E. Lawrence (Muka and Oya)
Do. —H. H. Kortright (Bintulu)
Cadet—R. D. Horton (Rejang)
Do. —E. O. Bruce (Oya)
Do. —F. G. Carpenter (Mukah)
Do. —E. V. Andreini (Sibu)
Do. —G. T. M. MacBryan (Sibu)
Treasurer—W. H. Jacques (Sibu)

FOURTH DIVISION

(Comprising Baram, Miri and Niah)

Resident—R. S. Douglas
District Officer—C. D. Adams (Baram)
Do. —F. H. Kortright (Miri)
Cadet—R. V. Palfreman (Baram)

FIFTH DIVISION

(Comprising Limbang, Trusan and Lawas)

Resident—F. F. Boult
Assist. District Officer—P. M. Adams
Cadets—E. V. Andreini, R. L. Daubeny

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Lead-Burner—J. H. Wells

Moorings & Buoys
Sea Loading Station—Capt. A G Connor
Assist.—J. Muir
Engineer—J. J. Kebby

Tutong-Brunei
Assist.—E. C. Robertson
Driller—W. O. Gillespie

Bakong-Buri
Representative—E. J. Green
Engineer—F. C. Sherville
Assist. Engineer—D. G. Balfour

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Ed. Parnell, managing-director
Agents
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Vice-President—Vicar of Kuching
Hon. Secretary—L. E. Currie
Hon. Treasurer—Wee Kheng Chiang
Committee—Kueh Choo Seng, Yap Ghee Hock, Tan Sum Guan
Auditor—Lim Cheng Soon

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Miss E. S. Andrews
Miss G. Sebborn

ST. MICHAEL'S CATHOLIC CLUB — Kuching
Rev. Father Haidegger, president
Tan Boon Siew, vice-president
Tan E. Chong

ST. THOMAS'S SCHOOL—Kuching
Warden—Rt. Rev. The Bishop
Headmaster—S. H. Lawrence
Chaplains—Rev. F. S. Hollis, L.TH
E. G. Proctor

"THE CLUB," Miri
Hon. Secy.—H. C. Weston

STATE OF NORTH BORNEO

This territory, formerly known as Sabah, situated at the northern end of the island of Borneo, has a coast line of about 500 miles. The population is made up of Malays, Bajaus, Dusuns, Sulus, Filipinos, and is estimated to number 258,000, which includes about 37,642 Chinese. The chief geographical feature in the territory is the mountain of Kina Balu, about 13,700 feet high. The principal river on the West coast is the Padas. On the East there are the Kinabatangan, Labuk, Sugut, Segama, and many other valuable rivers. The best harbours are those of Jesselton on the West coast, Kudat on the North, and Sandakan on the East—the last-named being very spacious and possessing great potentialities.

The climate is particularly pleasant for the tropics; the days are rarely very hot while a blanket is often required at night; and very little inconvenience is experienced from insect pests, such as mosquitoes and the like. Hurricanes, earthquakes, and other natural disturbances are unknown. The seas are teeming with fish, and there is a large export trade in dried and salted fish. Trade with Singapore, Hongkong and the Philippines is well established. A weekly steamship service is maintained between North Borneo ports and Singapore by the Straits Steamship Company, and steamers run regularly to Hongkong and the Philippines. A local fortnightly service is maintained by the Sabah Steamship Company, and a monthly service by the Osaka Shosen Kaisha from Formosa, the ports of call being Hongkong, Sandakan, Batavia, Semarang, Sourabaya, and Macassar. There are in all six lines of steamships maintaining communication with North Borneo. A great impetus is being given to Sandakan and the whole territory by the now frequent calling of the three Australia-China lines—the Australian Oriental Line, the Eastern and Australian S.S. Co., Ltd., and the newly-formed China and Australia S.S. Co., Ltd. The vessels originally came to Sandakan for bunker supplies only, but they are finding an increasing freight and passenger traffic and this should steadily expand. Most of the trade supplies are obtained from and through Singapore; and with Hongkong there is a brisk and increasing trade in timber. Flour and other food-stuffs are now being introduced from Australia, and the business is a fast growing one. Amongst the zoological productions of North Borneo are to be noted elephants, rhinoceros, deer of three kinds, wild cattle, proboscis monkey, orang utans, pigs, bears, and pythons. Of game birds there are a few—argus, fireback, and bulwer pheasants, wild duck, many varieties of wild pigeon and doves, snipe, and quail.

Sandakan, the capital, has a magnificent harbour and is the chief place of trade. Jesselton, on the West coast, is developing, and several of the Government Departments are located there. It is also one of the termini of the State Railway. The imports include cloth, rice, hardware, manufactured goods of all kinds, Chinese tobacco, Chinese coarse crockery, matches, machinery, biscuits, oil, sugar, etc. The chief exports are rubber, tobacco, copra, timber, cutch, coal, native tobacco rattans, gutta-percha, birds'-nests, seed pearls, *bêche de mer*, sharks' fins, camphor, tortoise-shell, beeswax, and other natural products, which are brought in from the interior, the neighbouring Sulu Archipelago, etc.

Coal is being worked in the S.E. of the territory. The Cowie Harbour Coal Mines at Silimpopon have extracted over 780,000 tons of coal since 1907. The coal is transported from the colliery to the shipping port of Sebattik and to Sandakan by means of lighters, which have been built in Borneo. The development of the collieries has been largely increased during the past two years. The output during 1920 was 66,755 tons, and sales amounted to 54,362 tons. A reserve of 8,000 tons is maintained at Sebattik, where coal is loaded by mechanical plant at a rate of about 750 tons daily, and about 3,000 tons are stocked at Sandakan, which port can accommodate vessels drawing up to 24/25 ft. of water, the coal wharf having been extended. The British Borneo and Burmah Petroleum Syndicate have acquired, under lease, a large tract of land on the west coast in the Klias Peninsula. They have also sunk wells in the Island of Mangalum.

Receipts in North Borneo amounted to £425,334 in 1920, as compared with £210,197 in 1913, the pre-war year. Expenditure was £215,224 in 1920, as compared with £115,545 in 1913.

Rubber is now the largest industry in the country, having displaced tobacco from the premier place; and coconut cultivation is becoming one of the features of the country, in which there are large areas still to be exploited. Cutch, which is extracted from Mangrove bark, is being exported in rapidly increasing quantities. There are now many companies operating in North Borneo, the majority being engaged in rubber growing. Nearly 53,000 acres are under rubber cultivation. The rubber exported in 1920 was valued at £689,307, as against £782,037 in 1919. The export of copra was valued at £41,002 in 1920, as compared with £39,629 in 1919. The export of timber was valued at £155,048, as compared with £127,045 in 1919. The population of the town of Sandakan, the capital of the territory, according to the 1921 census, was 11,936 (as compared with 8,256 in 1911), composed of Europeans 99, Chinese 9,132, Javanese 550, Indians 165, Japanese 62, Malays 167, Filipinos 105, Sulus 391, natives of Borneo 1,149, and others 116. There are several sections of railway, totalling 125 miles, now open. The longest line runs from Jesselton to Melalap, 100 miles. The railway is playing an important part in the development of the country. The number of passengers carried in 1920 was 358,033, against 314,517 in 1919; and 20,499 tons of freight were carried in 1920, against 19,037 in 1919. The gross earnings amounted to £35,233 in 1920. Sandakan is distant about 1,000 miles from Singapore, 1,200 miles from Hongkong, and 660 miles from Manila. It became connected telegraphically with Labuan on the 7th May, 1897, and was thus placed in communication with Europe, etc. There are now four wireless installations in the country—at Jesselton, Sandakan, Kudat and Tawao. A lighthouse has been opened at Batu Tinagat, near Tawao.

The territory of North Borneo was acquired from the Sultans of Brunei and Sulu by cession for small annual payments in 1877, and the British North Borneo Company was incorporated by Royal Charter on the 1st November, 1881. The area of the territory is 31,106 square miles, and the population as ascertained by the census of 1921 was 257,804, as compared with 208,183 in 1911. This total included 442 Europeans, 197,058 natives of Borneo, 37,642 Chinese, and 20,146 natives of the Malay Archipelago. The Company's authorised capital is £2,000,000, and the amount issued so far is £1,852,385. There is also a Debenture issue. A dividend of 3½ per cent. was declared in 1916, 4 per cent. in 1917, 4½ per cent. in 1918, 5 per cent. in 1919 and 3 per cent. in respect of 1920. The credit balance of the Revenue Account for the year ended December 31, 1920, was £226,806, against £182,111 in 1919 and £161,758 in 1918. In May, 1888, a British Protectorate was established.

The following officers have administered the Government of the Territory since its acquisition by the Company:—

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1887	W. M. Crocker (acting)
1888	C. V. Creagh, C.M.G.
1895	L. P. Beaufort
1900	Hugh Clifford, G.C.M.G.
1901	E. W. Birch, C.M.G.
1904	E. P. Gueritz
1907	A. Cook (acting)
1907	E. P. Gueritz
1910	A. C. Pearson (acting)
1911	F. R. Ellis, C.M.G
1912	F. W. Fraser (acting)
1912	J. Scott Mason
1912–1913	F. W Fraser (acting)
1913	The Rt. Hon. Sir West Ridgeway, G.C.B., etc.
1913	C. W. C. Parr
1915	A. C. Pearson, C.M.G.
1915–1916	F. W. Fraser (acting)
1916–1921	A. C. Pearson, C.M.G.

DIRECTORY

Governor and Commander-in-Chief—A. C. Pearson, C.M.G.
Private Secretary—G. Summerfield

BRITISH NORTH BORNEO COMPANY, Incorporated by Royal Charter, 1st November, 1881

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Postmaster, Jesselton—Kong Chin Foh
Do., Sandakan—Tong Syak Ling
Do., Kudat—Siah Qui Boon

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LABUAN

This, the smallest British Colony in Asia, was ceded to Great Britain by the Sultan of Brunei in 1846, and taken possession of in 1848. It is situated on the north-west coast of Borneo in latitude 5 deg. 16 min. N., and longitude 115 deg. 15 min. E. It has an area of 30¼ square miles, and is about six miles from the Borneo coast and 725 miles or three days' steaming, from Singapore. Although Labuan possesses a fine port, has extensive coal deposits, and by situation seemed likely to become a depôt for the trade of the north coast of Borneo, it has only partially fulfilled the expectations formed of it. The produce of Brunei finds a market in Labuan, but the volume of the trade is small. There are sago mills on the island, where the raw material is converted into flour, for export chiefly to Singapore. These mills were erected by influential Chinese introduced by the Governor from Singapore; about 500 acres of rubber are planted, part in bearing, and principally owned by Chinese. Coconuts are being planted on the same land. There is regular steamship communication with Singapore and Sandakan, as well as with the local ports. The Government was administered by the British North Borneo Company from 1890 until January 1, 1906, when the Colonial Office again resumed direct control, and Labuan was incorporated with the Straits Settlements in January, 1907. The population in 1919 was 6,922, of whom 4,700 were Malays. The Chinese, who number about 1,800, are the chief traders, and most of the industries of the island are in their hands. The Europeans (34) include Government officials, the staff of the Eastern Extension Telegraph Company, and traders. The Labuan Coalfields Company, Limited, are lessees of the coal mines in the island, but ceased operations in March, 1911. The export in 1910 was over 92,000 tons. A Company, styled The Labuan Exploration Company, has been formed in London with the object of prospecting for minerals in Labuan. The revenue is chiefly derived from the farming out of licences to sell tobacco, spirits, and fish. It amounted in 1920 to $46,326, as compared with $38,308 for 1919, the expenditure in the respective years being $104,861, and $81,927. The value of foreign imports and exports (merchandise only) was as follows:—

	1919	1920
Imports	$1,140,922	$1,322,751
Exports	799,933	1,416,400
	$1,940,855	$2,739,151

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Chief Clerk—Soo Chong Oi

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BRUNEI

The sovereignty of the Sultan of Brunei has been reduced to a wedge of territory of some 4,000 square miles, practically surrounded by Sarawak. With a coast line of 100 miles it embraces the Districts of Belait, Tutong, Brunei, Temburong and Labu. There is only one town of any size, Brunei or Dar-ul-Salam (city of peace), which has a population of 10,000 persons. The census of 1921 showed a total of 25,454 for the whole State. Of these some 1,500 were Chinese. The Europeans numbered 23 in Brunei Town. The town itself was formerly composed of houses built in the river on nibong piles. With the establishment of peace and order, however, the natives have gradually learned the advantages of cultivation and have migrated to *terra firma*, and all business in the town is now conducted on land. The Chinese have built some 30 stone and brick shops and houses, and all government buildings are on land. At Muara Damit (Brooketon), leased to Raja Brooke, there is a colliery, and a settlement of about 2,000 persons.

The land may be said to slope gradually from a backbone of mountains, of which Mount Mulu, in Sarawak territory, is the largest, towards the sea. It contains no noticeable peaks such as Kinabulu in British North Borneo. The bars at its river mouths and the rapids which occur within 30 miles and less of the sea prevent any but limited navigation. Launches drawing 5 or 6 feet can enter the Belait and Tutong rivers except in the monsoon season. Steamers drawing 12 feet can at all times reach Brunei Town, situated some 12 miles from the river mouth at Muara. The climate is damp and warm. The annual rainfall exceeds 100 inches. No marked changes of temperature occur, in which respect the country resembles the Malay Peninsula. The nights are cool.

Roads are being made throughout the State to secure that rapid expansion which the richness of the country deserves.

A wireless telegraphic installation of the most modern type was opened in 1921, with a central station at Brunei and subsidiary stations at Labuan and in each of the districts. It will place every part of Brunei in telegraphic communication with Singapore and Europe.

Petty wars, head-hunting raids, and the jealousy of the numerous chiefs, coupled with the existence of slavery, rendered agriculture impossible in the past. Since the appointment of a resident British official, the common people have shown eagerness to take up land and plant coconuts. The rivers are fringed with the nipah palm; the forests of the interior abound in rattans; there are large areas of the sago palm, which is industriously worked by the natives and sold to Chinese traders for export to the Singapore market. The wild rubber tree, Jelutong *(dyera costulata)*, is common, and is worked for export. Land suitable for cultivation of Para rubber (*hevea brasiliensis*) is alienated by the Government at an extremely low rental, and several European companies have taken out grants, and are actively proceeding with planting operations. At Brunei Town, the Island Trading Company, Ltd. has its cutch factory, employing several hundreds of hands. The value of cutch exported in 1919 was $304,249, compared with $355,300 in 1920. Coal is worked at Raja Brooke's Brooketon Collieries. In 1920, the Brooketon mines had a prosperous year. Here 28,107 tons of coal were raised, and sold at $17 per ton at Brooketon.

In 1914, payable oil was found for the first time in the State of Belait, at a depth of 1,820 ft. At first the flow was 25 tons daily, but a week's pumping test reduced this to an average of 6 tons. A recent report by the geologists of the D'Arcy Exploration Syndicate is not of an encouraging nature.

Native industries—other than sago working—are few. Brunei silver-work enjoys a certain vogue, and would be appreciated if it could be expeditiously put on the market. The women also weave silk cloths and sarongs.

The natives are expert fishermen and the coast waters abound in excellent fish, which—with rice—form the staple diet of the people. The principal imports are piece goods, tobacco, rice, kerosene and sugar. The main exports are cutch, coal, rubber, sago and jungle produce. Para rubber was exported for the first time in 1914—about 7,000 lbs. The value of rubber exports in 1920 was $214,733. Some Chinese have begun to plant pepper, a product for which Brunei was famous 150 years ago.

The public revenue in 1920 amounted to $201,250, as against $162,020 in 1919; and expenditure to $312,940, as against $138,844 in 1919. The total value of trade in 1920 was $1,895,93)—impor s, $722,678 ; exports, $1,173,252—as against $1,748,925 in 1919.

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Paymr.-Midshipman—Arthur Lewis

Light Cruiser "CARLISLE"

Captain—Edward R. G. R. Evans, C.B., D.S.O.
Lieut.-Comdr. (G)—Ion B. B. Tower, D.S.C.
Lieut. (N)—Gerald Curteis
Do. —Geoffrey A. Lewis Brown
Do. —Richard M. Harvey
Do. —Hugh C. Skinner
Engr.-Comdr.—George W. Odam
Engr.-Lieut.—Franklin G. Tritton
Capt. R.M.L.I.—William E. V. Bashall
Chaplain—Rev. Bernard N. Carver, B.A.
Surgn.-Comdr.—Lawrence C. Hunt
Surgn.-Lt.-Comdr.—John B. Crawford, M.B.
Pay.-Lt.-Comdr.—Bernard Carter
Pay.-Lieut.—John E. Pibworth
Sub-Lieut.—Rowan T. Hamilton
Do. —Frank M. R. Stephenson
Gunner (T)—John G. Dewar, D.S.C.
Do. (D.F)—Alfred N. Pack
Warrant-Shipwt.—Alfred V. Watt
Do. Engr.—Ernest Thaxter, D.S.C.
Do. —Mark Crawford
Gunner—Crispin C. B. Taylor

Light Cruiser "CURLEW"

Captain—Harold E. Sulivan, D.S.O.
Lt.-Commdr.—William L. Jackson, D.S.O.
Lieut.—Leonard G. Addington, D.S.C.
Do. —Herbert C. Purvis
Do. —Lennox A. K. Boswell
Do. —R. Cursham
Engr.-Comdr.—Alexander Hill
Engr.-Lieut.—Francis W. Burden
Lieut. R.M.L.I.—Leenest J. Woodington
Surgn.-Comdr.—Arthur Davidson
Paymr. Lt.-Comdr.—Guy P. Woollerton
Sub-Lieut.—John F. Stevens
Commd.-Gunner—James E. Cox
Gunner (T)—Thomas J. Nicholls
Do. —John N. Hambly
Warrant Engr.—Charles H. Rossiter
Commd. Shipwt.—Harold M. Northropp
Warrant Mechanician—Alexander Telford
Paymaster Sub-Lieut.—Philip C. le Cras

Light Cruiser "MERLIN"

Commander—John Augustine Edgell, O.B.E. (In Command)
Lieut. Comdr.—Denys Arthur Henderson
Lieut.—John Frederick Denman
Do. —William Edward May
Do. —Richard Huthwaite Lucy
Do. —Eric Elvington Addis
Surg.-Lieut.-Comdr.—Leonard Woodburn Gemmell, M.B.
Paymr. Lieut.—Charles Assheton Bowen
Commd. Mechanician—Richard Lavis
Boatsn.—Arthur Edward Joseph Martin

SUBMARINE DEPOT SHIP

"TITANIA" (Captain (S) 4th Submarine Flotilla)

Captain—Charles S. Benning, D.S.O.
Lieut.—Harry H. J. Hodgson (1st & T.)
Do. —Donald C. G. Neish (N.)
Do. —Reichel W. V. Reeves (E.)
Do. —Hardress W. D'Arcy-Evans
Do. —Howard E. Reid, R.C.N.
Engr.-Lieut.-Comdr.—MacLeod G. A. Edwards, O.B.E.
Engr-Lieut.-Comdr.—Cecil R. Hoare
Paymr.-Comdr.—Charles B. Roberts
Surgeon-Lt.-Comdr.—Ernest McEwan
Chaplain—William Gill, B.A.
Paym.-Lieut.—Frederick W. Bayley
Commd. Gunner—Robert W. Martin
Commd. Boatsn.—Richard McGrane
Gunner (T)—Robert J. Housely
Do. —William J. Jenkinson
Warrant Telegraphist—William T. Watson
Warrant Shipwright—Charles T. Frayn
Warrant Engr.—Herbert H. Starkie
Do. —John E. Bufton

For Submarines

Commander—Colin Cantlie, D.S.C. (S.S.O.)
Lieut.—Philip Ruck-Keene
Do. —Thomas H. Dickson
Do. —R. Cursham
Do. —George C. P. Menzies
Do. —Douglas Forbes
Do. —Thomas I. S. Bell
Do. —Roland M. Cobb
Do. —Archibald G. Buchanan
Do. —George P. G. Kidston
Do. —Arthur S. Lindsell
Do. —Wilfred St. A. Malleson, V.C.
Do. —Charles E. A. W. Cox
Do. —Patrick S. J. Ponsonby
Do. —Gerald G. Slade
Do. —Alan J. T. Robertson
Do. —Wenham H. Wykeham-Musgrave
Do. —Norman H. Adcock
Do. —Arthur L. Noakes
Warrant Engineer—Cyril S. Good
Do. —Cuthbert C. Greener
Do. —Frederick Young

Light Cruiser "DURBAN"

Captain—Casper B. Ballard
Comdr.—Harry B. Jermain, O.B.E.
Lieut.-Comdr.—Henry F. Besant, O.B.E.
Do. —Heneage C. Legge, D.S.C.
Do. —Charles A. A. Larcom
Lieut.—William S. R. King Hall
Do. —Alan A. E. MacLeish
Do. —Michael G. Marriott
Do. —Cyril E. P. Harrison

Actg. Lieut.—Charles F. W. Norris
Engr.-Comdr.—Ebenezer J. Allen
Engr.-Lieut.—Henry B. Olden
Capt. R.M.L.I.—Mark C. Adamson
Surg.-Comdr.—William Bradbury
Paymr-Lieut.-Comdr.—Charles E. Jeffreys
Paymr.-Lieut.—Richard R. Wallace
Sub-Lieut.—Geoffrey P. Packard
Sub.-Lieut.—Harry W. S. Sharp
Commd.-Gunner—Frederick Furnivall
Gunner—George A. Baker
Do. —Samuel Avery
Warrant-Shipwt.—Frederick G. Eke
Warrant-Engr.—Walter S. Thomas
Do. —Frank Holt
Midshipman—Henry B. C. Holmes
Do. —Henry J. B. Grylls
Do. —Stephen W. Roskill
Do. —Edward M. Hutton
Do. —Arthur H. Wallis
Do. —Hugh N. A. Richardson

"AMBROSE"

Commander—Robert R. Turner, D.S.O.
Lieut.-Comdr.—Walter R. M. Wynne (N.)
Do. —Price G. C. Turner (T.)
Lieut.—Cyril A. Bamford
Do. —Edwd. T. W. Littleton
Engr.-Comdr.—Percy G. Harris
Engr.-Lt.-Comdr.—Aldridge Evelegh
Lieut. (E.)—Jas. L. M. Stevenson
Paymr.-Comdr.—John S. Stromqvist
Paymr.-Midshipman—Edwd. R. F. Hok
Surg.-Lt.-Comdr.—Chas. H. M. Gimlette
Chaplain—Rev. Archer Turner
Commd. Gunner—Herbert S. Sangwell
Gunner (T.)—Martin Norsworthy
Boatswain—Fransus J. Buckingham
Do. —Patrick Rumley
Warrant Shipwright—William Trounce
Do. Engineer—James Greason

FOR SUBMARINES

Lieut.-Comdr.—Alex. B. Greig (S.S.O.)
Do. —John H. Owen
Do. —Jermyn Rushbrooke
Lieut.—John B. Mitford
Do. —David E. G. Wemyss
Do. —Kenneth J. Riddell
Do. —Gilbert P. Claridge
Do. —Sydney M. Raw
Do. —Robert S. Barry
Do. —Bernard W. Galpin
Do. —Cyril M. Faure
Warrant Engr.—Frederick Young
Do. —Wm. G. Garthwaite
Do. —Joseph Anderson
Do. —Herbert Pullen

SLOOP "BLUEBELL"

Commander—Henry N. M. Hardy, D.S.O.
Lieut.—Noel A. Beal
Do. —(N) Harry W. A. Kemmis
Do. —Peter H. H. Roberts
Surg.-Lieut.—Neville H. Davison
Commissioned Engr.—Levi Hodges
Gunner—Frederick A. Squirrell

SLOOP "FOXGLOVE"

Commander—George B. Palmes, D.S.O.
Lieut.—Lawrence A. W. Johnson
Do. (N)—Lancelot King
Do. —Walter St. J. Cobley
Surg.-Lieut.—Alexr. H. Harkins
Commd.-Engr.—John Chadwick
Gunner—William E. Trowbridge

SLOOP "HOLLYHOCK"

Commander—Bertram C. Watson
Lieut.—Donal B. O'Connell
Do. —Eric D. Brooke
Do. —Wolstan B. C. W. Forester
Surg.-Lieut.—Arthur B. Grant, M.B.
Gunner—Albert H. Looker
Commd. Engr.—John E. Mitchell

SLOOP "MAGNOLIA"

Commander—Ralph Vincent Eyre, D.S.O.
Lieut.—Geoffrey A. Brooke Hawkins, D.S.C.
Do. —Thomas Ramsay Beatty
Do. —Henry L. Carslake
Gunner—John Beese
Surg.-Lieut.—Charles Noel Carter, B.A.
Commd. Mechanician—Michael Roberts

DESPATCH VESSEL "ALACRITY"

Comdr.—Percy Richard Stevens, D.S.O.
Surg-Lt.-Comdr.—Horace Elliott Rose Stephens, O.B.E., M.B., F.R.C.S., D.P.H.
Paymr.-Lieut.—Edgar Stephen Apps
Lieut.—Geoffrey James King-Landale
Do. (N)—Felix Edward Chevallier, D.S.C.
Do. (E)—Hugh Dixon, D.S.C.
Do. —Charles William Tyson Garrett
Sub-Lieut.—Arthur R. Freeman
Do. —Cecil R. N. Parry

DEPOT SHIP "TAMAR"

Commodore—Wm. Bowden-Smith, C.B.E.
Payr.-Comdr.—F. W. F. Vining
Payr.-Lieut.-Comdr.—E. H. Stern
Payr.-Lieut.—R. H. A. Capell
Do. —K. U. White
Surgeon-Comdr.—H. H. Babington
Lieut.—Geo. E. O. Barnes, O.B.E.

Lieut.-Comdr.—W. S. L. Gilchrist
Payr. Lieut—L. Vere Webb, O.B.E.
Commd.-Shipwt.—Sidney P. Croker
Lieut. Comdr.—R. Gregory
Capt. R.M.A.—H. R. Lambert, D.S.C.
Lieut.—I. B. Franks, D.S.O.
Chaplain, R. N.—H. S. Crole Rees
R. C. Chaplain—W. H. Purcell
Wr. M.A.A.—Ed. May
Cd. Gunner—John W. R. Munden
Commd. Gunner (T)—Ern. W. H. Cusack
Commd. Teleg.—Hope Johnstone
Gunner—Chas. H. Bulbeck
Surg.-Lt.-Cdr. (D)—F. Thompson, O.B.E.
Engr. Comdr.—G. W. Mathew

SUPERNUMERARY

Lieut.—Russell A. Boucher

FOR WEI-HAI-WEI

Commander—Ern. Stevenson, O.B.E.
Engr.-Comdr.—James L. Sands
Payr.-Comdr.—Robert Hayes, O.B.E.
Surgeon-Commr.—Pierce L. Crosbie

FOR R. N. SICK QUARTERS, YOKOHAMA

Surg.-Comdr.—FrancisJ Gowans, M.B., B.SC.

FOR R.N.O., SINGAPORE

Paymr. Comdr.—A. F. Livesay

FOR I/C.W.T. STATION, SINGAPORE

Lieut. Comdr.—T. J. Linberry

FOR DNIO, SINGAPORE

Major R.M.L.I.—L. N. McCausland

FOR R. N. HOSPITAL, HONGKONG

Surgeon-Captain—Frederick J. R. Dalton, C.M.G.
Surg.-Comdr.—Arthur A. Sanders, O.B.E. M.B.
Surgeon-Lieut.-Cdr.—Geo. H. Hayes, M.B
Do. —(D) Frederick Thompson, L.D.S., O.B.E.
Supt. Sister—Miss Margaret E. Goodall-Copestake, R.R.C.
Nursing Sister—Miss Mary B. Bennett, O.B.E., R.R.C.
Nursing Sister—Miss Jessie McBean
Pharmacist—Thomas B. S. Bowers
Warrant Wardmaster—John G. Beal

RIVER GUNBOAT "TARANTULA"

Comdr.—Cecil J. Crocker, D.S.O.
Lieut.—Christopher E. J. Gibbs
Surgeon Lieut.—H. A. L. Guthrie
Sub-Lieut.—John W. L. Tremayne

RIVER GUNBOAT "MOORHEN"

Lieut.-Comdr.—Victor P. Alleyne
Lieut.—L. Powys-Lane

RIVER GUNBOAT "ROBIN"

Lieut.-Comdr.—John M. Heath

RIVER GUNBOAT "BEE"

Rear-Admiral—C. Maclachlan, C.B.
Secretary—(I) Pay-Comdr. G. L. Moon
Clerk to Secy.—Paymr.-Lt. R F. Sheppard
Captain—R. Eliot, C.B.E.
Lieut.—D. M. Lees
Engr. Comdr.—Harold L. Harvey
Surgr. Lt.-Commdr.—Lowel F. Struknell, M.B., B.SC.
Paymr.-Comdr.—Ed. T. M. Green (residdent naval officer Shanghai)
Major—Alex. G. W. Grierson, R.M.L.I. (D.N.I.O., Shanghai)
Sub-Lieut.—Cyril T. R. Searle

RIVER GUNBOAT "SCARAB"

Lieut. Comdr.—A. G. B. Wilson, D.S.O.
Lieut.—J. M. D. Hunter
Surgeon-Lieut.—Gerald G. Harvey, M.B.
Sub Lieut.—F. H. Jefferson
Do. —Jocelyn S. C. Salter

"MARAZION"

Lieut.-Comdr.—Victor E. Ward
Lieut.—Harold G. C. Stevens
Gunner—Oswald H. White
Warrant-Engr.—Leonard W. Bury

RIVER GUNBOAT "GNAT"

Lieut.—John D. Harvey
Lieut.—Oliver E. B. Crowe
Sub-Lieut.—G. H. T. Wring

RIVER GUNBOAT "TEAL"

Lieut.-Comdr.—J. Harrison, D.S.O.
Lieut.—Philip H. Baker

RIVER GUNBOAT "WIDGEON"

Commander—G. Corlett
Surg.-Lt.—Harold L. Douglas

RIVER GUNBOAT "WOODCOCK"

Lieut.—G. E. Boultbee
Surgeon-Lieut.—J. S. MacGrath

RIVER GUNBOAT "WOODLARK"

Lieut.—Ivan W. Whitehorn
Surg. Lieut.—Cyril M. Williams

RIVER GUNBOAT "MANTIS"

Lieut.-Comdr.—Charles K. Adam
Lieut.—Richard B. Ford
Do. —Charles W. E. Corlett

River Gunboat "COCKCHAFER"

Lieut.—Noel L. Veresmith
Lieut.—E. K H. St. Aubyn, D.S.C.
Do. —Geoff. E. Stokes

River Gunboat "MOTH"

Lieut.-Comdr.—Robin B. Martin
Surg. Lieut.-Comdr.—E. Hefferman
Lieut.—C. D. Milbourne
Actg. Lieut.—Jas. Graham

River Gunboat "CRICKET"

Lieut.-Comdr.—Sidney E. Nicolle
Lieut.—Revell C. Hannah
Do. —Patrick G. Gilmour
Surg.-Lieut.—Owen J. M. Kerrigan

H. M. DOCKYARD, HONGKONG

Naval Officers

Eng.-Capt.—Geo. H. Bromwich, D.S.O., O.B.E.
Eng.-Comdr.—C. Samson
Do. —W. Dawson
Do. —A. J. Butler
Comdr.—W. R. Priston
Comdr.-Boatswain—William Pepprell

Civil Officers

Secretary and Cashier—A. E. Ashton, O.B.E.
Chief Constructor—J. J. King-Salter
Asst. Constructor—E. G. Kennett
Civil Engineer—R. J. Mules. B.L.
Assistant Surveyor—H. E. Stevens
Electrical Engineer— H. A. Nott, M.B.E., A.M.I.E.E.
First Asst. to Electrical Engineer — J. W. Church, A.M.I.E.E.
Naval Store Officer—H. G. Lowe
Deputy do. —J. B. Penman
Assist. N.S.O.—J. F. Swindells
Do. —W. H. H. Webster
Deputy Expense Accounts Officer—E. G. Coomes
Deputy V.S.O.—D. Salter

H. M. VICTUALLING YARD, KOWLOON

Dep. Victualg. Store Officer—D. H. Salter

R.N. ORDNANCE DEPOT, HONGKONG

Arm. Supply Officer—S. J. W. Syrett, MB.E

U. S. A. NAVAL SQUADRON, ASIATIC STATION

Commander-in-Chief—Admiral JOSEPH STRAUSS, U. S. Navy

Staff:

Aid, Fleet Intelligence Officer—Commander F. F. Rogers
Aid, Fleet Engineer Officer—Commander R. V. Lowe
Chief of Staff, Acting; Aid, Flag Secretary, Fleet Gunnery Officer—Commander W. L. Beck
Aid, Fleet Communication and Radio Officer (Ord.)—Lt.-Comdr. R. A. Lavender
Aid, Fleet Personnel Officer and Assist. Fleet Gunnery Officer—Lieut.-Commander J. H. Buchanan
Aid, Flag Lieutenant—Lieut. J. B. W. Waller
Aid, Fleet Communication and Radio Officer—Lieut. W. E. Snyder
Aid, Fleet Surgeon—Commander S. S. Rodman (M.C.)
Aid, Fleet Paymaster—Commander F. G. Pyne (S.C.)
Aid, Fleet Marine Officer—Major W. C. Wise, jr.
Assistant to Fleet Paymaster—Assist. Pay Clerk R. W. Beard

U.S.S. "HURON"

(Flagship of Commander-in-Chief)

Capt. H. I. Cone (Comdg.)
Lieut.-Comdr. E. W. Strother (Exec.)
Do. R. Gatewood (1st Lt.)
Do. W. E. Goodhue (Ord.)
Do. R. E. Schuirmann (Nav.)
Do. A. V. S. Pickhardt (Gun.)
Lieuts. S. W. Kirtland, W. F. Dietrich, C. C. Miller, J. H. Duncan, O. Johnson, C. S. Hansel, (jg.) J. R. Lannom
Ensigns Geo. H. Dana, R. D. Threshie, O. A. Weller, L. W. Curtin, W. A. Swanston, W. G. Livingstone, T. Lewis, C. Bell, T. C. Brownell, D. E. Carlson, W. L. Drybread, D. L. Erwin, D. A. Frost, C. H. Judson, J. H. McWilliam, E. J. Kirby-Smith, R. B. Miller, M. C. Thompson
Lieut.-Comdr. F. Ceres (M.C.)
Lieuts. E. D. Hardin, F. W. Mitchell (M.C.D.S.), T. E. Hipp (S.C.), (jg) A. J. Hayes (CH.C.)
Gunner W. P. Montz (E)
Machinist J. A. Sanders
Chief Carpenter P. W. Reeves
Assist. Pay Clerks G. Boer, C. E. Coleman
Captain P. C. Marmion (U.S.M.C)
2nd Lieut. W. E. Maxwell (U.S.M.C.)

FIRST DIVISION

U.S.S. "ALBANY"

Capt. L. C. Richardson (Comdg.)
Lieut.-Comdr. J. F. Donelson (Exec.)
Lieuts. H. B. Broadfort, W. W. Webb, E. R. Johnson, V. Bailey
Lieut. B. S. Riley (Eng.)
Lieut. (jg) (T.) F. A. Hardesty
Lieuts. A. S. Judy (M.C.), M. E. West (S.C.)
Assist. Pay Clerk C. E. Traughber
Captain J. F. Moriarity (U.S.M.C.)

U.S.S. "NEW ORLEANS"

Capt. C. T. Owens (Comdg.)
Lt.-Comdr. G. E. Brandt (Exec.)
Lieut. H. W. Graf
Lieut. W. I. Worrel (R.F.3.) (Eng.)
Lieuts. (jg) C. H. Rocky, (jg) L. P. Harris, (jg) A. V. Zaccor (R.F.3.), (jg) G. L Schetky
Lieut.-Comdr. V. H. Carson (M.C.)
Lieut. H. A. Hooton (S.C.)
Assist. Pay Clerk J. G. Connolly
1st Lieut. F. E. Stack (U.S M.C.)

YANGTZE PATROL FORCE

R.-Adm. W. H. G. Bullard, Force Comdr.
Lieut.-Comdr. E. K. Lang, Aid
Lieut. (jg) F. Uhlen (M.C.D.S.), Dental Officer

U.S.S. "WILMINGTON"

Comdr. G. M. Baum (Comdg.)
Lieut.-Comdr. F. C. McCord (Exec).
Lt. N. R. George (Engineer and Patrol Eng.)
Lieuts. R. De Bellefeuille, (jg) P. P. Welch, M. F. Hudson (M.C.)., G. M. Snead (S.C.)
2nd Lieut. A. H. Fricke (U.S.M.C.)

U.S.S. "ISABEL"

(Flagship of Commander, Yangtze Patrol Force)

Lieut.-Comdr. F. Loftin (Comdg.)
Lieut.-Comdr. W. J. Causey, jr. (Exec.)
Ensigns J. T. Acree (Eng.), J. T. McDermott
Lieut.-Comdr. C. S. Stephenson (M.C.)
Lieut. T. C. Gibbs, supply officer, Yangtze Patrol Force

U.S.S. "Elcano"

Comdr. A. H. Miles (Comdg.)
Lieuts. L. Henefin, (jg) C. J. Palmer, D. H. O'Rourke (M.C.)

U.S.S. "Monocacy"

Lieut Comdr. E. W. Hanson
Lieuts. (jg) W. H. Mays, D. C. Reyner (M.C.)

U.S.S. "Palos"

Lieut.-Comdr J. P. Bowden (Comdg.)
Lieuts. W. W. Warlick, K. D. Legge (M.C.)

U.S.S. "Quiros"

Lieut.-Comdr. J. R. Peterson, jr. (Comdg.)
Lieuts. (jg) E. D. Kern, H. L. Weer (M.C.)

U.S.S. "Villalobos"

Lieut.-Comdr. R. B. Daughrty (Comdg.)
Lieuts. E. H. Gehlman, (jg) W. H. Funk (M.C.)

Shanghai, China

Comdr M. R. Goldsborough (S.C.) (Ord.)
Lieut.-Comdr. H. B. Bansdell (S.C.) (Navy Pay Office)

SOUTH CHINA PATROL

Lieut. W. J. Spencer (M.C.), medical officer
Ensign A. B. McKay (S.C.), pay officer

U.S.S. "Pampanga"

Lieut. H. G. Eldredge (Comdg.)
Lieut. (jg) W. L. Marsh

Mine Detachment

Capt. D. M. Wood (Comdg.)

U.S.S. "Rizal"

Capt. D. M. Wood (Comdg.)
Lieut.-Comdr. V. L. Kirkman
Lieut. (jg) C. K. Fink (Eng.)
Ensigns C. S. Isgrig, F. M. McLaury
Lieut. (jg) L. B. Karelle (S.C.), supply officer, Mine Detachment

U.S.S. "Hart"

Lieut.-Comdr. J. M. Deem (Comdg.)
Do. W. E. Cheadle
Lieut. (jg) C. R. Smith (Eng.)
Ensigns W. H. Galbraith, H. C. Rust

U.S.S. "Avocet"

Lieut. F. Meyers (Comdg.)
Ensign F. A. Rhoads

U.S.S. "Bittern"

Lieut. W. P. Bachman (Comdg.)

U.S.S. "Finch"

Lieut. J. R. McMeekin (Comdg.)
Ensign L. B. Andrews
Boatswain W. A. Murphy

U.S.S. "Heron"

Lieut. A. N. Anderson (Comdg.)
Gunner W. H. Hughes

DESTROYER SQUADRON

Capt. Willis McDowell (Comdg.)
Lieut.-Comdr. L. C. Davis (Squad. Eng.)
Do. T. D. Westfall (Squad. Gunnery and Torpedo

U.S.S. "Buffalo"
(En route Station)

Lieut. (jg) J. A. McCarthy (CH.C.) (Ord.)

DIVISION TWELVE

Comdr. F. H. Potect (Div. Com.)

U.S.S. "Rathburne"

Comdr. F H. Poteet (Comdg.)
Lieut. R. B Carney (Exec.)
Ensigns W. Dillman, E. M. Tillson, W. W. Fife, B. N. Ward, (jg) C. M. Garrison (S.C.)

U.S.S "Talbot"

Lieut.-Comdr. J. C. van de Carr (Comdg.)
Lieut. P. L. Meadows (Exec.)
Ensigns H. E. Padly, H. F. Cope, N. O. Schwein, H. W. Daton
Lieut. F. L. Hubbard (M.C.)

U.S.S. "Waters"

Lieut Comdr. E. D. Langworthy (Comdg.)
Lieut. E. J. Moran (Exec.)
Ensigns J. P. Vetter, H. C. Hamilton, H. F. Gearing, J. E. Grube

U.S.S. "Dorsey"

Lieut.-Comdr. J. C. Jennings (Comdg.)
Lieut. H. L. Grosskopf (Exec.)
Ensigns E. P. Forrestel, D. T. Whitmer, J. Perry, B. P. Ward

U.S.S. "Roper"

Commander M. E. Manly (Comdg.)
Lieut. R. H. Henkle (Exec.)
Ensigns P. F. Hunt, W. B. Fletcher A. J. Gray, jr., C. P. Woodman
Gunner G. A. Cruze

U.S.S. "Zane"

Lieut.-Comdr. L. C. Scheibla (Comdg.)
Lieut. F. G. Richards (Exec.)
Ensigns P. W. Lambright, W. A. Gorry, J. M. Eggleston, T. J. Ryan, jr.

DIVISION THIRTY-SEVEN

Comdr. C. M. Austin (Div. com.)

U.S.S. "Long"

Comdr. C. M. Austin (Comdg.)
Lieut. W. E. Mackay (Exec.)
Lieut. H. G. Eberhart (Eng.)
Ensigns C. M. Huntington, C. D. Conrad, W. C. Allison
Lieut. (jg) F. J. Manly (s.c.), supply officer, Des. div.

U.S.S. "Chandler"

Lieut.-Comdr. F. Cogswell (Comdg.)
Lieut. C. Campbell (Exec.)
Do. (jg) E. R. Rundquist
Do. (jg) P. F. Lee (Eng.)
Ensigns C. L. Tyler, C. V. Conlan
Lieut. L. B. Marshall (M.C.), medical officer Des. div.

U.S.S. "Southard"

Comdr. G. W. Kenyson (Comdg.)
Lieut.-Comdr. R. J. Valentine (Exec.)
Lieut. (jg) W. D. Sample, (jg) R. B. Tuggle
Ensigns D. Curry, L. A. Benoist
Gunner F. J. Kaiss (Torpedo)

U.S.S. "Hovey"

Lieut.-Comdr. H. P. Le Clair (Comdg.)
Lieut. J. H. Chadwick (Exec.)
Do. (jg) G. Kirkland (Eng.)
Ensigns M. D. Goldsmith, J. E. Nolan (Torpedo)

U.S.S. "Broome"

Comdr. C. S. McWhorter (Comdg.)
Lieut. G. F. Bogan (Exec.)
Ensigns R. C. Ferris, K. E. Brimmer, C. R. Woodson

U.S.S. "Alden"

Comdr. E. B. Armstrong (Comdg.)
Lieut.-Comdr. W. H. Porter (Exec.)
Lieut. (jg) H. W. Olds (Eng.)
Ensigns S. T. Scott, F. G. Clay

DIVISION THIRTY-EIGHT

Comdr. L. P. Treadwell (Div. com.)

U.S.S. "Tracy"

Comdr. L. P. Treadwell (Comdg.)
Lieut. T. C. Latimore (Exec.)
Ensign W. F. Hinckly (Gun.)
Ensigns R. D. Hill, jr., R. R. Killian
Lieut. H. C. Sowell (s.c.), supply officer Des. div.

U.S.S. "Smith Thompson"

Lieut-Comdr. J. H. S. Dessez (Comdg.)
Lieut. L. H. McDonald (Exec.)
Lieut. (jg) J. G. Cross (Gun.)
Ensigns J. J. McGlynn, M. H. Crouter
Gunner E. F. Leonhardt

U.S.S. "Barker"

Lieut.-Comdr. C. C. Windsor (Comdg.)
Lieut. J. D. Wilson (Eng.)
Ensigns D. H. Wilson, C. H. Minkler, W. J. Strother, H. A. Brandenberger
Lieut. C. L. Andrus (M.C.), medical officer Des. div.

U.S.S. "Borie"

Lieut.-Comdr. E. F. Clement (Comdg.)
Do. H. P. Curley (Exec.)
Lieut. G. R. Fairlamb, jr. (Eng.)
Ensigns J. R. Tate, W. M. Hainer, G. H. L. Peet

U.S.S. "John D. Edwards"

Lieut.-Comdr. E. T. Oates (Comdg.)
Lieut. W. M. Thompson (Eng.), M. K. Aiken
Ensigns H. H. Kendrick, S. B. Smith, L. E. Hill, jr.

U.S.S. "Whipple"

Lieut.-Comdr. R. H. Knight (Comdg.)
Lieut. (jg.) T. G. W. Settle (Eng.)
Do. (jg.) E. H. Kinkaid
Ensigns E. W. Litch, W. S. Cunningham, W. L. Rees

AUXILIARIES

U.S.S. "Abarenda"

Lt.-Comdr. H. A. Arnold (R.F. 3) (Comdg.)
Lieut. F. A. Scheibe (R.F. 3) (Exec.)
Lieuts. (jg.) G. B. Kessack, (jg.) A. Nagle (R.F. 3)
Ensign C. T. Folsom (N.L.) (S.C.)

U.S.S. "Sara Thompson"

Lt.-Comdr. G. R. Madden (R.F. 3) (Comdg.)
Lieut. B. E. Jolidan (R.F.3) (Exec.)
Do. (jg.) G. R. Singleton (R.F.3)
Ensign S. F. McCarthy (S.C.)

SHORE STATIONS

(Beyond Limits of 16th Naval District)

American Legation Guard, Peking

Colonel L. Karmany, U.S.M.C.
Major L. Williams, U.S.M.C.
Do. S. W. Bogan, U.S.M.C.
Captain R. C. Swinks, U.S.M.C.
Do. J. A. Nelms, U.S.M.C.
Do. M. C. Lott, U.S.M.C.

1st Lieut. W. T. Evans, U.S.M.C.
Do. J. P. Brown, U.S.M.C.
Do. H. N. Stent, U.S.M.C.
Do. R. J. Woodrich, U.S.M.C.
Do. J. B. Neill, U.S.M.C.
Do. T. E. Rendrick, U.S.M.C.
Q.-M. Clerk W. C. Walker, U.S.M.C.
Pay Clerk F. S. Parsons, U.S.M.C.
Lieut.-Comdr. W. Chambers (M.C.)
Lieut. J. A. Kelly (M.C.D.S.)

U.S. NAVAL HOSPITAL

YOKOHAMA, JAPAN

Captain R. Spear (M.C.) (Comdg.)
Ch. Pharm. H. E. Randolph
Pharm. W. C. Magoon (Am. Emb., Tokyo)

NAVAL RADIO STATION

RUSSIAN ISLAND, SIBERIA

Lieut. J. M. Lewis
Gunner W. J. Volkman (R.)

16TH NAVAL DISTRICT

Captain W. M. Crose, U.S.N. (Comdt.)
Lieut.-Comdr. J. D. Maloney (Aid to Comdt.)
Lieut. H. S. Sease (Aid to Comdt.)

U.S. NAVAL STATION, CAVITE, P. I.

Captain W. M. Crose (Comdt.)
Comdr. A. K. Shoup (Captain of Yard)
Do. W. L. Culbertson
Lieut. Comdr. H. E. Fischer (Mine Base)
Do. W. D. La Mont
Lieuts. J. T. Roach, (T.) F. G. Randall (M.), A. H. Mellien (M.), (jg) (T.) J. F. Carmody, (jg) (T.) G. R. Bostain (G.) (Mine Base), H. L. Shinn (M.C.), E. A. Jasper (M.C.D.S.)
Comdr. W. B. Izard (S.C.)
Lieut. E. F. Carr (S.C.), destroyer store officer
Lieut.-Comdr. L. E. Bailey (S.C.)
Lieut (T.) M. T. Scanlan (S.C.)
Do. (jg) (T.) H. F. Bowker (S.C.)
Ensign (T.) C. D. Kirk (S.C.)
Lieuts. (jg) R. L. Lewis (CH.C.), (T.) B. W. Wilson (C.C.), (T.) W. F. Twitchell (C.C.), (T.) C. P. Baker (C.C.), G. D. Wetsel (C.E.C.)
Gunners (T.) L. C. Gray (E.), (T.) J. C. Gallagher (E.)
Carpenter (T.) J. F. O'Brien
Assist. Pay Clerks J. R. Wallace, jr., T. J. Vincent, B. K. Parker (destroyer store officer)

NAVAL RADIO STATION, CAVITE, P. I.

Lieut.-Comdr. T. N. Alford (P.C.S.) (Comdg.)
Lieut. W. C. Bean

U.S. NAVAL HOSPITAL, CANACAO, P. I.

Rear-Admiral G. H. Barber (M.C.) (Comdg.)
Lieut.-Comdr. E. A. Vickery (M.C.) (Exec.) (Ord.)
Lieut.-Comdr. W. E. Espach (M.C.)
Do. J. Buckley (M.C.)
Lieuts. (T.) E. G. Dennis, E. W. Carll (M.C.), W. D. Small (M.C.), E. L. Schwartz (M.C.), E. H. Sparkman (M.C.)

MEDICAL SUPPLY DEPOT, CANACAO, P. I.

Lieut. (T.) T. E. Kent (M.C.)

MARINE BARRACKS, CAVITE, P. I.

Major H. H. Kipp, U.S.M.C. (Comdg.)
Captain E. C. Long, U.S.M.C.
Do. F. Harris, U.S.M.C.
Do. Martin (Temp.)
1st Lieut. J. A. Dessez, U.S.M.C.
Do. W. C. Kilgore
2nd Lieut. J. S. Monahan, U.S.M.C.
Q.-M. Clerk H. J. Smith, U.S.M.C.

SUBMARINE FLOTILLA THREE

Captain T. C. Hart (Comdr.)

DIVISION TWELVE

Comdr. J. V. Ogan (Div. com.)

U.S.S. "RAINBOW" (Tender)

Comdr. J. V. Ogan (Comdg.
Lieut.-Comdrs. C. M. Cooke, jr., H. D. Bode, H. K. Fenn, T. N. Vinson
Lieuts. J. J. Fife, F. I. Hart (T.) (M.), S. L. Owans (T.) (M.), (jg) W. Lash (T.), C. P. Archambeault (M.C.), L. S. Sutliff (S.C.)
Boatswain (T.) P. S. Nystrom
Gunners (T.) J. M. Anderson, (T.) O. J. Byrnes, (T.) G. A. Collette
Carpenter A. F. Whittier
Assist. Pay Clerks (T.) E. A. Chatham, C. O. Hambrick

U.S.S. "S-4"

Lieut. H. W. Ziroli (Comdg.)
Do. (T.) W. P. Turner (M.)
Do. (jg) (T.) J. Q. Chapman
Ensign J. J. B. Longstaff

U.S.S. "S-6"

Lieut-Comdr. J. L. Nielson (Comdg.)
Lieuts. H. B. Knowles, (T.) H. H. Brown (M.)
Ensign C. T. Bonney

U.S.S. "S 7"

Lieut.-Comdr. S. Picking (Comdg.)
Lieuts. L. F. Safford, jr. (T.) W. E. Phillips
Ensign (T.) W. N. Thornton

U.S.S "S-8"

Lieut. B. S. Killmaster (Comdg.)
Lieuts. J. N. Walton, (jg) (T.) W E. McClendon (M.)
Ensign (T.) F. R. Wills

U.S.S. "S-9"

Lieut.-Comdr. T. Shine (Comdg.)
Do. J. P. Cenover, jr.
Lieuts. (jg) (T.) R. S. Smith, jr., (jg) (T) A. J. Wheaton

DIVISION EIGHTEEN

Comdr. R. C. Needham (Div. com.)

U.S.S. "Beaver" (Tender)

Captain T. G. Hart (Comdg.)
Comdr. R. L. Stover
Do. R. C. Needham (Div. com.)
Lieut.-Comdr. K. R. R. Wallace
Lieuts. A. E. Glann, O. F. Grimm, H. F. White, (T.) P. J. Solon (M.), (T.) F. Flaherty (M.), (jg) (T.) J. P. Hildman
Ensign (T.) N. L. Wilcomb
Lieuts. L. H. Denny (M.C.), F. A. Batkin (M.C.D.S.), H. P. Tickenor (S.C.)
Ensign (T.) E. H. Bradley (S.C.)
Ch. P. Clerk W. C. Wood
Boatswain (T.) L. B. Wilkes
Gunners O. E. Danneger, (T.) W. N. Meserve, (T.) A. Sprague, R. S. Lunney
Carpenter G. E. Quillan

U.S.S. "S-2"

Lieut. W. S. Popham, jr. (Comdg.)
Do. L. W. Busby, jr.
Do. (jg) (T.) J. E. Arnold
Ensign (T.) H. F. Hale

U.S.S. "S-14"

Lieut.-Comdr. C.A. Lockwood, jr. (Comdg.)
Lieuts. J. J. Twomey, (jg) (T.) J. P. Dix, (jg) (T.) R. E. Davis

U.S.S. "S-15"

Lieut.-Comdr. D. R. Lee (Comdg.)
Lieuts. (jg) G. C. Dyer, (jg) (T.) L. S. Kinnear
Ensign T. A. Glasscock

U.S.S. "S-16"

Lieut.-Comdr. P. C. Ransom (Comdg.)
Lieuts. C. W. Brewington, (jg) (T.) J. H. Thomas
Ensign (T.) S. Gregory (G.)

U.S.S. "S-17"

Lieut. S. Umsted (Comdg.)
Lieuts. R. S. Barrett, (jg) (T.) W. C. Betzer
nsign (T.) R. H. Barnes

U.S.S. "Ajax"
(Receiving Ship at Cavite, P.I.)

Lieut. (T.) J. W. Bettens (B.) (Comdg.)
Ensign F. D. Rohmer (R.F.3)
Lieuts. R. B. Miller (M.C.), W. H. Abbey (S.C.)
Assist. Pay Clerk B. A. Fairchild

Yard Craft, "General Alava"

Lieut. (T.) A. R. Pontow (B.)

U.S.S. "Wompatuck"

Lieut. (jg) J. W. Coughlin (Comdg.)

U.S.S. "Piscataqua"

Lieut. (T.) J. C. Holmes (B.) (Comdg.)

U.S.S. "Genesee"

Lieut. C. L. Brown (R.F.3) (Comdg.)

U.S.S. "B-1"
(Ord. out of Commission)

Lieut. C. T. S. Gladden

U. S. Naval Station, Olongapo, P.I.

Captain W. M. Crose, U.S.N. (Comdt.)
Lieut.-Comdr. J. M. Doyle (Capt. Yard; Eng. Officer)
Lieuts. W. R. Scofield, S. M. Akerstrom (M.C.D.S.), H. F. Gallagher (S.C.), C. E. Swithenbank (S.C.)
Comdr. A. W. Carmichael (S.C.)
Lieut. (T.) M. M. Saylor (CC)
Do. (jg) (T.) C. J. Buckley
Machinsits (T.) L. D. Bai'ey, (T.) W. H. Gage
Ch. Pay Clerk J. J. S. Fahey

U. S. Naval Hospital, Olongapo, P.I.

Comdr. R. T. Orvis (M.C.) (Comdg.), surgeon of the Yard
Lieuts. P. T. Crosby (M.C.), E. D. Hardin (M.C.)
Chief Pharmacist (T.) R. Martin

Marine Barracks, Olongapo, P.I.

Captain O. Floyd, U.S.M.C. (Comdg.)
Captain J. F. Talbot, U.S.M.C., reservation officer
Captain Max Cox, U.S.M.C.
2nd Lieut. M. D. Smith, U.S.M.C.

Naval Ammunition Depot, Olongapo

Lieut. S. Jacobs, inspector, Ordnance

Out of Commission

U.S.S. "Mohican"
U.S.S. "Monadnock"
U.S.S. "Pampoy"
U.S.S. "Helena"

Ordered to Station

Comdr. R. C. Giffen
Lieut.-Comdrs. J. H. Holt, jr., L. B. Green, 2d., J. S. Spore
Lieuts. (jg) A. D. Brown, (jg) J. Buchalter
Ensigns R. F. A. Bucholz, J. P. Curtis, F. G. Kahn, C. P. Pratt, M. E. Selby
Lieut.-Comdr. F S. Tichy (M.C.D.S.)
Lieuts. H. J. LaSalle (M.C.D.S.), M. D. Willcutts (M.C.), (jg) R. D. Reid (M.C.D.S.)
Lieut.-Comdr. E. H. Douglass (S.C.)
Chief Pharmacist W. W. McKee
Gunners C. V. Hart, H. Osborne (R.)
Assist. Pay Clerk J. R. Terry

Ordered Home

Lieut. H. P. Councill
Ensign F. D. W. Baldwin
Lieut.-Comdr. G. A. Riker (M.C.)
Do. C. W. Carr (M.C.)
Lieut. F. J. Harte (C.C.)
Assist. Pay Clerk C. J. Cox

Treatment Naval Hospital

Lieut. W. T. Brown (M.C.) (Yokohama)
Ensign F. D. W. Baldwin (Canacao)

JAPANESE NAVY

Squadron	Commander-in-Chief or Admiral in Command
First Squadron	Admiral Sojiro Tochinai
Second Squadron	Vacant for the present
Third Squadron	Vice-Admiral Kwantaro Suzuki
First Foreign Service Squadron	Vice-Admiral Masujiro Yoshida
Second Foreign do.	Vacant for the present
Training Squadron	Vice-Admiral Hanroku Saito

Ships in commission or launched :—

Battleships	15
Battle cruisers	7
1st Class Cruisers	8
2nd do.	16
Gunboats and Others	25
Destroyers 1st Class	21
Do. 2nd do.	36
Do. 3rd do.	42
Torpedo Boats, 1st Class ...	12
Submarines	30

Ships under construction :—

Battleships	2
Battle-cruisers	2
Destroyers, 1st Class	4
Do. 2nd do.	7

The following is the list of Men-of-War :—

Vessels	Displacement (Tons)	I. H. P.	No. of Guns or Chief Armament
Battleships :—			
Mutsu	33,800	80,000	8-16 ins., 20-5.5 ins.
Nagato	33,800	80,000	8-16 ins., 20-5.5 ins.
Fuso	30,600	40,000	12-14 ins., 16 6 ins.
Yamashiro	31,260	"	" 20 5.5 ins.
Ise	"	45,000	" "
Hyuga	"	"	" "
Shikishima	13,000	14,700	4-12 ins., 14-6 ins.
Asahi	15,000	15,200	"
Mikasa	"	15,300	"
Hizen	12,700	16,000	4-12 ins., 12-6 ins.
Katori	15,950	"	" 4-10 ins.
Kashima	16,900	"	" "
Satsuma	19,250	17,300	" 12-10 ins.
Aki	19,750	24,000	" "
Settsu	20,800	25,000	12-12 ins., 10-6 ins.
Battle Cruisers :—			
Hiyei	27,500	64,000	8-14 ins., 16-6 ins.
Kongo	"	"	"
Haruna	"	"	"
Kirishima	"	"	"
Ikoma	13,750	20,500	4-12 ins., 12-6 ins.
Kurama	14,650	22,500	" 8-8 ins.
Ibuki	"	24,000	" "
Cruisers 1st Class :—			
Asama	9,700	18,200	4 8 ins., 16-6 ins.
Tokiwa	"	"	" "
Yakumo	"	15,500	" 12-6 ins.
Azuma	9,326	16,600	" "
Iwate	9,800	14,700	" "
Izumo	"	"	" "
Kasuga	7,280	"	1-10 ins., 2-8 ins., 14-6 ins.
Nisshin	"	"	4-8 ins., 14-6 ins.

Vessels	Displacement (Tons)	I. H. P.	No. of Guns or Chief Armament
Cruisers, 2nd Class :—			
Chitose	4,790	15,700	2-8 ins.
Tone	4,100	15,000	2-6 ins., 10-4.7 ins.
Chikuma	4,991	22,500	8-6 ins.
Hirado	"	"	"
Yahagi	"	"	"
Suma	2,657	8,500	2-6 ins., 6-4.7 ins.
Akashi	2,755	80,000	"
Niitaka	3,366	9,400	6-6 ins.
Tenryu	3,500	...	4-5.5 ins.
Tatsuta	"	...	"
Tama	5,500	...	7-5.5 ins.
Kuma	"	...	"
Kitakami	"	10,000	"
Oi	"	"	"
Kiso	"	"	"
Tsushima	3,365	9,400	6-6 ins.
Gunboats and Others :—			
Fuji	12,300	13,650	4-12 ins., 10-6 ins.
Iwami	13,599	16,500	4-12 ins., 6-8 ins.
Suwo	12,675	14,500	4-10 ins., 10-6 ins.
Aso	7,995	17,000	8-6 ins., 14-3 ins.
Tsugaru	6,630	11,600	10-6 ins., 10-3 ins.
Okinoshima...	4,125	6,000	3-10 ins.
Mishima	4,960	"	4-9 ins.
Hashidate	4,278	5,400	2-12 ins.
Chiyoda	2,478	"	7-4.7 ins.
Akitsushima	3,172	8,500	4-6 ins.
Manshu	3,916	5,000	2-3 ins.
Karasaki	6,170	1,825	1-3 ins.
Yamato	1,502	1,600	4-3 ins
Musashi	"	"	"
Katsuriki	2,000	1,800	...
Komahashi	1,230	1,824	3-3 ins.
Wakamiya	7,600	1,591	...
Chihaya	1,293	6,000	2-4.7 ins.
Yodo	1,250	6,500	"
Mogami	1,350	"	"
Wuji	620	1,000	4-3 ins.
Sumida	126	680	2-12 pr.
Fushimi	180	800	"
Toba	250	1,400	2-3 ins.
Saga	785	1,600	1-4.7 ins.

COASTING AND RIVER STEAMERS

CHINA MERCHANTS' S. N. Co., SHANGHAI
Marine Supt.—Captain Mackinnon
Supt. Engineer—Gavin Wallace

鯨 飛
FEI-CHING—Captain J. Smith

晏 海
HAE-AN—Captain F. H. Wallace

昌 新
HSIN-CHANG—Captain Newbergh

濟 新
HSIN-CHI—Captain E. Hansen

豐 新
HSIN-FUNG—Captain W. S. Ross

江 新
HSIN-KONG—Captain A. B. Baines

銘 新
HSIN-MING—Captain H. MacKinnon

仁 愛
IRENE—Captain Neilson

孚 江
KIANG-FOO—Captain Johansen

新 江
KIANG-HSIN—Captain J. R. Milligan

天 江
KIANG-TEEN—Captain D. D. Ross

通 江
KIANG-TUNG—Captain J. Miller

華 江
KIANG-WAH—Captain John McArthur

裕 江
KIANG-YU—Captain Phillips

永 江
KIANG-YUNG—Captain W. McIlwaine

陵 固
KU-LING—Captain Evansen

平 公
KUNG-PING—Captain C. Shepherd

濟 廣
KWANG-CHI—Captain Lindsay Crawford

利 廣
KWANG-LEE—Captain Taylor

大 廣
KWANG-TAH—Captain C Stewart

利 快
KWEI-LEE—Captain J. Barrett

順 泰
TAI-SHUN—Captain J. Halkett

南 圖
TOO-NAN—Captain C. Taylor

華 同
TUNG-WAH—Captain Newberry

順 遇
YU-SHUN—Captain Davis

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Master—J. S. Dewolf

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Master—R. Turnbull

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Master—R. Robertson

京 盛
SHENGKING
Master—G. P. McAdam

天 順
SHUNTIEN
Master—R. A. Christiansen

彊 新
SINKIANG
Master—C. W. Puckett

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SOOCHOW
Master—E. Menkman

安 西
SINGAN
Master—F. H. Jeuve

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SUIYANG
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Hongkong-Canton Line

山 香
HEUNGSHAN, Brit. Str., 1,647 tons
Captain—R. D. Thomas

南河
HONAM, Brit. Str., 1,743 tons gross
Captain—S. Bell Smith

山金
KINSHAN, Brit. Str., 1,994 tons
Captain—A. MacKinnon

Hongkong-Macao Line

泰瑞
SUI-TAI, Brit. Str., 1,265 tons
Captain—T. J. Chrispin

安瑞
SUI-AN, Brit. Str., 1,265 tons
Captain—W. A. Valentine

INDO-CHINA STEAM NAVIGATION Co., LTD.
Jardine, Matheson & Co., gen. managers
Capt. F. T. Wheeler, R.N.R., marine supt.
D. McMurry, supt. engineer
G. V. Osmund, clerk

和昌
CHANGWO, Brit. Str., 1,065 tons
Captain—H. C. Atkinson

昇昌
CHEONGSHING, Brit. Str., 1,989 tons
Captain—T. Croft

生澤
CHAKSANG, Brit Str.
Captain—C. W. Falk

陞積
CHIPSHING, Brit. Str., 1,924 tons
Captain—G. F. Matthews

生財
CHOYSANG, Brit. Str., 2,284 tons
Captain—H. G. N. Walker

生春
CHUNSANG, Brit. Str., 2,251 tons
Captain—C. D. Nicoll

生怡
ESANG, Brit. Str., 1,783 tons
Captain—D. Christie

生福
FOOKSANG, Brit. Str., 3,100 tons
Captain—T. A. Mitchell

陞富
FOOSHING, Brit. Str., 2,284 tons
Captain—C. A. Robertson

生恒
HANGSANG, Brit. Str., 2,143 tons
Captain—G. S. Holmwood

生顯
HINSANG, Brit. Str., 2,930 tons
Captain—A. D. Kelman

生合
HOPSANG, Brit. Str., 2,149 tons
Captain—J. H. Ferguson

和江
KIANGWO, Brit. Str., 2,174 tons
Captain—E. B. Smith

星景
KINGSING, Brit. Str., 1,983 tons
Captain—R. H. McNair

陞官
KOONSHING, Brit. Str., 2,130 tons
Captain—W. P. Baker

生金
KUMSANG, Brit. Str., 3,237 tons
Captain—T. Grant

和吉
KUTWO, Brit. Str., 2,265 tons
Captain—G. F. James

生貴
KWAISANG, Brit. Str., 2,320 tons
Captain—H. Simpson

生廣
KWONGSANG, Brit. Str., 2,286 tons
Captain—W. P. Bichard

生麗
LAISANG, Brit. Str., 3,460 tons
Captain—P. R. S. Cuming

生利
LEESANG, Brit. Str., 1,655 tons
Captain—W. J. Booker

生樂
LOKSANG, Brit. Str. 1,559 tons
Captain—C. J. Mattock

生隆
LOONGSANG, Brit. Str., 1,738 tons
Captain—L. F. McC. Hussey

和隆
LOONGWO, Brit. Str., 3,923 tons
Captain—Wm. Gibb

生茂
MAUSANG, Brit. Str., 3,372 tons
Captain—A. C. Kennedy

生明
MINGSANG, Brit. Str., 1,650 tons
Captain—P. Jowitt

生南
NAMSANG, Brit. Str., 4,034 tons
Captain—R. Y. Anderson

和瑞
SUIWO, Brit. Str., 2,265 tons
Captain—J. Jackson

生太
TAISANG, Brit. Str., 2,326 tons
Captain—F. C. Purkins

生德
TAKSANG, Brit. Str., 1,559 tons
Captain—E. Tapsell

和德
TUCKWO, Brit. Str., 3,770 tons
Captain—S. Polkinghorn

星東
TUNGSHING, Brit. Str.
Captain—R. W. Bateman

星慧
WAISHING, Brit. Str.
Captain—J. W. Pettigrew

生永
WINGSANG, Brit. Str., 2,339 tons
Captain—F. Mooney

生和
WOSANG, Brit. Str., 1,783 tons
Captain—R. J. McClelland

陞日
YATSHING, Brit. Str., 2,284 tons
Captain—J. McAinsh

生源
YUENSANG, Brit. Str., 1,784 tons
Captain—S. O. Mitford

生裕
YUSANG, Brit. Str.
Captain—A. E. B. Lamble

和倫
LUENHO, Brit. Str.
Captain—J. R. Reid

和同
TUNGWO, Brit. Str.
Captain—H. T. S. Pellew

PILOTS
P. V. Jackson, Geo. Phillip, M. D. Varalda

NIPPON YUSEN KAISHA

AWAJI MARU, 1,940 tons

CHEFOO MARU, 1,829 tons

HANASAKI MARU, 1,456 tons

HIROSAKI MARU, 1,354 tons

ISHIKARI MARU, 1,256 tons

KITAMI MARU, 702 tons

KUSHIRO MARU, 1,033 tons

OSUMI MARU, 1,278 tons

OTARU MARU, 1,464 tons

SAGAMI MARU, 1,833 tons

SANTO MARU, 1,959 tons

TAKAMATSU MARU, 1,279 tons

TAKASAGO MARU, 1,676 tons

YEIKO MARU, 1,842 tons

OSAKA SHOSEN KAISHA

AICHI MARU, 377 tons

AMAKUSA MARU, 2,356 tons

AMOY MARU, 731 tons

AMPING MARU, 1,604 tons

ANTO MARU, 726 tons

ASAHI MARU, 509 tons

BANYO MARU, 170 tons

BEPPU MARU, 701 tons

Bujun Maru, 1,726 tons

Choshu Maru, 1,626 tons

Choshun Maru, 1,728 tons

Daichi Maru, 1,201 tons

Daigi Maru, 1,492 tons

Daishin Maru, 1,238 tons

Fujikawa Maru, 564 tons

Fukushu Maru, 1,454 tons

Geiyo Maru, 164 tons

Gishu Maru, 750 tons

Himekawa Maru, 416 tons

Hitaka Maru, 729 tons

Hozan Maru, 2,345 tons

Hozugawa Maru, 330 tons

Iwami Maru, 772 tons

Kagi Maru, 2,346 tons

Kaijo Maru, 2,019 tons

Kamogawa Maru, 414 tons

Keelung Maru, 1,569 tons

Kitan Maru, 304 tons

Kochi Maru, 307 tons

Kohan Maru, 575 tons

Koshin Maru, 528 tons

Kotsu Maru, 1,549 tons

Kunsan Maru, 726 tons

Kurenai Maru, 1,296 tons

Matsuye Maru, 699 tons

Midorigawa Maru, 408 tons

Minatogawa Maru, 432 tons

Miyajima Maru, 1,526 tons

Miyako Maru, 972 tons

Miyazaki Maru, 700 tons

Mokpo Maru, 724 tons

Nakatsu Maru, 830 tons

Nase Maru, 1,218 tons

Oigawa Maru, 567 tons

Oita Maru, 700 tons

Onshu Maru, 1,185 tons

Ryukyu Maru, 737 tons

Sakishima Maru, 1,224 tons

Shiga Maru, 729 tons

Shinanogawa Maru, 640 tons

Shinkochi Maru, 424 tons

Shisen Maru, 2,201 tons

Shoshu Maru, 1,531 tons

Soshu Maru, 1,652 tons

Suma Maru, 1,537 tons

Swatow Maru, 1,003 tons

Taito Maru, 1,904 tons

Takahama Maru, 418 tons

Takamatsu Maru, 432 tons

Tatsutagawa Maru, 405 tons

Tenchi Maru, 803 tons

Tenryugawa Maru, 568 tons

Tokushima Maru, 398 tons

Tonegawa Maru, 574 tons

Unnan Maru, 2,201 tons

Usa Maru, 819 tons

Yayeyama Maru, 963 tons

Yehime Maru, 638 tons

Yoshinogawa Maru, 381 tons

YUEN ON STEAMSHIP Co., Ltd.

東廣

Kwong Tung, Brit. Str., 823 tons
Captain—H. W. Walker

LIST OF FOREIGN RESIDENTS

IN CHINA, JAPAN, COREA, VLADIVOSTOCK, HONGKONG, MACAO, THE PHILIPPINES, BORNEO, TONKIN, ANNAM, COCHIN-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, &c., FOR 1922

Aage, M. Colmet, assist., Messageries Maritimes, Singapore
Aall, Cato N. B., merchant, Aall & Co., Tokyo
Aall, N., consul-general for Norway, Shanghai
Aaron, J., assist., E. D. Sassoon & Co., Shanghai
Aarsse, A. A., bookkeeper, Goodyear Tire and Rubber Co., Singapore
Abbass, J., assist., Standard Oil Co., of New York, Shangh i
Abbas, M. H., assist., British-American Tobacco Co., Shanghai
Abbey, C. H., assist., G. J. Penney, and agent, Mollison & Co., Kobe
Abbey, Douglas, assist., Butterfield & Swire, Hongkong
Abbey, D., assist., Taikoo Dockyard and Engineering Co., Hongkong
Abbey, F. H., manager, Cameron & Co. Ld., Yokohama
Abbey, T. C., assist., Cameron & Co., Ld., Yokohama
Abbitt, E. B., assist., British Cigarette Co., Shanghai
Abbott, A. S. A., assist., Kelly and Walsh, Ld., Hongkong
Abbott, W. R., loco. supt., Canton-Hankow Railway, Hankow
Abdoolcader, H. H., solicitor, Penang
A'Bear, G. B. T., assist., Samuel & Co., Ld., Kobe
Abegg, H., assist., Siber, Hegner & Co., Tokyo
Abel, A. H. H., assistant, Chinese Maritime Customs, Shanghai
Abesser, P., assist., Transmarina Trading Co., Hongkong
Ablitt, B. E., assist., Barker & Co., Singapore
Ablong, A. E., assist., Asiatic Petroleum Co., Canton
Abney, E. E. de W., agent, Thos. Cook & Son, Hongkong
Abraham, B., merchant, L. D. Abraham & Co., Kobe
Abraham, D., assist., E. D. Sassoon & Co., Shanghai
Abraham, D., merchant, Abraham, Bros., Shanghai
Abraham, D. E. J., merchant, Shanghai
Abraham, E., broker, Wright & Hornby, Hongkong
Abraham, E. S., manager, S. J. David & Co., Shanghai
Abraham, H. C., surveyor, Topographical branch, Taiping, Perak
Abraham, J., merchant, L. D. Abraham & Co., Kobe
Abraham, L., assist., Abraham & Co., Kobe
Abraham, L. D., merchant, L. D. Abraham & Co., Kobe
Abraham, R., partner, N. S. Moses & Co., Hongkong
Abrahamsen, H., tidesurveyor, Maritime Customs, Harbin
Abrikossow, M. D., 1st secretary, Russian Embassy, Tokyo
Abromovitch, J. L., assistant, Fearon, Daniel & Co., Tientsin
Abron, A., postmaster, Ningpo
Acal, M., secretary, Spanish Legation, Peking
Accola, A. J., assist., Truscon Steel Co. of Japan, Tokyo
Acheson, J. F., assist., Bradley & Co., Ld., Shanghai
Acheson, Rt. Hon. Viscount, director, British-American Tobacco Co., Hongkong
Ackerman, E. B., charge engineer, Electricity dept., Shanghai
Acton, R. D., acting district judge, Civil District Court, Singapore
Adair, W. M., agent, Eastern Smelting Co., Ld., Selangor
Adam, J., assist., Hongkong and Whampoa Dock Co., Hongkong
Adam, L. D., editor, *Japan Gazette*, Yokohama
Adam, M., fondé de pouvoirs, Banque Industrielle de Chine, Haiphong
Adam, W. E., manager, Borneo Co., Bangkok
Adam, W. H., assist., James Craig, Ld., Selangor
Adamczewski, Dr. B., Lambooy & Co., Shanghai

Adams, C. D., district officer, Baram, Sarawak
Adams, C. G., assist., Hongkong & Shanghai Bank, Hongkong
Adams, C. K., dentist, Crago & Hanna, Selangor
Adams, E. H., assist., Butterfield & Swire, Shanghai
Adams, F. R. J., civil engineer, Little, Adams & Wood, Canton and Hongkong
Adams, G. B., repres., Asiatic Petroleum Co., Malacca
Adams, G. T., professor, National University, Peking
Adams, H. A., registrar of Supreme Court, Sarawak
Adams, H., E. D., assist., Butterfield & Swire, Shanghai
Adams, H. R., clerk, H.B.M. Supreme Court, Shanghai
Adams, J. L., assist. architect, Butterfield & Swire, Hongkong
Adams, J. W., senior surgeon, Medical dept., Penang
Adams, M., assist., A. M. A. Evans & Co., Shanghai
Adams, M., assist., Inshallah Dairy Farm & Stock Co., Shanghai
Adams, M. C., manager, Carr, Adams & Co., Nagasaki
Adams, P. M., assist. district officer, 5th Division, Sarawak
Adams, R. H., chief engr., Topham, Jones & Railton, Ld., Singapore
Adams, S. G., manager, Brunner, Mond & Co., Nanking
Adams, T. S., chief assist. district officer, Kinta, Perak
Adams, W. A., secretary, China Realty Co., Shanghai
Adams, W. C., manager, Société Internationale de Plantations et de Finance, Penang
Adams, Capt. W. C. Cole, supt., Fire Brigade, B.N.B.
Adams, W. G., assist., Jardine, Matheson & Co., Tientsin
Adamsen, H. A., boat officer, Chinese Customs, Kewkiang
Adamson, A. Q., Y.M.C.A. of China, Shanghai
Adamson, A. S., assist., Hongkong & Shanghai Bank, Singapore
Adamson, D. L., signs per pro., Adamson, Gilfillan & Co., Penang
Adamson, Wm., merchant, Shewan, Tomes & Co., Hongkong
Addison, R., assist., Adamson, Gilfillan & Co., Singapore and Penang
Adey, Capt. F. S., assist. wharf manager, Holt's Wharf, Pootung
Adis, N. N., partner, Adis & Ezekiel, Singapore
Adler, O., signs per pro., Diethelm & Co., Ld., Bangkok
Adnams, J. W., examiner, C. M. Customs, Wuchow
Adon, Bro., teacher, French Chinese Municipal School, Shanghai
Adrian, Rev. Bro., director, St. Paul's Institution, Seremban, Negri Sembilan
Aebli, H., assist., Siber, Hegner & Co., Yokohama
Aeria, D. A., civil engineer, Muar, Johore
Aeschbach, A., assist., C. Luthy, consulting engineer, Shanghai
Afanasieff, S., secretary, Russian Consulate, Kobe
Afanassieff, Lieut.-Gen. M. E., Chinese Eastern Railway, Harbin
Affanasieff, M., mgr., Antoine Chiris Navigation dept., Ichang
Affleck, J. B., acting British Consul, Newchwang
Agar, J. W., manager, Kuala Nal Kelantan Rubber Co., Kelantan
Agassiz, E. L., correspondent, Public Works Dept., Hongkong
Agassiz, I. S., cashier, Russo-Asiatic Bank, Hongkong
Ager, A. P., manager, *Straits Times*, Singapore
Agier, Max., rédacteur, *Courrier d'Haiphong*, Haiphong
Aglen, Sir F., Inspector-General, Chinese Maritime Customs, Peking
Ahearne, C. D., assist. adviser and magistrate, Batu Pahat district, Johore
Ahmed, D., manager, Currimbhoy & Co., Ld., Kobe
Ahrends, Maj. Arthur E., Military Forces, Manila
Aiers, A. H., manager, Brunner, Mond & Co., Tsinanfu
Aiers, A. H., supt., Police dept., Shanghai
Aiers, T., collector, Electricity dept., Shanghai
Aiers, T. A., assist., Finance dept., Municipal Council, Shanghai
Aikman, T., assist., Asiatic Petroleum Co., Shanghai
Aimers, D. G. W., director, General Rubber Co., Singapore
Ainslie, E. J., assistant, Lane, Crawford, Ld., Hongkong
Ainsworth, E. S., assist., Asiatic Petroleum Co., Chengchow
Aird, Dr. R., medical practitioner, Hankow
Airey, M. E. F., supt., Eastern Extension Telegraph Co., Hongkong
Aitchison, G. L. A., master, Nieh Chih Kuei Public School, Shanghai
Aitchison, J., executive engineer, P. W. D., Kuantan, Pahang
Aitchison, W., master, Nieh Chin Kuei Public School, Shanghai

Aitken, A., assist., Tientsin Press, Ld., Tientsin
Aitken, E., assist., Chandless & Co., Tientsin
Aitkenhead, R. C., manager, Ice & Cold Storage Co., Ld., Shanghai
Akehurst, A., surveyor, Whangpoo Conservancy Board, Shanghai
Akerhielm, Baron C. E., consul-general for Sweden, Shanghai
Akerstrom, C. E., professor, University, Nanking
Alabaster, C. G., O.B.E., barrister-at-law, Hongkong
Alabaster, E., commissioner, Chinese Maritime Customs, Wenchow
Alabaster, G. H., manager, Dunlop Rubber Co. (China), Ld., Tientsin
Alabaster, J. W., assist., Union Insurance, Hongkong
Alarakia, A. A., assist., Canadian Pacific Steamships, Ld., Shanghai
Alarcoun, F. D. K., assist., D. Sassoon & Co., Ld., Shanghai
Albers, Dr. A., merchant, Kunst & Albers, Vladivostock
Albertson, K. P., supt., Chinese Telegraph Adm., Peking
Albrecht, W., professor, Peking Union Medical College, Peking
Alcalde, V., assistant, Bazar Filipino, Manila
Alcorn, J. F., charge engineer, Electricity Dept., Shanghai
Aldridge, T. H. U., chief engineer & manager, Electricity dept., Municipality, Shanghai
Aldridge, W. H., mech.-engineer, The Oriental Cons. Mining Co., Seoul
Alexander, A., assist., Babcock & Wilcox, Ld., Shanghai
Alexander, G. M., assistant, Ker & Co., Manila
Alexander, J. A., assistant, Evatt & Co., Penang
Alexander, Rev. T. C., principal, St. Michael's School, Sandakan
Alexandroff, V. J., chief, Traffic Dept., C. E. Rly. Administration, Harbin
Alfonsi, P., French Chief of Police, Shanghai
Alford, G. M., manager, wharf dept., Singapore Harbour Board, Singapore
Alford, Lt.-Comdr. T. N., commanding, U.S. Naval Radio Station, Cavite, P.I.
Alfred, Bro. J., director, French College, Peking
Algar, A. E., architect, Algar & Co., Ld., Shanghai
Alger, M. P., assist., Pacific Commercial Co., Cebu
Algie, A. F., broker, Doney & Co., Tientsin
Aliotti, H. E. Baron Carlo, Italian Ambassador, Tokyo
Alison, D. A. G., assistant, Taikoo Dock, Hongkong
Alkin, R. L., manager, English Electric Co., Ld., Shanghai
Allain, Rev. H., director, Zi-Ka-Wei Church, Shanghai
Allan, A. S., engineer, Ice & Cold Storage Co., Ld., Shanghai
Allan, Dalmahoy, medical practitioner, Hongkong
Allan, E. L., commissioner of revenue, Shanghai
Allan, Geo., assist., Stevenson & Co., Ld., Manila
Allan, H. A., assist., Jardine, Matheson & Co., Ld., Hankow
Allan, J. R., assistant, Jardine, Matheson & Co., Ld., Shanghai
Allan, J. M., sub-agent, Chartered Bank (Puket), Penang
Allan, J. N. R., assist., Hongkong & Whampoa Dock Co., Kowloon, Hongkong
Allan, J. W., assist., Municipal Council, Shanghai
Allan, K. E., assist., Jardine, Matheson & Co., Ld., Hankow
Allan, R., assist. manager, Cowie Harbour Coal Co., British North Borneo
Allan, Dr. R., geologist, Sarawak Oilfields, Sarawak
Allan, T. W., signs per pro., Pitcairn, Syme & Co., Soerabaya
Allan, W. A., chief acct., Duff Development Co., Kelantan
Allanson, W., merchant, Shanghai
Allaye, N. E., merchant, Parsee Trading Co., Canton
Allcock, G. C., assistant, W. M. Strachan & Co., Yokohama
Allemao, A., assist., Horse Bazaar & Motor Co., Shanghai
Allen, A. H., postmaster, Chinese P. O., Newchwang
Allen, A. W., actg. agent, Hongkong & Shanghai Bank, Tsingtao
Allen, B. W., assist., Police department, Penang
Allen, C. S., engineer, Holt's Wharf, Pootung, Shanghai
Allen, D. J., assist., stores dept., Hongkong & Whampoa Dock Co., Hongkong
Allen, F., sanitary inspector, Hongkong
Allen, F. G., manager, Rigold, Bergmann & Co., Singapore
Allen, G. L., manager, Central Agency, Ld., Chefoo
Allen, G. R., assistant engineer, Water dept., Municipality, Singapore
Allen, G. R., pres. & gen. mgr., Chosen Minerals Co., Seoul
Allen, H. C. W., assistant, Boustead & Co., Ld., Singapore

Allen, J., assist. engr., P.W.D., Bukit Fraser, Pahang
Allen, J. W., assist., British Cigarette Co., Shanghai
Allen, L. A., British Resident, Brunei
Allen, L. V., assist., Gill & Co., Tokyo
Allen, M. A. V., warden of mines, Mines dept., Selangor
Allen, M. E. Dexter, medical practitioner, Singapore
Allen, P. T., actg. Secretary for Chinese Affairs, Singapore
Allen, R. C., assistant, Hongkong and Shanghai Bank, Peking
Allen, T. R., sectional engineer, Railway dept., B. N. Borneo
Allen, W. E., assist., Kailan Mining Administration, Tientsin
Allen, W. N. C., agent, Bradford Dyers' Association, Shanghai
Allerson, E. W., sub manager, Hongkong Hotel Co., Ld., Hongkong
Alleyne, Lt.-Comdr. V. P., H.M.S. "Moorhen," China Station
Allier, A., works mgr., Cold Storage, Meat Packg. & Cang. Factory, Benthuy (Nord Annam)
Allin, C. H., director of Posts and Telegraphs, F.M.S., Selangor
Allison, A., assist., Hongkong Electric Co., Hongkong
Allson, A. S., manager, Dodwell & Co., Foochow
Allsopp, G., actg. mgr., Harrisons, King & Irwin, Hankow
Almeida, Geo., civil engineer and consul for U.S. of Colombia, Singapore
Almond, H. E., inspector of police, British Municipal Concession, Tientsin
Alport, C. M., agent, Green Island Cement Co., Singapore
Alston, A. C., assist., Syme & Co., Bangkok
Alston, Sir Beilby F., H.B.M.'s Envoy Extraordinary and Minister Plenipotentiary, Peking
Alston, J., supt., Tientsin & Pukow Railway, Puchen, Tientsin
Alston, W. G., draughtsman, Chinese Government Railways, Puchen
Alt, H. L., consulting engineer, Shanghai
Altamira, M. P., mgr., Universal Stores, Tientsin
Alvarez, A. L., Governor of the Province of Zamboanga
Alvarez, Dr. J., dentist, Shanghai
Alvarez, M. C., manager, Atkins, Kroll & Co., Zamboanga
Alves, A. L., merchant, A. L. Alves & Co., Hongkong
Alves, Chev. J. M., merchant, J. M. Alves & Co., Hongkong
Alves, J. A. S., manager, Fung Tang, Shanghai
Alway, W. T., mgr., Butterfield & Swire, Tsingtao
Amberg, E., assist., Malabon Sugar Co., Manila
Ambler, C. P., assist., Fraser & Co., Singapore
Ambrose, F. W., sanitary inspector, Health department, Shanghai
Ambrose, H. J., assist., Probst, Hanbury & Co., Shanghai
Ambrose, J., signs per pro., Probst, Hanbury & Co., Shanghai
Ambrose, S. R., chief examiner, Maritime Customs, Shanghai
Ambrosoli, C., merchant, Ambrosoli, Stoppani & Co., Singapore
Amdur, S., assistant, Witkowski & Co., Yokohama
Amery, Rev. A. J., actg. headmaster, Victoria Bridge School, Singapore
Amery, S. C. P., assistant, Taikoo Dockyard and Eng. Co., Hongkong
Ames, A. P., assist., Standard Oil Co., of New York, Manila
Ames, S. G. H., Standard Oil Co., Shanghai
Amger, W. E., assist., Bukit Kajang Rubber Estate, Malacca
Amidani, L., assistant, Burkhardt, Amidani & Co., Shanghai
Amiel, H. L., chief examiner, Maritime Customs, Shanghai
Amoeda, Luis Rubio, Consul for Spain, Shanghai
Amorim, E. A. F. D. de, engineer, P. W. D., Macao
Amos, C. R., assistant, Chandless & Co., Shanghai
Amos, R. E., tidewaiter, Maritime Customs, Shanghai
Amouroux, J., mgr., Etablissements Arnoult, Peking
Anastassellis, C., manager, Tientsin Tobacco Co., Tientsin
Andel, Alex. W. van, manager, Holland China Trading Co., Hongkong
Andersen, A. A., foreman, Great Northern Telegraph Co., Woosung
Andersen, A. C. M., eng.-in-chief, Great Northern Tel. Co., Shanghai
Andersen, A. E., assist., Middleton & Co., Ld., Shanghai
Andersen, A. S., acct., Asiatic Petroleum Co., Newchwang
Andersen, B. A., assistant, Great Northern Telegraph Co., Shanghai
Andersen, C. S., assist., Great Northern Telegraph Co., Shanghai
Andersen, H. C., manager, Meklong Railway Co., Bangkok
Andersen, H. G., assist., Padang Meiha Estate, Kedah

Andersen, J., assistant, Standard Oil Co. of New York, Shanghai
Andersen, L., president, Mustard & Co., Shanghai
Andersen, L. C. C., assist., Gt. Nothern Telegraph Co., Nagasaki
Andersen, N., assistant, Caldbeck, Macgregor & Co., Shanghai
Andresen, V., assistant, Baltic Asiatic Co., Canton
Anderson, A., assistant, Tientsin Press, Tientsin
Anderson, A., assistant engineer, Public Works dept., Hongkong
Anderson, A., mech. eng., Kailan Mining Administration, Linsi
Anderson, A. L., share and general broker, Shanghai
Anderson, A. W., supt. eng., United States Shipping Board, Kobe
Anderson, C. G. O., barrister, Shanghai
Anderson, C. W., purchasing agent, C. P. Steamships, Hongkong
Anderson, D. C., assist., Paterson, Simons & Co., Singapore
Anderson, E. A., manager, British-American Tobacco Co., Ichang
Anderson, E. E., assistant, Admiral Line, Hongkong
Anderson, F. J., assistant, Dodwell & Co., Yokohama
Anderson, G., port captain, Pacific Mail S.S. Co., Hongkong
Anderson, G. A., mgr., British and Foreign Bible Society, Mukden
Anderson, G. S., assistant, Arnhold, Bros. & Co., Shanghai
Anderson, H., director, Chart & Co., Ld., Selangor
Anderson, Capt. H. A., superintendent of Police, Kelantan
Anderson, Rev. H E., British and Foreign Bible Society, Canton
Anderson, H. J. P., principal, Anglo-Chinese College, Amoy
Anderson, H. M., harbourmaster, C. M. Customs, Samshui
Anderson, H. McClure, architect, Cook & Anderson, Tientsin
Anderson, Sir John, attorney, Guthrie & Co., Singapore
Anderson, John E., assist., Anderson Music Co., Hongkong
Anderson, J. F., supt., Hongkong Steel Foundry Co., Hongkong
Anderson J. G., assist., Reuter's, Ld., Shanghai
Anderson, J. H., assistant, Chinese S. K. F. Co., Ld., Shanghai
Anderson, J. N. E., tidewaiter, Maritime Customs, Shanghai
Anderson, J. O., barrister, Shanghai
Anderson, J. W., assist., Standard Oil Co. of N. Y., Shanghai
Anderson, L. A., agent for H. E. Arnhold, Chungking
Anderson, L. J. C., agent., Hongkong and Shanghai Banking Corpn., Tientsin
Anderson, T. G., assist., Reiss & Co., Shanghai
Anderson, T. R., charge engineer, Electricity dept., Shanghai
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Young, A., assist., Helm, Bros., Ld., Yokohama
Young, A., assist., Hongkong and Whampoa Dock Co., Hongkong
Young, A. H., assistant, F. S. Morse, surveyor, Kobe
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Young, C., assistant, Taikoo Suger Refining Co., Hongkong
Young, Carlos, gen. manager, Macondray & Co., Manila
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Young, C. H., assistant, Young & Co., Penang
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Young, C. W., professor, Union Medical College, Peking
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Young, Douglas M., proprietor and manager, Far Eastern Advertising Agency, Kobe
Young, E. A., examiner, Chinese Maritime Customs, Newchwang
Young, E. W., assist., British Cigarette Co., Shanghai
Young, F., assistant, David Sassoon & Co., Shanghai
Young, F. N., assist. architect, Butterfield & Swire, Hongkong
Young, G. M., signs per pro., Butterfield & Swire, Hongkong
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Young, H. M., agent, Fu Chung Corporation, Tientsin
Young, H. O., assist., Du Pont de Nemours Export Co., Inc., Shanghai
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Young, J. R., Woosung-Hankow Pilots' Association, Shanghai
Young, L. J., agent, Penang
Young, L. K., assistant, Macondray & Co., Manila
Young, R. assist., Butterfield & Swire, Hankow
Young, R., editor, *Japan Chronicle*, Kobe
Young, R. A., assist., Canadian Pacific Steamships, Ld., Shanghai
Young, Major R. B., general staff officer, Hongkong
Young, R. C., architectural assistant, Public Works dept., Shanghai
Young, R. D., assist., Szechuen Steam Navigation Co., Ld., Chungking
Young, S., assist., Chartered Bank of India, Australia & China, Kobe
Young, T., assistant, Taikoo Dockyard, Hongkong
Young, M.B., W. A., Mukden Medical College, Mukden
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Young, W. J., tidewaiter, Maritime Customs, Shanghai
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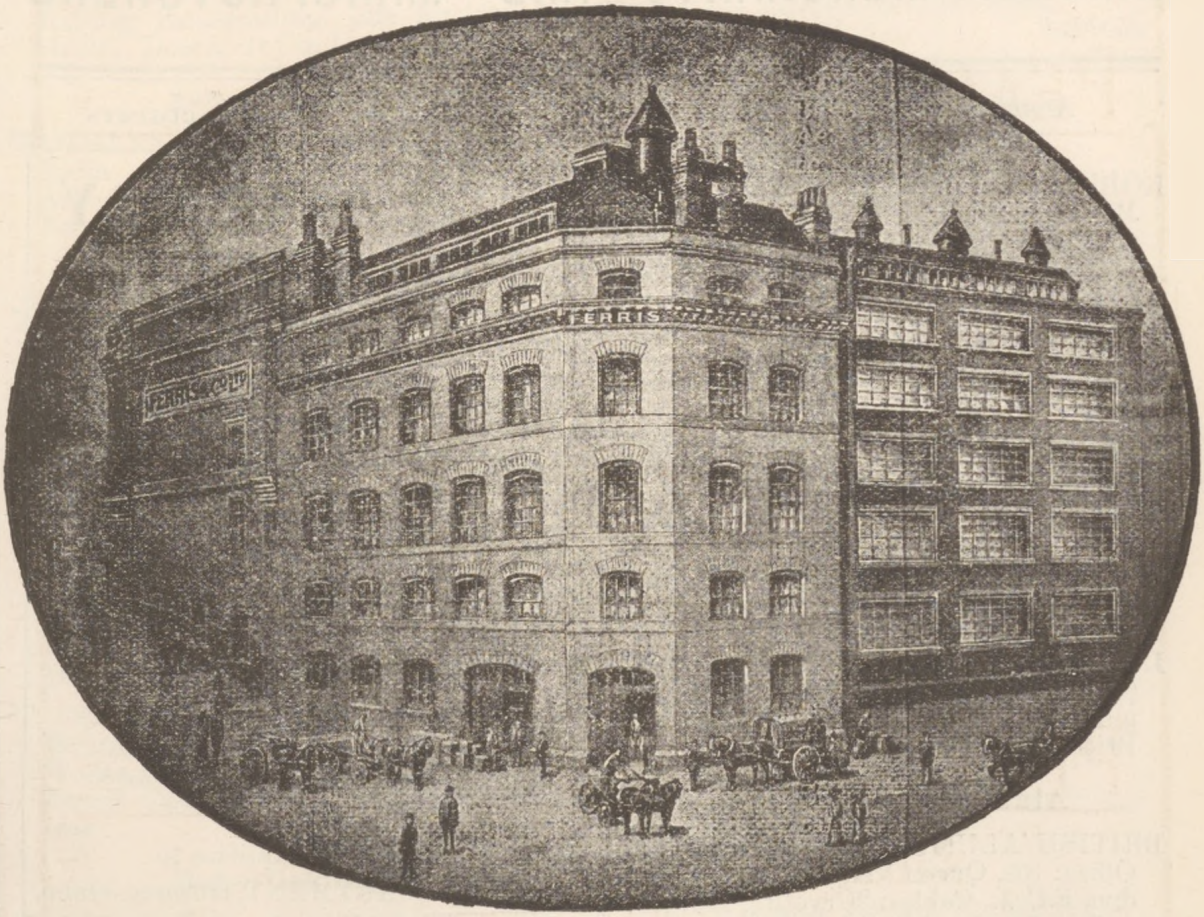

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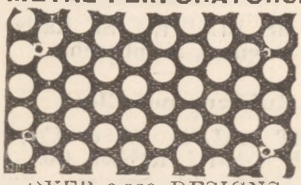

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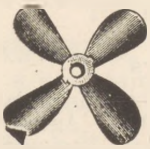

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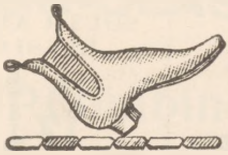
TRADE MARK  RED BOOT.

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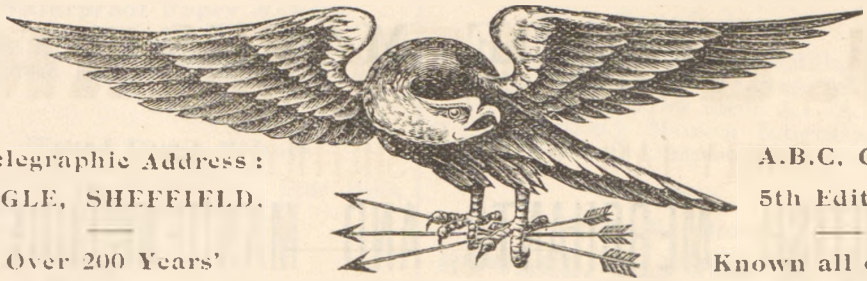

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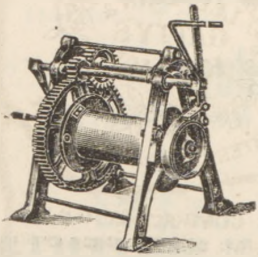

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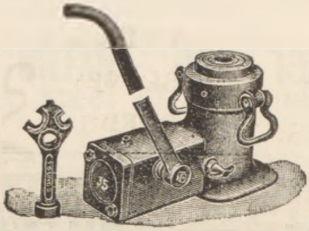

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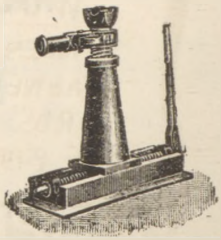

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