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Illustration shows a Ruston No. 4 dragline cleaning and widening a drain at Haddenham, near Ely, England. The original width of drain, 15 feet, has been altered to 25 feet, with a depth of 10 feet.

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Universal—Full universal—shovel, dragline, grab, back acting trencher, skimmer scoop, or crane.
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JANUARY (31 Days)			FEBRUARY (29 Days)			MARCH (31 Days)			APRIL (30 Days)			MAY (31 Days)		
Days of the Week	Date	12 & 1 Moons	Days of the Week	Date	1 & 2 Moons	Days of the Week	Date	2 & 2 int. Moons	Days of the Week	Date	2 int. & 3 Moons	Days of the Week	Date	3 & 4 Moons
		XII			I			II			II			III
S.	1	9	Wed.	1	10	Thur.	1	10	S.	1	int 11	Tues.	1	12
Mon.	2	10	Thur.	2	11	Fri.	2	11	Mon.	2	12	Wed.	2	13
Tues.	3	11	Fri.	3	12	Sat.	3	12	Tues.	3	13	Thur.	3	14
Wed.	4	12	Sat.	4	13	S.	4	13	Wed.	4	14	Fri.	4	15
Thur.	5	13	S.	5	14	Mon.	5	14	Thur.	5	15	Sat.	5	16
Fri.	6	14	Mon.	6	15	Tues.	6	15	Fri.	6	16	S.	6	17
Sat.	7	15	Tues.	7	16	Wed.	7	16	Sat.	7	17	Mon.	7	18
S.	8	16	Wed.	8	17	Thur.	8	17	S.	8	18	Tues.	8	19
Mon.	9	17	Thur.	9	18	Fri.	9	18	Mon.	9	19	Wed.	9	20
Tues.	10	18	Fri.	10	19	Sat.	10	19	Tues.	10	20	Thur.	10	21
Wed.	11	19	Sat.	11	20	S.	11	20	Wed.	11	21	Fri.	11	22
Thur.	12	20	S.	12	21	Mon.	12	21	Thur.	12	22	Sat.	12	23
Fri.	13	21	Mon.	13	22	Tues.	13	22	Fri.	13	23	S.	13	24
Sat.	14	22	Tues.	14	23	Wed.	14	23	Sat.	14	24	Mon.	14	25
S.	15	23	Wed.	15	24	Thur.	15	24	S.	15	25	Tues.	15	26
Mon.	16	24	Thur.	16	25	Fri.	16	25	Mon.	16	26	Wed.	16	27
Tues.	17	25	Fri.	17	26	Sat.	17	26	Tues.	17	27	Thur.	17	28
Wed.	18	26	Sat.	18	27	S.	18	27	Wed.	18	28	Fri.	18	29
Thur.	19	27	S.	19	28	Mon.	19	28	Thur.	19	29	Sat.	19	iv 1
Fri.	20	28	Mon.	20	29	Tues.	20	29	Fri.	20	III 1	S.	20	2
Sat.	21	29	Tues.	21	II 1	Wed.	21	30	Sat.	21	2	Mon.	21	3
S.	22	30	Wed.	22	2	Thur.	22	II 1	S.	22	3	Tues.	22	4
Mon.	23	N.Y. 1	Thur.	23	3	Fri.	23	int. 2	Mon.	23	4	Wed.	23	5
Tues.	24	2	Fri.	24	4	Sat.	24	3	Tues.	24	5	Thur.	24	6
Wed.	25	3	Sat.	25	5	S.	25	4	Wed.	25	6	Fri.	25	7
Thur.	26	4	S.	26	6	Mon.	26	5	Thur.	26	7	Sat.	26	8
Fri.	27	5	Mon.	27	7	Tues.	27	6	Fri.	27	8	S.	27	9
Sat.	28	6	Tues.	28	8	Wed.	28	7	Sat.	28	9	Mon.	28	10
S.	29	7	Wed.	29	9	Thur.	29	8	S.	29	10	Tues.	29	11
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Tues.	31	9	..	..	..	Sat.	31	10	..	..	..	Thur.	31	13

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

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

JANUARY—31 DAYS

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

Moon's Phases

	d.	h.	m.	
Full Moon ...	7	6	31	A.M.
Last Quarter ...	14	9	37	P.M.
New Moon ...	22	8	42	P.M.
First Quarter...	29	7	49	P.M.

Hongkong Temperature

	1926	1927
Maximum	66.0	64.2
Minimum	57.6	56.3
Mean	61.1	59.7

Barometer, 1927, at Sea Level

Mean ... ... 30.15 inches

1926	Rainfall	1927
0.215 inches		0.310 inches

Days of Week	Days of Month	12 & 1 Moons	Chronology of Remarkable Events
Sun.	1	9	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	10	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	11	First election by the Hongkong Justices of the Peace of a member of the Legislative Council, 1884.
Wed.	4	12	Decree of Emperor Tao-kwang prohibiting trade with England, 1840. Commissioner Yeh captured, 1858. Chinese Government definitely refused to submit the Macao boundary question to arbitration, 1910.
Thurs.	5	13	Thanksgiving services for the Armistice at the Hongkong places of worship and mass meeting of thanksgiving at Theatre Royal, 1919.
Fri.	6	14	Epiphany. Fearful fire at Tientsin, 1,400 famine refugees burnt to death, 1878.
Satur.	7	15	Forts at Chuenpi taken with great slaughter, 1841. Chinese Govt. Press Bureau initiated, 1914.
Sun.	8	16	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	17	Murder of Mr. Holworthy at the Peak, Hongkong, 1869.
Tues.	10	18	
Wed.	11	19	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	20	Tung-chi, Emperor of China, died, in his nineteenth year, 1875. China's Parliament dissolved, 1914.
Fri.	13	21	Ki-ying, Viceroy of Two Kwang, issues a proclamation intimating the intention to open up Canton according to the Treaties, 1846. Strike of Seamen at Hongkong, which continued until March 5th and developed into a general sympathetic strike, 1922.
Satur.	14	22	Secretary of United States Legation murdered at Tokyo, 1871. Volcanic eruptions and tidal wave in Kagoshima (Japan); famine in Northern Japan, 1914.
Sun.	15	23	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	24	Severe frost in Hongkong, 1893. Chinese Imperial Court returned to Peking, 1902.
Tues.	17	25	The Tai-wo gate at the Palace, Peking, destroyed, 1889.
Wed.	18	26	Great gunpowder explosion in Hongkong harbour, 1867.
Thurs.	19	27	Elliot and Kishen treaty, ceding Hongkong, 1841. Sailors' Home at Hongkong formally opened, 1863.
Fri.	20	28	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 80 lives lost, 1887. Hongkong ceded to Great Britain, 1841. Celebration of Hongkong's Jubilee, 1891.
Satur.	21	29	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	30	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	**N.Y.**	
Tues.	24	2	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	3	
Thurs.	26	4	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	5	
Satur.	28	6	Decree from Yung-ching forbidding, under pain of death, the propagation of the Christian faith in China, 1733.
Sun.	29	7	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	8	
Tues.	31	9	Outer forts of Weihaiwei captured by Japanese, 1894; cvolano eruption at Taal, P.I., 1911. Japan makes certain demands on China, 1915.

FEBRUARY—29 DAYS

	Sunrise	Sunset
1st	7h. 03m.	6h. 11m.
15th	6h. 56m.	6h. 20m.

Moon's Phases

	d.	h.	m.	
Full Moon ...	5	8	34	P.M.
Last Quarter ...	13	7	28	P.M.
New Moon ...	21	10	4	A.M.
First Quarter...	28	3	44	A.M.

Hongkong Temperature

	1926	1927
Maximum	63.9	62.2
Minimum	57.3	55.2
Mean	60.0	58.5

Barometer, 1927, at Sea Level

Mean ... ... 30.11 inches

1926	Rainfall	1927
2.400 inches		4.350 inches

Days of Week	Days of Month	1 & 2 Moons	Chronology of Remarkable Events
Wed.	1	10	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	11	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	12	
Satur.	4	13	Great robbery in the Central Bank, Hongkong, discovered, 1865. Agreement opening West River signed, 1897.
Sun.	5	14	Septuagesima. Anti-foreign riot at Chinkiang, foreign houses burned and looted, 1889. Local Administrative bodies in China suppressed, 1914.
Mon.	6	15	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	16	Suez Canal adopted as the regular route for the Eastern Mails, 1888.
Wed.	8	17	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	18	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	19	
Satur.	11	20	The Japanese constitution granting representative government proclaimed by the Emperor in person at Tokyo, 1889.
Sun.	12	21	Sexagesima. China's New Currency Laws published, 1914.
Mon.	13	22	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 and loss of life caused in Swatow, 1918. Mr. Robt. Johnson, an American aviator, flies from Hongkong to Macao in 23 minutes on a Curtiss seaplane, 1920.
Tues.	14	23	Tung Wa Hospital, Hongkong, opened by Sir R. G. MacDonnell, 1872.
Wed.	15	24	Ports of Hongkong and Tinghai declared free, 1841. The Chinese frigate "Yu-yuen" and corvette "Chin-cheng" sunk by the French in Sheipo oharbour, 1885. Mutiny of Indian troops at Singapore, involving the loss of a number of lives, 1915.
Thurs.	16	25	Insurgents evacuated Shanghai, 1855. Stewart scholarship at Central School, Hongkong, founded, 1884. Alice Memorial Hospital, Hongkong, opened, 1887.
Fri.	17	26	The U.S. paddle man-of-war "Ashuelot" wrecked on the East Lammock Rock, near Swatow, 1883.
Satur.	18	27	
Sun.	19	28	Quinquagesima. Lord Amherst's Embassy, returning from China, shipwrecked in the Java Sea, 1817.
Mon.	20	29	Sir Robt. Hart born, Milltown, Ire'd., 1835. China's Provincial Assemblies suppressed, 1914.
Tues.	21	1	Shrove Tuesday. 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	2	Ash Wednesday. Massacre of missionaries at Nanchang, 1906.
Thurs.	23	3	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	4	Chusan evacuated by the British troops, 1841. Explosion of boiler of the str. "Yotsai" between Hongkong and Macao; six Europeans and 13 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	5	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	6	1st in Lent. Bogue Forts, Canton, destroyed by Sir Gordon Bremer, 1841. Appalling disaster at Hongkong Racecourse; matsheds collapse and destroyed by fire over 600 bodies recovered, 1918.
Mon.	27	7	Treaty of peace between Japan and Corea signed at Kokwa, 1876. Evacuation of Port Hamilton by the British forces, 1887.
Tues.	28	8	Capture of the Sulu capital by the Spaniards, 1876.
Wed.	29	9	

MARCH—31 DAYS

	Sunrise	Sunset
1st	6h. 45m.	6h. 27m.
15th	6h. 33m.	6h. 33m.

Moon's Phases

	d.	h.	m.	
Full Moon ...	6	11	50	A.M.
Last Quarter ...	14	3	43	P.M.
New Moon ...	21	8	53	P.M.
First Quarter...	28	12	18	P.M.

Hongkong Temperature

	1926	1927
Maximum	68.0	63.6
Minimum	60.8	57.0
Mean	63.8	60.1

Barometer, 1927, at Sea Level

Mean ... ... 30.03 inches

1926	Rainfall	1927
4.840 inches		4.535 inches

Days of Week	Days of Month	2 & 2 *inf.* Moons	Chronology of Remarkable Events
Thurs.	1	10	St. 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.
Fri.	2	11	First Dutch Embassy left China, 1657.
Satur.	3	12	Foreign Ministers received in audience by the Emperor at the Tsz Kuang Po, 1891.
Sun.	4	13	2nd in Lent.
Mon.	5	14	Expulsion of Chinese Custom House from Macao by Governor Amaral, 1849.
Tues.	6	15	Hostilities at Canton recommenced. Fort Napier taken by the English, 1841.
Wed.	7	16	Departure of Governor, Sir J. P. Hennessy, from Hongkong, 1882. Kongmoon opened to foreign trade.
Thurs.	8	17	Arrival in Hongkong of Prince Henry of Prussia, 1898. Russo-Chinese Manchurian Convention signed, 1902. Tiger killed in the New Territory, after a European and an Indian constable had lost their lives in the chase, 1915.
Fri.	9	18	Attack on Messrs. Farnham and Rohl at Shanghai, 1872.
Satur.	10	19	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.
Sun.	11	20	3rd in Lent. Governor Sir R. G. MacDonnell arrived in Hongkong, 1866. Hongkong University opened by H.E. Sir F. W. Lugard, 1912.
Mon.	12	21	Imperial Commissioner Ki-chen, degraded by the Emperor, left Canton as a prisoner, 1841. Capture of Bac-Ninh, by the French, 1884. Death of Dr. Sun Yat Sen, in Peking, 1925.
Tues.	13	22	
Wed.	14	23	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.
Thurs.	15	24	Governor Sir H. Robinson left Hongkong for Ceylon, 1865. Jubilee of Hongkong Chamber of Commerce, 1912.
Fri.	16	25	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. H.E. Sir F. D. Lugard laid foundation-stone of Hongkong University, 1910.
Satur.	17	26	St. Patrick's Day. Lord Macartney's Embassy left China, 1794. Severe earthquake in Formosa, 1906.
Sun	18	27	4th in Lent. Edict of Commissioner Lin to surrender all opium in Canton, 1839. Chungking declared open to foreign trade, 1891.
Mon.	19	28	Governor Sir G. Bonham landed at Hongkong, 1848. General strike at Macao owing to a clash between the authorities and a crowd of Chinese who besieged the Police Station and were fired upon, 34 being killed and 31 wounded, 1922.
Tues.	20	29	
Wed.	21	30	British ship "Sarah," first free-trader, sailed from Whampoa, 1834. Mr. F. A. Aglen appointed Deputy Inspector of Chinese Maritime Customs, 1910.
Thurs.	22	1	Death, at Peking, of Sir Harry Parkes, H.B.M. Minister to China, 1885. Sir Robert Hart left Peking for Home, 1908.
Fri.	23	2	Captain Elliot forced his way to Canton, 1839. Aguinaldo captured by the Americans in the Philippines, 1901.
Satur.	24	3	First Section of Manila-Dagupan railway opened, 1891. Attempted assassination of Li Hung-chang at Shimonoseki, 1895.
Sun.	25	4	5th in Lent. Captain Elliot demands passports for himself and all the British subjects imprisoned in Canton, 1839.
Mon.	26	5	Great flood at Foochow, 1874 Newchwang placed under Russian martial-law.
Tues.	27	6	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.
Wed.	28	7	20,289 chests of opium burned by Lin at Canton, 1839. Foundation-stone of New Customs House at Canton laid, 1914.
Thurs.	29	8	Seizure and occupation of the Pescadores by the French fleet, 1885.
Fri.	30	9	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.
Satur.	31	10	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. 03m.	6h. 43m.

Moon's Phases

	d.	h.	m.	
Full Moon ...	5	4	2	A.M.
Last Quarter...	13	8	32	A.M.
New Moon ...	20	5	48	A.M.
First Quarter...	26	10	5	P.M.

Hongkong Temperature

	1926	1927
Maximum	72.9	71.6
Minimum	66.1	64.1
Mean	68.9	67.2

Barometer, 1927, at Sea Level

Mean ... ... 29.94 inches

1926	Rainfall	1927
17.165 inches		7.125 inches

Days of Week	Days of Month	2 *int.* & 3 Moons	Chronology of Remarkable Events
Sun.	1	11	Palm Sunday. The port of Hoihow (in 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.
Mon.	2	12	French flag hoisted at Kwang-chau-wan, 1898. Belilios Reformatory opened at Hong kong, 1900.
Tues.	3	13	"Tai On" pirated between Hongkong and Kongmoon, 1913.
Wed.	4	14	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.
Thurs.	5	15	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.
Fri.	6	16	Good Friday. 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. H.R.H. The Prince of Wales visits Hongkong for two days on his way to Japan, 1922.
Satur.	7	17	Hongkong Mint opened, 1866. Indignation Meeting at Shanghai respecting Wheelbarrow Riot, 1897. Great powder explosion at Canton, 1913.
Sun.	8	18	Easter Sunday. Arrival of M. Paul Bert at Hanoi, 1886. Chinese Parliament inaugurated 1913.
Mon.	9	19	Easter Monday. Terrific tornado in Canton; 2,000 houses destroyed and 10,000 lives lost, 1878. Tartar General at Canton assassinated, 1911.
Tues.	10	20	37,000 Christians butchered in Japan, 1738. Death at Peking of Marquis Tseng, 1890.
Wed.	11	21	
Thurs.	12	22	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.
Fri.	13	23	Soldiers' Club opened at Hongkong, 1900. Imperial Palace, Seoul, destroyed by fire, 1904. Aliens given the right to own land in Japan, 1910.
Satur.	14	24	S. Francis Xavier left Goa for China, 1552. Riots at Changsha, 1910.
Sun.	15	25	1st After Easter. British Flag hoisted at Taipohui, Kowloon, New Territory, 1899. Governor Sir Arthur Kennedy arrived in Hongkong, 1872. Junk Bay Flour Mills, Hongkong, suspended operations, 1908.
Mon.	16	26	
Tues.	17	27	Telegraph to Shanghai opened, 1871. Execution at Kowloon city of 19 pirates, including "Namoa" pirates, 1891. Treaty of Peace between China and Japan signed at Shimonoseki, 1895.
Wed.	18	28	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.
Thurs.	19	29	The "Sir Charles Forbes," the first steamer in China waters, arrived, 1830. The Tsarevitch arrived at Hankow, 1891.
Fri.	20	1	
Satur.	21	2	Resignation of Shanghai Municipal Council, 1897.
Sun.	22	3	2nd After Easter. 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.
Mon.	23	4	St. George's Day. P. M. steamer "Asia" wrecked near Foochow, 1911.
Tues.	24	5	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.
Wed.	25	6	Foundation stone of Queen's College, Hongkong, laid, 1884. Contract for Quintuple Loan of £25,000,000 signed at Peking, 1913.
Thurs.	26	7	A crowded public meeting in Hongkong demands exclusion of Germans from the Colony after the War, 1917.
Fri.	27	8	Appointed by Chinese Government a Day of Prayer for Christian Churches, 1913.
Satur.	28	9	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.
Sun.	29	10	3rd After Easter. Battle of the Yalu, Russo-Japan War: Russians defeated with great slaughter, 1904.
Mon.	30	11	Arrival of General Grant in Hongkong, 1879.

MAY—31 DAYS

	Sunrise	Sunset
1st	5h. 51m.	6h. 50m.
15th	5h. 43m.	6h. 56m.

Moon's Phases

	d.	h.	m.	
Full Moon ...	4	8	35	P.M.
Last Quarter ...	12	9	14	P.M.
New Moon ...	19	1	37	P.M.
First Quarter...	26	9	35	A.M.

Hongkong Temperature

	1926	1927
Maximum	80.9	80.5
Minimum	72.7	72.3
Mean	76.1	75.6

Barometer, 1927, at Sea Level

Mean ... ... 29.84 inches

1926	Rainfall	1927
5.730 inches		25.445 inches

Days of Week	Days of Month	3 & 4 Moons	Chronology of Remarkable Events
Tues.	1	12	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.
Wed.	2	13	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.
Thurs.	3	14	Suspension of Oriental Bank, 1884.
Fri.	4	15	Riot in French Concession at Shanghai, 1874. Roman Catholic Cathedral at Peking inaugurated, 1884. Aomori devastated by fire, 1910.
Satur.	5	16	British troops evacuated Ningpo, 1842. Imperial Government ordered steps to be taken at Hongkong to close opium divans, 1908. Sun Yat Sen, at Canton, proclaims himself "President of China," 1921.
Sun.	6	17	4th After Easter. King Edward VII. died, 1910. Attack on Mr. Wood at the British Legation at Tokyo, 1874. Lincheng outrage, in which Shantung bandits held up the "Blue Express" and took 26 foreigners and 100 Chinese captive.
Mon.	7	18	Departure of Governor Sir William Des Vœux from Hongkong, 1891. Japan presents ultimatum to China, 1915.
Tues.	8	19	
Wed.	9	20	New Town Hall at Tientsin opened, 1890. Waglan Lighthouse opened, 1893. Chinese Government submits to Japan's revised demands, 1915.
Thurs.	10	21	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.
ri.	11	22	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.
Satur.	12	23	East India Co.'s garden at Canton destroyed by the Mandarins, 1831.
Sun.	13	24	Rogation Sunday. 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.
Mon.	14	25	Ratification at Peking of the amended Treaty between Russia and China, 1881. Anti-foreign riot in the Hochow district, 1891.
Tues.	15	26	
Wed.	16	27	Loss off Amoy of the French war steamer "Izere," 1860. Arrival of General Grant in Shanghai, 1879. Kowloon walled city occupied, 1899.
Thurs.	17	28	Ascension Day.
Fri.	18	29	The city of Chapu taken by the British troops, 1842. Anti-foreign riot at Nanking, 1891. Capt. Doisy, French aviator, reached Canton, 1924.
Satur.	19	1	Disastrous surprise of a French sortie in Tonkin led by Commandant Riviere and death of the latter, 1883.
Sun.	20	2	Sunday after Ascension. Forts at mouth of Peiho captured by British and French forces, 1858. The Canton Mint commenced striking silver coins, 1890.
Mon.	21	3	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.
Tues.	22	4	Foreign factories at Canton pillaged, 1841. Opening of new Medical School of Hongkong University, 1919. U.S. Legation at Tokyo burned down, 1863.
Wed.	23	5	
Thurs.	24	6	Empire Day. Capt. Elliot and all the British subjects left Canton for Macao, 1839. British flag hoisted at Weihaiwei, 1898. H'kong.'s War Memorial (Cenotaph) unveiled, 1923.
Fri.	25	7	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.
Satur.	26	8	Death of Grand Secretary Wen-siang, 1876.
Sun.	27	9	Whit Sunday. Canton ransomed for $6,000,000, 1841. Boxers burn station on Lu-Han line, 1900. Battle of Kinchau, Russo-Japan War; Japanese stormed Nanshan and captured 78 guns, 1904. Battle of the Japan Sea; Adml. Togo practically annihilates Adml. Roshdesvensky's fleet, 1905. A Bill to provide for the levy of Estate Duty passed by the H'kong. Legislative Council after considerable opposition from the Unofficial members, 1915.
Mon.	28	10	Whit Monday. Queen's Statue, Hongkong, unveiled, 1896. Anti-foreign riots in Szechuen, 1895. H.M. Queen Mother of Siam visited Hongkong, 1911.
Tues.	29	11	"Empress of Ireland" sunk and 600 lives lost, including several prominent Far Eastern residents, in the St. Lawrence River, 1914.
Wed.	30	12	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. Anti-foreign riots, Shanghai, 1925.
Thurs.	31	13	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.	
Full Moon ...	3	12	37	P.M.
Last Quarter ...	11	6	14	A.M.
New Moon ...	17	9	5	P.M.
First Quarter...	24	11	11	P.M.

Hongkong Temperature

	1926	1927
Maximum	81.3	85.9
Minimum	75.3	78.7
Mean	77.8	81.6

Barometer, 1927, at Sea Level

Mean ... ... 29.76 inches

1926	Rainfall	1927
6.635 inches		11.680 inches

Days of Week	Days of Month	4 & 5 Moons	Chronology of Remarkable Events
Fri.	1	14	Attempt to blow up the Hongkong Hotel, 1878. New Opium Agreement between Hongkong and China came into force, 1887. Anti-foreign riot at Tanyang, 1811. Canton-Samshui Railway completed.
Satur.	2	15	Hongkong connected with London by wire, 1871. Formal transfer of Formosa from China to Japan, 1895. Revs. Norman and Robinson murdered, 1900.
Sun.	3	16	Trinity Sunday. King's Birthday. Earthquake at Manila, killing more than 2,000 persons, 1863. Death of Sir Arthur Kennedy, 1883. Keelung taken possession of by Japanese, 1895.
Mon.	4	17	Treaty between France and Corea signed at Seoul, 1886. West River opened, 1897.
Tues.	5	18	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.
Wed.	6	19	Heavy rains in Hongkong, property to the value of $500,000 destroyed, and many lives lost, 1864. Death of Yuen Shih-kai, 1916
Thurs.	7	20	Attempted anti-foreign riot at Kiukiang, 1891. Hongkong-Canton steamer "Powan" wrecked, 1908. Tornado in Macao, 1913.
Fri.	8	21	Destruction of Mission premises at Wusieh by anti-foreign mob, 1891.
Satur.	9	22	Suspension of New Oriental Bank, 1892. The P. & O. steamer "Aden" wrecked off Socotra, 78 lives lost, 1897.
Sun.	10	23	1st After Trinity. Typhoon at Formosa; loss of several vessels, 1876. Admiral Seymour starts for Peking, 1900. Sir Robert Hart gazetted British Minister to China; did not accept the appointment. Arrival in Hongkong of H.R.H. Prince Charles, heir to the Roumanian Throne, 1920.
Mon.	11	24	Portuguese prohibited trading at Canton, 1640.
Tues.	12	25	Opening of the first railway in Japan, 1872.
Wed.	13	26	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.
Thurs.	14	27	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.
Fri.	15	28	Tidal Wave, Japan, 28,000 lives lost, 1896. Hope Dock opened at Aberdeen, 1867. Train from Canton to Hongkong "held up," American missionary killed, 1916. Landslide at Happy Valley, five Chinese killed, 1925.
Satur.	16	29	Woosung taken, 1842.
Sun.	17	30	2nd after Trinity. First foreign-owned junk leaves Chungking, 1891. Capture of Taku Forts by Allies, 1900. Death of Sir Hormusjee Mody, 1911.
Mon.	18	1	Explosion of the "Union Star" at Shanghai, 17 persons killed and 10 wounded, 1862. Disastrous inundation at Foochow, 2,000 lives lost, 1877.
Tues.	19	2	Shanghai occupied by British forces, 1842. Attempted assassination at Shameen (Canton) of M. Merlin, Governor-General of Indo-China, 1924.
Wed.	20	3	Macartney's embassy arrived in China, 1793. Attack on mission premises at Hainan city, 1891. Unprecedented floods in the West River, 1908. General Strike in Hongkong, 1925.
Thurs.	21	4	Massacre at Tientsin, 1870.
Fri.	22	5	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.
Satur.	23	6	Shock of earthquake in Hongkong, 1874. Handsome new premises of the Hongkong and Shanghai Bank on the Bund, Shanghai, opened by H.B.M. Minister (Sir R. Macleay, K.C.M.G.), 1923. Attack on Shameen by Chinese, 1925.
Sun.	24	7	3rd after Trinity. Lord Robert Cecil announced in the House of Commons that the Government had decided to prohibit trading with the enemy in China, 1915.
Mon.	25	8	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.
Tues.	26	9	Treaty between England and China signed at Tientsin, 1858. Additional Convention between France and China signed at Peking, 1887.
Wed.	27	10	Treaty between France and China signed, 1858. Confiscation of the str. "Prince Albert" by the British Consul and Customs at Canton, 1866.
Thurs.	28	11	Agreement effected between Great Britain and the United States for reciprocal protection of British and American Trade Marks in China, 1905.
Fri.	29	12	The Foreign Ministers admitted to an audience of the Emperor of China at Peking, 1873. Indian Mints closed to silver, 1893.
Satur.	30	13	British expedition to China arrived, 1840. Opening of asection of the Shanghai and Woosung Railway, 1876. Flooding of the Takasima coal mines, 1891. Squadron Leader Maclaren and Flying Officer Plenderleith reach Hongkong on their attempted flight round the world, 1924.

JULY—31 DAYS

	Sunrise	Sunset
1st	5h. 42m.	7h. 11m.
15th	5h. 48m.	7h. 11m.

Moon's Phases

	d.	h.	m.	
Full Moon ...	3	3	12	A.M.
Last Quarter ...	10	12	39	P.M.
New Moon ...	17	4	59	A.M.
First Quarter...	24	3	1	P.M.

Hongkong Temperature

	1926	1927
Maximum	86.9	86.5
Minimum	78.4	78.5
Mean	82.1	81.9

Barometer, 1927, at Sea Level

Mean ... ... 29.71 inches

1926	Rainfall	1927
29.790 inches		18.735 inches

Days of Week	Days of Month	5 & 6 Moons	Chronology of Remarkable Events
Sun.	1	14	4th after Trinity. 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.
Mon.	2	15	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.
Tues.	3	16	Steamer "Don Juan" burnt at sea near Philippines; 145 persons perished, 1893. Hongkong low level electric tram service opened, 1904.
Wed.	4	17	Declaration American Independence, 1776. Telegraph cable laid between Hongkong and Macao, 1884. U. S. Pacific Cable opened to Manila.
Thurs.	5	18	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.
Fri.	6	19	Order of nobility instituted in Japan, 1884.
Satur.	7	20	Serious flooding of the West River involving great loss of life and damage to property, 1915.
Sun.	8	21	Canton factories attacked by Chinese, 1846. Japanese occupy Sakhalin, 1905.
Mon.	9	22	First Dutch embassy arrived at Tientsin, 1656.
Tues.	10	23	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.
Wed.	11	24	Engagement between the U. S. Naval Forces and the Coreans. Amherst's embassy arrived in China, 1816.
Thurs.	12	25	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.
Fri.	13	26	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, 1900.
Satur.	14	27	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.
Sun.	15	28	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.
Mon.	16	29	British trade with China re-opened, 1842. The King of Cambodia arrived on a visit to Hongkong, 1872. Chinese boycott of Shameen begins, 1924.
Tues.	17	1	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.
Wed.	18	2	Terrible earthquake at Manila, 1880. Chan Kwing Ming declared independence of Kwangtung, 1913. Floods cause collapse of houses at Po Hing Fong, Hongkong, 71 deaths, 1925.
Thurs.	19	3	Great storm in Hongkong, 20.43 ins. of rain in 9 hours, 1926. Nanking captured by the Imperialists, 1864. Indo-China s.s. "Hopsang" sunk by Russians, Pechili Gulf, 1904.
Fri.	20	4	Wreck of the C.M.S.N. Co.'s str. "Pautah" on Shantung Promontory, 1887.
Satur.	21	5	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.
Sun.	22	6	
Mon.	23	7	Armed attack on Japanese Legation at Seoul, Corea, and eight inmates killed, 1882.
Tues.	24	8	British trade prohibited at Canton, 1834. Anglo-Chinese Burmah Convention signed at Peking, 1886.
Wed.	25	9	"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.
Thurs.	26	10	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.
Fri.	27	11	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.
Sat.	28	12	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.
Sun.	29	13	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.
Mon.	30	14	Severe typhoon at Macao, 1836.
Tues.	31	15	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 ...	1	3	54	P.M.
Last Quarter ...	8	5	47	P.M.
New Moon ...	15	2	12	P.M.
First Quarter...	23	8	45	A.M.
Full Moon ...	31	2	57	A.M.

Hongkong Temperature

	1926	1927
Maximum	86.7	87.5
Minimum	78.2	78.0
Mean	82.1	82.1

Barometer, 1927, at Sea Level

Mean ... ... 29.69 inches

1926	Rainfall	1927
8.010 inches		20.905 inches

Days of Week	Days of Month	6 & 7 Moons	Chronology of Remarkable Events
Wed.	1	16	Both China and Japan declared war, 1894. Kucheng massacre, 1895. Germany declared war against Russia, 1914.
Thurs.	2	17	Victims of massacre at Tientsin buried, 1870. Swatow struck by disastrous typhoon and tidal wave, which did extensive damage to shipping and house property and caused the loss of many thousands of lives, 1922.
Fri.	3	18	British fleet arrived before Nanking, 1842. First Chinese Bazaar held at Canton, 1908.
Satur.	4	19	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.
Sun.	5	20	Political unrest in Kwangtung culminated in serious fighting 1916.
Mon.	6	21	Bank Holiday. Serious flood at Tientsin, 1871. Hongkong Volunteers mobilised, 1914.
Tues.	7	22	British Squadron arrived off the Peiho, 1840.
Wed.	8	23	Assassination of Mr. Haber, German Consul, at Hakodate, 1874.
Thurs.	9	24	British troops landed at Nanking, 1842. Sun Yat Sen left Canton hurriedly on H.M.S. "Moorhen" for Hongkong, whence he sailed for Shanghai, thus leaving his opponents in undisputed possession of the city and province.
Fri.	10	25	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.
Satur.	11	26	First public meeting of British merchants in Canton, called by Lord Napier, who suggested the establishment of a Chamber of Commerce, 1834.
Sun.	12	27	174 British prisoners executed in Formosa, 1842. Manila occupied by U.S. Troops, 1898. Attempted assassination of Admiral Li Chun at Canton, 1911.
Mon.	13	28	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.
Tues.	14	29	British steamer "Glenfarg" sunk after striking a submerged rock near Goto Islands, 1914. China declares war against Germany and Austria-Hungary, 1917.
Wed.	15	1	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. Disastrous tidal waves on the north-west coast of Korea, swept away hundreds of houses, did much damage to shipping, and caused the loss of over 1,000 lives, 1923.
Thurs.	16	2	British trade of Canton stopped by Hong merchants, 1834. French Treaty with Siam signed, 1856.
Fri.	17	3	"Empress of India" sinks Chinese cruiser "Wong Tai" in collision near Swatow, 1903, Destructive typhoon at Macao, 1913.
Satur.	18	4	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. Hongkong in 1923, was struck by the worst typhoon experienced since 1908, the squall velocity reaching a maximum of 130 miles an hour. Considerable damage was done to property on shore and to shipping in the Harbour, but the loss of life was relatively small.
Sun.	19	5	
Mon.	20	6	First conference between Sir Henry Pottinger and Ki-ying on board the "Cornwallis," at Nanking, 1842. Taku forts taken by the Allied forces, 1860.
Tues.	21	7	Palace Revolution at Peking, Empress Dowager again assumes the Regency, 1898. Chinese boycott of Shameen ends, 1924.
Wed.	22	8	Governor 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.
Thurs.	23	9	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.
Fri.	24	10	Wreck of the C. N. Co.'s str. "Tientsin" near Swatow, 1887. Disturbances at Amoy, Japanese landed marines, 1900.
Satur.	25	11	British Chamber of Commerce established at Canton, 1834. Treaty between Great Britain and Japan signed, 1858.
Sun.	26	12	British left Macao, 1839. British steamer "Dunearn" foundered in a typhoon off Goto Islands, 1908.
Mon.	27	13	Amoy taken by the English, 296 guns captured, 1841.
Tues.	28	14	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.
Wed.	29	15	Treaty of Nanking signed, 1842.
Thusr.	30	16	Wreck of "Futami Maru" off Cape Calavite, 1900.
Fri.	31	17	Severe typhoon on coast of China, many lives lost, and much damage done to shipping at Hongkong, Macao, and Whampoa, 1848. Grea War officially ends, 1921.

SEPTEMBER—30 DAYS

	Sunrise	Sunset
1st	6h. 06m.	6h. 40m.
15th	6h. 10m.	6h. 27m.

Moon's Phases

	d.	h.	m.	
Last Quarter ...	6	10	58	P.M.
New Moon ...	14	1	44	A.M.
First Quarter ...	22	3	21	A.M.
Full Moon ...	29	1	6	P.M.

Hongkong Temperature

	1926	1927
Maximum	86.4	83.6
Minimum	77.6	76.1
Mean	81.5	79.3

Barometer, 1927, at Sea Level

Mean ... ... 29.88 inches

1926	Rainfall	1927
17.300 inches		6.165 inches

Days of Week	Days of Month	7 & 8 Moons	Chronology of Remarkable Events
Satur.	1	18	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. Appalling earthquake, followed by fire, wrought terrible havoc to life and property in Yokohama, Tokyo and surrounding districts, 1923.
Sun.	2	19	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.
Mon.	3	20	Hongkong Plague proclamation revoked, 1894. Disastrous floods at Shanghai, 1904.
Tues.	4	21	Attack on the forts at Shimonoseki, Japan, by the allied fleets under Admiral Kuper, 1864. Anglo-Chinese Commercial Treaty signed, 1902.
Wed.	5	22	
Thurs.	6	23	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.
Fri.	7	24	Attack on Dr. Greig, near Kirin, by soldiers, 1891. War breaks out in China between Chihli and Fengtien factions, 1924.
Satur.	8	25	Great typhoon in Hongkong, 1867. H.I.H. Prince Tsai Hsun visits Hongkong, 1909.
Sun.	9	26	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.
Mon.	10	27	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.
Tues.	11	28	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. Sir Robert Hart died, 1911.
Wed.	12	29	Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang, 1876.
Thurs.	13	30	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.
Fri.	14	1	Chinese transport "Waylee" driven ashore on Pescadores; upwards of 370 lives lost, 1887. Death of Sir John Jordan, in London, 1925.
Satur.	15	2	New Convention between Germany and China ratified at Peking, 1881.
Sun.	16	3	The battle of the Yalu, in which the Chinese were defeated by the Japanese, losing five vessels, 1894.
Mon.	17	4	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.
Tues.	18	5	Typhoon at Hongkong, the most disastrous in the Colony's history, 1906.
Wed.	19	6	Allied Generalissimo reached Hongkong, 1900. Riots at Kumchuk, Kwangtung, 1900. Farewell parade of Hongkong Police Reserve, formed during the war, 1919.
Thurs.	20	7	
Fri	21	8	Count von Waldersee reached Shanghai 1900. Sir Robert Hart died, 1911. Typhoon at Swatow, 1891
Satur.	22	9	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. Major Zanni, Argentine aviator, reaches Hongkong, 1924.
Sun.	23	10	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.
Mon.	24	11	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.
Tues.	25	12	Arrival of Governor Sir Henry A. Blake in Hongkong, 1898. Jubilee of Dr. A. H. Graves, missionary labours at Canton celebrated, 1906.
Wed.	26	13	Lord Napier arrived at Macao dangerously ill, 1834.
Thurs.	27	14	Commissioner Lin degraded, 1840. Lord Kitchener in Hongkong, 1909.
Fri.	28	15	Yellow River burst its banks in Honan; calamitous inundation, 1887. H.A.L. str. "Lydia" wrecked near Hainan Strait, 1910.
Satur.	29	16	Hurricane at Manila, causing immense damage to shipping, 1865. S.S. "Charterhouse" foundered in a typhoon off Hainan Head, 70 persons drowned, 1906.
Sun.	30	17	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. 11m.
15th	6h. 20m.	5h. 59m.

Moon's Phases

	d.	h.	m.	
Last Quarter ...	6	5	29	A.M.
New Moon ...	13	4	20	P.M.
First Quarter...	21	9	29	P.M.
Full Moon ...	28	11	7	P.M.

Hongkong Temperature

	1926	1927
Maximum	79.0	79.6
Minimum	70.9	70.9
Mean	74.5	74.8

Barometer, 1927, at Sea Level

Mean ... ... 30.02 inches

1926	Rainfall	1927
3.275 inches		5.420 inches

Days of Week	Days of Month	8 & 9 Moons	Chronology of Remarkable Events
Mon.	1	18	The *Hongkong Daily Press* started, 1857. 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 H.E. Sir R. E. Stubbs to assume the Governorship, 1919.
Tues.	2	19	Tamsui bombarded by French, 1884. Piracy of s.s. *Ningshin* near Wenchow, 1924.
Wed.	3	20	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.
Thurs.	4	21	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.
Fri.	5	22	French expedition left Chefoo for Corea, 1866. Arrival in Hongkong of Governor Sir William Des Vœux, 1887. Marshal Tsao Kun elected President of China, 1923.
Satur.	6	23	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 a Bill to prevent trading with the enemy, 1914.
Sun.	7	24	
Mon.	8	25	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.
Tues.	9	26	Shanghai captured, 1841. Chinhai taken, 1841. Official inspection of Tientsin-Kaiping Railway, 1888. Shanghai-Woosung Railway placed under Chinese control, 1904.
Wed.	10	27	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.
Thurs.	11	28	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.
Fri.	12	29	Revolt in the Philippines, 1872. Eight Chinese banks in Peking suspended payment, 1910.
Satur.	13	1	Ningpo occupied by British forces, 1841. First railway in Japan officially opened by the Mikado, 1872. Allies capture Paotingfu, 1900.
Sun.	14	2	Explosion on the Chinese trooper "Kungpai," loss of 500 lives, 1895.
Mon.	15	3	
Tues.	16	4	Khanghoa, in Corea, taken by the French, 1866. Train disaster between Harbin and Tsitsihar, resulting in many deaths, 1916. Sun Yat Sen's troops give battle to Merchants Volunteer Corps, causing much loss of life and destruction of property in Canton, 1924.
Wed.	17	5	St. John's Cathedral, Hongkong, dedicated, 1842. Daring piracy on board the British str. "Greyhound," 1885.
Thurs.	18	6	At a meeting of the Chartered Mercantile Bank of India, London and China, a scheme of reconstruction was approved, 1892.
Fri.	19	7	Great fire in Hongkong, 1859. Great typhoon at Formosa, 1861. Japanese Government welcomed American Battleship Fleet, 1908.
Satur.	20	8	Terrific typhoon at Manila; enormous damage to property, 1882. The Shanghai and Woosung railway closed by the Chinese Government, 1877.
Sun.	21	9	H.R.H. Prince Alfred arrived at Shanghai, 1869. Cosmopolitan Dock opened, 1875.
Mon.	22	10	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.
Tues.	23	11	King Chulalongkorn of Siam died, 1910. Gen. Feng Yu Hsiang deserts Wu Pei-fu, takes possession of Peking, 1924.
Wed.	24	12	Japanese cross the Yalu, 1894.
Thurs.	25	13	Treaty of Whampoa between France and China signed, 844. Kahding recaptured by the Allies, 1862.
Fri.	26	14	Chin-lien-cheng taken by the Japanese, 1894.
Satur.	27	15	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.
Sun.	28	16	Note presented from the Powers to China advising the suspension of the monarchical movement, 1915.
Mon.	29	17	Portuguese frigate "D. Maria II." blown up at Macao, 1850.
Tues.	30	18	Great fire in Hongkong, 1866. Fenghuang taken by the Japanese, 1894. Chinese Government welcomed American Battleship Fleet at Amoy, 1908. Great battle at Shanhaikuan between Fengtien and Chihli forces, 1924.
Wed.	31		H.R.H. Prince Alfred arrived at Hongkong, 1869. Sir R. E. Stubbs, Governor of Hongkong, leaves for Home, 1925.

NOVEMBER—30 DAYS

	Sunrise	Sunset
1st	6h. 27m.	5h. 46m.
15th	6h. 36m.	5h. 40m.

Moon's Phases

	d.	h.	m.	
Last Quarter ...	4	2	30	P.M.
New Moon ...	12	9	59	A.M.
First Quarter...	20	1	59	P.M.
Full Moon ...	27	9	29	A.M.

Hongkong Temperature

	1926	1927
Maximum	83.0	75.9
Minimum	60.9	67.1
Mean	68.9	71.0

Barometer, 1927, at Sea Level

Mean ... ... 30.08 inches

1926	Rainfall	1927
4.965 inches		1.825 inches

Days of Week	Days of Month	9 & 10 Moons	Chronology of Remarkable Events
Thurs.	1	20	All Saints Day. The port of Quinhon, Annam, opened to foreign trade, 1876. Riotous disturbances at Hongkong connected with the boycott of Japanese goods, 1908. Mr. C. Climenti, New Governor, arrives in Hongkong, 1925.
Fri.	2	21	Wreck of the U.S. cruiser "Charleston" off North Luzon. Wireless telegraph service opened between Macao and Hongkong, 1920.
Satur.	3	22	Great Britain commenced the first war with China by the naval action of Chuen-pee, 1839.
Sun.	4	23	Hongkong Jockey Club formed, 1884. President Tsao Kun forced to resign, 1924.
Mon.	5	24	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. Manchu Emperor evicted from Imperial Palace and Abdication Agreement revised, 1924.
Tues.	6	25	English and French Treaties promulgated in the *Peking Gazette*, 1860. Indo-China str. "Tingsang" wrecked in Hainan Straits.
Wed.	7	26	Fall of Tsingtao to Anglo-Japanese force, 1914.
Thurs.	8	27	Death of Li Hung-chang, 1901.
Fri.	9	28	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. German cruiser "Emden" destroyed by H.M.A.S. "Sydney" at Cocos Island, 1914.
Satur.	10	29	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.
Sun.	11	30	H.M.S. "Racehorse" wrecked off Chefoo in 1864. New Chinese Tariff came into force, 1901. Disturbances at Shanghai, following measures to prevent a plague epidemic, 1910. Armistice arranged in Great War, 1918.
Mon.	12	1	Hongkong first lighted by gas, 1864. The Foreign Ministers had audience within the Palace, Peking, 1894.
Tues.	13		Earthquake at Shanghai, 1847. Macao Boundary Delimitation Conference at Hongkong interrupted, 1909.
Wed.	14	3	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.
Thurs.	15	4	H.M. gunboat "Gnat" lost on the Palawan, 1868. Opening of Canton-Fatshan Railway, 1903. Death of the Chinese Empress Dowager Tze Au, 1908.
Fri.	16	5	Shanghai opened to foreign commerce, 1843. Celebration of Shanghai Jubilee, 1893.
Sat.	17	6	Great fire in Hongkong, 1867. First section Shanghai-Nanking railway to Naziang opened. General strike of printers commenced in Hongkong, 1911.
Sun.	18	7	Important Harbour Improvement works at Macao announced, involving an expenditure of over $10,000,000, 1920.
Mon.	19	8	Terrific gunpowder explosion at Amoy; upwards of 800 houses destroyed and several hundred lives lost, 1887. Jesuit fathers expelled from Macao, 1910. Hongkong, Canton and Macao Steamboat Co.'s s.s. "Sui An" pirated on her way from Macao to Hongkong by 60 pirates, who had gone aboard as passengers, 1922.
Tues.	20	9	Portuguese Custom House at Macao closed, 1845. Lord Elgin died, 1863.
Wed.	21	10	Port Arthur taken by the Japanese, 1894. Departure of Governor Sir Henry Blake from Hongkong, 1903. Rebels repulsed at Hankow, 1911.
Thurs.	22	11	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.
Fri.	23	12	
Satur.	24	13	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. Marshal Tuan Chi Jui assumes office as Chief Executive of China, 1924.
Sun.	25	14	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.
Mon.	26	15	Edict issued by the Viceroy of Canton forbidding trade with British ships, 1839.
Tues.	27	16	M. Thiers accepts the apology of Ch'ung How, the Chinese Ambassador, for the murder of the French at Tientsin (June 21st, 1870), 1871.
Wed.	28	17	Foreign factories burnt at Canton, 1856. Great fire in Hongkong, 1867. Blake Pier, Hongkong, opened, 1900.
Thurs.	29	18	Opening of the Japanese Diet at Tokyo by the Emperor in person, 1890. Revolt of troops at Macao, 1910.
Fri.	30	19	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. Manchu Emperor seeks sanctuary in Japanese Legation, 1924.

DECEMBER—31 DAYS

	Sunrise	Sunset
1st	6h. 47m.	5h. 38m.
15th	6h. 55m.	5h. 41m.
31st	7h. 03m.	5h. 49m.

Moon's Phases

	d.	h.	m.	
Last Quarter ...	4	2	55	A.M.
New Moon ...	12	5	29	A.M.
First Quarter...	20	4	7	A.M.
Full Moon ...	26	8	18	P.M.

Hongkong Temperature

	1926	1927
Maximum	76.5	70.2
Minimum	43.2	61.9
Mean	62.7	65.5

Barometer, 1927, at Sea Level

Mean ... ... 30.13 inches

1926	Rainfall	1927
0.455 inches		1.370 inches

Days of Week	Days of Month	10 & 11 Moons	Chronology of Remarkable Events
Satur.	1	20	Queen Alexandra born, 1844.
Sun.	2	21	1st in Advent. 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. Scheme dropped later.
Mon.	3	22	S. Francis Xavier died on Sanchoan, 1552.
Tues.	4	23	First census of Hongkong taken, population 15,000, 1841.
Wed.	5	24	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.
Thurs.	6	25	
Fri.	7	26	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.
Satur.	8	27	
Sun.	9	28	2nd in Advent. 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.
Mon.	10	29	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. Formal transfer of administration of former leased territory of Kiaochow by Japan to China, 1922.
Tues.	11	30	Indemnity paid by Prince of Satsuma, 1863. Admiral Bell, U.S.N., drowned at Osaka, 1867.
Wed.	12	1	Imperial Decree stating that the Foreign Ministers at Peking are to be received in audience every New Year, 1890.
Thurs.	13	2	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.
Fri.	14	3	
Satur.	15	4	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.
Sun.	16	5	3rd in Advent. Memorial Stone of New Harbour of Refuge at Mongkoktsui laid by H.E. Sir Henry May, 1915.
Mon.	17	6	United States District Court for China opened at Shanghai, 1906. Sir W. Des Vœux, formerly Governor of Hongkong, died, 1909. H.E. Sir R. E. Stubbs inspects Hongkong Defence Corps on its last parade, 1919. Coastal shipping strike at Hongkong, 1919.
Tues.	18	7	Sir Hugh Gough and the Eastern Expedition left China, 1842.
Wed.	19	8	
Thurs.	20	9	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.
Fri.	21	10	Steam navigation first attempted, 1736.
Satur.	22	11	Two Mandarins arrived at Macao with secret orders to watch the movements of Plenipotentiary Elliot, 1836.
Sun.	23	12	4th in Advent. 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.
Mon.	24	13	British Consulate at Shanghai destroyed by fire, 1870.
Tues.	25	14	Christmas Day. Great fire in Hongkong, 368 houses destroyed, immense destruction of property, 1878.
Wed.	26	15	Boxing Day. St. Stephen. Great fire at Tokyo, 11,000 houses destroyed, 26 lives lost, 1897.
Thurs.	27	16	Dedication of Hongkong Masonic Hall, 1865.
Fri.	28	17	Canton bombarded by Allied forces of Great Britain and France, 1857. S.S. "Hydrangea" pirated by passengers in Bias Bay on her way from Hongkong to Swatow, 1923.
Satur.	29	18	
Sun.	30	19	
Mon.	31	20	Dr. Sun Yat Sen elected Provisional President of the Republic of China, 1911.

1928	Ting-mao	
Jan.	XII. Moon	
6	14	Slight Cold.
15	23	Worship of the god of the hearth at nightfall.
16	24	The god of the hearth reports to heaven.
21	29	Great Cold.
	Wu-sin	
23	I. Moon 1	Chinese New Year's Day.
Feb. 5	14	Beginning of Spring.
6	15	Feast of Lanterns, Fête of Shang-yuen, ruler of heaven.
20	29	Coming of Rain.
22	II. Moon 2	Mencius born, B.C. 371. Fête of the gods of land.
23	3	Fête of the god of literature, worshipped by students.
Mar. 4	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.
10	19	Fête of Kwanyin, goddess of mercy.
21	30	Vernal Equinox.
	II. Moon	
Apr. 5	*Inter c.* 15	Tsing-ming or Tomb Festival; on this day people worship at their ancestors' graves.
20	III. Moon 1	Corn Rain.
22	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.
May 6	17	Beginning of Summer.
12	23	Fête of Tien Heu, Queen of Heaven, Holy mother, goddess of sailors.
21	IV. Moon 3	Small Fullness.
June 4	17	Fête of Kin Hwa, the Cantonese goddess of parturition.
6	19	Sprouting Seeds.
22	V. Moon 5	Summer Solstice. National fête day. Dragon boat festival and boat races.
30	13	National fête of the son of Kwân Ti, god of war.
July 2	15	Anniversary of the Formation of Heaven and Earth.
7	20	Slight Heat.
23	VI. Moon 7	Great Heat.
Aug. 4	19	Fête of the Goddess of Mercy.
8	23	Beginning of Autumn.
9	24	Fete of Kwan Ti, god of war.
15	VII. Moon 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 groups of statuettes, dwarf plants, silk festoons, and ancestral tablets are combined with these ceremonies which are enlivened by music and fireworks.
21	7	Fête of the seven goddesses of the Pleiades, worshipped by women.
23	9	Heat Abating.
29	15	Fête of Chung Yuen, god of the element earth.
Sept. 5	22	Fête of the god of wealth.
8	25	White Dew.
12	29	Fête of Ti Ts'ang-wang, the patron of departed spirits.
	VIII. Moon	
23	10	Autumnal Equinox.
28	15	National fête day. Worship of the moon, and Feast of Lanterns.
Oct. 8	25	Cold Dew. Fête of the god of the Sun.
10	27	Fête of Confucius (born 552 B.C.), the founder of Chinese ethics and politics.
21	IX. Moon 9	Chung Yang Festival, kite-flying day; people on this day worship at their ancestors' graves and ascend mountains for pleasure.
24	12	Frost Descent.
Nov. 8	27	Beginning of Winter.
9	28	Fête day of Hwa Kwang, the god of fire.
22	X. Moon 11	Slight Snow.
26	15	Fête day of Ha Yuen, the god of water.
Dec. 7	26	Heavy Snow.
22	XI. Moon 11	Winter Solstice.

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Hongkong and Shanghai Banking Corporation.

AUTHORISED CAPITAL	$50,000,000
PAID-UP CAPITAL	$20,000,000
RESERVE FUNDS:—	
STERLING	£6,000,000
SILVER	$14,000,000
RESERVE LIABILITY OF PROPRIETORS	$20,000,000

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Hongkong, 11th January, 1928. *Manager.*

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AUTHORIZED CAPITAL	Hongkong	$11,000,000
CAPITAL, PAID UP	,,	$8,665,600
RESERVE FUND	,,	$850,000

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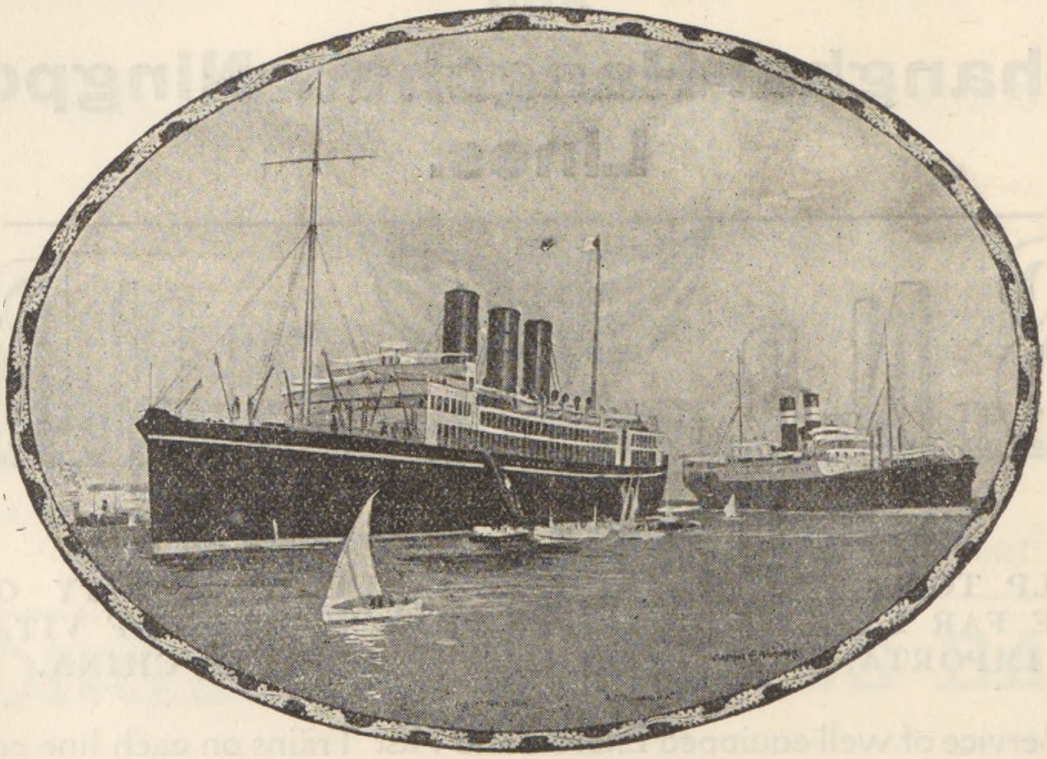

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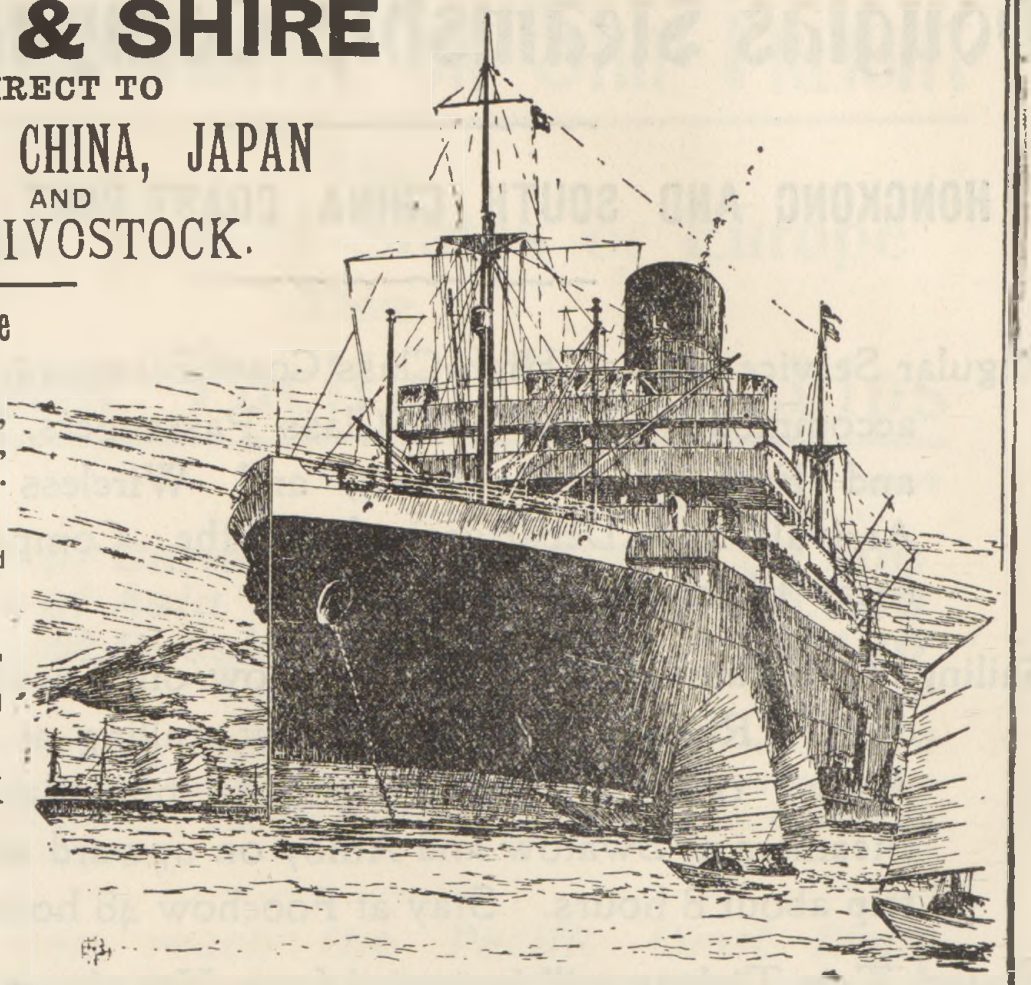

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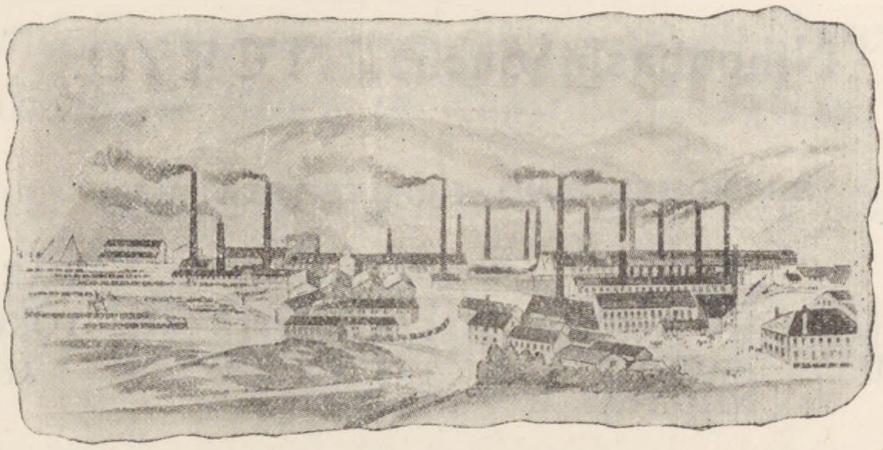

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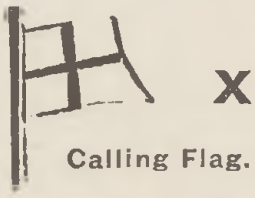

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TREATIES WITH CHINA

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 sealed 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.

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* The Import Tariff was superseded by one arranged in 1902 which, in turn, was superseded by one arranged in 1919, and this last was revised in 1922 in accordance with the Washington Conference resolutions (*q.v.*).

THE CHEFOO CONVENTION, 1876

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 term 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-sueh, 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.

[Two separate articles—now obsolete—were attached to this treaty, one relating to a contemplated Mission of Exploration through China to Tibet and India, in 1877, and the other relating to the regulation of the traffic in opium.]

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 Burmah 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.

Provisional arrangements for the rendition of Weihaiwei to China, in accordance with the agreement reached at the Washington Conference, were drawn up in 1923.

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 owers, 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 fro 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

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,
(Signed) JAS. L. MACKAY.

Their Excellencies
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 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 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.

EMIGRATION CONVENTION

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

(*Signed in London*, 13*th 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 Têh-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 indentured 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.

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 trade marts 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 right, 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 *viséd* 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 Superintendent 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 subject 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 sees fit, interdict the re-entry to China of the vessel taken in contravention and compel it to leave immediately after the settement 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 provisons 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 othor, 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 house 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 Minsters 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 the 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 alerady 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 sases where they may not be able to agree as to the location of these landmarks or on nuch rectifications of detail as it may be desirable to make, in the interest of the two rations, in the existing frontier of Tonkin, they shall refer the difficulty to their cespective 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 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 Kwangtung. 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, Mèngtse, 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 of 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 re-pass 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 lighthouses, 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

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 Consu 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, *vised* 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

same 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 the ship as soon as he shall have received from the Consul the report drawn up in due form. If the captain of the ship should take upon himself to commence discharging without permission, he shall be fined five hundred Taels and the goods so discharged shall be confiscated.

Art. XXIX.—Portuguese merchants having goods to ship or to land will have to obtain a special permission from the Superintendent of Customs to that effect, without which all goods shipped or landed shall be liable to confiscation.

Art. XXX.—No transhipment of goods is allowed from ship to ship without special permission, under penalty of confiscation of all the goods so transhipped.

Art. XXXI.—When a ship shall have paid all her duties, the Superintendent of Customs will grant her a certificate and the Consul will return the papers, in order that she may proceed on her voyage.

Art. XXXII.—When any doubt may arise as to the value of goods which by the Tariff are liable to an *ad valorem* duty, and the Portuguese merchants disagree with the Custom-house officers as regards the value of said goods, both parties will call two or three merchants to examine them, and the highest offer made by any of the said 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 choose a certain number of boxes or bales from among every hundred packages of the goods in question, taking the gross weight of said packages, then the tare of each of the packages separately, and the average tare resulting therefrom will be adopted for the whole parcel.

In case of any doubt or dispute not mentioned herein, the Portuguese merchant may appeal to the Consul, who will refer the case to the Superintendent of Customs; this 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 in such a case no entry is to be made in the Custom-house books in relation to the said goods until the question shall have been settled.

Art. XXXIV.—Damaged goods will pay a reduced duty proportionate to their deterioration; any doubt on this point will be solved in the way indicated in the clause of this Treaty with respect to duties payable on merchandise *ad valorem*.

Art. XXXV.—Any Portuguese merchant who, having imported foreign goods into one of the open ports of China and paid the proper duties thereon, may wish to re-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 books of the Customs, whether they retain their original marks, and whether the entries 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 goodsi mported, 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, the Chinese authorities must report such acts to the Portuguese Consul in order that the guilty may be tried according to the laws of Portugal.

Art. XLIX.—If any Chinese subject shall have become indebted to a Portuguese subject and withholds payment, or fraudulently absconds from his creditors, the Chinese authorities shall use all their efforts to apprehend him and to compel him to pay, the debt being previously proved and the possibility of its payment ascertained. The Portuguese authorities will likewise use their efforts to enforce the payment of any debt due by any Portuguese subject to a Chinese subject.

But in no case will the Portuguese Government or the Chinese Government be considered responsible for the debts of their subjects.

Art. L.—Whenever any Portuguese subject shall have to petition the Chinese authority of a district, he is to submit his statement beforehand to the Consul, who will cause the same to be forwarded should he see no impropriety in so doing, otherwise 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 Consul he will only be allowed to do so through the Chinese authority, who shall proceed in the same manner.

Art. LI.—Portuguese subjects who may have any complaint or claim against any Chinese subject, shall lay the same before the Consul, who will take due cognizance of the case and will use all his efforts to settle it amicably. Likewise, when a Chinese subject shall have occasion to complain of a Portuguese subject, the Consul will listen to his complaint and will do what he possibly can to re-establish harmony between the two parties.

If, however, the dispute be of such a nature that it cannot be settled in that conciliatory way, the Portuguese Consul and Chinese authorities will hold a joint investigation of the case, and decide it with equity, applying each the laws of his own country according to the nationality of the defendant.

Art. LII.—The Catholic religion has for its essential object the leading of men to virtue. Persons teaching it and professing it shall alike be entitled to efficacious protection from the Chinese authorities; nor shall such persons pursuing peaceably their 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 that the English language, among all foreign languages, is the most generally known 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 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. LIV.—The present Treaty, with the Convention appended to it, shall be ratified by His Most Faithful Majesty the King of Portugal and the Algarves and His Imperial Majesty the Emperor of China. The exchange of the ratifications shall be made, within the shortest possible time, at Tientsin, after which the Treaty, with the Convention appended, shall be printed and published in order that the functionaries and subjects of the two countries may have full knowledge of their stipulations and may fulfil them.

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

Done in Peking, this first day of the month 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 Kuang-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-kuan.

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

Peking, duly authorized by His Excellency Thomas de Souza Roza, Chief of the said Mission, and Sir Robert Hart, K.C.M.G., Inspector-General of the Chinese Imperial Maritime Customs, provided with the necessary instructions from the Chinese Government, have agreed on the following:

1.—An office under a Commissioner appointed by the Foreign Inspectorate of the Chinese Imperial Maritime Customs shall be established at a convenient spot on Chinese territory, for the sale of opium duty certificates, to be freely sold to merchants and for such quantities of opium as they may require. The said Commissioner will also administer the Customs stations near Macao.

2.—Opium accompanied by such certificates, at the rate of not more than 110 Taels per picul, shall be free from all other imposts of every sort, and have all the benefits stipulated for by the Additional Article of the Chefoo Convention between China and Great Britain on behalf of opium on which duty has been paid at one of the 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 Customs stations shall investigate and settle any complaint made by Chinese merchants of Macao against the Customs stations or revenue cruisers; and the Governor of Macao, if he deems it advisable, shall be entitled to send an officer of Macao to be present and assist in the investigation and decision. If, however, they do not agree, 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 be subject to any dues or duties in excess of those leviable on junks and their cargoes trading between Chinese ports and Hongkong, and no dues whatsoever shall be demanded from junks proceeding to Macao from ports of China, or coming from Macao to ports in China, over and above the dues paid, or payable, at the ports of clearance or destination. Chinese produce which has paid Customs duties and *lekin* tax before entering Macao may be re-exported from Macao to Chinese ports without paying Customs duties and *lekin* tax again, and will be only subject to the payment of the tax named *Siao-hao*.

In witness whereof, this agreement has been written in Portuguese and English and 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 dated the first day of December, 1887 (17th day, 10th moon, 13th year of Kwang Hsu), continues 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 Article VI. of the Peking Protocol of 7th September, 1901, from the date of the ratification of this Treaty. Portugal will enjoy the privileges of the most favoured nation, and in no case shall Portuguese subjects pay higher or lower duties than those paid by the subjects of any other foreign nation. Article XII. of the Treaty of First December, 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 alcoholic 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.

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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 Kuang 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 Kuang Hsü.

[L.S.] Count ITO HIROBUMI, *Junii, Grand Cross of the Imperial Order of Paullownia, 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 Kuang 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; Shêng 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 Hsü 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 Chinese of 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 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 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-HUAI.
" 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 of Kuang 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 Kuang 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.

Heilunkiang 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-hsiang,
Etc., etc., etc.

Exchange of Notes

The following Notes dealing with the Shantung Treaty were exchanged:—

Monsieur le Ministre:— Peking, May 25th, 1915.

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-hsiang,
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-hsiang,
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-hsiang,
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-HSIANG,
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-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 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-HSIANG,

Etc., etc., etc.

TREATY FOR THE SETTLEMENT OF OUTSTANDING QUESTIONS RELATIVE TO SHANTUNG

Ratifications Exchanged at Peking on June 2nd, 1922

Japan and China, being equally animated by a sincere desire to settle amicably and in accordance with their common interest outstanding questions relative to Shantung, have resolved to conclude a treaty for the settlement of such questions, and have to that end named as their Plenipotentiaries, that is to say:

His Majesty the Emperor of Japan: Baron Tomosaburo Kato, Minister of the Navy; Baron Kijuro Shidehara, Ambassador Extraordinary and Plenipotentiary; and Masanao Hanihara, Vice-Minister for Foreign Affairs; and

His Excellency the President of the Chinese Republic: Sao-ke Alfred Sze, Envoy Extraordinary and Minister Plenipotentiary; Vikyuin Wellington Koo, Envoy Extraordinary and Minister Plenipotentiary; and Chung-hui Wang, Former Minister of Justice;

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

SECTION I.—*Restoration of the Former German Leased Territory of Kiaochow*

Art. I.—Japan shall restore to China the former German Leased Territory of Kiaochow.

Art. II.—The Government of Japan and the Government of the Chinese Republic shall each appoint three Commissioners to form a Joint Commission with powers to make and carry out detailed arrangements relating to the transfer of the administration of the former German Leased Territory of Kiaochow and to the transfer of public properties in the said Territory and to settle other matters likewise requiring adjustment.

For such purposes, the Joint Commission shall meet immediately upon the coming into force of the present Treaty.

Art. III.—The transfer of the administration of the former German Leased Territory of Kiaochow and the transfer of public properties in the said Territory, as well as the adjustment of other matters under the preceding Article, shall be completed as soon as possible and, in any case, not later than six months from the date of the coming into force of the present Treaty.

Art. IV.—The Government of Japan undertakes to hand over to the Government of the Chinese Republic, upon the transfer to China of the administration of the former German Leased Territory of Kiaochow, such archives, registers, plans, title-deeds and other documents in the possession of Japan, or certified copies thereof, as may be necessary for the transfer of the administration, as well as those that may be useful for the subsequent administration by China of the said Territory and of the Fifty Kilometre Zone around Kiaochow Bay.

Section II.—*Transfer of Public Properties*

Art. V.—The Government of Japan undertakes to transfer to the Government of the Chinese Republic all public properties including land, buildings, works or establishments in the former German Leased Territory of Kiaochow, whether formerly possessed by the German authorities or purchased or constructed by the Japanese authorities during the period of the Japanese administration of the said Territory, except those indicated in Article VII. of the present Treaty.

Art. VI.—In the transfer of public properties under the preceding Article no compensation will be claimed from the Government of the Chinese Republic: Provided, however, that for those purchased or constructed by the Japanese authorities, and also for the improvements on or additions to those formerly possessed by the German authorities, the Government of the Chinese Republic shall refund a fair and equitable proportion of the expenses actually incurred by the Government of Japan, having regard to the principle of depreciation and continuing value.

Art. VII.—Such public properties in the former German Leased Territory of Kiaochow as are required for the Japanese Consulate to be established in Tsingtao shall be retained by the Government of Japan, and those required more especially for the benefit of the Japanese community, including public schools, shrines and cemeteries, shall be left in the hands of the said community.

Art. VIII.—Details of the matters referred to in the preceding three Articles shall be arranged by the Joint Commission provided for in Article II. of the present Treaty.

Section III.—*Withdrawal of Japanese Troops*

Art. IX.—The Japanese troops, including gendarmes, now stationed along the Tsingtao-Tsinanfu Railway and its branches, shall be withdrawn as soon as the Chinese police or military force shall have been sent to take over the protection of the Railway.

Art. X.—The disposition of the Chinese police or military force and the withdrawal of the Japanese troops under the preceding Article may be effected in sections.

The date of the completion of such process for each section shall be arranged in advance between the competent authorities of Japan and China.

The entire withdrawal of such Japanese troops shall be effected within three months, if possible, and, in any case, not later than six months from the date of the signature of the present Treaty.

Art. XI.—The Japanese garrison at Tsingtao shall be completely withdrawn simultaneously, if possible, with the transfer to China of the administration of the former German Leased Territory of Kiaochow, and, in any case, not later than thirty days from the date of such transfer.

Section IV.—*Maritime Customs at Tsingtao*

Art. XII.—The Custom House of Tsingtao shall be made an integral part of the Chinese Maritime Customs upon the coming into force of the present Treaty.

Art. XIII.—The Provisional Agreement of August 6th, 1915, between Japan and China relating to the re-opening of the office of the Chinese Maritime Customs at Tsingtao shall cease to be effective upon the coming into force of the present Treaty.

Section V.—*Tsingtao-Tsinanfu Railway*

Art. XIV.—Japan shall transfer to China the Tsingtao-Tsinanfu Railway and its branches, together with all other properties appurtenant thereto, including wharves, warehouse and other similar properties.

Art. XV.—China undertakes to reimburse to Japan the actual value of all the Railway properties mentioned in the preceding Article.

The actual value to be so reimbursed shall consist of the sum of fifty-three million, four hundred and six thousand, one hundred and forty-one (53,406,141) gold marks (which is the assessed value of such portion of the said properties as was left behind by the Germans), or its equivalent, plus the amount which Japan, during her administration of the Railway, has actually expended for permanent improvements on or additions to the said properties, less a suitable allowance for depreciation.

It is undertsood that no charge will be made with respect to the wharves, warehouse and other similar properties mentioned in the preceding Article, except for such permanent improvements on or additions to them as may have been made by Japan during her administration of the Railway, less a suitable allowance for depreciation.

Art. XVI.—The Government of Japan and the Government of the Chinese Republic shall each appoint three Commissioners to form a Joint Railway Commission, with powers to appraise the actual value of the Railway properties on the basis defined in the preceding Article and to arrange the transfer of the said properties.

Art. XVII.—The transfer of all the Railway properties under Article XIV. of the present Treaty shall be completed as soon as possible, and, in any case, not later than nine months from the date of the coming into force of the present Treaty.

Art. XVIII.—To effect the reimbursement under Article XV. of the present Treaty, China shall deliver to Japan, simultaneously with the completion of the transfer of the Railway properties, Chinese Government Treasury Notes, secured on the properties and revenues of the Railway and running for a period of fifteen years, but redeemable, whether in whole or in part, at the option of China at the end of five years from the date of the delivery of the said Treasury Notes, or at any time thereafter upon six months' previous notice.

Art. XIX.—Pending the redemption of the said Treasury Notes under the preceding Article, the Government of the Chinese Republic will select and appoint, for so long a period as any part of the said Treasury Notes shall remain unredeemed, a Japanese subject to be Traffic Manager, and another Japanese subject to be Chief Accountant jointly with the Chinese Chief Accountant and with co-ordinate functions.

These officials shall all be under the direction, control and supervision of the Chinese Managing-Director, and removable for cause.

Art. XX.—Financial details of a technical character relating to the said Treasury Notes not provided for in this Section shall be determined in common accord between the Japanese and Chinese authorities as soon as possible and, in any case, not later than six months from the date of the coming into force of the present Treaty.

Section VI.—*Extensions of the Tsingtao-Tsinanfu Railway*

Art. XXI.—The concessions relating to the two extensions of the Tsingtao-Tsinanfu Railway, namely, the Tsinanfu-Shunteh and the Kaomi-Hsuchowfu lines, shall be made open to common activity of an international financial group, on terms to be arranged between the Government of the Chinese Republic and the said group.

Section VII.—*Mines*

Art. XXII.—The mines of Tsechwan, Fangtze and Chinlingchen, for which the mining rights were formerly granted by China to Germany, shall be handed over to a company to be formed under a special charter of the Government of the Chinese Republic, in which the amount of Japanese capital shall not exceed that of Chinese capital.

The mode and terms of such arrangements shall be determined by the Joint Commission provided for in Articie II. of the present Treaty.

SECTION VIII.—*Opening of the Former German Leased Territory of Kiaochow*

Art. XXIII.—The Government of Japan declares that it will not seek the establishment of an exclusive Japanese settlement, or of an international settlement, in the former German Leased Territory of Kiaochow.

The Government of the Chinese Republic, on its part, declares that the entire area of the former German Leased Territory of Kiaochow will be opened to foreign trade and that foreign nationals will be permitted freely to reside and carry on commerce, industry and other lawful pursuits within such area.

Art. XXIV.—The Government of the Chinese Republic further declares that vested rights lawfully and equitably acquired by foreign nationals in the former German Leased Territory of Kiaochow, whether under the German régime or during the period of the Japanese administration, will be respected.

All questions relating to the status or validity of such vested rights acquired by Japanese subjects or Japanese companies shall be adjusted by the Joint Commission provided for in Article II. of the present Treaty.

SECTION IX.—*Salt Industry*

Art. XXV.—Whereas the salt industry is a Government monopoly in China, it is agreed that the interests of Japanese subjects or Japanese companies actually engaged in the said industry along the coast of Kiaochow Bay shall be purchased by the Government of the Chinese Republic for fair compensation, and that the exportation to Japan of a quantity of salt produced by such industry along the said coast is to be permitted on reasonable terms.

Arrangements for the above purpose, including the transfer of the said interests to the Government of the Chinese Republic, shall be made by the Joint Commission provided for in Article II. of the present Treaty. They shall be completed as soon as possible and, in any case, not later than six months from the date of the coming into force of the present Treaty.

SECTION X.—*Submarine Cables*

Art. XXVI.—The Government of Japan declares that all the rights, title and privileges concerning the former German submarine cables between Tsingtao and Chefoo and between Tsingtao and Shanghai are vested in China, with the exception of those portions of the said two cables which have been utilized by the Government of Japan for the laying of a cable between Tsingtao and Sasebo; it being understood that the question relating to the landing and operation at Tsingtao of the said Tsingtao-Sasebo cable shall be adjusted by the Joint Commission provided for in Article II. of the present Treaty, subject to the terms of the existing contracts to which China is a party.

SECTION XI.—*Wireless Stations*

Art. XXVII.—The Government of Japan undertakes to transfer to the Government of the Chinese Republic the Japanese wireless stations at Tsingtao and Tsinanfu for fair compensation for the value of these stations, upon the withdrawal of the Japanese troops at the said two places, respectively.

Details of such transfer and compensation shall be arranged by the Join Commission provided for in Article II. of the present Treaty.

Art. XXVIII.—The present Treaty (including the Annex thereto) shall be ratified, and the ratifications thereof shall be exchanged at Peking, as soon as possible, and not later than four months from the date of its signature.

It shall come into force from the date of the exchange of ratifications.

In witness whereof the respective Plenipotentiaries have signed the present Treaty in duplicate in the English language, and have affixed hereto their seals.

Done at the City of Washington this fourth day of February, One Thousand Nine Hundred and Twenty-Two.

[L.S.]	T. KATO.	[L.S.]	SAO-KE ALFRED SZE.
[L.S.]	K. SHIDEHARA.	[L.S.]	V. K. WELLINGTON KOO.
[L.S.]	M. HANIHARA.	[L.S.]	CHUNG-HUI WANG.

ANNEX

I.—*Renunciation of Preferential Rights*

The Government of Japan declares that it renounces all preferential right with respect to foreign assistance in persons, capital and material stipulated in the Treaty of March 6th, 1898, between China and Germany.

II.—*Transfer of Public Properties*

It is understood that public properties to be transferred to the Government of the Chinese Republic under Article V. of the present Treaty include (1) all public works, such as roads, water-works, parks, drainage and sanitary equipment, and (2) all public enterprises such as those relating to telephone, electric, stockyard and laundry.

The Government of the Chinese Republic declares that in the management and maintenance of public works to be so transferred to the Government of the Chinese Republic, the foreign community in the former German Leased Territory of Kiaochow shall have fair representation.

The Government of the Chinese Republic further declares that, upon taking over the telephone enterprise in the former German Leased Territory of Kiaochow, it will give due consideration to the requests from the foreign community in the said Territory for such extensions and improvements in the telephone enterprise as may be reasonably required by the general interests of the public.

With respect to public enterprises relating to electric light, stockyard and laundry, the Government of the Chinese Republic, upon taking them over, shall re-transfer them to the Chinese municipal authorities of Tsingtao, which shall, in turn, cause commercial companies to be formed under Chinese laws for the management and working of the said enterprises, subject to municipal regulation and supervision.

III.—*Maritime Customs at Tsingtao*

The Government of the Chinese Republic declares that it will instruct the Inspector-General of the Chinese Maritime Customs (1) to permit Japanese traders in the former German Leased Territory of Kiaochow to communicate in the Japanese language with the Custom House of Tsingtao; and (2) to give consideration, within the limits of the established service regulations of the Chinese Maritime Customs, to the diverse needs of the trade of Tsingtao in the selection of a suitable staff for the said Custom House.

IV.—*Tsingtao-Tsinanfu Railway*

Should the Joint Railway Commission provided for in Article XVI. of the present Treaty fail to reach an agreement on any matter within its competence, the point or points at issue shall be taken up by the Government of Japan and the Government of the Chinese Republic for discussion and adjustment by means of diplomacy.

In the determination of such point or points, the Government of Japan and the Government of the Chinese Republic shall, if necessary, obtain recommendations of experts of a third Power or Powers, who shall be designated in common accord between two Governments.

V.—*Chefoo-Weihsien Railway*

The Government of Japan will not claim that the option for financing the Chefoo-Weihsien Railway should be made open to the common activity of the International Financial Consortium, provided that the said Railway is to be constructed with Chinese capital.

VI.—*Opening of the Former German Leased Territory of Kiaochow*

The Government of the Chinese Republic declares that, pending the enactment and general application of laws regulating the system of local self-government in China, the Chinese local authorities will ascertain the views of the foreign residents in the former German Leased Territory of Kiaochow in such municipal matters as may directly affect their welfare and interests.

T. Kato.	Sao-ke Alfred Sze.
C. Shidehara.	V. K. Wellington Koo.
M. Hanihara.	Chung-hui Wang.

AGREED TERMS OF UNDERSTANDING RECORDED IN THE MINUTES OF THE JAPANESE AND CHINESE DELEGATIONS CONCERNING THE CONCLUSION OF THE TREATY FOR THE SETTLEMENT OF OUTSTANDING QUESTIONS RELATIVE TO SHANTUNG

Transfer of Public Properties

I.—Japanese subjects will be permitted, subject to the provision of Chinese law, to become members or shareholders of any of the commercial companies to be formed with respect to public enterprises mentioned in Paragraph 4 of Annex II. of the Treaty.

Withdrawal of Japanese Troops

II.—After the withdrawal of the Japanese troops provided for in Articles IX. to XI. of the Treaty, no Japanese military force of any kind will remain in any part of Shantung.

Tsingtao-Tsinanfu Railway

III.—All light railways constructed by Japan in Shantung and all properties appurtenant thereto shall be considered as part of the properties of Tsingtao-Tsinanfu Railway.

IV.—The telegraph lines along the Railway shall also be considered as part of the Railway properties.

V.—The Chinese authorities, upon taking over the Railway, shall have full power and discretion to retain or to remove the present employés of Japanese nationality in the service of the Railway. In replacing such employés, reasonable notice shall be given before the date of the transfer of the Railway. Detailed arrangements regarding the replacements to take effect immediately on the transfer of the Railway are to be made by the Joint Railway Commission provided for in Article XVI. of the Treaty.

VI.—The entire subordinate staff of the Japanese Traffic Manager and the Japanese Chief Accountant of the Railway is to be appointed by the Chinese Managing-Director. After two years and a half from the date of the transfer of the Railway, the Chinese Government may appoint an Assistant Traffic Manager of Chinese nationality for the period of two years and a half, and such Chinese Assistant Traffic Manager may likewise be appointed at any time upon notice being given for the redemption of the Treasury Notes under Article XVIII. of the Treaty.

VII.—The Chinese Government is under no obligation to appoint Japanese subjects as members of the subordinate staff above mentioned.

VIII.—The redemption of the Treasury Notes under Article XVIII. of the Treaty will not be effected with funds raised from any source other than Chinese.

IX.—The Chinese Government will ask the Japanese Government for such information as may be useful in making the selection of the Japanese Traffic Accountant of the Railway.

X.—All questions relating to the existing contracts or commitments made by the Japanese authorities in charge of the Railway shall be settled by the Joint Railway Commission; and, prior to the transfer of the Railway, the said Japanese authorities will not make any new contracts or commitments calculated to be harmful to the interests of the Railway.

Opening of the Former German Leased Territory of Kiaochow

XI.—The term "lawful pursuits" used in article XXIII. of the Treaty shall not be so construed as to include agriculture, or any enterprise prohibited by Chinese law or not permitted to foreign nationals under the treaties between China and Foreign Powers, it being understood that this definition shall be without prejudice to the question of the salt industry provided for in Article XXV. of the Treaty or to any question relating to vested right which shall be determined in accordance with Article XXIV. of the Treaty.

Post Offices

XII.—All the Japanese Post Offices outside of the former German Leased Territory of Kiaochow shall be withdrawn simultaneously with the transfer of the Tsingtao-Tsinanfu Railway, if such transfer shall take place before January 1st, 1923, and, in any case, not later than the said date.

XIII.—All the Japanese Post Offices within the former German Leased Territory of Kiaochow shall be withdrawn simultaneously with the transfer of the administration of the said Territory.

Claims

XIV.—The omission of any reference in the Treaty to the question of claims which Chinese citizens may have against Japanese subjects for the restitution of real property in Shantung or for damages to the person and property of Chinese citizens in Shantung shall not prejudice such claims.

XV.—The Chinese authorities shall furnish the Japanese authorities with a list of such claims, together with all available evidence in support of each claim. Justice shall be done through diplomatic channel as regards the claims against the Japanese authorities, and through ordinary judicial procedure as regards the claims against Japanese subjects. With respect to the latter class of claims, the investigation into actual facts of each case may, if necessary, be conducted by a Joint Commission of Japanese and Chinese officials, in equal number, to be specially designated for that purpose.

XVI.—The Japanese Government shall not be held responsible for any damage which may have been directly caused by the military operations of Japan during the late war.

WASHINGTON, D.C., Feburuary 4th, 1922.

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-yû, 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, Yû-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.

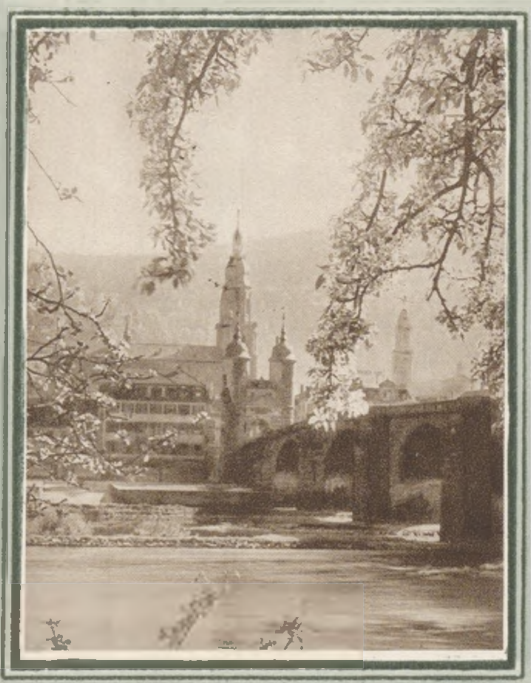
The Chinese Government having thus complied to the satisfaction of the Powers with the conditions laid down in the above-mentioned Note of December 22nd, 1900, the Powers have agreed to accede to the wish of China to terminate the situation created by the disorders of the summer of 1900. In consequence 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.



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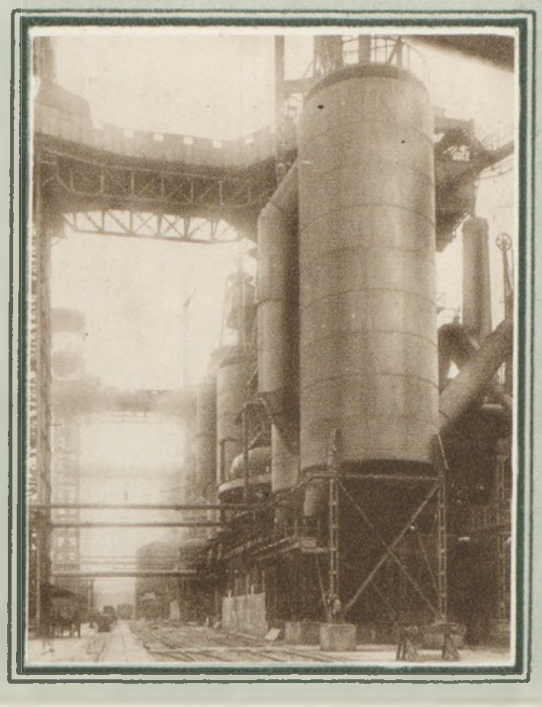

GERMANY

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 on 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 equvialent 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.

(Signed) W. W. Yen.

RUSSIA

RUSSO-CHINESE AGREEMENT

Signed at Peking, on March 14th, 1924

The Union of Soviet Socialist Republics and the Republic of China, desiring to re-establish normal relations with each other, have agreed to conclude an agreement of general principles for the settlement of the questions between the two countries, and have to that end named as their Plenipotentiaries, that is to say: The Government of the Union of Soviet Socialist Republics: Lov Mikhailovitch Karakhan; His Excellency the President of the Republic of China: Chengting Thomas Wang.

Who, 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.—Immediately upon the signing of the present Agreement, the normal diplomatic and consular relations between the two Contracting Parties shall e re-established.

The Government of the Republic of China agrees to take the necessary steps to transfer to the Government of the Union of Soviet Socialist Republics the Legation and Consular buildings formerly belonging to the Tsarist Government.

Art. II.—The Government of the two Contracting Parties agree to hold, within one month after the signing of the present Agreement, a Conference which shall conclude and carry out detailed arrangements relative to the questions in accordance with the principles as provided in the following Articles.

Such detailed arrangements shall be completed as soon as possible and, in any case, not later than six months from the date of the opening of the Conference as provided in the preceding paragraph.

Art. III.—The Governments of the two Contracting Parties agree to annul at the Conference as provided in the preceding Article, all Conventions, Treaties, Agreements, Protocols, Contracts, etcetera, concluded between the Government of China and the Tsarist Government and to replace them with new treaties, agreements, etcetera, on the basis of equality, reciprocity and justice, as well as the spirit of the Declarations of the Soviet Government of the years of 1919 and 1920.

Art. IV.—The Government of the Union of Soviet Socialist Republics, in accordance with its policy and Declarations of 1919 and 1920, declares that all Treaties, Agreements, etcetera, concluded between the former Tsarist Government and any third party or parties affecting the sovereign rights or interests of China are null and void.

The Chinese Government on its part declares that all Treaties, Agreements, etcetera, concluded between China and any third party or parties affecting the sovereign rights or interests of the Union of Soviet Socialist Republics are null and void.

The Governments of both Contracting Parties declare that in future neither Government will conclude any treaties or agreements which prejudice the sovereign rights or interests of either Contracting Party.

Art. V.—The Government of the Union of Soviet Socialist Republics recognizes that Outer Mongolia is an integral part of the Republic of China and respects China's sovereignty therein.

The Government of the Union of Soviet Socialist Republics declares that as soon as the conditions for the withdrawal of all the troops of the Union of Soviet Socialist Republics from Outer Mongolia—namely, as to the time-limit of the withdrawal of such troops and the measures to be adopted in the interests of the safety of the frontiers—are agreed upon at the Conference as provided in Article II. of the present Agreement, it will effect the complete withdrawal of all the troops of the Union of Soviet Socialist Republics from Outer Mongolia.

Art. VI.—The Governments of the two Contracting Parties mutually pledge themselves not to permit, within their respective territories the existence and/or activities of any organisations or groups whose aim is to struggle by acts of violence against the Governments of either Contracting Party.

The Governments of the two Contracting Parties further pledge themselves not to engage in propaganda directed against the political and social systems of either Contracting Party.

Art. VII.—The Governments of the two Contracting Parties agree to redemarcate their national boundaries at the Conference as provided in Article II. of the present Agreement, and pending such redemarcation, to maintain the present boundaries.

Art. VIII.—The Governments of the two Contracting Parties agree to regulate at the afore-mentioned Conference the questions relating to the navigation of rivers, lakes, and other bodies of water which are common to their respective frontiers on the basis of equality and reciprocity.

Art. IX.—The Governments of the two Contracting Parties agree to settle at the afore-mentioned Conference the question of the Chinese Eastern Railway in conformity with the principles as hereinafter provided :—

(1) The Governments of the two Contracting Parties declare that the Chinese Eastern Railway is a purely commercial enterprise.

The Governments of the two Contracting Parties mutually declare that with the exception of matters pertaining to the business operations which are under the direct control of the Chinese Eastern Railway, all other matters affecting the rights of the National and the Local Governments of the Republic of China—such as judicial matters, matters relating to civil administration, military administration, police, municipal government, taxation, and landed property (with the exception of lands required by the said railway)—shall be administered by the Chinese Authorities.

(2) The Government of the Union of Soviet Socialist Republics agrees to the redemption by the Government of the Republic of China, with Chinese capital, of the Chinese Eastern Railway, as well as all appurtenant properties, and to the transfer to China of all shares and bonds of the said Railway.

(3) The Governments of the two Contracting Parties shall settle at the Conference as provided in Article II. of the present Agreement the amount and conditions governing the redemption as well as the procedure for the transfer of the Chinese Eastern Railway.

(4) The Government of the Union of Soviet Socialist Republics agrees to be responsible for the entire claims of the shareholders, bondholders and creditors of the Chinese Eastern Railway incurred prior to the Revolution of March 9th, 1917.

(5) The Governments of the two Contracting Parties mutually agree that the future of the Chinese Eastern Railway shall be determined by the Union of Soviet Socialist Republics and the Republic of China, to the exclusion of any third party or parties.

(6) The Governments of the two Contracting Parties agree to draw up an arrangement for the provisional management of the Chinese Eastern Railway pending the settlement of the questions as provided under Section (3) of the present Article.

(7) Until the various questions relating to the Chinese Eastern Railway are settled at the Conference as provided in Article II. of the present Agreement, the rights of the two Governments arising out of the Contract of August 27th and September 8th, 1896, for the construction and operation of the Chinese Eastern Railway, which do not conflict with the present Agreement and the Agreement for the provisional management of the said railway and which do not prejudice China's right of sovereignty, shall be maintained.

Art. X.—The Government of the Union of Soviet Socialist Republics agrees to renounce the special rights and privileges relating to all Concessions in any part of China acquired by the Tsarist Government under various Conventions, Treaties, Agreements, etcetera.

Art. XI.—The Government of the Union of Soviet Socialist Republics agrees to renounce the Russian portion of the Boxer Indemnity.

Art. XII.—The Government of the Union of Soviet Socialist Republics agrees to relinquish the rights of extraterritoriality and Consular jurisdiction.

Art. XIII.—The Governments of the two Contracting Parties, agree to draw up simultaneously with the conclusion of a Commercial Treaty at the Conference, as provided in Article II. of the present Agreement, a Customs Tariff for the two Contracting Parties in accordance with the principles of equality and reciprocity.

Art. XIV.—The Governments of the two Contracting Parties agree to discuss at the afore-mentioned Conference the questions relating to the claims for the compensation of losses.

Art. XV.—The present Agreement shall come into effect from the date of signature.

In witness whereof, the respective Plenipotentiaries have signed the present Agreement in duplicate in the English language and have affixed thereto their seals.

Done at the City of Peking this fourteenth day of March, One Thousand Nine Hundred and Twenty-four.

(Signed) Lov Mikhailovitch Karakhan.

" Chingting Thomas Wang.

RUSSO-JAPANESE CONVENTION

SIGNED AT PEKING, JANUARY 20TH, 1925

The following is the official English text in the Russo-Japanese Convention :—

Convention embodying basic rules of the relations between Japan and the Union of Soviet Socialist Republics.

Japan and the Union of Soviet Socialist Republics, desiring to promote relations of good neighbourhood and economic co-operation between them, have resolved to conclude a convention embodying basic rules in regulation of such relations and, to that end, have appointed as their Plenipotentiaries, that is to say :—

His Majesty the Emperor of Japan:

Kenkichi Yoshizawa, Envoy Extraordinary and Minister Plenipotentiary to the Republic of China, Jushii, a member of the First Class of the Imperial Order of the Sacred Treasure;

The Central Executive Committee of the Union of Soviet Socialist Republics:

Lev Mikhailovitch Karakhan, Ambassador to the Republic of China;

Who, having communicated to each other their respective full powers, found to be in good and due form, have agreed as follows :—

ARTICLE I

The High Contracting Parties agree that with the coming into force of the present Convention, diplomatic and consular relations shall be established between them.

ARTICLE II

The Union of Soviet Socialist Republics agrees that the Treaty of Portsmouth of September 5th, 1905, shall remain in full force.

It is agreed that the Treaties, Conventions and Agreements, other than the said Treaty of Portsmouth which were concluded between Japan and Russia prior to November 7th, 1917, shall be re-examined at a Conference to be subsequently held between the Governments of the High Contracting Parties and are liable to revision or annulment as altered circumstances may require.

ARTICLE III

The Governments of the High Contracting Parties agree that upon the coming into force of the present Convention, they shall proceed to the revision of the Fishery Convention of 1907, taking into consideration such changes as may have taken place in the general conditions since the conclusion of the said Fishery Convention.

Pending the conclusion of a convention so revised, the Government of the Union of Soviet Socialist Republics shall maintain the practices established in 1924 relating to the lease of fishery lots to Japanese subjects.

ARTICLE IV

The Governments of the High Contracting Parties agree that upon the coming into force of the present Convention they shall proceed to the conclusion of a treaty of commerce and navigation in conformity with the principles hereunder mentioned, and that pending the conclusion of such a treaty, the general intercourse between the two countries shall be regulated by those principles.

(1) The subjects or citizens of each of the High Contracting Parties shall in accordance with the laws of the country *(a)* have full liberty to enter, travel and reside in the territories of the other, and *(b)* enjoy constant and complete protection for the safety of their lives and property.

(2) Each of the High Contracting Parties shall in accordance with the laws of the country accord in its territories to the subjects or citizens of the other, to the widest possible extent and on condition of reciprocity, the right of private ownership and the liberty to engage in commerce, navigation, industries, and other peaceful pursuits.

(3) Without prejudice to the right of each Contracting Party to regulate by its own laws the system of international trade in that country, it is understood that neither Contracting Party shall apply in discrimination against the other Party any measures of prohibition, restriction or impost which may serve to hamper the growth of the intercourse, economic or otherwise, between the two countries, it being the intention of both Parties to place the commerce, navigation and industry of each country, as far as possible, on the footing of the most favoured nation. The Governments of the High Contracting Parties further agree that they shall enter into negotiations, from time to time as circumstances may require, for the conclusion of special arrangements relative to commerce and navigation to adjust and to promote economic relations between the two countries.

Article V

The High Contracting Parties solemnly affirm their desire and intention to live in peace and amity with each other, scrupulously to respect the undoubted right of a State to order its own life within its own jursidiction in its own way, to refrain and restrain all persons in any governmental service for them, and all organisations in receipt of any financial assistance from them, from any act overt or covert liable in any way whatever to endanger the order and security in any part of the territories of Japan or the Union of Soviet Socialist Republics.

It is further agreed that neither Contracting Party shall permit the presence in the territories under its jurisdication—(*a*) of organisations or groups pretending to be the Government for any part of the territories of the other Party, or (*b*) of alien subjects or citizens who may be found to be actually carrying on political activities for such organisations or groups.

Article VI

In the interest of promoting economic relations between the two countries, and taking into consideration the needs of Japan with regard to natural resources, the Government of the Union of Soviet Socialist Republics is willing to grant to Japanese subjects, companies and associations, concessions for the exploitation of minerals, forests and other natural resources in all the territories of the Union of Soviet Socialist Republics.

Article VII

The present convention shall be ratified.

Such ratification by each of the High Contracting Parties shall, with as little delay as possible, be communicated, through its diplomatic representative at Peking, to the Government of the other Party, and from the date of the later of such communications this Convention shall come into full force.

The formal exchange of the ratifications shall take place at Peking as soon as possible.

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

Done at Peking, this Twentieth day of January, One Thousand Nine Hundred and Twenty-five.

[L.S.] K. Yoshizawa. [L.S.] L. Karakhan.

PROTOCOL (A)

Japan and the Union of Soviet Socialist Republics, in proceeding this day to the signature of the Convention embodying Basic Rules of the relations between them, have deemed it advisable to regulate certain questions in relation to the said Convention, and have, through their respective Plenipotentiaries, agreed upon the following stipulations:—

Article I

Each of the High Contracting Parties undertakes to place in the possession of the other Party the movable and immovable property belonging to the Embassy and Consulates of such other Party and actually existing within its own territories.

In case it is found that the land occupied by the former Russia Government at Tokyo is so situated as to cause difficulties to the town planning of Tokyo or to the service of the public purposes, the Government of the Union of Soviet Socialist Republics shall be willing to consider the proposals which may be made by the Japanese Government looking to the removal of such difficulties.

The Government of the Union of Soviet Socialist Republics shall accord to the Government of Japan all reasonable facilities in the selection of suitable sites and buildings for the Japanese Embassy and Consulates to be established in the territories of the Union of Soviet Socialist Republics.

Article II

It is agreed that all questions of the debts due to the Government or subjects of Japan on account of public loans and treasury bills issued by the former Russian Governments, to wit by the Imperial Government of Russia and the Provisional Government which succeeded it, are reserved for adjustment at subsequent negotiations between the Government of Japan and the Government of the Union of Soviet Socialist Republics.

Provided that in the adjustment of such questions, the Government or subjects of Japan shall not, all other conditions being equal, be placed in any position less favourable than that which the Government of the Union of Soviet Socialist Republics may accord to the Government or nationals of any other country on similar questions.

It is also agreed that all questions relating to claims of the Government of either Party to the Government of the other, or of the nationals of either party to the Government of the other, are reserved for adjustment at subsequent negotiations between the Government of Japan and the Government of the Union of Soviet Socialist Republics.

Article III

In view of climatic conditions in Northern Saghalien preventing the immediate homeward transportation of the Japanese troops now stationed there, these troops shall be completely withdrawn from the said region by May 15th, 1925.

Such withdrawal shall be commenced as soon as climatic conditions will permit it and any and all districts in Northern Saghalien so evacuated by Japanese troops shall immediately thereupon be restored in full sovereignty to the proper authorities of the Union of Soviet Socialist Republics.

The details pertaining to the transfer of administration and to the termination of the occupation shall be arranged at Alexandrovsk between the Commander of the Japanese Occupation Army and the Representatives of the Union of Soviet Socialist Republics.

Article IV

The High Contracting Parties mutually declare that there actually exists no treaty or agreement of military alliance nor any other secret agreement which either of them has entered into with any third Party and which constitutes an infringement upon, or a menace to, the sovereignty, territorial rights or national safety of the other Contracting Party.

Article V

The present Protocol is to be considered as ratified with the ratification of the Convention embodying Basic Rules of the Relations between Japan and the Union of Soviet Socialist Republics, signed under the same date.

In witness whereof the respective Plenipotentiaries have signed the present Protocol in duplicate in the English language, and have affixed thereto their seals.

Done at Peking, this Twentieth day of January, One Thousand Nine Hundred and Twenty-five.

[L.S.] K. Yoshizawa. [L.S.] L. Karakhan.

PROTOCOL (B)

The High Contracting Parties have agreed upon the following as the basis for the Concession Contracts to be concluded within five months from the date of the complete evacuation of Northern Saghalien by Japanese troops, as provided for in Article 3 of Protocol (A) signed this day between the Plenipotentiaries of Japan and of the Union of Soviet Socialist Republics.

1.—The Government of the Union of Soviet Socialist Republics agrees to grant to Japanese concerns recommended by the Government of Japan, the concession for the exploitation of 50 per cent. in area of each of the oil fields in Northern Saghalien which are mentioned in the Memorandum submitted to the Representative of the Union by the Japanese Representative on August 29th, 1924. For the purpose of determining the area to be leased to the Japanese concerns for such exploitation, each of the said oil fields shall be divided into checker-board squares of from fifteen to forty dessiatines each, and a number of these squares representing 50 per cent. of the whole area shall be alloted to the Japanese, it being understood that the squares to be so leased to the Japanese are, as a rule, to be non-contiguous to one another, but shall include all the wells now being drilled or worked by the Japanese. With regard to the remaining unleased lots of the oil fields mentioned in the said Memorandum, it is agreed that should the Government of the Union of Soviet Socialist Republics decide to offer such lots, wholly or in part, for foreign concession, Japanese concerns shall be afforded equal opportunity in the matter of such concession.

2.—The Government of the Union of Soviet Socialist Republics also agrees to authorise Japanese concerns recommended by the Government of Japan to prospect oil fields, for a period of from five to ten years, on the Eastern coast of Northern Saghalien over an area of one thousand square versts to be selected within one year after the conclusion of the Concession Contracts, and in case oil fields shall have been established in consequence of such prospecting by the Japanese, the Concession for the exploitation of the 50 per cent. in area of the oil fields so established shall be granted to the Japanese.

3.—The Government of the Union of Soviet Socialist Republics agrees to grant to Japanese concerns recommended by the Government of Japan the concession for the exploitation of coal fields on the Western coast of Northern Saghalien over a specific area which shall be determined in the Concession Contracts. The Government of the Union of Soviet Socialist Republics further agrees to grant to such Japanese concerns the concession regarding coal fields in the Doue district over a specific area to be determined in the Concession Contracts. With regard to the coal fields outside the specific area mentioned in the preceding two paragraphs, it is also agreed that should the Government of the Union of Soviet Socialist Republics decide to offer them for foreign concession, Japanese concerns shall be afforded equal opportunity in the matter of such concession.

4.—The period of the concessions for the exploitation of oil and coal fields stipulated in the preceding paragraphs shall be from forty to fifty years.

5.—As royalty for the said concessions, the Japanese concessionaires shall make over annually to the Government of the Union of Soviet Socialist Republics, in case of coal fields, from 5 to 8 per cent. of their gross output, and, in case of oil fields, from 5 to 15 per cent. of their gross output; provided that in the case of a gusher, the royalty may be raised up to 45 per cent. of its gross output.

The percentage of output thus to be made over as royalty shall be definitively fixed in the Concession Contracts and it may be graduated according to the scale of annual output in a manner to be defined in such contracts.

6.—The said Japanese concerns shall be permitted to fell trees needed for purpose of the enterprises and to set up various undertakings with a view to facilitating communication and transportation of materials and products. Details connected therewith shall be arranged in the Concession Contracts.

7.—In consideration of the royalty above-mentioned and taking also into account the disadvantages under which the enterprises are to be placed by reason of the geographical position and other general conditions of the districts affected it is agreed that the importation and exportation of any articles, materials or products needed for and obtained from such enterprises shall be permitted free of duty, and that the enterprises shall not be subjected to any such taxation or restriction as may in fact render their remunerative working impossible.

8.—The Government of the Union of Soviet Socialist Republics shall accord all reasonable protection and facilities to the said enterprises.

9.—Details connected with the foregoing Articles shall be arranged in the Concession Contracts.

The present Protocol is to be considered as ratified with the ratification of the Convention embodying Basic Rules of the Relations between Japan and the Union of Soviet Socialist Republics, signed under the same date.

In witness whereof the respective Plenipotentiaries have signed the present Protocol in duplicate in the English Language, and have affixed thereto their seals.

Done at Peking this Twentieth day of January, One Thousand Nine Hundred and Twenty-five.

[L.S.] K. YOSHIZAWA. [L.S.] L. KARAKHAN.

ANNEXED NOTES

In proceeding this day to the signature of the Convention embodying the Basic Rules of the Relations between the Union of Soviet Socialist Republics and Japan, the undersigned Plenipotentiary of the Union of Soviet Socialist Republics has the honour to tender hereby to the Government of Japan an expression of sincere regrets for the Nikolaievsk incident of 1920.

Peking, January 20th, 1925.

Monsieur le Ministre,

I have the honour on behalf of my Government to declare that the Government of the Union of Soviet Socialist Republics agrees that the work which is now being carried on by the Japanese in Northern Saghalien both in the oil and the coal fields, as stated in the Memorandum handed to the Plenipotientiary of the Union of Soviet Socialist Republics by the Japanese Plenipotentiary on August 29th, 1924, be continued until the conclusion of the Concession Contracts to be effected within five months from the date of the complete evacuation of Northern Saghalien by the Japanese troops, provided the following conditions be abided by the Japanese:—

1.—The work must be continued in strict accordance with the data of the said Memorandum of August 29th, 1924, as regards the area, the number of workers and experts employed, the machinery and other conditions provided in the Memorandum.

2.—The produce such as oil and coal cannot be exported or sold and may only be applied to the use of the staff and equipment connected with the said work.

3.—The permission granted by the Government of the Union of Soviet Socialist Republics for the continuation of the work shall in no way affect the stipulations of the future concession contract.

4.—The question of operation of the Japanese wireless stations in Northern Saghalien is reserved for future arrangement, and will be adjusted in a manner consistent with the existing laws of the Union of Soviet Socialist Republics prohibiting private and foreign establishment of wireless stations.

I avail myself of this opportaunity to convey to you, Monsieur le Ministre, the assurances of my highest consideration.

(Signed) L. Karakhan.

His Excellency

Mr. Kenkichi Yoshizawa,

Envoy Extraordinary and Minister Plenipotentiary of Japan.

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 stipu ations:—

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 Manchuria Railway, excepting those at Fushun and Yuentai, shall be exploited as joint enterprises of Japanese and Chinese subjects upon the general prnciples 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.)

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 share in 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 and 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.

WASHINGTON CONFERENCE RESOLUTIONS

THE QUADRUPLE ALLIANCE

OFFICIAL TEXT

At the fourth plenary session of the Conference on Limitation of Armaments, held on December 10th, 1921, 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 general peace and the maintenance of their rights in relation to their insular possessions and insular dominions in the regions 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——
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 13th, 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 infringes or impairs 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 expresses 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.

TEXT OF THE NINE-POWER AGREEMENT

The following is the text of the two treaties regarding China approved on February 4th, 1922, by the Conference at Washington:—

The United States of America, Belgium, the British Empire, China, France, Italy, Japan, the Netherlands and Portugal:

Desiring to adopt a policy designed to stabilize conditions in the Far East, to safeguard the rights and interests of China, and to promote intercourse between China and the other Powers upon the basis of equality of opportunity, have resolved to conclude a Treaty for that purpose and to that end have appointed as their respective plenipotentiaries (Here follow the names of the plenipotentiaries), who, having communicated to each other their full powers, found to be in good and due form, have agreed as follows:—

Article I.

The contracting Powers, other than China, agree:

1.—To respect the sovereignty, the independence, and the territorial and administrative integrity of China.

2.—To provide the fullest and most unembarrassed opportunity to China to develop and maintain for herself an effective and stable Government.

3.—To use their influence for the purpose of effectually establishing and maintaining the principle of equal opportunity for the commerce and industry of all nations throughout the territory of China.

4.—To refrain from taking advantage of conditions in China in order to seek special rights or privileges which would abridge the rights of subjects or citizens of friendly States, and from countenancing action inimical to the security of such States.

Article II.

The contracting Powers agree not to enter into any treaty, agreement, arrangement or understanding, either with one another or individually or collectively, with any Power or Powers, which would infringe or impair the principles stated in Article I.

Article III.

With a view to apply more effectually the principles of the open door or equality of opportunity in China for the trade and industry of all nations, the contracting Powers, other than China, agree they will not seek nor support their respective nations in seeking:

(*a*) Any arrangement which might purport to establish in favour of their interests any general superiority of rights with respect to commercial or economic development in any designated region in China.

(*b*) Any such monopoly or preference as would deprive the nationals of any other Power of the right of undertaking any legitimate trade or industry in China, or of participating with the Chinese Government or with any local authority in any category of public enterprise, or which by reason of its scope, duration or geographical extent is calculated to frustrate the practical application of the principle of equal opportunity.

It is understood that the foregoing stipulations of this article are not to be so construed as to prohibit the acquisition of such properties or rights as may be necessary to the conduct of a particular commercial, industrial or financial undertaking or to the encouragement of invention and research.

China undertakes to be guided by the principles stated in the foregoing stipulations of this article in dealing with applications for economic rights and privileges from Governments and nationals of all foreign countries, whether parties to the present treaty or not.

Article IV.

The contracting Powers agree not to support any agreements by their respective nationals with each other designed to create spheres of influence or to provide for the enjoyment of mutually exclusive opportunities in designated parts of Chinese territory.

Article V.

China agrees that throughout the whole of the railways in China she will not exercise or permit unfair discriminations of any kind. In particular there shall be no discrimination whatever, direct or indirect, in respect of charges or of facilities on the ground of the nationality of passengers or the countries from which or to which they are proceeding, or the origin or ownership of goods or the country from which or to which they are consigned, or the nationality or ownership of the ship or other means of conveying such passengers or goods before or after their transport on the Chinese railways.

The contracting Powers, other than China, assume a corresponding obligation in respect of any of the aforesaid railways over which they or their nationals are in a position to exercise any control in virtue of any concession, special agreement or otherwise.

Article VI.

The contracting parties, other than China, agree fully to respect China's rights as a neutral in time of war to which China is not a party; and China declares that when she is a neutral she will observe the obligations of neutrality.

Article VII.

The contracting Powers agree that whenever a situation arises which, in the opinion of any one of them, involves the application of the stipulations of the present treaty, and renders desirable discussion of such application, there shall be full and frank communication between the contracting Powers concerned.

Article VIII.

Powers not signatory to the present Treaty which have governments recognised by the signatory Powers and which have treaty relations with China shall be invited to adhere to the present Treaty. To this end the Government of the United States will make the necessary communications to non-signatory Powers and will inform the contracting Powers of the replies received. Adherence by any Power shall become effective on receipt of notice thereof by the Government of the United States.

Article IX.

The present treaty shall be ratified by the contracting Powers in accordance with their respective constitutional methods, and shall take effect on the date of the deposit of all the ratifications, which shall take place at Washington as soon as possible. The Government of the United States will transmit to the other contracting Powers a certified copy of the *proces verbal* of the deposit of ratifications.

The present treaty, of which the English and French texts are both authentic, shall remain deposited in the archives of the Government of the United States, and duly certified copies thereof shall be transmitted by that Government to the other contracting Powers.

In faith whereof the above-named plenipotentiaries have signed the present Treaty.

Done at the City of Washington, the sixth day of February, one thousand nine hundred and twenty-two.

THE BOARD OF REFERENCE.

The following resolution was adopted as a supplement to the general Far Eastern Treaty:

The United States of America, Belgium, the British Empire, China, France, Italy, Japan, the Netherlands and Portugal:

Desiring to provide a procedure for dealing with questions that may arise in connection with the execution of the provisions or Articles III. and V. of the Treaty to be signed at Washington on February 6th, 1922, with reference to their general policy, designed to stabilize conditions in the Far East, to safeguard the rights and interests of China, and to between China and the other Powers upon the basis of equality of opportunity;

Resolve, That there shall be established in China a Board of Reference to which any questions arising in connection with the execution of the aforesaid articles may be referred for investigation and report.

The special conference, provided in Article II. of the treaty to be signed at Washington on February 6th, 1922, with reference to the Chinese Customs Tariff shall formulate for the approval of the Powers concerned a detailed plan for the constitution of the Board.

TREATY ON THE CHINESE TARIFF

The treaty relative to the Chinese Tariff and cognate matters reads:—

The United States of America, Belgium, the British Empire, China, France, Italy, Japan, the Netherlands and Portugal:

With a view to increasing the revenues of the Chinese Government have resolved to conclude a treaty relating to the revision of the Chinese Customs Tariff and cognate matters, and to that end have appointed as their plenipotentiaries (Here follows the names of the plenipotentiaries), who, having communicated to each other their full powers, found to be in good and due form, have agreed as follows:—

Article I.

The representatives of the contracting Powers having adopted, on the 4th day of February, 1922, in the City of Washington, a resolution, which is appended as an annex to this article, with respect to the revision of Chinese customs duties for the purpose of making such duties equivalent to an effective 5 per cent., *ad valorem*, in accordance with existing treaties concluded by China with other nations, the contracting Powers hereby confirm the said resolution and undertake to accept the tariff rates fixed as a result of such revision. The said tariff rates shall become effective as soon as possible, but not earlier than two months after publication thereof.

Annex

With a view to providing additional revenue to meet the needs of the Chinese Government, the Powers represented at this Conference, namely, the United States of America, Belgium, the British Empire, China, France, Italy, Japan, the Netherlands and Portugal, agree:

That the Customs schedule of duties on imports into China, adopted by the Tariff Revision Commission at Shanghai on December 19th, 1918, shall forthwith be revised so that rates of duty shall be equivalent to 5 per cent. effective, as provided for in the several commercial treaties to which China is a party.

A Revision Commission shall meet at Shanghai at the earliest practicable date to effect this revision forthwith and on the general lines of the last revision.

This Commission shall be composed of representatives of the Powers above named and of representatives of any additional Powers, having governments at present recognized by the Powers represented at this Conference and who have treaties with China providing for a tariff on imports and exports not to exceed 5 per cent. *ad valorem* and who desire to participate therein.

The revision shall proceed as rapidly as possible with a view to its completion within four months from the date of the adoption of this resolution by the Conference on the Limitation of Armaments and Pacific and Far Eastern Questions.

The revised tariff shall become effective as soon as possible, but not earlier than two months after its publication by the Revision Commission.

The Government of the United States, as convener of the present Conference, is requested forthwith to communicate the terms of this resolution to the Governments of Powers not represented at this Conference but who participated in the revision of 1918 aforesaid.

Article II.

Immediate steps shall be taken through a special conference to prepare the way for the speedy abolition of *likin* and for the fulfilment of the other conditions laid down in Article VIII. of the treaty of September 5th, 1902, between Great Britain and China; in Article IV. and V. of the treaty of October 8th, 1903, between the United States and China; and in Article I. of the supplementary treaty of October 8th, 1903, between Japan and China, with a view to levying the surtaxes provided for in these Articles.

The special Conference shall be composed of representatives of the signatory Powers, and of such other Powers as may desire to participate and may adhere to the present treaty, in accord with the provisions of Article VIII., in sufficient time to allow their representatives to take part. It shall meet in China within three months after the coming into force of the present treaty on a day and at a place to be designated by the Chinese Government.

Article III.

The special conference provided for in Article II. shall consider the interim provision to be applied prior to the abolition of *likin* and the fulfilment of the other conditions laid down in the articles of the treaties mentioned in Article II.; and it shall authorize the levying of a surtax on dutiable imports as from such date, for such purposes and subject to such conditions as it may determine.

The surtax shall be at a uniform rate of 2½ *per centum ad valorem*, provided that in case of certain articles of luxury which, in the opinion of the special Conference, can bear a greater increase without unduly impeding trade, the total surtax may be increased, but may not exceed 5 *per centum ad valorem*.

Article IV.

Following the immediate revision of the Customs schedule of duties on imports into China mentioned in Article I., there shall be a further revision thereof, to take effect at the expiration of four years following the completion of the aforesaid immediate revision, in order to insure that the Customs duties shall correspond to the *ad valorem* rates fixed by the special Conference provided in Article II.

Following this further revision there shall be for the same purpose periodical revisions of the Customs schedule of duties of imports into China every seven years, in lieu of the decennial revision authorized by existing treaties with China.

In order to prevent delay, any revision made in pursuance of this Article shall be effected in accord with rules to be prescribed by the special Conference provided for in Article II.

Article V.

In all matters relating to Customs duties there shall be effective equality of treatment and of opportunity for all the contracting Powers.

Article VI.

The principle of uniformity in the rates of Customs duties levied at all the land and maritime frontiers of China is hereby recognised. The special Conference provided for in Article II. shall make arrangements to give practical effect to this principle, and it is authorised to make equitable adjustments in those cases in which a Customs privilege to be abolished was granted in return for some local economic advantage.

In the meantime, any increase in the rates of Customs duties resulting from tariff revision or any surtax hereafter imposed in pursuance of the present Treaty shall be levied at a uniform rate *ad valorem* at all land and maritime frontiers of China.

Article VII.

The charge for transit passes shall be at the rate of 2½ *per centum ad valorem* until the arrangements provided for by Article II. come into force.

Article VIII.

Powers not signatory to the present Treaty, whose Governments are at present recognised by the signatory Powers and whose present treaties with China provide for a tariff on imports and exports not to exceed 5 *per centum ad valorem*, shall be invited to adhere to the present Treaty.

The Government of the United States undertakes to make the necessary communications for this purpose and to inform the Governments of the contracting Powers of the replies received. Adherence by any Power shall become effective on receipt of notice thereof by the Government of the United States.

Article IX.

The provisions of the present Treaty shall override all stipulations of treaties between China and the respective contracting Powers which are inconsistent therewith, other than stipulations according most-favoured-nation treatment.

Article X.

The present Treaty shall be ratified by the contracting Powers in accord with their respective constitutional methods and shall take effect on the date of the deposit of all the ratifications, which shall take place at Washington as soon as possible. The Government of the United States will transmit to the contracting Powers a certified copy of the *proces verbal* of the deposit of ratifications.

The present Treaty, of which the English and French texts are both authentic, shall remain deposited in the archives of the Government of the United States, and duly certified copies thereof shall be transmitted by that Government to the other contracting Powers.

In faith whereof the above-named plenipotentiaries have signed the present Treaty.

Done at the City of Washington the sixth day of February, one thousand nine hundred and twenty-two.

THE TRANSFER OF SHANTUNG

THE TEXT OF THE AGREEMENT SIGNED DECEMBER 1st, 1922

The Governments of the Chinese Republic and the Japanese Empire, acting in accordance with Article II. of the Treaty for the Settlement of Outstanding Questions Relative to Shantung signed February 4th, 1922, at Washington, have for the purpose of settlement of details as stated in the said Treaty appointed hereby their commissioners respectively to form a Sino-Japanese Joint Commission, that is to say:

The Government of the Chinese Republic: Cheng-ting Thomas Wang, Director-General for the Rehabilitation of Shantung Rights; Tsai-chang Tang, Councillor to the Ministry of Foreign Affairs; Tung-fan Hsu, Councillor to the Directorate-General for the Rehabilitation of Shantung Rights; and Chen-Kan, Former Adviser to the Inspectorate-General of Hunan and Hupeh.

The Government of the Japanese Empire: Yukichi Obata, Envoy Extraordinary and Minister Plenipotentiary to China; Masanoske Akiyama, Chief of Tsingtao Civil Administration; Kasuji Debuchi, Councillor of Embassy.

Who have agreed at Peking upon the following articles:—

Section I.—*Transfer of the former German Leased Territory of Kiaochow*

Art. I.—The Government of Japan, in accordance with Article I. of the Treaty for the Settlement of Outstanding Questions Relative to Shantung on the transfer to China of the former German Leased Territory of Kiaochow has decided to transfer the entire administration to China at noon on the 10th day of the twelfth month of the eleventh year of the Chinese Republic (or 10th day of the 12th month of the 11th year of Taisho). After such transfer, all administrative rights and responsibilities shall belong to China, but in accordance with the agreement those which should belong to the Japanese Consulate are not covered by this Article.

Art II.—The Governments of China and Japan shall appoint a committee with powers of concluding detailed arrangements for the transfer or taking over of the administration of public properties (including wharves and warehouses) as well as the transfer or taking over of the necessary documents as stipulated in Articles III. and IV. of the Treaty for the Settlement of Outstanding Questions Relative to Shantung.

Art. III.—The committees of the Governments of China and Japan as stated in the above-mentioned Article shall complete all matters concerning the transfer or taking over within one month from the day of the transfer to China of the administration.

Art. IV.—The Government of China shall respect all the judgments of the Japanese courts as well as the force of all the registrations, evidences, certificates, etc.

Section II.—*Withdrawal of Japanese Troops*

Art. V.—All Japanese troops (including gendarmes) stationed at Tsingtao shall be withdrawn within twenty days from the date as stated in Article I.

Section III.—*Leasing of Land*

Art. VI.—The Government of China agrees to extend the permit granted by the Japanese Administration before the exchange of ratifications of the Treaty for the Settlement of Outstanding Questions Relative to Shantung to thirty years upon its expiration and under the same conditions.

Upon expiration of the above-mentioned thirty years such lease may still be continued but it shall be in accordance with Land Regulations of Kiaochow. Permit of land not yet expired, granted by the Japanese Administrations before the exchange of ratifications and on which no construction has been begun is, however, not covered by the stipulations in the above paragraph.

Permit of land granted by the Japanese Administration after the exchange of ratifications of the same Treaty shall all cease to be effective, but before the 10th day of the 12th month of the 11th year of the Chinese Republic land on which constructions have been begun may be given prior consideration by the Kiaochow Administration when they are leased.

SECTION IV.—*Public Properties*

Art. VII.—In accordance with Article VII. of the Treaty for the Settlement of Outstanding Questions Relative to Shantung public properties which ought to be retained by Japan are as follows:

(*a.*) Properties needed by the Japanese Consulate.

(*b.*) Properties needed by the Japanese community.

All boundaries of the two kinds of the above-mentioned public properties to be retained are limited to what is indicated.

Art. VIII.—All public properties beyond what is stated in Article IV. shall be transferred to China.

Art. IX.—Public properties along the Kiaochow-Tsinanfu Railway which ought to be retained by the Japanese Government in accordance with the agreement for the withdrawal of Japanese troops shall be separately agreed upon by the two Governments when the names of places to be opened to international trade are decided upon.

Art. X.—The Government of Japan agrees to transfer to China without compensation half of the Tsingtao-Sasebo Cable. The Tsingtao end of the said cable shall be managed by the Government of China and the Sasebo end of the same by the Government of Japan.

Art. XI.—Arrangements for the management of the said cable shall be separately agreed upon by the two Governments.

Art. XII.—The Government of China declares that upon expiration of the telegraph and cable monopoly granted to the foreign concerns she will discontinue it upon its own initiative and will not further grant any monopoly to any Government, Company, or individual.

Art. XIII.—The Government of China agrees upon taking over the Tsingtao and Tsinanfu Wireless Stations to open them to public use within the following spheres:

(1.) Between Tsingtao Wireless Station and steamers on the seas.

(2.) Between Tsingtao and Tsinanfu Wireless Stations (for so long a period as both stations exist).

Art. XIV.—The Government of China agrees to continue the use of Japanese alphabets in the following telegraph services:

(1.) Tsingtao Cable service.

(2.) Tsingtao Wireless service.

(3.) Tsingtao, Szefang and Tsangkow services.

The above mentioned telegraph services at Szefang and Tsangkow, when dispatching and receiving Japanese alphabets, shall require a special charge, the exact amount of which shall be agreed upon by the responsible authorities of China and Japan.

Art. XV.—The Government of China agrees upon taking over the Kiaochow-Tsinanfu Railway (including branch lines) to open the telegraph service at the main stations along the railway to public use.

Art. XVI.—The Government of China agrees upon taking over the military telephone service between Tsingtao and Tsinanfu to open it herself to public use and give the subscribers fair facilities.

SECTION VI.—*Salt Interests*

Art. XVII.—The Governments of China and Japan acting in accordance with Article V. of the Treaty for the Settlement of Outstanding Questions Relative to Shantung agree upon the following provisions for the exportation of salt along the shore of Kiaochow:

(1.) Japan shall, within a period of fifteen years beginning from the twelfth year of the Chinese Republic, purchase annually Tsingtao salt between the maximun amount of 350,000,000 catties and the minimum amount of 100,000,000 catties. But upon expiration of the above-mentioned period further arrangement may be made.

(2.) The Government of China agrees to apply regulations for the inspection of the quality of salt promulgated January of the 10th year of Taisho to the Tsingtao salt purchased by Japan. But in case of the necessity for change, further arrangement may be made.

(3.) The place for delivery of salt shall be the wharves of Munji or other places designated by the Japanese responsible authorities. But, in case of exportation of salt to other place than Munji, the difference of similar reight charge for salt exported from other quarters shall be given (the difference between Munji and the place to be designated).

(4.) The detailed arrangements for the purchase of salt by Japan as stated above shall be agreed upon by the Chinese and Japanese responsible authorities.

SECTION VII.—*Compensation for Public Properties and Salt Industries*

Art. XVIII.—The Government of China agrees, in accordance with Article VI. on the compensation for public properties to be transferred and Article XXV. on the compensation for the Japanese salt industries along the shore of Kiaochow Bay of the Treaty for the Settlement of Outstanding Questions Relative to Shantung, to deliver to the Government of Japan Y. 16,000,000.

Two million yen of the above-mentioned amount shall be paid in cash within one month after transfer of public properties and salt industries.

Art. XIX.—The Government of China agrees in payment for the above-mentioned Y. 14,000,000 to deliver to Japan treasury notes upon the complete transfer of public properties and salt industries.

Art. XX.—The conditions for the above-mentioned treasury notes are as follows:

(1.) The total value of Chinese treasury notes shall be 14,000,000 yen.

(2.) The Chinese treasury notes shall bear an annual interest of 6 per cent.

(3.) These notes shall be redeemed within a period of fifteen years. No principal is to be paid on the first year. Beginning from the second year, a sum to the amount of Y. 500,000 shall be paid two times a year on the date of payment of interest, but at any time after the second year upon three months' notice all the treasury notes may be redeemed.

(4.) Besides the surplus to the Customs revenue and Salt Gabelle which will serve as securities for these treasury notes the Chinese Government shall give consideration to select other kind of reliable securities and reach an agreement with the Japanese Minister at Peking at an early date. The Government of China agrees to give priority to such treasury notes upon re-organization of the Chinese foreign loans.

(5.) If the above-mentioned securities are not sufficient to meet the principal or interest of the treasury notes the Chinese Government agrees to pay through other kind of sources.

(6.) Interest of the Chinese treasury notes shall be paid twice a year beginning from the day of the delivery of such notes.

(7.) The place for the redemption of principal or interest of these treasury notes is decided to be at Tokyo and to be managed through the Yokohama Specie Bank, but if the place for delivery of payments or the name of banks should be changed for the convenience of the Japanese Government, it must be arranged with the Chinese Government.

(8.) The Government of China shall free the treasury notes and coupons as well as the redemptions of the principal or interest of the said treasury notes from all taxes or duties.

(9.) These treasury notes may after delivery be partially or completely transferred to others at the convenience of the Japanese Government.

(10.) These notes shall be known as the treasury notes in Japanese gold yen for the compensation of public properties and salt industries at Tsingtao.

(11.) These treasury notes shall have attached to them half-yearly interest coupons and shall bear all the conditions such as marks, numbers, date of delivery, the signatures of Chinese representatives, seals, amount of interest, period of redemption, security, certificate for the payment by the Chinese Government, mode of payment for principal and interest, and the underwriters. The treasury notes are to be divided into two kinds of 100,000 yen and 500,000 yen to be made up in accordance with the numbers required.

(12.) Expenses for the printing of the treasury notes shall be borne by the Chinese Government.

(13.) Pending the delivery of the formal Chinese treasury notes, the Chinese Government shall give a provisional certificate.

Section VIII.—*Mines*

Art. XXI.—The Governments of China and Japan, with a view to organize a Company in accordance with Article XXII. of the Treaty for the Settlement of Outstanding Questions Relative to Shantung, shall cause entrepreneurs to be selected by the capitalists respectively who will organize a company for the conduct of the business.

Art. XXII.—Upon the establishment of the Company organized in accordance with a special charter from the Chinese Government, the Japanese Government shall transfer all the mines of Tzechuen, Fangtze and Chinglinchen to the said company.

Art. XXIII.—The above-mentioned Company shall be a Sino-Japanese joint concern. Its capital and additional investments shall be divided equally by Chinese and Japanese nationals.

Art. XXIV.—The amount of the total payment to Japan to be made by the said Company shall be Y. 5,000,000.

Art. XXV.—The detailed arrangements for the payment of the amount mentioned in the above Article shall be arranged after the latter's establishment.

Section IX.—*Maritime Customs*

Art. XXVI.—The Government of China agrees to continue the present bonded warehouse system.

Art. XXVII.—The Government of China agrees to free from import duty such articles mentioned in (*c*) of Article III. in the Amendment to the Maritime Customs Agreement of 1905, as were purchased before the date of February 4th, 1922, for four years beginning from the said date.

Art. XXVIII.—The Government of China agrees to accord similar treatment to the factories within the former German Leased Territory of Kiaochow as given to factories in the other ports after the 10th day of the 12th month of the 11th year, but upon change of such regulations after such date all materials and articles imported to the factories in accordance with the agreement of April 17th, 1907, which could be proved to the Maritime Customs upon delivery of necessary certificates may still take advantage of the said agreement.

In witness whereof the respective commissioners have signed the present agreement in duplicates in the Chinese and Japanese languages, and have affixed thereto their seals. Each Commission shall keep one copy in Chinese and another copy in Japanese.

Done at the City of Peking, 1st day of 12th month of 11th year of the Chinese Republic.

TREATIES WITH SIAM

GREAT BRITAIN

TREATY OF FRIENDSHIP AND COMMERCE

Ratifications Exchanged at Bangkok, 15*th 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	Lukkrabau seed	0	2	0	0	,,
13	Peacocks' tails	10	0	0	0	per 100 tails
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	,,
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	Ebony	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 Bangkok 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 n 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 some 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 contracting countries. The duties of those Commissions shall concern the frontier determined 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 requisitions 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.

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.
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, 1905, 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).

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*

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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* (Province of Etchu)	1899
Shimonoseki *d* (Province of Nagato)	1899	Otaru *d* (Province of Shiribeshi)	1899
Moji *d* (Province of Buzen)	1899	Kushiro *d* (Province 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
Kuchinotsu *d* (Province of Hizen)	1899	Wakamatsu *i* (Province of Chikuzen)	1904
Misumi *d* (Province 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 succesion 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.—At Yongampo and Wiju the Customs opened offices 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."

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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 he 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 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.

16.—In this Act,—

Definitions.

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 of 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 any two 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 mdae, 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 shall 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 Court.

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 of 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.

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 a 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 to 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.

Inquests.

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 of 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 intimidat on 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.

Extortion

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.*

Offence 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 of 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 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 taken 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— Appearance.

(*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 registering 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 of 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 foregin 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 they 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 in 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, and 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 of 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 in 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 State or 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 subjects 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 Hong-

kong, 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

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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 within the 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 or 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 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 the 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 8½ 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 (AMENDMENT) ORDER IN COUNCIL, 1921

AT THE COURT AT BUCKINGHAM PALACE, THE 13TH DAY OF DECEMBER, 1921

PRESENT:

The King's Most Excellent Majesty

Earl of Lytton — Sir Frederick Ponsonby

Mr. Secretary Shortt — Mr. Chancellor of the Exchequer

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.—(1) This Order may be cited as "The China (Amendment) Order in Council, 1921," and shall be read as one with the China Order in Council, 1904 (in this Order referred to as "the Principal Order"), and the said Order and any other Orders in Council amending the said Order may be cited together as "The China Orders in Council, 1904 to 1921."

(2) This Order shall not apply to places within the limits of the Consular District of Kashgar.

2.—The following provisions are substituted for Article 162 of the Principal Order:—

(1) A register of British subjects shall be kept in the office of every Consulate in China.

(2) Every British subject resident in China shall, in the month of January of each year, be registered at the Consulate of the Consular District within which he resides, provided that if some other Consulate is more easy of access, he may, with the assent of the Consular Officer, be registered there. A British subject arriving in China must apply for registration within one month after his arrival; provided that a person who fails to apply for or to obtain registration within the time limited by this Article may be registered at any time if he excuses his failure to the satisfaction of the Consular Officer.

(3) Where a person is in possession of a valid British passport, the Consular Officer shall, on the first registration of any such person, endorse on the passport without further fee than that provided for in sub-article (6) hereunder a certificate of registration in such form as may be prescribed by the Secretary of State. Where any such person applies for the renewal of the registration and produces his passport, renewal of his registration need not attend personally unless that provided for in sub-article (6) hereunder be endorsed thereon.

(4) Every person who has not previously been registered applying to be registered under this Order shall, unless excused by the Consular Officer, attend personally for that purpose at the Consulate, but any person applying for the renewal of his registration need not attend personally unless directed by the Consular Officer so to do, provided that the registration of the wife or wives of a man who is registered under this Order may, if living with him, be effected without their personal attendance being required, and provided also that the registration of minors, being his relatives in whatever degree, living with the head of a family who is registered under this Order may, if living with him, be effected without attendance being required.

(5) A person registered in any register of British subjects established under the provisions of any Order in Council which have been repealed shall be registered under the provisions of this Order, unless the Consular Officer is satisfied after inquiry that the previous registration was erroneous or that such person is not entitled to registration under the provisions of this Order.

(6) Every person shall, on every registration of himself, and on every renewal of the registration, pay a fee of two dollars, or such other fee as the Secretary of State from time to time appoints. The amount of the fee may be uniform for all persons, or may vary according to the position and circumstances of different classes, if the Secretary of State from time to time so directs, but may not in any case exceed four dollars.

(7) Where any person applies to be registered he shall be entitled without a fee to the assistance of the Consular Officer in the preparation of any affidavit that may be required.

(8) The Consular Officer may require the production of such evidence that an applicant for registration is entitled to the status of a British subject as he may see fit, but subject to such directions as may be issued by the Secretary of State.

(9) If any British subject neglects to obtain registration under the provisions of this Order, he shall not be entitled to be recognised or protected as a British subject in China, and shall be liable to a fine not exceeding twenty dollars for each instance of such failure, but he shall, although not registered, be subject to the jurisdiction of his Majesty's Courts in China.

3.—From and after the commencement of this Order, Article 162 of the Principal Order is hereby repealed, but such repeal shall not prejudice any rights, obligations or liabilities accrued thereunder.

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 a ground 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 cricumstances 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, 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 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 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 Companies 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.

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.

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 5 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 :—

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 2 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 log 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.]

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.

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 10 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

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 s. 0 d. 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.

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 5 0

43.—For affixing Consular seal or signature to any entry in the official log-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 is 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.

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.

58.—For attesting the execution of a will of any person not being a British seaman (See Nos. 15 and 102) 0 1 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.

60.—For each signature to an application for a patent attested by a Consular officer ... £ 0 s. 5 d. 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.

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.

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).

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 6

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.

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, ½ 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, ½ 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	0
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 3934, 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 the 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 United 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 respeet 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 thereby 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.

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 $15 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 ... 15
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 1¼ 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 judicial authority (as the consuls who have fixed compensation), then such consul shall be allowed the following fees:

Fo 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 ... 0.50
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 ... 0.25
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 4086 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.

W. W. Rockhill.

American Legation,

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.

Dated 14th February, 1917.

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.

Recites Letters Patent of 19th January, 1888.

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 Orders in Council of 20th October, 1898, and 27th Dec., 1899.

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:

And whereas We are minded to make other provision in lieu of the above recited Letters Patent of the Nineteenth day of January 1888:

Revokes Letters Patent of 19th 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:

Office of Governor constituted.

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.

Governor's powers and authorities.

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.

Publication of Governor's Commission.

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

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 be 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. Oaths of Office.

Powers, &c., of Administrator.

Officers and others to obey and assist Governor.

XVIII.—And We do hereby reqiure 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.

ROYAL INSTRUCTIONS

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

Preamble.

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):

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:

Recites Instructions of 19th January, 1888, and Additional Instructions of 7th July, 1896.

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:

And whereas We are minded to substitute fresh Instructions for the aforesaid Instructions and Additional Instructions:

Revokes Instructions of 19th January, 1888, and Additional Instructions of 7th July 1896.

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:—

Administration of Oaths.

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.

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 opinion 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.

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.

Unofficial Members.

Provisional appointments in place of Official Members absent, &c.

XIV.—Whenever any Official Member other than 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 eligible 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.

[This clause was revoked by additional Instructions dated January 10th, 1922. See at end.]

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 order 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, if 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 same 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 not 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.

ADDITIONAL ROYAL INSTRUCTIONS

Additonal Instructions passed under the Royal Sign Manual and Signet to the Governor and Commander-in-Chief of the Colony of Hongkong in regard to the duration of the appointment of Unofficial Members of the Executive Council and of the Legislative Council of that Colony.

Dated 10*th January*, 1922. GEORGE *R.I.*

Additional 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.

Preamble.

Whereas by certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland bearing date at Westminster the Fourteenth day of February, 1917, We did make provision for the Government of Our Colony of Hongkong and its Dependencies (hereinafter called the Colony) and did amongst other things declare that there should be an Executive Council and a Legislative Council in and for the Colony which should consist of such persons as We might direct by Instructions under Our Sign Manual and Signet:

Recites Letters Patent of 14th February, 1917.

And whereas by Our Instructions under Our Sign Manual and Signet, bearing date the Fourteenth day of February, 1917, We did constitute the said Executive and Legislative Councils as therein is set forth:

Recites Instructions of 14th February, 1917.

And whereas We are minded to make further provision respecting the said Executive and Legislative Councils:

Revokes Clause XVI of Instructions of 14th February, 1917.

Now, therefore, We do, as from the date of the receipt in the Colony of these Our Additional Instructions under Our Sign Manual and Signet, hereby revoke the Sixteenth Clause of Our said Instructions of the Fourteenth day of February, 1917, without prejudice to anything lawfully done thereunder, and We do direct and enjoin and declare Our Will and pleasure as follows:

Vacation of seats by Unofficial Members of Executive Council.

I. Every Unofficial Member of the Executive Council appointed after the date of the receipt of these Our Additional Instructions in the Colony shall vacate his seat at the end of five 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 any 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 five years shall be reckoned from the date of the Instrument provisionally appointing him.

Unofficial Members eligible for re-appointment.

Every such Unofficial Member shall be eligible to be re-appointed by the Governor by an Instrument under the Public Seal of the Colony for a further period not exceeding five years, subject to Our approval conveyed through one of Our Principal Secretaries of State.

Precedence of Unofficial Members re-appointed.

II. Every Unofficial Member of the said Executive 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.

Vacation of seats by Unofficial Members of Legislative Council.

III. Every person who at the date of the receipt of these Our Additional Instructions in the Colony is an Unofficial Member of the Legislative Council may retain his seat until the end of six years, and every Unofficial Member appointed after the date of the receipt of these Our Additional Instructions in the Colony shall vacate his seat at the end of four years, from the date of the Instrument by which, or in pursuance of which, he was or is appointed, unless it is otherwise provided by that Instrument.

Provided that if any 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 periods of six years or four years, as the case may be, shall be reckoned from the date of the Instrument provisionally appointing him.

Unofficial Members eligible for re-appointment.

Every such Unofficial Member shall be eligible to be re-appointed by the Governor by an Instrument under the Public Seal of the Colony for a further period not exceeding four years subject to Our approval conveyed through one of Our Principal Secretaries of State.

Given at Our Court at Saint James's this Tenth day of January, 1922, in the Twelfth year of Our Reign.

ADDITIONAL INSTRUTIONS to the
Governor and Commander-in-Chief, Hongkong.

The Executive Council

At present (1928) 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*).
Hon. Mr. E. R. Hallifax, C.M.G.
Hon. Mr. H. T. Creasy.
Hon. Sir H. E. Pollock, Kt., K.C.
Hon. Sir Shou-son Chow, Kt.
Hon. Mr. D. G. M. Bernard.

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 Captain Superintendent of Police.	Official Members.
Hon. Sir H. E. Pollock, Kt., K.C. Hon. Sir Shou-son Chow, Kt., Hon. Mr. R. H. Kotewall, C.M.G., LL.D. Hon. Mr. D. G. M. Bernard. Hon. Mr. A. C. Hynes. Hon. Mr. J. Owen Hughes.	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

Meetings.

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.

Notice of meetings. Orders of the Day.

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.

Bills to be sent to Members.

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.

Inability to attend.

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.

Meetings and Adjournment

Governor to preside at all meetings.

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.

Council may transact business notwithstanding vacancies.

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.

Minutes of proceedings.

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.

Confirmation of minutes.

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.

Suspension or adjournment of meeting.

9.—The President may at any time suspend or adjourn any 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 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.

Bill 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 Bill.

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 or 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.	1⅓.
Dried and/or Salt Fish	lb.	0⅓.
Chinese Condiments and Curry Stuffs	oz.	1.
Fresh Vegetables which will keep for short voyages, such as Sweet Potatoes, Turnips, Carrots, and Pumpkins	lb.	1⅓.
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 puprose 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 $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 1891

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 with 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 cot 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 same 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.

CHINA'S PERMANENT CONSTITUTION

The following is a free translation of the text of the Permanent Constitution of China, as passed by the Constitution Conference and promulgated on the Twelfth Anniversary of the Revolution:—

The Constitution Conference of the Republic of China, with the object of establishing the national dignity and maintaining the national boundaries, and in order to promote the welfare of the people and uphold the principles of humanity, has hereby made this Constitution for promulgation to the whole country, to be permanently observed by all.

Chapter I.—Form of Government

Art. 1.—The Republic of China shall be a unified Republic for ever.

Chapter II.—Sovereignty

Art. 2.—The Sovereignty of the Republic of China is vested in the whole body of the People.

Chapter III.—Territory

Art. 3.—The Territory of the Republic of China consists of all dominions in the possession of China. The territory and its division of areas shall not be altered except by law.

Chapter IV.—Citizenship

Art. 4.—All persons legally belonging by nationality to the Republic of China shall be citizens of the Republic of China.

Art. 5.—Citizens of the Republic of China shall be equal without any distinction of race, class or religion.

Art. 6.—Citizens of the Republic of China shall not be arrested, imprisoned, tried or punished except in accordance with the law.

Any citizen under arrest may in accordance with the law apply to the Judicial Court for presentation to the Court for trial.

Art. 7.—The residences of citizens of the Republic of China shall not be entered or searched except in accordance with the law.

Art. 8.—The letters and correspondence of citizens of the Republic of China shall not be violated except in accordance with the law.

Art. 9.—Citizens of the Republic of China shall have liberty of election, residence and profession, on which no restriction shall be imposed except in accordance with the law.

Art. 10.—Citizens of the Republic of China shall have liberty of assembly and forming societies, on which no restriction shall be imposed except in accordance with the law.

Art. 11.—Citizens of the Republic of China shall have liberty of speech, authorship and publication, on which no restriction shall be imposed except in accordance with the law.

Art. 12.—Citizens of the Republic of China shall have liberty to honour Confucius and to profess any religion, on which no restriction shall be imposed except in accordance with the law.

Art. 13.—Citizens of the Republic of China shall have an inviolable right to the possession of their property; and any expropriation necessitated by consideration of the public welfare shall be in accordance with the law.

Art. 14.—Liberties of the citizens of the Republic of China, other than those stipulated in this Chapter, not being in contravention of the principle of Constitutional government, shall be recognized.

Art. 15.—The People of the Republic of China shall have the right to institute legal proceedings before a judicial court in accordance with the law.

Art. 16.—Citizens of the Republic of China shall have the right of petitioning Parliament and stating their grievances in accordance with the law.

Art. 17.—Citizens of the Republic of China shall have the right to vote and to be elected in accordance with the law.

Art. 18.—Citizens of the Republic of China shall have the right of employment in public services in accordance with the law.

Art. 19.—Citizens of the Republic of China shall be liable to pay taxes in accordance with the law.

Art. 20.—Citizens of the Republic of China shall be liable to serve in the Army in accordance with the law.

Art. 21.—Citizens of the Republic of China shall be obliged to receive elementary education.

Chapter V.—National Powers

Art. 22.—Of the National Powers of the Republic of China those belonging to the Nation shall be exercised in accordance with the stipulations in this Constitution and those belonging to the localities shall be exercised in accordance with this Constitution and with the stipulations of the various laws for provincial self-government.

Art. 23.—The Nation shall conduct and execute all matters concerned with

(1) International Relations.
(2) National Defence.
(3) Nationality Law.
(4) Criminal, Civil and Commercial Law.
(5) Prison System.
(6) Measures of length, quantity and weight.
(7) Currency and National Banks.
(8) Customs duty, salt tax, revenue stamp tax, tobacco and wine taxes and other taxes on articles of luxury as well as all other duties and taxes throughout the country, the rates of which shall be unified.
(9) Post, Telegraphs and Aviation.
(10) National Railways and Roads.
(11) National Properties.
(12) National Debts.
(13) Monopoly and Special Licences.
(14) Examination, employment, investigation and protection of the civil officials and military officers of the country.
(15) All other matters shall belong to the nation in accordance with this Constitution.

Art. 24.—Regarding the following matters, the Nation shall enact legislation which shall be enforced or carried out by the nation or by the local authorities, as the case may require:

(1) Agriculture, Industry, Mining and Forestry.
(2) Educational System.
(3) Banking and Stock Exchange systems.
(4) Aviation and Marine Fishery.
(5) Conservancy works and waterways concerning two or more provinces.
(6) General regulations governing municipal systems.
(7) Requisitions for public use.
(8) National census and statistics.
(9) Colonization and reclamation.
(10) Police system.
(11) Public sanitation.
(12) Pensions and the administration of unemployment.
(13) Preservation of ancient books, ancient articles or places having historical value or having cultural importance.

Regarding the above items the provinces may make independent laws not in contravention of the laws of the Nation.

Regarding (1), (4), (10), (11), (12) and (13) of the above items, pending legislation by the Nation the Provinces may enact their own legislation.

Art. 25.—Regarding the following matters the Provinces shall enact legislation to be enforced by the provinces or their *hsiens* as the case may require:

(1) Provincial education, industry and communications.
(2) Management and disposal of provincial properties.
(3) Provincial municipal affairs.
(4) Provincial conservancy and public works.
(5) Land tax, title-deed duty and other provincial taxes.
(6) Provincial debts.
(7) Provincial banks.
(8) Provincial police and affairs relating to public safety.
(9) Provincial social and public welfare work.
(10) Local self-government.
(11) Other matters as stipulated by the National laws.

When any of the above items concerns two or more provinces it may be, except when otherwise stipulated by law, undertaken by them jointly; and in case funds are found to be insufficient it may be subsidized by the National Treasury after approval by Parliament.

Art. 26.—Any matter not mentioned in Articles 23, 24 and 25 having connection with the Nation is a matter of national concern; and any matter having connection with the Provinces is a provincial concern. When any dispute regarding this point arises it shall be judged and settled by the Supreme Court of Justice.

Art. 27.—In order to avoid any possible harm or as necessitated by the preservation of public interests, as mentioned below, the Nation may by enactment of law place restrictions on the kind, and ways of collection, of provincial taxes:

(1) Taxes detrimental to the National revenues or trade.
(2) Double taxes.
(3) Excessive duties imposed on public roads or other means of communication to the detriment of communications.
(4) Taxes imposed on imported articles by the provinces or between different localities for the protection of local production.
(5) Transit dues imposed on articles within the provinces or between different localities.

Art. 28.—Provincial laws shall be invalid when they are in conflict with the National law.

When there is doubt regarding conflict between any Provincial law and the National law the issue shall be determined by the Supreme Court of Justice.

The aforesaid stipulation of definition is applicable also when Provincial laws are in conflict with the National law.

Art. 29.—When there is any deficit in the National Budget or when there is financial stringency the provinces shall, with the sanction of Parliament, bear the responsibility in proportion to the amounts of their annual receipts.

Art. 30.—In case of any local financial insufficiency or extraordinary catastrophe, that locality may be subsidized by the National Treasury if such subsidy be sanctioned by Parliament.

Art. 31.—Disputes between provinces shall be judged and settled by the Senate.

Art. 32.—The organization of the National Army shall be based on a system of compulsory citizen-service. Except for enforcing the stipulations of the law governing military service, the provinces shall have no military duties at ordinary times.

Citizens liable to compulsory service shall be called together for training at different periods in accordance with specified recruiting areas; but the stationing of standing armies shall be restricted to areas of national defence.

The military expenses of the Nation shall not exceed one quarter of the National annual expenditure; but this provision shall not be applicable in case of war with any foreign country.

The strength of the national army shall be decided upon by Parliament.

Art. 33.—No province shall enter into any political agreement.

No province shall take action detrimental to any other province or detrimental to the interests of any other locality.

Art. 34.—No province shall keep any standing army, or establish any military officers' academy or arsenal.

Art. 35.—Any province which does not perform its duty as provided for by the law of the Nation, or refusing to obey after being reprimanded by the Government, may be forced into submission by the power of the Nation.

The employment of the aforesaid measure shall cease when it is disapproved by Parliament.

Art. 36.—Should any province invade another with military force the Government may intervene in accordance with the stipulations in the foregoing article.

Art. 37.—In case of any change in the form of Government or of any fundamental constitutional organization being destroyed, the provinces shall take concerted action for the preservation of the organization based on constitutional stipulations until the original form is restored.

Art. 38.—The stipulations in this chapter relating to provinces shall be applicable in places where *hsiens*, but not provinces, have been created.

Chapter VI.—Parliament

Art. 39.—The Legislative power of the Republic of China shall be exercised by Parliament.

Art. 40.—Parliament shall consist of a Senate and a House of Representatives.

Art. 41.—The Senate shall be composed of Senators elected by the highest local assemblies, as fixed by law, and by other electoral bodies.

Art. 42.—The House of Representatives shall be composed of members elected by the various electoral districts in proportion to the population.

Art. 43.—The election of members of both Houses shall be fixed by law.

Art. 44.—In no case shall one person be a member of both Houses simultaneously.

Art. 45.—No member of either House shall hold concurrently any official post, civil or military.

Art. 46.—The acceptability of the qualifications of members of either House shall be determined by the House concerned.

Art. 47.—The term of office for a member of the Senate shall be six years. One third of the members shall be elected every two years.

Art. 48.—The term of office for a member of the House of Representatives shall be three years.

Art. 49.—Members of Parliament shall be relieved of the duties stipulated in Articles 47 and 48 on the day before the opening of the legal session of any succeeding and newly-elected Parliament.

Art. 50.—Each House shall appoint its own Speaker and Vice-Speaker, who shall be elected from among its own members.

Art. 51.—Parliament shall itself convene, open and close its sessions, but extraordinary sessions shall be called under the following circumstances:—

(1) At the joint request of more than one-third of the members of each House.
(2) By writs issued by the President.

Art. 52.—The ordinary session of Parliament shall commence on the 1st day of the 8th month in each year.

Art. 53.—The period of the ordinary session shall be four months, which may be extended; but the extended period shall not exceed that of an ordinary session.

Art. 54.—The opening and closing of Parliament shall take place simultaneously in both Houses.

If one House suspend its session the other House shall do likewise at the same time.

When the House of Representatives is dissolved the Senate shall adjourn at the same time.

Art. 55.—The two Houses shall conduct their business separately; and a bill shall not be introduced simultaneously in both Houses.

Art. 56.—Unless there be an attendance of one half or more of the total number of members of either House, no business shall be transacted.

Art. 57.—Any subject discussed in either House shall be decided by the votes of the majority of members attending the sitting, and the Speaker shall have a casting vote.

Art. 58.—A decision of Parliament shall be the decision of both Houses.

Art. 59.—The sessions of both Houses shall be held in public, but on request of the Government or by decision of the House concerned closed sessions may be held.

Art. 60.—Should the House of Representatives consider that either the President or the Vice-President has committed treason he may be impeached by the decision of a majority of more than two-thirds of the members present, an attendance of more than two-thirds of the total membership of the House being necessary to form a quorum.

Art. 61.—Should the House of Representatives consider that Cabinet Ministers have violated the law, an impeachment may be instituted with the approval of two-thirds of the members present.

Art. 62.—The House of Representatives may pass a vote of No Confidence in Cabinet Ministers.

Art. 63.—The Senate shall try an impeached President, Vice-President or Cabinet Minister.

In a trial on impeachment, a verdict of guilty shall not be passed without the approval of more than two-thirds of the members present.

When a verdict of guilty is pronounced on the President or Vice-President, he shall be deprived of his post, but the infliction of punishment shall be determined by the Supreme Court.

When a verdict of guilty is pronounced on a Cabinet Minister, he shall be deprived of his office and may be deprived of his public rights. Should the above be an insufficient penalty for his offence, he shall be tried by a judicial Court.

Art. 64.—Each House shall have the right to demand, by a dispatch to the Government, the investigation of the case of officials charged with violating the law or failing to perform their duty.

Art. 65.—Each House shall have the right to offer suggestions to the Government.

Art. 66.—Each House shall have the right to receive and consider the petitions of citizens.

Art. 67.—Members of either House may interpellate Members of the Cabinet and demand their attendance in the House to reply thereto.

Art. 68.—Members of Parliament shall not, outside Parliament, be responsible for opinions expressed and votes cast in Parliament.

Art. 69.—Members of Parliament shall not be arrested or taken into custody without the permission of their respective Houses except when apprehended *in flagrante delicto.*

When members of either House have been arrested *in flagrante delicto*, the Government shall at once report the matter to the House concerned; but each House shall have the right to demand, on motion carried, the temporary suspension of judicial proceedings and the delivery of an arrested member to the custody of the House concerned.

Art. 70.—The annual allowances and other expenses of members of Parliament shall be fixed by law.

Chapter VII.—The President

Art. 71.—The administrative power of the Republic of China shall be exercised, by the President with the assistance of the Cabinet Ministers.

Art. 72.—Any citizen of the Republic of China in full enjoyment of public rights, of the age forty or more, and resident in the country for more than ten years shall be eligible for election as President.

Art. 73.—The President shall be elected by a Presidential Electoral College formed by the whole membership of the two Houses of Parliament.

For this election, an attendance of at least two-thirds of the number of electors shall be requisite and the ballot shall be secret. The candidate obtaining three-fourths of the total votes shall be elected; but should no definite result be obtained after the second ballot, the two candidates obtaining the most votes in the second ballot shall be voted for, when the candidate receiving the majority of the votes shall be elected.

Art. 74.—The tenure of office of the President shall be five years, but if re-elected he may hold office for a second term.

Three months previous to the expiration of the term of office of the President the members of Parliament shall themselves convene and organize an Electoral College for the election of a President for the next term.

Art. 75.—When the President assumes his office he shall take oath as follows:

> "I hereby solemnly swear that I will most faithfully observe the Constitution and discharge the duties of the President."

Art. 76.—Should the post of the President become vacant, the Vice-President shall succeed him for the period until the expiry of the term of office of the President.

Should the President be unable for any reason to discharge his duties, the Vice-President shall act in his place.

Should the Vice-President vacate his post whilst the Presidency is vacant the Cabinet shall officiate for the President, but in such event the members of Parliament shall within three months convene themselves and organize an Electoral College to elect a President for the next term.

Art. 77.—The President shall be relieved from his duty at the end of his term of office. If at the end of the period the next President has not yet been elected, or, having been elected, be unable to be inaugurated as President, and the Vice-President is also unable to act as President, the Cabinet shall officiate for the President.

Art. 78.—The election of the Vice-President shall, in accordance with the regulations governing the election of the President, take place simultaneously with the election of the President. But in case the Vice-Presidency becomes vacant a new Vice-President shall thereupon be elected to fill the vacancy.

Art. 79.—The President shall promulgate laws and shall supervise and secure their enforcement.

Art. 80.—The President may issue orders for the execution of laws or powers delegated to him by the law.

Art. 81.—The President shall appoint and dismiss civil and military officials, with the exception of those specially fixed by the Constitution or other laws, which shall be duly observed.

Art. 82.—The President shall be the Commander-in-Chief of the Army and of the Navy of the Republic, and shall be in command thereof.

The organization of the Army and of the Navy shall be determined by law.

Art. 83.—In foreign intercourse the President shall be the representative of the Republic.

Art. 84.—The President may, with the concurrence of Parliament, declare war, but in measures of defence against foreign invasion he may request the sanction of Parliament after the declaration of war.

Art. 85.—The President may conclude treaties; but treaties of peace and those affecting legislation shall not become valid until the consent of Parliament shall have been obtained.

Art. 86.—The President may proclaim Martial Law according to law; but if Parliament should consider that there is no such necessity, he must declare the withdrawal of Martial Law.

Art. 87.—The President may, with the concurrence of the Supreme Court of Justice, grant pardons, commute punishment and restore civil rights; but with regard to a verdict of impeachment, he shall not, except with the concurrence of the Senate, make any announcement of restoration of rights.

Art. 88.—The President may suspend the session of either House of Parliament, but no session shall be twice suspended, and no suspension shall exceed ten days.

Art. 89.—When a vote of No Confidence in the Cabinet Ministers has been passed, the President shall either relieve the Cabinet Ministers of their offices or dissolve the House of Representatives; but the dissolution of the House of Representatives shall only be effected with the approval of the Senate.

During the tenure of office of the same Cabinet Ministers or during the period of the same session there shall not be a second dissolution.

When the President dissolves the House of Representatives he shall immediately order another election to be held, and the convocation of the House at a fixed date within five months shall be effected to continue the session.

Art. 90.—With the exception of high treason, no criminal charges shall be brought against the President before he has vacated his post.

Art. 91.—The salaries of the President and the Vice-President shall be fixed by law.

Chapter VIII.—The Cabinet

Art. 92.—The Cabinet shall be composed of the Cabinet Ministers.

Art. 93.—The Prime Minister and the Ministers of the various Ministries shall be called Cabinet Ministers.

Art. 94—The appointment of the Prime Minister shall be made with the approval of the House of Representatives.

Should the Prime Minister vacate his post during the time of the adjournment of Parliament, the President may appoint an Acting Prime Minister. But the nomination of the next Prime Minister shall within seven days after the opening of the next session of Parliament be submitted to the House of Representatives for approval.

Art. 95.—The Cabinet Ministers shall assist the President in assuming responsibility towards the House of Representatives.

Without the counter-signature of the Cabinet Ministers, the orders of the President or dispatches in connection with State affairs, excepting the appointment or dismissal of the Prime Minister, shall not be valid.

Art. 96.—The Cabinet Ministers shall be allowed to attend both Houses and make speeches, but, in the case of making explanation in introducing bills for the Government, delegates may be deputed to act for them.

Chapter IX.—Courts of Justice

Art. 97.—The Judicial Authority of the Republic of China shall be exercised by the Courts of Justice.

Art. 98.—The organizations of the Courts of Justice and the qualifications of the judicial officials shall be fixed by law.

The appointment of the Chief Justice of the Supreme Court shall be made with the approval of the Senate.

Art. 99.—The Courts of Justice shall attend to all civil, criminal, administrative and other cases, but this does not include such cases as have been specially fixed in the Constitution and by law.

Art. 100.—Trials in Courts of Justice shall be conducted publicly, but those affecting public peace and order, or propriety, may be held in *camera*.

Art. 101.—The judicial officials shall be independent in the conducting of trials and shall be free from interference.

Art. 102.—Except in accordance with law, judicial officials shall not during their tenure of office have their emoluments decreased, nor be suspended, nor shall they be transferred to other offices.

During his tenure of office no judicial official shall be deprived of his office unless he is convicted of crime, or for offences punishable by law. But this shall not include cases of reorganization of Courts of Justice or of re-determining the qualifications of judicial officials.

The punishments and fines of judicial officials shall be fixed by law.

Chapter X.—The Law

Art. 103.—The Members of both Houses and the Government may introduce bills, but if any bill is rejected by one House it shall not be re-introduced during the same session.

Art. 104.—Any bill which has been passed by Parliament shall be promulgated by the President within fifteen days after its transmission to him.

Art. 105.—Should the President disapprove of any bill passed by Parliament, he shall within the period allowed for promulgation state the reason of his disapproval and request its re-consideration. If both Houses should hold to the former decision, the bill shall be promulgated at once.

If a bill has not yet been submitted with a request for re-consideration and the period for promulgation has passed, it shall become law. But this shall not apply when the session of Parliament is adjourned or the House of Representatives dissolved before the period for promulgation comes to an end.

Art. 106.—No law shall be altered or repealed except in accordance with law.

Art. 107.—When any resolution passed by Parliament is submitted for re-consideration the regulations governing bills shall be applicable.

Art. 108.—No law that is in conflict with the Constitution shall have any force.

Chapter XI.—State Finance

Art. 109.—The introduction of new taxes and alterations in the rate of taxation shall be fixed by law.

Art. 110.—The approval of Parliament must be obtained for the floating of national loans and the conclusion of agreements which involve additions to the Budget.

Art. 111.—All financial bills imposing a burden direct on the people shall be first discussed by the House of Representatives.

Art. 112.—An estimate of the annual expenditure and annual receipts of the nation shall be compiled in advance in the form of a budget by the Government, to be submitted first to the House of Representatives within fifteen days after the opening of the session of Parliament.

Should the Senate amend or reject the Budget passed by the House of Representatives, it should request the concurrence of the House of Representatives in its amendment or rejection, and, if such concurrence be not obtained, that originally passed by the House of Representatives shall form the Budget.

Art. 113.—In case of special provisions the Government may determine in advance in the Budget the period over which they are to be spread and provide for the successive appropriations over such period.

Art. 114.—In order to provide for any deficit or under-estimates in the Budget, the Government may include contingent items in the Budget.

The sums expended under the above provision shall be submitted in the next session to the House of Representatives for approval.

Art. 115.—Unless approved by the Government, Parliament shall have no right to abolish or curtail any of the following items:

(1) Items in connection with the obligations of the Government according to law.
(2) Items necessitated by the observance of treaties.
(3) Items legally fixed.
(4) Successive appropriations spread over a period.

Art. 116.—Parliament shall not increase the annual expenses as set down in the Budget.

Art. 117.—Between the opening of the fiscal year and the passing of the Budget, the monthly accounts of the Government shall be on the scale of one-twelfth of the amounts in the Budget for the previous year.

Art. 118.—Should there be a foreign war, or should there be suppression of internal rebellion or relief for extraordinary catastrophe, when the urgency of the situation makes it impossible to issue writs for summoning Parliament, the Government may adopt finacnial measures for the emergency, but it should request the approval thereof by the House of Representatives within seven days from the opening of the next session of Parliament.

Art. 119.—Orders on the Treasury for payment on accoun of the annual expenditure of the Government shall first be sanctioned by the Board of Audit.

Art. 120.—The statement of annual payments and annual receipts for each year shall first be referred to the Board of Audit for investigation and then be reported by the Government to Parliament.

If the statement or bills submitted for approval be rejected by the House of Representatives, the Cabinet Ministers shall be held responsible.

Art. 121.—The organization of the Board of Audit and the qualifications of the auditors shall be fixed by law.

During their tenure of office the auditors shall not have their emoluments decreased, nor be suspended, nor shall they be transferred to other offices.

The punishments and fines of auditors shall be fixed by law.

Art. 122.—The Chief of the Board of Audit shall be elected by the Senate.

The Chief of the Board of Audit may attend the sittings of both Houses to report on the final financial statement, and he may address Parliament.

Art. 123.—The Budget and bills submitted for recognition which have been passed by Parliament shall be promulgated by the President after he has received them.

Chapter XII.—Local Administration

Art. 124.—Localities are divided into two grades, the Province (*Sheng*) and the District (*Hsien*).

Art. 125.—In accordance with the stipulations of Article 22, Chapter V, of this Constitution, the Province may itself enact laws for Provincial self-government, but these must not be in conflict with this Constitution or with any National law.

Art. 126.—The Provincial Self-government Law shall be drafted by a Provincial Self-government Law Conference composed of delegates elected by the Provincial Assembly, the District Assemblies and the professional organizations of the whole Province.

Regarding the above delegates, besides one to be elected by each District Assembly, the number to be elected by the Provincial Assembly shall not exceed one half of the total number elected by the District Assemblies. This applies also to

the delegates elected by the various professional organizations, but the delegates elected by the Provincial Assembly and the District Assemblies shall not necessarily be members of the Assemblies. The Election Law shall be determined by the Provincial Law.

Art. 127.—The following stipulations are applicable in all Provinces:

(1) The Province shall have a Provincial Assembly which shall be a representative organ of a single-chamber system, and the members shall be directly elected.

(2) The Province shall have a Provincial Administrative Council (*Sheng Wu Yuan*) as Executive of the Provincial Self-government Administration, to be composed of from five to nine members (*Sheng Wu Yuen*), directly elected by the people of the Province, and their term of office shall be four years. Before it is possible to carry out direct election, an electoral college may be formed for the election according to the stipulations in the above article; but persons in military service shall not be elected until after they have been relieved of office for one year.

(3) In the Provincial Administrative Council there shall be a Chairman (*Yuan Chang*) to be elected by and from among the members of the Council.

(4) Citizens of the Republic of China who have been residing in the Province for one year or more shall all be equal in the eyes of the law of the Province and fully enjoy all civil rights.

Art. 128.—The following stipulations are applicable in all Districts:

(1) The District shall have a District Assembly in which is vested the legislative power in connection with all self-governing affairs in the District.

(2) The District shall have a Magistrate (*Hsien Chang*) directly elected by the people of the District as executive, with the assistance of the District Council (*Hsien Tsan Shih Hui*), of the District Self-governing Administration. But this shall not be applicable before the completion of the independence of the judiciary and the lower grade self-government system.

(3) In the payment of the total amount of Provincial taxes the District shall have the right to make reservations, but not exceeding forty per cent. of the total amount.

(4) The Provincial Administration shall have no right to dispose of the property and self-government funds of the District.

(5) In case of calamities, natural or otherwise, or on account of shortage of self-government funds, the District may apply to the Provincial Administration for, and with the approval of the Provincial Assembly may receive, subsidies from the Provincial Treasury.

(6) The District shall be under obligation to observe National Laws and Provincial Laws.

Art. 129.—The division and classification of Provincial and District taxes shall be discussed and decided upon by the Provincial Assembly.

Art. 130.—The Province shall not enforce special laws in one or a few Districts; but this does not include those concerning the common interest or detriment of the Province.

Art. 131.—The District shall have full executive power in matters of self-government in the District; and, except concerning punishments and fines provided for in the Provincial Law, the Province shall not interfere.

Art. 132.—National administrative affairs in the Province or District, besides being executed by officials appointed by the National Government, may be executed by the Provincial or District self-government administrative organs by delegation.

Art. 133.—Should the Provincial or District self-governing administrative organs, in the execution of national administrative affairs, violate the law or order, the National Government may mete out punishment in accordance with the stipulations of the law.

Art. 134.—The stipulations in this Chapter shall be applicable in places where Districts, but not Provinces, have been created.

Art. 135.—Inner and Outer Mongolia, Tibet and Tsinghai may, in agreement with the common wish of the local people, be divided into two grades, the Province and the District, in which the stipulations in this Chapter shall be applicable; but before the creation of Province and District their administrative system shall be fixed by law.

Chapter XIII.—Amendments to and Interpretation and Validity of the Constitution

Art. 136.—Parliament may bring up bills for the amendment of the Constitution.

Unless such bills be approved by two-thirds of the members of each House present they shall not be introduced.

Unless any such bill be countersigned by one-fourth or more of the total numbers of members of his House, no member of either House shall raise the question of the amendment of the Constitution.

Art. 137.—The amendment of the Constitution shall be undertaken by the Constitution Conference.

Art. 138.—Regarding any amendment, the form of government shall not be a subject for discussion.

Art. 139.—Should there be any doubt regarding the meaning of the text of the Constitution, it shall be interpreted by the Constitution Conference.

Art. 140.—The Constitution Conference shall consist of the whole body of members of Parliament.

Unless there be a quorum of two-thirds of the total number of the members of Parliament, no such aforementioned Conference can be held; and unless three-fourths of the members present vote in its favour no amendment can be passed; but in the interpretation of any point of doubt a decision may be reached with the approval of two-thirds of the members present.

Art. 141.—Except by amendments made in accordance with the stipulations of this Chapter, the Constitution shall never lose its validity whatever change or development may occur.

HONGKONG STOCK EXCHANGE

TARIFF OF CHARGES

To be charged to Buyer and Seller

Stock Value.	Brokerage. Per Share.	Stock Value.	Brokerage. Per Share.
Under $7.50	$0.05	At or over $200.00	$1.00
At or over $7.50	0.10	300.00	1.50
20.00	0.20	400.00	2.00
35.00	0.25	600.00	3.00
60.00	0.35	800.00	4.00
100.00	0.50	1,000.00	5.00
150.00	0.75	Over $1,000.00: $0.50 more for each complete $100.	

N.B.—This does not apply to non-local stocks, brokerage for which will be adjusted from time to time as occasion may demand.

By Order of the Committee,

A. NISSIM,
Secretary.

N.B.—The above came into force on 1st December, 1925, and cancels all previous Tariffs.

TARIFF OF CHARGES ON STRAITS DOLLAR STOCKS

To be charged to Buyer and Seller

Value of Stock.	Brokerage.	Value of Stock.	Brokerage.
Under $5	$0.05	At or over $30	$0.50
At or over $5	0.10	100	0.75
7½	0.15	300	1.00
15	0.25	500	2.00
		700	3.00

All the above are Straits currency.

By Order of the Committee,

A. NISSIM,
Secretary.

N.B.—This List came into force on 10th December, 1925, and cancels all previous issues.

TARIFF OF CHARGES ON STERLING STOCKS

To be charged to Buyer and Seller

Value of Stock.	Brokerage.	Value of Stock.	Brokerage.
Under 5/-	1½d.	At or over 100/-	1/-
At or over 5/-	3d.	150/-	1/6
20/-	6d.	200/-	2/-
60/-	9d.	Over 200/-	½%

By Order of the Committee,

A. NISSIM,
Secretary.

N.B.—This List came into force on 14th April, 1926, and cancels all previous Tariffs.

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 negotiating Bills of Exchange without recourse	0½ „
Purchasing 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	0¼ „
Prosecuting or defending successfully Claims, either at Law or by Arbitration	5 „
Prosecuting or defending 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	½ 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	½ 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.

LEGALISED TARIFF OF FARES FOR CHAIRS, JINRICKSHAS, BOATS, &c., IN THE COLONY OF HONGKONG

SCALE OF FARES FOR CHAIRS

	With 2 Bearers.	*With 4 Bearers.*
Ten minutes	15 cents	30 cents
Quarter hour	20 „	40 „
Half hour	30 „	60 „
One hour	40 „	80 „
Every subsequent hour	25 „	40 „

CALE OF FARES FOR JINRICKSHAS

I.—In the Island of Hongkong

Caine Road and Lower Levels, and in Kowloon and New Kowloon

(*With Single Driver*)

Ten minutes...	10 cents	One hour	30 cents
Half hour	20 „	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 fare is double or treble respectively.

II.—In the Hill District

Quarter hour	20 cents	Half hour	30 cents
One hour	40 cents		

III.—In the New Territories

By arrangement with the proprietors through the Police.

PASSENGER BOATS

Class A	*Per Day of 12 Hours*	Class B	
1st Class boats	$3.00	1st Class boats	$2.00
2nd Class boats	2.00	2nd Class boats	1.50
All other boats	1.50	All other boats	1.00

Class A	*Per Hour or Less*	Class B	
Per hour with 2 passengers	40 cents	Per hour with 2 passengers	20 cents
Per half-hour „	20 „	Per half-hour „	10 „
For each extra passenger, 10 cents for half-an-hour, 20 cents per hour.		For each extra passenger 5 cents for half-an-hour, 10 cents for an hour.	
Between sunset and sunrise, 10 cents extra per passenger.		Between sunset and sunrise, 10 cents extra per passenger.	

"1st Class Boats" are those measuring 30 feet and over in length.
"2nd Class Boats" 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	5
800 „ „ 500 „ ...	5	3
500 „ „ 100 „ ...	3	2
100 piculs	1.50	1

HONG KONG STORM SIGNAL CODES

Storm Warnings are issued by the Royal Observatory, Hong Kong, by means of Local and Non-Local Storm Signal Codes. The Local Code is as follows:—

Signal. *Symbol.* DAY SIGNALS. *Meaning.*

1.—Red **T**—A typhoon exists which may possibly cause a gale at Hong Kong 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 is accompanied by three explosive bombs fired, at intervals of 10 seconds, at the Water Police Station and repeated at the Harbour Office.

The signals are lowered when it is considered that all danger is over.

The Day Signals are displayed at the following places:—

Royal Observatory.	Harbour Office.	H M.S. *Tamar*.	Green Island.
Gough Hill.	H'kong. & K'loon.	Wharf & Godown Co., Kowloon.	
Standard Oil Co., Lai-chi-kok.		Field Officer's Quarters, 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 are displayed, at sunset, at the following places: –

Royal Observatory. Harbour Office. Railway Station. H.M.S. *Tamar*. Gough Hill.

They have the same signification as the day signals.

Signal No. 7 is accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

A translation of both Day and Night Signals is displayed at the General Post Office and at the Upper Tram Station.

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

Further details can always be given to ocean vessels, on demand, by signal from lighthouses, or by wireless telegraphy.

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 Hong Kong, or even at Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hong Kong, or should the direction of motion of a typhoon alter, or its rate of progression increase, 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.

NON-LOCAL SIGNALS.

The Non-Local, or "China Seas" Code of Storm Signals 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.

Copies of the code may be obtained on application to the Observatory.

HONG KONG 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 be 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 $8^h\ 55^m\ 0^s$ to $9^h\ 0^m\ 0^s$ p.m. the lamps are extinguished momentarily every second, except at the 28th, 29th and 54th to 59th second of each minute.

The hours refer to Hong Kong Standard Time (8 hours East of Greenwich).

ROYAL OBSERVATORY, HONG KONG. T. F. CLAXTON, *Director*.

TARIFF OF INVOICE CHARGES AT MANILA

MANILA CHAMBER OF COMMERCE

Amended Invoice Charges Adopted 1st April, 1925

Hemp.—Fire Insurance, ⅛ per cent. plus 20 per cent. per month on first cost, plus screwage. Store Rent 8 cents per bale per month.

Charges for delivering hemp ex-godown 20 cents made up as follows: 10 cents cost of receiving into godown from lighter or casco and 10 cents for re-delivering.

Dry Sugar.—Boat and coolie hire, receiving and shipping, 25 cents per picul. Fire Insurance, ⅛ per cent. plus 20 per cent. per month. Store Rent, 3 cents per picul per month.

Wet Sugar.—Landing, shipping, bags and bagging, 75 cents per picul. Fire Insurance, ⅛ per cent. plus 20 per cent. per month on first cost. Store Rent, 3 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. plus 20 per cent. per month on first cost. Store Rent, 12 cents per picul per month.

Coprax.—Receiving, weighing and shipping, 35 cents per picul, including lighterage, or 25 cents without lighterage. Fire Insurance, ⅛ per cent. plus 20 per cent. per month on first cost. Store Rent, 6 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.1.00 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. Fire Insurance, ⅛ per cent. plus 20 per cent. per month. Store Rent, 10 cents per bale of 3 quintals per month.

Cigars.—Receiving, packing and shipping, P.7.50 per case of 10,000.

Rules Covering Hemp Damage in Godown, Short Weight, and Bales Exceeding Standard Size, Reconditioning Broken, and/or Rejected Bales.

That damage done by "anay" to hemp on deposit shall be for the risk and account of the original depositor, but, in the event of sale, said risk shall be for account of buyer after expiry of three months from date of purchase.

For reconditioning broken bales, P.1.00 per bale.

For re-classifying, packing and pressing damaged or rejected bales, P.1.50 per bale.

For sundrying, re-classifying, packing and pressing damaged or rejected bales, P.2.50 per bale.

Payable by seller to buyer.

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 Several centres. 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 substituted. 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	$5\frac{1}{8}$ inches English
1 Shaku	make 10 Sun	=	about 1 foot	$2\frac{11}{12}$ inches English
1 Sun	make 10 Bu	=	about	$1\frac{1}{2}$ 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 Soloi	or 1 Att	=	$0·0095	4 Sälü'ngs	or 1 Bät or Tical	=	$0·60
2 Atts	or 1 Pai	=	$0·019	4 Bäts	or 1 Tämlü'ng	=	$2·40
2 Pais	or 1 Seek	=	$0 038	20 Tämlü'ngs	or 1 Ch'äng	=	$48·00
2 Seeks	or 1 Fu'ang	=	$0·076	50 Ch'ängs	or 1 Häp	=	$2,400·00
2 Fu'ang	or 1 Sälü'ng	=	$0·150	100 Häps	or 1 Tära	=	$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			=	$\frac{13}{16}$ inch
12 Niws	make	1 K'ú'p	=	$9\frac{3}{4}$ inches
2 K'ú'ps	make	1 Säwk	=	$19\frac{1}{2}$ inches
4 Säwks	make	1 Wah	=	78 inches
20 Wahs	make	1 Sen	=	130 feet
400 Sens	make	1 Yot	=	$9\frac{7}{8}$ statute miles

Note.—Timber is bought by the Yok, which is 64 Säwk in length by 1 Säwk in width or 36,864 Siamese inches, being equivalent to 169 square feet.

DRY MEASURE

1 Tänan		=	$1\frac{1}{2}$ pints	25 Tänans	make 1 Sat
20 Tänans	make 1 Täng	=	15 pints	100 Tängs or 80 Sat	make 1 Keean (Coyan).

A Keean is 20 Piculs; a Picul is $133\frac{1}{3}$lbs. avoirdupois.

DIRECTORY

EASTERN SIBERIA

VLADIVOSTOCK

Vladivostock is the chief town of the Maritime Province, which, together with the Habarovsk, Nicolaevsk, Amour, Zeia, Tchita, Sretensk, Kamchatka, and Saghalien Provinces forms the "Far Eastern Region" of Siberia. The administrative centre is at Harbarovsk.

The port of Vladivostock, lies in latitude 43 deg. 7 min. North, longitude 131 deg. 54 min. East, 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. It has 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 ice-breakers 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, 621 feet; length at bottom, 564 feet; breadth, 118 feet; breadth at entrance, 90 feet; min. depth, 29 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 here and throughout 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. In the Autumn of 1922 the Soviet Government at Moscow extended its authority to Vladivostock. 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 formerly belonging to the more affluent merchants are well and substantially built. There are two or three hotels, a university, several schools for boys and girls, and military, naval and civil hospitals. The population is about 90,000. About one-third of the population is Chinese, and there are about 500 Japanese. 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.

DIRECTORY

All-Russian Central Union of Co-operative Societies (Centrosoyus)—Centrosoyus Building, Leninskaya St.; Tel. Ad: Centrosoyus

All-Russian Cooperative Bank—11, Leninskaya; Tel. Ad: Vsekobank

Anglo-Chinese Eastern Trading Co., Ltd.—Leninskaya

Bank of Chosen, The—Pekinskaya St.

Becos Traders, Ltd.—25th October St.; P.O. Box 2; Tel. Ad: Becos
J. Findlay, manager

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The United Baltic Corporation, Ld., London

NICOLAEVSK

The port and settlement of Nicolaevsk, 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. The town suffered badly in the Spring of 1920 in the struggle between "Reds" and "Whites," and a large part of it was burned down. There is little trade at present except in fish and cranberries, quantities of salmon being dried and cured here. There is a small export of Manchurian soya beans to Japan.

JAPAN

Constitution and Government

The government of the Japanese Empire was anciently, in theory at least, that of an absolute monarchy, but the real administrative and executive power was in the hands of the Shogun and his clansmen. In the year 1868 the Imperialist party 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.

Hirohito, the reigning monarch, who ascended the throne in January of this year (1927) is twenty-five years of age and is, according to Japanese chronology partly mythical, the 124th of an unbroken dynasty, founded 660 B.C.

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 eleven departments, namely: —Gwaimu Sho (Foreign Affairs), Naimu Sho (Interior), Okura Sho (Finance), Kaigun Sho (Navy), Rikugun Sho (Army), Shiho Sho (Justice), Mombu Sho (Education), Norin Sho (Agriculture and Forestry), Shoko Sho (Commerce and Industry), Teishin Sho (Communications) and Tetsudo-sho (Railways). 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; it 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 urban prefectures (Tokyo, Kyoto, and Osaka), and 43 *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 the control of the Ministry of the Interior 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 48 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 1868, when the Tokugawa family were dispossessed of the usurped authority. Under the Shogun 300 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

JAPAN

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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*).

Population

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 1924, was 81,780,300, viz., 59,139,000 for Japan Proper; 18,677,800 for Korea; 3,794,200 for Formosa; and 169,300 for Saghalien. The most populous cities are Osaka, Tokyo, Nagoya, Kyoto, Kobe, Yokohama and Nagasaki 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 Hokkaido, the most northerly and least developed. The first three islands are sub-divided into eight large areas, containing 66 provinces, and the latter (Hokkaido) is divided into 11 provinces.

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 11,735.50 miles of State railway and 2,445.5 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 32 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 17 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 owing to expenditure on extensions and improvements, now amounts to Yen 2,154,686,386 (December 31st, 1923). As a result of the war with Russia, the South Manchurian Railway was taken over by Japan. There are about 936.15 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 Yen 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.

The 1923 Earthquake

An appalling earthquake—probably the most disastrous in its consequences of any recorded in the history of the world—occurred in Tokyo and Yokohama and the surrounding district on September 1st, 1923, as a result of which 100,000 people were killed, 43,000 were missing and believed to be dead, and 113,000 were injured. The

material damage was enormous. A very large proportion of the buildings in the capital and the chief port were reduced to dust and ashes by the earthquake and the fires which followed. The official returns gave a total of 6,962 factories destroyed, and assessed the damage at yen $380,000,000. Questioned in the Diet, Mr. Inouye said the total loss from the earthquake was between seven and ten million yen.

DIRECTORY

GOVERNMENT

Prime Minister—Baron Giichi Tanaka
Minister for Foreign Affairs—Baron Giichi Tanaka
Minister for Railways—Heikichi Ogawa
Minister for Navy—Admiral Keisuke Okada
Minister for Army—General Yoshinori Shirakawa
Minister for Commerce and Industry—Tokugoro Nakahashi
Minister for Home Affairs—Kisaburo Suzuki
Minister for Finance—Chuuzo Mitsuchi
Minister for Agriculture and Forestry—Teijiro Yamamoto
Minister for Communications—Keisuke Mochizuki
Minister for Justice—Yoshimichi Hara
Minister for Education—Rentaro Mizuno

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(Tokyo)

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Vice do. —Kiichiro Hiranuma

Imperial Household Department
(Tokyo)

Minister—Kitokuro Ichiki

Office of the Keeper of the Privy Seal
(Tokyo)

Keeper—Count Nobuaki Makino

House of Peers
(Tokyo)

President—Prince Iyesato Tokugawa

House of Representatives
(Tokyo)

President—Shigeru Morita

EMBASSIES AND LEGATIONS

Argentine (Legation) — 10, 7-chome, Minamicho, Aoyama, Tokyo
Envoy Extraordinary and Minister Plenip.—Mario Ruiz de los Llanos
Secretary—German Eduardo Argerich

Belgium (Embassy)—3, Sennencho, Koji-machi-ku, Tokyo; Teleph. Ginza 3736
Ambassador Extraordinary & Plenip. —H.E. Albert de Bassompierre
First Secy.—Viscount Joseph Berryer

Brazil (Embassy)—2, Omote-cho, 3-chome, Akasaka, Tokyo
Ambassador Extraordinary and Plenipotentiary—H.E. A. de Feitosa
Second Secretary—E. Machado, jr.

China (Legation)—Nagata-cho, 2-chome, Koji-machiku, Tokyo

Chile (Legation)—Imperial Hotel, Tokyo
Envoy Extraordinary and Minister Plenipotentiary — Pedro Rivas Vicuna

Czechoslovakia (Legation)—22, Kasumicho, Azabu-ku, Tokyo; Teleph. Aoyama 7004; Tel. Ad: Zamini
Envoy Extraordinary and Minister Plenipotentiary—Dr. J. Svagrovsky
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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 40 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 15 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 has seen greater congestion and conditions more approximating to the crowded cities of the West. The ancient Castle of Yedo, now transformed into the Imperial Palace, or Gosho, 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 Emperor took up his residence there in January, 1889. The Imperial Garden called Fukiage is situated within the enclosure of the palace. 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 few of these feudal erections now remain to illustrate what old Yedo was like in the time of the Shogunate.

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 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 thees 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. 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 southwest, 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 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, Adzuma-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 by 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 palace contains 50 temples, and a number of nobles' palaces. The district on the south of the palace, with an area of about 17½ square miles, contains about 60 temples. The most remarkable among them is Fudo-sama in Meguro.

Several great fires have swept Tokyo during the last two decades, and these have led to great improvements and widening of the streets. The last of these broke out on September 1st, 1923, following upon a very severe earthquake. The casualties due to this terrible visitation were as follows, according to a return issued in November by the Home Office:—Dead 68,215; missing (believed to be dead), 39,304; injured, 42,135. The number of houses destroyed is said to have been 316,000, or 71 per cent. of the whole of the buildings of the city; and no fewer than 1,360,000 people were rendered homeless.

Tramways have been extended in all directions; a ten-minute service is mainatined with Yokohama. The main streets and those adjacent to them are lighted by electricity, and the remainder by gas. 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.

The soldiers and police are dressed in uniform on the western model. Though numbers appear in European garb, the mass of the people still wear the native dress.

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 1925 was 1,995,303.

The native Press is represented by some 20 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 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. The best hotel for foreigners is the Imperial. Another new and well-equipped hotel, frequented principally by Japanese, is the Palace Hotel, also called the Tokyo Kaikan. There are also the Tokyo Station Hotel, Marunouchi Hotel and Seiyo-ken Hotel.

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YOKOHAMA

Yokohama is the port of Tokyo 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 18 miles from the capital, with which it is connected by both steam and electric railways. The surrounding scenery 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 75 miles distant. The town is divided into two parts, the western part 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 semi-circle of low hills called "The Bluff," thickly dotted before the recent terrible visitation with handsome foreign villas and dwelling-houses in various styles of architecture, all standing in pretty gardens and commanding charming prospects. Along the water-front runs a good road called the Bund, on which stood many of the principal business houses and hotels. The United Club was located here. The English Episcopal, the French Catholic and the Union Protestant Churches were handsome edifices situated on the Bluff, where there were also well laid-out public gardens. A fine cricket and recreation ground, a racecourse and golf links are situated about two miles from the Settlement. A good boating club also existed, providing facilities for deep-sea bathing. The Public Hall, containing a theatre and assembly rooms, built of brick, situated at the top of Camp Hill, was opened in 1885. The Prefectural and Municipal Offices were fine brick structures on commanding sites. The railway station was well-designed and commodious. The town is in the enjoyment of an excellent water supply, large waterworks having been completed in 1887. An electric train service from Yokohama (Sakuragi-cho) to Tokyo (new station) runs every twelve minutes, covering the distance in 55 minutes. The harbour is 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. Excellent pier and wharf facilities exist, and, though practically entirely destroyed in the earthquake and fire of 1923, they are now all restored. There are 4 berths at the pier accommodating the largest steamers, and 12 mooring wharves for large ocean-going vessels, most of these wharves accommodating vessels of any size. The Yokohama Dock Company has three dry docks of 631 ft., 489 ft., and 380 ft., docking length, 93 ft., 67 ft., and 60 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.

In the very severe earthquake, which was followed by a huge conflagration, on September 1st, 1923, close on 30,000 people are known to have perished. Another 3,559 were missing and believed to be dead, and 66,371 were officially reported as injured, the total casualties representing nearly one-quarter of the population. The number of buildings destroyed was 70,000, out of a total of 93,000. The shipping in harbour was placed in serious jeopardy by the blazing oil from the oil-tanks on shore running into and spreading over the water.

The Japanese population of Yokohama was about 405,888 in 1925, according to the Census returns of that year. There was a great exodus as the result of the earthquake, but confidence is now restored and there seems every reason to expect that in time Yokohama will recover its former prominence as the principal port of Japan.

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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, about 1,000 feet in height, which is within a fortified area to which the public are not admitted. The surrounding country is hilly, volcanic, and striking, but the town itself possesses few attractions. There are some Public Gardens at the eastern end of the town which contain a small but interesting Museum. Waterworks for supplying the town with pure water were completed in 1889. The climate 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 10 degrees Fahr. or even less, the minimum in an average winter being about 12 degrees Fahr. The mean temperature throughout the year is about 48 degrees. The population of Hakodate has been increasing rapidly for many years and is now (1925) 163,972.

The foreign trade of the port is small, but has been steadily growing during the last few years, mainly owing to the development of the Kamtschatka salmon fisheries, for which Hakodate is the principal *entrepôt*. The agricultural resources of Yezo have been considerably developed. The rich pasture lands are well adapted for breeding cattle and horses. Beans, peas and timber are exported, and sugar is produced from sugar beets. In the valuable and extensive fisheries on the coast and in the surrounding seas, 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. 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. Magnetic iron is also obtained. The kerosene wealth of this district is said to be considerable, but none of the borings has so far given a high yield. 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 Abashiri, where the wells are considered rich.

Hakodate is reached in 24 hours from Tokyo, via Aomori, between which place and Hakodate there is a very good steamship service, maintained by the Government Railways. From Hakodate all the principal points in Yezo can now be reached by rail, and there is also a Government Railway steamship service to Odomari, in Karafuto (Japanese Saghalien). 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 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. Another severe conflagration occurred in April, 1921, when some 2,000 houses were destroyed. A scheme is now in force by which a municipal subsidy is granted to encourage building with fireproof materials.

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CONSULATE, U.S.S.R.—60, Funami-cho; Teleph. 664

CUSTOMS, IMPERIAL—9, Nakahama-cho; Telephs. 80, 120, 175, 391 and 1644
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Secretary—Noboru Takahashi
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Do. Inspector—Tetsudgo Onuki

DENBIGH & CO.—7, Higashi Hama-machi; Telephs. 111 and 772; P.O. Box 11; Tel. Ad: Dencooper

HAKODATE POST OFFICE
Director—H. Sasaki

MUNICIPALITY OF HAKODATE—Toyokawa-machi; Telephs. 3200-3202 and 2991

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T. Okano

OSAKA

Owing to the inclusion within the city limits, as from April 1st, 1925, of a large number of suburban districts and villages, Osaka is now the largest city in Japan in size, with a population of 3,059,502. In commercial and industrial importance it also ranks first in the Japanese Empire. During recent years the city has been rapidly assuming a modern and Western aspect. Broad wood-paved streets intersect it in all directions, large buildings of the sky-scraper type are springing up throughout the business centre, and motor traffic is increasing rapidly. The city is situated in the province of Settsu and is built on the banks and at the mouth of the river Aji. From the point of view of the foreign tourist, the most interesting and imposing sight is Osaka Castle, erected in 1583 by the famous warrior Toyotomi Hideyoshi. 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 18 great military districts. It has also within its enclosure an extensive military arsenal. Osaka, like Tokyo and Kyoto, is the capital of the Prefecture to which the city gives its name. It is the seat of numerous industries, including cotton-spinning mills, shipbuilding yards, iron-works and sugar refineries. Cotton-spinning and weaving are the most important industries and there are a large number of big mills in the city and neighbourhood. The number of factories of all kinds in the city in 1923 was 19,507, employing a total of 114,190 hands. The Imperial Mint also is established here.

Extensive harbour improvements have been in progress for a number of years, and at present wharfage is available for five vessels of 5,000 to 6,000 tons, while vessels of 10,000 tons or 29 feet draught can enter the port. A considerable sum of money is still to be expended on the harbour, on the completion of which eight vessels of 10,000 tons will be able to come alongside the wharves, while as many as 50 or 60 of the same size will be provided with berthing space at buoys.

The trade statistics of Osaka since the war have shown great growth. The Osaka trade returns, however, do not afford a reliable index of the foreign trade, a great part of which passes through the Kobe customs.

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 thoroughfares have been widened.

DIRECTORY

Aall & Co.—28, Higashi Umeda-cho, Kitaku; Teleph. 2584 (Kita)
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American Trading Co., Inc., Importers, Exporters, Engineers, Shipping and Insurance—Rooms 416 and 417, Dojima Building, 1-chome, Hama-dori, Kita-ku; Telephs. 5911 to 5913 (Kita, L.D.); P.O. Box 8 (Central); Tel. Ad: Amtraco; Codes: A.B.C. 5th, A.B.C. 5th imp., Western Union, 5-letter edn. Schofield's Eclectic, Bentley's

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Clerical Officer—A. W. R. Taylor
Writer—S. Nakanishi

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Consul—K. Inabata

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KOBE

Kobe was until 1892 the foreign port of the adjoining town of Hyogo and was opened to foreign trade in 1868, but in 1889 the two towns were incorporated under the title of Kobe City, when the City Municipal Law was put into force. The reclamation of the bed of the Minatogawa River in 1910 and the extension of the tramway service have resulted in the disappearance of the old boundary line between Kobe and Hyogo. Hyogo, therefore, is now merely one of the administrative sections of Kobe. 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, and most of the larger shipping now moors at the four large Customs piers. Further works are in progress, the harbour rapidly growing towards the east. The town faces 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 stretches for some five miles along the strip of land between the hills and the water, and is rapidly extending in the direction of Osaka, which is connected with it by the Hanshin Electric Railway and the Hanshin Kyuko (express) 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 electricity. Within the last few years 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 several Clubs—the Kobe Club (including members of all nationalities), the Masonic Club, the Indian Club, the Club Concordia (German), and the Kobe Regatta and Athletic Club (international). At Mirume the K. R. & A. C. have a fine boathouse and large lawn for all kinds of sports. The Union Protestant Church is in the Settlement, and the French Roman Catholic Church is a fine structure in Nakayamate-dori. 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 population of Kobe City in October, 1925, was 644,212. Of this number 7,874 were foreigners, the chief nationalities represented being:—Chinese, 5,417; British, 853; American, 625; German, 390; Russian, 195; Indian, 125; French, 53; Portuguese, 97; Swiss, 83; and Dutch, 36. The earthquake in Yokohama caused a large temporary addition to the foreign population.

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. The bed of the old river Minatogawa was reclaimed in 1910. The upper part of the reclaimed area is now known as Minatogawa Park, where there is a City Hall, behind which is a large market. The lower part of the river-bed is a centre for public entertainments, such as theatres, cinematographs, etc. The shrine dedicated to Kusunoki Masashige, who fell on this spot in 1336 during the unsuccessful wars for the restoration of the Mikado's power, stands between Kobe Station and the Okurayama Park, where there is, also, a large City Library. In the park stands a bronze statue of the late Prince Ito, who was one of the most influential and powerful statesmen of Japan in the Meiji period. 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 port. 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.

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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 south and the latter on the north 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 Hesaki 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. The Shimonoseki Station Hotel, which for many years provided good accommodation for foreigners, was destroyed by fire in July, 1922; but a new thoroughly up to date hotel has been rebuilt on the former site and was opened on the 1st April, 1924. The Imperial Railway Department has also four large ferry boats plying between Moji and the Shimonoseki Station, while a ten-minute ferry plies between the usual landing places at Moji and Shimonoseki. There is a project 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. 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.

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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. 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 was deepened. The cost of the work was 4,000,000 yen. There are quay walls to accommodate two vessels of 8,000 tons. The town is on the eastern side of the harbour, which 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 is a Roman Catholic church; Anglican services are held every Sunday at the Seamen's Mission. There are two clubs (Nagasaki and International) and one foreign hotel—the Hotel du Japon. 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 34 feet 6 inches. There are three other smaller docks owned by the Matsuo Ironworks & Dockyard Co., and situated nearer to the harbour entrance. As a shipbuilding centre the place has rapidly developed in recent years; in addition to large ocean-going steamers, a battle-cruiser of 27,500 tons displacement and a battleship of over 30,000 tons displacement have 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 industry has been restarted but on a smaller scale but most of the trawlers now use Shimonoseki as a base. The Municipality has erected a large fish market on the wharf near the railway station. A large extension of the waterworks to meet the growing needs of the town was completed in March, 1904. Further extensions have been in progress since 1920. 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 popular health resorts in the neighbourhood, the most famous being Mount Unzen, on which a nine-hole golf course was laid out in 1911, and which, since 1923, has been gradually improved.

The population of the port has increased greatly during recent years. In the census taken in 1925 it was returned as 189,071, nearly double that which it was 20 years previously.

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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 high land 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, but as the island is being steadily opened up conditions are improving, and doubtless in course of time they will become merged in the general population, although naturally a savage and warlike people, allied to the Malays and Polynesians, who lived principally by the chase.

The population of Formosa in estimated to be as follows:—Natives, 3,923,752; Japanese (excluding military), 195,769; Foreigners (mostly Chinese), 35,505—total, 4,155,026. In addition to the foregoing, there are tribes of aborigines, described in the returns as "savages," living within the administrative districts and under Government control aggregating approximately 48,000.

The revenue, which twenty years, or more, ago averaged about Yen 20,000,000 annually, has since been steadily increased. The value of the exports to foreign countries in 1926 was Yen 40,798,987, and the imports from abroad totalled Yen 49,958,498, the previous year's returns being Yen 47,965,844, and Yen 56,489,060 respectively. The trade with Japan in 1926 was :—Exports, Yen 178,057,758, and Imports, Yen 98,224,392, as compared with Yen 215,248,807, and Yen 129,906,280 in 1925.

The products of Formosa are numerous, vegetation being everywhere most luxuriant, testifying to the richness of the soil. Tea, camphor, rice, sugar and bananas are largely cultivated, the three 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 as common as might be expected where vegetation is so abundant. As regards minerals there are at present only two gold mines running (*viz.*, those at Kinkosaki and Zuiho in the vicinity of Keelung), and the production of both Gold and Silver in Taiwan has decreased, as they are being shipped to Japan in the form of Ores. The total mineral products of the island during 1926, according to investigations made by the Mining Bureau are given as approximately Gold Yen 417,346 and Gold Dust Yen 9,753, Silver Yen 17,389, Copper and Copper ores Yen 1,121,699, Coal Yen 13,507,740, Petroleum Yen 1,570,080, Sulphur (crude and refined) Yen 44,372. The output of Coal has greatly increased due to the enhanced demand for export to South China, and the South Seas, and for bunkers. Petroleum has likewise considerably increased of late.

Amongst sundry factories and mills at various places in the island are ice-works, a brewery, a straw-board factory, two flour-mills, fertiliser factories, ramie and jute mills, cement works, brick-works (many using Manchester kilns), numerous oil-extracting and rice mills, several electric-light plants, and a gas works (in Taipeh).

From the north of the island tea forms the principal export, and the authorities are energetically pushing its cultivation and preparation. The value shipped to foreign markets in 1926 was Yen 10,342,044, of which about half was Ooloong, and the remainder Pouchong, a scented tea mainly consumed in Netherlands India and the Straits. Camphor, the annual production of which about ten years ago footed up to 86,000 piculs has in recent years declined, and is now in the neighbourhood of about 60,000. It is estimated that the supply of natural camphor will be exhausted in another thirty years, or so. Export in 1926 amounted to Yen 1,801,395, and to Japan Yen 1,549,519 together with Yen 2,506,762 of camphor oil. Coal exports amounted to Yen 8,028,782, of which Yen 1,118,321 went to Japan, and the remainder abroad. The export of rice to Japan in 1926 amounted to Yen 46,118,059. Bananas and canned pineapples are likewise exported to Japan and Dairen, shipments amounting to Yen 10,279,525, and Yen 1,591,018 respectively. The production of sugar, the leading industry of the island, in the 1926-7 season amounted to piculs 7,525,947 of a value of Yen 98,847,325. During 1926 imports of sulphate and bean-cake amounted respectively to 76,818 tons, and 209,066,872 kins. Sugar Factories: there are now 47 of these equipped with modern machinery scattered throughout the island, mostly in the central and southern districts, in addition to 13 factories of improved Formosan type, and 132 old-style ones. Alcohol to a value of Yen 3,654,063 was shipped to Japan, in 1926, and Yen 1,570,535 sent abroad. Of Miscellaneous items:—Lumber, cement, dried fish, salt, sweet potatoes, cotton cloth, etc., over Yen 32,134,056 were likewise exported, of which about Yen 14,870,810 went to Japan and the remainder abroad.

The following articles are classified under the Monopoly Law, and can only be handled by the Government:—Opium, camphor, salt, tobacco, wines and spirits. Total imports amounted to Yen 148,182,890.

The trade and industries of the island are steadily developing, and both fish and fruit are now being largely exported to the mother-country and Dairen, whilst recently attention has been directed to the gathering of coral, supplies of which have been found in the waters of the northern vicinity. All the principal towns are now equipped with water-works, electric lighting, and large markets, etc., and connection between them by motor lines of cars is becoming general, replacing the push cars hitherto mainly in use.

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. Those 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 both at Keelung and Takow and these, when completed, will greatly increase the existing accommodation. At present not more than four vessels at Keelung, and six at Takow of above 6,000 tons each can be berthed on the quay fronts at one time. The depth at low water at the entrance to the harbours is 30 feet and 23½ feet, respectively.

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.

A railway traversing the west side of the island, from Keelung in the north to Keishu in the south 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. On the west coast a loop line of 56½ miles between Chikunan and Oden (near Shoka) has been completed and is now working. Hugging the coast, as it does, it avoids the steep gradients and numerous tunnels of the main line. On the through-line, sleeping-cars are now run for the accommodation of first-class passengers only. There is also a railway along the East coast.

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 has greatly retarded the growth of the port and has necessitated the transfer to Keelung of the steamship agencies that formerly made it their headquarters. Now, none but vessels of small size trade there. 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 20 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 but a mere village, it had long carried on a considerable native trade with Amoy, Chinchew, 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 1926 show that the value of the trade of the island was as follows:—

With Foreign Countries		*With Japan*	
Exports	Yen 40,798,987	Exports	Yen 178,057,758
Imports	„ 49,958,498	Imports	„ 98,224,392
	Yen 90,757,485		Yen 276,282,150

Of the total, Yen 197,622,469 passed through Keelung and Tamsui.

At Keelung harbour improvements are still in progress and, when completed, will largely increase the accommodation available. 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 500 tons; also a dock with an extreme length of 372 feet and a breadth at entrance of 48 feet. A dry dock can take vessels up to 3,000 tons gross. 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. At Keelung there is a stone quay in connection with the railway, alongside of which the regular mail steamers of the 6,000 tons class are berthed, the depth of water alongside being 28-30 feet. When the improvements in progress are completed it will be possible to accommodate at the quay about 10 steamers each of 10,000 tons capacity, and admit six steamers below this tonnage at the buoys.

The railway line between Tamsui and Taipeh was opened in August, 1901, and has been of great benefit to the people of the district. Keelung is the northern terminus of the trans-Formosan Government Railway. The capital city is known by the Chinese name of Taipeh, and also under the Japanese nomenclature of Taihoku, which is now applicable, also, to the whole district, the former names of Manka, Datotei, etc., having recently been abolished. At the mouth of the Tamsui river lies the town of Hobé, usually known as Tamsui to avoid confusion with Kobe in Japan proper.

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TAINAN, TAKAO 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, etc., 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. The old Chinese walls, some five miles in circumference, have been demolished in many places to make room for improvements. Waterworks have been constructed in the hills some distance from the city and it is now 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 Takao 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.

Takao 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, Takao has since been converted into a fine harbour with four 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 350 feet wide. The harbour improvements under the first period of construction work are now completed, and vessels drawing less than 23½ feet can readily enter the harbour. The second period of construction has been postponed for the present, but, when undertaken, will include the provision of a second pier, dredging, widening of the harbour entrance, construction of a breakwater in Seishiwan, and the dredging of the harbour to an average depth of 30 feet. Under existing conditions, whilst steamers up to about 5,000 tons can be accommodated alongside the quay, vessels of 7-10,000 tons capacity find it difficult to enter the port if heavily laden, and have to discharge some of their cargo in the outer harbour to enable them to come inside; if the harbour were dredged to a depth of 28 feet this would be unnecessary. As Takao 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 marsh-land into a well laid-out, fair-sized town, with room for expansion.

Foreign shipping is largely increasing in volume, sulphate of ammonia and other fertilisers now being imported in considerable quantities. The Japanese Government grants subsidies to the Osaka Shosen Kaisha for a fortnightly service with Hongkong *viâ* Amoy and Swatow, as well as for a service of steamers round the coast of Formosa throughout the year. As regards the fruit trade, which is mainly a southern industry, an arrangement has recently been arrived at between shippers and the principal lines running from Takao, that shipments will in future be made by steamer direct from that port, instead of from Keelung, as hitherto. Another development of southern trade that is being fostered is the fishing industry, in connection with which direct boats to Japan are now being run.

The Government Railway now runs day and night trains between Keelung and Takao, the length of which line is approximately 246 miles. There are 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 1926:—

Imports and Exports Combined

Anping	Yen	10,973,379
Takao	„	143,346,585
Total ...	Yen	154,319,964

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, Opium, Camphor and Salt have been monopolised by the Formosan Government, which now derives three-fourths of its ordinary revenue from these sources.

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CHOSEN (COREA)

Chosen (formerly Corea), by peaceful annexation in 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 1921, was 17,626,761. The number of foreigners was given in 1921 as 25,942, of whom 24,695 were Chinese. Next came Americans (828) and British (228). One small newspaper written in English but conducted by Japanese, the *Seoul Press*, 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. Japan naturally does the bulk of the trade.

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. 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 smaller 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. The administrative reforms carried out that year, however, obliged the Corean Government to appeal again to the Imperial Government for temporary assistance, which amounted in 1920 to 10 million yen, in 1921 to 16 million yen, and in 1922 to 15 million yen. 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. 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 15,000 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 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.

A railway connecting Chemulpo with Seoul was opened on September 18th, 1899. The Seoul-Fusan railway, 280 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 1,150 miles of railway in operation in Corea.

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 35 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 20 feet, with arched stone bridges spanning the water-courses, 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. 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 271,000. About 73,000 Japanese reside in Seoul and there are about 550 Europeans and Americans. An electric railway, running for seven 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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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 population of 51,273 (native 38,086; Japanese 11,227; Chinese and Foreign 1,960). A railway runs from Chemulpo to Fusan, meeting the line from Seoul at Yong-dong-po (Yei-do-ho).

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 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. A spacious wet dock has been constructed at a cost of Yen 5,700,000 to accommodate vessels up to 4,600 tons gross. A floating crane lifting 30 tons is available inside the Dock and there are two fixed cranes on the sea wall which lift 3 and 10 tons at a radius of 24 feet.

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 is also a regular weekly service maintained between Chemulpo and Weihaiwei, Chefoo, and Dairen with the steamers *Kyodo Maru No. 26* and *Lee Tung*.

There are telegraphic communications with China (overland) and with Japan, and a powerful wireless has been established by the Government at Ryuzan suburb of Seoul.

Every effort is being made by the Government-General to make Chemulpo the principal port in Chosen for the distribution of through freight and passengers to all parts of the country. Railway lines have been and are being extended to the N.W. and N.E. borders, with Seoul as the centre, and all the ports around the coast are being connected up with the trunk lines.

Tourists to the famous Diamond Mountains are greatly on the increase, and the Cunard liners *Laconia*, *Franconia* and *Carinthia* with Round-the-world Tourists called at Chemulpo in 1926. Also the Hamburg-Amerika liner *Resolute*.

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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 30,000 inhabitants at the end of 1922. 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, and 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 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 lat. 35 deg. 6 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 population of Fusan at the end of 1922 was about 76,000, of whom 34,000 were Japanese. 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 in recent years. Many public improvements are being carried out, including the enlargement of the waterworks, the laying out of new roads, etc. Fusan was connected with Japan by a submarine telegraph cable in November, 1883.

There are few European firms in the port; business is carried on principally by the Japanese.

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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. The houses now number upwards of 3,500 and the population exceeds 17,900, including about 20 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 of 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, has a population of 23,000, and is a place of considerable commercial activity. The railroad traffic between Ping-yang and Chinnampo was started in October, 1910, 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 business community is entirely composed of Japanese and Chinese. The Japanese population numbers about 7,000.

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. 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. 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 troops 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 sudden 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. He retired in June, 1922, and Li Yuan-hung was induced to return as acting President by promises of support for his programme of reform from the Tuchuns. Twelve months later, however, he fled from Peking owing to pressure exerted by the militarists. He was succeeded by Marshal Tsao Kun, who was elected in October 5th, 1923, by a Parliament, the members of which were openly bribed to vote for him. He was driven out of the Presidential chair in November, 1923, on the collapse of Wu Pei-fu's forces, owing to the defection of Feng Yu-hsiang, who utilised his troops to seize the capital instead of marching to Jehol to outflank the forces of Chang Tso-lin. Tuan Chi-jui was then invited by most of the leading military and civil leaders to become the Provisional Chief Executive and accepted. During the past three years there has been no Government worthy of the name in China. Marshal Chang Tso-lin has been the virtual dictator in Peking but North and South have been at war and the whole country has been in a state of chaos owing to the rival claims of many military leaders.

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. To finance the futile war against the South the Government borrowed money from Japanese sources with a recklessness that scandalised 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.

China's foreign debts are in various currencies and, owing to fluctuation of exchange and the paucity of statistical information in Peking, considerable difficulty is experienced in arriving at an accurate figure of China's national indebtedness. The generally-accepted estimate is $1,500,000,000, although some authorities put it as high as $2,000,000,000. The Ministry of Finance reckon it on the basis of $4 *per capita*, which, taking China's population at 400,000,000, would make the National Debt $1,600,000,000. The following statement is as accurate as any, and represents the result of the examination of many returns :—

1.	General Foreign Loans	$268,978,252
2.	Foreign Railway Loans	334,802,631
3.	Foreign Indemnities	482,841,744
4.	Internal Long Term Loans	275,226,738
5.	Internal Short Term Loans	69,101,978
6.	Treasury Notes, etc.	18,640,000
		$1,449,592,343

Budget Statements in China have yet to become the precise documents that they are in other countries. 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 corruption that has marked Peking finance for the last few years was demonstrated in the spring of 1922, when Tung Kang, then acting Minister of Justice, published the conclusions of a Loan Commission which had been appointed by the Government and of which he was chairman. As the result of these disclosures, Mr. Tung was appointed Minister of Finance, but, there being no money in the exchequer, he was as unsuccessful as his predecessors. Hence, another commission was formed, known as the Commission for the Study of Financial Problems, over which Dr. Wellington Koo presided, for the discussion of ways and means whereby a fundamental re-organisation of China's finances could be effected.

To date the most complete statement of China's financial position is contained in the report by Dr. Lo Wen-kan prepared at the end of 1922. According to that report, which accompanied the Twelfth year Budget, the domestic loans as they stood in September, 1922, were $208,400,000 with security, and $249,000,000 without security; while the foreign loans amounted to $1,029,000,000 secured and $240,000,000 unsecured, making a total of $1,726,400,000.

The Chinese people have money, and if they can be made to have confidence in the promise of their rulers, ready cash to any amount, and even to the extent of paying off the national debt of China at one time, might be forthcoming.

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 1926 amounted in round numbers to Hk. Tls. 80,435,962, as compared with Hk. Tls. 70,725,667 in 1925, Hk. Tls. 69,595,131 in 1924, Hk. Tls. 63,504,251 for 1923, and Hk. Tls. 59,359,194 for 1922, the highest on record up to that time. In his review of the trade for 1926 the Statistical Secretary of the Chinese Maritime Customs writes: "When one considers all the

vicissitudes—political upheavals, civil wars; labour disputes, adverse exchange, boycotts, as well as climatic calamities—which the country has experienced, the results obtained in China's foreign trade during the year 1926 come as an unexpected and, so far as the Customs revenue is concerned, a pleasant surprise. Civil strife and political complications played a greater part than usual in the country's history, and in hardly any region of China was trade allowed to develop on normal lines." The Maritime Customs Revenue for 1927 was given on January 1st this year as Hk. Tls. 68,687,000.

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. Below 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	67,180
		Total	1,532,819
		Manchuria (Chinese estimate)	363,000

	Population		Population
Peking District	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	27,167,244	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 given in 1926 as 346,883 as compared with 336,841 in 1925. Of these, 235,339 were Japanese, 74,089 Russian, 14,670 British, 9,401 Americans, 2,963 Germans, 3,296 Portuguese and 2,270 French. The total of

Japanese residents has risen by over fifty per cent. since 1915. The Russians have increased by 300 per cent. in five years, but their numbers show a small reduction during the past two years (1924: 85,766; 1925: 79,785). The Chinese Maritime Customs Returns for 1926 showed the number of commercial firms to be 7,574 in 1926 as compared with 7,743 in 1925 and 7,286 in 1924. Japan headed the list with 4,446, followed by Russia with 964, the United Kingdom with 714, America with 510, France with 192, Germany with 314, Portugal with 177, Italy with 50, Denmark with 39, Holland with 32, Switzerland with 29, Belgium with 28, Norway with 24, Spain with 8, and Sweden with 7; 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 362,000 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. Conditions in Outer Mongolia, however, have been by no means stabilised by the ostensible return of Mongolia to China's fold. The invasion of Baron Ungern von Sternberg with an anti-Bolshevik army in February, 1921, caused the intervention of Soviet Russia, whose troops, having dislodged Ungern's men, entered into possession of Urga, the capital of Mongolia, and the Territory stretching up to the Russian frontier. Inner Mongolia has been formed into three special administrative districts, *viz.*, Jehol, Chahar and Suiyuan. 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 and whose actual status is still an outstanding question between Great Britain and 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. The Dalai Lama visited Peking in 1921 and was received in audience by President Hsu Shih-chang.

Trade and Industry

The ports open to trade are :—Newchwang, Chinwantao, Tientsin, Chefoo, Woosung, Shanghai, Soochow, Chinkiang, Nanking, Wuhu, Kiukiang, Hankow, Yochow, Changsha, Shasi, Ichang, Chungking, Hangchow, Ningpo, Wênchow, Santu, Foochow, Amoy, Swatow, Canton, Samshui, Wuchow, Kongmoon, Nanning, Kiungchow, Pakhoi and Chengteh. Lungchow, Mêngtsz, 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.
1924	Hk. Tls. 1,018,210,677	Hk. Tls. 771,784,468	Hk. Tls. 1,789,995,145
1925	„ 947,864,944	„ 776,352,937	„ 1,724,217,881
1926	„ 1,124,221,253	„ 864,294,771	„ 1,988,516,024

The Direction of China's Foreign Trade

The following was the net value of commodities imported direct from and exported direct to foreign countries in 1926. 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. 20,425,718 re-exports to foreign countries:—

		Imports	Exports	Totals
Japan (including Formosa)	Hk. Tls.	336,909,441	211,740,889	548,650,330
U.S. of America (including Hawaii)	,,	187,647,086	150,113,103	337,760,189
Hongkong	,,	124,472,673	93,802,031	218,274,704
Great Britain	,,	116,269,419	55,835,783	172,105,202
British India	,,	79,191,013	15,922,101	95,113,114
France	,,	17,016,273	68,146,142	85,162,415
Russia, Pacific Ports	,,	16,919,306	62,159,247	79,078,553
French Indo-China	,,	51,795,772	18,433,707	70,229,479
Germany	,,	45,677,616	17,760,394	63,438,010
Korea	,,	12,552,259	46,375,561	58,927,820
Singapore, Straits, etc.	,,	11,339,947	30,059,655	41,399,602
Dutch Indies	,,	31,832,943	9,389,843	41,222,786
Netherlands	,,	10,778,903	17,804,496	28,583,399
Canada	,,	24,049,126	1,674,083	25,723,209
Siam	,,	16,602,099	7,341,031	23,943,130
Turkey, Persia, Egypt, Aden, etc.	,,	1,297,424	22,624,138	23,921,562
Italy	,,	9,150,448	13,265,660	22,416,108
Belgium	,,	14,365,472	3,596,057	17,961,529
Philippine Islands	,,	5,487,400	6,663,321	12,150,729
Mexico & Cent. America (incl. Panama)	,,	6,846,226	264,783	7,111,001
Macao	,,	3,874,629	2,517,148	6,391,777
Russia and Siberia by Land Frontier	,,	5,570,686	574,975	6,145,661
Australia, New Zealand, etc	,,	4,686,862	946,857	5,633,719
Sweden	,,	3,474,034	676,159	4,150,193
Switzerland	,,	2,505,882	821,412	3,327,294
Norway	,,	2,537,876	433,884	2,971,760
Spain (including Gibraltar)	,,	98,629	1,583,285	1,681,914
Denmark	,,	305,189	1,330,640	1,635,829
Russia, European Ports	,,	84,210	1,382,707	1,466,917
South America	,,	279,288	667,844	947,132
Luxemburg	,,	721,821	——	721,821
South Africa (including Mauritius)	,,	36,148	323,409	359,557
Russia, Amur Ports	,,	137,855	3,361	141,216
Austria and Hungary	,,	41,351	24,516	65,867
Finland	,,	46,246	14,245	60,491
Greece	,,	31,400	——	31,400
Danzig	,,	——	20,002	20,002
Poland	,,	8,209	——	8,209
Portugal	,,	5,810	2,302	8,112
Total	Hk. Tls.	1,144,646,971	——	——
Less re-exports as above	,,	20,425,718	——	——
Total Net Imports	Hk. Tls.	1,124,221,253	864,294,771	1,988,516,024

Value of Trade

The total foreign trade of China in merchandise (*i.e.*, treasure excluded) in 1926 was valued at Hk. Tls. 1,988,516,024, which represents an increase of Hk. Tls. 264,298,143 over the preceding year's value (Hk. Tls. 1,724,217,881), and of Hk. Tls. 198,520,879 over the 1924 figure. This remarable result, comments the Statistical Secretary of the Maritime Customs, must have been due in part to a greater movement of goods, but it

certainly was caused also by higher prices, especially in the case of exports, and by the fall in silver exchange, which enhanced the value of imports when converted into Haikwan taels. The value of net imports, *i.e.*, gross imports less re-exports of foreign produce to foreign countries, was estimated at Hk. Tls. 1,124,221,253, an increase of Hk. Tls. 176,356,309 when compared with the 1925 results, while the aggregate value of Chinese produce exported abroad advanced by Hk. Tls. 87,941,834 over the 1925 figure, the total value for 1926 being Hk. Tls. 864,294,771. These figures show that the balance in China's foreign trade is still on the wrong side, the value of net imports exceeding that of exports by 259.9 million taels, which can be compared with the unfavourable balances of 171.5 million taels in 1925 and 246.4 million taels in 1924. How far this difference, so unfavourable to China, was due to excess of imports over exports and how much of it was the result of exchange fluctuations and higher values it is almost impossible to define, but one must conclude that the Chinese people are dependent on foreign countries for a very great quantity of goods which they cannot produce themselves as yet, while their own products meet with a very strong competition by similar products from other countries on foreign markets.

Imports Direct from Foreign Countries

[In thousands of Haikwan taels (000 omitted).]

	1924 Hk. Tls.	1925 Hk. Tls.	1926 Hk. Tls.
Cotton goods *	192,399	196,102	205,467
Wool and Cotton unions and woollen goods †	28,979	23,317	41,342
Metals and minerals	70,055	43,160	52,347
Chemicals	15,406	16,473	21,039
Dyes and pigments	38,377	22,809	21,184
Kerosene oil, liquid fuel, and lubricating oil	63,478	70,805	63,149
Timber	18,966	12,192	16,144

* Exclusive of raw cotton. † Exclusive of sheep's wool.

The Direction of China's Foreign Trade

[In thousands of Haikwan taels (000 omitted).]

	Net Imports			Exports		
Country	1924 Hk. Tls.	1925 Hk. Tls.	1926 Hk. Tls.	1924 Hk. Tls.	1925 Hk. Tls.	1926 Hk. Tls.
Hongkong	238,355	172,789	119,976	173,163	114,715	93,802
Macao	7,689	8,272	3,873	5,087	4,068	2,517
French Indo-China	10,083	15,576	51,504	3,675	6,940	18,434
Siam	2,326	10,508	16,545	3,273	4,799	7,341
Singapore, Straits, etc.	8,916	9,016	9,889	19,617	23,786	30,060
Dutch Indies	20,496	36,808	31,340	9,317	10,117	9,390
British India	38,739	48,737	79,071	11,436	12,777	15,922
Turkey, Persia, Egpyt, Aden, etc.	772	2,560	1,262	18,556	20,584	22,624
Great Britain	125,292	92,458	115,583	50,251	47,643	55,836
Germany	38,539	32,146	45,382	15,949	16,427	17,760
Netherlands	20,440	10,948	10,499	13,501	10,755	17,804
Belgium	18,267	10,757	14,346	3,420	3,905	3,596
France	10,424	12,314	16,791	45,096	66,077	68,146
Italy	6,236	6,039	9,092	8,948	9,903	13,266
Russia and Siberia	8,612	11,844	21,444	46,359	47,962	64,120
Korea	9,443	8,467	10,160	30,855	34,782	46,376
Japan (incl. Formosa)	229,791	296,246	331,551	201,176	186,337	211,741
Philippine Islands	3,124	5,204	5,297	4,284	4,714	6,663
Canada	15,552	7,177	24,037	1,107	1,266	1,674
U.S. of America (including Hawaii)	186,387	138,663	185,066	100,755	143,153	150,113
Other Countries	18,728	11,336	21,513	5,959	5,643	7,110
Total	1,018,211	947,865	1,124,221	771,784	776,353	864,295

The total carrying trade, foreign and coastwise, in 1926 was divided amongst the different flags as under:—

	Entries and Clearances	Tonnage	Hk.	Values	Percentages Tonnage	Percentages Trade
Japanese	29,654	38,948,844	Tls.	1,450,661,833	28·92	31·55
British	36,474	47,645,090	,,	1,346,331,348	35·38	29·28
Chinese	78,163	28,393,631	,,	1,070,828,970	21·09	23·29
American	5,338	6,496,351	,,	213,577,562	4·83	4·64
French	2,262	2,321,632	,,	141,268,643	1·72	3·07
Norwegian	2,407	3,301,874	,,	99,641,993	2.45	2·17
German	813	2,995,127	,,	88,221,637	2·23	1·92
Russian	376	454,504	,,	86,729,069	0·34	1·89
Dutch	556	1,891,772	,,	49,250,782	1·40	1·07
Italian	1,045	731,499	,,	23,306,785	0·54	0·51
Danish	283	707,211	,,	11,881,747	0·53	0·26
Portuguese	1,444	447,094	,,	8,296,283	0·33	0·18
Swedish	138	252,258	,,	6,392,653	0·19	0·14
Brazilian	31	31,713	,,	994,203	0·02	0·02
Belgian	2	6,142	,,	268,840	—	0·01
Spanish	8	18,884	,,	84,443	0·02	—
Austrian	—	—	,,	2,980	—	—
Non-Treaty Powers	2	15,980	,,	—	0·01	—
Total	158,996	134,659,606	,,	4,597,739,771	100·00	100·00

Mr. L. de Luca, Statistical Secretary of the Chinese Customs, in concluding his annual report on the Trade of China for 1926 says:—

"It would be pleasant to be able to strike a hopeful note for the future of China's trade, but, while there is no occasion for unrestricted pessimism, it is difficult to predict any improvements in the near future. There is no doubt that the tenacity, resiliency, and perseverance of the Chinese people and their marked capacity to trade under the most trying circumstances are a great asset, and it is no exaggeration to say that there is a great boom in store for all those who can afford to mark time and wait for more normal and peaceful conditions. Meanwhile, merchants and producers, foreign and Chinese, must face such problems as disrupted railway services, brigandage and piracy, high taxation, and reduced production. What will be the results achieved by the end of 1927 no one can foretell. Very likely the consequences of the civil war, which is now affecting the whole nation, will be felt to a greater extent and will have a greater repercussion on trade, as the months go by, than has been the case until now. But there is this certainty: if China is to maintain her place in the world's markets, and even gain some ascendancy, she will have to produce more, at cheaper prices and of better qualities. China's industries are still in their infancy, and since she has to rely almost entirely on her natural produce for her export trade, she should not forget that when her products are unsatisfactory as to price or quality, there are other countries well able, and more than willing, to enter into competition with her."

Value in Silver and Sterling of the Foreign Trade of China, 1892 to 1925:—

Year	Average Exchange. s.	d.	Imports. Hk. Tls.	£	Exports. 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	2⅜	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	0⅛	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

Year.	Average Exchange.		Imports.		Exports.	
	s.	d.	Hk. Tls.	£	Hk. Tls.	£
1904	2	$10\frac{2}{5}$	348,603,090	49,966,442	239,486,683	34,326,424
1905	3	$0\frac{1}{10}$	458,340,485	68,942,047	227,888,197	34,278,183
1906	3	$3\frac{1}{2}$	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	$7\frac{3}{16}$	417,586,237	54,264,460	338,992,814	44,051,410
1910	2	$8\frac{3}{16}$	462,437,260	62,260,433	380,833,328	51,273,653
1911	2	$8\frac{1}{4}$	473,517,685	63,628,938	377,338,166	50,700,286
1912	3	$0\frac{5}{8}$	471,809,192	72,000,048	370,520,403	56,544,517
1913	3	$0\frac{1}{4}$	570,064,696	86,103,508	403,305,546	60,915,191
1914	2	$8\frac{3}{4}$	546,425,219	74,564,285	345,280,874	47,116,943
1915	2	$7\frac{1}{8}$	454,475,719	58,939,820	418,861,164	54,321,457
1916	3	$3\frac{13}{16}$	516,406,995	86,767,390	481,797,365	78,820,556
1917	4	$3\frac{13}{16}$	549,518,774	118,633,090	462,931,630	99,940,188
1918	5	$3\frac{7}{16}$	554,893,082	146,670,958	485,883,031	128,430,019
1919	6	4	646,997,681	204,882,600	630,809,411	199,756,313
1920	6	$9\frac{1}{2}$	762,250,230	258,847,474	541,631,300	183,928,963
1921	3	$11\frac{7}{16}$	906,122,439	179,100,763	601,255,537	118,841,915
1922	3	9	945,049,650	177,196,809	654,891,933	122,792,237
1923	3	$5\frac{3}{4}$	923,402,887	160,633,627	752,917,416	130,976,259
1924	3	$7\frac{15}{16}$	1,018,210,677	183,441,015	771,784,468	142,947,825
1925	3	$5\frac{7}{8}$	947,864,944	165,876,365	776,352,937	135,859,262

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.

Historical

The year 1900 will ever be memorable in the history of China for the "Boxer" rising. 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 20,000 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 November, 1908, occurred the death of the Emperor Kwang Hsu, followed a day later by the death 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 reactionary of 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 con-

vention 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 continued 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. The chief 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 had been known in China for fifty years devastated Kwangtung and took a heavy toll of life. Similar disasters occurred 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.

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.

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 Hui 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 Monarchy 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 Kwangtung 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, Feng 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-cheng 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 iourney 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 vacillation, 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. Ariga, 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—a mandate, by the way, which Wŭ Ting-fang refused to counter-sign. As was to be expected, the Southern Provinces were not slow in indicating their disapproval of the President's weak action, and denunciations came from Yunnan, Kwangtung, 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 Chi-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 resist 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 Kuomingtang 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, and resigned again, this time finally. The President found that it was not easy to obtain a successor, but ultimately Wang Shih-cheng 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—called the "Tuchuns'" or "Bogus" 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 did not prove to be 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.

During 1918 a Bolshevik threat emanated from Siberia, but 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.

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. This famine also brought into existence international famine relief committees who initiated constructive schemes for the relief of the sufferers. Much good work in connection with conservancy was done by this means. The American Red Cross was also active. Its report dated June 30th, 1921, shewed that under its auspices 985 miles of road had been laid out and 648 miles completed. Most of these organisations maintained their work throughout 1921, when China was visited by floods.

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 Lok Wing-ting—formerly the chief commander of the military forces supporting the Constitutionalist cause in South China—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 compaign for the conquest of the North. This much advertised "punitive," expedition, however, beyond embroiling Kiangsi in internecine warfare during the summer of 1922, never got within a thousand miles of Peking. Dr. Sun gradually declined in influence, and in 1922 his relations with his principal lieutenant General Chen Chiung-ming, the Military Governor of Kwangtung Province, steadily cooled until the latter, exasperated by Sun Yat-sen's follies (his military agreement with Chang Tso-lin being the most noteworthy) turned on him and caused his flight from Canton in a British warship (H.M.S. *Moorhen*) in June, 1922. General Chen's ascendancy, however, was short-lived. With the aid of Kwangsi and Yunnanese forces, Sun Yat-sen regained control of the Province in the Spring of 1923, and forced his former lieutenant to withdraw to his native city of Weichow, whence, however, he was unable to dislodge him. From time to time, reports were circulated that the city had been taken but these proved to be false, and towards the end of the year Chen's troops were threatening Canton. In the meantime Sun's *régime* had become unpopular with all classes in Canton owing to the conscription both of labour and of wealth to meet its military needs. In December an Allied Naval force assembled in the Canton River in consequence of a threat by Dr. Sun to seize the Customs revenue of Kwangtung so that it should not be used to finance Northern operations against him. This difficulty solved itself by the announcement made by the Inspector-General of Customs that there was no surplus revenue to dispose of. Dr. Sun remained in control of Canton until October, 1924, when the Merchants Volunteers' revolt against extortionate taxation and confiscation led to a serious armed conflict in the streets of the City and to the destruction by fire of a large portion of the business section in the western suburb of Saikwan, as described at greater length in the Canton section of this volume. The war between Wu Pei-fu and Chang Tso-lin in the north provided Sun with a welcome pretext for leaving a region where he was beset by constantly increasing embarrassments.

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 the winter months of 1921-1922 there was much political trouble in Peking, both the Manchurian Tuchun, General Chang Tso-lin, and Wu Pei-fu dictating to the Government what it should do. Affairs worked up to a crisis when Liang Shih-yi was made Premie on Christmas Day, 1921, and Wu Pei-fu became exceedingly wrathful with the new Administration. Chang Tso-lin replied to Wu Pei-fu's threats against Peking by moving his troops inside the Great Wall and distributing them along the Peking-Mukden Railway and for a short distance down the Tientsin-Pukow Railway. The climax occurred on April 28th, 1922. The rival forces collided in the neighbourhood of Machang, on the Tientsin-Pukow line, and instantly hostilities commenced on a hundred-mile front which stretched from Machang to Changsintien, 18 miles below Peking. The fighting only lasted a week, Wu Pei-fu's men routing the Fengtien troops completely. Chang Tso-lin afterwards made a stand in the vicinity of Shan-hai-kwan, but finally retired with the remnant of his army in his Manchurian fastnesses and succeeded in regaining his influence over the Three Eastern Provinces.

The war had the effect of changing the political outlook completely. The return to Constitutionalism was heralded. Hsu Shih-chang retired from the Presidency on June 11th, 1922, and Li Yuan-hung was persuaded the following day to become

acting President, on receiving definite assurances from the military powers that they would support his demands for "sweeping reforms" in the Chinese Army. These reforms included the disbandment of superfluous troops and "an absolute abolition of the Tuchunate system" as the "key to a thorough organisation of the country's finances." A great effort was made to secure the return to Peking of all the M.Ps. who were dismissed in 1917 and a date was fixed—August 1st—for the reconvocation of Parliament. The President soon had occasion to complain that the war lords had totally ignored their pledges to himself and the country. Twice, at least, he declared publicly that he would not submit to their dictation, which manifested itself over the appointment of provincial officials and brought about the resignation of two Cabinets as a protest. Yet, despite his brave words, Li Yuan Hung submitted. Finally, in June, 1923, he fled from Peking to the British Concession at Tientsn, though still claiming to be President. For some months after that the Cabinet continued the administration, until on October 5th Marshal Tsao Kun was elected Chief Executive by an overwhelming majority of the Electoral College, the necessary quorum being obtained, it is said, by bribery. At the same time the New Constitution was completed and approved. In September, 1924, a war broke out between the provinces of Chekiang and Kiangsu, which led to the long-impending conflict between Wu Pei-fu and Chang Tso-lin, who entered the lists for the ostensible purpose of supporting the claims of their respective partisans. A very sanguinary battle was fought at Shanhai-kwan, in which the forces of Wu Pei-fu were badly defeated owing to the defection of Feng Yu-hsiang, "the Christian General," who commanded a large portion of Wu's army, which had been assigned to prevent Chang's march on the capital by way of Jehol. Instead of proceeding to Jehol, Feng waited until Wu had left Peking for the front and then turned back and seized the capital, without resistance, announcing that his action was taken in concert with Chang Tso-lin and a number of other military and civil leaders and was dictated by a desire to end the war. Chang Tso-lin speedily pushed on to Tientsin and easily became master of the situation in that vicinity. The Cabinet at Peking immediately resigned *en bloc* and Feng appointed another to take its place. Within a few days of this change he evicted the Manchu ex-Emperor from the Summer Palace, took possession, of the whole of the Forbidden City, and repudiated the Abdication agreement. This action, however, was strongly condemned by Tuan Chi-jui, who had been designated as the provisional Chief Executive at the invitation of Chang Tso-lin with the approval of the majority of the governing classes of China, including Wu Pei-fu and Sun Yat-sen, pending the establishment of a new form of constitutional government. The restrictions placed upon the ex-Emperor's movements being withdrawn, he sought and obtained sanctuary in the Japanese Legation.

China unsuccessfully appealed to the Paris Conference in 1919 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, the outcome of which was the Shantung Treaty whereby the former German-leased Territory of Kiaochow was restored to China. Other points in the treaty, which is of a comprehensive description, are: Japan undertook to transfer to China all public properties, including land, buildings, works or establishments, in Kiaochow, whether formerly possessed by the German authorities or purchased or constructed by Japan, with certain exceptions; Japan undertook to withdraw her troops on the Tsingtao-Tsinan Railway; Japan undertook to transfer to China the Tsingtao-Tsinan Railway and its branches, "together with all other properties appurtenant thereto," on receiving payment from China; Japan undertook to transfer the mines at Tsechwan, Fangtze, and Chinlingchen to a company in which the capital would be shared in equal proportions by Japanese and Chinese. The Shantung Commission, to give effect to these provisions, was convened at the conclusion of the Washington Conference. It met at the Ministry of Foreign Affairs, Peking, Dr. C. T. Wang being the chairman of the Chinese Commissioners, and Mr. Yukio Obata, the Minister of Japan to China, being the chairman of the Japanese Commissioners. A settlement was reached early in December, the terms of which will be found in the Treaty section of this volume.

Other results of the Washington Conference which have a special bearing on China were the Nine-Power Treaty, the Chinese Tariff Treaty, and the resolution regarding the withdrawal of foreign Postal agencies in China.

The Nine-Power Treaty, signed by the United States, Belgium, the British Empire, China, France, Italy, Japan, the Netherlands, and Portugal, was intended to give effect to "a policy designed to stabilise conditions in the Far East, to safeguard the rights and interests of China, and to promote intercourse between China and the other Powers upon the basis of equality of opportunity." Briefly, the covenant seeks to end for all time the pursuit by interested Powers of "spheres of influence" and reaffirms the Hay principle of the Open Door and equal opportunity for the trade and commerce of the world in China. China, on her part, agreed not to alienate any part of her Territory to any foreign Power. A clause to which the Chinese attach much significance is that which provides for the registration and consequent publicity of all treaties and agreements between China and the other Powers and all contracts and agreements between China and private individuals and corporations of foreign countries.

The Tariff Treaty was the result of a resolution passed by the Powers participating in the Washington Conference authorising the revision of China's import tariff, "so that the rates shall be equivalent to 5 per cent. effective, as provided for in the several commercial Treaties to which China is a party." Certain concessions were also made by the Powers with the object of helping China to meet the conditions contained in international agreements, notably the Mackay Treaty between Great Britain and China, concluded in 1902, providing for the abolition of interior imposts known under the generic name of *likin*. These concessions were a 2½ per cent. surtax and an extra 2½ per cent. on such luxuries "as can bear a greater increase without unduly impeding trade."

All foreign Postal Agencies in China have been withdrawn on the understanding that an efficient Chinese postal service is maintained and that the Chinese Government do not contemplate any change in the present Postal Administration so far as the status of the foreign co-Director-General is concerned. This arrangement came into force on January 1st, 1923. All the British Postal Agencies were closed and withdrawn by December 1st, 1922.

During the past three years the country has been in a state of disorder unparalleled in its previous history. In the South the ascendancy of the Kuomintang Party was signalised by the declaration of an anti-imperialist and anti-British boycott which was not terminated until October, 1926. In the North there has been constant warring between the military leaders. No Government has been functioning in Peking. In July, 1925, a Nationalist Government was formed in Canton and in 1926 an expedition to the North was organised in order "to unify" the Country and to bring it under Nationalist control. This expedition met with remarkable success. The forces of Wu Pei-fu were defeated and towards the close of the year the Wuhan cities were captured and Wuchang declared the new capital of the Nationalist Party. Threatened by a mob, urged to excesses by Bolshevist agitators, the British in order to avoid bloodshed withdrew from the Hankow concession and left it in control of a Nationalist committee of administration. During 1927 the Northern expedition intended "to unify" the country only succeeded in dividing the Kuomintang Party. Owing to the dissensions, rival governments were established at Nanking and Hankow, both claiming to represent the Nationalist cause. Following the decision of Nanking to oust Bolshevik influence the Hankow Government disappeared. The Nanking section extended its authority to Shanghai and continued intermittent warfare with the North, but no decision was reached. Further complications were introduced by Canton virtually declaring itself independent of Nanking and by the outbreak of hostilities between Chang Tso-lin and the Tupan of Shansi. At the end of the year, therefore, instead of unification, the confusion is greater than ever. There is no government. North and South are divided into a number of hostile factions and a large foreign force remains at Shanghai for the defence of foreign interests.

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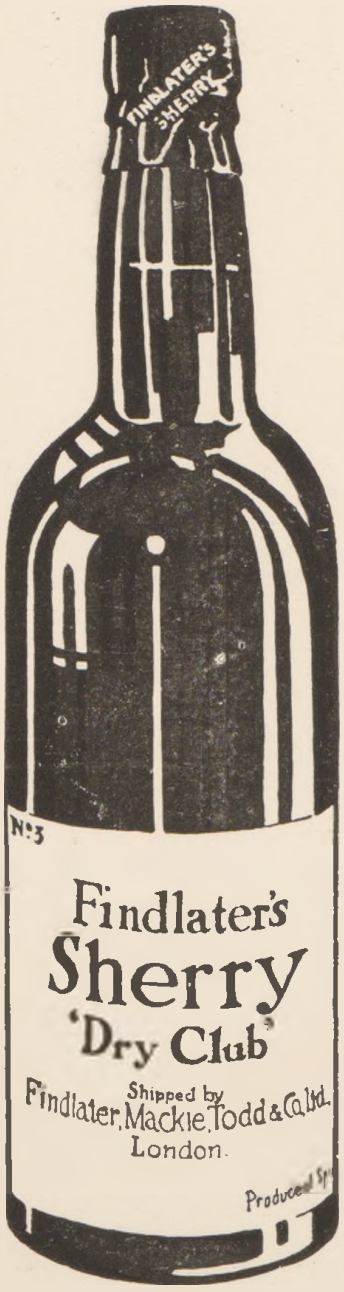

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PEKING

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 Middle 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 20 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 (partly destroyed by fire in 1923); 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. 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. A further link between the two places was forged in 1922 by means of a wireless telephone system, the plant for which was installed for the Chinese Government by the China Electric Co.

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. Michael'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, and numerous Chinese banks. In addition to a number of smaller hotels, there are two large splendidly-equipped hotels—the Hotel des Wagons-Lits and the Hotel de Pekin. The latter is a magnificent structure capable of accommodating 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 appearance of the business localities adjacent to the Glacis.

Since the revolution many changes, which would have been unthinkable under the Manchu *régime*, have taken place. In addition to opening all available gates, the authorities have constructed several new streets at considerable 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. Peking has a population of 1,375,634 (figures of the Ministry of the Interior.)

CENTRAL (PEKING) GOVERNMENT

Tayuanshuai (Generalissimo's) Government

Premier—P'an Fu

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Interior—Minister Shen Jui-lin; Vice Minister Ch'i Yao-ch'eng
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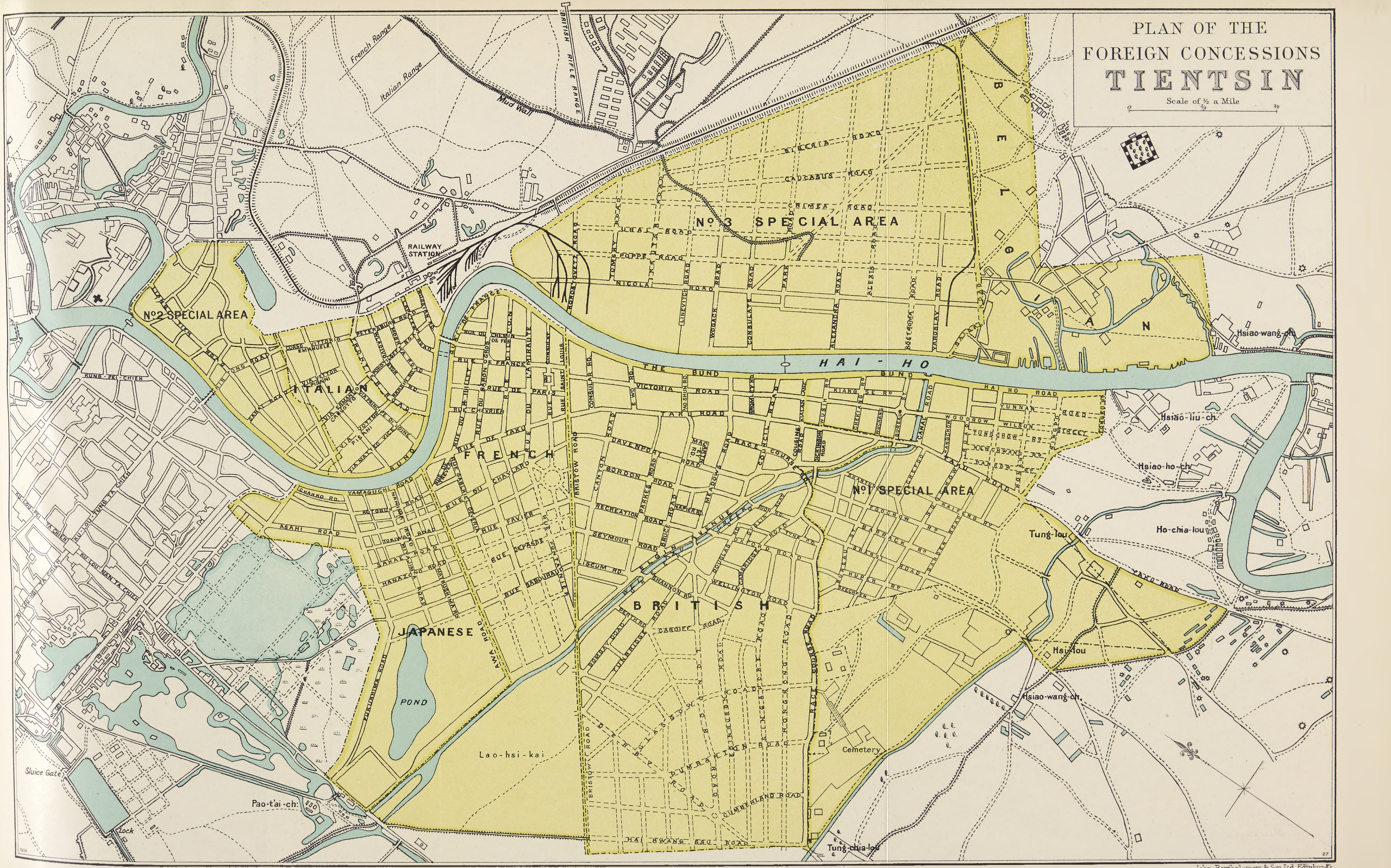

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TIENTSIN

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. A road between the two places, 94 miles long, was completed towards the end of 1922, and communication was further facilitated by the inauguration of a wireless telephone service on March 7th of that year. 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 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 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 when following the downfall of the Manchu dynasty in 1912, the transportation of this commodity ceased altogether. 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 steamers. There are now, however, frequent sailings between here and Japan.

Early in September, 1917, 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 Municipal authorities of the various Concessions dealt with the problem 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. 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.

In 1924 unprecedentedly heavy rains in the hinterland caused a very severe flood in the district between Paotingfu, Peking and Tientsin, though fortunately both these latter towns escaped.

The question of conserving the waterways of the Chihli province, with a view to preventing a recurrence of the disasters experienced in the past 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. 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.

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 numberless other 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 King-seng to sink a coal shaft at Tong Shan (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 Liautung 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 Huangtsun 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 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. Two excellent recreation grounds of 10 acres and over have 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. The minimum qualification for a foreign voter is 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 to prevent the possibility of the foreign vote being completely swamped in an area set apart primarily for foreign residence and trade.

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. In the autumn of 1920 the local Chinese authorities assumed charge of Russian Consular functions and the policing of the Russian Concession, leaving the Municipal Council, however, to continue to function in minor municipal affairs.

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 since 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.

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. The trade in salt is a Government monopoly. There are a number of cotton mills in the vicinity of Tientsin. 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, and carpets. 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 carry away, 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 1924, 1925 and 1926:—

	1924 Hk. Tls.	1925 Hk. Tls.	1926 Hk. Tls.
Imports:—			
Foreign (net)	103,260,453	107,709,088	105,841,839
Native (net)	60,868,408	80,057,725	76,103,282
Exports	87,566,738	99,937,953	95,629,632
Value of trade of Port	251,695,599	287,704,766	277,574,753

The outbreak of civil war between the Chihli and Fengtien factions in the latter part of 1924 and the subsequent dislocation of railway traffic which continued long after the cessation of hostilities, was a severe handicap to the trade of the port. Gradually, as the victorious Fengtien troops gained control of the railways emanating from Tientsin trade conditions improved only to experience a set-back in the summer of 1925 due to the disturbed conditions and boycott of British and Japanese goods instigated by students and strikers throughout China. Tientsin, however, has suffered less than other parts of the country from the general disorders and the fighting between North and South which still continues.

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W. L. Atkinson, do.
B. C. G. Burnett, L.R.I.B.A., director
W. Ianson

AUX NOUVEAUTES (Moyler, Powell & Co.), General Store, Dressmakers, Milliners, General Household Requisites, Perfumeries—94, 96 and 98, Rue de France; Teleph. 345 (South); Tel. Ad: Moyel

司公爐鍋葛拍拔 *Pa-poke-kou-lu-kung-szu*

BABCOCK & WILCOX, LTD., Manufacturers of Patent Water Tube Steam Boilers, Superheaters, Mechanical Stokers, Heaters, Economizers, Piping, Chimneys, Water Softeners and Boiler House Accessories—111, Rue de France; Teleph. 488 (S.O.); Tel. Ad: Babcock
A. S. Buyanow, sub-branch manager

BANKS

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American Express Co., Inc., The, International Banking, Shipping and Travel—173, Victoria Road; Teleph. 223 (S.O.); Tel. Ad: Amexco
D. S. Riggs
T. P. Huang

American Oriental Banking Corporation, THE—61, Rue de France; Teleph. 2375 (South); Tel. Ad: Amorbankco
Amos Hialf, manager
Max A. Lorenzen
Li Ru Han, compradore

行銀鮮朝 *Chao-hsien-ying-hong*

BANK OF CHOSEN—37, Rue de France; Tel. Ad: Chosenbank

行銀通交 *Chiao-tung-yin-hang*

BANK OF COMMUNICATIONS — Rue du Baron Gros; Telephs. Manager's Office: 1800 (South); General Office: 1790 and 1820 (South); Tel. Ad: Chiao-tung
S. T. Chiang, manager
S. O. Au, sub- do.
M. J. Jame, sceretary
Head Office
Liang Shih Yi, president
Lo Shio Pu, vice- do.

BANQUE BELGE POUR L'ETRANGER—Head Office: Brussels. Tientsin: 86, Victoria Road; Teleph. 1825; Tel. Ad: Sinobe
M. Verhaest, manager
F. Quarez, sub-do.
J. Meulemeester, accountant
A. De Boodt, sub- do.
P. Rouffart
Li Chih Tong, compradore

行銀商工法中

Banque Franco-Chinoise (Pour le Commerce et l'Industrie) — Consular Road; Tel. Ad: Geranchine
H. Bar, manager
J. Rienstra, signs per pro.
R. Leger, do.
L. Sanbolle
Miss Barbey, steno-typst

行銀理匯方東

Dong-fong-woi-li-yen-hang

BANQUE DE L'INDO-CHINE
L. Chevretton, manager
J. Dautremer, assist. do.
L. Labille, accountant
L. Martin, cashier
A. R. Sanny, chief clerk
Lin Chi Hsiang, compradore

行銀利加麥 *Mai-chia-lee*

CHARTERED BANK OF INDIA, AUS. & CHINA —Victoria Road; Telephs. South 1333 and 2547 (Office), 1643 (Manager) and 1392 (Compradore); Tel. Ad: Tentacle
H. W. Matheson, agent
N. J. Austin, sub-agent
G. A. F. Wemyss, accountant
J. R. Watson, A. Davies, J. Nicol Brown, H. Ewart Faulkner and R. R. Johnston, sub-accountants
Miss E. M. Binks
A. M. P. Remedios, clerk

行銀中南津天 *Chung-Nan-Ning-Hong*

CHINA & SOUTH SEA BANK, LTD.—48, Victoria Road; Tel. Ad: Chinasosea
Yachi Wang, manager
Yuan Pu Li, sub do.

Chinese-American Bank of Commerce—50, Rue de France; Telephs. 990 and 991 (South); Tel. Ad: Sinambank. Branches: Peking, Hankow, Tientsin, Harbin, Shanghai and Tsinanfu
S. K. Shen, manager
H. Schmidt, assist. manager
T. Y. Wu, do.
Y. S. Lee, signs per pro.
Baipan Chen, do.

行銀商保洋北

Pei-yang-pao-shang-yin-hang

COMMERCIAL GUARANTEE BANK OF CHIHLI, THE—North Boulevard, City; Telephs. 748 and 938; Tel. Ad: Garantbank
Cheng Shao Tang, manager
Han Chia-shu, sub-do.
S. C. Hanchiupu, chief accountant

行銀欵放品義

I-pin-fang-kuan-yin-hang

CREDIT FONCIER D'EXTRÊME ORIENT, Mortgage, Bank, Land, House and Estate Agents—111, Rue de France; Teleph. 1451 (South); Tel. Ad: Belfran
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L. Samarcq, signs per pro.
H. J. Brassinne, chief acct., do.
E. Mostaert, secretary
P. Lugowski, assist. secretary
Shen Shao Lan, compradore
Building Dept.—Teleph. 1126 (South)
L. Mendelssohn, chief architect, signs per pro.
L. Boisson, architect, signs per pro.

DEUTSCH-ASIATISCHE BANK — Telephs. Manager's Office: 2368, General Office: 1417; Tel. Ad: Teutonia
J. Kullmann
H. Geiger | E. Vogler
W. Jacobi | Dr. P. Witting

Exchange Bank of China — 9, Victoria Road; Telephs. 2525, 2514, 2484, 2616, 2693 and 2711 (South); Tel. Ad: Knabex
L. Shieh, manager
H. Tonegawa, sub-manager
T. Z. Sing, signs per pro.

豐匯 *Hui-feng*

HONGKONG & SHANGHAI BANKING CORPN. —Victoria Road; Telephs. 1207 and 1462 General Office), 1602 (Agent's Office), 1353 (Compradore Office); Tel. Ad: Bank
C. R. Rice, acting agent
G. Lyon-Mackenzie, actg. accountant

A. Morse	R. A. Fawcett
G. L. Davidson	A. E. Crowe
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會蓄儲國萬 *Man-kwok-tse-chu-way*

INTERNATIONAL SAVINGS SOCIETY—85, Rue de France; Tel. Ad: Intersavin. Paris Office: 85, Rue St. Lazare. Head Office: 7, Avenue Edward VII, Shanghai
F. H. Pickwick, manager
L. Barberat

NATIONAL CITY BANK OF NEW YORK, THE —60, Victoria Road. Head Office: New York
J. H. Brett, manager
S. T. Bitting, accountant
F. W. Bender, signs per pro.
W. H. Morgan, sub-accountant
H. R. Wilson, do.
W. N. Rogers, do.
May Phang, stenographer

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NATIONAL COMMERCIAL BANK, LTD.—Corner of Rue du Chaylard and Rue du Marechal Foch; Telephs. S. 51 (Manager Office), S. 1346 and S. 1529 (General Office); Tel. Ad: 2814 or Natcombank; Codes: Bentley's, Peterson's, A.B.C. 5th edn.

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Hong-pin Cheng Chin Yin Hang

YOKOHAMA SPECIE BANK—Tel. Ad: Shokin

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M. Battegay
O. Joerg | M. Basarsky

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Com. des Assur. Mar. de Paris, Bordeaux, Le Havre
L'Union Fire Ins. Co., Ld. (Paris)

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P. Breuer, signs per pro.
J. Rothardt, do.
Dr. O. Snchanek
W. Cordes | Miss F. Radunski

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J. Mansouk, proprietor

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治百 *Poa-chih*

BERGERS' ETERPRISES, LTD., Import and Export—108, Taku Road; Teleph. 1327 (South); Tel. Ad: Maurberger; Codes: Bentley's complete phrase, Lieber's 5-letter, A.B.C. 5th edn., Universal, Acme and Private

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BIELFELD-BONSON TRADING CO., General Importers and Commission Agents—53, Taku Road; Tel. Ad: Bielfeld; Codes: Bentley's and A.B.C. 6th edn.
L. Bielfeld, manager
S. C. Hou

信 逸 *E-hsin*

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H. Wolcken | Miss G. Bielfeld

司公險保蘭荷 *Ho-lan-pao-san-kung-sze*

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J. H. de Roo
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World Auxiliary Ins. Corpn. (Marine)
Allianz Insce. Co., Ld. (Marine), Berlin
Insurance Office of Australia, Ld.
Insurance Co. "Nederland," Ld., Amsterdam
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豐 德

Bodiker & Co.—Teleph. 1444 (South); Tel. Ad: Boediker
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R. Walsemann
V. Zanewsky
F. S. Yang, compradore

司公平裕 *Yu Ping Gung-sze*

BOLLENHAGEN, H., General Import and Export—4, Chin Tong Road (corner Ping An Street); Tel. Ad: Fareast
H. Bollenhagen

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A. J. Miller, do.
T. S. Morton, do.
V. D. H. Bidwell

BOYCOTT, T. A., Consulting Motor Engineer—289, Victoria Road; Telephs. 872 and 1069 (South Office); Tel. Ad: Boycott; Code: Bentley's
T. A. Boycott, manager and proprietor
F. E. Beeton
J. G. Richards, signs per pro.
S. C. Tung

記 美 *Mei-chee*

Bremen Colonial & China Trading Co., Exporters and Importers—3, Corso Vittorio Emanuele III; Teleph. 40024 (E.O.); Tel. Ad: Hanland; Codes: All Standard and Private
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H. Bolland, do.
P. Plambeck
Joh. Gaedicke | K. Meyer
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Bremen Underwriters
J. Winter & Sohn, Hamburg. Diamond Tools
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BRESLIN GRIFFITT CARPET CO., INC., THE—Head Office: 225, Fifth Av., New York. European Office: 73, Endell St., London. Tientsin, China: 20, Rue Henri Bourgeois. Tientsin Factory: Soochow Road
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T. J. Breslin, vice- do. do.
F. Thomas, managing director (China)
G. M. Thomas, sub-manager
A. Olsson, head factory foreman
G. A. Woloschook, examiner
Miss T. Williams, stenographer
Liu Yu Ling, accountant
Liu E. Te, shipping clerk
Liu Ting Hsuan, compradore
Hsiao Han Ching, factory manager

BRIMBERG BROTHERS, INCORPORATED, Furs and Skins—94, Rue Dillon; Teleph. 2848 (S.O.); Tel. Ad: Lubrimberg: Code: Bentley's. Head Office: 150 West 30th Street, New York
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Fred. Marienfeld, signs per pro.
S. Muller
Shanghai Branch—26, Route Privee Chu Pao San
Harold Brimburg, manager
Hyman Lederberg, signs per pro.

司公煙美英 *Ying Mei Yen Kung Szu*

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F. H. Vines, adviser to Hsieh Hsiang Cigarette Co.
W. H. Smedley, accountant
A. C. de Souza (accounting dept).
W. G. Cameron (traffic dept.)
G. Grenberg do.
G. A. Conlon do.
W. T. Smith (sales dept.)

A. P. Tucker (advertising dept.)
J. G. Gutierres do.
T. S. D. Wade (order dept.)
Mrs. N. M. Harris, Miss M. Graham, Mrs. E. F. D'Alton, Miss J. B. Graham and Miss L. d'Angelo, stenographer

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R. R. Smith, adviser Tien Yuan Cigarette Co.

Kalgan
M. H. Hartigan, adviser Messrs. Jen Chi

Chentow
G. F. Boulton, adviser San Ho Cigarette Co.
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Tsinanfu
R. H. Sharp, adviser Chen Dah Cigarette Co.
C. W. Lailey, accountant

聖書公會 *Sheng-shu-kong-hui*

British and Foreign Bible Society, Supply of Scriptures in all Languages—187, Davenport Road
J. J. Toop

寶甯 *Pao-ning*

British Traders' Insurance Co., Ltd.—55, Victoria Road; Teleph. 1284 (South); Tel. Ad: Traders
R. H. Whittall, branch manager

英商克洋碱有限公司 *Ying-shang-po-na-men-yang-kien-yu hsien-kung-sz*

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E. S. Little, jr., divisional manager
G. E. Shard, district manager
D. M. Clark | F. Shellam

(For Agencies, *see* Shanghai section)

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Buchheister & Co., Technical Business of Every Description, General Import—90, Taku Road; Teleph. 802 (South); Tel. Ad: Bucheister; Codes: Bentley's, A.B.C. 6th edn., Mosse and Acme
C. Stepharius, proprieter and manager

太古 *Tai-koo*

Butterfield & Swire, Merchants, Shipping and Insurance—21, Victoria Road; Tel. Ad: Swire
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C. W. Bone
N. Mathieson
R. W. McIntyre | N. R. Dick
H. E. D. Adams | J. F. Lawrie
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J. Stirling, godown supt.
Capt. Tonkin, mar. supt. (Tongku)
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Ocean Steamship Co., Ld.
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Taikoo Dockyard and Engineering Co. of Hongkong, Ld.
Royal Exchange Assurance Corpn.
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Sea Insurance Co., Ld.
Guardian Marine Assurance Co., Ld.
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Caldbeck, Macgregor & Co., Ltd., Wholesale and Retail Wine and Spirit Merchants—79, Consular Road; Teleph. 1281 (South); Tel. Ad: Calbeck
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R. Lenzmann, do. do.
R. Laurenz, partner (Shanghai)
C. Landgraf, do. do.
R. Herbertz, do. do.
G. Roehrehe, do. (Hankow)
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Miss V. Zanewsky
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昌益 *Yih Chang*

CHANDLESS & Co., LTD., Export Merchants —105, Taku Road; Teleph. 3-1339 (South); Tel. Ad: Chandless; Codes: A.B.C. 5th and Imp. edns., Western Union, Universal and 5-letter edns., Bentley's Special Pantelegraphy and Private Codes
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Kung Hsin Chan, managing director
W. E. Chen Yi Foo, assist. do.
S. C. Li Shi Ming, supervisory dir.
King Pang Ping, general manager
Ting Yu Chuang, assist. do.
Business Dept.—M. T. Yu, H. T. Wong and Y. C. Sah
Transportation Dept.—C. P. Chow and S. C. Chen
Store Dept.—H. T. Wong and T. S. Liu
Accountant Dept.—T. H. Chow and C. H. Yu (cashier)
Secretarial Dept.—H. L. Tai, T. C. Yeh and T. S. Liu (English secretary)
Tangshan Cement Works
S. C. Li Shi Ming, supervisory dir.
Shiao Liu Tong, works manager
Chu Tsa Chien, assist. do.
Dr. Hans Guenther, tech. adviser
Schmit-Jensen, chief engineer and chemist
Y. M. Chang, assist. chemist
C. W. Li, assist. engineer
Chow Hsin Foo (transportn. dept.)
Chang Tse Tsun (accountant do.)
Hang Hsin Yuan, supt. of elec. works
Wang Wen Ta (secretarial dept.)

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Chee Hsin Engineering Works
H. J. Yang, engineer

General Managers
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C. R. Chow, manager
C. R. Chang, assist. mgr. & chemist
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Yung Mo Chu, Shanhaikuan
Yung Mo Chang, Chinwangtao
Teh Shen Lumber Co., Weihaiwei
Geo. L. Shaw, Antung
Shun Kee, Newchwang
Lung Kee, Shihkiachung
Kwang Ho Chen, Chantefu
Yih Shen Ho, Lungkow
Chen Chi An and Yi Chang Hsin, Chefoo

South China Sales Bureau—87, Peking Road, Shanghai

West China Sales Bureau—2, Hwa Hsin Li, Ex-Russian Concession, Hankow

East China Sales Bureau—Ta Shih Tsi Chien, Shiao Hsi Kwan, Mukden

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CHIHLI TRADING CO., THE, General Merchants and Commission Agents—94, rue de L'Yser; Teleph: 2588 (South); Tel. Ad: Viccajee

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豐美 *Mei-feng*

CHINA-AMERICAN ENGINEERING CORPORATION FEDERAL INC., U.S.A., Import, Export and Machinery—Telephs. 601 and 1428 (South); Tel. Ad: Caeng
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H. A. Lucker, vice-do.
R. Tobich, do.
C. Bomanjee

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L. O. Mcgowan, president
H. A. Lucker, vice- do.
W. A. Gherardi, secretary
S. Bomanjee | Mrs. D. Koppius

China Construction Co., Civil Engineers and Builders—2, Barrack Road, 1st Special Area; Teleph. 2099 (S.O.); Tel. Ad: Chiconco

隆滙 *Way-loong*

China Export Corporation, The (Successors to M. A. Mendelson), Export Merchants—Taku Road; Tel. Ad: Noslednem

信謙 *Chien-hsin*

China Export-Import and Bank Co., Import and Export—7, Shou An Street, Ex-Austrian Concession (C.S.A.D. II); Tel. Ad: Lemjus; Code: Private
I. Grodtmann, director (Hamburg)
O. Petersen, signs per pro.

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T. T. Li, chief accountant
P. J. Chien, accountant
C. K. Wang, chief clerk

隆寶 *Pu-lun*

China Fur Trading Co., Ltd., Exporters and Importers of Furs and Skins—56, Taku Road; Teleph. 871 (South); Tel. Ad: Pulun
L. S. Weinstein, manager
V. M. Zamiatin
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D. I. Navikoff (Urga)

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H. Finscher

司公行木泰祥
Zeang-tah-mook-hong-kung-sz

China Import & Export Lumber Co., Ltd.—Office and Main Yard: French Bund; Teleph. 1295; Tel Ad: Lumberco
E. H. Grooms, manager
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局商招 *Chau-shan-kiuk*

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Dr. Geo. Mark, managing director
K. H. Chun, assistant
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China Mutual Life Insurance Co., Ltd.—187, Victoria Road, opposite Gordon Hall; Telephs. 1310 and 212 (South); Tel. Ad: Adanac
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China Soap Co., Ltd., The, Soap and Glycerine Manufacturers — 165, Rue Pasteur; Teleph. 892 (S.O.); Tel. Ad: Levers
B. S. Hudson, representative, N. China

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De Lapeyrière, ingénieur en chef
U. Martin, chef du service des voies et travaux ingénieur en chef adjoint
Perrot, ingénieur, chef du service de la traction et du matériel
Vinot-Préfontaine, chef du service du mouvement et trafic
P. Martin, chef du la comptabilité
Lallemand, sous-chef du service des voies et travaux

奉京鐵路局

PEKING-MUKDEN RAILWAY—Teleph. 1315
Tel. Ad: Kingfeng

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Board of Communications, directorate general
Ch'ang Yin Huai, managing director
C. C. Tsou, associate director

Director General's Department
C. Ku, genl. supt. and actg. assoc. dir.
W. K. Hsu, assist. general supt.
C. Y. Chang, Chinese secretary
Y. S. Pan, English do.
H. W. Wang, chief examiner
P. Hou, chief of secretarial division
S. P. Tung, chief of land do.
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TAKU

沽大 *Ta-ku*

This village is situated at the mouth of the Pei-ho, on the southern bank of the river about 36 miles from Tientsin by water. The surrounding country is so flat and uninteresting that it is difficult for a stranger to detect the entrance to the river. Beyond the mouth of the river a large mud bank, clearly visible at low tide, stretches out to sea for some miles. It is through this bank and about 4½ miles from the real mouth of the river that the bar extends with a width of 150 feet.

There are no clearly defined anchorages but steamers arriving off the bar at low tide must anchor outside the bar while steamers from Tientsin proceeding to sea may anchor anywhere in the river clear of the shipping channel.

The village of Taku is of inconsiderable size and contains few shops and no buildings of interest. About a mile below the village in a direct line lie the Old Southern and Central Fort, while on the northern bank of the river lies the Northern Fort. All are completely demolished and now present the appearance of mounds of earth, though periodical whitewashing of the surface facing seaward makes them serve a useful modern purpose—an aid to navigation. The only foreign residents are the employees of the Customs, the Taku Tug and Lighter Co., and The Pilot Corporation, situated a short distance below Taku. The railway from the neighbouring town of Tangku, on the Northern Bank of the river, to Tientsin was completed in 1888.

Between the signal-station and Messrs. Butterfield & Swire wharf on the northern bank is situated "Cockle Village" so called because of the comparatively large industry for the boiling and drying of shellfish such as cockles, crabs, clams, etc., that is carried on there. When dried, these shellfish are exported by steamer to Shanghai and Canton principally, whence they are sent inland for consumption. This is Taku's greatest asset, as the country round about for some distance is covered with salt-pans and salt heaps, which render the country unfit for cultivation.

The lights and aids to navigation are under the control of the Maritime Customs, and the tide-gauges are under the control of the Hai Ho Conservancy. An up-to-date signal station was completed in 1920 to use 8′ symbols by day and electric light by night whereby depths in the bar-channel are recorded from 8 feet up to 25 feet. A suction-dredger and hopper, self-contained, is constantly being employed on the Bar Channel. Until the floods occurred steamers drawing 20 feet of water were able to negotiate Bar Channel, and projects were on foot for still further increasing the depth. This channel has been much improved during the last few years, but, as it will never be entirely successful owing to the set of the current, a scheme is in the making for opening a new channel in the south-westerly direction.

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, and the British ships sailed triumphantly up to Tientsin.

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 a large naval armament 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 be a 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 Tongku 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 12 miles distant with a shallow 12-foot bar between it and the forts. The entire weight of the business fell no six little cockle-shells 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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PEI-TAI-HO AND CHINWANGTAO

Peitaiho continues to expand. There are now five associations, namely, Rocky Point Association, East Cliff Association, Temple Bay Association, Lighthouse Point Association, and the Kung I Hui. An endeavour is being made to arrive at some kind of co-operation between these various sections, whose interests are common. The first desideratum is a Sanitary Department serving the whole district comprised in the term "Peitaiho Beach." The next necessity is to form some general advisory committee, obviating the necessity of so many diverse forms of control. Voluntary service will have to be replaced by expert advisers, and how to meet this expenditure is a matter for consultation between the four associations and the Kung I Hui. The Kung I Hui is a body of Chinese gentlemen mostly with large local interests: it is registered in the Ministry of Communications as a definite working organisation and has a legal and, to a certain extent, judicial status. It has expended large sums of money in making excellent roads, lined with trees, and intends to throw the whole of the Lotus Hills open as a public park.

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 Liao 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 following table:—

	Berth No.	Length in Feet	Depth at L.W.O.S.T. in Feet
At Breakwater—			
	3	320	22
	4	320	26
	5	380	28
	6	380	28
	7	420	28
At Pier-			
	1	380	19
	2	350	18

Harbour entrance 24′ at L.W.O.S.T. Berths No. 3 to 7 are continuous providing berthing accommodation for vessels of any length, the size of vessels berthing only being limited by the amount of water available in the entrance channel. 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.

Vessels proceeding to Chinwangtao with heavy weights must have suitable tackle for discharging them from ships hold to railway cars alongside. The Administration has small cranes available for lifting small weights of under 5 tons from the decks of coasting vessels. 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 is accessible throughout the year. 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.

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 mountain scenery, while a hotel under experienced management and numerous summer bungalows afford the visitor every comfort.

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.

The Yao Hua Mechanical Glass Company have erected a glass factory at Chinwangtao. The establishment, which covers about 110 *mou* of land, is one of the largest of its kind in existence. The capital of the Company is $1,500,000 plus $600,000 debentures.

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.

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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 40 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 13 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 90° (Fahr.), but cold blasts from the North pull down the "mercury" in winter months often to 6° and 10° 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 March. 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 last-named 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 1926 was Hk. Tls. 78,588,049, as compared with Hk. Tls. 78,890,212 in 1925, and Hk. Tls. 55,278,087 in 1924. An impetus was given to local trade in 1921-22 by the commercial depression produced in Dairen by the adoption of the Japanese gold standard in the leased territory of Kwantung and strong opposition on the part of the Chinese merchants in Manchuria. 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"—said the Commissioner of Customs in his report dated March, 1920—"can be found in recent Japanese developments here; land purchases of nearly Yen 2,000,000 are said to have been made, and companies have been floated with an aggregate capital of over Yen 3,000,000 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. There are six new steam bean mills which have an aggregate output of 9,800 cakes a day. 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 10 square miles, and borings have proved the existence of 100,000,000 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. With the aid of a powerful suction dredger at work on the bar, in conjunction with the training walls, it is hoped to obtain 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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J. McCorkindale, surveyor

The Upper Liao River Conservancy, Engineers Dept.
Dr. B. Okazaki, engineer-in-chief
T. Matsuda, assistant engineer
T. Nagaoke, K. Saito and T. Shibuya, surveyors
H. Yamamoto, clerk

井三 *San-ching*

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J. Hirooka, manager
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Tokyo Fire Insurance Co., Ld.
Kyodo Fire Insurance Co., Ld.
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Yokohama Fire Insurance Co., Ld.
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Secretary—P. F. Hartwell

NEWCHWANG RACE CLUB
Hon. Secretary and Treasurer—A. Bookless

局務郵華中 *Chung-hua-yu-wu-chu*

POST OFFICE—Telephs. 192-193
Postmaster—Ye Ting Shwei

QUARANTINE HOSPITAL
Dr. E. B. Young, resdt. med. officer

所分核稽務鹽天奉

SALT REVENUE DEPARTMENT (Fengtien District)—Tel. Ad: Salt
District Inspector—Yang Feng Hsiang
Do. —A. Bookless
Chief Secretary—C. C. Chen
Chief Accountant—P. C. Huang

司公限有船輪興肇

SHAWSHING STEAMSHIP CO., LTD., Shipowners and Shipping Agents—Telephs. 92 and 338; Tel. Ad: Shawshing; Codes: A.B.C. 5th edn. and Bentley's
Li Shu Yuan, managing-director
Li Tze Tsu, general manager
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Sanpen S. N. Co., Ld.
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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 10th, 1906, Tieh-ling, Tung-chiang-tzu and Fakumen; on October 8th, Hsin-min Fu; on December 17th, Manchuli, Harbin, Ch'ang-ch'un (K'uan-ch'êng-tzu) and Kirin; on December 19th, Tsitsihar (Pu-k'uei), the capital of the northern province of Hei-lung-chiang; and on June 28th, 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, other than Japanese, 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, furs and bristles. The chief imports are Japanese and European textile hardware, cigarettes, sugar and kerosene oil. The British Cigarette Co. and the Asia Tobacco Co. have opened cigarette factories in the International Settlement, and there is a successful cotton-mill, with a capital of $2,500,000, subscribed partly from official funds and partly by private individuals. Minerals and metals are mined and smelted in the neighbourhood of Mukden. An increase in the area under beet cultivation is reported, but these crops suffered badly in 1923, and the working of the local Sugar Refining Company was curtailed in consequence. Rice-farming, also, is on the increase, there being some 10,000 acres under cultivation in the Mukden and Sinmin districts. The requirements of the local cotton mill have given an impetus to the growing of cotton in the Liaoyang and Chinhsien districts. The Government Arsenal, the largest in China, is situated east of the city and covers over a square mile of ground.

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 35 feet high and 15 feet 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. Throughout the city a great deal of building has been going on during recent years and the main roads have been macadamized. In 1920 new houses were built by the Standard Oil Co., the British-American Tobacco Co., and the Banque Industrielle de Chine. 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. The North Eastern University, occupying a site to the south-east of the Imperial North Tomb was completed and opened in 1926. 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. The Mukden Electric Light Works recently completed the installation of a new 2,500 k.w. plant, which practically doubled its capacity and is now contemplating further additions. On December 1st, 1920, a long-distance Japanese telephone service was inaugurated between Mukden, Antung and Changchun, and there is a Chinese service between Mukden and Peking and Mukden and Harbin. According to the census taken by the police in 1920, the Chinese population was returned as 219,750. It is now (1927) estimated at 350,000. There are about 15,000 Japanese in the city, suburbs and Japanese Settlement, over 1,000 Russians, and some 600 other foreigners.

In August, 1923, a Chinese Municipal Office was inaugurated to control municipal affairs in Mukden city and suburbs (excluding the mart Settlement area, which continues under the control of the Land Office); its functions comprise upkeep and lighting of roads, issue of building and other permits, collection of various taxes and fees, and the management of primary schools. With improved roads, motor traffic is on the increase, there being about 150 cars now registered in Mukden.

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 four 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.

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K. G. Yang | C. C. Wu
K. Y. Lok, compradore

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A. M. Misura
P. Bailey | J. M. Mehta
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A. K. Brown, manager
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邦 友 *Yu Pang*

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K. Y. Lok, agent

ASIATIC PETROLEUM Co.
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BANK OF CHOSEN—Shoseikwan, outside Little West Gate; Tel. Ad: Chosenbank

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利 天

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South Manchurian Division
H. V. Tiencken, division manager
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和 禮 *Li Ho*

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C. Landgraf,	do.	do.
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Clerk—Miss A. A. Broad

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Vice Consul—Dr. Eckner
Secretary—R. Luneburg

GREAT BRITAIN—Tel. Ad: Britain
Consul-Genl.—F. E. Wilkinson, C.M.G.

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Consul—R. Ferrajols

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Medical Officer—D. S. Robertson

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Travellers' Insurance Association
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Eastern & Australian S.S. Co., Ld.
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利和 *Hoa-Li*

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S. F. Chao, engineer

Mukden Medical College
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Acting District Deputy Postal Commissioner—G. K. Wilse
Deputy Postal Commissioner, Inland Control—King Che Fu
Acting Deputy Postal Commissioner, Dist. Accountancy—W. G. Lebedoff
Assists.—K. Tanaka and Liu Ch'i-t'ai

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社會式株道鐵州滿南

Nammanshu Tetsudo Kabushiki Kaisha

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Accounting Division
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HARBIN

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 the 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. There is a sugar factory at Ashiho on the railway, 26 miles east of Harbin. The timber trade has recently shown marked development. The net value of the trade of the district, as shown by the Maritime Customs returns, was Hk. Tls. 76,891,478 in 1926, as compared with Hk. Tls. 52,794,245 in 1925, Hk. Tls. 53,301,960 in 1924, and Hk. Tls. 39,276,918 in 1923. The New Harbin Municipality has put into active operation the long-devised plans for improving the town, including excellent cemented pavements and improved macadamised roads. Drainage has received considerable attention. The telephone system is automatic, and excellent, and managed by a special department of the Chinese Eastern Railway. The population of Harbin with Fuchiatien is given as 211,237. The Pinchiang villages contain 74,147 people, according to a recent census. Fuchiatien has 89,017 inhabitants according to the same census. The palatial building of the Hongkong and Shanghai Bank is evidence of the importance attached by the Bank to its Harbin branch. Private enterprise and the Chinese Eastern Railway have done a good deal in the direction of town improvement.

DIRECTORY

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Secretary & Treasurer—W. P. Coltman

美國實業公司

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J. A. Kagan, vice do. (San Francisco)
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D. B. Lukashevker (sugar dept.)
P. J. Kutiin do.
L. M. Vorobeynikov do.
D. V. Azovtzev (alcool dept.)
A-shi-ho Sugar Factory (A-shi-ho)
D. P. Umnov, manager
A. A. Simko, engineer
Z. Kiseleff, do.
L. N. Rappoport, controller
"Dwigatel" Wagon-building Works (Tallinn)
R. Stengel, manager

英商亞細亞火油公司

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Mrs. Romanenko
S. Karamsin, godown keeper

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BANK OF CHOSEN

BANK OF COMMUNICATIONS

BANK OF KIRIN

BANK OF MANCHURIA (Head Office)

CHINESE AMERICAN BANK OF COMMERCE

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B. M. Sapiro, director
S. L. Skidelsky, do.
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W. L. Hunter | H. E. Foy

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A. Beun, manager
R. Ruedolf

NATIONAL CITY BANK OF NEW YORK, THE —15, Mostovaya Street; Teleph. 2424; Tel. Ad: Statesbank
J. L. Curtis, manager
D. L. Hutcheson, sub-manager
I. O. Musgjerd, accountant
Jo. F. Freeman, Milton M. Bates, W. Hopiak, A. A. Lofquist, R. P. Newell, G. R. Hutchison, E. de C. Mathews, jr., and P. P. Granbery, sub-accountants

BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.—Tel. Ad: Powhattan
E. A. Shishman, division manager
A. Laws, acct. | G. Nechaeff
V. Radwan | Miss M. Dorian

BRITISH CHAMBER OF COMMERCE
Hon. President—P. Grant Jones
Chairman—F. T. Parsons
Hon. Secretary & Treasurer — J. T. Watson
Committee—H. H. Lennox and G. O. Ackerman

公司限有託信英大商英
BRITISH TRUST AND INVESTMENT CO., LTD., General Merchants and Bankers. Lessees of I-mien-p'o Distillery—9, Skvoznaya Street; Teleph. 49 09; Tel. Ad: Trust
A. I. Kagan, chairman of the board
F. H. Raitt, managing director
S. T. Stepenov, secretary
I-mien-p'o Distillery (I-mien-p'o)
N. T. Ponomarev, manager
A. M. Bentzianov, distiller
M. M. Dmitriev, accountant

司公限有碱洋門內卜商英
Ying-shang-po-na-men-yang-kien-yu-hsien-kung-sz
BRUNNER, MOND & CO. (CHINA), LTD., Importers of Alkalis and Commercial and Industrial Chemicals—P.O. Box 206; Tel. Ad: Alkali

BRYNER & CO., Freight Brokers, Shipping, Forwarding and Insurance Agents—9, Birjevaia; Tel. Ad: Bryner
W. Irving, manager
I. N. Morin
Miss Gallen | Miss Moulioukine
Agencies
Admiral Oriental Line
Dollar Steamship Line
Canadian Pacific Railway Co.
Compagnie des Messageries Maritimes
Glen & Shire Lines
Holland-East Asia Line
Java-China-Japan Line
Continental Insce. Co., of New York
Netherlands Lloyd, Ld.

古太 *Tai-koo*
BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), Merchants—18, Pristan
F. S. Parsons, signs per pro.
E. G. Price
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China Navigation Co., Ld.
Ocean Steamship Co., Ld.
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Canadian Govt. Merchant Marine, Ld
Taikoo Sugar Refining Co., Ld.
Taikoo Dockyard & Engineering Co. of Hongkong, Ld.
London & Lancs. Fire Insce. Co., Ld.
Royal Exchange Assurance Corpn.
British Traders' Insurance Co., Ld.
Guardian Assurance Co., Ld.
Orient Insurance Co.
British Traders' Insurance Co., Ld.
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Standard Marine Insurance Co., Ld.
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Guardian Assurance Co., Ld.
Union Insurance Socy. of Canton, Ld

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P. I. Lihatcheff, chief (trade dept.)
M. I. Ourakov, chief (foreign transport dept.)
J. B. Bursteir
S. A. Elisseiev, juris consult.

CHINESE EASTERN RAILWAY ADMINISTRATION—Newtown, Bolshoi Prospekt

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CHINESE POSTAL ADMINISTRATION—Head Office for Ki-Hei Postal District: Kirin and Heilungkiang Provinces; Tel. Ad: Postos
Commissioner—F. Polette
Deputy do. —F. L. Smith
Do. do. (Chinese)—Hu Chen-hao
District Accountant (Acting Deputy Commissioner)—J. M. K. d'Almeida
Assistants — L. V. Voronoff, Chen Wei Ping, Pao Yung and Hsu Tsu Kwang
Post Offices in Harbin at—Bulvarny and Hospital Street, Newtown (Nankang); Wutaochieh (Fuchiatien); Skvoznaya, Pristan; Siangfang (Old Harbin); Chiangyen (Fuchiatien); Hsinshihchieh (Fuchiatien); Madiago and Sungpu (Nachuankow)
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COMMERCIAL UNION ASSURANCE CO., LTD., Fire, Life, Marine, Accident, Burglary, Fidelity Guarantee and Car Insurance —Hongkong and Shanghai Bank Building; Teleph. 4282; Tel. Ad: Cuaco
J. R. Brown, representative
I. H. C. Godfrey
Mustard & Co., Ltd., agents
Kunst & Albers, sub- do.

COMPAGNIE INTERNATIONALE DES WAGONS LITS & DES GRANDS EXPRESS—Pristan: 60, Kitaiskaya Street; Teleph. 3978. New Town: Grand Hotel Building, Y2, Soongary Prospekt; Teleph. 42-78. Tel. Ad: Sleeping
Technical Dept.
A. E. Hassek, inspector
N. Pavlishtcheff, accountant
S. Gluth, controller
Booking Agencies
R. J. Januszowski, manager
M. V. Barbash
Mrs. Miaskowsky | —. Alexandre
Miss Andreeva | —. Maviahin

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Canadian Pacific S.S. Ld.
Cunard Line & Angkor Donaldson Line
Dairen Kisen Kaisha
Hamburg-Amerika Line
Lloyd Triestino Steam Nav. Co.
Messageries Maritimes
Nippon Yusen Kaisha
Osaka Shosen Kaisha
Peninsular and Oriental S. N. Co.
Red Star Line
White Star Line
Robert Dollar Line

CONSULATES

BELGIUM
Vice-Consul—Witold de Gay

DENMARK—29, Polewaya Street
Consul—V. Jacobsen

FRANCE—16, Tsitsikavskaya Street
Consul—L. Reynaud
Secrétaire—Mlle. Monier
Secrétaire Chinois—Wou Wen Jen
Dactylographe—Mad. Zelenkoff

GERMANY—Teleph. 3057

GREAT BRITAIN—56, Bolshoi Prospekt; Teleph. 2557; Tel. Ad: Britain
Consul—P. Grant Jones
Vice-Consul—J. C. Hill
Secretary—Capt. A. O. Wilson
Typist—L. Ptitsin

HOLLAND
L. van der Hoeven, 45, Artillery St.

ITALY—Horvat Prospekt, near Cathedral
A. Maffei

JAPAN—27, Novotorgowaya Street, New Town; Teleph. 3157
Consul General—G. Yagi

LATVIAN—56, Belgiskaya Street
Consul—P. Meschak

POLAND
Acting Delegate—C. Symonolevitz

PORTUGAL
Consul—S. L. Skidelsky
Secretary—V. E. Kauffman

UNITED STATES OF AMERICA — 102, Bolshoi Prospect, Newtown; Telephs. 2357 and 2057
Consul—George C. Hanson
Vice-Consul—Paul M. Dutko
Secretary—T. L. Lilliestrom
Chinese Interpreter—S. C. Chen

Chinese Clerk—William H. Tung
Russian Interpr.—Alex. G. Yazykov
Russian Clerks—M. Lvoff and E. S. Durassoff

記 和 *Ho-kee*

CORNABE, ECKFORD & WINNING—Far Eastern Building, Kitaiskaya; Teleph. 23-83; Tel. Ad: Neville
H. J. Neville, signs per pro.
Lloyd's Agents

關濱爾哈 *Ha-erh-pin-kuan*

CUSTOMS, CHINESE MARITIME—Chorvatovsky Prospect; Tel. Ad: Custos

Revenue Department
Acting Commr.—P. G. S. Barentzen
Do. Depy. Commr.—W. Bradley
Assistants—G. Thiessen, T. Yamamoto, J. P. L'Aucournet, A. L. Newman, V. Muling, H. R. J. W. Flanagan and T. M. Rozoff

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Tidesurveyor and Harbourmaster—J. U. Ryden
Chief Appraiser—R. J. Chard
Examiners—C. B. Cooper, T. Morita, T. Holland, T. Ivanoff, C. W. Utting, H. A. Keane, J. P. Sorensen, A. Gibson, H. S. Chapmar, I. Sahara and S. Kani
Tidewaiters—W. A. Artlett, J. A. Crossland, J. B. Dickins, N. S. Vinogradoff, V. M. Collacco, T. Logvinoff, E. F. Melnik, V. S. Vinogradoff, M. V. Rudnitsky, N. Dikhmann, R. W. B. B. H. Huene, N. S. Ivanoff, V. A. Shell, C. A. Yuchnitsky, A. P. Zazersky, E. M. Letovt, H. Pasternatsky, N. A. Goudasheff, V. V. Pravikoff, S. M. M. A. Ragusin, P. P. Kozloff, D. N. Smirnoff, V. I. Mamaeff, C. L. Basargin, N. A. Halfter, A. A. Baikovsky, N. I. Izotoff, J. A. Zanadvoroff, D. I. Sharavieff, S. J. Kimmel, E. Kihn, N. F. Alexandroff, N. I. Semenoff, A. V. Blumberg, A. G. Kezin, M. A. Bokastoff, G. I. Ivanoff
Harbin District Local Watchers—S. D. Gaponoff and E. Tate

Marine Staff
Launch Inspector—P. N. Stoyanoff
Launch Officers—J. W. L. Eglit, K. Preedit, J. J. Sak and A. Ballod
Mechanic and Helmsmen—K. Buriak, I. Osolin, A. Berdinkoff, D. Y. Burling

關琿愛 *Ai-hun-kuan*

CUSTOMS, CHINESE MARITIME (AIGUN)—Tel. Ad: Custos, Helampo

Revenue Department

In-door
Acting Commissioner—R. M. Talbot
Assistant (Chinese)—T'u Shou Chen

Out-door
Acting Tidesurveyor and Harbourmaster—G. E. Baukham
Examiner—S. E. Mikulin
Tidewaiters—N. N. Ivanoff, S. M. Bulgakoff and V. Z. Lankin

Marine Department
Technical Adviser on Amur Aids to Navigation—P. I. Ignatieff

EAST ASIATIC CO., LTD. OF COPENHAGEN, Exporters of Beans, Cereals and Oil—Tel. Ad: Wassard
V. Jacobsen, agent
P. Elm | K. Meyling

ENGLISH INSTITUTE—37, Novotorgovaya Street
B. Hayton Fleet, principal

FREYBERG, W. O., Architect and Engineer Contractor—61, Pravlenskaya Street; Teleph. 47-53

GENFER, M. A., Dealer in Paper and Stationery—20, Diagonalnaya Street; Tel. Ad: Genfer

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HARBIN CLUB—17, Kiringskaya Street (New Town); Teleph. 49-74
Hon. Treasurer—J. L. Curtis
Hon. Secretary—W. L. Hunter
Committee—A. Brun, J. P. Olsen and C. J. Eskeline

"HARBIN COMMERCIAL POST" (Weekly), Russian and English—10, Malaya Skvoznaya; P.O. Box 241
B. Hayton Fleet, proprietor and editor

"HARBIN DAILY NEWS" (established 1913 at Petersburgh as "Russian Daily News")—13, Bulvarny Prospect; Teleph. 2179
H. Custis Vezey, propr. and editor

HARBIN MUNICIPAL AUTONOMOUS COMMITTEE (A Temporary Organisation)
President—Fu Hsing Yang

"HARBIN OBSERVER" (British Evening Daily)—10, Malaya Skvoznaya; P.O. Box 241
B. Hayton Fleet, proprietor & editor

GRAND HOTEL (Chinese Eastern Railway), Tourist Bureau—29-18, Harbin Sungarinsky Prospect; Tel. Ad: Grandhotel
V. Maevsky, manager

HAYTON FLEET & Co., Import and Export Merchants — 10, Malaya Skvoznaya; P.O. Box 241
B. Hayton Fleet, proprietor

昌 源 *Wang-chang*

HOEVEN, L. VAN DER—c/o Asiatic Petroleum Co.

利 和 *Ho-le*

HOLSTEIN & Co., C., Importers and Exporters—P.O. Box 222; Tel. Ad: Holstein
C. Holstein (Kobe)
G. C. Sohrbeck
L. Pariser, signs per pro.
R. Stademann | H. Busse
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A. W. Faber, Stien b/Nuernberg
uenther Wanger, Hanover
Wolff & Sohn, G.m.b.H.
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Deutshche Farben-Handelsges.
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HONGKONG FIRE INSURANCE CO., LTD.
G. E. R. Mayell, branch manager

德 亨 商 英

HUNTER & Co., Importers, Exporters and Contractors—3, Commercial Street; Tel. Ad: Hunter; Codes: A.B.C. 5th edn., Western Union, Bentley's, Schofield's and Private
Jas. A. Hunter, proprietor
A. L. Popoff | R. A. Kogan

INTERNATIONAL SLEEPING CAR CO.—60, Kitaiskaya Street; Tel. Ad: Sleeping
R. J. Januszowski, manager

JARDINE ENGINEERING CORPORATION, LTD.—Hongkong & Shanghai Bank Building, Pristan; Telephs. 22-84; Tel. Ad: Jardeng
E. J. Surman, branch manager
E. J. Schramm | G. P. Ishevsky
F. Chadwick | Mrs. Olbrich
A. P. Russaieff | Miss R. Popiel

KAGAN, A. I., Exporter of Manuchurian Produce—9, Skvoznaya Street; Telephs. 27-89 and 39-85; Tel. Ad: Altaiskaia; Codes: Acme, Bentley's A.B.C. 6th edn.
A. I. Kagan, proprietor
R. M. Kagan, signs per pro.
A. N. Novikov (exchange dept.)
K. M. Slowstcher (foreign dept.)
E. G. Kenus (produce dept.)
T. J. Shaposhnikov, accountant
J. G. Pogozhev, cashier
S. P. Budkoviski, book-keeper
M. B. Klimovich, do.
V. K. Yurkevich, do.
A. S. Aventitzki, Russian correspt.
Terasi, Japanese correspondent
L. G. Tzivyan, special duties

利 德 *Ter Lee*

KLEMANTASKI, JACQUES, Insurance Agent and Importer—Tel. Ad: Klemantaski
L. P. Klemantaski, signs per pro.
F. A. Jones, do.

Agent for
Union Assurance Society, Ld.
Yorkshine Insurance Co., Ld.
Caledonian Insurance Co.
West of Scotland Insurance Office, Ld.

士 孔 *Kung-sze*

KUNST & ALBERS, Import and Stock of General Merchandise—Tel. Ad: Kunstalber
C. Forgeron, manager

LOPATO, SONS, LTD., A., Tobacco Merchants—3, Shirskaya Street and Factory in New Town
G. O. Ackerman, director
Robert Bailey, do.
E. A. Lopato, do.
A. A. Lopato, do.

茂 祥 *Zeang-mow*

MANCHURIAN CO., LTD., Merchants, Importers and Exporters—1, Novotorgovaya Street; Tel. Ad: Sagacity
A. R. Burkill & Sons (Shanghai), general managers
J. S. Watson, manager
V. Mohanoff | S. Protasevitch
S. Fried | H. G. Yakovleff

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Royal Exchange Assurance Corpn.
Shanghai Life Insurance Co., Ld.
China Mutual Life Insurance Co.
Sun Life Assurance Co. of Canada

MANCHURIAN MERCHANT TRADING CO., LTD., THE, Importers and Exporters—6, Bolshoi Prospekt; Telephs. 49-95 and 35-18; Tel. Ad: Frazar
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Bacteriologist—Dr. R. Pollitzer
Serologist—Dr. H. Jettmer
Resdt. Med. Officer—Shih Chih Liang
Senr. Medical Officer (Newchwang)—E. B. Young, M.D. (Detroit)
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Taheiho Hospital—Dr. Y. M. Kwan
Manchouli Hospital—Dr. Li An
Lahasusu Hospital—Dr. L. S. Tung
Sansing Hospital—Dr. Li En Chang

蘭 洛 *Loh Ran*

MARIUS LAURENT, Import and Export—26, Samannaya Street; Tel. Ad: Laurent. Branch Office: 51, rue de Paradis, Paris

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NEVILLE & Co., H. J.—Far Eastern Bldg., Kitaiskaya, Pristan
H. J. Neville | D. A. Neville

Osram China Co.
Siemens-Schuckert Werke G. m. b. H., representative (New Town, 1, Nowotorgowaja Street)
A. Mauer, representative, (50, Mostovaya Street)

PACIFIC ORIENT Co., Export of Raw Products, Casings, Cereals, etc., Import of Steel and Iron Products, Railway Supplies, Leather, Provisions, etc.—118, Uchastkowaya Street; Teleph. 2307; Tel. Ad: Pocogull; Codes: Acme, A.B.C. 5th edn., Bentley's and Private. Head Office: San Francisco
N. P. Nielsen, manager

利 通 *Toon-lee*

PELSTRUSOF, M. V., Import, Insurance, Railway Supplies and Manufacturers' Representative—57, Diagonalnaya St.; Teleph. 43-05; Tel. Ad: Pelstrusof; Codes: A.B.C. 5th and improved, Bentley's Universal Trade and Private
M. V. Pelstrusof, proprietor
Miss Alexandra Pelstrusoff, stenogr.
Miss Tamara Pelstrusof, clerk
N. V. Kabatoff, book-keeper
Chr. Al. Poklonsky, engineer (electrical and machinery dept.)
V. N. Misharine (paper & stationary dept.)
L. L. Scherbakoff, agent
P. P. Aristoff, agent
Miss L. M. Chernikeef
G. M. Kraslavsky (Manchuria)
L. A. Pelstroff (Hakodate)
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United States Fire Insurance Co.

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R. Thompson, director
H. W. G. Nicholls, acting manager
S. P. Marshall | E. S. White
J. Dalgleish | J. Warner

處分核稽務鹽黑吉哈駐

Chu-har-kat-hat-yen-mu-ki-hi-fen-chu

SALT ADMINISTRATION—Tel. Ad: Salt
Assistant Auditor—M. T. Hsieh
English Secretary—Ho Yung
Chinese do. —Kao Shih Tseng
Accountant—Chien Nai Ching
Releasing Officer—Hsu Kai Ti

SIMPSON'S AGENCIES, News and Advertising Agency Service, wholesale Booksellers, Mail Order and General Service, Dept. Commercial Information and Inquiry Bureau, Translating and Copying Office—31, Konnaya Street; P.O. Box 276; Tel. Ad: Simpson

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SINGER SEWING MACHINE Co.—40, Konnaya St., Pristan; Tel. Ad: Singer Company
Jacob Trachtengerts, manager
F. G. Sachno, machinist
Miss E. I. Pushkina, saleswoman
Miss R. E. Pass, do.
Mrs. E. A. Perfilieffa, instructress

SKIDELSKY'S SUCCESSORS, L. S., Merchant: Timber and Coal—14, Bolshoi Prospekt; Code: Bentley's

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林布郭司 *Se-ko-poo-lin*

SKOBLIN, S. F., Chinaware, Household Goods and General Hardware Store—6, Konnaya Street; Tel. Ad: Skoblin
S. F. Skoblin, director
N. S. Skoblin, manager

廠工達可斯 *S-ko-da*

SKODA WORKS (Harbin Branch of the Limited Co., formerly Skodaworks Plzen, Czechoslovakia)—Office: 8, 2nd Korotkaye Street; Teleph. 45-05; Tel. Ad: Skodaworks
Karel Jan. Hora, E.E, manager of Eastern Branches (Peking)
V. V. Kamburov, M.E., manager
B. A. Lisoonov, M.E., engineer
Baroness N. Heyking, secretary
Mrs. E. P. Lialina, stenographer

STANDARD OIL Co. OF NEW YORK—18, Diagonalnaya Street
W. P. Coltman, in-charge
A. Sevier | H. Haimovitch

司公油火古士德
Teh-shih-ku-huo-yu-kung-seu
TEXAS CO., THE, Texaco Petroleum Products—213, Chinese Street, Prestan; Tel. Ad: Texaco

THEATRE AND ART (Printed in Russian: A Bi-monthly Magazine) — 10, Malaya Skvoznaya
B. Hayton Fleet, editor

CHANGCHUN

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 employés.

DIRECTORY

BRITISH-AMERICAN TOBACCO (CHINA) CO., LTD.

CHINESE GOVERNMENT SALT REVENUE (Kihei Audit Office)—Tel. Ad: Salt
Changchun
Chinese Auditor—P. H. Wang
Foreign Auditor—T. Koizumi
Chief Secretary—Wang Yung
Chief Accountant—W. C. Liu
Newchwang
Actg. Assist. Audr.—Chen Ning Hsiang
Harbin
Assistant Auditor—M. T. Hsieh

CONSULATE, UNITED STATES
Consul-General (residing at Mukden)

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Rev. T. J. Martin, B.A., and wife
Miss M. McNeill, M.B.
Miss C. Conn
Miss M. McCombe
Miss A. Gardiner, B.SC.

SOEURS FRANCISCAINES, MISSIONNAIRES DE MARIE
Soeur Franciscaines
Mère Marie de Nazzarei
Mère Marie Narcyzadu, S.C.
Mère Marie Therese-Emilie
Mère Marie de la Bse. Salomé
Soeur Marie de Ste. Fare
Soeur Marie de St. Sixte
Soeur Marie Sinforiana
Soeur Marie Sakramentu

POST OFFICE
Acting Deputy Postal Commissioner
Woo Yoh
Secretary—Wang Te-hsien
Towtaokow Sub-Office
Station Postmaster— Liu Ming-chen
Sub-office do. — Chen Hung-shu

孚美 *Mei-foo*

STANDARD OIL CO. OF NEW YORK—Tel. Ad: Socony

YAMATO HOTEL—South Manchurian Railway Co.; Teleph. 8-351; Tel. Ad: Yamato

YOKOHAMA SPECIE BANK, LTD.—Tel. Ad: Shokin

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.

DIRECTORY

BANK OF CHOSEN

BRITISH CONSULATE
Consul-General — F. E. Wilkinson, C.M.G. (residing at Mukden)

CHINESE POST OFFICE (First Class Office)

IRISH PRESBYTERIAN MISSION
Rev. J. McWhirter
Dr. and Mrs. Wm. R. Sloan
Dr. Emma M. Crooks
Miss M. Hilton
Rev. and Mrs. T. Ralph Morton
Miss Lily Dodds (nurse)

ROMAN CATHOLIC MISSION
S. G. Mgr. Gaspais, Evêque titulaire de Canope
R. P. Cubizolles, pro-vicaire
I. Lacquois, superieur du seminaire
L. Gibert | A. Sagard

YOKOHAMA SPECIE BANK

LUNGCHINGTSUN

村井龍 *Lung-ching-tsun*

Lungchingtsun (Dragon Well Village), has a population of about 15,000 inhabitants, composed of about 11,000 Koreans, 3,000 Chinese, and 1,000 Japanese. Situated in a fertile plain, its main exports are: beans, millet and timber. There are promising mining possibilities (coal, copper, silver, and gold) waiting development. The trade—by light railway to Kainei—is with Korea and Japan. The principal imports are cotton piece goods, sugar, Japanese sundries, paper, kerosene oil, metals, fishery products. The value of the trade coming under the cognisance of the Customs in 1926 was Hk. Tls. 7,169,289, as compared with Hk. Tls. 3,933,790 in 1925, Hk. Tls. 4,647,450 in 1924, and Hk. Tls. 5,025,060 in 1923. Telephone and telegraph lines, in addition to the Chinese telegraph and telephone lines, connect Lungchingtsun with the neighbouring marts of Yenki, Towtaokow and Hunchun. A handsome new building for the Bank of Chosen was completed in 1923, and a particularly fine new Japanese Consulate-General in 1925.

DIRECTORY

Bank of Chosen
S. Shiozawa
T. Itoh

Chinese Maritime Customs
Acting Commissioner—A. H. Forbes (and at Hunchun)
Assistants—K. Negishi and Shih Eng How
Acting Assist. Tidesurveyor—C. Love
Examiner—J. E. Jenkins
Tidewaiters—Yun Kiang Hua, Ting Yao chin and J. S. Dong
Local Watcher—Kim Shih Yeh

Japanese Consulate
Consul-General—Y. Suzuki
Consul—G. Higashi
Vice-Consul—H. Shibasaki
Chancellors—N. Teraoka, T. Osakabe, T. Tsuchiya, T. Kimura and T. Oya
Police Supt.—K. Aiba

HUNCHUN

春 琿

Hunchun is derived from Manchu, meaning frontier, and is situated in lat. 24 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. The trade—by carts or mules—is with Korea and Japan. The Russian frontier is now closed to trade. The net value of the trade in 1926 was Hk. Tls. 2,155,295, as compared with Hk. Tls. 1,690,636 in 1925, Hk. Tls. 1,603,651 in 1924, and Hk. Tls. 1,581,568 in 1923. The town (earthen walled) has a population of about 8,000 odd of whom 360 are Japanese and 900 Koreans. The main exports are beans, millet and timber; and the main imports: cotton piece goods, kerosene oil, fishery products, spirits of wine, sugar, matches and flour. Towards the end of 1921 an electric light plant was installed in the town by a Chinese concern.

A motor-car company was formed to assure a regular service between Hunchun and Keigen in Korea, and there are now three motor-cars running from Hunchun to the Tumen river bank.

With better roads, improved means of communication and greater security from brigands the trade of these districts will, no doubt, expand considerably.

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Assistant—G. M. Landon (in charge)
Examiner—G. Ohta

Japanese Consulate
Consul-General—Y. Suzuki (at Lungchingtsun)
Consul—Y. Mochizuki
Secretary—S. Takenaka
Interpreter—J. Hayashi
Chief of Police—S. Tanaka

PORT ARTHUR

順旅 *Lu-shun (Ryojun)*

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 been provided at great cost 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. In May, 1904, Port Arthur was besieged by the Japanese forces, under General Nogi, and capitulated on January 1st, 1905, after repeated conflicts of a most sanguinary character.

Port Arthur (called by the Japanese Ryojun) is now the headquarters of the Kwantung Army and a centre of civil administration in the Kwantung Leased Territory. 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 Ryojun Coast Guard, Manchuria Dockyard Co., 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 there many fine buildings, among them being the present Kwantung Government Office, the Middle School and Higher School for Girls, Engineering University and the Yamato Hotel, etc. As a memorial to the Japanese soldiers who fell in the assault of Port Arthur, on Monument Hill (called Haku-Gyoku-san), 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 a number of foreign houses have been built by the South Manchuria Railway Co., and may be rented. September, October and November form a perfect autumn with mild climate, and there are abundant supplies of fresh fruit and fish. 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 have been constructed and the place is well lighted with electric light. The population of the town according to recent returns is 23,702, including 10,201 Japanese (exclusive of military officers and men) and 13,501 Chinese.

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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 84,000 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 11,600 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, 14 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. With a view to better control of navigation, fresh charts and future conservancy operations, a survey was started by the Hydrographic Bureau of the Japanese Navy in the spring of 1921, and subsequently undertaken on a larger scale by the Marine Department of the Chinese Maritime Customs during the summer and autumn. In September, 1922, the survey was completed and soundings were taken from the sea to Antung. 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 Tatungkow.

The value of the trade of the port in 1926 was Hk. Tls. 93,156,811, as compared with Hk. Tls. 85,252,694 in 1925, Hk. Tls. 65,649,259 in 1924, and Hk. Tls. 87,186,033 in 1923.

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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 an inconsiderable fishing village. Russia intended to develop Dairen as a commercial port and had made some progress when the Russo-Japanese war broke out. But what the Japanese inherited was a mere nucleus of the present city, namely the section north of the railway tracks which to-day forms but a small corner of the city. South of the tracks, where the main part of present-day Dairen stands, was but an area of rough ground, with hills and ponds, which required a vast amount of grading and filling. The plans the Russians formed were gradually much improved upon, and the Japanese, by dint of great exertions, have brought a thoroughly western civilization here on a scale far more comprehensive than anything that has been accomplished in any other part of China. The health of the locality is exceptionally good. The highest temperature registered in summer is 30° C. (86°F.), and the cold winter season is short and invigorating.

The harbour works had been less than half completed by the Russians. Some work had been done on the eastern half, and only some blocks dumped for the eastern breakwater. Only two wharves had been completed; the depth of the harbour ranging from 17 to 28 feet, with only 18 feet of water at the main wharf basin. Since the Japanese occupation, the S.M.R. Co. has done much in the extension of harbour facilities and their actual management, introducing every modern appliance for speedy and commodious cargo handling and watering and coaling of vessels. To-day the combined length of the breakwaters is 13,436 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 feet 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 13,393 feet. The wharves are lighted by electricity and are furnished with extensive wharehouses and closed sheds measuring 391 sq. m., and railway sidings, together with every up-to-date appliance for the handling of cargo. At the east end of the shore, an oil pier, 1,132 feet long with 30 feet 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 structure. The warehouse area was 153 acres in 1924. The waiting pavilion, which cost half a million yen and can accommodate 5,000 persons, was completed by the S.M.R. Co., in January, 1924. The passenger expresses occasionally connnect with steamers here. The O.S.K. Company maintains a ticket office and the Bank of Chosen has an Exchange Office in this pavilion which also contains a show-room, dining rooms, stalls for the sale of goods, etc. 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. A new wireless telegraph station of 35 kw. power at Liushutun was completed in 1922. There is a granite dry dock 430 feet long and 51 feet wide at entrance, with extensive repair shops attached, leased and managed by the Manchuria Dock Yard Co., Ltd. A marine quarantine station, built at a cost of Yen 430,000, was open 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, with a length of 41 miles, 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 is an excellent hotel here, managed by the South Manchuria Railway Company, and also a number of bungalows which may be hired by visitors. Another suburban line runs to Rokotan, a famous summer resort commanding glorious scenery. A motor-car road, runs to Star Beach, and a tract of land along this, measuring about 85 acres, has been levelled and laid out. The construction of a new road, 21 miles in length, connecting Dairen and Port Arthur was commenced in 1921 on three sections simultaneously, and was completed in July, 1924.

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, when completed in 1911, had a capacity of 4,500 kilowatts. This was increased in 1921 to 6,000 kws., and a second house with 10,000 kws. power was added in June, 1923, the total now being 16,000 kws. The town has macadamized lined roads 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. A new Railway Hospital, which has recently been constructed by the Railway Company deserves special mention owing partly to its size and partly to the excellence of its equipment. This hospital affords accommodation for 590 patients and treats more than 800 out patients of all nationalities on an average every day.

A direct steamship service is maintained every third day by the Dairen Steamship 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), etc. Shanghai can be reached in 42 hours, Chemulpo in 24 hours, and Moji and Nagasaki in about 50 hours.

In 1926 the net value of the trade of Dairen was Hk. Tls. 332,078,468, as compared with Hk. Tls. 273,709,962 in 1925, Hk. Tls. 240,672,562 in 1924, Hk. Tls. 230,549,253 in 1923, and Hk. Tls. 220,010,135 in 1922. According to the latest returns (1926), the Japanese population of the town and suburbs was 78,266 persons. Chinese numbered 123,146 and other nationals totalled 362.

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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 is a good club. The races take place towards the end of September. 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, 1921. The breakwater is 2,600 feet long, the height from the base of the foundation mound to the top of the parapet is 51½ 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 along the east beach 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. Another pressing need in Chefoo is a good water supply. The Chefoo-Weihsien motor road was opened to traffic in 1923 and, although very unsatisfactorily metalled, is nevertheless very popular.

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. 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 Korea and Manchuria that come to China. The port 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 1926 was Hk. Tls. 34,335,785, as compared with Hk. Tls. 33,448,204 in 1925, Hk. Tls. 32,115,044 in 1924, and Hk. Tls. 44,524,148 in 1923.

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 20 to 30 steamers per day often enter and clear the port. The port supplies Vladivostock and Siberia with upwards of 100,000 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, a sub-station under the Chefoo Customs Commissioner, was declared a trading port in November, 1914, but was not formally opened until 1st November, 1915. It 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, though the Harbour is sometimes partly frozen over, greatly handicapping the movements of the clumsy cargo boats. This generally happens in January. 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 14 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. 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 reinforced concrete pier at the New Settlement has been completed, but has never been used and the roads leading to it have been allowed to deteriorate in consequence. During 1924 development of the town northwards was planned with some success, but it has since been abandoned. An electric light works, long anticipated, is now a fact, but it will be some time before its sharehlders can expect a dividend owing to the high level of its essential expenses.

The town of Lungkow has a population of 8,183. 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 Weihsien-Lungkow-Chefoo motor highway, now completed, may be converted into a railway in the near future. In the meantime, this new road brings more trade to the port, although closed to traffic in wet weather, the rainy season being July and August. The road, however, is now managed by a merchant company, as a result of which branch lines are opening up and the transport of mails and cargo has commenced to an appreciable extent. The value of land rose rapidly in the early part of 1924 but has since fallen very considerably in the old town. The beach and isthmus of Lungkow are of a loose drifting sand, which, in stormy weather, coupled with dust from the numerous coal supply depots on all sides, mar what otherwise might easily become a seaside resort for those whose work is in the near neighbourhood. The climate is cooler than that of Chefoo, and no doubt one of the healthiest in China.

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 Shantung 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 if a railway were constructed connecting Lungkow with Weihsien.

The trade of the port coming under the cognizance of the Maritime Customs amounted to Hk. Tls. 9,748,196 in 1926, as compared with Hk. Tls. 7,812,349 in 1925, and Hk. Tls. 6,409,616 in 1924. The principal staple of the port is vermicelli, the local brand being, in the estimation of Chinese consumers, supreme in quality. The export of this commodity has risen from 31,000 piculs in 1917 to 200,000 piculs in 1926.

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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," and was regarded by the British Government as a sanatorium for the British squadron on the China station. At the Washington Conference in 1921 Great Britain offered to return the territory to China, and during the latter part of 1922 an Anglo-Chinese Commission met to deal with the questions arising out of this. These questions included arrangements for the use of the port by the British Fleet as a summer station, provisions for the safety of foreign residents, and the representation of foreign residents in the administration of the territory. Towards the end of 1924 the Chinese and British plenipotentiaries arrived at a complete agreement regarding the terms of rendition, but the Convention, which was almost ready for signature when General Feng Yü-hsiang brought about a *coup d'état* in Peking in November of that year, has since remained in abeyance, owing to the absence of a responsible settled Government in China.

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 10 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 360 villages, and the population, as shown by the census taken in 1921, is 154,416. There are five 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, groundnuts, 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 up to the time of writing 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. The village communities are administered through their headmen in accordance with Chinese laws and usages.

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. The harbour is well lighted by two lighthouses. The climate of Weihaiwei is exceptionally good, and the winter, though cold, is dry and bracing. 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 100 people, and also a hotel on the Island with accommodation for 50 to 60. Both on the mainland and on the island good roads have been made round the coast by the local Government, 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 long. 121.40 E. 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 remained 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 have been collected at Weihaiwei during the British *régime*.

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TSINGTAO (KIAOCHAU)

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 99 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 co-operated 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. The matter came before the Washington Conference in 1921, and the result was the Shantung Treaty, under which it was provided that the territory should be restored to China. A Sino-Japanese Commission was subsequently appointed to give effect to the provisions of the Treaty, and this body met in 1922 and arranged terms which are set forth in the Treaty section of this volume.

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 Taels 2,000,000 in 1899 to Tls. 22,000,000 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 Hk. Tls. 30,700,000 in 1906 to Hk. Tls. 39,700,000 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 trade of the port for 1926 amounted to Hk. Tls. 135,694,264, as compared with Hk. Tls. 126,258,906 in 1925, Hk. Tls. 132,206,858 in 1924, and Hk. Tls. 107,460,257 in 1923.

The Bay of Kiaochau is an extensive inlet two miles north-west of Cape Jaeschke. The entrance is not more than 1¾ miles 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. 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. They 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.

The wireless installation at the Signal Berg, originally built by the Germans, was removed by the Japanese naval authorities in June, 1921, but a powerful new wireless station has been established by the Japanese military authorities at Taisichen. It is available to the public for "urgent" telegrams.

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. 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 aero-shed on the western slope of the Yamen Forts.

The temperate climate and the excellent beach have brought Tsingtao into prominence as a summer resort.

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TSINAN

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 650,000, 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 Kaifêng 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 British Consulate-General, the Japanese Consulate-General, Japanese hospital and the Chinese Post Office. Residential buildings are also rapidly being constructed. There is quite a boom in the building of small houses which are occupied by Chinese and numbers of Japanese (about 2,000 in 1927). In addition to these, large buildings have been erected in the south suburb of the city for the Shantung Christian University, recently incorporated by charter from the Canadian Government. 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.

With the introduction of the use of machinery Tsinan is becoming more important as an industrial city. There are now about 40 industrial establishments which can claim to be, more or less, modern factories:—9 flour mills, 2 match factories, 1 cotton mill, several hair net factories, sugar, paper, iron and brass goods, soap, dye, leather, needles, cement, wine, cloth, etc., factories.

Tsinan is connected by rail with Tsingtao (Kiaochau), distant 280 miles, Tientsin 200 miles, and with Pukow on the Yangtsze. It is also connected by canal and river

with Yang Chiao Kou, on the Gulf of Chihli, distant 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 80 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 16 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 now in the occupation of Fêngtien forces (1st Fêngtien Army), under Chang Tsung Ch'ang, who fills the post of Tupan of Shantung. 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 Tsinan Institute, situated in, and connected with, the Shantung Christian University is a remarkable and very interesting establishment that should not be overlooked. The sacred mountain of China, T'ai Shan (5,100 feet), 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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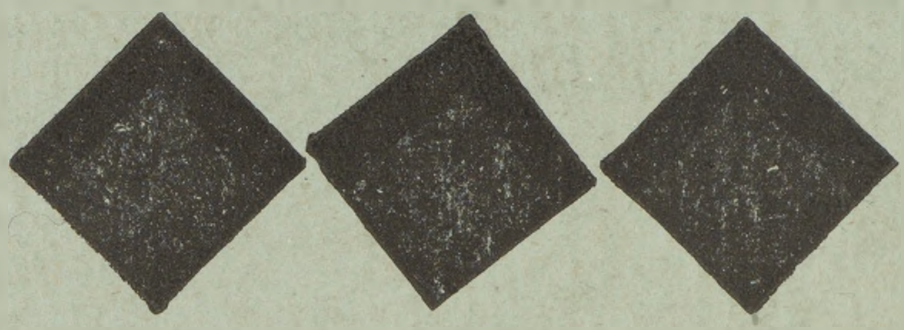

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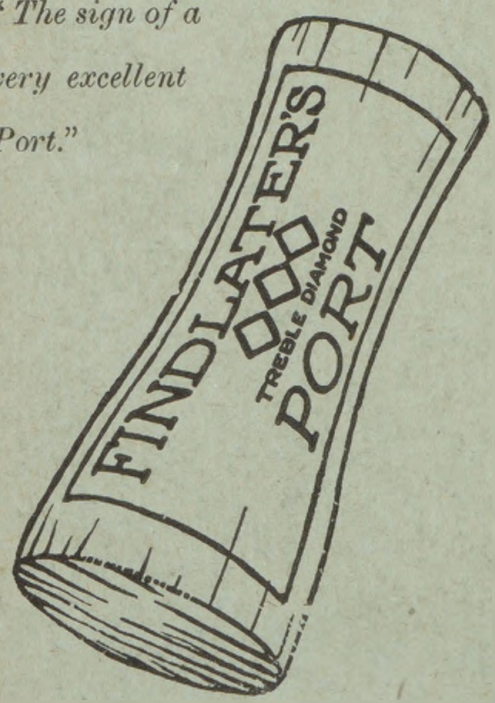

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SHANGHAI

海上 *Sháng-hái*

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 Yangtsze 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. The project, however, for transforming Woosung into an important industrial centre makes slow progress. Two cotton mills have been erected there—one of them run by electricity—and land has been acquired in their vicinity for the building of a large sugar refinery. The value of land rose enormously in 1920 and, owing to the influx of population since the establishment of the new mills, house accommodation has become scarce and rents have gone up in consequence. 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 Yangtsze, 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 some 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 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 Wenchow 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 both in number and 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 channel 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, according to Mr. von Heidenstam's project. 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, were executed. The former Outer and Inner Bars, where only 16 and 14 feet of water were available in 1907, were thus eliminated, and the shallowest reach in the whole river became 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 was created for the Chinese City. Towards the end of 1916 the Board acquired the first installation of its own dredging plant. At the end of 1921, Mr. von Heidenstam's project, started in 1912, had been practically completed, at a cost of about five million Taels, as against the estimate of six millions.

The Harbour in point of tonnage now ranks 6th or 7th among the principal ports of the world. During 1926 over 33,000,000 tons entered and cleared. Shanghai serves a hinterland of some 750,000 square miles and is likely to remain the principal entrepôt for the trade of North and Central China. The mooring accommodation in the Harbour for steamers having become inadequate owing to the enormous shipping developments of recent years the Customs called a conference, representing Chinese and foreign shipping interests, in December 1925, and a comprehensive re-berthing plan was drawn up, which was endorsed by the Consular Body and the Chambers of Commerce concerned. The Commissioner of Customs, Mr. Maze, in the course of his Trade Reports for the years 1925 and 1926 deals exhaustively with this important question and describes in detail the nature of the scheme which provides some 33 new head-and-stern moorings for vessels of all sizes—including the largest ocean steamers. The new moorings are administered by the Maritime Customs.

The present position of Shanghai as a world port is due almost entirely to the activities of the Whangpoo Conservancy Board. In 1905, as stated, the Outer Bar at the mouth of the River had a depth of 15 feet at low water; while three miles up stream the River divided into two channels—one of eight feet depth, and the other of eleven feet depth (the Inner Bar). A through deep water channel of at least 30-32 now exists! This remarkable progress may be attributed to the able scheme devised by the Dutch Engineer Mr. J. de Rijke. The Board adopted, and has since consistently adhered to, his recommendations, and results have conclusively proved the soundness and correctness of his views.

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 Yangtsze. 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'ai-tsang, joins the Yangtsze 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. 77,205,106. This showed an increase of 156⅗ 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 93⅘ 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. The assessment for 1924 was—for the Central District, Tls. 108,350,800; Northern District, Tls. 38,596,300; Eastern, Tls. 53,501,900; Western, Tls. 37,779,400, on which—after deducting rebates on ground occupied by churches, cemeteries, and municipal properties amounting to Tls. 9,657,900—a tax of 7/10ths of one per cent. was levied, estimated to yield, net, Tls. 1,600,000. 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*. During the land boom

in 1921 a piece of land near the Bund sold for the high figure of Tls. 300,000 per *mow*, which, at the exchange of the day on which the deal was closed, represented approximately £300,000 per acre.

The total number of foreign houses in the four divisions of the General Concession on 31st December, 1923, was 4,021 assessed at Tls. 11,851,174, 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 64,979 native houses the assessment was $16,260,090 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 1,267 foreign houses assessed at Tls. 1,350,718 and 2,165 native houses assessed at $192,196 outside the Settlement limits, but supplied with water by the Shanghai Waterworks Co., with electricity, or with telephones. For 1923 the land of the French Concession was valued for assessment at Tls. 40,000,000; the rental assessment of foreign houses at Tls. 1,316,500, and of native houses at Tls. 2,541,650. 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." 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. The area within Municipal limits is now 8⅔ square miles, or 5,584 acres, with a population of 152 per acre. There are in the whole Settlement and outside roads (exclusive of the French) nearly 6000 occupied European houses, and approximately 70,000 occupied Chinese houses. There are 140 miles of roads and 637,562 feet of footways, and considerable additions, in the extension, are planned. It is of interest to note that in the International Settlement Shanghai Tls. 4,344,197 have been spent upon the purchase of land for road widenings and extensions during the past 23 years. According to the records of the French Municipal Council there were in the French Settlement 1,666 foreign houses and 18,908 Chinese houses in 1923 as compared with 532 and 10,506 respectively in 1918. 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. 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. 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 Yangtsze 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 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. There was fighting, also, in the immediate district

nominally over possession of Shanghai during the summer of 1924 between Kiangsu and Chekiang. The Volunteers of the Settlement were mobilised, but no attack was made on the Settlement. On May 30th, 1925, there was rioting outside the Louza Police Station and the Police were forced to fire upon the crowd. There were a number of casualties, and a general strike of the Chinese followed with unrest, engineered largely by Bolshevik and anti-foreign influences, in many parts of China. Throughout 1926 the unrest continued and there were many labour troubles but general trade proceeded with little interruption. At the beginning of 1927, however, more serious trouble was feared owing to the occurrences at Hankow and the approach of the Nationalist forces, and the Powers therefore agreed to garrison the Settlement. Troops were sent to China in the spring and several battalions are still stationed at Shanghai.

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 981, a total of 5,589. In 1870, the total in the Anglo-American Settlement was 1,666; 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. 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 numbered 23,307, compared with 18,519 in 1915 and 13,536 in 1910. The proportion of the principal nationalities represented was 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 showed that the Japanese had trebled in number since 1910. The estimated foreign population in 1923 was 26,200, exclusive of Russian refugees. 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.

According to a list prepared by the Commissioner of Customs the number of foreign firms in Shanghai in 1923 was 1,695 as compared with 1,764 in 1920 and 628 in 1914. These totals were made up as under:—

	1914	1920	1923
American	71	216	165
Austrian	13	—	—
Belgian	3	10	10
British	202	265	228
Danish	6	11	15
Dutch	10	11	15
French	33	55	63
German	102	—	70
Italian	22	15	18
Japanese	117	1,125	1,047
Norwegian	9	12	14
Russian	40	44	50

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 sleep 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 to 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 255 Europeans (264 is the authorised number), 704 Sikhs (including 174 for gaol duty), 40 Japanese and 1,546 natives. There are 81 European, 240 Tonkinese, and 488 Chinese police for the French Settlement. 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.

Climate

The climate of Shanghai is generally allowed to be fairly healthy. The highest recorded number of deaths from cholera 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. The average number of deaths of foreign residents from small-pox during the last twenty years has been 15 per annum. Amongst the foreign population the general 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, 15.2 in 1920, 18.2 in 1921, 19.3 in 1922 and 17.2 in 1923. These rates compare favourably with those of many large towns in Europe and America. The thermometer ranges from 25 deg. to 103 deg. F., 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. 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. 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.

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Many foreign houses, surrounded by gardens, have been 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.

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. The gross trade, import and export, for the ten years, from 1915 to 1924 as returned by the Customs Statistical Department, is given below:—

1915...	Hk. Tls.	549,379,765	at Ex.	1.41	Mex.	$774,625,468	at Ex.	2s.	7⅛d.,	£ 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 13/16d.,	£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	,,	$1,290,250,340	,,	6s.	4d.,	£243,201,949
1920...	,,	840,969,438	,,	1.58	,,	$1,328,731.712	,,	6s.	9½d.,	£285,579,205
1921...	,,	927,477,660	,,	1.50	,,	$1,391,216,490	,,	3s.	11 7/16d.,	£183,321,756
1922...	,,	989,715,490	,,	1.49	,,	$1,484,573,235	,,	3s.	9d.,	£185,571,654
1923...	,,	1,105,117,246	,,	1.51	,,	$1,668,727,041	,,	3s.	5¾d.,	£192,244,354
1924...	,,	1,183,543,359	,,	1.53	,,	$1,810,821,339	,,	3s.	7 15/16d.,	£331,512,344

The gross value of the trade of the port in 1926 was Hk. Tls. 1,469,893,484, as compared with Hk. Tls. 1,181,077,647 in 1925.

Shanghai is not only the largest trade emporium but also the most important manufacturing centre in China. The port contributed 41.81 per cent. of the total Customs revenue collected in 1926, as compared with 37.16 per cent. in 1925, and 39.58 per cent. in 1924.

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E. Molines, manager (South agencies)
G. Wang, Chinese secretary

Shanghai Branch

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J. S. I. Liang, accountant
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G. H. McLachlan	F. Wolfe

General Office

Miss M. Robinson	Miss C. Fergusen

THAMS, B., Shipbroker—4, French Bund; Teleph. Cent. 6271; Tel. Ad: Chartering

德 杜 *Do-teh*

THEODOR & RAWLINS, Tea Exporters and General Produce Merchants—47, Peking Road; Tel. Ad: Telotype
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E. F. Seymour, do.
P. W. Beavan, do.
A. E. Collins, manager
A. M. Halley

司公臣湯

THOMSON & Co., Chartered Accountants—2, Canton Road; Tel. Ad. Scrutiny; Codes· A.B.C. 5th and Bentley's
R. C. B. Fennell, A.C.A., partner
E. S. Wilkinson, A.C.A., do.
L. Stedman, A.C.A. do.
L. T. Beddon, A.C.A. do.
G. A. Buyers, C.A., do.
J.D. Hutchison, A.C.A. | C. Jack
E. N. Trueman | C.V.F. Spink

享 順

THORESEN & Co., O., Merchants and Steamship Agents, Wholesale Paper Importers—S. Y. Sheng Building; Telephs. Central 1881 (Shipping) and 1882 (General); Tel. Ad: Thoresen
O. Thoresen
B. W. Enger
A. Thoresen | Miss E. Victal
Agencies
Norwegian, Africa and Australia Line
Nordisk Skibsrederforening

敏 固 *Koe-min*

THORNYCROFT & Co., LTD., JOHN I., Engineers and Shipbuilders, Marine Motor and Motor Vehicle Manufacturers, Thornycroft Water Tube Boilers, Coal or Oil Fuel, Thornycroft Oil Fuel System—Robert Dollar Building, 3, Canton Rd.; Teleph. Central 4270; Tel. Ad: Thornycroft
R. R. Roxburgh, manager for China
S. Howard, assist. manager
Miss C. Collaço, stenotypist
Direct Representative of
G. & J. Weir, Ld., Cathcart, Glasgow, and Associated Company, Drysdale & Co., Ld. Weir Boiler Feed Pumps, Weir Patent Turbo-Feed Pumps, Weir Evaporators, Weir Power Pumps, Weir High Pressure Air Compressors, Weir Locomotive Feed Pumps and Heaters, Weir Multiflow Feed Heaters, etc. Drysdale Centrifugal Pumps for all Duties, Steam, Electrical or Oil Engine Driven, Drysdale Borehole Pumps, Sewage Pumps, Oil Pumps, Mine Sinking Pumps

利 德 *Teh-lee*

TILLEY, PERCY, Architect and Surveyor—14, Kiukiang Road; Teleph. Cent. 2527; Tel. Ad: Tillimb

TOBACCO PRODUCTS CORPORATION (CHINA), Cigarettes, Tobacco, etc.—Teleph. Cent. 6645; Tel. Ad: Melachrino
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Treasurer—J. F. Ogsbury
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H. G. Porter | M. Y. Chow
Manufacturing Department
E. L. Sykes
R. J. Moore | B. H. McChesney
D. E. Robinson | H. C. Pelling
Engineering Department
B. Krenov
Supply Department
W. E. Poggenburg | L. W. Woo

社會式株織紡華東
Tokwa Boseki Kaisha

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H. Ishida, mang. do.
S. Kawasaki, do.
I. Matsumoto, do.
S. Dan, chief engineer

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A. R. Rickard
E. Powell

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TOPAS & Co., B., Manufacturers, Importers and Exporters—64, Peking Road; Tel. Ad: Topas

司公險保火水典美
Me-shing-she-who-pao-hsien-kung-sze

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Chu Yea Ping, compradore
K. J. Young, clerk

Representing
Great American Insurance Co., N.Y.
Netherlands Fire and Marine Ins. Co., of 1842, Amsterdam
Home Insurance Co., N.Y. (Marine)

棉 東 *Tung-mien*

TOYO MENKA KAISHA, LTD. (Oriental CottonTrading Co., Ltd.), Cotton, Cotton Yarn and Cotton Piece Goods Merchants and Commission Agents—49, Szechuen Road; Tel. Ad: Tohyohwata
K. Gonno, director
H. Koy, manager
K. Haga, signs per pro.
S. Shibata, do.

上 村 *Chuen-shang*

TOYO MURAKAMI, Art and Curio Dealer—26B, Kiangse Road; Teleph. Cent. 2319; Tel. Ad: Murakamito; Codes: A.B.C. 5th edn. and Bentley's
Toyo Murakami, proprietor
J. S. Murakami
E. Murai | K. Kojima

羅 德 *Ta-loo*

TROLLOPE & COLLS (FAR EAST), LTD., Building Contractors and Engineers—Glen Building, 2, Peking Road; Tel. Ad: Trocoll

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TURNER, E. W., M.I.MECH.E., Consulting Engineer—Glen Line Building, Peking Road; Telephs. Cent. 199 and East 465 (Private); Tel. Ad: Turncap
E. W. Turner, inspector of Sprinklers for the Shanghai Fire Insce. Assoc.

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Ying-song-poo-chi-yah-vong-yu en-kung-sze

TWIGG, P. O'BRIEN, Family Dispensing and Wholesale Chemist—29 and 33, Broadway; Teleph. North 84; Tel. Ad: Twigg
P. O'Brien Twigg, M.P.S., manag. dir.
A. H. Coveney, M.P.S., dir. and secy.
J. G. Fletcher | Miss C. A. Maher

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ULLMANN & Co., J., Watch Manufacturers Jewellers, Opticians and Fancy Goods Dealers—38, Nanking Road; and at Hankow, Hongkong, Tientsin, Peking, Chaux-de fonds and Paris; Teleph. Central 329

UNDERWOOD TYPEWRITER DEPARTMENT (Dodwell & Co., Ltd.)—44A, Kiangse Rd.

成 天 *Tien Zun*

UMRIGAR BROTHERS, Cotton Merchants and Commission Agents—9, Hankow Road; Teleph. Central 2705; Tel. Ad: Umrigar
H. C. Umrigar
B. C. Umrigar
R. C. Umrigar

UNION CHURCH—(*See* under Churches)

司公限有易貿和協商英

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UNION COMMERCIAL CO., LTD., Wholesale Cigarette and Tobacco Merchants—6, Soochow Road; Teleph. Central 5488
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Secretary—C. C. Newson, A.C.I.S.
Assist. Secretary—K. McKelvie

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S. A. Sleap

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H. M. Pereira	G. M. Silva
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K. F. Piper, A.C.A.

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F. J. A. Marques	A. M. Gutierrez
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Yu-ning-shu-shie-kung-sze

UNION MARINE INSURANCE CO., LTD., OF LIVERPOOL (Far Eastern Branch)—15, Peking Road; Teleph. Cent. 5077 and 2300; Tel. Ad: Unicromb

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J. L. Hodgetts
L. A. Smith | A. A. Lopes
A. L. Sullivan | T. Saito
E. A. Lawton | J. M. Portaria

司公具文益聯商美

UNITED BOOK AND STATIONERY CO., Wholesale Dealers in Books and Stationery—27, Nanking Road; Teleph. Cent. 8149; Tel. Ad: Stationers

F. D. Mortimer, manager
Y. S. Chieng, general compradore

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Bobbs-Merrill Co., New York
Century Co., New York
E. P. Dutton & Co., New York
McGraw Hill Book Co., New York
Ronald Press, New York
W. B. Saunders & Co., Philadelphia
J. H. Sears & Co., New York

Stationery Manufacturers:

Crescent Brass & Pin Co., Detroit, Mich.
F. A. Weeks & Co., New York
Printator Co., Berlin
Crown Ribbon and Carbon Manufacturing Co., Rochester, New York
Irving-Pitt Mfg. Co., Kansas City, Mo.

門衙使察按國美大

UNITED STATES COURT FOR CHINA—11, Whangpoo Road; Telephs. North 348 and 349; Tel. Ad: Uscourt

Judge—M. D. Purdy
District Attorney—Geo. Sellett
U.S. Marshal—T. R. Porter
Deputy Marshal—Wm. Van Buskirk
Clerk—J. M. Howes
Assist. Clerk—L. F. Kenake
Reporter—Louise M. Porter
Commissioner—N. E. Lurton
Secretary to Judge—S. Tuttelman
Secretary to Marshal—G. True
Assist. Deputy Marshals—Edwin Carr, F. Cherry and J. Ullmann, jr.

Chinese Staff—Liu Ho Shang (compradore), Zee Yang-ling, Koo Yu-tsong and Tai Lee-zung

贊參務商署使國美大

Ta-mei-kwok-shih-shu-shang-wu-ts'an-tsan

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A. Bland Calder, trade commissioner
G. O. Woodard
Miss A. V. Smith
Miss E. Varley | Mrs. Giovanini
Miss G. Bulger | Miss A. Dalmas

UNITED STATES PUBLIC HEALTH SERVICE—1, Canton Road; Teleph. Central 2015; Tel. Ad: Gardiner

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UNITED STATES RUBBER EXPORT CO., LTD., Importers of Tyres, Footwear, Clothing, Mechanical Lines—17, Jinkee Road; Teleph. Cent. 1870; P.O. Box 520; Tel. Ad: Rubexport

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P. V. Guest, tyres and sales
Miss L. Weinberg, stenographer
C. T. Shen, accountant
D. H. Chao, salesman
T. D. Woo, assist. accountant

UNITED STATES SHIPPING BOARD—3, Canton Road; Teleph. Central 1886; Tel. Ad: Shipboard

B. Y. Martin, agent
C. G. Golding

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United States Steel Products Co.—Union Building, 1, Canton Road; Telephs. 2718-2719; Tel. Ad: Steelyard

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The Lorain Steel Co.
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K. E. Kyoon, manager
E. K. Wood, secretary

司公葉烟國美

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UNIVERSAL LEAF TOBACCO CO., OF CHINA, INC.—1, The Bund; Telephs. Cent. 1154 and 3486; Tel. Ad: Ultoco
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M. R. Doggett	A. L. da Costa
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N. Westwood, manager

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T. Y. Hang	W. K. Lui

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Kwang-yue-ke-she-yu-hong

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F. N. Juston assist. do.
C. Timmis, chief engineer
S. Feeney

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J. Robertson	V. T. Senichenko
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V. J. B. Holland	Miss S. Remedios
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R. I. W. Bates	Miss Goldstein
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Mactavish & Co., Ltd., agents

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VOLUNTEER CORPS—(*See* under Municipal Council)

昌景 *Ching-chong*

VILLA BROS., LTD., A. P., Silk Merchants—9, Avenue Edouard VII.; Teleph. Central 5801-2-3; Tel. Ad: Vilbro

隆怡 *E-loong*

VILOUDAKI & CO., Merchants and Commission Agents, Public Inspectors for Silks and Silk Goods—113-115, Avenue Edouard VII; Teleph. Cent. 2732; Tel. Ad: Viloudaki
N. A. Viloudaki, manager
R. G. Viloudaki, signs per pro.
Miss S. Roberts

璃玻磁白

VOGEL, JR., DR. WERNER RECHTSANWALT (Law Office)—24, The Bund; Teleph. Cent. 8567; Tel. Ad: Vogel
Miss M. Drüen
Tang, interpreter

家福 *Foh-ka*

VOLKART BROS. AGENCY, Raw Cotton Merchants, General Importers and Exporters—4, Avenue Edouard VII.; Tel. Ad: Volkart
C. L. Wagner, agent
L. E. Strehler, signs p. p. (Tientsin)
L. R. von der Crone

綸華 *Wha-lun*

WALLEM & CO., Shipowners, General Brokers and Steamship Agents, Coal Contractors and Merchants—34, Canton Road; Teleph. Central 1188; Tel. Ad: Wallem

祥百 *Pah-ziang*

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Agency
John Wanamaker, Philadelphia, New York and Paris

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Ying-kuo-chi-hong-lu-kuang-mao-e-kung-se

WARD, THOS. W., LTD. (Sheffield), Second-hand Machinery, Contractors Plant, Rails, Scrap Metals, Ships Engines, Pumps, etc.—8, Museum Road; Teleph. Cent. 8557; Tel. Ad: Wardsman
H. B., Bates, resident representative
T. O. Wang, clerk
Eagle and Globe Steel Co., Ld., managers for Hongkong and China

氏臣屈 *Wa-sun-sz*

WATSON & Co., A. S. (The Shanghai Pharmacy, Ltd.), Wholesale and Retail Chemists and Druggists; Dealers in Photographic Supplies, Perfumery and Chemicals; Wines and Spirits, Cigars and Cigarettes Merchants—16, Nanking Road: Tel. Ad: Dispensary
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J. S. Chisholm, director
J. S. Hay, do.
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Wholesale Dept.
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廠水汽氏臣屈
Ch'uck-zung-se-chi-say-chong

WATSON'S MINERAL WATER Co., Manufacturers of Aerated Waters—11, Ningpo Road; Teleph. C. 2726; Factory: 86, Wayside Road: Telephs. East 485-6 (Factory Manager); Tel. Ad: Popwater
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W. T. Lo, manager (Chinese dept.)

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培滙 *We-be*

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J. Zils, signs per pro.
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Mrs. M. Bascher | O. Roltgen
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司公限有產地業宏
Hung-yih-di-chuan-kung-sze

WEST END ESTATES, LTD., THE, Property Owners—7, Ningpo Rd.; Telephs. Cent. 1195 and 1196
Cumine & Co., Ltd., general managers

司公平裕 *Yu Ping gung-tse*

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H. Schumacher (Hamburg)
H. A. Westphal do.
O. A. Westphal do.
H. M. W. Waetcke, signs per pro.
G. Neugebauer
O. Sönksen | Ed. Westphal
H. Volmers | Miss Neugebauer
Agencies
North River Insce. Co. of New York
Pearl Assurance Co., Ld., London

局總浦滂 *Chü-pu-ts'ung-chuk*

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Secy. and Accountant—C. H. Green
Chinese Secretary—K. C. Wu
Assist. Accountant—H. Chow
Engineering Assistants—H. Chatley, D.SC., A.M.I.C.E., E. C. Stocker, C.E., M.AM.SOC.C.E., J. G. Irvine, M.E., H. F. Meyer, C.E.; Jun. Assists.: Y. Wang, B.SC., T. T. Sun, B.SC., Z. W. Chang
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Overseers—H. Esmeijer, H. Westerhout, R. S. Jorgensen and M. A. Westerhout
Tracer—K. V. Kau
Dredging Department
Dredging Plant Supt.—T. Mason
Engineering Office Assist.—Noni Liu
Dredging Master—K. H. C. Loose
Pump Engineers — G. Meyers, J. Sandberg
Tracer—V. S. Chen
General Office
Storekeeper—Y. Z. Chow
Clerical Assistant—G. Liu
Secy. to Eng.-in-Chief—T. H. Tong
Clerical Assistants—C. Tsur and T. Y. Tang
Typist—C. T. Yang

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W. J. N. Dyer, do.
G. S. Weigall, O.B.E., do.
Agencies
Shanghai Tug and Lighter Co., Ld.
British Anti-Fouling Composition and Paint Co., Ld.
General Assurance Corporation, Ld.

泰榮 *Yung-tai*

WHEEN & SONS, LTD., ED., Import Merchants—6-8, French Bund; Teleph. Central 1826; Tel. Ad: Command
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L. R. Wheen, do.
E. J. Mothersill, do.
C. A. Wright, do.
H. Bertenshaw, do. (Manchester)

庫中老 *Lo-chung-yung*

WHITE & Co., Bill and Bullion Brokers—2, Kiukiang Road; Telephs. Cent. 2760, 5044 and 5045; Tel. Ad: Whyteleafe
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Aug. Victor White | C. May
H. Aug. White | R. Morgan

沃古 *Ku-oo*

WHITE-COOPER & Co.—1, Museum Road; Tel. Ad: Attorney
R. F. C. Master, solicitor
M. Reader Harris, do.
M. Blumfield Brown, do.
G. G. Green, accountant
R. Artindale

豐惠 *Wei-fong*

WHITEHEAD & SON, JAS. S., Importers of Worsteds, Woollens, Piece Goods, Sundries and Provisions—25, Jinkee Road; Telephs. Cent. 1814 and 1205 (Compradore's Office); P.O. Box 935; Tel. Ad: Werwhite
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F. V. Vanderberg | Miss N. Smith
E. Thompson | Edward Woo
F. C. Sung, compradore
F. C. Vee, provision compradore

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州蘇 *Sú-chau*

Soochow, until 1912 the capital of the province of Kiangsu, lies about 80 miles west by water and 54 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, one match factory, one cardboard factory, and a brick and tile factory. There is one electric light company.

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. The care of roads has been entrusted to a Municipal Council, founded in September, 1920. A new Y.M.C.A. building was opened in December, 1921. The Chinese and European school dates back to 1900. The net value of the trade of the port passing through the Maritime Customs in 1926 was Hk. Tls. 20,013,978, as compared with Hk. Tls. 18,902,189 in 1925, Hk. Tls. 15,853,304 in 1924, and Hk. Tls. 22,723,326 in 1923. 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 is being 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 14 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 rapidly north, south and east. 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 river steamers trading with the port are seriously inconvenienced both as regards passengers and cargo. The entrance to the southern section of the Grand Canal has become, in the words of the Harbour Master, "nothing but an evil-smelling drain." The silting up of the harbour has caused great difficulties to the British Municipal Council in regard to the water supply, and piping 1,500 yards long has had to be laid to deep water on the north side of the spit.

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 a Candy dechlorinating filter, capable of supplying 6,000 gallons of filtered water an hour, has been working satisfactorily since August, 1921. Long-distance telephones were installed towards the end of 1920 and there is now connection from Chinkiang with Shiherhwei, 45 *li*; Yangchow, 60 *li*; Siennümiao, 72 *li*; Shaopo, 80 *li*; and Kaoyn, 147 *li*. It is reported that there will soon be through service to Tsingkiangpu, 377 *li*. The Chinkiang-Tangshan section of the automobile road between Chinkiang and Nanking was completed during 1922, and through traffic is now possible between this town and Nanking. Further, the Yangchow-Chiahsingchiao section (some 10 miles) of the Kuachow-Tsingkiangpu automobile road was completed in December, 1922. With future extension of motor-lorry transport, it is thought, the neglected conservancy of the water communications—Grand Canal and other—in these parts may be stimulated and ultimately revivified.

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 1926 was Hk. Tls. 29,200,583, as compared with Hk. Tls. 28,019,835 in 1925, and Hk. Tls. 27,762,738 in 1924. The revenue for 1926 amounted to Hk. Tls. 510,220. There are no local industries of importance, aud the trade of the port is with the districts to the north of the river. The Commissioner of Customs in a recent trade report expressed the opinion 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 it 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 Yangtsze, 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 attianed 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.

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. In December, 1923, a large quadrangle of the National South-Eastern University was destroyed by fire, the damage being estimated at $300,000. The library, containing 3,000 English and 30,000 Chinese books, was almost a total loss. 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 in 1926 was Hk. Tls. 44,985,542, as compared with Hk. Tls. 38,141,503 in 1925, Hk. Tls. 37,003,682 in 1924, Hk. Tls. 37,178,222 in 1923, and Hk. Tls. 40,993,544 in 1922. 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. A second industrial exhibition was held in October, 1921, containing over 10,000 exhibits classified in 10 departments. The most remarkable exhibits were those displayed in the Agricultural and Forestry Section. It was a graphic demonstration and at the same time an object-lesson to the Chinese visitors of the results that can be obtained when farming and afforestation are conducted on scientific lines. In another section the great variety of well-imitated foreign articles marked the growing desire of the Chinese for the development of modern industrialism in their country. The local authorities, realising the far-reaching educational value of such an institution to both producers and consumers, decided to transform it into a permanent Industrial Museum.

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. The city was made the seat of government by the Nationalist in 1927 and still remains the headquarters of a section of the Southern forces in their contant warfare with the North. The population of Nanking and its suburbs is estimated to be over 400,000.

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府事領國美大

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會禮浸國美 *Mei-kwok-tsin-lee-wei*

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Methodist Episcopal Mission

會督基 *Chi-tu--wei*

United Christian Missionary Society

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Dist. Deputy do. — A. Bottu

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Acting Deputy Commissioner, District Accountancy—J. Jouvelet
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WUHU

湖蕪 *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 Kiukiang, 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 10 to 12 feet in the summer, connects the port with the important city of Ning-kuoh-fu, in southern An-hwei 50 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 50 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.

The value of the trade of the port for the year 1926 was Hk. Tls. 49,560,411, as compared with Hk. Tls. 63,225,860 in 1925, Hk. Tls. 37,797,626 in 1924, Hk. Tls. 30,550,011 in 1923, and Hk. Tls. 25,339,261 in 1922. Coal may some day become a considerable article of export from Wuhu, both native and foreign capital having been directed to the great coalfields 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 Yü Fan Iron Mining Company completed a mountain railway, about five miles long, from their mines to the river bank at Tikang, a small port 30 miles up river from Wuhu, in 1918.

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 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 1 Spinning and Weaving Joint Stock Co., Ltd., a factory owned and managed by local Chinese, with 10,000 spindles started operations in December, 1919. The Ta Ch'ang Match Factory, a Chinese concern with an equipment capable of manufacturing 2,000 gross of matches a day, began operations in March, 1921.

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., Ltd., 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. 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 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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和怡 *E-wo*

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中華郵政局 *Chung-wah-yu-chêng-chuk*

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Deputy do. —An Yun nung
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WUHU ROADS IMPROVEMENT SOCIETY
Committee—T. A. M. Castle (hon. secretary and treasurer), Dr. R. E. Brown, Rev. J. Wharton and A. L. Shaw

KIUKIANG

九江 *Kiú-kiang*

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. Kiukiang, 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, amongst which is Kuling, some 3,600 feet high, the well-known summer resort, and the existence of which, within 2½ hours' of the port, gives Kiukiang a high position among the Treaty Ports. 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. 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. During 1921 a system of drainage of approved foreign style was initiated. Pinhingchow now comprises either in or adjacent to it the following pro-

minent buildings: the railway station and godowns, the electric-light power-house, the Yü Sung Match Factory, the Kiuhsing Spinning and Weaving Company's factory a large four-storied hotel, and the Kiukiang Customs Lights Repair Yard.

The idea which led to the opening of Kiukiang 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 1926 was Hk. Tls. 56,034,253, as compared with Hk. Tls. 56,693,279 in 1925, and Hk. Tls. 64,616,143 in 1924. Kiukiang is the port whence the ware made at the far-famed porcelain factories at Kin-tê-chên is shipped. The specimens sent to the Paris Exhibition in 1900 secured a silver medal in competition with European porcelain. Rice, beans and peas, hemp, indigo, paper, melon and sesamum seeds, and tobacco leaf are also important exports.

DIRECTORY

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CHINA INLAND MISSION
F. Tull and wife

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館事領本日大

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Assists. (Chinese)—Kwauh Ping Ch'ü and Pun Kwok-ching
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1st Class Office—Kiukiang
Postmaster—T. Nyeno

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HANKOW

口漢 *Han-kau*

Hankow, as its name implies, is located at the mouth of the Han River—the longest tributary of the Yangtsze—in latitude 30 deg. 32 min. N., and longitude 114 deg. 19 min. E. Its central position, standing as it does like a half-way house between North and South China, has led to its being called the "Chicago of China." It was formerly regarded merely as a suburb of Hanyang, which it immediately adjoins, but it has since far outstripped the older city in commerce, wealth and influence. It is, of course, the principal port on the Yangtsze, which drains about 750,000 square miles of territory and waters a hinterland with a population of close upon 200,000,000 people. Thus situated and environed, it is natural to expect that it will ultimately become the chief emporium in central China. Hankow is 600 miles distant from Shanghai, and, in normal times there are over 40 steamers, with excellent passenger accommodation on the Shanghai-Hankow run; 10 steamers on the Hankow-Ichang run; and 5 steamers on the Hankow-Changsha run.

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, and was visited by Mr. (afterwards Sir) Robert Hart in that year in connection with opening a branch of the Imperial Customs. The British and other Bunds have many imposing buildings on the water-front. There is a five-storey building of the International Banking Corporation on the British Bund, extensive godowns, etc., belonging to Messrs. Butterfield & Swire and the Asiatic Petroleum Company have also constructed large premises on the lot immediately to the north of the Commissioner's house. The latter was dismantled in 1924, and the oldest landmark on the British Bund has thus been removed. The British Bund, indeed, was rapidly becoming the banking and business centre of the Concessions, and was ceasing to be a quarter for private residence. In many respects the Hankow bund is the finest in the East, and in point of length is probably unsurpassed. The new Custom House was completed at the close of the year 1922, and is located in an imposing position at the Southern end of the British Bund—admittedly the finest site in Hankow—and the building is in every respect worthy of the site. The fact that it was re-constructed on such extensive lines may be taken as an index, states the Commissioner of Customs in his Annual Report for 1922, of the confidence reposed in the future development and prosperity of Hankow as the foremost trade centre of Mid-China.

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, all of which were closed early in the War and have not been re-opened. France Russia and Japan since 1895 acquired concessions along the river front. The British concession was 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 had 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 extending in all over two miles of river frontage. 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 a four-storey reinforced concrete godown on the site of their old office. Messrs. Jardine, Matheson & Co., Ltd., put up a very fine modern four-storey 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 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 was started with the backing of the Government.

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 local manufacturing industries include, besides the Government ironworks and arsenals, cotton and silk weaving and there are tanneries, flour mills, bean oil mills, paper mills and many others.

The Nanyang Brothers Tobacco Company have a large tobacco factory. The Yangtsze Engineering Works have blast-furnace at Seven Mile Creek. The Government Mining Bureau of Hupeh formally opened the new and valuable iron mines at Siangpeishan, near Hwangshihkang, on September 3rd, 1920. These mines rival the well-known Tayeh mines and form the security for the note issue of the Hupeh Provincial Bank. The Sui Hua Match Factory is the largest match factory in Central China and its products have, to a great extent, taken the place of the Japan matches which formerly held the market in this neighbourhood. 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.

The question of conserving the Yangtsze and deepening the various so-called "crossings" to enable ocean-going steamers to visit Hankow during the winter or low-water season has often been mooted. Mr. Maze, the Commissioner of Customs, wrote as follows on the subject in the course of a review of the trade of the Yangtsze Valley for the year 1921 :—"The first official, but indirect, recognition of the important and far-reaching question of the conservancy of the Yangtsze with a view to improving navigational facilities on a general scale may be said to have been made by the Whangpoo Conservancy Board. In order to obtain full knowledge of the approach channels to the port of Shanghai a general investigation of the condition of the entire estuary was made by the Board in 1914-17. Later, the Board undertook the Shanghai Harbour investigation, which has been recently concluded by the conference of experts in Shanghai, in November, 1921, and in the report issued the question of how the approaches to Shanghai through the estuary of the Yangtsze should be improved is dealt with. The activities of this Board, however, have been necessarily of a local character and restricted to schemes directly connected with the shipping interests of Shanghai itself. The larger question of the Yangtsze conservancy as a whole has hitherto been left in abeyance, but has come into prominence of late through the medium of the British Chamber of Commerce in Shanghai, and at a recent conference there the matter was discussed at some length, as is well known, and a resolution was passed suggesting that a technical commission should be appointed to make a preliminary study of the whole question with a view to formulating general proposals in connection with the ultimate appointment of a Yangtsze Conservancy Board. The extensive silting at Chinkiang, moreover, has been the subject of further representations during the past few years from public bodies urging the necessity of adopting measures to save the waterfront, etc., at that important centre, and while largely a local question immediately concerning the port of Chinkiang, it is, nevertheless, connected to some extent with the general regimen of the river as a whole. But notwithstanding the magnitude of the trade, shipping, and revenue interests involved, the possibility of facilitating business by improving the communications and rendering navigable for deep-draught steamers at all seasons of the year a considerable part of the waterway draining some 750,000 square miles of territory, with a population approaching 180 millions, nothing of a tangible nature has hitherto been done to tackle the question seriously, and, indeed, until the last few years it has aroused little or no public interest."

Tea was formerly one of the staple exports, but the war effectively stopped the Russian branch of the trade. The net value of the trade of the port according to Custom's statistics for the year 1926 was Hk. Tls. 285,110,196, as compared with Hk. Tls. 288,761,077 for 1925, Hk. Tls. 282,450,395 for 1924, Hk. Tls. 239,745,451 for 1923, Hk. Tls. 206,105.905 for 1922, and Hk. Tls. 173,546,774 for 1921.

The Hankow Race Club and Recreation Ground was incorporated in 1904, and developed in a remarkable way. The property of the Club is extensive enough to embrace a racecourse, an 18-hole golf course, football and cricket field, swimming pool, and, in fact, 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 was instituted in 1878 and is certainly the oldest club in the port. There is also a Chinese Race Club and an International Race Club with courses as good as any in China.

The success of the northern expedition of the Canton Government and the capture of the Wuhan cities and the establishment of the Nationalist headquarters at Wuchang late in 1926, altered the position entirely from the point of view of foreign trade. A mob, aroused by agitators, stormed the British concession and, in order to avoid bloodshed, the unarmed British marines who were defending the place were ordered to withdraw and British women and children were evacuated. All British business firms closed down for a time and the Nationalist Government took possession with a Committee of Administration. Following upon protracted negotiations the British concession was handed over to the Chinese Authorities and is now administered by them. Trade continues but the whole district has been the central of much disturbance.

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A. V Rose, agent
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K. Schnabel, owner (Hamburg)
O. Klein, signs the firm
A. Brauer, signs per pro.
E. Goetze do.

O. Bergmann	H. Scheithauer
K. Schinckel	W. Monsees
K. Veigel	W. Linne
G. Muth	H. Nolting
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華保壽公司

Hua-yang Pao-shou-kung-sze

SHANGHAI LIFE INSURANCE CO., LTD.—Central China Post Building; Teleph. 429; Tel. Ad: Middleton

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S. P. Manjak, technical assistant

西門子

Hsi-men-tzu

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臣禪

Tzay-dzen

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N. A. Siebs do.
Dr. O. Garrels (Hamburg)
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F. X. Hasenohrl, manager, signs p. pro.

H. Claasen	A. F. Schoch
H. Hommel	Miss Klusmann

(For Agencies, *see* Shanghai section)

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Suj-hsing

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A. E. Evans	G. G. Kay
A. P. Eymard	Mrs. H. M. Lee
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C. Holden	D. L. Smith
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SUN LIFE ASSURANCE CO. OF CANADA—Central China Post Building; Teleph. 429; Tel. Ad: Middleton

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E. S. Wilkinson, A.C.A. do.
G. A. Buyers, C.A. do.
L. Stedman, A.C.A. (Tientsin)
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R. Cameron, C.A.
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濟瓦

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H. Vanderstegen | W. J. Crooks

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Batavia Sea and Fire Insurance Co.
Average Settling Agent for Comités des Assureurs Mar. de Bordeaux, Havre, Marseilles and Paris
La Fonciere Insurance Co. of Paris
Lloyd de France Maritime Transports of Paris
Société Nazionale di Assicurazione of France
Union Hispano-Americano de Seguros of Barcelona
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B. R. Mehta, agent

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Mrs. M. Olsen, manageress

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A. E. Handley | C. Verde

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T. S. Young, managing director
C. C. Young, director
Li Jui, manager
P. C. Low, assist. manager

Agency

The Glens Falls Insurance Co., N.Y.

YOCHOW

Yochow, with a population of some 500,000 is situated in latitude 29° 26′ 29″ N. and longitude 113° 11′ 6″ E. at the outlet of the Tungting Lake. Past it ebbs and flows practically the whole of the trade of Hunan, which, however, adds little to the prosperity of the place, as it simply passes by after having paid its dues and duties. The city being the gateway of the province holds a very strategic position from a military point of view and consequently has always been a bone of contention among the warring factions, whenever there is internicine strife in this centre. The opening of Changsha in July, 1904, took away much of Yochow's transit trade. The trains between Changsha and Wuchang (Hankow) on the Hankow-Canton Railway run regularly in normal times. Like most railways in this country, however, this line has suffered enormously from military movements and, owing to negligence and disrepair, is in rather a dangerous condition.

The province of Hunan used to be to foreign commerce what Tibet has been to the explorer—a Forbidden Land—and it is only two decades 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 in spite of the recent activities of the extremists in this province.

The province is rich in many forms of wealth, though the inhabitants say is consists of "three parts mountain, six water, and one arable soil." The staple exports are rice, raw cotton, ramie, lotus nuts, vegetable tallow and wood oil. In recent yeart much rice has been smuggled under the name of "for military use" with the result that the Hunan people themselves have at times suffered acutely from rice famine.

Steam launches and steamers run through from Hankow to Changsha with cargo and passengers, under river passes; and from Yochow to inland places known as the "Lake Ports" under Inland Waters Steam Navigation Rules—principally to Changteh, Yiyang and Tsingshih. The business is increasing, more particularly, with the last-mentioned place.

The city of Yochow is perched on a bluff in a very picturesque way. Its site is, however, not adapted for 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 and other vessels, 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 have provided 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 was commenced in 1900, and a Custom House and Quarters have been built. It is to be noted, therefore, that the Yochow Custom House is situated at Chengling and not at Yochow as the name would lead one to believe. British, Japanese and Chinese shipping firms maintain regular communications with the "Lake Ports" and have their agents stationed at Chengling. Given peace, Chengling is undoubtedly one of the most healthy towns in the Yangtsze Valley. Since the occupation of this port by the Cantonese Army in August, 1926, the Chengling Bluff has twice been fortified and the Harbour mined in order to prevent a hostile army coming down river from Shasi. The shore-batteries by firing on foreign gunboats have been the cause of a bombardment by foreign warships, to which this port has been subjected on no less than five occasions within a period of a year. It is fortunate to be able to record that no casualties have so far been reported.

In order to have a general idea of the trade of this port, the figures of the revenue collected by the Yochow Customs during the last ten years are given below in round numbers:—1917, Hk. Tls. 63,000; 1918, Hk. Tls. 138,000; 1919, Hk. Tls. 100,000; 1920, Hk. Tls. 126,000; 1921, Hk. Tls. 142,000; 1922, Hk. Tls. 215,000; 1923, Hk. Tls. 224,000; 1924, Hk. Tls. 200,000; 1925, Hk. Tls. 221,000; 1926, Hk. Tls. 261,000.

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, and 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; 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 Inland Water Steam Navigation rules. In 1920, a new organization for the technical control of the Middle Yangtsze Aids to Navigation and channels was instituted by the Customs.

The Standard Oil Company of New York has recently established an oil installation at a point about two miles below the Settlement. It has erected two tanks and contemplates erecting four more. The first oil tanker direct from California arrived here during the high water season of 1926. This installation will be the centre of distribution for the upper Yangtsze and the "Lake Ports," such as Changteh, Yiyang and Tsingshih. At the moment of writing, all oil has been evacuated from the tanks owing to the disturbed political condition.

DIRECTORY

古太 *Tai-koo*

BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)—Agent at Chengling (port of Yochow)
Yang Yan Poo, agent
Wong Sui Che, shipping clerk

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Acting Tidesurveyor and Harbour Master—Oliver K. Miao
Tidewaiters — Chen Chih En and Thomas L. Yih
Marine Department
Assist. River Inspr.—G.R.G.Worcester
River Officer—O. A. Lundberg

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Yang Peh Ying, agent
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Cheng Sung Tsun, agent

司公清日

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STANDARD OIL CO. OF NEW YORK

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 31 ft. 9 ins., again, on July 21st, 1919 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 five or six years. The population, which is steadily increasing, was estimated at 190,500 by the District Magistrate of the Kiangling-hsien at the end of 1925. 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. 32,792,292 in 1926, as compared with Hk. Tls. 31,087,376 in 1925, Hk. Tls. 23,626,554 in 1924, and Hk. Tls. 19,771,790 in 1923. 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 this 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. The P'u Chao Electric Light Co. suspended business in August, 1921. A telephone service was introduced in March, 1921. A motor service between Shasi-Hsiangyang was started in 1924.

DIRECTORY

會公聖 *Sung-kung-wei*

AMERICAN CHURCH MISSION

BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.

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CHINA MERCHANTS' STEAM NAVIGATION CO.

CONSULATE, GREAT BRITAIN—Tel. Ad: Britain
Acting Consul (resident at Ichang)

門衙事領本日大
Ta-Jih-pen-ling-shi-ya-men

CONSULATE, JAPANESE
Vice-Consul and Acting Consul—N. Ichikawa
Chief Constable—Y. Yamamoto

關市沙 *Shasi Kwan*

CUSTOMS, CHINESE MARITIME
Acting Commissioner—H. C. Morgan
Assistant—Chiu Tso-chi
Examiner—S. V. Heley

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Wong Han Cheng, agent

和怡 *E Wo*

JARDINE, MATHESON & CO., LTD.
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Indo-China Steam Nav. Co., Ld.

NISSHIN KISEN KAISHA
Wu Yuan Jen, agent

POST OFFICE
Postmaster—Lin Jun

STANDARD OIL CO. OF NEW YORK

會道行 *Hsin-tao-wei*

SWEDISH MISSIONARY SOCIETY—Tel. Ad: Swedish Mission

CHANGSHA

沙長 *Chang-sha*

Changsha (or "Long-sands," as the Chinese words may be translated) is the capital city of the province of Hunan. It stands on the right bank of the Siang river, which flows into the Tungting lake, and is about 100 miles south of the opening of the lake into the Yangtsze at the north-eastern corner of the province. It is in lat. 28.10 N. and long. 113.01 E.

The name first occurs about B.C. 220 as that of the 36th and last of the commanderies into which the First Emperor divided the land after conquering it. It was used as the name of one of the kingdoms for about 100 years (B.C. 202-101) during the Han dynasty. Its greatest mark in history was its successful resistance to the 90 days' siege by the Taiping rebels in 1852 by methods which, afterwards employed elsewhere, led to the final defeat of the rebels by Tseng Kuo-fan, the greatest of all Chinese statesmen in the nineteenth century.

Changsha was opened as a treaty port by the China-Japan treaty of 1903. The Custom House was established on July 1st, 1904; a Japanese Consulate followed in November, and a British Consulate the next year. Since then, America and Germany have also sent representatives.

The main line between Canton and Wuchang passes outside the east wall of the city (the river lying on the west). Two passenger trains run daily between Changsha and Wuchang. The line towards Canton is open as far as Liling (about 40 miles from Changsha), a section which was originally part of the special line built between the Pinghsiang collieries (situated just over the Kiangsi border) and the Siang river at Chuchow. Construction on the railway to the south has been in abeyance since 1919, and it is difficult to forecast when there will be a recommencement.

The surrounding country is hilly and picturesque, especially on the west bank of the river, where the Yoluhshan rises some 600 ft. high. This hill, called "Yo Foothills," connected by its name with the great Nan-yo or "Southern Peak," is not actually connected with the Peak in its physical geography, though the Buddhist monastery on its slope is within the Nan-yo diocese. Near the top ridge is a replica of the famous Yü Tablet, which purports to be a monument raised by the Great Yü, in the third millennium B.C., in commemoration of his having redeemed the flooded lands of those days. The original stands on the most southern ridge of the "Southern Peak," which is a range of hills 20 miles long. The original is, however, a shameless fraud which cannot be dated earlier than the twelfth century A.D. The whole story of anyone in those very early days having any knowledge of the country as far south as Hunan is baseless legend and not historically authenticated fact. The hill, however, retains

some sanctity from the legend and has a Confucian college at its base, a Buddhist temple in the centre of the slope, and a Taoist shrine on its ridge—hence the name of the "Hill of the Three Religions." The College boasts the possession of some very fine Chou dynasty bronzes and also some autograph writings of the celebrated scholar, Chu Hsi, who was connected with the college in the twelfth century. Near the Buddhist monastery, the trees are exceptionally tall and large. The whole slope here is well-wooded, and in the spring (when the azaleas are in flower) or autumn (when the leaves are of all tints) the scenery is of great beauty. From the balcony of the Taoist temple a commanding view of the southern stretches of the Siang on one side, and on the other a bird's-eye view of the whole city of Changsha and of the intervening island are obtainable.

One of the finest buildings inside the city is a memorial temple to Tseng Kuo-fan. In the beautiful gardens of this temple there is now established a High School and College for girls, the Principal of which, Miss Tseng, who holds the London degree of B.Sc., is the great grand-daughter of the distinguished statesman himself. There is a second memorial temple to Tso Tsung-t'ang, one of the most famous lieutenants of Tseng Kuo-fan. There is also a temple on one of the western streets to Chia I, the most celebrated scholar of his day, who died in Changsha, B C. 165. In the temple is a marble settee which is alleged to have been used by Chia I.

Outside the city there is a very fine hospital, which was erected at a cost of $185,000 by a former Yale graduate for the use of the Hunan-Yale Medical College. The direction of the hospital is in the hands of a board, composed equally of representatives of the Hunan gentry and the Yale Mission. The Yale School and College buildings are in the immediate neighbourhood. These are all outside the north gate. Outside the south gate are the famed antimony works of the Huachang Company, which has branch offices in the Woolworth Building, New York. There are two electric-lighting companies.

On the island are to be found the British Consulate and the residences of the indoor Customs and Post Office staffs and of the managers of the Standard Oil, Asiatic Petroleum, British-American Tobacco Companies, Butterfield & Swire and many other mercantile firms.

Motors run daily to Siangtan, a large town 30 miles to the south of Changsha The two cities are also connected by telephone. The motor-road is being extended on the south-west towards Paoking, an important city situated almost in the centre of the province and itself the centre of important iron and coal fields. Paoking has water communication with the outside world, but only by means of a river proverbially difficult of navigation because of the innumerable rapids which obstruct its course. This new extension of the road was commenced with a contribution of gold $200,000 from the American Red Cross, in relief of the grievous famine which befel the province through the drought, which was prolonged throughout the summer of 1921 and caused the death by starvation of thousands of the people of the districts to the west of Paoking.

The volume of trade passing through the Changsha Custom House for the year 1926 was Hk. Tls. 38,001,617, as compared with Hk. Tls. 32,801,262 in 1925, Hk. Tls. 37,594,654 in 1924, Hk. Tls. 33,063,924 in 1923, and Hk. Tls. 29,884,566 in 1922.

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 clothed with timber, 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 mosquito which propagates the malaria germ not existing here. When the railway is open the scenery traversed will make this journey the most popular in China.

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A. R. Eisenhut, signs per pro.
(For Agencies, *see* Shanghai section)

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J. W. Cameron, installation manager

BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.

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China Mutual S. N. Co., Ld.
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Taikoo Sugar Refining Co., Ld.
Taikoo Dockyard & Engineering Co. of Hongkong, Ld.
London & Lancs. Fire Insce. Co., Ld.
Royal Exchange Assce. Corporation
Oriental Insurance Co., Ld.
Guardian Assurance Co., Ld.
British Traders' Insurance Co., Ld.
Union Insce. Society of Canton, Ld.
British & Foreign Marine Ins. Co., Ld.
Standard Marine Insce. Co., Ld.
Sea Insurance Co., Ld.

處核稽務鹽岸湘

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Senior English Secy.—H. C. Choa
English Secretary—W. Y. Chen
Accountant—W. H. Wang
Chinese Secretary—Y. L. Yang

CONSULATES

AMERICAN
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Interpreter—J. S. Pan

GREAT BRITAIN—Tel. Ad: Britain
Consul—N. Fitzmaurice (temporarily at Hankow) also in charge of Norwegian and Swedish interests)

JAPAN
Consul—R. Kasuya
Chancellors—E. Iwai and K. Hukuna

成瑞

CZARNETZKI, F., Export and Import—Teleph. 410; Tel. Ad: Eximport
F. Czarnetzki | A. Czarnetzki

DEUTSCHER KLUB
Hon Treasurer—F. Czarnetzki

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Hu-nan-sheng-king-hsuoh-hsiao

HUNAN BIBLE INSTITUTE—Military Road; Tel. Ad: Biola
Rev. F. A. Keller, M.D., and wife
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校學芳藝 *I-fong-hsuoh-hsiao*

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Miss V. Grubb, D.SC. (London)
Miss W. A. Galbraith, B.A. (London)

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Deputy do. —Tu Chia Hua
District Accountant—Chang Chen Tze

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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 363 miles above Hankow, and some five miles below the entrance to the great Ichang Gorge, or just about 1,000 miles from the coast. The navigation of the river to this port is comparatively easy for vessels of light draught and has in recent years been rendered easier by the labours of the Customs River Department, which has marked every crossing and established numerous aids to navigation. 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. Most of the 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 1926, the steamers plying between Ichang and Chungking consisted of the *Chichuen*, *Chilai*, *Chinan*, *Chiping*, *Chiyung*, *Iling*, *Iping*, *Lighter No. 89*, *Lighter No. 90*, *Meichuen*, *Meitan*, under the American flag; the *Fuhwo*, *Kiating*, *Kiawo*, *Kingwo*, *Shukwang*, *Shutung*, *Tienkwang*, *Wanhsien*, *Wanliu*, *Wantung* and *Fushun* under the British flag; the *Fooklai*, *Fooktung*, *Fookyuen*, *Hsin Shutung*, *Kiangking*, *Shuhun*, *Tingyuan*, *Yungan* and *Yungfung*, under the French flag; the *Changtah*, *Changyuin*, *Fuhhsing*, *Ichang*, *Pingfu*, *Pinghuo*, *Shuhuo*, *Yukiang*, *Chiahsin*, *Chiayang*, *Dookiang* and *Tienhsi* under the Italian flag; the *Iyang Maru*, *Tehyang Maru* and *Yunyang Maru* under the Japanese flag; and the *Foochuen* and *Shunan* under the Swedish flag; Steam navigation is now practicable for the larger vessels from the middle of April to the end of November and for the smaller vessels throughout the year. 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 have been for some years undertaken by the Government, with two River Inspectors functioning between Chungking and Ichang. The upward voyage to Chungking now takes four days, and the return trip about two days. The survey of the railway to Chengtu has been completed, but construction has been delayed. There has never been a census of the native population, but it is computed to be about 60,000.

The net value of the trade of the port in 1926 was Hk. Tls. 16,820,989, as compared with Hk. Tls. 12,809,132 in 1925, and Hk. Tls. 17,655,451 in 1924. The place was looted by soldiers on November 30th, 1920, and a similar and more serious outrage was suffered on June 4th, 1921. For 23 days in September, 1921, also, Ichang was the scene of a battle between Southern and Northern forces. As if this were not enough, on July 16th the Yangtsze, rising to 51 ft. 7 in., burst through the dyke protecting the eastern suburb, submerging that section, with heavy damage to property.

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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 last-named 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. The city is surrounded by a crenelated stone wall in good repair, which is some five 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; on 6th August, 1898, it rose to 101 ft., on 11th August, 1905, to 108 ft., on 22nd July, 1920, to 95 ft. 2 in., and on 14th July, 1921, to 100 ft. 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 700,000.

The port was declared open to foreign trade in 1891, 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 1926 was Hk. Tls. 73,757,098, as compared with Hk. Tls. 65,706,036 in 1925, Hk. Tls. 65,575,042 in 1924, and Hk. Tls. 60,892,937 in 1923. Trade, since the revolution, has been affected by brigandage in the interior and civil war. Bands of robbers haunt the roads throughout the province, especially in the mountainous regions, and merchants fear to transport cargo. 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. 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. 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. Fifty-four steamers and motor vessels ply above Ichang.

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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 famous phenomenon, which is formed by the north-east trade wind heaping up the water 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-Yüeh 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 famous Yo Wang Temple, on the West Lake, which perpetuates the name of a revered Chinese patriot in the 12th century, has been reconstructed under the auspices of the Military Governor, who has been successful in raising large sums to meet the expenditure involved.

Hangchow was declared open to foreign trade on the 26th September, 1896, in accordance with the terms of the Japanese Treaty. 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 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, 20 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. 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, for which passengers change at Hangchow city or Kenshanmen stations.

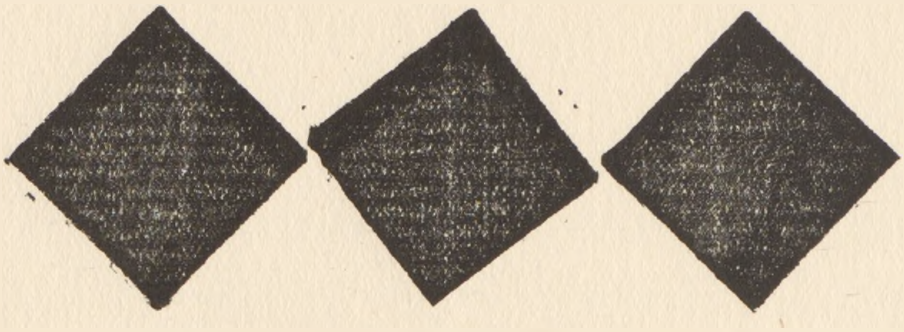
One of the sights of Hangchow is the beautiful Western Lake, dotted with islets crowned with shrines and memorial temples. Several of the islands are connected by causeways. The general picturesque effect is heightened by temples, pagodas, and similar monuments judiciously placed in effective spots; 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 a motor scenic road around the lake has been completed as far as Linying temple. 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 of 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 Hangchow Electric Light Company has erected outside the Kên Shan Mên a large installation for the supply of current to the suburbs.

The commodities chiefly dealt in are tin, kerosene oil, soap, sugar, prepared tobacco, varnish, paper fans, silk piece-goods, 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 1926 was Hk. Tls. 29,964,042, as compared with Hk. Tls. 23,072,311 n 1925, and Hk. Tls. 22,561,560 in 1924.

Southern Ports

FINDLATER'S



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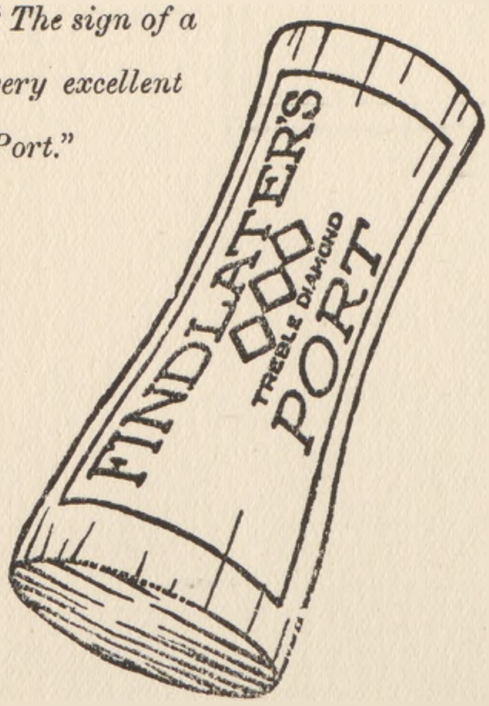

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Some three or four miles south-west of Hangchow city lies the rising little town of Zakow, situated upon the Ch'ien-t'ang River at the railway head. The Standard Oil Company, the Asiatic Petroleum Co., and several missionary establishments (including 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-launch service in ten hours. There are now over 500 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. 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.

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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 40 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. The walls of the city enclose a space of some five miles in circumference. They are built of brick, and are about 25 feet high, 15 feet wide at the summit, and 22 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 site occupied 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.

There are a cotton mill, a match factory, an electric light company, and a local telephone company. The tea trade has fallen off owing to a deviation of the Foochow teas, which formerly passed through Ningpo but are now forwarded to Shanghai *viâ* Hangchow. The net value of the trade of the port in 1926 was Hk. Tls. 50,566,405, as compared with Hk. Tls. 46,946,041, in 1925, Hk. Tls. 44,876,694 in 1924, and Hk. Tls. 41,619,357 in 1923.

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WENCHOW

温州 *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 20 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 Custom 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 100 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 1,000 people. In 1903 this Mission erected a fine college at a cost of $20,000, containing sleeping accommodation for over 100 students, and teaching accommodation for more than 200. Early in 1906 an extensive 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 200 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 occupy foreign-built houses on the island. The estimated population of the city with its suburbs is 202,538 (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. During the summer months some of the foreign residents repair to the Northern Hills (大田山), across the river where several bungalows have been built.

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, bamboos and kittysols, 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 1926 was Hk. Tls. 10,660,706, as compared with Hk. Tls. 9,166,874 in 1925, and Hk. Tls. 9,016,579 in 1924.

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. In September, 1922, a most violent typhoon again caused great devastation in town and country, as well as along the river.

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Chief Collector—Yang Chi-pu

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. A new cable connecting the telegraph office at Santuao with the mainland was laid in May, 1921, and the inconvenience caused by receiving and dispatching all messages from the other side of the harbour, which had been experienced for four years previously, was thus removed.

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—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 1926 was Hk. Tls. 3,874,522 while that coming under the control of the Native Customs amounted to Hk. Tls. 3,645,432.

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POST OFFICE
Postmaster—Sun Tsu I
(N.B.—Letters should be addressed: Santuao *viâ* Foochow)

孚美

STANDARD OIL CO., OF NEW YORK
H. W. Livingston, manager (Foochow)
Hsu Baik King, agent

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 recent 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. 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. 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. The Fukien Christian University, the latest addition to the educational establishments of the port, moved into its new quarters, just below Kushan Point, at the end of 1921. The site comprises some 50 acres of hill and plain. The object of the University is to provide cheaper education for Chinese on Western lines and in more congenial surroundings than are to be had abroad. 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 was Hk. Tls. 34,284,967 in 1926, as compared with Hk. Tls. 32,983,033 in 1925, Hk. Tls. 35,907,840 in 1924, and Hk. Tls. 38,250,901 in 1923.

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 four and five-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 and a Telegraph Office are 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 seven 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 (now 136) 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. . . . . 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 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. It 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 neat little Anglican Church has been erected. A Japanese Settlement was marked out in 1899, and a fair number of Japanese, officials and others, reside there.

In 1922, the ratepayers of the International Settlement of Kulangsu recommended that an Advisory Committee of Chinese residents should be elected by the Chinese residents in the Settlement to assist and advise the members of the Municipal Council in all matters in which Chinese ratepayers were concerned. This recommendation was approved by the foreign and Chinese authorities and adopted by the Chinese ratepayers. Three Chinese members, appointed in December, 1926, took over the full representation of Chinese ratepayers.

There is a slipway at Amoy, formerly owned and managed by foreigners but since sold to the Chinese Government. 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. In June, 1921, the proposal to reconstruct a pier between the hulk of Messrs. Butterfield & Swire and the shore aroused opposition on the part of the Amoy public. The matter having been referred to Peking, no further trouble was experienced. In the late autumn, however, the recommencement of the work resulted in a boycott being declared against the steamers of the firm. A settlement was reached and the boycott was withdrawn in March, 1922. The foreign residents number about 280.

Frequent and regular steamer communication is maintained with Hongkong, Swatow, Foochow, Formosa and Shanghai, 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." A University has been established at Amoy in a fine range of buildings with ample playing grounds, funds for the purpose having been provided by a native of the district who made his fortune in British Malaya; and thanks to the civic patriotism of another native of the district who amassed great wealth in Java, a contract was signed in 1922 with the Kellogg Switchboard and Supply Co. for the installation of a complete new telephone system. Bunding, drainage, jetties, roads, recreation grounds and similar public works, still await the advent of the energetic and public-spirited citizen, though reclamation work (filling in without bunding) was started in 1922 to the north of the city and the Amoy Dock. The net value of the trade of the port coming under the cognisance of the Foreign Customs in 1926 was Hk. Tls. 37,648,311, as compared with Hk. Tls. 31,088,712 in 1925, Hk. Tls. 30,946,688 in 1924, and Hk. Tls. 29,663,925 in 1923.

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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), 25 miles inland, and Sam-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 by Bradley & Co. at Namoa, where 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 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 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. Street widening operations were begun in January, 1922, but were subsequently interrupted for lack of funds and, though work was resumed in 1923, the project is not likely to be completed for some years.

The climate of Swatow is reputed to be very salubrious. The town, however, has suffered from typhoons on many occasions. Many thousands of lives were lost and very extensive damage to shipping and property was caused by one of these terrible storms which, accompanied by a tidal wave, struck the port on the night of August 2nd, 1922. Seismic disturbances, also, have frequently been felt here. The most serious was that on February 13th, 1918, when, it is computed, over 2,000 people were killed and several thousand injured, while the damage to property was immense. The native population of Swatow is estimated at about 200,000 inhabitants.

A Chinese syndicate, with a capital of $3,000,000, 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 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 1926 was Hk. Tls. 85,873,105, as compared with Hk. Tls. 71,505,772 in 1925, Hk. Tls. 85,677,489 in 1924, and Hk. Tls. 41,839,257 in 1923.

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CANTON

廣州 *Kwáng-chau*

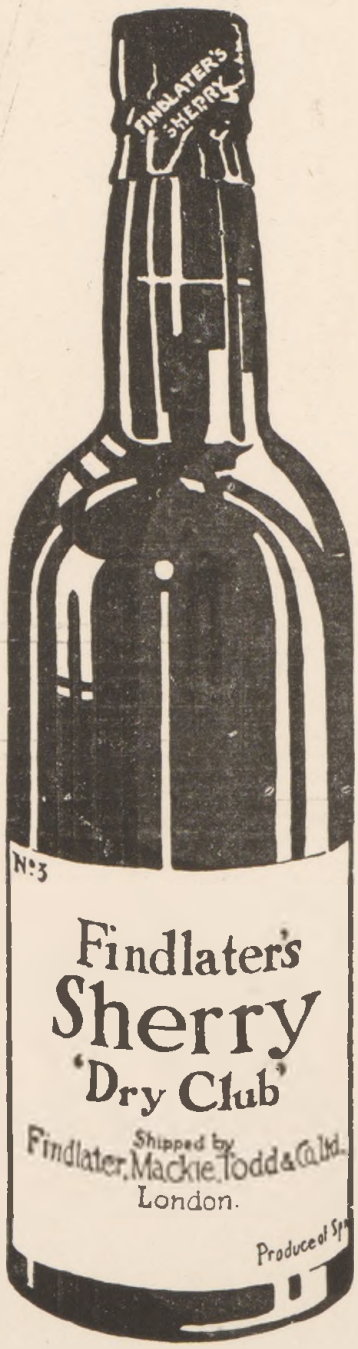
Canton is situated on the Chu-kiang or Pearl River, in latitude 23 deg. 7 min. 10 sec. N., and longitude 113 deg. 14 min. 30 sec. E., and is the capital of the province of Kwangtung. It is sometimes called the City of Rams and the City of Genii, both of which names are derived from ancient legends. Canton 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.

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 demolition in recent years of the old city wall and utilisation of the site for a motor road, from 80 ft. to 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. Since January, 1921, a continuous service of omnibuses with trailers has been running between the Canton-Kowloon Railway Station and the T'ai P'ing gate west. Numerous buildings of an improved type have been erected, notably the new premises of the Sun Co., a building of nine stories, on the Bund. Canton has now a park, situated in the heart of the city. The suburbs spread along the river for nearly five miles. The entire circuit, including the suburbs, is nearly 10 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 16 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 Chiu Chow 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 built entirely of dressed granite.

CANTON

FINDLATER'S



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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 10 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 few years 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 $5,000,000. Canton has now five large factories and several hundred workshops for producing hosiery and underwear. A rubber vulcanising factory, founded by some returned Singapore Chinese in 1921, turns out rubber tyres, rain coats, and shoe soles. Locally-made matches are exported as far as the Straits Settlements, nearly twenty factories being engaged in this industry. The population of Canton has been estimated at 2,500,000 by the Customs authorities. The total number of foreign residents registered at the Canton Consulates exceeds 2,000.

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 $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, 16 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. The trade of the port coming under the cognisance of the Foreign Customs during the past ten years is shown by the following net figures:—Hk. Tls. 261,605,704 in 1926; Hk. Tls. 201,720,711 in 1925; Hk. Tls. 201,566,440 in 1924; Hk. Tls. 219,203,728 in 1923; Hk. Tls. 197,287,935 in 1922; Hk. Tls. 165,232,378 in 1921; 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; and Hk. Tls. 109,081,638 in 1916.

During recent years there have been strikes and boycotts, crushing burdens of taxation and constant political upheavals, but notwithstanding all these drawbacks trade, as the figures show, continues to expand.

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. An agreement was entered into with the South China Wireless Co., a British concern, in the latter part of 1923, for the installation of a powerful wireless station, to give a continuous commercial service with Hongkong and Shanghai and communication with Peking, Japan, the Straits Settlements, etc. 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 has long been contemplated. 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 10 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 24 hours. That the advantages of rapid communication are appreciated may be gathered from the fact that about 3,000,000 of passengers a year are carried on this short line. There is very little freight traffic. 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 Hü, 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. 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 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.

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 carried out 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, Chen Chiung-ming, proclaimed the independence of the province. The ex-viceroy Tchen 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 Chi-kwang, of Kwangsi, who remained loyal to the Central Government, and marched with a large force upon Canton. As this force approached the city the 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 Tchen, 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." In 1922 Sun went to Kweilin, in Kwangsi, to make preparations for his projected punitive expedition to Peking, but his forces never got within a thousand miles of the city, and the hopes which he had based on his alliance with Chang Tso-lin were destroyed by the defeat of this Tuchun's forces by Wu Pei-fu. In the meantime, Sun had alienated his chief lieutenant, Chen Chiung-ming, by this impossible enterprise, and in the middle of the year Chen's supporters put Sun and his followers in Canton to flight. Sun took refuge on the warships which were attached to his cause, and he went so far as to bombard Canton on one occasion, but without achieving any military result. After remaining on a Chinese warship for some time under the shelter afforded by the Shameen, he left hurriedly on board H.M.S. *Moorhen* on August 9th to catch an "Empress" liner to Shanghai. Chen remained in Kwangtung, as Commander-in-Chief of the Forces, and his nominee, Chan Chik-yue, a merchant of Hongkong, was appointed Civil Governor in September. Early in January, 1923, Dr. Sun's sympathisers sent a force composed of Kwangsi and Yunnanese soldiers to invade Kwangtung, and, owing to the supineness of naval units and the poor resistance offered by the disaffected Cantonese troops, Canton quickly fell into their possession. Chen retired to Waichow; the Civil Governor had fled some days previously to Hongkong. Sun remained in possession throughout the year and also throughout 1924, despite the fact that his occupation was continually menaced not only by the presence in the East River region of a considerable hostile force under Chen Chiung-ming, which repeated efforts by Sun had failed to disperse, but likewise by formidable opposition to his *régime* on the part of the merchant class in the city and surrounding districts, provoked by oppressive taxation. In these circumstances, the ranks of the Merchants Volunteer Corps—which had been formed with Government approval some years before, with a view to ensuring greater security against plunder by pirates—increased to very large dimensions and Sun began to see in it a serious menace to his authority. When a large consignment of arms and ammunition, imported under Government permit, was seized by Dr. Sun's orders there was open revolt by the merchants. Business was entirely suspended for several days and was only resumed on Sun promising to release the arms. There was great delay, however, in fulfilling the promise, and public feeling became highly incensed against Dr. Sun, who finally gave orders to his troops

for the suppression of the revolt and the annihilation of the Volunteer Corps. Accordingly, on October 15th the whole commercial district of Saikwan, which the volunteers had barricaded for defence, was surrounded by Sun's overwhelming forces. There was desperate fighting in the streets for several hours. Incendiary gangs assisted the Government forces, and several hundred houses were destroyed by fire. Within about twenty-four hours the Volunteers were dispersed and the revolt was suppressed. Trustwortly figures as to the casualties in this conflict are not obtainable, but a conservative estimate puts the casualties in the neighbourhood of a thousand, while the material damage done was estimated at about $20,000,000. After the affray Sun mulcted the merchants in heavy fines. This did not promote happier relations, and when Sun Yat-sen departed in November to participate in the conferences for the re-establishment of peace and good government in China, it brought a great sense of relief in business circles though little improvement was noticeable in the administration of Canton under Mr. Hu Han-min down to the end of the year.

Another disgraceful episode of the year was a dastardly attempt to assassinate M. Merlin the Governor-General of Indo-China. The French community were entertaining His Excellency at a dinner in the Victoria Hotel on the Shameen on the night of June 19th, when an Annamite threw a bomb into the room through the open window. Though the assassin missed his mark, he succeeded in killing five French residents and seriously injuring others. The miscreant himself was drowned in the river while trying to evade capture.

Early in January, 1925, Sun Yat-sen, while still attending the Peace Conference in Peking, was reported to be seriously ill and on March 12th, news of his death was received in Canton. Hostilities commenced between the Kuomintang forces and those of Chen Chiung-ming in February. Under General Chiang Kai-shek who commanded the Russian instructed and officered Whampoa Cadets, remarkable progress was made along the East River and Swatow was finally captured. The troops of Chen's party were utterly demoralized and retreated to the borders of Kiangsi and Fukien. During the absence of the Cantonese armies, however, the Yunnanese and Kwangsi troops under General Yang Hsi-min and Liu Chen-huan returned from the East River front to Canton, where, declaring that the Kuomintang party was introducing Bolshevik principles, they seized the city north of the river, the Honam quarter south of the river remaining in the hands of General Li Fuk-lam, who remained faithful to the Kuomintang cause. Hu Han-min, the Civil Governor, fled to Whampoa. On the return of the army from Swatow a battle took place in which General Chiang Kai-shek's cadets with the help of their Russian leaders crossed the river and signally defeated the Yunnanese and Kwangsi soldiers in the streets of Canton. With their entry into the city it appeared only too evident that Bolshevism had become the policy of the Kuomintang. Especially against the British and Hongkong, which had been believed by the Kuomintang to be sympathetic not only to the Chen Chiung-ming but also to the Yunnanese and Kwangsi parties, was a bitter propaganda directed. The intensity of anti-foreign feeling expressed, combined with atrocities against the defeated Yunnanese actually witnessed by Europeans from the Shameen side of the Defence Creek, caused the greatest alarm among all foreign residents. Following on the incident of the 30th May, at Shanghai where the Municipal Police fired on a crowd mainly composed of students and many were killed and wounded, a mass demonstration was organised in Canton against the 'Imperialistic Policy' of England, America and Japan and a general strike proclaimed, all Chinese leaving Shameen. On the 23rd June a monster procession moved slowly past the barricaded bridges of Shameen, shouting threats and defiance at the sailors and marines who had been landed from British and French gunboats to prevent a threatened entry on to the two Concessions. At the end of the procession several hundred of Chiang Kai-shek's victorious Whampoa Cadets appeared and, to the horror of eyewitnesses, shots suddenly rang out. Instantly pandemonium reigned Thousands of shots were exchanged. A French merchant, M. Pasquier, was killed and several foreigners, among them the Commissioner of Customs, wounded. On the Chinese side of the Creek the casualties under the fire of the French and British sailors were more severe. At least fifty were killed and a hundred wounded. All intercourse between the settlement and city now ceased. The local Government lodged bitter protests with the British and French Consulates-General and set forth five demands which included the rendition to the Kwangtung Government of the Foreign Concessions on Shameen, the punishment of the naval officers concerned and the dismissal of the British Consul-General. The threats of sections on the Chinese side appeared to warrant the island assuming an attitude of defence, and, with sandbags and barbed wire and with volunteers and Indian troops landed from

Hongkong, Shameen became, and for some four months remained, a fortified camp dependent entirely on itself for all essential services and on Hongkong by means of naval craft for all supplies. On July 1st a new Government, the "Nationalist Government" formed on the Bolshevist system of Committees, entered office. The Political Council consisted of 16 leading members of the Kuomintang with Wang Ching-wei as Chairman. On August 20th Liao Chung-kai, Minister of Finance, was assassinated at the entrance of the Kuomintang Headquarters. Various suspects were arrested including Liang Hung-kai, an important Cantonese Commander and substantial rewards offered for the capture of Ngai Bong-ping, ex-Commissioner of Police and others. General Chen Chiung-ming again rose and capturing Swatow and Waichow, which were lightly defended commenced an advance towards Canton down the East River. He was, however, again crushed by General Chiang Kai-shek's superiority in foreign-trained troops early in November. During this month the sorely-tried residents of Shameen, after a twenty weeks' 'siege' began to find some relief in the gradual return of a few of their servants and a general improvement in feeling generally. No further incident had occurred and the bridges were partially opened and defence precautions somewhat relaxed. Negotiations were tentatively opened between Hongkong and Canton merchants aiming at an end of the strike-boycott and of a situation in which both sides were suffering but they proved abortive. The boycott was maintained, with the help of labour pickets until October 1926 when it was declared terminated by the Kuomintang Government. Although the suppression of the pickets gave greater freedom to trade, business generally suffered throughout the year owing to constant labour disputes and the heavy burden of taxation imposed in order to provide financial support for the expedition which General Chiang Kai Shek led against the North. With the establishment of the Kuomintang headquarters at Wuchang the Yangtsze became the centre of political and military activity of the nationalists. Compared with 1925 and 1926 the year 1927 was comparatively peaceful and except for political tension and increasing taxation trade continued unhampered. General Li Tsai-hsin, who was in charge of affairs, was driven from office by General Chang Fat-fui in November, but the coup was effected in a day with comparatively little fighting and the change did not adversely influence the ordinary business routine. In December there was a rising of the Red elements. They captured the city and held it for a day, but were then driven out by the Government troops. The city for a short period was given over to wholesale looting, many lives were lost and millions of dollars worth of property destroyed.

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技高 *Go-ki*

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昌時 *Sze-cheong*

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乜夏

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盛興商英 *Hing-sing*

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利祥 *Cheong Lee*

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時好 *Ho-see*

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和怡 *E-wo*

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Jebsen Line of Steamers
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和順 *Sun-wo*

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士 占 *Jim See*

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和 泰 *Tai-wo*

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和同 *Tung-wo*

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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 Chefoo Agreement of 1876 and its Additional Article of 1885 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, Shumchün, 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 1926 was Hk. Tls. 19,964,895, as compared with Hk. Tls. 52,992,104 in 1925, Hk. Tls. 77,962,412 in 1924, Hk. Tls. 53,732,972 in 1923 and Hk. Tls. 75,907,530 in 1922.

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LAPPA

Lappa is the large, hilly island which shelters the inner harbour of Macao on its western side. It is also called by the Chinese Kung Pak or Tui Lien Shan, and by the Portuguese Patera Island. The island itself, which is within the jurisdiction of the Shekki (Chungshan) Magistrate, possesses no features of interest; but it has given its name to the chain of stations under the control of the Chinese Maritime Customs which were established around Macao, by agreement with the Portuguese Government, in the year 1887. Of these stations, the two principal—from a revenue collecting point of view—are at Malowchow, an islet close to Lappa, and Chienshan, north of Green Island. There are also two stations beyond the Barrier Gate (Portas do Cerco) of Macao, and another is maintained at Tungho, one of the Ladrone group of islands. The trade passing through the Lappa Customs stations is chiefly junk-borne, and its net value in 1926 was Hk. Tls. 10,391,394, as compared with Hk. Tls. 22,470,368 in 1925, and Hk. Tls. 27,398,467 in 1924. It may be noted that much of the cargo which formerly came from Luichow and the southern coast towns of Kwangtung to Macao, and reported at Malowchow, now avails itself of the more convenient and doubtless safer steamer carriage from the French trade base of Kwangchowwan to Macao or Hongkong, whilst an increasing amount of interior produce, whether destined for Hongkong or Canton goes *via* Kongmoon, with the result that the erstwhile important junk trade of this region is gradually diminishing.

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CHINESE MARITIME CUSTOMS (Lappa District)—2, Rua dos Prazeres, Macao
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- Assistants—H. J. de Garcia, Leung Shi-nam and Leung Cum Chiu
- Chief Tidesurveyor—T. H. Smith
- Examiners, etc.—W. M. Komaroff, E. A. C. Friedrichsen, O. Smith, J. J. Lovelock, W. W. Brazier, O. E. Segerholm and A. Luiz
- Cruising Launches
  - "Paktou"
    - Officer-in-charge—G. Flynn
    - Launch Officer—S. F. Z. Siegfrids
  - "Lungtsing"
    - Officer-in-ch.—W. H. P. Weston
    - Launch Officer—M. B. Hoffman

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 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. There is daily steam communication with Hongkong, 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 80 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. A branch line of the Sunning Railway was opened in 1920 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 been constructed, and a public company was 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 motor road from Hokshan to Sunwui was officially opened on January 10th, 1922.

The principal articles of export consist of prepared tobacco, joss-sticks, strawmats, paper, palm-leaf fans, fresh oranges and fresh vegetables; imports are largely represented by rice, 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 Yungki has been transferred to Kongmoon, and during the season 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 is a silk filature in the town which affords employment to about 300 women; 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. Paper, which finds a ready market in Hongkong, is manufactured by the Kongmoon Paper Mill.

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, and it is milled locally, 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. During the past few years, however, trade in all directions has suffered severely owing to labour strikes and the general unrest prevalent throughout South China. The net value of the port's trade in 1826 was Hk. Tls. 1,768,444, as compared with Hk. Tls. 6,617,495 in 1925, Hk. Tls. 15,308,424 in 1924, and Hk. Tls. 17,831,275 in 1923.

DIRECTORY

ASIATIC PETROLEUM CO. (SOUTH CHINA), LTD.—Tel. Ad: Petrosilex
T. P. M. Bevan, manager

BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.—Tel. Ad: Powhattan

BRITISH CONSULATE
Consul-General—(residing at Canton)

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Commissioner—Baron A. Sadoine
Assistant—K. Ehara
Medical Officer—J. A. McDonald
Assistants — Fong Kün-chiu, Chen Shao and Shih Eng How
Tidesurveyor and Harbour Master—G. Gosling
Examiners—A. Jönsson and T. Yada
Tidewaiter—E. J. Clark

POST OFFICE, CHINESE
Postal Commr.—(residing at Canton)
Postmaster—Chan Leung Chun

STANDARD OIL CO. OF NEW YORK—Tel. Ad: Socony
M. H. Varn, manager

TEXAS COMPANY—Pakkai
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Shek Wah

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Harvey Becking (on leave)
Mrs. Harvey Becking do.
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Mrs. John A. McDonald
Miss B. M. Cairns
Rev. W. R. McKay, M.A., B.D., and wife (secretary)
Dr. V. Cheung
Miss M. Carroll

SAMSHUI

水三 *Sàm-shui*

The Treaty port of Samshui, opened in 1897 under the Burmah Convention—nearly 40 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 Kongkun (a small 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 increased steadily until July, 1925, when the strike and boycott inaugurated against Hongkong shipping caused an unprecedented falling off in imports. The net value of the trade coming under the cognisance of the Customs during 1926 was Hk. Tls. 1,890,280, as compared with Hk. Tls. 4,245,082 in 1925, and Hk. Tls. 9,618,503 in 1924. The junk traffic is large, and the *likin* 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 magistracy, but whatever prosperity it may once have acquired 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 Ch'ing of the Ch'ing Dynasty (*Circa* 1800). Between the town and the river is a fine nine-storied pagoda, rebuilt during the reign of Chia Ch'ing, 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. At Sainam there is established an electric plant which supplies 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 Yangtsze gorges, perhaps, excepted. Since 1st 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 four 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 fresh 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 Samshui Reach; 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.

A telegraph service is maintained from Sainam. 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.

DIRECTORY

亞細亞

ASIATIC PETROLEUM CO. (SOUTH CHINA), LTD. —Tel. Ad: Petrosilex, Tapcolo; Code: 6th edn. A.B.C.
W. J. van der Star, in-charge

關水三

CUSTOMS, CHINESE MARITIME
Commissioner—H. Dawson-Grove
Assistants—Fan Sik Tsun and N. Yamaguchi
Tidesurveyor and Harbour Master—R. C. Staring
Chief Examiner—F. A. do Rozario
Tidewaiter—J. Kovalchuk

孚美

STANDARD OIL CO. OF NEW YORK

記逸 *Yat-Kee*

YAT KEE, Commission Agents
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Kam Hing Steamship Co.
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WUCHOW

梧州 *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 *likin* stations, together with numerous restaurants, are located on *pais* (houses built on pontoons), moored alongside the river bank. In July, 1924, Wuchow was visited by a very high flood—73 feet 9 inches—which is the second highest on record. 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 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, *viâ* 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 had steadily grown to Tls. 23,237,078 in 1920, but subsequently, owing to frequent military operations and the disturbed state of the country, the trade diminished to Tls. 11,952,197 in 1922, this being the smallest figure on record since 1908. The value of trade recovered to Hk. Tls. 17,485,294 in 1923 and Hk. Tls. 21,030,247 in 1924, but owing to the boycott of Hongkong, in 1925 it fell again to Hk. Tls. 17,181,474. The boycott ended in October, 1926, and the trade for that year recovered to Hk. Tls. 22,736,529. 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 and Hongkong, maintained by Portuguese, British and Chinese steamers, some of which are manned by foreign officers, and have first-class passenger accommodation. During the last few years a large native passenger trade has sprung up between Wuchow and up-river towns, and a fleet of motor boats make regular trips to Konghau, Kuaiping, Kueihsien and Nanning. Wuchow itself offers few attractions to the tourist, but the river scenery on the way up, especially between the Shiuhing 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. In 1922 the Maritime Customs completed the erection of seven new buildings to accommodate the whole of their staff. These houses, some of which are three storeys high, are constructed of ferro-concrete in the most up-to-date style. They are brilliant examples of modern tropical buildings, and are the chief architectural feature of Wuchow.

The year 1924 saw much systematic effort toward municipal improvement. A local Board of Public Works was inaugurated early in the year, with a competent engineering and surveying staff. Much creditable work was accomplished in spite of set-backs by flood and fire and the hampering effects of political and financial limitations. Streets were widened, sewers laid, and ponds and marshy places reclaimed and filled and made suitable for building sites. The near-by hills and valleys,

long used merely as burial grounds, are now becoming the scene of road-making, tree-planting, and house-building. The old city wall has been entirely demolished and ambitious plans for the near future include the extension of wharf facilities, the preparation of new business districts, and the construction of a reservoir and filtering plant for a modern water supply.

An important innovation, since the early part of 1926, has been the institution of telephones throughout the city. These are run by a private company.

DIRECTORY

亞細亞 *A-si-a*

ASIATIC PETROLEUM CO. (SOUTH CHINA), LTD.
G. C. Worral
D. M. Barry

BAILEY, DR. J. MANSFIELD, M.D., Medical Officer for Port of Wuchow, of the China Maritime Customs, and Superintendent of Stout Memorial Hospital

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和天 *Teen-Woo*

BANKER & CO., Merchants and Commission Agents — Shipping Office: Banker's Pontoon

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BRITISH-AMERICAN TOBACCO CO. (CHINA), LTD.
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CONSULATES

官事領國比大 *Tai-peh-kwok Ling-sz-kun*

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Consul-General (residing in Hongkong)

GREAT BRITAIN
H.B.M.'s Consul-General at Canton

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Actg. Commr.—H. St. J. Wilding
Assistants—J. H. P. Perry, Liang Chun Yen and Lo Ching Hsiang
Medical Officer—Dr. J. M. Bailey
Tidesurveyor and Harbour-master—E. A. C. Koosache
Acting Assistant Boat Officer—A. S. Coppin
Examiners—P. J. Jacobson, A. A. Simões, H. Owen, K. Takemasa and H. Ishikawa
Tidewaiter—W. H. Edmunds

MISSIONS

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Rev. R. A. Jaffray and wife
Miss M. M. Jaffray
Rev. P. Hinkey and wife
Rev. W. H. Oldfield and wife
Rev. J. A. Poole and wife
Miss M. Church
Miss L. F. Marsh
Rev. G. Woerner and wife

BAPTIST MISSION
Rev. Rex Ray and wife
Miss Mollie J. McMinn
Dr. G. W. Leavell and wife
Dr. J. Mansfield Bailey and wife
Miss Pearl Johnson
H. H. Snuggs and wife

院醫公達思

STOUT MEMORIAL HOSPITAL (Baptist Mission)
Dr. G. W. Leavell, M.D. (absent)
Dr. J. Mansfield Bailey, M.D., supt.
Mrs. J. M. Bailey, R.N., supt. of nurses
H. H. Snuggs, business manager

POST OFFICE
Postal Commissioner—Chu Chang Sing (Nanning, Kwangsi District)
1st Class Postmaster—Tsu Ka Kau

孚美 *Mei-foo*

STANDARD OIL CO. OF NEW YORK—Tel. Ad: Socony
V. W. Davis
G. E. Hanaford

NANNING

甯南 *Nan-ning*

An Imperial Edict issued in 1899 authorised the voluntary opening of Nanning as a Trade Mart, but it was not until 1st January, 1907, that the port was formally opened to foreign trade. Nanning is a "Fu" city and is situated on the left bank of the Yu-kiang, the most important tributary flowing into the West River from the south, and is 368 miles above Wuchow and 213 miles below Lungchow. It lies in the centre of a wide and fertile plain at a sharp bend of the river, which here describes nearly two-thirds of the arc of a circle and, according to the report of the West River Survey of 1915, is some 400 feet above mean sea-level. The climate is healthy, the temperature in the height of summer seldom exceeding 90 degrees (F.) and in the winter not falling below 40. Nanning is the capital city of the Province of Kwangsi and the seat of the highest Civil and Military officials. About one mile south of the walled city is the area which has been set apart as the Commercial Settlement, in which are situated the foreign merchants' business offices and residences, the Customs Establishment, and the Settlement sub-Post Office. The Settlement was purchased out of Provincial public funds, and the laying out of roads, constructing and repairing the bund, and the maintenance of law and order within its boundaries are in the hands of a Board presided over by the Superintendent of Customs. Land within the Settlement cannot be purchased, but may be leased for a period of 30 years, and on expiry the lease may be renewed for another period of 30 years. Foreigners desiring to lease land within the Settlement must make their application through their Consul.

Next to Wuchow, Nanning is the most important port in the Province. With regard to public improvements the 1926 Trade Report for Nanning stated: "Road construction under trained direction is being pushed forward energetically by the Kwangsi Department of Public Works. Nanning motor-cars are now driven miles across the hills into the country over roads solidly constructed according to modern technical requirements. The road improvements now in progress are designed, not only to develop the surrounding districts, but ultimately to connect distant parts of the province and to open up new outlets to river, sea and frontier. Part of the southern suburb of Nanning has been transformed by the creation of a picturesque park and of a new and spacious public recreation ground. These playgrounds of the people are highly appreciated, and at times of celebration are visited and enjoyed by thousands of Chinese residents."

The net value of the trade of the port in 1926 was Hk. Tls. 6,644,572, as compared with Hk. Tls. 4,048,492 in 1925, Hk. Tls. 6,623,436 in 1924, and Hk. Tls. 5,736,508 in 1923. The Province abounds in natural wealth, both mineral and agricultural, and, given a continued period of peace and security within its borders and along its wonderful waterways and through the neighbouring province of Kwangtung to the sea, great advances in prosperity would speedily ensue.

DIRECTORY

Asiatic Petroleum Co. (South China), Ltd.
S. H. Clark

British American Tobacco Co.

CONSULATES

American Consulate
Consul (residing at British Concession, Shameen, Canton)

British Consulate
Consul (residing at Canton)

大法國領事府

French Consulate
Consul (resides at Lungchow)

Customs, Chinese Maritime—Tel. Ad: Custos
Acting Commissioner—H. B. Hawkins
Assistant—Mui Ying-shan
Examiner—A. Einarson

MISSIONS

Emmanuel Medical Mission
Dr. H. Lechmere Clift (absent)
Miss Baird

Missions Etrangères
Monseigneur Ducoeur, evêque
Rev. Pere Labully (Kweihsien)
Rev. Pere Barriere (Lungchow)
Rev. Pere Albouy (Pesha)
Rev. C. Pelamourgues (Yungfu)
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Seventh Day Adventist Mission

Post Office
Commissioner—Chu Chang Sing
1st Class Postmaster—Lin Si Nan (Kweilin)
1st Class Postmaster — Tsu Ka Kau (Wuchow)

Standard Oil Co. of New York—Tel. Ad: Socony
Hung Sau Sun

KOUANG-TCHEOU-WAN

灣州廣 *Kwáng-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. Eight 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 209,901, and the superficial area is 85,000 hectares, containing 998 villages. A regular service of automobiles runs between Fort Bayard and the towns of Tchékam, Potsi, Sintchi, Taiping and Potéou.

DIRECTORY

Administration Supérieure

Résident Supérieur Chargé de l'Administration du Territoire de Kouang-Tchéou-Wan—Rivet

Cabinet du Résident Supérieur

Chef de Cabinet—Vavasseur

Service de la Sûreté et des Renseignements

Chef de Service—Vavasseur

Bureaux du Territoire

Administrateur Chef de Cabinet—Vavasseur, administrateur adjoint de 3e cl. des services civils de l'Indochine
Receveur de l'Enregistrement—Catala
Chef de la Comptabilité—Moinardeau, agent contractuel

Police Maritime

Chargé du Port—Montgelard

Travaux Publics

Ingénieur des Travaux Publics—Jau
Maître de Phare—Agostini

Justice de Paix

Juge de Paix à Compétence Etendue—M. Catala, rédacteur des Services-Civils de l'Indo-Chine
Commis Greffier—M. Michel

Tribunal Mixte Indigène

Président—Bru, administrateur de 1ère classe des colonies
Assesseurs — Yeuong-Kai-My et Wong Siou Hiap

Trésor

Payeur de la Trésorerie Général de l'Indochine—Le Gallen

Enseignement

Directeur du Collège "Albert Sarraut"—Le Mineur
Institutrice Adjointe—Mme. Bouquenne

Service Sanitaire

Docteur Bourgarel, medecin major de 1ère classe des troupes coloniales, médecin chef de l'hôpital à Fort-Bayard, chargé des services extérieurs et de l'arraisonnement
Docteur Tsin
Pierre Wong, médecin auxiliaire

Service Militaire

Commandant d'Armes — Bouquenne, capitaine

Postes et Telegraphie Sans Fil

Chargé de Poste—Gatounes

Postes et Télégraphes

Receveur—Simonneau, 4 bureaux de postes et telegraphes à Fort Bayard, Tchékam, Potsi et Taiping

Gendarmerie

Commandant la Brigade—Montgelard
Gendarmes—Merlin

Garde Indigène

Inspecteur de 2e classe, Commandant la Brigade—Estibal
Comptable—Renard
Grades Principaux, Chefs de Poste—Gafforj (Potsi), Estibal (Potao), Fannière (Tongsan) et Fannière (Tamsoui)

VILLE DE TCHÉKAM

Administateur de 1ère classe des Colonies Chargé Provisoirement des fonctions d'Administateur-Maire—Bru
Mèdecin Auxiliaire—Dr. Tsin, Pierre Wong

FORT-BAYARD

Chef-Lt. du Territoire de Kouang-Tcheou-wan, en communication avec Hanoi et Hongkong, Mission Catholique
Résident Supérieur—Rivet
Administr. Chef de Cabinet—Vavasseur
Garde Indigène—Estibal, inspr. de 3e cl.
Douanes—Garde, receveur
Enregistrement—Catala, receveur
Instruction Publique—Le Mineur, dir.
Juge de Paix—Catala
Médecin—Dr. Bourgarel
Payeur—Le Gallan
Postes et Télégraphes—Simonneau, recevr.
Kongkoc de Fort-Bayard—Tsang-Tsoc-Tsoi

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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 Yamchow (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 value of trade of the port in 1926 was Hk. Tls. 2,398,803, as compared with Hk. Tls. 4,453,663 in 1925, Hk. Tls. 5,021,801 in 1924, and Hk. Tls. 5,738,483 in 1923. 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 peninsula, at the western extremity of which are a few low hills (Kuantao Head 冠頭). 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. There is a motor service between Pakhoi and Limchow (州廉), and Pakhoi and Namhong (廉南). Sportsmen will find the following game in the vicinity of Pakhoi: quails, snipe, partridges, wild pigeons, wild ducks, and some woodcocks and pheasants. Tigers can still be found in the hills, some 25 miles to the N.E. of Limchow. Good cross-country riding is obtainable. The Pakhoi-Limchow motor-road is being kept in an excellent condition, and the pleasure of cycling and motor-cycling is afforded. 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 35,000. Fishing is the main—in fact, practically the only—local industry, and a large number of vessels are employed in it. The people of Pakhoi 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.

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HOIHOW (IN HAINAN)

瓊州 *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, it was considerably improved by General Lung Chi-kwang during his rule over Hainan in the middle of 1918, and was kept in good repair by several motor Car Cos. which maintained a continuous motor car service between the two towns. Over 105 miles of motor road were opened to traffic connecting Hoihow with Wenchang, Ching-mai, Tingan, Kachek, and Chuenyai, and at one time nearly 100 cars, buses and trucks were running on the Island. More new roads are expected to be opened for traffic in near future. A new bund running along the Hoihow river on the northern part of the town, 60 feet wide, was built in 1924 and the principal streets were widened so as to permit motor traffic. Hoihow is lighted by electricity and possesses a telephone system of its own but since February, 1925, the Island has been occupied by Cantonese troops and many projected improvements have not been carried out owing to what amounts practically to a state of war existing.

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 as the Foreign Consuls at Hoihow would then be in close touch with the Taotai at Kiungchow.

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 falls 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 24 hours, sometimes one, and sometimes none. Cargo then, having heen 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 cargo-boat 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. If a canal 7 feet deep and 300 feet wide is dredged on the Hoihow river between the neighbourhood of the Custom House and the spit thus permitting junks, cargo boats and motor launches to navigate at all tides it would be sufficient to meet present requirements of the trade and would not be an expensive undertaking. Several suggestions have been made for the improvement of the port of Hoihow and some even advocated the transfer of the port to Chinglan or Pochin but all these suggestions were impracticable both from the engineering and from the financial points of view. Chinglan, for instance, which has been much spoken of in the past, is situated on the East Coast, which, though not properly surveyed, is known to be lined with coral reefs and is much exposed to typhoons and S.W. monsoons in the Summer months. And it is far more expensive to open a new port than to improve an old established one, without taking into consideration the opposition such a change would create from local vested interests. Hoihow will therefore remain the port of Hainan and it is now being connected by good motor roads with all the principal towns in the island and when financial conditions permit the harbour may be improved. A

motor road girding the island is projected and if there is peace locally in the next three years this plan will in all likelihood be realised. There are four Motor Boat Companies running small boats from Hoihow into the interior.

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, and several are already in existence both in the foreign Quarters and in the Chinese City. The majority of the Chinese, however, 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, the contents of which 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 op posing 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 were to see 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 which 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, the Customs Indoor Staff quarters, the French School for Chinese, the French doctor's residence, and 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 14 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. Since the beginning of 1899 a free school has been conducted 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 in Hainan number about 90 including children. The net value of the trade of the port in 1926 was Hk. Tls. 8,304,761, as compared with Hk. Tls. 10,023,183 in 1925, Hk. Tls. 8,721,200 in 1924, Hk. Tls. 8,565,365 in 1923, Hk. Tls. 7,693,144 in 1922, and Hk. Tls. 7,491,672 in 1921. 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. It has been noticed that some people are beginning to explore the island, and the Commissioner of Customs is of opinion that the searchlight of modern civilisation will reveal much that is of value to science as well as to commerce. "Perhaps," he added, "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.

There is no telegraphic communication with the mainland at present. Telegrams are received at mainland offices for this island, but are sent by post and usually take from two to four weeks before they are received mutilated. The military wireless station, however, was opened to the public, with limited places and certain restrictions, last year. A harbourlight, 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, and conditions in China improve generally.

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LUNGCHOW

州龍 *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 the 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 by the rivers mainly, and lies at an elevation of some 300 feet above sea level. The city wall, last repaired in 1887, is being demolished rapidly to make a circular road round the city proper. 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 at the three frontier stations of Namkuan, Pingerh, and Shuikou, all roughly thirty miles distant in a westerly direction. The port was opened to Franco-Annamese trade on the 1st June, 1889, and has proved a valuable back door into China when strikes obstruct trade elsewhere; 1926 being a record year. Without however an extension of the Hanoi-Langson railway, any marked development of Lungchow is likely to be slow, though the line now runs through to Nasham, where stocks of kerosene were kept on hand during 1924, 1925 and 1926 for importation into China. The frontier road runs from Dongdang on the railway, through Namkuan or the Port de Chine to Lungchow, and carries at the present date a considerable amount of motor traffic, the distance of 54 kilometres taking on an average about three hours. Two companies are engaged in this cross frontier trade, one of Annamite origin, and the other a Chinese Company. The latter company operates from Langson, while the former runs from Dongdang, a point nearer Lungchow by some 7 kilometres. The intervening country is very beautiful and runs through very mountainous areas, in which are a number of rock caves, formerly the habitat of natives indigenous to the neighbourhood. Telegraphic communication exists with Canton and other places on the West River, with Mengtsz in Yunnan *viâ* Posé, and with places in Tonkin. The Chinese Post Office sends mails almost every day to Langson in Tonkin by Motor under contract, and to Nanning overland every second day 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 at Lungchow and he is also Consul for Nanning. There is a Catholic Church on the South side of the Tso-chiang, and the Emanuel Mission has a small orphanage in the surburbs outside the East Gate. The net value of the trade coming under the cognisance of the Maritime Customs for 1926 was Hk. Tls. 1,198,407, as compared with Hk. Tls. 555,804 for 1925, and Hk. Tls. 281,138 for 1924. The trip up from Nanning usually takes from three to four 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 rainy season of July and August. It has been known to rise as high as 75 feet, when the iron suspenion bridge across the river is only two feet about the flood. Motor boats carry most of the cargo from and to West River ports, whilst frontier trade is carried by small junks and rafts, and by carts on the overland routes which usually travel in convoys of some number as in Tonkin. The River scenery between Lungchow and Nanning with its succession of gorges and rapids is well worth seeing but accomodation for Europeans on the motor boats is not of a luxurious type though each vessel has one special cabin for official travellers. The climate of the port is damp and very hot for some eight months of the year, but the winter is cold enough to be very pleasant amid such picturesque surroundings.

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MENGTSZ AND YUNNANFU

蒙自 *Mêng-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 20 miles long by about 12 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 1926 was Hk. Tls. 29,760,848, as compared with Hk. Tls. 30,878,903 in 1925, Hk. Tls. 25,384,788 in 1924, and Hk. Tls. 23,313,759 in 1923. The Chinese merchants avail themselves largely of the advantages offered by the transit pass system. The value of the trade of the Yunnanfu, 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 said:—"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. In 1922, Messrs. Andersen, Meyer & Co., Brunner, Mond & Co., and Shewan, Tomes & Co. all closed their offices in Yunnan, chiefly because they found it impossible to do business with the Yunnanese. The last rail on the Laokay-Yunnanfu 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 Ko-Pi Railway, constructed practically single-handed by Mr. D. Niflis, a capable and energetic French engineer, was completed and through traffic from Mengtsz and Pishihchai to Kochiu started in 1921. The railway is miniature and travelling space cramped, but the time saved as compared with travelling in the time-honoured chair is of great importance. 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, may be, for Singapore, Bangkok and Hongkong. If for 20 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. Since 1900, 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. Mengtsz, Yunnanfu and Amichow 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.

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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, uncomfortable atmosphere which becomes even more disagreeable as soon as the sun reappears. The main climatic feature, by no means a pleasant one, is what is generally known by the French as "Le Crachin," a thin, fever-carrying drizzle, which falls 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 taking large quantities of quinine.

DIRECTORY

關分口河 *Hokow-fen-kwan*

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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, 1902. 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 sixteen to twenty 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 1926, as taken cognizance of by the Maritime Customs, was Hk. Tls. 4,025,074, as compared with Hk. Tls. 5,456,457 in 1925, Hk. Tls. 4,519,083 in 1924, Hk. Tls. 3,901,308 in 1923, Hk. Tls. 4,491,549 in 1922, and Hk. Tls. 4,946,784 in 1921. The principal local industry is the manufacture of jadestone ornaments.

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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 southwestern 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 trans-frontier trade of Szemao in 1926 was Hk. Tls. 150,184, as compared with Hk. Tls. 260,255 in 1925, Hk. Tls. 194,198 in 1924, Hk. Tls. 226,922 in 1923, and Hk. Tls. 265,644 in 1922. 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 decline of the cotton trade—the staple import article at this port—experienced during the past decade. 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 which are 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-p'ing 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 undergoing 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.

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- Postmaster—Yang Peng

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

PLAN OF THE
CITY OF VICTORIA
HONG KONG.
(CORRECTED TO 1927)
Scale of ½ a Mile
Scale of Feet
Metres Remarks
HARBOUR
PROPOSED EASTERN PRAYA EXTENSION
PROPOSED LINE OF RECLAMATION
District No. 1 Kowloon Bay
District No. 2 Shekipmeipet
District No. 3 Sai Yeung Pun
District No. 4 Taipingshan
District No. 5 Sheung Wan
District No. 6 Choung Wan
District No. 7 Ha Wan
District No. 8 Wanchai
District No. 9 Hunghom
District No. 10 Soomun Pai
CAUSEWAY BAY
MORRISON HILL
LEIGHTON HILL
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HONGKONG

Hong Kong

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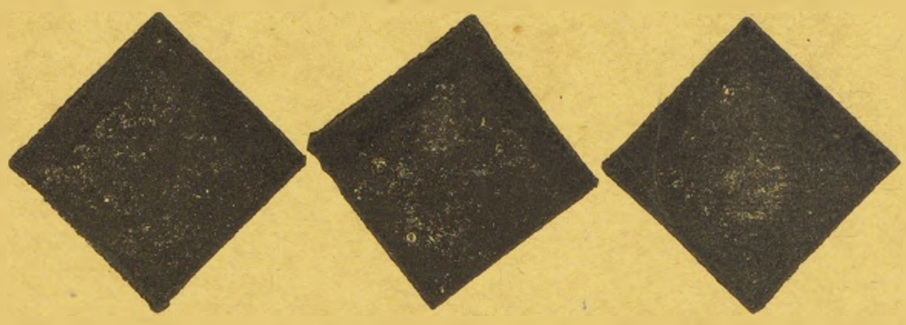

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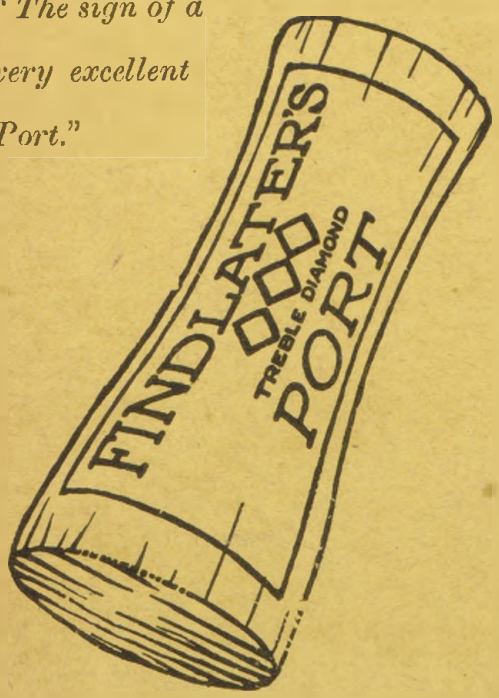

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settlement. In a despatch dated 6th May, 1839, Captain Elliot wrote to Lord Palmerston :—"The safety of Macao is, in point of fact, an object of secondary moment to the Portuguese Government, but to that of Her Majesty it may be said to be of indispensable 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, or 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 26th 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 Stavely 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. On October 1st, 1857, The *Hongkong Daily Press* made its appearance, being the first daily paper published in the Far East. 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. A petition addressed to the House of Commons at this time in favour

of Constitutional Reform resulted, in 1894, in the addition of a second Chinese member to the Legislative Council, in return for an increase in the Official element by the inclusion of the General Officer Commanding the Troops, and the introduction of two nominated Unofficial members into the Executive Council. The year 1894 will be memorable, also, in the annals of the Colony as the most disastrous year of the plague. 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. 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 was 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 1899 have been as follows:—1899, 1,486 cases; 1900, 1,087; 1901, 1,651; 1902, 572; 1903, 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; 1920, 138; 1921, 150; 1922, 1,181; 1923, 148; 1924, none; 1925, none; 1926, none. 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 an 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.

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. Large reservoirs have since been built on the island and a big scheme for securing water from the Shing Mun valley on the mainland is now being carried out.

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. (later 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 the typhoon which struck the Colony on September 18th with terrific force and with such disastrous results as to give it rank as the worst typhoon that the Colony had 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 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. The worst typhoon since 1908 was that which struck the Colony on August 18th, 1923, when the wind attained the record velocity of 130 miles an hour. Considerable damage was done to shipping and to property on shore, especially at the Peak, but the loss of life was, fortunately, small. But for the fact that the typhoon was travelling very rapidly the results must have been much more serious. 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. (later 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, and died on February 6th, 1922, at Clare, Suffolk. In recognition of his 38 years' service to the Colony, a life-size statue in bronze, showing him seated in a chair wearing his uniform and decorations, was erected by public subscription in Statue Square, facing the Harbour, and was unveiled by his successor, Sir R. E. Stubbs on May 3rd, 1923. Sir R. E. Stubbs was succeeded as Governor by Sir Cecil Clementi, K.C.B., in the autumn of 1925.

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.-Gen. 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 Maj.-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 Maj.-Gen. G. Digby Barker, C.B. (Adm.)
1891 Sir William Robinson, G.C.M.G.
1898 Maj.-Gen. Wilsone Black, C.B. (Adminr.)
1898 Sir Henry Arthur Blake, G.C.M.G.
1902 Maj.-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)
1914-19 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.)
1919-25 Sir Reginald Edward Stubbs, K.C.M.G.
1922 Hon. Mr. Claud Severn, C.M.G. (Admr.)
1925 Sir Cecil Clementi, K.C.M.G.
1927 Hon. Mr. W. T. Southorn, C.M.G. (Admr.) for three months.
1928 Sir Cecil Clementi, 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 Capt. Supt. of Police, 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. Demands for a greater measure of popular representation were made by the British residents to the Secretary of State for the Colonies in 1916 and again in 1919, both times unsuccessfully. In 1922 a numerously-signed petition on the subject was presented to the House of Commons.

Finances

The revenue for 1926 was $21,131,581 and the expenditure $23,524,716. In September 1927, the revised estimate of the revenue for the year 1927 was $20,535,901 and the revised estimate of the expenditure $21,584,658. At the same date the estimated revenue for 1928 was $20,103,390 and the estimated expenditure $22,183,045. The Colony opened the year 1925 with a credit balance of just over thirteen million dollars. This was reduced to eight millions in 1926 and to three millions in 1927. During the year authority was obtained to raise a loan of $5,000,000 for carrying out certain public works. An amount of $3,000,000 was issued and was heavily over subscribed.

The rateable value of the whole Colony in 1926 was $27,998,237, showing an increase of 2.60 per cent. over the previous year. The rateable value of the Colony shows an increase of 94.30 per cent. in the past ten years.

The following is a statement of the revenue and expenditure of the Colony since 1913 :—

	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...	16,524,975	17,915,925

	Revenue	Expenditure
1920...	14,689,672	14,489,594
1921...	17,728,132	15,739,652
1922...	22,291,064	18,563,002
1923...	24,783,762	21,571,904
1924...	24,209,638	26,726,426
1925...	23,244,365	28,266,817
1926...	21,131,581	23,524,716
1927 (revised estimate in September)... ...	20,535,901	21,584,658
1928 (estimated)...	20,103,390	22,183,045

The following figures show the Colony's credit or debit balance at the end of each year from 1915:—

1915	Debit Balance	$ 452,686
1916	Credit Balance	2,300,785
1917	,, ,, ...	3,268,061
1918	,, ,, ...	5,681,138
1919	,, ,, ...	4,290,187
1920	,, ,, ...	4,490,266
1921	,, ,, ...	6,478,745
1922	,, ,, ...	12,658,642
1923	,, ,, ...	15,971,495
1924	,, ,, ...	13,107,549
1925	,, ,, ...	8,113,482
1926	,, ,, ...	3,486,290
1927	,, ,, ... (estimate)	4,100,439

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. This was expected to meet the needs of the Colony for another fifteen years but experience in dry seasons has shown that it is barely adequate for present requirements and a project has been started to dam the Shing Mun river and to tap practically the whole of the Eastern and Southern slopes of Tai Mo Shan. It includes 8,500 acres, or 13 square miles, of catchment area, a large proportion of which will be drained by means of catch-waters. It was proposed eventually to build nine storage reservoirs, varying in size from 55 million to 1,700 million gallons and having an aggregate capacity of 4,500 million gallons, of which 2,400 million gallons, or rather more than the whole storage capacity in the Island of Hongkong, would be stored in gravity, and the remainder would be in pumping reservoir. The water will be conveyed through the Kowloon hills by open conduit and two tunnels, the latter being 2,400 and 4,350 feet in length, respectively. It was intended that the water should be brought down from the Filtered Water Reservoir by 24-inch trunk mains,

which were to be laid in the bed of the harbour from Kowloon Point and discharge into a Service Reservoir, probably under the Public Gardens but this part of the scheme is being reconsidered and it is doubtful now whether pipe lines will be laid across the harbour.

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 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-mùn 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 five 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 City Hall, erected in 1866-9 by subscription, contains a 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. 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. Here a new pavilion was erected in 1923 and extended in 1927.

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. Immediately opposite on the seaward side and appropriately occupying what was long known as "the finest site," stands the Colony's War Memorial—a replica of the Cenotaph in Whitehall, London—which was unveiled by H.E. Sir R. E. Stubbs and dedicated to "The Glorious Dead" on Empire Day, 1923. The monument, which is of granite, stands 35 ft. high. 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, there was formerly a fine bronze statue of the Duke of Connaught, presented to the Colony by Sir Paul Chater. 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. Sir Paul Chater desired to add a statue of the Prince of Wales in commemoration of His Royal Highness's visit in April, 1922, but, at the Prince's request, the money ($50,000) was invested instead for the local branch of the British Legion and the Ex-Active Service Men's Association. Government House occupies a commanding situation, in picturesque grounds pleasingly laid out, a little above the European business centre. Victoria Gaol is a large 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. An additional Magistracy was opened at Kowloon in 1924. The strength of the Police Force for 1926 was 246 Europeans, 616 Indians, 952 Chinese and 300 Water Police (composed of Chinese).

The total authorised strength of the Fire Brigade (including Motor Ambulance Service) for 1926 was 181, comprising (Europeans) 7 officers; (Chinese) 66 firemen, 22 and motor drivers, 32 float men, and 39 other ranks. 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. 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. King's College, a fine building accommodating nearly a thousand students was opened in 1926 in Bonham Road. The Belilios Public School for Girls, in Gough Street, is the chief centre of female education. Extensive new buildings for St. Stephen's Girls' College, however, have been erected on a site between Park Road and Lyttleton Road at a cost of a quarter of a million dollars. The foundation-stone was laid by H.R.H. The Prince of Wales during his visit to the Colony in April, 1922, and the building was opened by Lady Stubbs in January, 1924. 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 new wing, to provide accommodation for 120 patients, was completed in 1921. 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. Terms for the surrender of the property have been offered to and accepted by the local Government. 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. 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. At the opposite end of the Bank garden, facing the Praya, a memorial has been erected to the 42 members of the Bank's staff who made the supreme sacrifice in the Great War. It takes the form of a female figure of "Fame," in bronze, 8 feet high, holding in her hand a wreath, while in front is a smaller statue of a soldier with kit and rifle. The Memorial was unveiled by H.E. the Governor (Sir R. E. Stubbs) on May 24th, 1923. 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 partial demolition of Morrison Hill, is in progress and, when completed will add another 90 acres to the land available for commercial purposes in the locality. 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. A hundred yards to the East is Queen's Pier, a handsome structure now used on all official occasions. Further west is the Harbour Master's Office, a commodious 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. 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. A new Chinese Church, Church of Christ in China, was opened at the junction of Bonham Raod and Caine Road in 1926. 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 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 9¼ 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 for several years past by the Government but though a sum of money was voted for the purpose by the Legislative Council in 1919 the project has been shelved up to date on one pretext or another. A motor 'bus service to Repulse Bay is maintained by the Hongkong Hotel, and another motor 'bus service is run by private enterprise in Kowloon pending the provision of a tramway for which tenders were invited some time back.

Institutions

There are several Clubs in the Colony. The principal are the Hongkong Club on the New Praya, the Club Lusitano (removed from Shelley Street in 1922 to handsome new premises in Duddell Street), the Phœnix Club on the Praya, the E.A.S.M.A. Club, a country club at Shek-O, and American, Dutch and Japanese Clubs. 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 Uinted Services Recreation Club (Kowloon), Cricket Clubs, Football Clubs, a Polo Club,

the Royal Hongkong Golf Club with four courses, Happy Valley and Deep Water Bay (9 holes each) and Fanling (two 18 holes courses, the "new" and the "old"), 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. 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 of the China Association, with its separate Committee. The Freemasons' Hall, erected in 1865, is situated in Zetland Street, and, by an arrangement concluded in 1922 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, and extended in 1922. 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 Kowloon Residents' Association; the Mid-Levels Residents Association and the Peak 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 (resuscitated in 1922) 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 three weekly papers—the *Hongkong Weekly Press and China Overland Trade Report*, the *Overland China Mail*, and the *Sunday Herald*. 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 nine daily papers. 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 Central. The Hongkong Hotel was partially destroyed by fire on January 1st, 1926. The Peak Hotel is situated at Victoria Gap, about 1,400 feet above sea-level, and provides considerable accommodation. 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 thereare the Station Hotel, the Palace Hotel, and the Kowloon Hotel, while the erection on Salisbury Road, by the Hongkong-Shanghai Hotels Co., Ltd., of a hotel on the most up-to-date lines and containing extensive accommodation, called the Peninsula Hotel is almost completed.

Industries

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, and a number of other industrial establishments. 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. 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 North Point. A new power-station for the Electric Company was built 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., Ltd.

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 replete 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 were launched in the Colony by this Company for the Controller of Shipping in Great Britain. 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 160 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 large dock, 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, 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 acquired the commodious Mount Austin Hotel at Victoria Gap for the purpose of a sanatorium in 1897. 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. The Peak Hospital is situated at Victoria Gap, just above the Peak Hotel. The Victoria (Jubilee) Hospital occupying a breezy site on Barker Road, was opened by Sir Henry Blake on November 7th, 1903, partly as the result of public subscription. A new block was added to it in 1923. 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.

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 From there a road leads down to the West end of the City. 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 path 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 district was completed in 1922. 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. From Wanchai Gap, also, it has been continued, along the southern face of the hills, to the Peak. 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. Houses are springing up rapidly along the road, and adjacent to it, on a site granted by the Government, a model Nursing Home is to be erected in the near future from funds partly subscribed by the public for a War Memorial, partly contributed by the Government, and partly obtained from the surplus accumulated on the investment of the late Granville Sharp's bequest, referred to above.

Magazine Gap is also approached from the lower levels 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-mùn 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 for some years after the development of the Peak district Pokfulum remained comparatively neglected until recently, when the difficulty of finding additional sites on the higher levels has again brought it into notice. The sanitorium of the French Missions is located at Pokfulum, 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-Shanghai Hotels 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 *viâ* Wanchai Gap to Wong-nai-chung Gap and to the Peak, and a tramway was promised for the purpose of rendering building sites in the Mt. Cameron district accessible to people of moderate 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 commended 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-mùn 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. This district is being developed as a European summer resort and a Country Club has been established. Near here a wireless station has been erected.

Kowloon and other Dependencies

Across the harbour is the dependency of British Kowloon, which is developing very rapidly along lines laid down recently by a Town Planning Committee. 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 greatly increased in population, and is becoming 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 and flats have been erected, and this portion of the peninsula, which faces Victoria, has gradually developed into a populous 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 Paul Chater, C.M.G., and the Roman Catholic Church in Chatham Road, the gift of Dr. S. A. Gomes. Sir Paul Chater also donated the funds for erecting a third place of worship on the Peninsula—a branch of the Union Church, Hongkong—in the vicinity of the Kowloon Hospital. There are three hotels, and a fourth is now being built. 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 fine building for a European Y.M.C.A. has also recently been opened. 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. At Kowloon Tong a very extensive area has been levelled and houses for residential purposes are being built.

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 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, running 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. Aplichau, 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 very 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 estimated population of the Colony at the middle of 1926 was 874,420. The non-Chinese population was put at 16,500 and the Chinese population at 857,920, (City of Victoria, 465,000; villages of Hongkong, 33,040; Kowloon, 200,000; New Territories, 87,500; population afloat, 72,380).

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 guns on Mount Davis, Stonecutters Island and Belcher Point. The Ly-ee-mun Pass is defended by forts on the Hongkong side and another on Devil's Peak on the mainland. The Colony of Hongkong pays to the British Government a military contribution fixed at 20 per cent. of the revenue.

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 possessed a most unenviable notoriety for unhealthiness, and in years past the troops garrisoned here suffered grievously from malarial fevers. 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 number of deaths from malaria during the past six years were: 1921, 332; 1922, 454; 1923, 674; 1924, 707; 1925, 702; 1926, 587. The last number represents 0.89 per thousand of population. The general death-rate per 1,000 in 1926 was 15.9 (19.05 in 1925). Among the Chinese community the death-rate was 16.01 per 1,000, compared with 19.12 in 1925. Amongst the non-Chinese civilian community the death-rate per 1,000 was 10.9 as against 14.6 in 1925.

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 1918 it was 101.605 inches, in 1919 76.14 inches, in 1920 107.88 inches, in 1921 97.34 inches, in 1922 69.435 inches, in 1923 106.74 inches, in 1924 98.57 inches, in 1925 87.59 inches, in 1926 100.78 inches, and in 1927 107.88 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 1923, of £123,326,829, as compared with £122,191,827 in 1922. Imports were valued at £61,954,498 and exports at £61,372,331, as compared with £61,213,363 and £60,978,464 respectively in 1922. In the latter part of 1925 it was decided on the grounds of economy to close the Statistical Branch of the Imports and Exports Department and detailed figures of the trade are therefore not available.

The total of the Shipping entering and clearing at ports in the Colony during the year 1926 amounted to 310,361 vessels of 36,821,364 tons, which, compared with the figures for 1925, show a decrease of 68,806 vessels and a decrease of 4,648,220 tons. Of the foregoing, 30,231 vessels of 28,371,104 tons were engaged in foreign trade, as compared with 41,336 vessels of 32,179,053 tons in 1925. A comparison between the years 1925 and 1926 is given in the following table :—

	1925.		1926.		Decrease.		Increase	
Class of Vessels.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Ton'ge.
British Ocean-going..	3,916	9,866,820	3,401	9,257,417	515	609,403	—	—
Foreign „ ...	5,763	13,786,954	4,468	12,057,279	1,295	1,729,675	—	—
British River Steamers	4,058	5,455,115	4,276	5,473,429	—	—	218	18,314
Foreign „ ...	1,266	452,878	230	107,735	1,036	345,143	—	—
Steamships under 60 tons (Foreign Trade).....	5,386	165,497	2,829	87,330	2,557	78,167	—	—
Junks, Foreign Trade	20,947	2,451,789	15,027	1,387,914	5,920	1,063,875	—	—
Total, Foreign Trade..	41,336	32,179,053	30,231	28,371,104	11,323	3,826,263	218	18,314
Steam-launches plying in Water of the Colony.....	310,924	8,050,939	249,902	6,975,072	61,012	1,075,867	—	—
Junks, Local Trade...	*26,917	*1,239,592	†30,218	†1,475,188	—	—	3,301	235,596
Grand Total	379,177	41,469,584	310,361	36,821,364	72,335	4,902,130	3,519	253,910
				Net Decrease.....	68,816	4,648,220	—	—

Of vessels of European construction 3,930 ocean steamers, 2,244 river steamers and 1,399 steamships not exceeding 60 tons entered during the year, giving a daily average of 20.8 ships as compared with 28.9 ships in 1925 and 41.2 ships in 1924.

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 and there are frequent and regular mail services to Europe, America, Australia and Africa. 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 Shosen Kaisha ply regularly, and there is constant steam communication with Hoihow, Manila, Saigon, Haiphong, Tourane, Bangkok, Borneo, etc. The British-India and Apcar lines sail between Hongkong Calcutta and intermediate ports. 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, American and French mail steamers. Between Hongkong, Macao, and Canton there is a daily steam service, and in normal times steamers run as far as Wuchow on the West River.

* Including 15,890 Conservancy and Dust Boats of 693,660 tons.

† „ 16,294 „ „ „ „ „ 736,688 „

DIRECTORY

COLONIAL GOVERNMENT

Governor, Commdr.-in-Chief, and Vice-Admiral—Sir CECIL CLEMENTI, K.C.M.G.
Aide-de-Camp—Capt. A. J. L. Whyte, Royal Engineers
Private Secretary—B. R. Forster
Hon. Aide-de-Camp—Major H. B. L. Dowbiggin, V.D.C.
Do. —Captain P. Perfect, K.O.S.B.
Do. —Acting Subadar Major Dhanna Singh, 5th/2nd Punjabis
Do. —Acting Subadar Major Piran Ditta, D.C.M., H.K.S.B., R.A.

局政議 *I Ching Kuk*

EXECUTIVE COUNCIL

His Excellency The Governor
His Excellency General Officer Commanding
Hon. Colonial Secretary
Hon. Attorney-General
Hon. Colonial Treasurer
Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs
Hon. Mr. H. T. Creasy, Dir. of Public Works
Hon. Sir H. E. Pollock, K.C.
Hon. Sir Shou-son Chow
Hon. Mr. D. G. M. Bernard

Clerk of Councils—D. W. Tratman
Deputy Clerk of Councils—E. W. Hamilton

局例定 *Ting Lai Kuk*

LEGISLATIVE COUNCIL

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Hon. Mr. C. McI. Messer, C.B.E. (Colonial Treasurer)
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Hon. Mr. J. Owen Hughes

Clerk of Councils—D. W Tratman
Deputy Clerk of Councils—E. W. Hamilton

GOVERNMENT OFFICES

署數考 *Hau Shò Shù*

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Auditor—H. R. Phelips
Assistant Auditors — T. Dallin and C. H. G. Bradley
Senior Clerk—B. E. Maughan

署督監林園 *Yuen-lam-kam-tuk-shu*

BOTANICAL AND FORESTRY DEPARTMENT—1, Peak Road
Superintendent—H. Green
Assist. do. —G. B. Twemlow
Supervisor—J. R. Carr
Assist. do. —J. J. Hirst

署使政布港香命欽英大 *Tai Ying Yamming Heung Kong Po Ching Sze Shù*

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Colonial Secretary—Hon. Mr. W. T. Southorn, C.M.G.
Assistant Colonial Secretary and Clerk of Councils—D. W. Tratman
Second Assist. Colonial Secretary and Deputy Clerk of Councils—E. W. Hamilton
Cadets—H. H. Butters and A. W. G. H. Grantham
First Clerk—D. Davies
Clerks—J. H. Gelling, J. C. Lang and R. Witchell

署司育教 *Kau-yuk-sze-shü*

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Inspectors of English Schools — E. Ralphs and G. P. de Martin
Inspectors of Vernacular Schools—Y. P. Law, W. Yu and K. L. Chau

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Director of Education
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H. B. L. Dowbiggin
Rev. F. Byrne, S.J., PH.D.
B. Wylie

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Assistant Mistresses—Miss B. F. M. Lewis, Miss F. M. Hughes, Miss L. Heang, Miss C. Peyton, Mrs. M. Atwell, 13 assist. student mistresses, 16 vernacular mistresses

CENTRAL BRITISH SCHOOL (for Boys, Girls and Infants of European British Parentage)
Headmaster—G. F. Nightingale
Assist. Masters — G. E. S. Upsdell, D. M. Richards, T. R. Rowell and H. H. Bedow
Assist. Mistresses—Mrs. K. M. Nightingale, Miss N. W. Bascombe, Miss M. B. Hall, Miss A. E. de D. Dyer, Miss E. Tasarty, Mrs. Wyatt, Miss C. C. Munro and Miss M. Watts

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Assist. Masters—J. C. Fletcher and N. Evans
Mistress—Miss M. W. Newsholme
Assist. Mistress—Mrs. Beattie
16 Anglo-Chinese Masters and 5 Vernacular Masters

ENGLISH SCHOOL FOR INDIANS
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Acting Headmaster—J. Ralston (and Indian masters)

PRAYA EAST ENGLISH SCHOOL
TAI PO do.
UN LONG do.
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Assist. Masters — W. Lucas Handyside, M.A., F.R.G.S., A. White and F. K. Ewart
Mistresses—Mrs. L. Morris, Mrs. R. Langley, E. L. Phillips, Mrs. L. Richards and C. Macdonald

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Assist. Mistresses—Miss B. Robert, Miss George, Miss A. M. Grant, Mrs. Rundell and Mrs. Hooper

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Second Master—W. Kay, M.A. (Edin.)
Assistant Masters—A. T. Hamilton, W. Lucas Handyside, M.A. (Glasgow), B.SC. (London), F.R.G.S., J. C. Fletcher, G. W. Reeve, B.A. (Alta), D. M. Richards, B.A. (Oxon), K. L. Ch'au, M.A. (Durham), Dip. Ed. (London), H. G. Wallington, B.A. (Cantab), M. G. O'Connor, B.A. (T. C. D.), and L. G. Morgan, B.SC. (London)
Assistant Mistresses—Mrs. G. V. Stubbings, Miss F. E. Kitson, B.A. (Leeds), Dip. Ed. (London), Mrs. H. F. Crook and Mrs. E. Lindsell
Anglo-Chinese Masters—Ng Fung-chau, Tse Ching-fong, Kung Hon, Lai Pui-yan, Li Lun-kwai, Hung Yuk sang, Wong Nim-cho, Pong Wing-shiu, W. F. Cheong, B.A. (Hongkong), C. W. Chan, B.A. (Hongkong), C. P. Hung, B.A. (Hongkong), K. H. Yuen, B.A. (Hongkong), S. L. Pun, B.A. (Hongkong) and K. S. Chung, B.A. (Hongkong)
Vernacular Masters—Mak Pak-fan, Liu Hoi-tung (acting senior vernacular master), Leung Cheuk-u, Li Tat-hang, Chak Ping-ki, Li Ching-yat, Mak Kwan-chak and Lai Cheuk-lap
Boxing Instructor — Sergeant H. Marriott

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Shorthand—Miss N. W. Bascombe, B.A.

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Head Mistress—Mrs. E. M. Clark
Assist. Mistresses—Mrs. A. E. Hydner and Mrs. M. M. Watt
Student Teacher—Miss N. J. Stuart

WANCHAI ENGLISH SCHOOL
Headmaster — R. J. Birbeck, M.A., and 9 Chinese assistant masters

YAUMATI ENGLISH SCHOOL
Headmaster—A. O. Brawn
Assistant Mistresses — Mrs. E. S. Murphy, L. M. Humphreys and 9, Chinese assistant masters

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局火滅 *Mit Fo Kuk*

HONGKONG GOVERNMENT FIRE BRIGADE —Victoria; Teleph. Cent. 600
Chief Officer—E. D. C. Wolfe (Hon. C.S.P.)
Supt.—H. T. Brooks, M.I FIRE.E.
Consulting Engr.—R. Hall (asst. G.M.S.)
Assist. Engineer & Station Officer—G. C. Moss
Station Officer—G. Saunders
Sub Officers—W. McI. Smith, J. W. Woollard (grad. I.FIRE.E.), B. C. J. Buckeridge, (grad. I.FIRE.E.), L. Walton
Mechanical Engr.—E. F. Brown
Assist. do —P. H. Brown
Chinese Staff—267 ratings

司政船 *Shiu-ching-sze*

HARBOUR DEPARTMENT — Connaught Rd.
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Deputy Harbour Master—Comdr. J. B. Newill, D.S.O., R.N.
Assist. Harbour Master—T. W. H. Hosegood
Office Assistant and Accountant—C. J. Roe
First Clerk—Sirdar Khan
Boarding Officers — C. J. Thomson, J. R. G. Wyatt, R. Elvidge, C. H. Thompson and R. J. Nunn
Inspectors of Junks and Cargo Boats —W. McKay, W. R. Hillyer, R. L. Rocha, L. Medina, F. Andrade, A. Karim and M. L. Lourenço
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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, T. E. Jackson, G. Swan and B. H. Church
Gunpowder Depot—Green Island
Supt.—Comdr. G. F. Hole, R.N.
Officer-in-charge—A. Julian
Government Rescue Tug *Kau Sing*
Master—J. R. G. Wyatt
Government Steam Tender *Stanley*
Master—Chan Chai
Lighthouses
Collector of Light Dues—Comdr. G. F. Hole, R.N.
Officer-in-charge, Green Island and Sub-Inspector of Lighthouses—G. F. Taylor
Lighthouse Keepers, Gap Rock—H. C. Brown, R. P. Brown, F. Bamsey and E. da Silva
Lighthouse Keepers, Waglan Island —W. F. Hast, A. E. Harvey, R. Roskruge and D. V. Maher
Signal Stations
Peak—F. Q. R. Xavier, officer-in-ch
Blackhead—R. Gomes, do.
Green Island—T. Agan, do.

大英香港海關監督署

Tai-ying Hong-kong Hoi-kwan Kam-tuk-shu

IMPORTS AND EXPORTS OFFICE—Harbour Office: Connaught Road Central
Superintendent—G. R. Sayer
Assist. do. —B. C. K. Hawkins
Assist. Supt. and Monopoly Analyst —H. A. Taylor
Clerks — M. J. D. Alves, Ip Kwai Chung, Ho Fu Leung, J. Conception
Chf. Preventive Officer—S. J. Clarke
Senior Revenue Officer—G. Watt
Revenue Officers—P. Lanigan, A. Grimmett, A. Marks, W. Ward, J. W. Brown, H. V. Pearse, T. Tallon, P. J. O'Neill, A. L. Powell, R. A. Trengove, E. T. Warden, N. J. Young, C. C. Hancox, E. Tuck and J. Davidson

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廳土田 *Tin-to-tang*

LAND OFFICE—Law Courts
Land Officer—Philip Jacks
Assist. do. —F. Eaves
District Officer (Northern District, Tai Po)—J. A. Fraser
District Officer (Southern District)—E. I. Wynne Jones
Land Bailiff—G. J. Chambers

LICENSING BOARD
Chairman—Hon. Mr. W. T. Southorn, C.M.G.
Vice-Chairman — C. G. Alabaster, K.C., O.B.E.
Official Member—C. A. D. Melbourne
Unofficial Members—W. L. Pattenden and H. B. L. Dowbiggin
Elected Members—Dr. W. V. M. Kock and J. Owen Hughes
Secretary—Major C. Willson, O.B.E., V.D.

MARINE SURVEYOR'S DEPARTMENT—Fire Station Building (4th floor)
Govt. Marine Surveyor and Examiner of Engineers—William Russell
First Assistant—Wm. O. Lambert
Second do. —Robt. Hall
Third do. —P. J. Taylor
Fourth do. —T. E. Jackson
Fifth do. —G. Swan
Clerks—Chan Fo Po, Li Cham-chak

署司判裁 *Tsoi-pun-si-shu*

MAGISTRATES' COURT — Arbuthnot Road
First Magistrate and Coroner—R. E. Lindsell (acting)
Second Magistrate—Major C. Willson, O.B.E. (acting)
1st Clerk—Maj. C. Willson, O.B.E., V.D.
2nd Clerk—Lin Shau Ping
Clerks and Interpreters—Kong Man Tsun, Leung Ching Yu and Goh It Tang
Interpreters—Hon Kam Shing, Lau Wing Shum, Chan Kwok Wing, Natha Singh and Mehdi Khan
Ushers—Sokam Singh, Ma San Kwai
Shroff—Chan Lan Pan

MAGISTRATES' COURT—Kowloon
Magistrate—W. Schofield

MEDICAL BOARD
Principal Civil Medical Officer (president), Senior Naval Medical Officer, Principal Army Medical Officer, Prof. Digby, F.R.C.S., Dr. Dr. G. D. R. Black, Dr. S. S. Strahan, Dr. Woo Tin Po and G. G. N. Tinson (hon. secretary)

MEDICAL DEPARTMENT—Post Office Building (Top floor)
Principal Civil Medical Officer—Dr. W. B. A. Moore, L.R.C.P., L.R.C.S. (Ireland), L.M. (Rotunda), D.T.M. & H. (London)
Medical Officers
Dr. J. T. Smalley, M.R.C.S., L.R.C.P. (London)
Dr. D. J. Valentine, M.C., M.B., B.S. (London), D.T.M. & H. (England)
Dr. J. R. Craig, B.A., M.B., B.CH., B.A.O. (Trin. Coll. Dub.), L.M. (Rot. Dub).
Dr. I. Newton, M.R.C.S., L.R.C.P
Dr. A. Cannon, M.B., CH.B., F.R.S.T.M. & H., M.A., PH.D.
Dr. J. E. Dovey, M.B., CH.B. (Edin.)
Dr. E. W. Kirk, M.D., CH.B., F.R.C.S (Edin.)
Dr. T. W. Ware, M.B., CH.B. (Brist.)
Assist. Medical Officers
Mrs. A. D. Hickling, L.R.C.P., L.R.C.S. (Edin.), L.F.P. & S. (Glasgow)
Mrs. E. M. Minett, M.B., B.S., M.D., D.P.H.
Honorary Consulting Staff
Physician—Dr. J. Anderson, M.A., M.D., B.SC., D.T.M. & H.
Surgeon—Dr. K. H. Digby, M.B., F.R.C.S.
Obstetrician & Gynaecologist—Dr. R. E. Tottenham, B.A., M.D., D.P.H., F.R.C.P.I.
Office Staff
Accountant—T. M. Sung
Chief Clerk—Tang Yau Ming
Clerks—Chiu Hong U, Yeung Kai Hi and V. L. Lau
Principal Matron—Miss E. A. Girling

Nursing Sisters—L. Lace, E. C. MacLaren, F. S. Stuton, S. I. Summerkill, B. E. Elliott, M. K. North, H. G. Lacey, M. F. Lawrence, A. M. Davies, D. P. Geen, A. R. Warner, R. I. Potter, H. C. Potter, A. Barclay, A. L. Popham, S. Riordan, A. M. Cullinan, M. A. Wilson, M. D. Robson, F. A. Cranfield, J. Colvill, G. Hinton, E. Riley, D. Lewis, N. C. Pakenham-Walsh, R. K. Ault, J. McH. Nicolson, V. M. Burnett, E. Williams, I. N. Watkins, J. H. Ferris, M. Ollerhead, M. A. MacCabe, M. D. Horne, G. M. Evans, E. Edwardson, S. G. Morrison, M. Dumont and M. M. Butterfield

Staff Nurses—A. Lowcock, V. C. Chan, D. Black, J. Wong, G. Luke and V. Lei

Probationers—A. Kernan, W. Ling, A. Fox, M. Woo, S. Team, M. Lee, D. Lau, May Li Pak, L. Poon, D. Chun, M. Kavarana, P. Chun, L. Pin, M. Ng, A. V. M. Mow Fung Chung, Collin, Shi, and R. Poon

院 醫 家 國

CIVIL HOSPITAL—West Point; Teleph. Central 80

Medical Officer in-charge—Dr. D. J. Valentine, M.C., M.B., B.S. (London), D.T.M. & H. (England)

Medical Officer—Dr. J. R. Craig, B.A., M.B., B.CH., B.A.O., (Trin. Coll.,) (Dub.,) L.M., (Rot. Dub.)

Honoury Visiting Staff

Physician—Dr. J. Anderson, MA., M.D., B. SC., D.T.M. & H.

Surgeon—Dr. K. H. Digby, M.B., F.R.S.C.

Obstetrician and Gynaecologist—Dr. R. E. Tottenham, B.A., M.D., D.P.H., F.R.C.P.I.

Visiting Chaplains

Father D. Page and Rev. J. K. Maconachie

Assist. Apothecary—J. T. Shand, M.P.S.

Matron—M. J. Wilson

Home Sister—Miss J. A. Davis

(For Nursing Staff—*See* List under Medical Department).

Clerical Staff—

Clerks—Tam Po and Ho Man Hay

Shroff—Fung Hok Ling

CENTRAL MEDICAL STORE

Apothecary—R. E. Cable, F.C.S.

LUNATIC ASYLUM

Medical Officer-in-Charge—Dr. D. J. Valentine, M.C., M.B., B.S. (London), D.T.M. & H. (England)

Medical Officer—Dr. J. R. Craig, B.A., M.B., B.CH., B.A.O. (Trin. Coll., Dub.), L.M. (Rot. Dub.)

Head Attendant—J. Murray

Assist. do. —L. A. Collyer

Female do. —K. Grant

KOWLOON HOSPITAL

Medical Officer-in-charge — Dr. I. Newton, M.R.C.S., L.R.C.P.

Matron (Acting)—Miss I. Summerskill

Clerks—Au Hing Tsuen and Wong Yan Lung

PEAK HOSPITAL

Matron—Miss E. Johnson

QUEEN ALEXANDRA'S IMPERIAL MILITARY NURSING SERVICE—Military Hospital, Bowen Road

Matron—Miss L. E. Mackay, R.R.C.

Nursing Sisters — Miss E. B. Levay, Miss C. Sandbach, R.R.C., Miss M. E. Davis, M.M.A.R.R.C., Miss L. G. Wane and Miss M. R. Casswell, A.R.R.C.

院 醫 華 東 *Tung-wah I-yun*

TUNG WAH HOSPITAL—500 Beds

Medical Officers — G. H. Thomas, B.S., M.D., L.M. & S., Fok Wing Kan, M.B., B.S., and Chiu Chue San, M.B., B.S.

6 practitioners in native medicine

Chemist, Chief Clerk and Public Vaccinator—J. Poon Why

Secretary—Chan Yik Wan

Steward—Lau Ki Tong

VICTORIA HOSPITAL — Barker Road; Teleph. Peak 17

Medical Officer-in-charge—Dr. J. T. Smalley, M.R.C.B., L.R.C.P. (London)

Matron—Miss G. Chettle

Clerk—E. S. Cunningham

署 物 生 微 察 考

BACTERIOLOGICAL INSTITUTE

Bacteriologist—Dr. E. P. Minett, M.D., D.P.H., D.T.M. & H., M.R.C.S., L.R.C.P., F.R.S.I.

Assist Bacteriologist — Dr. W. K. Dunscombe, M.B., CH.B., M.R.C.S., L.R.C.P., D.T.M. & H.

Laboratory Assists.—Leung Kwok Tai, Wong Man Wa and Lee Yuk Him

Clerks—Chau Fook Tin and Chan Hing Man

GOVERNMENT LABORATORY
Analyst—E. R. Dovey, A.R.C., SC. (London), F.I.C., F.C.S.
Assist. Analysts—O. F. Lubatti, CHEM. D.O.C. (Turin), V. C. Branson, A.R.C., SC., D.I.C., A.I.C., D. Loie and P. Edward
Sampler—W. Fincher
Clerk—Iu Kwok Ming

OFFICE OF HEALTH OFFICER OF PORT
Health Officer of Port and Inspector of Emigrants—Dr. B. H. Mellon, M.R.C.S. (Eng.), L.R.C.P. (London), D.P.H. (Dub.), F.R.C.V.S.
Second Health Officer of Port and Inspector of Emigrants—Dr. J. P. Fehily, M.B., CH.B., B.A.O.N.U.I., F.A.C.S.
Chinese Medical Officers—Drs. Tsoi Teng Ming and Cheah Keng Seng

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MERCANTILE MARINE OFFICE — Sailor's Home, West Point
Supt.—Comdr. G. F. Hole, R.N.
Deputy Supt.—G. W. Coysh
Chief Clerk—S. Soonderam
Clerk—Ling Fat Chiu
Do. —Cheng Yee Keung

處公辦官度量

OFFICIAL MEASURER'S OFFICE—40, Connaught Road Central; Teleph. 860
Official Measurer—Capt. B. R. Branch
Assist. Official Measurers—H. Nish and P. Younghusband

署公察警 *King-chat-kung-chu*

POLICE HEADQUARTERS—Hollywood Rd.
Captain-Supt.—E. D. C. Wolfe
Dep. Supt. H.K.—P. P. J. Wodehouse, C.I.E.
Director, Criminal Intelligence—T. H. King
Deputy Supt. K'loon.—D. Burlingham
Assist. Director Criminal Intelligence—C. G. Perdue
Assist. Supts.—L. H. V. Booth, W. G. Gerrard, W. R. Scott, W. le B. Sparrow and L. H. C. Calthrop
Accountant—A. J. C. Taylor
Assist. do. —W. F. Stone
Storekeeper—G. Harrison
Assist. do. —R. Dormer
Secretary—Miss C. Angus
Chief Inspector—W. Kent
Chief Detective Inspr.—T. Murphy
Inspectors—C. Aris, R. Lanigan, J. Ogg, P. Grant, H. J. Paterson, W. Spear, D. McDonald, R. Marks, A. Clark, J. Clark, W. McWalter, A. H. Reynolds, J. Moss, J. E. Booker, A. Hutchins and C. Bloor

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館信書 *Shü-sun Kün*

POST OFFICE, GENERAL
Postmaster-General—M. J. Breen
Accounts Office
Accountant—A. J. Reed
Clerks—A. F. Castilho, E. Marriott and E. Ribeiro
Money Order Office
Superintendent—H. Dixon
Deputy do. —J. J. Osborne
Clerks—J. S. dos Remedios, J. C. Barros, J. A. d'Almeida, Feroz Ali and Chung Sui Nam
General Office
Supt. of Mails—T. Hynes
Assist. Supt. of Mails—T. M. Perpetuo
Inspector of Postmen—D. J. M. Fernandez
Storekeeper—M. A. de N. Mendes
Correspdce. Clerk—Kwan Kin San
Clerks—J. M. Passos, J. H. Woodier, Mohamed Hassan E. Reis, Ahmed Khan, R. Aycock, Harbhajan Singh, Ali Mohamed and Chinese
Launch Officers—Miro Khan, J. L. Noronha, Abdul Karim, Lal Khan and J. Elarte
Parcel Branch
Assistant Supt. of Mails—Holdman
Clerks—J. M. Britto, Bishan Dass, L. G. de Sousa, A. Conception, Gopal Chand and Chinese
Registration Branch
Assist. Supt. of Mails—P. Roza
Clerks—D. A. dos Remedios, J. Maxwell, S. V. Remedios, Mohamed Ahsan and Chinese
Poste Restante
Assist. Supt. of Mails—Thomas Lay
Clerks—Ku Man Piu and Wong Lai Ching
Chinese Branch
Clerk-in-Charge—Ip Kun King
Assistant—Lai How Kün
Kowloon Branch
Clerk-in-Charge—J. S. Gill
Assist. Clerk-in-Charge—J. Garcia & Ahmed Khan
Sheung Wan Branch
Clerks-in-Charge—Chan Fuk Chi and Cheng Hing Kung
Saiyingpun Branch
Clerk-in-Charge—Ip Tai Cheung
Wanchai Branch
Clerk-in-Charge—Lam Ling
Yaumati Branch
Clerk-in-Charge—Lau Hin
Shum Shui Po Branch
Clerk-in-Charge—Au Tse Tsau

房監 *Kàm Fong*

PRISON DEPARTMENT
Superintendent—J. W. Franks
Assist. do. —H. F. Bloxham

Victoria Gaol
Medical Officer—A. Cannon
Chaplains—Revs. A. Swann, F. A. Riganti and T. Pearce
Chief Warder—J. McLeod
Assist. do. —W. Y. Robertson
Principal Warders—A. Calvert, J. Wiltshire, G. L. Buchanan, C. E. Thomas, A. B. Didsbury, H. J. Fitzgerald and W. Hill

Female Prison
Matron—Mrs. L. Aquino
Wardresses—Mrs. Roza Pereira, Mrs. L. Asis and Miss Lam Kit

Lai Chi Kok Branch Prison
Chief Warder—J. C. West
Principal Warders—A. Paice and H. Barrett

署務工 *Kung Mu Shü*

PUBLIC WORKS DEPARTMENT — Albert Road; Teleph. Central 4592
Director of Public Works—Hon. Mr. Harold T. Creasy, C.B.E.
Assist. Directors of Public Works—H. T. Jackman, E. W. Carpenter and H. E. Goldsmith

Accounts and Stores
Supt. of Accounts and Stores—W. J. Anderson

Accounts
Pay Clerk—J. J. Spradbery
Vote Service Ledger Clerk—J. Hosford
Stenographer—Miss A. Gill
Higher Cl. Clerk—Cheng Cheuk Hin
3rd. Class Clerks—Tang Shing Cheung and Ng Tat Sam

Stores
Materials Inspectors—G. B. S. Thomson and E. G. Bolas
Store Supervisor and Stock-taker—E. E. Hagger
1st Class Clerk—Yung Yuk Tong
3rd Class Clerk—Wong Wong

Wanchai Store
Head Storeman—Lai Wing Sheung
Store Foreman—Ho Yuk

Architectural
Engineers-in-oharge — A. G. W. Tickle and H. C. Lowick
Engineers—R. P. Shaw, S. C. Feltham, R. J. B. Clark, A. W. Hodges, W. H. Owen and R. J. Vernall
Engineering Assist.—Ng Ping Un
Senior Works Inspectors—S. Hamer and F. J. Ling
Inspector of Works—Colin Sara
First Class Overseer—F. P. R. James
Second Class Overseers—J. Fraser, W. L. Walker, T. V. Harmon and G. E. L. Johnson
Chief Draughtsman—L. E. Longbottom

Correspondence
Secretary to Director of Public Works—W. G. Fitz-Gibbon
1st Class Clerk—F. X. H. de Rozario
2nd Class Clerks—Ho Kwai Fong and Au Kwok Leung

Crown Lands and Surveys
Supt. of Crown Lands—L. C. P. Rees
First Assistant Supt.—H. West
Second do. —E. Larmour
Senior Land Bailiff—A. C. Burford
Chief Survey Clerk—F. P. Linfesting
Land Bailiffs— W. E. Hollands, F. Brett and W. C. Simpson
Chief Draughtsman—W. Smith
3rd Class Clerk—Wong Yen Ming

Drainage
Engineer-in-charge—P. D. Wilson
Engineers—G. S. Craver, D. S. Edward and C. J. Waddell
Senior Inspr. of Works—J. Dickson
Inspector of Works—P. D. Keyser
Second Class Overseers—C. S. Coom, F. E. Lawrence, J. W. Wells and R. S. Bell

Electrical
Engineer-in-charge—L. H. King

Lighting, Etc.
Engineer—R. Cryan
Senior Inspr. of Works—A. E. Clarke
Inspector of Works—R. J. Everest
Sub-Teleg. Engr.—G. W. R. Griggs
First Class Overseer—A. Spary

Wireless
Inspector of Wireless and Telegraph—D. W. Waterton
Sub-Telegraph Engineers — F. A. Kemp, A. Brailsford and W. C. Gee
Senior Wireless Operators—J. S. Logan and Joseph Beten

Harbour Department
Inspr. of Wireless & Telegraph—J. Key

Royal Observatory
Sub-Telegraph Engr.—F. K. Garton
Snr. Wireless Operator—T. B. Rolland

General Works
Engineer-in-charge—H. S. Rouse
Engineers—E. C. Carter, S. O. Hill and A. H. McBride
Inspector of Works—T. J. Richards
1st Class Overseers—J. A. Howe and S. R. Jones

2nd Class Overseers—L. J. F. Griffiths and G. E. Stephens
1st Class Assist. Land Surveyor—Lum Kwok Tung

Port Development
Engineer-incharge—Adam Anderson
Engineers—A. Nicol, W. J. S. Key, G. S. Brown and N. K. Littlejohn
1st Class Overseers—W. Shaw, R. A. Ryne and R. T. Genes
2nd Class Overseers—W. Bruce, A. M. Holland and R. S. Bevan
Junior Assistant—S. B. Ahmed

Public Health & Buildings Ordinance
Engineer-in-charge—A. E. Wright
Engineers—H. J. Pearce, C. B. Robertson, R. S. W. Paterson, J. Bottomley and K. S. Robertson
Office Assistant—J. Wattie
Inspectors of Works—R. S. Vergette and W. Pryde
1st Class Overseers—F. C. Neville, C. A. Grimes, S. A. Roberts, A. J. Wadmore and A. Brooksbank
2nd Class Overseers—T. W. Carr, H. J. Best and P. C. Morgan
Steno-typist—Mrs. S. J. C. Stanesby

Valuation and Resumptions
Engineer-in-charge—A. Kirk
Engineer—J. Ring

Roads, Piers, Bridges, &c. (Maintenance)
Engineer-in-charge—E. Newhouse
Engineers—H. H. Pegg and A. E. Lissaman
Mechanical Engineer—E. P. Fletcher
Senior Inspector of Works—T. Bolt
1st Class Overseers—H. Hall, W. Keegan, J. S. Beach, W. R. Andrews
2nd Class Overseers—F. Baker, B. C. Keen and A. H. Howard

Surveys
Supt. of Surveys—E. B. Reed
Assist. do. —F. Sutton
1st Class Land Surveyors—E. B. Lambert, B. H. C. Hallowes, F. W. Wood
2nd Class Land Surveyors—J. Angwin, C. H. Douglas, C. H. Lamb and O. C. Womack
1st Class Assist. Land Surveyors—Wong Hon and Ng Ka Pui

Waterworks
Engr.-in-charge—R. M. Henderson
Engineers—A. B. Purves, R. S. Logan, W. Woodward and C. W. E. Bishop
Senior Inspectors of Works—A. W. J. Simmons and G. W. Kynoch
Inspectors of Works—W. H. Edmonds and C. J. Tacchi
Clerk—P. Julyan
1st Class Overseers—J. T. Ewing, G. W. May and A. P. Glanville
2nd Class Overseers—A. Thomson, J. Carr, J. S. Dinnen, H. H. Rose, W. Sayers and J. Barnet
2nd Class Clerk—Chan To Sui

Port Development Dept., The—Beaconsfield Arcade (1st floor); Teleph. Cent. 4
Depy. Port Engr.—Adam Anderson
Snr. Assist. Engr.—Andrew Nicol
Engineers—W. J. S. Key, G. S. Brown, N. K. Littlejohn and C. J. Waddel
Junior Assist.—S. B. Ahmed
5th Class Clerk—Mark Kei Shun
6th Class Clerk—Au Yeung Chong
1st Class Overseers—W. Shaw, R. A. Hyne and R. T. Genes
2nd Class Overseers—W. Bruce, A. M. Holland and R. S. Bevan
4th Class Draughtsmen — Li Man Tsung, Li Man Shing, Pau Yuk Ming, Lai Mee Kan, Ng Mo Wing and Wong Hon Chiu

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官冊駐死生

Registration of Births and Deaths
Registrar—W. J. Carrie
Deputy Registrars—R. A. D. Forrest and D. Davies
Chief Clerk—Lam King Shang

官冊駐姻婚

Fan-yan Chu Chak Kun

Registration of Marriages
Registrar—The Land Officer
Deputy—The Assist. Land Officer

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, F.R.A.S.
First do. —B. D. Evans, F.R.A.S.

局凈清 *Tsing-ching-kuk*

Sanitary Department—New Post Office Building
Head Sanitary Department—W. J. Carrie, M.A., B.SC.
Assist. Head Sanitary Dept.—R. A. D. Forrest, M.A.
Medical Officer of Health—G. W. Pope, L.L.M., R.C.P. & S.I., D.P.H., R.C.P., & S.I.
Colonial Veterinary Surgeon—W. J. E. Mackenzie, M.C., M.R.C.V.S.
Assist. C.V.S.—M. J. Reidy, M.R.C.V.S.
Supt. of Staff & Works—P. T. Lamble M.R.S.I.
Secretary—D. Davies, A.R.S.I.
Assist. Secretary—J. Watson
Senior Inspectors—J. A. Lyon, C. E. Frith, R. Duncan, R. C. Witchell and A. K. Taylor

Sanitary Inspectors—S. Kelly, L. Brewer, R. R. Wood, W. Old, H. E. Strange, H. L. Lockhart, G. E. Roylance, H. J. Millington, J. Reid, J. G. Hooper, S. Eccleshall, E. Savage, F. Aslett, W. Thomson, W. Hill, M. Blake, E. C. Kerrison, J. J. Gregory, F. W. Bradley, W. Elliot, B. Murray, P. E. Knight, C. Strange, R. A. Smith, L. J. Morley, E. A. Lyne, R. H. Thomas, A. W. Charity, J. Hughes, A. T. Braley, E. N. Ponsford, T. Armstrong, D. W. Phillips, T. Seddon, G. H. Miles, W. C. R. Lamprill, A. E. Murphy, G. H. Sherriff, T. H. W. King, A. C. Sinton, H. G. Stevens, G. Frost and S. G. Poole
Chief Chinese Clerk—Ng Mui Kai
Accountant— ———
Storekeeper—M. Ligores
Overseers—N. A. Johansson and M. N. Amat

署司務政民華 *Wa-man-ching-mo-sze-chu*

SECRETARIAT FOR CHINESE AFFAIRS—New Fire Brigade Building
Secretary for Chinese Affairs—Hon. Mr. R. A. C. North
Chief Assist.—T. W. Ainsworth
Second do. —E. H. Williams
Third Assist.—R. R. Todd
First Clerk—Tsoi Kin-yung
Inspector—F. Meade
Sub-Inspectors—K. W. Andrew and G. A. Stimson
Emigration Sergeant—T. O'Connor
Emgigrant Examining Officer—G. J. Haywood

署臬 *Nip Shü*

SUPREME COURT—Statue Square
Chief Justice—His Honour Sir Henry Cowper Gollan, Kt., C.B.E.
Puisne Judge — His Honour John Roskuge Wood
Attorney-General — The Hon. Sir Joseph Horsford Kemp, Kt., K.C., C.B.E.
Registrar, Official Administrator, Official Trustee, and Registrar of Companies—Hugh A. Nisbet
Deputy Registrar and Appraiser—C. D. Melbourne
Crown Solicitor—H. K. Holmes
Assist. do. —T. S. Whyte-Smith
Clerk to the Chief Justice — R. W. H. Maynard
Clerk to the Puisne Judge — M. Akbar
Clerk to the Attorney-General—S. Paul
Interpreter—J. V. Dodd
Assistant Interpreters — Ng Chak Wing and Tang Tat-hung
Translator—Chan Kwok Ying
Clerks—Khawas Khan, Wong Tai, Pau Shiu Chong, Yeung Kam Ping, Mak Man Sang, Awtar Singh and Ho Kwan Pang
Shroff—Chan Tack
Librarian—Chan Ling Hin
First Bailiff—J. Wiltshire
Second do. —T. F. O'Sullivan
Bailiffs—W. H. C. Bourchier and W. J. Gorvin
Assistant Bailiff—J. R. Castilho
Clerk and Ushers—E. L. Stainfield and E. A. Roberts

署務庫 *Fu Mò Shü*

TREASURY—Post Office Buildings
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(For staff *see* Kowloon section page 830)

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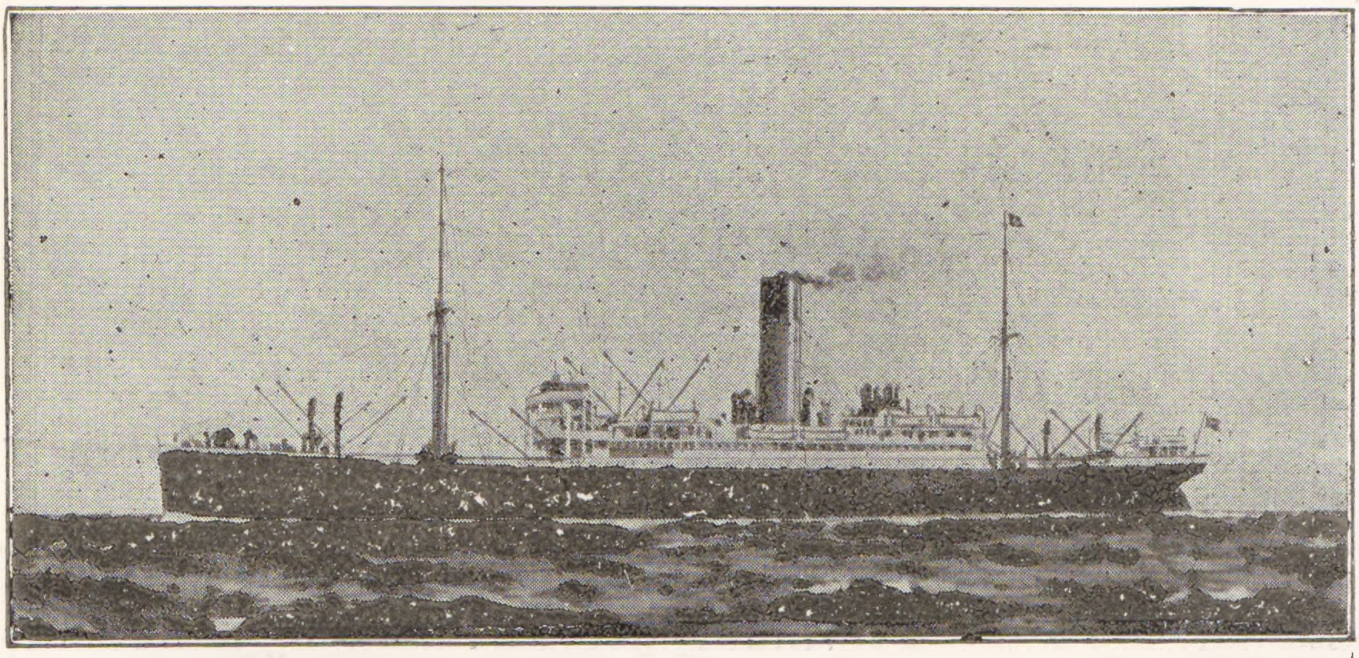

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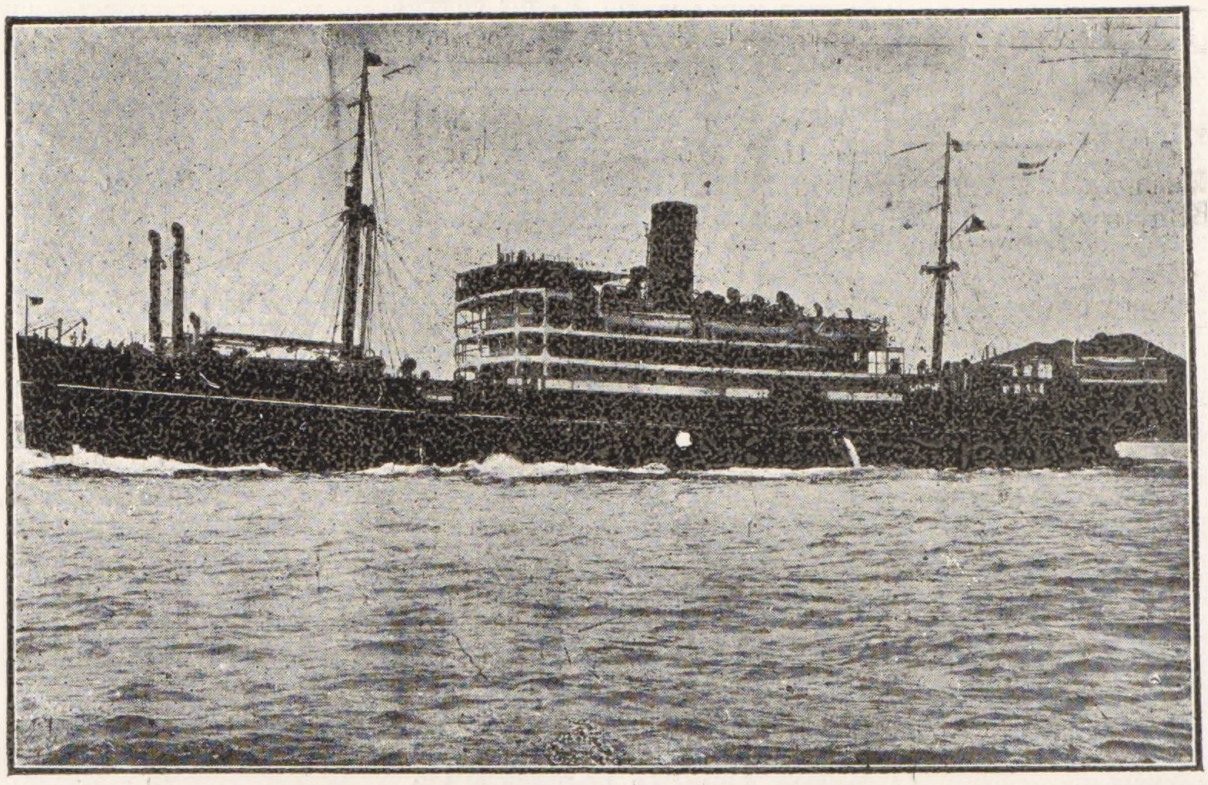

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BROKERS *(Bill and Bullion and Exchange)*
Bonnar, J. W. C.
Bowes-Smith, A. M.
Coppin, A. G.
Dowley, W. A.
Hancock, A. & S.
Layton & Co.
Mody, F. H.
Montargis, M. J. B.
Perry, S. S.
Rodgers, R. A.
Roza, C. A. da
Roza, A. W. da
Stewart, Bros.

BROKERS *(General)*
Cooper & Co., D. H.
Ellis & Co., E.
Grimble & Co., Geo.
Kotewall Co., E. D.
Logan & Co., W.
Pentreath & Co.
Ray, E. H.
Rocha, A. G. da
Silva, A. H. M. da
Silva, J. M. Placé da
Soares, F. P. de V.

BROKERS *(Share and General)*
Basto & Co.
Benjamin & Potts
Carroll, Bros.
Ellis & Co., E.
Gould & Co., J.
Logan & Co., W.
Moxon & Taylor
Silva, A. H. M.
Silva, P. M. N.
Soares, F. P. de V.
Tester & Abraham

BROKERS *(Ship, Freight and Coal)*
Grimble & Co., Geo.
Hin Fat & Co.
Koon Tai & Co.
Malm & Co.
Ray, E. H.
Wallem & Co.
Weir & Co., Andrew
Yamashita Kisen Kogyo Kaisha

BUILDING CONTRACTORS
H'kong. Engin'g. and Construction Co.
Warren & Co., Ld., C. E.

CAFÉS
Alexandra Café Co.
Blue Bird Café
Lane Crawford, Ld.

CEMENT MANUFACTURERS
Green Island Cement Co., Ld.

CHEMISTS AND DRUGGISTS
Colonial Dispensary
Fletcher & Co., Ld.
Hongkong Dispensary
Kowloon Dispensary
Kwong Sang Hong, Ld.
Queen's Dispensary
Watson & Co., Ld., A. S.

CHURCHES AND MISSIONS
American Catholic Missions
Chinese Anglican Church Body
C. M. S. Blind Home
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. John's Cathedral (Anglican)
St. Joseph's Church
St. Margaret Mary's Church
St. Mary's Church
St. Paul's Church
St. Peter's (Seamen's) Church
St. Stephen's Mission Church
Union Church, Hongkong
Union Church, Kowloon
Victoria Female Home and Orphanage
Wesleyan Garrison and Naval Church
Wesleyan Methodist Mission

CIGAR MERCHANTS AND TOBACCONISTS
Atienza, V.
British-American Tobacco Co., Ld.
Caldbeck, Macgregor & Co.
Gande, Price & Co.
Græco-Egyptian Tobacco Store
Lane, Crawford, Ld.
Nan Yang Bros. Tobacco Co.
Orient Tobacco Manufactory
Ruttonjee & Son, H.
Sincere Co., Ld.
Sun Co., Ld.
Tabaqueria Filipina
Watson & Co., Ld., | Wing On Co., Ld.

CINEMATOGRAPH THEATRES, ETC.
Cheong Lok Theatre
Grand (late Eastern) Theatre
Queen's Theatre
Star Theatre, Kowloon
Taiyat Theatre | World Theatre

CLUBS
American Club
Chinese Club
Club Lusitano
Club de Recreio
Easma Club
Engineers' Institute
Filipino Club
Hollandsche Club
Hongkong Amateur Dramatic Club
Hongkong Club
Nippon Club
Peak Club
(*See* also Recreation Clubs)

COAL CONTRACTORS
Bismarck & Co.
Bradley & Co.
Charbonnages du Tonkin
Jardine, Matheson & Co , Ld.
Kailan Mining Administration
Koon Tai & Co.
Kwok & Co., P. K.
Malm & Co.,
Mitsui Bussan Kaisha
Suzuki & Co.
Wallem & Co.
Williamson & Co.

CONSULATES—(*See* pages 899-900)

CONTRACTORS *(Army and Navy)*
Arculli & Sons, A. F.
Ah Ying & Co.
Jack & Co., Ld., William C.

COMMISSION AGENTS
Abdoolally Ebrahim & Co.
Alves & Co., A. L.
Alves & Co., J. M.
Apcar & Co., Arratoon V.
Arculli, Bros.
Arnhold & Co., Ld.
Arthur & Co., Ld.
Backhouse, Ld., James H.
Banker & Co.
Basa, R.
Bismarck & Co.
Boediker & Co.
Bornemann & Co.
Botelho, Bros.
Carlowitz & Co.
Carroll & Co.
Chang Yu Electrical Supply Co.
Chau Yue Teng
Che, Bros.
Chellaram, D.
China Export-Import & Bank Co.
Chiu Bros.
Connell, Bros. & Co.
Cooper & Co.
Davis Co., Ld.
Dickinson & Co., John
Fletcher & Co., Ld.
French Store
Gibbs & Co., J.
Graça & Co.
Hannibal & Co., W. A.
Hing Kee & Co., A. & P. Leong
Hughes & Hough
Humphreys & Son, John D.
Huygen, G. E.
Indo-China Trading Co.
Jebson & Co.
Karsten Larssen & Co.
Katoh & Co.
Kissoomal, B.
Kitting & Co.
Kwong Sang Hong, Ld.
Loxley & Co., W. R.
Manners & Co., Ld., John
Meyerink & Co., Wm.
Mitsui Bussan Kaisha, Ld.
Mohamedally, M.
Moses & Co., N. S.
Moulder & Co., Ld., A. B.
Mustard & Co.
Nemazee, H. M. H.
Nippon Menkwa Kabushiki Kaisha
Patell & Co.
Pavri, K. S.
Pentreath & Co.
Pohoomul. Bros.
Popular Silk Store
Remedios & Co., J. C. dos
Reuter, Brockelmann & Co.
Ribeiro, Son & Co.
Robertson, Wilson & Co.
Rocha & Co., J. M. da
Ross & Co., Alex.
Rosselet & Co., J. C.
Rudolf Wolff & Kew, Ld.
Seth, Harold
Silva-Netto & Co.
Snowman & Co.
Soares, F. P. de V.
Sousa & Co., Ld., De
Suzuki & Co.
Talati, M. P.
Union Trading Co.
Vasunia, J. P.
Warren & Co., Ld., C. E.
Watanmal Boolchand
Wicking & Co., Harry
Xavier Bros., Ld.

CURIO DEALERS
Komor & Komor (Kuhn & Co.)
Lock Hing & Co.

DAIRIES
Ah Wee, Kowloon
Dairy Farm, Ice & Cold Storage Co., Ld.

DANCING ACADEMY
Capell, Miss V.

DENTISTS
Asger, Dr. M. E.
Burton, Dr. C. H.
Kew, Brothers, Drs.
Noble, Dr. J. W.
Sommers, Dr. H. F.
To, Dr. Herbert
Thompson, F.

Docks
Hongkong and Whampoa Dock Co.
Taikoo Dockyard and Engineering Co.

Drapers
Ah Men & Hing Cheong & Co.
Cooper & Son
Kayamally & Co., M.
Lane, Crawford, Ld.
Powell, Ld., Wm.
Tyeb & Co.
Whiteaway, Laidlaw & Co.

Dressmakers and Milliners
At the Sign of the Lantern
Elite Styles Femina
Lane, Crawford, Ld.
Pamela
Powell, Ld., Wm.
Sarrault, Madame
Whiteaway, Laidlaw & Co.

Dry Cleaners
Steam Laundry Co.

Educational
Asile de la Sainte Enfance
Belilios Public School for Girls
Central British School
Diocesan Boys' School
Diocesan Girls' School and Orphanage
Ellis Kadoorie School
English School for Indians
Fairlea School, C.M.S.
Italian Convent
King's College
Kowloon British Junior School
Peak School
Queen's College
Roman Catholic Cathedral School
St. Joseph's English College
St. Paul's College
St. Stephen's College
St. Stephen's Girls' College and Preparatory School
Technical Institute
University of Hongkong
Victoria British School
Victoria Home & Orphanage
Wanchai English School
Wesleyan Mission School
Yaumati English School

Electric Companies
China Light & Power Co. (1918), Ld.
General Electric Co. of China, Ld.
Hongkong Electric Co., Ld.
Hongkong Telephone & Electric Co.
Hongkong Tramways Co., Ld.
Westinghouse Electric International Co.

Engineers and Shipbuilders
A King's Slipway
Bailey & Co., W. S.
Hongkong and Whampoa Dock Co.
Jack & Co., Ld., Wm. C.
Taikoo Dockyard and Engineering Co.

Engineers *(Civil)*
(*See* Architects)

Engineers and Surveyors
Bailey & Co., W. S.
Carmichael & Clarke
General Electric Co. of China
Gerin, Drevard & Co.
Goddard & Douglas
Hall, Thomas Phillip
Hongkong Engin'g. and Construction Co.
Hongkong Excavation, Pile-Driving and Construction Co., Ld.
Jack & Co., Ld., Wm. C.
Jardine Engineering Corporation, Ld.
Lloyd's Register of Shipping
Macdonald & Hunter
Miller, J. Finlay
Purves & Co., D.A.
Westinghouse Electric International Co.

Estate Agents
China Provident L. & M. Co., Ld.
Hongkong Development, Building and Savings Society, Ld.
Hongkong Land I. & A. Co., Ld.
Hongkong & Territorial Estates, Ld.
Humphreys Estate and Finance Co., Ld.
Kai Tack Land Investment Co., Ld.
Kowloon Land and Building Co., Ld.
Linstead & Davis

Ferry Company
Star Ferry Co., Ld.

Flour Millers and Merchants
Dunbar, Wm.
Skott & Co., H.

Forwarding Agents
American Express Co.
Cook & Son, Thos.

Fumigating and Disinfecting
Fumigating and Disinfecting Bureau, Ld.

Garages
Dragon Motor Car Co.
Hongkong Hotel Garage

Gas Co.
Hongkong and China Gas Co.

Gun and Rifle Makers
Hongkong Sporting Arms and Ammunition Store

Hairdressers
Campbell, Moore & Co.
Hongkong Hotel Co.

Hospitals
Alice Memorial Hospital
Alice Memorial Maternity Hospital
French Convent Hospital
Govt. Civil Hospital
Infectious Diseases Hospitals
Lunatic Asylum
Matilda Hospital
Nethersole Hospital
Peak Hospital
Tung Wah Hospital
Victoria Hospital

HOTELS *(Private)*
"Empress" Lodge, Kowloon
"Kingsclere," Kowloon
Knutsford Hotel
Lauriston

HOTELS
Great Eastern
Hongkong Hotel
Hotel Metropole
King Edward Hotel
Kowloon Hotel
Miller House American Hotel
Palace Hotel (Kowloon)
Peak Hotel
Repulse Bay Hotel
Savoy Hotel

HOUSE FURNISHERS
A Tack & Co.
Lane, Crawford, Ld.
Powell, Ld., Wm.

ICE WORKS AND COLD STORAGE
Dairy Farm, Ice & Cold Storage Co.

INSURANCE COS.
Assurance Franco-Asiatique
British-America Assurance Co.
British Traders' Insurance Co., Ld.
Canton Insurance Office, Ld.
China Fire Insurance Co., Ld.
China Mutual Life Insurance Co., Ld.
China Underwriters, Ld.
Commercial Union Assurance Co.
Hongkong Fire Insurance Co., Ld.
I On Marine and Fire Insurance Co., Ld.
Liverpool and London and Globe Insurance Co., Ld.
L'Urbaine Fire Insurance Co., Ld.
Man On Insurance Co.
Marine and Gen. Mutual Life Assurance
New Zealand Insurance Co.
Po On Marine & Fire Ins & Godown Co.
South British Insurance Co.
Sun Life Assurance Co. of Canada
Union Insurance Society of Canton, Ld,
Wing On Life Assurance Co., Ld.

JEWELLERS
Falconer & Co. (Hongkong), Ld., G.
Lane, Crawford, Ld. (Mappin & Webb)
Mohideen & Co.
Sennet, Frères
Ullmann & Co., J.
Wang Hing

LAND INVESTMENT COMPANIES
China Provident Loan & Mortg. Co., Ld.
Hongkong Land Investment & Agency Co., Ld.
Hongkong Small Investors' Share and Real Estate Co.
Hongkong Territories Estates, 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 Lithographic Press
South China Morning Post, Ld.

MACHINERY AGENTS AND CONTRACTORS
Bornemann & Co.
Bradley & Co., Ld.
Carmichael & Clarke
Dodwell & Co.
General Electric Co. of China, Ld.
Jack & Co., Ld., Wm. C.
Jardine, Matheson & Co., Ld.
Reiss, Massey & Co., Ld.
Reuter, Brocklemann & Co.
Ross & Co., Alex.
Shewan, Tomes & Co.

MACHINES, SEWING
Singer Sewing Machine Co.

MANUFACTURERS
China Soap Co., Ld.
Dickinson & Co., John
General Electric Co of China
Hongkong Rope Manufacturers, Ld
Nanyang Bros. Tobacco Co.
Orient Tobacco Manufactory, The
Simplex Plaster Co., Ld.

MANUFACTURERS' REPRESENTATIVES
Alves & Co., J. M.
American Flour Co.
American Milk Products Corporation
Andersen, Meyer & Co.
Arnhold & Co., Ld.
Arthur & Co., Ld.
Atienza, V.
Boediker & Co.
Bornemann & Co.
Bradley & Co., Ld.
Brunner, Mond & Co., Ld.
Carmichael & Clarke
China Export-Import & Bank Co.
Christenson & Co.
Colonial Store, The
Dickinson & Co., John
Dodwell & Co.
Eastern Asbestos Co.
Edison Music Store
Field & Co., Marshall
Gibb, Livingston & Co., Ld.
Griffith, Ld., T. E.
Ham Bros.
Huygen, G. E.
Jardine, Matheson & Co., Ld.
Kissoomal, B.
National Aniline and Chemical Co.
Néstles & Anglo-Swiss Milk Co., Ld.
Robertson, Wilson & Co.
Ross & Co., Alex.
Wing On Co., Ld., The

MEDICAL PRACTITIONERS

(For Doctors in Government Service *see* under Government Offices, pages 874-5)

Allan, Strahan, Thomas & Nicolson
Atienza, V. M.
Basto, R. A.
Forsyth, Grove, Aubrey & Urquhart
Gibson, R. McLean
Harston, Black, Balean, Koch, Stuart-Taylor & Gawler
Heanley, C. M.
Sanders, J. H.
Souza, Bernardo | Wan Man Kai

MERCHANTS (*Commission*)

(*See* Commission Agents)

MERCHANTS (*General*)

Abdoolally, Ebrahim & Co.
Alves & Co., A. L.
Alves & Co., J. M.
American Milk Products' Corporation
Andersen, Meyer & Co.
Apcar & Co., Arratoon V.
Arculli, Bros.
Arnhold & Co., Ld.
Arthur & Co., Ld.
Backhouse, Ld., James H.
Banker & Co., Ld.
Blair & Co.
Boediker & Co.
Bornemann & Co.
Botelho, Bros.
Bradley & Co., Ld.
Butterfield & Swire
Carroll & Co.
Central Agency, Ld.
Chellaram, D.
Chiu Co., M. C.
Cooper & Co.
Currimbhoy & Co., Ld.
Davie, Boag & Co.
Dodwell & Co., Ld.
Donnelly & Whyte
Europe Asia Trading Co.
Field & Co., Marshall
Fongkey & Co., F.
Fung Tang
Gerin Drevard & Co.
Gibb, Livingston & Co.
Gibbs & Co., J.
Gilman & Co., Ld.
Goeke & Co., A.
Gotla & Co.
Gregory & Co., T. M.
Griffith, Ld., T. E.
Ham Bros.
Hannibal & Co., W. A.
Himly & Co.
Hingkee & Co., A. & P. Leong
Holland-China Trading Co.
Humphreys & Son, John D.
Hutchison & Co., John D.
Indo-China Trading Co.
Jardine, Matheson & Co., Ld.
Karsten, Larssen & Co.
Keller Kern & Co., Ld.
Kotewall & Co., R. H.
Lapraik & Co., Douglas
Loxley & Co., W. R.
Mackinnon, Mackenzie & Co.
Manners & Co., John
Maxim & Co.
Meyerink & Co., Wm.
Michael & Co., J. R.
Mitsui Bussan Kaisha
Modi, R. K.
Mody & Co., N.
Mohamedally, N.
Moses & Co., N. S.
Moulder & Co., A. B.
Nemazee, H. M. H.
Nestlé & Anglo-Swiss Cond. Milk Co.
Patell & Co.
Pavri, K. S.
Pohoomull Bros.
Popular Silk Store
Reiss, Massey & Co., Ld.
Remedios & Co., J. C.
Ribeiro, Son & Co.
Rocha & Co., J. M. da
Ross & Co., Alex.
Ruttonjee & Co.
Sassoon & Co., Ld., David
Sassoon & Co., E. D.
Shewan, Tomes & Co.
Siemssen & Co.
Skott & Co., H.
Smith & Co., Frank
Soares & Co.
Sousa & Co., Ld., De
Swedish Trading Co., The A. B.
Thoresen & Co.
Toyo Menkwa Kaisha
Union Trading Co.
Wallem & Co.
Wassiamull Assomull & Co. (*Silk*)
Wheen & Sons, Ed.
Wicking & Co., Harry
Williamson & Co.
Wing On Co., Ld.
Wing Sang Co., Ld.
Xavier Bros., Ld.

METALLURGIST

Franklin, A. C., F.I.C.

METAL MERCHANTS

Chung Hwa Steel Products Co.
Dodwell & Co.
Jardine, Matheson & Co
Rudolf Wolff & Kew, Ld
Singon & Co.

MILLINERS

China Drawn Work Co.
Kayamally & Co.
Lane, Crawford, Ld.
Powell, Ld., Wm.
Tyeb & Co.
Whiteaway, Laidlaw & Co.

MINING, IRON AND STEEL COMPANIES
Charbonnages du Tonkin
Singon & Co.

MOTOR ENGINEERS AND BUILDERS
Bailey & Co., W. S.
Jack & Co., Ld., Wm. C.
Jardine, Matheson & Co., Ld.
Ross & Co., Alex.

MUSEUM
City Hall

MUSIC (*Professors of*)
Gonzales, Francisco

MUSIC STORES
Anderson Music Co., Ld.
Brunswick House
Edison Store
Moutrie & Co., Ld.
Tsang Fook & Co.

NEWSAGENTS
Brewer & Co.
Kelly & Walsh, Ld.

NEWSPAPERS (*English*)
China Mail
Daily Bulletin
Hongkong Daily Press
Hongkong Telegraph
South China Morning Post
Sunday Herald

NEWSPAPERS (*Native*)
China Star
Hongkong Man Po
Kung Sheung Yat Po
Tai Kwong Yat Po
Tsun Wan Yat Po
Wah Kiu Yat Po
Wah Tsz Yat Po (Chinese Mail)

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.
Ullmann & Co., J.

OUTFITTERS
(*See* Tailors)

PAINT MANUFACTURERS
Wilkinson, Heywood & Clark, Ld.

PAPER MANUFACTURERS
Tai Shing Paper Manufacturing Co.

PHOTOGRAPHERS
A. Fong
Mee Cheung

PHOTOGRAPHIC GOODS DEALERS
A Tack & Co.
Long Hing & Co.
Mee Cheung
Pathe-Orient

POSTAGE STAMP DEALERS, ETC.
Graça & Co.

PRINTERS
Braga, J. P.
Brewer & Co.
China Mail, Ld.
Hongkong Daily Press, Ld.
Hongkong Herald Publishing Co.
Hongkong Printing Press
Hongkong Telegraph
Kelly & Walsh, Ld.
Noronha & Co.
South China Morning Post, Ld.
Victoria Printing Press
Ye Olde Printerie, Ld.

PRINTING INKS & LITHOGRAPHIC PRINTING MACHINERY
Ault & Wiborg Co.

RAILWAY
Kowloon-Canton Railway

RECREATION CLUBS
Bowling Green Club
Chinese Recreation Club
Craigengower Cricket Club
Hongkong Boxing Association
Hongkong Civil Service Cricket Club
Hongkong Cricket Club
Hongkong Football Club
Hongkong Hockey Club
Hongkong Jockey Club
Hongkong Lawn Bowls Association
Kowloon Bowling Green Club
Kowloon Cricket Club
Ladies' Recreation Club
Lusitano Recreation Club
Polo Club
Queen's College Recreation Club
Royal Hongkong Golf Club
Royal Hongkong Yacht Club
South China Athletic Association
United Services Recreation Club
Victoria Recreation Club

ROPE MANUFACTURERS
Hongkong Rope Manufacturing Co.

SAILMAKERS
A. King
A. Kwai & Co.
Bismarck & Co.

SHIPCHANDLERS
A. Kwai & Co.
Bismarck & Co.
Lane, Crawford, Ld.
Wing Kee & Co.

SHIPPING OFFICES
Admiral Line
American Express Co.
Bank Line, Ld.
Banker & Co.

SHIPPING OFFICES—*Continued*
Botelho, Bros.
Brit. India Steam Nav. Apcar Cos., Ld.
Butterfield & Swire
Canadian Pacific Steamships, Ld.
Carmichael & Clarke
Carroll & Co.
China Merchants' S. N. Co.
China Navigation Co.
Cook & Son, Thos.
Dodwell & Co.
Dollar Co., Robt.
Douglas Steamship Co.
Eastern & Australian S. S. Co.
Furness (Far East), Ld.
Gibb, Livingston & Co.
Hongkong, C'ton. & Macao Steamboat Co.
Hongkong Tug and Lighter Co.
Indo-China Steam Nav. Co., Ld.
Jardine, Matheson & Co., Ld.
Java-China-Japan Line
Kailan Mining Administration
Karsten Larssen & Co.
Mackinnon, Mackenzie & Co.
Messageries Maritimes
Nanyo Yusen Kaisha
Nemazee, H. M. H.
Nippon Yusen Kaisha
Norddeutscher Lloyd
Osaka Shosen Kaisha
Peninsular and Oriental S. N. Co.
Reuter, Brockelmann & Co.
Struthers & Barry, Inc.
Swedish Trading Co., The A. B.
Thoresen & Co. (Norwegian)
Weir & Co., Andrew
Williamson & Co.

SILK AND FANCY GOODS DEALERS
Brewer & Co.
Chellaram, D.
Chotirmal & Co., K. A. J.
Dhanamal & Co., K. N.
Graça & Co.
Komor & Komor
Mehta & Co.
Pioneer Silk Store
Pohoomull Bros
Swatow Drawn Work Co.
Swatow Lace Co.
Swatow Trading Co.
Wassiamull Assomull
Watanmal Boolchand

SOAP MAUNFACTURERS
China Soap Co, Ld.

SOLICITORS
Brutton, G. K. Hall
D'Almada e Castro & Mason
D'Almada & Nephew
Deacons
Hastings, Dennys & Bowley
Johnson, Stokes & Master
Lee & Russ
Lo & Lo
Lyson & Hall
Tso and Hodgson
Wilkinson & Grist
Woo & Nash

STATIONERS
Brewer & Co.
Cooper & Son
Kelly & Walsh, Ld.
Ye Olde Printerie, Ld.

STOREKEEPERS
British-American Candy Store
Lane, Crawford, Ld.
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
Goddard & Douglas
Hall, T. P.
Macdonald & Hunter
Miller, J. Finlay
(*See* also Engineers and Surveyors)

TAILORS AND OUTFITTERS
Ah Men & Hing Cheong & Co.
Lane, Crawford, Ld.
Mackintosh & Co., Ld.
Powell, Ld., William
Whiteaway, Laidlaw & Co.
Yee Sang Fat

TELEGRAPH AND TELEPHONE COMPANIES
Chinese Telegraph Administration
Eastern Extension, A. & C. Tel. Co.
Great Northern Telegraph Co.
Hongkong Telephone Co.
Reuter's, Ld.

TIMBER MERCHANTS
Arnhold Bros. & Co.
British Borneo Timber Co.
Chiu & Co., M. C.
Dodwell & Co.
Dollar Co., Robert

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
Ullmann & Co.

WATER BOAT CO.
Union Water Boat Co.

WHARVES AND GODOWNS
China Provident Loan and Mortgage Co., Ld.
Holt's Wharf and Godowns
Hongkong and Kowloon Wharf and Godown Co.
Po On Marine Insurance and Godown Co.

WINE AND SPIRIT MERCHANTS
Bradley & Co., Ld.
Caldbeck, Macgregor & Co.
Donnelly & Whyte
Gande, Price & Co., Ld.
Gilman & Co., Ld.
Griffiths & Co., Ld., T. E.
Lane, Crawford, Ld.
Ruttonjee & Son, H.
Sincere Co., Ld.
Sun Co., Ld.
Watson & Co., Ld., A. S.
Wing On Co., Ld.

YACHT AND MOTOR BOAT BUILDER
A. King

HONGKONG LADIES' DIRECTORY

Alabaster, Mrs. C. G., 514, Peak
Alabaster, Mrs. E. O., 460, Peak
Alvares, Mrs. S. S., 29, Ashley Road, Kowloon
Alves, Mrs. E. M., 41, Granville Rd., Kowloon
Alves, Miss Cynthia, 9, Carnarvon Buildings, Kowloon
Alves, Mrs. J. M., 3, Carnarvon Buildings, Kowloon
Alves, Miss M. E., 6, Carnarvon Buildings, Kowloon
Andel, Mrs. A. W. van, 266, Peak
Anderson, Miss K. M., Peak Hotel
Archbutt, Mrs. G. S., 454, Peak
Aubrey, Mrs., 378, Peak
Austin, Mrs. Frank, Peak Hotel
Backhouse, Mrs. J. H., 5, Tregunter Mansions, May Road
Bagram, Mrs. J. T., 12, Branksome Towers, May Road
Bailey, Mrs. W. S., 4B, Armand Villas, Kowloon
Baker, Mrs. W. G., 522, Peak
Balean, Mrs. H., Peak Hotel
Bannerman, Mrs. G. H., 549, Peak
Barnes, Mrs. F. H. and the Misses, 3, Lyemun Villas
Basto, Mrs. C. H., 133, Main Road, Kowloontong
Beamish, Mrs. D. W., Peak Hotel
Beavis, Mrs. C. H., 178, The Peak
Bell, Mrs. Hayley, 511, Peak (Magazine Gap)
Bell, Mrs. W. H., 374, Peak
Bellamy, Mrs., 358, Peak
Bennett, Mrs. T. G., 53, Peak
Bentley, Mrs., "Hillcrest," 114, Peak
Berg, Mrs. & Miss, Bergslein, Stubbs Road
Bernard, Mrs. D. G. M., "The Mount," 117, Peak
Biggar, Mrs. D. Woodbury, Pokfulam
Birch, Mrs. B. G., 460, Peak
Bird, Mrs. L. G., and Miss, 28, Peak
Blaker, Mrs. C., 453, Peak
Bloomfield, Mrs. J. A., "Knocklayd," 250, Peak
Bostock, Mrs. J. S., Peak Hotel
Botelho, Mrs. S. B., 8, Jordan Road (ground floor), Kowloon
Braga, Mrs. J. P., and the Misses J. P. and M., 12, Knutsford Terrace, Kowloon
Branch, Mrs., 12, Carnarvon Buildings, Kowloon
Breakspear, Mrs. O. T., Peak Hotel
Brearley, Mrs. A., 360, Peak
Brown, Mrs. C. B., Cameron Villas, 176, Peak
Bruyn, C. de, 264, Peak
Bungey, Mrs. A. P., 250, Peak
Burnett, Mrs. G. W. C., 4, Mountain View, 110, Peak
Buyers, Mrs. W. N., 114, Peak
Byron, Mrs. F. H. D., Peak Hotel
Cameron, Mrs. Allan, "Cragholme" Severn Road, 362, Peak
Cameron, Mrs. N., Peak Hotel
Campbell, Mrs. K. M., 521, Peak
Capell, Mrs. J. R., 9, Torres Buildings, Kowloon
Carothers, Mrs. S. Dixon, "Meirion," 5, Peak
Carreira, Mme. M. J., 41, Granville Road, Kowloon
Carrie, Mrs. W. J., 151, Peak
Cashman, Mrs. M. W., Peak Hotel
Cassidy, Mrs. P. S., Lugard Road, 30, Peak
Chater, Lady, "Marble Hall," 2, Conduit Road

Clark, Mrs. J. Caer, Chatham Path, May Road
Clarke, Mrs. E. B., Peak Hotel
Claxton, Mrs., Royal Observatory, K'loon.
Clementi, Lady, Mountain Lodge
Colin-Grove, Mrs. G., Peak Hotel
Comyn, Mrs. L. T., 14, Peak
Cooks, Mrs. C. I., 9, Peak
Cooper, Miss M., Peak Hotel
Coppin, Miss, The Albany
Coppin, Mrs. A. G., The Albany
Cornaby, Mrs. W. B., 106, Peak
Cornell, Mrs. W. A., Repulse Bay Hotel
Cossart, Mrs., 32, Lugard Road
Courtney, Mrs. F. McD., 358, Peak
Crapnell, Mrs. F. H., 1, Chatham Road, Kowloon
Creasy, Mrs. H. T., 406, Peak
Crook, Mrs. A. H., 156, Peak
Currie, Mrs. N., Peak Hotel
D'Almada, Miss M., 16, Humphreys Buildings, Kowloon
Davidson, Mrs. E., 91, Peak
Digby, Mrs., University, Hongkong
Dixon, Misses Freda & Edith., 4, Lyeemoon Villas, Kowloon
Dodwell, Mrs. L. G. S., 526, Peak
Donald, Mrs. M. C., 33, Humphreys Bldgs., Kowloon
Donnell, Miss, 114, Peak
Dowbiggin, Mrs. H. B. L., 517, Peak
Drinkwater, Mrs. J., Peak Hotel
Dunbar, Mrs. L., 2, May Road
Dutton, Mrs. S. H., Peak Hotel
Dyer, Miss, 4, Albany
Earle, Mrs., University
Ede, Mrs. C. Montague, 3, Bowen Road
Edwards, Mrs. G. R., 24, Humphreys Ave., Kowloon
Farmer, Mrs. W., 533, Peak
Farrar, Mrs. M. E., Peak Hotel
Farrell, Mrs. A. E., Peak Hotel
Fawcett, Mrs. H., 5, Humphreys Buildings, Kowloon
Featherstone, Mrs. W. T., 31, Peak
Ferguson, Mrs. A. H., Charter House, 17, Peak Road
Figgins, Mrs. J., Peak Hotel
Figueiredo, Mrs. E. J., 3, Liberty Avenue
Fleming, Mrs. J., 9, Mountain View, 105, Peak
Forrest, Mrs. R. A. D., 513, Peak
Franks, Mrs. J. W., 160, Peak
Fraser, Mrs. J. A., Taipo
Garrett, Mrs. G. W., 10, Peak
Geare, Mrs., Deepwater Bay
Gellion, Mrs. F. J., 9, Humphreys Bldgs., Kowloon
Gibson, Miss C. M., Peak Hotel
Gill, Mrs. W. H., and Miss, 10, Humphreys Buildings, Kowloon
Gillingham, Mrs. J., 9, Queen's Gardens
Gourdin, Mrs. and Miss, 32B, Nathan Road, Kowloon
Grantham, Mrs. A. G., 3, Queen's Gardens
Graves, Mrs. H., "Meirion," 6, Peak
Gray, Mrs. H. C., 401, Peak
Green, Mrs. R. A., 11, Peak
Gregory, Mrs. H., 3, Humphreys Buildings, Kowloon
Greig, Mrs. J. P. S., Peak Hotel
Grimble, Mrs., E., 6, Mountain View, Peak
Grimble, Mrs. Geo., 10, Branksome Towers, May Road
Grossman, Mrs. E., 1, Branksome Towers May Road
Gubbay, Mrs. D. S., The Den, Castle Road
Hall, Mrs. F. C., 507, Peak
Hall, Mrs. G. M., 267, Peak
Hall, Miss M. B., Peak Hotel
Hall, Mrs. J., 11, Peak
Hall, Miss M. B., Peak Hotel
Hallowes, Mrs. B. H. C., 196, Peak
Hamilton, Mrs. E. W., "Homestead Flats," 151, Peak
Hargraves-Browne, Mrs. A., 300, Peak
Harper, Mrs. A., 5, Minden Villas, K'loon.
Harrison, Miss V. R., Peak Hotel
Harry, Miss H., Peak Hotel
Hawker, Mrs. W. J., Peak Hotel
Hayward, Mrs. A. W., 4, Tregunter Mansions, May Road
Hazeland, Miss, 2, Queen's Gardens
Henderson, Mrs. A. K., 359, Peak
Hicks, Mrs. A., 527, The Peak
Ho Tung, Lady, "Idlewild," Seymour Road
Hofstede, Mrs. J., 268, Peak
Honess, Miss J., Peak Hotel
Hopwar, Miss, c/o Shewan, Tomes & Co., Hongkong
Hughes, Miss F. M., The Albany
Hughes, Mrs. G. V., 7, Humphreys Bldgs., Kowloon
Hughes, Mrs. J. Owen, 402, Peak
Humphreys, Mrs., H., 1, Tregunter Mansions
Hunt, Mrs. J. H., 23, Humphreys Buildings, Kowloon
Hunter, Mrs. R., 12, Humphreys Buildings, Kowloon
Ironside, Mrs., 184, Peak
Jackman, Mrs. H. T., 403, Peak
Jessen, Mrs. E. V. and Miss J., 8, Tregunter Mansions, May Road
Joll, Mrs. L. D., 20, Humphreys Buildings, Kowloon
Kew, Mrs. C. H. W. & Miss, 8, Castle Road
King, Mrs. T. H., "The Bracket," 361, Peak
Kirk, Mrs. A., 7, Leighton Hill
Koch, Mrs. W. M., 166, Peak
Kotewall, Mrs. R. H., 57, Conduit Road
Kwok, Mrs. P. K., 7, Arbuthnot Road
Lammert, Mrs. L. E., 4, Observatory Villas, Kowloon
Langston, Mrs. S. H., 3, Bungalow, Repulse Bay
Lanyon, Mrs. J. B., Peak Hotel
Lauder, Mrs. P., Barker Road, 464, Peak
Leggatt, Mrs. E. A., 370, Peak

Lewis, Mrs. A. N., Peak Hotel
Lewis, Miss B. N., Peak Hotel
Lewis, Mrs. D., 173, Peak
Limage, Mrs. J., 9, Felix Villas
Lindsell, Mrs. R. E., Homestead Flats, 151, Peak
Little, Mrs. J. H., 183, Peak
Lo, Mrs. M. K., 55, Robinson Road
Loureiro, Mrs. and the Misses, 2, The Albany, Peak Road
Lucas, Mrs. R., Peak Hotel
Lynch, Mrs. J. R., Peak Hotel
MacKichan, Mrs. A. S., 3, Gough Hill, 294, Peak
Mackintosh, Mrs. F. A., 7, Stewart Terrace, 270, Peak
Maconachie, Mrs. J. Kirk, 400, Peak
Mahony, Miss H., Mt. Austin Barracks
Maitland, Mrs., 2, Branksome Towers, Peak
Marcel, Mrs. C. P., 175, Peak
Marsh, Mrs. F. R., "Dunnotar," 253, Peak
Matheson, Mrs. R. J. and Miss, "Huntington," Peak Road
Matthews, Mrs. E. D., 25, Humphreys Buildings, Kowloon
Miskin, Mrs. G., 172, Peak
Morrison, Mrs. K. S., Barker Road, 460, Peak
Morrison, Mrs. Scott, 11, Branksome Towers, May Road
Munro, Miss C. E., Peak Hotel
Murdock, Mrs. A., 192, Peak
Murray, Mrs. G., 287, Peak
Nash, Mrs. F. E., 4, Cambay Buildings, Kowloon
Newsholme, Miss M. W., 460, Peak
Nightingale, Mrs. G. F., 106, Mody Road, Kowloon
Nisbet, Mrs. H. A., Homestead House, 153, Peak
Noll, Mrs. G., 2, Des Voeux Villas, 165, Peak
Normington, Mrs., 19, Humphreys Buildings, Kowloon
Nowers, Mrs. W. A., 111, Peak
Ogilvie, Mrs. A., 1, Victoria View, Kowloon
O'Keefe, Miss D., 31, Ashley Road, K'loon.
Oliver, Mrs. R. E. H., 457, Peak
Ormiston, Mrs. James, 15, Humphreys Buildings, Kowloon
Ortlepp, Mrs. E., 180, Peak
Oxberry, Mrs. J. H., Palace Hotel, K'loon.
Parker, Mrs. A. H., Derrington, Peak
Parker, Mrs. P. W., 459, Peak
Parren, Mrs. J. L., 35, Humphreys Buildings, Kowloon
Patell, Mrs. J. B., 3, Duddell Street
Paterson, Mrs. E. J., 520, Peak
Paterson, Mrs. R. J., 354, Peak
Pearce, Mrs. T. E., Gough Hill Road, 299, Peak
Perry, Mrs. F. A., 250, Peak
Pestonji, Mrs. R., 8, Humphreys Buildings, Kowloon
Peyton, Miss C., Peak Hotel
Piercy, Mrs. A., 369, Peak
Pinna, Mrs. S., 21, Jordan Road, Kowloon
Pollock, Lady, "Burrington," 367, Peak
Pope, Mrs. G. W., 10, Queen's Gardens
Potter, Mrs. Eldon, Plantation Road, 373, Peak
Ralston, Mrs. J., 8, Leighton Hill
Raymond, Mrs. E. M., 172, Repulse Bay
Rees, Mrs. L. C. Parker, 155, Peak
Richards, Mrs. D. M., Fao, Peak
Riecker, Mrs. J., Stubbs Road
Riley, Miss, 114, Peak
Riley, Mrs. H. C., 269, Peak
Ritchie, Mrs. A., 261, Peak
Robinson, Mrs. J. P., 6, Gun Club Hill, Kowloon
Robinson, Miss W., 6, Gun Club Hill, Kowloon
Rodgers, Mrs. R. A, 531, Peak
Rome, Mrs. F. J. de, 151, Peak
Ross, Mrs. S. Hampden, 503, Peak
Roza, C. A. da, 3, May Road
Russ, C. A. S., 178, Repulse Bay
Russell Brown, Mrs. C., 2, Thorpe Manor
Sandes, Mrs. C. L. Compton, 302, Peak
Sanger, Mrs. R., 375, Peak
Schofield, Mrs. W., Homestead Flats, 151, Peak
Scott, Mrs. D. S., R.B.L., 250, Pokfulam
Shenton, Mrs. W. L., "Hazeley," 377, Peak
Sherry, Mrs. J. P., 119, Peak
Shields, Mrs. A. L., 16, Peak Road
Silva-Netto, Mrs. A. F. B., 526, Nathan Road, Kowloon
Sim, Mrs. E. L., 26, Peak
Simpson, Mrs. R. K. M., 10, Felix Villas
Smith, Mrs. A. M. Bowes, 516, Peak
Smith, Mrs. A. W., 36, Humphreys Buildings, Kowloon
Sorby, Mrs. V. "Glen Iris," 530, Peak
Sousa, Mrs. E. V. M. R. de, 39, Granville Road, Kowloon
Stapleton, Mrs. F. W., 154, Kowloon Tong
Stark, Mrs. C. C., 274, Peak
Steel, Miss A. E., Peak Hotel
Stevenson, Mrs. W. B., Thorpe Mansions
Stewart, Mrs. A. B., 116, Peak
Strellett, Mrs. D. L., Des Vœux Villas, 165, Peak
Stuart, Mrs. A. M., Peak Hotel
Stubbings, Mrs. & Miss G. E., Peak Hotel
Suffiad, Mrs. A. G., 4, Bowls Building, Fly Dragon Terrace
Sung, Mrs. T. M., 1, Ripon Terrace, Peak
Sutherland, Mrs. R., "Craig Roy," 368, Peak
Sutton, Miss, Peak Hotel
Sutton, Mrs. F., Peak Hotel
Talati, Mrs M. P., 18, Ice House Street
Tarrant, Mrs. J. A., 8, Aimai Villas, Kowloon
Tarrant, Miss Bertha, 8, Aimai Villa Kowloon

Taylor, Mrs. F., 27, Humphreys Buildings, Kowloon
Thomson, Mrs. F. Syme, Des Vœux Villas, 167, Peak
Tod, Mrs. P., 303, Peak
Tottenham, Mrs. R. E., 57, Peak
Tratman, Mrs. D., 24, Shek O
Tully, Mrs. J., Repulse Bay Hotel
Turner, Mrs. M. H., 196, Peak
Un, Mrs. H. F., 215, Kowloon Tong
Upsdell, Mrs., 5, Queen's Gardens, May Rd.
Wallace, Mrs. A., 2, Peak Road
Ward, Mrs. E. R., Peak Hotel
Way, Mrs. H. C. B., Hill Crest," 114, Peak
Westland, Miss D., Helena May Institute
Williamson, Mrs. S. T., "The Farm," Stubbs Road
Wilson, Mrs. P. D., Peak Hotel
Wodehouse, Mrs. P. P. J., Water Police Station, Kowloon
Wolfe, Mrs. E. D. C., 157, Peak
Womack, Mrs. O. C., Peak Hotel
Wood, Mrs. J. R., 410, Peak
Wright, Mrs. W., Tregunter Mansions
Xavier, Mrs. P. M., 29, Ashley Road, Kowloon
Xavier, Mrs. V. G., 29, Ashley Road, Kowloon
Xavier, Mrs. L. V., 14, Lochiel Terrace, Kowloon
Yapp, Mrs. P. A., 519, Peak
Yates, Mrs. L., 5, Branksome Towers, May Road
Young, Mrs. R., 500, Peak

LIST OF PEAK RESIDENTS

Alabaster, C. J., 3, Stewart Terrace, Peak
Alabaster, Major E. O., 460, Peak
Alabaster, J. W., 113, Peak
Alexander, Rev. F. P. W., Peak Hotel
Anderson, Dr. J. W., 177, Peak
Andrew, J. H. M., "Hillcrest," Peak
Archbutt, G. S., 454, Peak
Arnold, J., "Rochill," Pokfulam
Arthur, S. A, 287, Gough Hill, Peak
Aubrey, Dr. G. E., 378, Peak
Austin Frank, Peak Hotel
Backhouse, J. H., 5, Tregunter Mansions, May Road
Bagram, J. T., 12, Branksome Towers, May Road
Bailey, W. A., Peak Hotel
Baker, W. G., 522, Peak
Balean, Dr. H., Peak Hotel
Bannerman, G. H., 549, Peak
Barker, L. R., Forebank East, 518, Magazine Gap Road, Peak
Barker, P. T., 11, Mountain View, Peak
Bartlett, Engr.-Capt. E. E., Burrington, 367, Peak
Barton, A. J., Military Bungalow, 503, Stubbs Road, Peak
Beamish, Major, D. W., Peak Hotel
Beattie, R., 520, Magazine Gap Road, Peak
Beavis, C. E. H., 4, Cameron Villas, 178, Peak
Beddow, H. H., Peak Hotel
Beith, B. D. F., 196, Mount Kellet Road, Peak
Bell, Lieut.-Col. F. Hayley, 511, Peak
Bell, Lt. Col. P. J., Peak Hotel
Bell, W. H., 374, Peak
Bellamy, L. C. F., 358, Peak
Bennett, T. G., 50A, Peak
Bentley, J., 114, Peak
Berg, S. Berstein, Stubbs Road
Bernard, D. G. M., "The Mount," 117, Peak
Birch, B. G., 460, Peak
Bird, L. G., Lugard Road, 28, Peak
Black, Dr. G. D. R., 371, Peak
Blackwell, P. W., Peak Hotel
Blakely, L. C., 171, Mount Kellet Road, Peak
Blaker, C., Des Vœux Villas, 171, Peak
Blakesley, A., 450, Peak
Bone, Major E. J., "Quarndon," 15, Peak
Bonnar, J. W. C., Peak Hotel
Bostock, Col. J. S., Peak Hotel
Bourne, W. H., Peak Hotel
Breakspear, O. T., Peak Hotel
Brearley, A., 360, Peak
Breen, M. J., Peak Hotel
Britton, F. A., Cameron Villas No. 6, 174, Mount Kellet Road, Peak
Brodie, E. A., "Hillcrest," Peak
Brown, C. B., Cameron Villas, 176, Peak
Brown, S., Peak House Taikoo, 350, Peak
Browne, H. D., 501, Stubbs Road, Peak
Bruce, D. G., 293, Peak
Bruyn, C. de, 1, Stewart Terrace, Peak
Burnett, G. W. C., 4, Mountain View, Peak
Butterfield, W. A., Peak Hotel
Butters, H. R., Homestead Flat, 3, Peak
Buyers, W. K., 1, Mountain View, Peak
Byron, Comdr. F. H. D., Peak Hotel
Cameron, Allan, 362, Peak
Cameron, J., 8, Stewart Terrace, Peak
Cameron, Major N., Peak Hotel
Campbell, K. M., 521, Peak
Campbell, Major W. K., Peak Hotel
Carothers, S. Dixon, "Meirion," 5, Peak

Carpenter, E. W., Government Quarters, Peak
Carrie, W. J., Homestead Flat, 2, Peak
Cashman, M. W., Peak Hotel
Cassel, Major, Government Quarters, Peak
Cassidy, P. S., Lugard Road, 29, Peak
Castro, C. de Albuquerque e, 451, Peak
Chartered Bank Mess, Ava House, May Road
Christie, L. C., 8, Stewart Terrace, Peak
Chubb, F. S., Stubbs Road, Peak
Clark, D. E., 7, Tregunter Mansions, May Road
Clark, J. M., Modreenage East, 118, Plunketts Road, Peak
Clarke, E. B., Peak Hotel
Clarke, J. Caer, 1, Chatham Path, Peak
Clementi, H.E. Sir Cecil, Mountain Lodge
Cockey, C. E., 450, Peak
Colin-Grove, G., Peak Hotel
Collis, J. R., Myrtle Bank, 163, Mount Kellet Road, Peak
Commissioner of Customs, Magazine Gap, 511, Peak
Commodore's Bungalow, Plunkett's Road, 102, Peak
Comrie, R. C., 514, Peak
Cooke, S. C., 2, Stewart Terrace, Peak
Cookes, C. I., 9, Peak
Cornaby, W. B., 106, Peak
Cossart, L. A., 32, Lugard Road, Peak
Creasy, Hon. Mr. H. T., 406, Peak
Crook, A. H., Homestead House, 156, Peak
Crull, Dr. W., Knocklayd, 300, Peak
Cryan, R., 5, Queen's Gardens
Currie, N., Peak Hotel
Cuyillier, G., "Edge Hill," 12, Peak
Dallin, T., 410, Peak
Davidson, E., "Erewhon," 191, Peak
Davis, L. J., 364, Peak
Dennys, H. L., 168, Peak
Dinsdale, F. A., 7, Mountain View, Peak
Dodwell, L. G. S., 526, Peak
Douglas, C. H., 2, Des Vœux Villas, 165, Mount Kellet Road, Peak
Dovey, E. R., Peak Hotel
Dowbiggin, H. B. L., 517, Peak
Doyle, Capt. J. B. H., Hazeley, 377, Peak
Draper, —., 1 Flat, 196, Peak
Drinkwater, Lt. Comdr. J., Peak Hotel
Duggan, E. W., 10, Tregunter Mansions
Dunbar, W. L., 11, Mountain View, Peak
Dutton, S. H., Peak Hotel
Dyer, R. M., Barker Road, 508, Peak
Ede, Montague, 3 Flat, 196, Peak
Ellis, F. M., 455, Peak
Ewo Mess, 8, Peak Road
Farmer, W., 533, Peak
Farrell, A. E., Peak Hotel
Farrell, R. E., Modreenage West, 119, Plunketts Road, Peak
Featherstone, Rev. W., 30, Lugard Road, Peak
Fielder, B. E., "Bahar Lodge," 4, Peak
Figgins, Comdr., J., Peak Hotel
Fleming, J., 9, Mountain View, 105, Peak
Forbes, D., Myrtle Bank, 163, Mount Kellet Road, Peak
Forrest, R. A. D., 513, Peak
Fowle, C. T., The Kennels, 524, Peak
Fox, G. L., Peak Hotel
Franklin, F. P., Magadelene Terrace No. 2, 527, Peak
Franks, J. W., Homestead Flat, 1, Peak
Frederick, E. C., Peak Hotel
French Consul-General, Victoria Lodge, Peak Road
French Vice-Consul, 13, Peak Road
Gardiner, R. W., Peak Hotel
Garrard, S. M., "Hillcrest," Peak
Gibson, D. G., 4, Stewart Terrace, Peak
Goldsmith, H. E., Magazine Gap, 525, Peak
Gollan, Sir Henry, Kt., C.B.E., Lysholt, 297, Peak
Gordon, J. M., Tregunter Mansions
Governor, H.E. The, "Mountain Lodge," 1, Peak
Gray, H. C., 401, Peak
Graves, H., "Meirion," 6, Peak
Grayburn, V. M., 356, Peak
Green, H. E., supt., Botanical Dept., 1, Peak Road
Green, R. A., 11, Peak
Greenhill, L. S., "Clavadel," 298, Peak
Greig, Major J. P. S., Peak Hotel
Greig, K. E., 363, Peak
Griffin, H., Lustleigh, 169, Mount Kellet Road, Peak
Grimble, E., 108, Peak
Grimble, G., 10, Branksome Towers, May Road
Griffiths, E. A., Ewo Mess, 8, Peak
Groome, E. L., 11, Mountain View, Peak
Grossman, E., 1, Branksome Towers, May Road
Hall, F. C., 507, Peak
Hall, G. M., 7, Des Vœux Villas, 172, Peak
Hall, J., 11, Peak
Hallifax, Hon. Mr. E. R., 191, Mount Kellet Road Peak
Hallowes, B. H. C., Des Vœux Villas, 163, Peak
Hamilton, E. W., "Homestead Flats," 150, Peak
Hancock, R., 286, Peak
Hargraves-Browne, A., 300, Peak
Harrison, F. S., 25, Lugard Road
Harston, Dr. G. M., "Formosa," 55, Peak
Harston, S. Coombe, 529, Peak
Hartford, Comm. G. B., Matinhoe, 458, Peak
Hawker, W. J., Peak Hotel
Hay-Edie, A. W., 11, Mountain View, Peak
Heard, J. R., Holme Down, 510, Barker Road, Peak
Hegarty, H. G., 10, Peak
Henderson, A. K., 359, Peak
Henderson, R. MacN., Tanderagee, 372, Peak

Hicks, A., 2, Magdalen Terrace, 527, Peak
Hill, H. S., 28, Lugard Road
Hillard, H. D., Cameron Villas No. 5, 173, Mount Kellet Road, Peak
Ho Tung, Sir Robert, "The Neuk," "The Falls," "The Chalet," "The Dunford," Peak
Hoare, M. D. G., "Hill Crest," Peak
Hofstede, J., 5, Stewart Terrace, Peak
Hogg, G., Monks, 191, 408, Peak
Hole, Lt.-Comdr. G. F., 405, Peak
Hongkong & Shanghai Bank Mess, 353, Peak
Hooker, Myrtle Bank, 163, Mount Kellet Road, Peak
Hope, A. J., Peveril, 509, Barker Road, Peak
Hopkins, L. E., "Inverdee," 406, Peak
Hornell, E. B. C., Gough Hill Rd., 304, Peak
Hughes, J. Owen, 402, Peak
Humphreys, Henry, 1, Tregunter Mansions, May Road
Hynes, Hon. Mr. A. C., The Cliffs, 355, Peak
Innes, Capt. R., 9, Tregunter Mansions
Ironside, W., "Etedine E," 184, Peak
Isdahl, jr., J., Peak Hotel
Jackman, H. T., 403, Peak
Jacobs, Capt. E.L.H., "Cuarndon," 15, Peak
Jenkin, F. C., Severn Road, 409, Peak
Jessen, E., 8, Tregunter Mansions, May Road
Kastmann, K., Kellet Manor, 185, Mount Kellet Road, Peak
Kemp, Sir J. H., Coombe, 529, Peak
Kennedy, Capt A. C., Peak Hotel
King, T. H., "The Bracket," 361, Peak
Kinghorn, J. R., Peak Hotel
Kinloch, D., 376, Peak
Krentz, K. C,. 181, Kellet Lodge Extension, 181, Mount Kellet Road, Peak
Lambert, A. A., The Retreat, 170, Mount Kellet Road, Peak
Lambert, W. O., Govt. Pavilion, 159, Mount Kellet Road, Peak
Lanyon, J. B., Peak Hotel
Lauder, P., "Crow's Nest," Barker Road, 464, Peak
Lay, W. G., 514, Peak
Leggatt, E. A., "The Ridge" 370, Peak
Lewis, Capt. A. N., Peak Hotel
Lindsell, R. E., Homestead Flat, 6, Peak
Little, G. H., Eredine W., 183, Mount Kellet Road, Peak
Lloyd, L. M. S., Myrtle Bank, 163, Mount Kellet Road, Peak
Loureiro, H. M., Dunedin, 465, Peak
Lucas, Major R. H., Peak Hotel
Lynch, Major J. R., Peak Hotel
Maas, M. M., Mountain View, 113, Peak
Mcarole, F. J., 171, Mount Kellet Road, Peak
Macdougall, R. E., 193, Peak
MacElderry, S. B. B., Homestead House, 160, Peak
Mcgregor, R., Peak Hotel
McHutchon, J. M., 523, Peak
Mackenzie, A., 8, Stewart Terrace, Peak
Mackenzie, W. J., 404, Peak
Mackenzie, W. W. and A., Barker Road, 465, Peak
MacKichan, A. S., 3, Gough Hill, 294, Peak
Mackintosh, F. A., Stewart Terrace, 270, Peak
Maconachie, Rev. J. Kirk, 400, Peak
Marcel, C. P., 175, Peak
Marsh, F. R., "Dunottar," 253, Peak
Martin, T. A., Peak Hotel
Mason, K. A., Ewo Mess, 8, Peak
Matheson, R. J., "Huntington," Peak Road
Merry, F. A., Peak Hotel
Messer, Hon. Mr. C. McI., O.B.E., 276, Peak
Millett, H. C., 500, Peak
Minett, Dr. E. P., "Homestead Flats," 150, Peak
Miskin, G., 172, Peak
Mitchell, Eng. Capt. W. H., Bicton, 366, Peak
Moe, J. Krogh, 262, Peak
Morley, A., Peak Hotel
Moore, Dr. W. B. A., Homestead Flat, 4, Peak
Morrison, P., Ewo Mess, 8, Peak
Morrison, Scott, 11, Branksome Towers, May Road
Muir, H. M., 11, Mountain View, Peak
Murdock, A., 192, Peak
Murray, G. "Slemish," 253, Peak
Murray, M. M., 506, Peak
Murray, Major Wolfe, 3, Peak
Neidt, O., 5, Mountain View, 109, Peak
Nisbet, H. A., Homestead House, 153, Peak
Noll, G., 2, Des Vœux Villas, 165, Peak
Norrie-Owen, J., 196, The Peak
Nowers, W. A., 3, Mountain View, 111, Peak
Oliver, R. E. H., "Inverdrine," 457, Peak
Orr, H. E., "Hill Crest," Peak
P. & O. Mess., 11, Mountain View, 103, Peak
Parker, A. H., Derrington, Peak
Parker, P. W., Altadena, 459, Peak
Peterson, A. W., Peak Hotel
Paterson, J. J., Cregan, 351, Peak
Pattenden, W. L., 107, Peak
Patterson, E. J., 520, Peak
Patterson, R. J., 554, Peak
Pearce, H. J., Inverdee, 406, Peak
Pearce, T. E., "The Bluff," Gough Hill Road, 299, Peak
Penn, A. H., Myrtle Bank, 163, Mount Kellet Road, Peak
Pentycross, T. H., 357, Peak
Perfect, Capt., Hongkong and Shanghai Bank Flats, 10, Peak
Perry, F. A., "Wellburn," 250, Peak
Perry, S. S., 7, Peak
Piercy, A., Plantation Road, 369, Peak

Pittendreigh, W., 505, Stubbs Road, Peak
Plummer, J. A., Peak Hotel
Pollock, K.C., Hon. Sir H. E., "Burrington," Plantation Road, 367, Peak
Potter, Eldon, Plantation Road, 373, Peak
Purves, A. B., 174, Peak
Ralphs, E., Peak Hotel
Raworth, A. B., Monks, 407, Peak
Rees, L. C. Parker, The Retreat, 155, Peak
Reid, R. O., Hillcrest, 114, Plunketts Road Peak
Reilley, E., 1, Mountain View, Peak
Riley, Lieut.-Col. H. C., Stewart Terrace, Peak
Ritchie, A., 261, Peak
Roberts, Major C. J., Peak Hotel
Robertson, Major A. L., Peak Hotel
Robinson, J. F., Peak Hotel
Rodgers, R. A., 531, Peak
Rome, F. J. de, Homestead Flats, 151, Peak
Ross, C. P., Magazine Gap, 518, Peak
Ross, J. K., Peak Hotel
Ross, S. H., 503, Peak
Russell-Brown, Col. C., Thorpe Manor, Peak
Ryan, L. E. N., 292, Gough Hill, Peak
Rycost, R. E., Cameron Villas No. 3, 177, Mount Kellet Road, Peak
Sanders, Dr. J. H., Matilda Hospital, Mt. Kellet, 187, Peak
Sandes, C. L., 302, Peak
Sandman, R. G., Hongkong and Shanghai Bank Flats, 10, Peak
Sanger, R., 375, Peak
Sayer, G. R., Homestead Flats, 154, Peak
Schofield, W., Homestead Flats, 151, Peak
Schramm, E. W., 532, Peak
Sebastian, Comdr. B. L. G., Peak Hotel
Sellars, G. W., 105, Peak
Sewell, G. W., Peak Hotel
Shenton, Hon. Mr. W. E. L., 377, Peak
Sherry, J. P., 118, Peak
Shields, A. L., 16, Peak Road
Sibley, J. C., 179, Mount Kellet Road, Peak
Sim, E. L., 26, Lugard Road
Simmons, F. W., Myrtle Bank, 163, Mount Kellet Road, Peak
Simon, E. H., Ewo Mess, 8, Peak
Smalley, Dr. J. T., 463, Peak
Smith, A. M. Bowes, 516, Peak
Smith, W. E., Crows Nest, 464, Peak
Smith, W. L., Ewo Mess, 8, Peak
Smyth, F., 3, Tregunter Mansions, May Rd.
Sommerfelt, A., "Hillcrest," Peak
Sorby, V., Magazine Gap, 530, Peak
Standage, H. E., Peak Hotel
Stark, C. C., 274, Peak
Steger, M., 452, Peak
Stewart, Rev. A. D., 2, Mountain View, Peak
Stewart, R. L. Hillcrest, 114, Plunketts Road, Peak
Stewart, W. A., Peak Hotel
Stickland, R. G., 502, Peak
Stoddart, R. W., 10, Stewart Terrace, Peak
Stopford, Capt. G. F., Peak Hotel
Strahan, Dr., Plantation Road, 366, Peak
Strellett, D. L., Des Vœux Villas, 165, Peak
Stuart-Smith, K., Peak Hotel
Sturt, H. R., 293, Peak
Sutherland, R., Plantation Rd., 368, Peak
Sutton, F., Homestead Flat, 5, Peak
Taylor, H. A., 550, Peak
Tester, P., Stewart Terrace, 272, Peak
Thomson, F. Syme, Des Vœux Villas, 167, Peak
Thwaites, C., 512, Peak
Tickle, A. W., Peak Hotel
Tinson, G. G. N., 10, Peak
Tod, P., 303, Peak
Tottenham, Dr. R. E., 27, Lugard Road
Tratman, D. W., 152, Peak
Tracy, F. O., Kenlis, 195, Mount Kellet Road, Peak
Tredwell, R. C., Stubbs Road, 50, Peak
Union Insurance Society's Mess, "Hillcrest," 114, Peak
Upsdell, Rev. G., 5, Queen's Gardens
Vaux, F. J., "Katoonba," 513, Peak
Wagner, Dr. W., Tjibatoe, 115, Plunketts Road, Peak
Wales, C. D., 113, Peak
Wallace, C., La Hacienda E., 194, Mount Kellet Road, Peak
Wallace, R. W., Peak Hotel
Way, H. C. B., 113, Peak
Weall, T. G., 301, Peak
Wedlake, J., Balgownie, 295, Peak
Weight, W. A., 456, Peak
Wells, F. A., 523, Peak
West, E. R., Peak Hotel
Williamson, S. T., Findlay Path
Wilson, P. D., Homestead House, 155, Peak
Wolfe, Hon. Mr. E. D. C., C.M.G., Holmdale, 157, Peak
Womack, O. C., Peak Hotel
Wood, J. R., Tretishoe, 410, Peak
Worswick, J. A., 1, Mountain View, Peak
Wright, A. E., 528, Peak
Wyncoll, Major C., 15, Peak
Wynne-Jones, E. I., Homestead House, 152, Peak
Yapp, P. A., 519, Peak
Yates, L., 5, Branksome Towers, May Road
Young, R., 500, Peak

MACAO

門澳 *Ou-mun* 硤馬 *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. 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 $4,000,000 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 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

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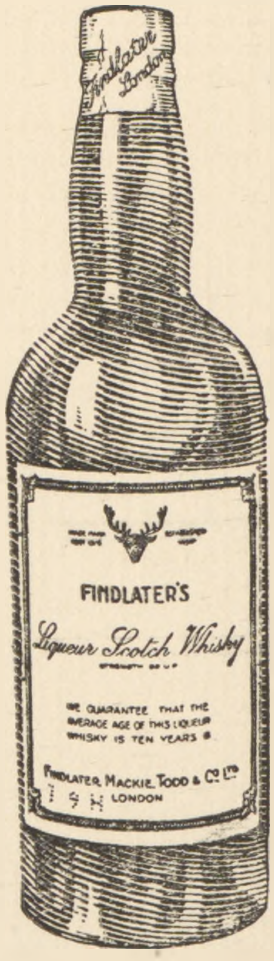

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ranges of hills, one running from south to north, the other from east to west, may be considered as forming an angle, the base of which leans upon the river or anchoring place. On the lofty mount eastward, called Caçilha, is a fort, enclosing the hermitage 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 16 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.

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 1926, as given in the Chinese Customs returns from Lappa, was Hk. Tls. 10,391,394, as compared with Hk. Tls. 22,470,368 in 1925, Hk. Tls. 27,398,467 in 1924, Hk. Tls. 22,218,573 in 1923, Hk. Tls. 26,316,415 in 1922, and Hk. Tls. 30,854,147 in 1921.

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 30 years ago by Senhor Adolpho Loureiro, but was pigeon-holed by the home Government. The matter was raised again, however, some 10 or 12 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 Lourenço 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. 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 now in a very advanced state of progress. 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 was 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. It looks, therefore, 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 and a Chinese Company maintain a regular service between Macao and Hongkong and, in normal times, there is a regular service also between Macao and Canton. The distance from Macao to Hongkong is 40½ miles, and to Canton 88 miles. Macao is connected with Hongkong by telegraph and wireless. The population of Macao, with its dependencies of Taipa and Colowan, is, approximately,—Chinese, 79,807; non-Chinese, mostly of Portuguese extraction, 3,915—a total of 83,722. Macao is garrisoned with Portuguese troops.

DIRECTORY

澳門督憲 *Ou-mun-toc-ch'ü*

Governador da Provincia—S. Artur Tamagnini de Souza Barboza
Chefe da Repartição do Gabinete— 1° Tito Alfonso da Silva Poiares
Ajudante de Campo—Filipe Augusto do O'Costa
Fiel de Palacio—Joaquim da Silva Ferraz

GOVERNO DE MACAU

政司署輔 *Fu-cheng-sze-chü*

DIRECÇAO DOS SERVIÇOS DE ADMINISTRAÇAO CIVIL

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Chefe da Secção—1° Oficial José Francisco de Sales da Silva
Amanuense—Raul da Rocha Xavier
Porteiro—Boaventura Francisco Cordeiro

(b) Secção de Estatistica

Chefe da Secção — 2° Oficial Romualdo Agostinho Xavier Pereira
Amanuense—José Maria Simão Rodrigues

(c) Secção de Arquivo

Chefe da Secção—2° Oficial Pedro Paulo Angelo
Amanuense interino—Roberto Antonio Fernandes Amante Continuo Pedro Alenxadrino Xavier

Em comissão na Repartição do Gabinete

1° Oficial—Paulino Antonio da Silva
Amanuense—Raul Bartolomeu do Rosario

軍務房 *Kuan-mu-fóng*

QUARTEL GENERAL

Chefe do Estado Maior—Major d'Arta., c/o Curso do Estado Maior Salvador de Oliveira Pinto da França
Adjunto interino—Tenente de Arta., José Diniz da Costa Coelho Junior
Chefe da 2a. Repartição—Tenente dos Serviços de Administração Militar, Jaime Jose Correia

Inspecção às Unidades

Inspector—Coronel do Quadro de Macau e Timor, Joaquim Augusto dos Santos

Tribunal Militar Territorial

Persidente — Major de Infantaria, Joél Henriques Gomes Vieira
Juiz—Dr. Manuel Pinheiro da Costa
Promotor—Capitão de Infantaria Alberto de Castro Arez
Defensor Oficioso—Tenente de Artilharia Jose Henriques Lopes Bragança
Secretario—Alferes Chefe de Musica, reformado, Eusebio Francisco Placé

督憲公會 *Chung-toc kung-hui*

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CONSELHO DO GOVERNO

Presidente—O Governador
Vogais—
Tres Chefes de Serviço
O Delegado da Camarça
Tres Vogais de Nomeação
Um Representante do Leal Senado
Um Representante da Comunidade Chinesa
Um Representante do Populção
Secretario—Paulino Antonio da Silva

CONSELHO DE ADMINISTRAÇÃO DAS OBRAS DO PORTOS

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Vogais—
Administrador Delegado—Director Interino das Obras dos Portos, Engenheiro Civil, João Carlos Alves
Chefe dos Serviços de Marinha—Capitão-Tenente, Joaquim Alberto d'Almeida Pinheiro
Director dos Serviços de Fazenda—Plinio Tinoco
Presidente do Leal Senado da Camara—Damião Rodrigues
Secretario—Henrique Manuel Vizeu Pinheiro

Secretaria

Secretario—Henrique Manuel Vizeu Pinheiro
Amanuense—Arthur Augusto Britto

Contabilidade

Chefe—Henrique Manuel Vizeu Pinheiro
Delegado de Fazenda—José Ernesto Palmeira de Carvalho e Rego

Escriturario—Luiz Guilherme do Rozario
Do. —Placido Timotio Carion
Pagador—Antonio Maria José da Luz

Desenho

Desenhador—Luiz Sant' Ana de Noronha

Cadastro

Auxiliar-Tecnico de 1a classe—Antonio Trigueiros Sampaio Monteiro Lopes

Propaganda

Auxiliares—Jack Maria Braga, José Neves Catela e Bernardete Maria da Silva

1a Secçao

(Obras do Porto Exterior)

Chefe-Engenheiro—Afonso Brandão de Vasconcelos
Auxiliars-Tecnico de 2a. classe—Mario Augusto Tancredo Borges e Antonio Galdino Dias
Auxiliar de calculos—Joaquim Evaristo Lopes
Apontadores—Alfredo Augusto d'Almeida, Carlos de Serpa Pimentel e Baboo Sita Ram
Fiscais de 1a. classe—João Crisostomo do Espirito Santo e Estanislau Barros
Fiscais de 2a. classe—José Silvestre Gracias e Leonardo Brandão
Fiscais de 3a. classe—Domingos Robalo e José Henrique de Carvalho

Sub-Secçao

(Obras do Porto Interior)

Auxiliar-Tecnico de 2a. classe—Mario Augusto Tancredo Borges
Dactilografo—Oscar Pereira Marques

3a. Secçao

Chefe interino—1° Tenente, Arthur Leonel Barbosa Carmona
Auxiliars-Tecnico de 2a. classe—Francisco de Paula Ferreira e José de Matos
Dragador e mestre de maquinas—João Batista Pinto de Souza
Amanuense—Alberto Pedro Marçal
Dactilografa—Floriza Maria Lopes
Fiscais de 1a. classe—Vicente Ferreira, Agostinho Pedro e Luiz Domingos Ley
Fiscal de 2a. classe—José Francisco Lopes

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Chefe da Secção e Adjunto do Director—Capitão-Tenente José Maria Lopes
Escriturario e Fiel dos Armazem—José d'Assumpção Ferreira

CONSTITUIÇÃO DO CONSELHO TECNICO DE OBRAS PÚBLICAS

(Consignada no Artigo 77° do Regulamento Geral das Direcções e Inspecções de Obras Públicas das Colonias, aprovado por Decreto de 11 de Novembro do 1911)

Presidente, o Governador da Provincia—Artur Tamagnini de Souza Barbosa
Vice-Presidente, o engenheiro que exercer a Inspecção ou a Direcção dos Serviços de Obras Públicas—Coronel Duarte Veiga
Vogais, todos os engenheiros em serviço permanente na séde da provincia, incluindo os hidrografos—Engos Civis: Mateus António de Lima e Afonso Brandão de Vasconcelos: João Carlos Alves e C. J. Valente D'Almeida
O oficial mais graduado, do exercito ou da armada, que estiver nas mesmas circunstancias—Coronel de Infanteria Joaquim Augusto dos Santos
O Director dos Serviços de Fazenda—Plinio Tinoco
O Procurador de República ou o seu delegado—Dr. J. Rocha Carneiro
O Chefe dos Serviços de Saúde—Dr. Jaime do Amaral
O Secretario das Obras Públicas da provincia, Mario de Campo Néry das Obras Públicas da provincia

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會公學義 *E-hoc kúng-hui*

CONSELHO INSPECTOR DA INSTRUCÇÃO PUBLICA DE MACAU

Presidente—Governador da Provincia
Vice-do. —Secretario do Governo (Inspector da Instrução Publica)
Vogaes Natos—Reitor do Liceu de Macau, Presidente do Leal Senado e chefe da Repartição do Expediente Sinico
Vogaes Nomeados—Dr. L. G. N. da Silva, Francisco Bonito Braganca, Pedro José Lobo
Secretario—Raul da Rocha Xavier, amanuense de Secretaria-Geral do Governo

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所公會物公 *Kúng-mat-hui kúng-so*

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2os. Oficiais—Artur Francisco Xavier Gracias, Vicente Ferrer da Conceição Nogueira, Artur Francisco Tomaz Angelo, Carlos José dos Passos Rozario e José da C. E. P. de Carvalho e Rego
3os. Oficiais—Luis Gonzaga Gracias, Miguel Clemente Cordeiro, Americo Luis Marques e Firmino Augusto Gracias
1os. Aspirantes—Ricardo Xavier Ferreira, Francisco Xavier Antunes, Angelo A. Fernandes Rodrigues e Augusto Jorge
Porteiro—Emilio Lopes Monteiro
Continuos—Chek Issuf e João Filipe Rodrigues

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Recebedor—A. M. T. Gomes
Recebedor Proposto—J. C. E. P. C. Rego
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3os. Aspirantes—José Fernandes e A. A. L. Crestejo
Escreventes Chinezes—José Hy e Santiago Kou
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Informador-avaliador interino—Generoso João da Silva
Escolhedores de Prata—Leong-meng, A-fôc
Fiscais de Liu-pun—F. X. dos Remedios e E. L. Monteiro

Serviço das Execuções Fiscais e Administrativas

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Escrivão—Belarmino da Silva
Escrivão interino—Jose Maria da Costa
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Oficiais de diligencias interino—Francisco de Assis de Noronha
Oficiais de diligencias Suplentes—J. F. da S. Marcal e J. M. da Rosa

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ALMOXARIFADO

Almoxarife—L. J. Sales

局務譯 *Ya-mou-koc*

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Sub-Chefe da Repartição, interprete-tradutor de 1a. classe—Pedro Nolasco da Silva (chefe interino da repartição)
Interpretes-tradutores de 1a. classe—Antonio Maria da Silva (sub-Chefe interino da repartição), e Abilio Maria da Silva Basto (em commissão no consulado de Portugal em Cantão)
Interpretes-tradutores de 2a classe—Antonio Ferreira Batalha, Vicente José Gracias e Mário Horacio Gracias
Alunos-interpretes adidos á Repartição—Raúl Augusto Nunes (exercendo interinamente o cargo de interprete-tradutor de 2a classe) e António Herculano de Mello
Linguas—Ignacio Maria Batista, Vicente José Fernandes, José Maria da Luz, Evaristo Batista e Luiz Aires da Silva
Alunos-interprs. (não subsidiados)—Carlos Maria de Sequeira e Luiz Gonzaga Gomes
Dactilógrafa — Tulia Canavarro (Miss)
Letrado Pequinense—Ho-shu
Letrado Cantonense—Chü Pui-chi
Amanuenses Chineses — Chong Sio-heng, Chin Son-van e Vong Seng-hon

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IMPRENSA NACIONAL

Director—Alex. de Noronha

所公程工 *Kung-cheng-kung-so*

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Do. 2a do. —C. E. Gracias
Amanuense de 1a classe—J. Baptista
Amanuenses de 2a classe—A. A. de Siqueira e W. F. de P. Nogueira
Desenhador—Jorge Frederico do Rosario
Continuo—T. do Rosario
Dactilografas—Misses M. do Rosario e J. Rodrigues

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Escriturario—Clemente Cordeiro
Tesoureiro Pagador—A. J. M. da Luz
Do. Subst.—C. E. Gracias

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Apontador de 1a classe—José Madeira de Carvalho
Do. 2a do. —A. B. P. dos Santos
Mestre de Obras—Silvio S. S. de Siqueira

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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 over 800 miles of railway completed and open to traffic in Indo-China. 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 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 aeroplanes, and sundry units—altogether about 12,000 Europeans and 13,000 natives.

The trade of the Colony is rapidly increasing and nearly 50 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 20 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.

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 residence of the Commander of the Troops, 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 12 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, electrically 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 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.

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.

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 0° 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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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 Tonkin Gulf. Its 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'Indo-Chine 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 16 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. The year 1922 saw the opening of the "Cercle Sportif Haïphonnais," with a large and handsome building and extensive grounds for all forms of sport.

Haiphong has two public gardens, where military concerts are given on Sundays and Thursdays. The small Botanical Garden of the Lach Tray, two 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, shipbuilding yards, and an important factory (opened in the beginning of 1922) for the making of all sorts of chemical products.

The total population is 75,700, of whom 2,200 are Europeans, 60,000 are Annamese, and the remainder (in order of importance) Chinese, Indian and Japanese.

Haiphong is connected with Hanoi by rail, passenger-trains running three times a day each way, and is in communication by submarine cable with Saigon and Hongkong.

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Societe des Ciments Portland Artificiels de l'Indochine—Siége Social: 1, rue de Stockholm, Paris. Usine à Haiphong; Tél. Ad: Ciportin
Conseil d'Administration — Membres du Comité de Direction: L. Marchegay (président), R. Ferrant, N. Perpignani; Ch. Candlot, O. Homberg, F. Lebreton, R. Thion de la Chaume et R. Thoumyre
Secrétaire-Général—Ch. Thomann
Id. Adjoint—P. Thomann
Exploitation de Haiphong
G. Chenu, directeur-général
J. le Boterf, sous-directeur commercial
C. Barthas, sous-directeur technique
A. Vidal, secrétaire
D. Capelle, chef comptable
G. Vouillemont, caissier comptable
C. Batteux, chef magasinier
A. Chantereau, magasinier
M. Lemaire, id.
V. Fieschi, transitaire
A. Quinche, mécanicien-électricien
F. Ulrich, id.
L. Leymarie, mécanicien
S. Arnoux, id.
A. Le Pape, électricien
F. Monnin, chef du laboratoire
S. Chirokow, chimiste
A. Depis, chef de fabrication
P. Pilaty, chef cuiseur
F. Rampony, chaufournier
R. Baril, chef de la scierie-tonnellerie
H. Callet, A. Maziere, A. Decooninck, J. Costa et E. Raymond, surveillants

SOCIÉTÉ COMMERCIALE FRANÇAISE DE L'INDOCHINE—Haly; Tel. Ad: Rauzy; Codes: A.B.C. 5th edn. and Bentley's
Ginouvier, manager
Bonte Larmarque, accountant
Crémona, clerk
Agencies
Guardian Assurance Co., Ld., of London
Yangtsze Insurance Association, Ld.
North China Insurance Co., Ld.
L'Urbaine et la Scine
La Coloniale
Wilh. Wilhelmsen, N.A.A.L.
Osaka Shosen Kaisha | Lloyd Trietsino

SOCIETE COTONNIERE DU TONKIN, Filature, Tissage, Teinturerie, Blanchiment Couvertures—Etablissements à Nam-Dinh et Haiphong
A. Dupre, président du conseil d'administration, administr. délégué
P. Benoist, E. Marchand, R. Aubert et G. Fradin, fondés de pouvoirs
G. Bayle et R. Walder, agents coml.
B. Kuppel, P. Dreyer, J. Fohrer, E. Marquart, J. Ehrsam, L. Mangeney, U. Gonin et E. Vallois, agents technique
L. Bourdais, J. Sedat et F. Develey, comptabilités
P. Romano, secrétariat

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN — Siège social: 76, rue de la Victoire, Paris. Siège d'exploitation: Hongay (Tonkin)
Conseil d'Administration à Paris
G. Picot, président
Fernand Monvoisin, vice-président
Alb. Luc, Thoumyre, Ch. de Monplanet et Ch. Girot, administrateurs
Raymond Ferrant, admr.-délégué
Massenet, ingénieur-conseil
A. Marcheix, dir. génl. (à Hongay)
Brun, directeur-adjoint do.
P. Peyre, sous-directeur do.
Service de la Comptabilite
F. R. Uhler, chef de la comptabite
Service Technique des Travaux du Jour
Bascou, ingénieur en chef
Pugin et Niochet, ingénieurs
Guével, ingénieur-mécanicien
Lury, ingénieur (Port-Campha)
Service Technique des Mine
Gonnet, ingénieur principal
Calmette, ingenieur-divisionnaire
Gervais, ingenieur
Boé, agent à Haiphong
Service Medical
Dr. Charrier
Service Commercial
Cuvillier, agent commercial à H'kong.

Société Française des Verreries d'Indochine—Siege social: 21, rue Jules Ferry
G. Barondeau, admr. dir. au Tonkin
A. Granval, admr. délégué à Paris
M. Dessel, directeur technique
J. Carlier, chef mecanicien
J. Angulo, maître verrier

Société Indochinoise des Graphites—Siège social: Usine Nam-Si-Lao-Kay. Bureau à Paris: 97, boulevard Malesherbes
G. Barondeau, administr. au Tonkin
A. Granval, admr. délégué en France
M. Deflers, directeur-techn. à Laokay
B. Lalot, chef d'exploitation à Laokay
Oggerschrieg, surv. de fabrication
Berardi, maître-mineur

Societe Nouvelle des Phosphates du Tonkin, pour l'Exploitation des Phosphates et Tous Gites Minéraux—Siège social: 51, rue d'Anjou, Paris; Tél. Ad: Phostonkin, Paris. Usine et Bureau de Vente: quai de Haly, Haiphong; Tél. Ad: Phosphates, Haiphong
Agency.
Kin Kee. 2, Connaught Rd., H'kong.

Société Immobiliere Rauzyet Ville—Saigon and Haiphong
Ginouvier, manager

Standard Oil Co. of New York—13, rue Jules Ferry; Tel. Ad: Socony
A. O. Glass, manager
L. Wasem, jr., assistant
Ch. Guilliod, do.
D. Brandela, do.
W. T. Costen, accountant
R. de los Santos, stenographer
W. F. Blake, installation supt.
H. C. Page local mgr. (Yunnanfu)
H. J. Chevallier, local mgr. (Tourane)

Transports Maritimes et Fluviaux de l'Indochine (F. Sauvage, Armateur), Consignations de Navires, Transit, Assurances, Agent Général de Compagnie d'Assurance Générales (Maritimes) de Paris—2, Place Nationale

Union Insurance Society of Canton, Ltd., Assurances Maritimes et Contre l'Incendie
Marc Dandolo, agent

PROVINCES DU TONKIN

BAC-GIANG

Phulangthuong

Résident—Gallois Montlerm
Administr.-adjoint—Guiriee
Rédacteur des S. C.—Raymond
Garde-indigène—Inspecteur Gros
Garde Principal comptable—Banati
Trésorerie, payeur—Balisoni
Douanes, contrôleurs—Gardarin, Bonnemain et Perin
Travaux publics, ingenieur subjoint, chef de sub-division—Winter
Postes et Télég., secretaire chargé du bureau—Mai Xuan Cuông
Enseignement, directeur—Daniel
Forêts — Bo-Ha: Gabay; Phovi: Hort; Bac-Lê: Lamoaissn; Chu: Durand
Sériculture—Borel
Médicale Assistance—Dr. De Fajole, medecin de l'assistance

Chesnay, Exploitation agricole des Pins et du Yên-Thêa Les Pins Bac-giang

De Monpezat, Société Française de Colonisation à Luc-Nam

Etablissement de Grainage à soie à Phulangthuong (Bacgiang)

Tartarin, Mme. Vve., Cerès Manoir—Bac-giang

BAC-NINH

Résident—N.
Administrateurs-adjoints — Maillard et Filipecki
Rédacteur des services civils—Gatti
Travaux publics—Flouriou
Garde indigène—Girard, Saigne et Martin
Trésorerie—Chapat
Gendarmerie — Vincent, Massé, Mérian, Arnaud et Barns
Assistance médicale—Dr. Dartiguenave
Enseignement—Rivière

Café-Restaurant—Bac-Ninh: Allamand et Sung-Loi

Faugère (Pétroles et essences)—Dap-Cau

Magasin et Hotel de Dap-Cau—Dancet

MISSION ESPAGNOLE
Mgr. Gordaliza, evêque de Bac-Ninh

NGUYÊN-VĂN-TOAI, Fabricant de meubles genre Thonet à Tu-Son (Bac-Ninh)
N. T. Cam, brodeur (Bac-Ninh)
Do-Van-Tu, sculpteur sur bois (Bac-Ninh)

SOCIÉTÉ FRANÇAISE DES COULEURS ET PEINTURES MÉTALLIQUES à Lâm-Gio
Julien et Fortin

SOCIÉTÉ DES PAPETERIES DE L'INDOCHINE —Usine à Dap-Cau (Tonkin). Siège social: 91, rue d'Anjou, Paris
Baubel, sous-directeur (Dap Cau)

TRANSPORTS AUTOMOBILES—Hanoi Bac-Ninh et Phu-Lang-Thuong: Dao-Van-Mâu, Nguyên-Thi-Ca, Nguyên-Xuân-Uông dit Trach, Vu-Van-Chung, Nguyên-Van-Khanh, Pham-Thi-Tiêp

VEYRENC et CIE., Entreprises d'éclairage électrique et de fabriques de glace—Siège social: Dap-Cau
A. Veyrenc, dir. (usine de Dap Cau)

CAO-BANG

DEUXIÈME TERRITOIRE MILITAIRE

Chef de Bataillon—Gillier
Capitaine-Adjoint—Bourdet
Administrateur—Nieuwenglowski
Service de Santé—Docteur Villeroux
Postes et Télégraphes—Mollet, contrôleur
Douanes et Régies—Saint-Ges, Ambrosi à Cao-Bang, Marty à Ta-Lung, Bordier à Bao-Lac
Trésor—Monnet
Délégations de—Quang-Uyên: Capt. Giacomoni; Nguyên Binh: Capt. Bouget; Trung-Khanh Phu: Capt. Hardy; Bao-Lac: Capt. Lamy
Greffier Notaire—Adjudant Chef Thomas
Huissiers—Rozier à Cao-Bang; Tessaruh à Nguyên Binh
Gardien—Rozier, chef des pénitenciers et commissaire de police

AENDECE, Transports du Haul Tonkin, Services automobiles euhe nachane—Cao-bang et Nguyen-Binh

AERRDEC, Negociante, Approvisionment Général, Hotel, Café, Restaurant, Garage Automobiles

ETAINS ET WOLFRAM DU TONKIN—à Tinh-Tuc (Cao-Bang)

FERRIÈRE, Automobiles—Cao-Bang

FERRIÈRE ET CIE., Négociants, Hôtel, Café, Restaurant, Garage Autom.—Cao-Bang

MAO-CANH ET CIE., Négociants, Hotel, Café, Restaurant, Garage Automobile—à Cao-Bang

MAO-CANH ET CIE., Transports Automobiles —Cao-Bang

MINE DE FER DE MO—Xat Camus (Cao-Bang

MINE D'OR DE BAN—Man par Nguyên-Binh (Cao-Bang)

SOCIÉTÉ CIVILE DES MINES D'ETAIN ET WOLFRAM, Pia-Ouac-Est — à Nam-kep (Cao-Bang)

SOCIÉTÉ DES MINES D'ETAIN DU HAUT-TONKIN—à Beausite (Cao-Bang)

TRAN-SI-LINH, Négociant—à Cao-Bang

HADONG

Résident—Fouque

HA-NAM

Administrateur-résident—Vinceati
Id. -adjoint—Gaudé
Percepteur—Moizeau
Inspr. Ct. la Brigade de G. I.—Graziani
Chef de Poste de Chine—Vives
Travaux Publics—Dessagne
Douanes et Régies, Receveur—Sigalas
Brigadiers—Lamier et Guillon de Chemilly
Inspecteur des Ecoles—Aubry
Commissariat. de Police—Fougerousse
Cadastre—Lavigne
Médecin—Holtsmann

ADMINISTRATION INDIGÈNE:

Tuân-Phu—Lê Nhiêp
An-Sat—Ng Hun Flyi
Thuong-Ta—Léh Tich
Lênh-Binh—Luu-Van-Khanh
Vétérinaire auxiliaire—Nguyên-Bao-Giam
Greffier Tribunal—Ng-Dang-Quyên
Postes et Télég.—Nguyên-Dang-Tuyên

COMMERCANTS:

Bach-Van Lam, entrepreneur
Hhan Tât-Tao, débitant génl. des accols.

PLANTEURS:

Ernest Borel à Cô-Nghia
Guillaumes Frères à Ke-So
Guyot de Salins à Chiné
Leconte à Dong-Lang
Marius Borel à Dai-Dông

HAI-DUONG

Administr.-Résident-Maire—Foy
Administr.-Ajoint—X ———
Chef Comptable—Vanderhaeghe
Trésorerie—Vally, payeur
Douanes et Régies—Puech, contrôleur
Agents—Laplace et Vespérini
Admr.-Délégué à Ninhgiang—Pettelat
Garde indigène—Pouchat, inspr. comdt. la brigade
Assistance Médicale—Dr. Devy
Justice Indigène—Gillon, président tribunal 2è degré
Service Vétérinaire—X ———
Postes et Télégraphes — Do-Duc-Tu, receveur (Haiduong)
Travaux Publics—Thiret, ingénieur E.C.P.
Enseignement—Lemoine, inspecteur
Gendarmerie—Marchais (chef de brigade à Haiduong), commissaire de police

———

Exploitation de Kaolin par la Société Hop-Loi-Hanoi

———

Société Anonyme des Anthracides du Tonkin

———

Société Francaise des Distilleries de l'Indochine—Usine à Haiduong

———

Banque Credit Agricole
M. Fontani

———

Ingenieur du Cadastre
M. Vittori

———

HAI-NINH MONCAY

Lt.-Col., Commdt. le territoire—Goigoux
Capitaine adjoint Commandant la brigade de garde indigène—Guichard
Administrateur adjoint—Rivière
Lt., Officier de Renseignements—Valantin
Ch. de Sub-div. des Trav. Pub.—Gauduchon
Controleur des Douanes et Régies, receveur—Papin
Chef du Poste Radiotèleg.—Vincent
Gendarme, Commissaire de Police—Bussod

———

HUNG-YEN

Résident—Lotzer
Tribunal—De Laromiguiere
Percepteur—Le Priol
Adjoint—Audouze
Postes et Télégs.— Cao-dac-Hau, gérant
Gardes indigène—Bonnal et Casalta
Douanes et Régies—Sontag et Laurens receveurs; Roché, brigadier
Médecin—Guillen
Travaux publics—Philippe
Enseignement—Ségéric
Commissaire de Police—Jribarne
Commerçant—Chanjou

KIEN-AN

Résident—Sénélar
Adjoint—Kerdavid
Percepteur—Koenig
Travaux publics—King
Gardes indig. à Kien An—Martini, Ulysse
Douanes et Régies—Virgitti

———

LANG-SON

Résident—Bouchet, administrateur de 1e classe service civil
Adjoint—Lescanne, chef de bureau de 2e classe service civil
Delégué (Thât-Khêa)—Capitaine Rouzaire
Id. (Na-Cham)— id. Boissel
Id. (Dong-Dang)— id. Armand
Id. (Lôc-Binh)— id. Lesaint
Id. (Binh-Gia)— Moguez, inspecteur de la G.I.
Poste (Chi-Ma)—Sous-Lieut. Riviere
Id. (Bi-Nhi)—Lieut. Buisseaux
Trésor—Tourte, payeur
Douanes—Aymeric, Troussard (Lang-son), Pech (Dong-Dang), Moguez (Na-Cham), De Meritens (Thât-Khè)
Chemin de fer—Chamaudot, contrôleur; Coumarin, surveillant
Travaux Publics—Chazal, ingr. sub-div.
Postes et Télégraphes—Naz, contrôleur régional; Clavera, surveillant
Ecole Française—Mme. Troussard
Enseignement—Bouteiller, inspr. rigional
Gardes Indigène—Lejot, Veyrenc (Lang-son), d'Ambert de Serilhac (Ban-Xam), Mignot (Van Dinh), Leguay (Na Lang)
Police—Gaucher, Frogeais (Lang-son), Roux (Dong-Dang), Burlaud (Thât-Khê)
Commerçants—De Fontenoy et Drouet, Le-Duc-Hinh, Yon-Ton-Tat-Wo-Cheong, Tran-Si-Linh
Hôtel—Le-Duc-Hinh, Mme. Vve. Chretien
Transports Automobiles — Delair Retif Lang-son), Mao-Canh & Cie., et Nguyen-Khăc-Tinh

———

PROVINCE DE PHU-LY ET NINH BINH

Levy, Planteur eleveur à Kha-kuat par Chine—Tel. Ad: Levy, Chi-Nê

———

Emile Leconte, Exploitations Agricoles (Cafe) de Dong-Lang, Cho-Cay et Vuon-Giau, Côc-Thôn et Bông-Bong, par Phu-Ly (Tonkin), Bureau de Poste et Gare—Ad. Tel: Leconte, Chi-né

———

PROVINCE DE LAOKAY

Administrateur Résident—De Bottini
Adjoint au Résident—Queinnec
Fôrêts—Sourdain

Garde Indigène—Varenne Caillard, inspr.
Payeur—Hursy
Postes et Télégraphes—Langeard
Douanes et Régies—Hennequin, receveur
Délégué à Baxat—Deshayes
Id. à Muong Khuong—Bouquet
Id. à Phongtho—Tiffonnet
Id. à Pakha—Britsch
Troupes Coloniales—Bourcelet, chef de bataillon
Capitaines—Bornet et Godefroy
Hôpital indigène—Dr. Farinaud
Id. militaire—Dr. Lacaze
Travaux Publics—Berger
Commis Résidence—Lesan
Secrétaires id. —Hay et Noguedô

Soules et Viaud, Négocients

Marty et Veyrenc et Compagnie, Entrepreneurs de Transport
Zenner, Vanmousse, Mague et Herode, colons

NAM-DINH

Residence

Résident-Maire—Géhin
Administrateurs-adjoints—De Maynard et Hoareau
Secrétaire Général de la Municipalité—Rocca

Tresor

Payeur—Hettich
Commis—Morard et Larroche

Tribunal

Juge de Paix—Antonini
Président du Tribunal Provincial—Allemand
Greffier notaire—Tabouillot
Commis greffier—David
Huissier—Anziani

Poste et Telegraphes

Receveur—Sauvage

Travaux Publics

Ingénieurs—Faure et Borde
Surveillant—Roth et Henry

Garde Indigene

Inspecteur—Porché
Garde principal—Perignon

Enregistrement

Receveur—Trousset

Assistance Medicale

Médecin chef — ———
Médecin—Gayno
Infirmier-major—Herbin

Douanes et Regies

Inspecteur—Dumas
Controleur—Vergé
Commis—Cornu et Saulnier
Brigadiers—Bourra, Moutouh et Denobili

Ecoles

Directeur, Ecole Primaire Superieur—de Fautereau-Va
Directeurs, Ecole Primaire—Michel et Faggiannelli
Institutrices — Rondot, Faggiannelli et Guelfucci

Gare

Contrôleur—Nguyin Van Tâm

Mont De Piété

Regisseur—Delsol

Cadastre

Géomètre principal—Jeannin

Gendarmerie

Chefs de Brigade—Moaligou
Gendarmes—Rozec, Cartucci et Jaouen

Surete

Commissaire, special—Veyssier
Inspecteur—Paquin

Officiers du 4e Tonkinois

Lieutenant-colonel—Garenne
Commandants—Baudat et Wurmser
Médecin major—Bordes
Capitaines — Bawdet, Jehan, Besson, Moulin, Raison et Chevappe
Lieutenants—Dumolin, Journoud, Gad

Sous Officiers Mariés

Adjudants—Bonacorsi, Mauresmo, Olivier, Badin, Casch et R. Binglet

Mission

Pére Pédebideau, Pére Casado, Père Raynaud et Frére Donatien

Veterinaire

Veterinaire Inspecteur—Choquart

Prison

Gardien chef—Gonnet

Banque de l'Indo-Chine

Directeur—De Quiévrecourt
Caissier—Blanchet

COLONS

Négocients—Dard et Nervo
Entrepreneur—Luzet, Ducret-Lasvigne
Transports alcool—Samarq, Chabrerie
Hôtelier—Baudon
Pharmacien—Guégan et Plusquellec
Capitaine en Retraite—Zimmermann
Cinématographe—Rigal

COMMUNAUTE DES SOEURS

Soeur Philomène | Soeur Vincent

DISTILLERIE

Directeur—Vandenbussche
Ingénieur-chimistes—Sinner et Desrue
Mécanicien—Desgouttes

USINE ELECTRIQUE

Chef monteur—Joly
Agent commercial—Ficheur
Electricien—Beaud

FILATURE DE SOIE

Directeur—Tortel
Id. -adjoint—Francisoud
Fondé de Pouvoirs—Boeuf
Comptables—H. Deschamps, J. Deschamps
Chefs de Tissage—Petit, Pierre, Vignall, Sala, Corti, Boutron, Lugon et Bethell-Chabriol

SOCIETE COTONNIERE

Direction—E. Marchand, R. Aubert, G-Fradin, P. Benoist
Service Commercial—G. Bayle, R. Walder
Service Technique—J. Ehrsam, B. Kuppel A. Mangeney, P. Dreyer, U. Gonin, J. B. Fohrer, E. Marquart et E. Vallois
Compabilite et Secretariat—L. Bourdais, J. B. Sédat, P. Romano et A. Develey
Compradore General—Charles Nam Sang
Manufacture de Couvertures du Tonkin—Eglinger (directeur), Mounié (contremaître)

PHU-THO

Résident—Hückel
Id. -adjoint— ———
Percepteur—Lavocat
Admintr. déleg. à Hung-Hoa—De Kermool
Service médical—Dr. Chazarain (hopital de Viettri)
Douanes et Régies — Vire, Gastinel et Frezard
Travaux publics—Guerrier
Garde indigène—Martineau, Le Bourdonnec et le Boy
Forêts—Ducamp, Gilbert, Favrot et Casalta
Agriculture—Goudbeaux, Duport (station expérimentale de Phu-Hô), Ressencourt (à Thanhba) Blanc Lotzer (à Phu Hô)
Gendarmerie—Carraud
Colons—
Boyer, frères (Société Agricole Franco-Tonkinoise) à Convoi (Cafés)
Chaffanjon (Société du Thés) à Tin Cuong
Maldan, à Phudoan (Cafés et Jute essences, parfums)
Rouet, à Deokhe (Cafés)
Société de Binh Ri
Verdier, à Hung-Hoa (Cafés et Thés)
Industrielles—
Sauvage-(Transports Fluviaux), à Viettri
Société des Gommes laques, à Laphu
Société des Pulpes Papeteries de l'Indochine à Viettri

BOYER, FRÈRES, Exploitation Agricole du Con-voi (Phu-tho)—Cafés

FORTUNÉ SAUVAGE, Transports Fluviaux—Viétri (Phu-tho)

ROUET CAFÊS—Tho-Xuyên par Hung-Hoa

SOCIÉTÉ AGRICOLE DE BINH-RI (Van Khé)

SOCIETE DES THES CHAFFANJON—Phu-Tho-Thes

SON-TAY

Résident—Poullet-Osier, administrateur de 1ère classe
Adjoint—H. Meneault, admin.-adjoint de 2e classe des services civils
S/Chef de Bureau de 2e classe—Marques
Travaux Publics—Bremond
Douanes et Régies — Jacquet contrôleur; D'Argence, brigadier
Médecin—Dr. Marchive
Vétérinaire—Pinot
Comdt. d'Armes à Tông—Capt. Lamy
Tirailleurs Tonkinois — Lieuts. Orchassal, Grodenis, Fourteau; S/Lieuts. Lafisse, Riviere, Dutot; Lieut. Mariotti
Infanterie Coloniale—Capitaine Malherbe, Lieuts. Laridant et Chanveau
Payeur—Chambon
Garde Indigène—Leroy, inspr. principal; Beaufort, sous-inspecteur de 1ère classe; Thomas, garde principal de 2e classe
Planteurs—Borel, Ellies Mathée et Cie., Verneuil et Gravereaud, Leopold Robert, Mme. Vve. Phillippe Robert, Mme. Vve. Thibaut
Enseignement—Douguet, inspr. des écoles
Gendarm.—Chevalley, Thiebaut, Varache

THAI-BINH

Administrateur - résident, chef de la province de Thai-Binh—Grossin
Administrateur adjoint—Pierron
Payeur—Arcillon

DÉPÔT RÉGIONAL DES ALCOOLS INDIGÈNES
Debitant-général—Tissot
Surveillant des travaux publics—Hénard
Inspecteur comt. la brigade de garde indigène à Thai Binh—Colouna
Garde principal—Grothier
Surveillant de la leproserie de Van-Môn —Felix
Hopital—Docteur Escale, directeur
Dames-Infirmieres—Mme. Battendier et Lannes

THÁI NGUYÊN

Résident—Chapoulart
Adjoint— ———
Greffier notaire—Grnge
Payeur—Carrère
Délégué à Cho-chu—Liénert
Garde indigène—Le Toullec
Postes et Télégraphes—Pham-Dinh-Gioi
Douanes—de Mariniesse
Forêt—Gabillot
Comt. d'armes—T. Khon Kavor
Médecin de l'assistance—Dr. Topfer
Travaux publics—Dassibat

TUYÊN-QUANG

Résident—Nouailhetas, chef de la province
Résident adjoint—Regnier
Greffier notaire—Lecler
Garde-indigène—Charbonnier, inspecteur, commandant la brigade
Gardes principaux, chefs de poste—Racaud, Santucci, Bontemps et Sabeye
Travaux publics—Caparros, condtr. prov.
Trésor—Padovani, payeur
Poste et Télégraphe—Cellier, controleur régional
Service santé—Dr. Vittori, médecin de l'assistance
Service forestier—Videlier, Moreau et Geidies, gardes generaux des forets, chefs de divisions
Services Agricoles—Borel, ingenieur
Enseignement—Madame Santucci
Vétérinaire indigène—Thành-Ngoc-Duyên
Gendarmerie—Jacquin
Douanes & Régies — Soulages, receveur subordonné; Apostoli, agent du service actif
Armée—Commdt. d'armes: Maice, chef de bataillon, comdt. le garde battaillon formant corpo du 1er etranger; Jourdan (capitaine), comdt. le detachement de tirailleurs; Comptable d'administration: Leonard, officier d'administration de 1e classe, chargé des services de l'Intendance

———

ALBERT, Planteur

———

GÂCHE, Planteur

———

GUIGUEN, HÔTEL, Café, Restaurant des Mines

———

GUIGUEN ET SAUGUET, Approvisionnement Général

———

MISSIONS ÉTRANGÈRES
Gauja, missionnaire (Tuyên-quang)
Gautier, id. (Phu-yên-Binh)
Gonzalez, id. (Bilê)

———

PERRIN, FRÈRES, planteurs

———

RÉMERY, planteur

———

SOCIÉTÉ ANON. DE LA MINE DE TRANG-DA (Mine de Zinc et de Plomb à Tuyên Quang)
S. Chabot, directeur
Thomas, sous-directeur; Chavelet, ingénieur
Fenouillet, chef de bureau
L. Périnaud, chef de section
P. Graf, mécanicien
Hvabonsky, mécanicien électricien
E. Dumon, Barlatier, Grosjean et Muller, surveillants

———

SOCIÉTÉ DES CHARBONNAGES DE TUYEN QUANG
Bellengé, directeur

———

SOCIÉTÉ MINIÈRE DE YEN-LINH—(à Tuyên Quang)
E. Cadars, administrateur-délégué

———

SOCIÉTÉS DE TRANSPORTS AUTOMOBILES—Phu-Tho-Tuyên-Quang, Gache, Thanh Giai, Van Canh, Dieu, Hanoï, Tuyen-Quang (Dong Phat)

———

SOCIÉTÉS DE TRANSPORTS FLUVIAUX CIES. —Sauvage et Bach Thai Buoi (Service: Hanoï-Tuyen-Quang)

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 Huê and a Chamber of Representatives of the people was instituted in 1926. For administrative purposes Annam is divided into 16 provinces: Than-Hoa (Th-H), Nghé-An (Vinh), Ha-Tinh (H-T), Quang-Binh (Dong-Hoi), Quang-Tri (Q-T), Thùa-Thien (Huê), Quang-Nam (Faifo), Quang-Ngai (Q-Ngai), Binh-Dinh (Qui-Nhon), Phu-Yen (Song-Cau), Kon-Toum (K.T.), Darlac (Ban-Methuot), Nha-Trang (Nh-Tg), Ninh-Thuan (Phanrang), 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. 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.

HUÊ

Huê, 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 Huê 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. Huê 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). In the citadel are also two other museums—S. M. Khaï Dinh Museum (ancient Annamite works of art) and Commerical Museum. 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 is estimated at 39,370, of whom 373 are French and 690 Chinese. The environs of Huê are picturesque and pleasing. A favourite excursion is to the tombs of the old kings of Annam, some few miles from Huê. The buildings are magnificent in the style of the tombs of the Chinese Emperors.

DIRECTORY

RÉSIDENCE SUPÉRIEURE EN ANNAM

M. Friès, résident supérieur en Annam
Jabouille, administrateur de 1ère classe des services civils, inspecteur des affaires politiqués et administrative
Kerbrat, administrateur de 2e cl. des services civils, directeur des bureaux
Auger, administrateur de 2e cl. des services civils, inspecteur du travail

Cabinet

Pierrot, administrateur-adjoint de 3ème classe des services civils, chef de cabinet du résident supérieur en Annam

1ère Section

Robert, élève-administrateur des services civils, chef de section

3ème Section

Guillot, inspecteur de 1ere classe de la garde indigène, commandant la brigade de la résidence supérieur, chef de section
Iversenc, garde principal de 1ère classe de la garde indigène

Service de la Sureté en Annam

Sogny, chef de sureté de 1ère classe, chef du service de la sûreté en Annam (en congé)
Dussaut, commissaire spécial principal de 2ème classe
Peyssonnaux, commissaire des polices urbaines
Cambriels, inspecteur principal de 1ère classe
Liverset, secrétaire des polices
Cosserat, secrétaire des polices

Affaires Indigènes

Haclewyn, administrateur-adjoint de 2ème classe des services civils, délégué auprès des ministères de l'intérieur, de la guerre et de l'instruction publique, délégué auprès des ministeres des finances, des rites et des travaux publics

Bureaux de la Residence Superieure en Annam

1er Bureau

Berthault, administrateur adjoint de 3ème classe des services civils, chef de bureau

2ème Bureau

Bouteille, sous chef de bureau de 2e cl. des services civils, chef de bureau
Turquet de Beauregard, rédacteur des services civils, chef de section
Bohn, rédacteur de 1re cl. des services civils, chef de section

Bureau du Tourisme

Peyssonnaux, chef de bureau

TRAVAUX PUBLICS

Circonscription Territoriale de l'Annam

Valette, ingénieur en chef de 1ère classe, ingénieur en chef de la circonscription territoriale de l'Annam (en congé)
de Beauchamp, ingénieur principal de 1ère classe, ingénieur en chef p.i.

Bureau Administratif

Firey, chef de bureau de 1ère classe, chef de bureau administratif

Bureau Technique

Rouger, ingénieur de 2ème classe, chef de bureau

Arrondissement des Bâtiments Civils

Direction

de Saint Nicolas, architecte de 1ère classe, chef d'arrondissement

Arrondissement du Nord

(Siège à Vinh)

Direction

Lallemant, ingénieur principal de 3ème classe, chef d'arrondissement
Horn, adjoint technique, chef de bureau

Arrondissement du Centre-Annam

(Siège à Huê)

Direction

Babillor, ingénieur principal de 2ème cl., chef d'arrondissement
Jouffray, adjoint technique de 4ème classe, chef de bureau

Arrondissement du Sud

(Siège à Nhatrang)

Direction

Landon, ingénieur hors classe, chef d'arrondissement

1er. Arrondissement d'Hydraulique du Centre Annam

(Siège a Huê)

Direction

de Beauchamp, ingénieur principal de 1ère classe, chef d'arrondissement

Bureau Administratif et Technique

Nordey, ingénieur hors classe
Garcin, adjoint technique de 2ème classe

2ER. ARRONDISSEMENT D'HYDRAULIQUE DU SUD-ANNAM

(Siège à Tuy-Hoà)

Direction

Rossignol de Fargues, ingénieur principal de 2ème classe, chef d'arrondissement

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3E. ARRONDISEMENT D'HYDRAULIQUE

(Siège à Huê)

Déplanque, ingénieur principal de 2ème classe, chef d'arrondisement
Guyot, adjoint technique, chef de bureau

Subdivision de Thua-Thiên

Aubry, ingénieur de 1ère classe, chef de subdivision

Services Agricoles et Commerciaux

Direction de Huê

Gilbert, ingénieur de 1ère classe, chef de service

Service de l'Enseignement en Annam

Direction de Huê

Délétie, professeur principal hors classe de l'enseignement du 2e degré, chef local du service de l'enseignement en Annam

Collège Quôc-Hoc à Huê

Bourotte, professeur de 2ème classe de l'enseignement du 2e degré, directeur

Personnel Enseignant

Durandau, professeur d'école normale de 4ème classe
Wagnier, professeur de 2è cl. de l'enseignement secondaire
Bruel, instituteur de 1ère classe des cadres metropolitains
Mlle. Andrei, professeur principal de 3ème classe de l'enseignement primaire
Mme. Due, prof. de collège de 4me classe
Mme. Tanterian Vassel, prof. technique de 3è classe
M. Grigori, institutrice détaché des cadres métropolitains
Mme. Poussard, institutrice métropolitains de 2è classe

Collège Dong-Khanh

Mlle. Mauriège, professeur de 3ème classe de l'enseignement du 2e degré, directrice
Mme. Harter, professeur de 3ème classe du 1er degré
Mlle. Rerat, professeur stagiaire
Mme. Durandau, institutrice de 3ème classe des cadres metropolitains
Mlle. Crayol, professeur 5è classe d'école primaire supérieure
Mme. Délétie, professeur principal de 2è classe du 1er degré
Mme. Sogny, prof. de 1ère cl. du 1èr degré
Mlle. De Berchou de Tontoine Goubert, professeur stagiaire
Mme. Jeannin, institutrice métropolitains du 1er degré
Mlle. Nguyîn-thi-Hir Anna, institutrice métropolitains du 1er degré
Mme. Isversenc, chargeé de cours

Ecole Française de Huê

Mme. Mousarrat, institutrice métropolitains de 1ère classe
Mlle. Pondavey, professeur stagiaire de l'enseignement primaire

Ecoles Primaires de Thua-Thiên

M. Antoine dit Chevalon, professeur de 2è classe du 1er degré

Ecole Française de Tourane

Mme. Rivière, professeur principal de 2ème classe du 1er degré, directrice
Mme. Spick, professeur stagiaire de l'enseignement primaire

DIRECTION LOCALE DE LA SANTÉ EN ANNAM

Normet, médecin principal de 1ère classe des Troupes Coloniales hors cadres directeur
Keller, Dr. de l'Institut Ophtalmologique; A. Sarraut
Frontgous, médecin major de 1ère classe des Troupes Coloniales hors cadres; Lemoine, Lenoir
Audille, pharmacien major de 2ème classe des Troupes Coloniales hors cadres, directeur du Laboratoire de chimie et de repression des fraudes
Cléret, imfirmier-chei de l'hôpital principal de Huê

MAIRIE DE DALAT

L'Helgoualch, administrateur de 1ère classe des sevices civils, résident maire de Dalat
Manau, administrateur adjoint de 1ère classe des services civils, adjoint au résident maire de Dalat

Trésor

Pettit, payeur de 4ème classe

Garde Indigène

d'Aviau de Piolant, inspecteur principal de la garde indigène, comdt. la brigade

Service Forestier

Millet, inspecteur de 3ème classe des forêts, chef de cantonnement

Services Agricoles

Dulac, ingénieur-adjoint de 1ère classe des services agricoles, chef de la station
Miéville, ingénieur-adjoint de 2ème classe

Assistance Médicale

Hestalrich, médecin de 1ère classe de l'assistance medicale, chef du poste médical

Service de la Voirie

Bannier, surveillant principal

Gendarmerie

Seven, chef de brigade de 4ème classe, ffons de commissaire de police

Service Radiotelégraphique

Appert, ingénieur, chef de poste

Postes et Telegraphes

Un commis indigène chargé de bureau

Enseignement

Un instituteur, chargé de la direction de l'Ecole Franco Annamite

SERVICE VÉTÉRINAIRE ZOOTECHNIQUE ET DES EPIZOOTIES DE L'ANNAM

Dervaux, vétérin.-inspr. ppal., chef de serv.

SERVICE FORESTIER DE L'ANNAM

Niquet, inspecteur de 2ème classe des forêts, chef de service

SOCIÉTÉ DES CHAUX HYDRAULIQUES DE LONGTHO (Ancien établissement Bogaert)—Direction générale à Haiphong. Usine au Longtho près Huê

G. Chenu, directeur général

M. Rigaux, directeur de l'usine

D. Capelle, chef comptable

E. Couly, chef de fabrication

PROVINCES DE L'ANNAM

TOURANE

The port of Tourane is situated about 40 miles to the south-east of Huê, 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 Huê to Tourane there is a very comfortable railway along the sea-shore or passing through the mountains and woods, for a distance of 68 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-khê, 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 cultivatep 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 14,176, of whom 389 are Europeans.

DIRECTORY

VILLE DE TOURANE

de Gineste, resident-maire
M. Devé, administr.-secrétaire-municipal

Garde Indigène

Labrousse, inspecteur de 2ème classe, chef de detachement à Tourane

Enregistrement

Trousset, receveur de 2e classe

Commission Municipale

de Gineste (résident-maire), président
Fourré, vice-président
Morin, Fiard, Delahaye, Guerineau et Nguyere van Tung, membres

Voirie de Tourane

M. Blondel, ingénieur adjoint des Travaux publics de l'Etat (Services des Ponts et Chaussies) détaché en Indochine

Trésorerie

Leca, payeur de 1ère classe de le Trésorerie de l'Indochine, receveur municipal

Service Médical

Tardieu, médecin major de 2ème classe, médecin chef de l'assistance médicale

Circonscription Sanitaire de Tourane

Tardieu, médecin major de 2ème classe

Douanes et Régies

Sous Direction de l'Annam

Bardet, inspr. de 1ère classe, sous-dir.

Justice

Tribunal de Paix de Tourane

Stalter, juge-president

Postes, Télégraphes et Telephones

Defurne, sous-directeur

Enseignement

Mme. Rivière, directrice de l'école Francaise
Rivière, dir. du groupe scolaire de Tourane
Mlle. Tiline directrice de l'école des jeunes filles Annamites

Chemins de Fer

V. Gayet Laroche, ingénieur hors classe

Service Forestier

Carpentier, chef de cantonnement

Service Militaire

Capitaine Bartheye, commdt. d'armes et suppléant légal

PROVINCE DE 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, beans, arachide oil and cakes, sugar, etc. The population of the province is 634,764; that of the port 5,423, 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 1ère classe, chef de province

Garde Indigène

Destais, inspecteur principal, commandant la brigade

PROVINCE DE VINH

Marty, administrateur de 2ème lasse, chef de province
Pateau, administrateur-adjoint de 1ère classe

Garde Indigène

Michaud, inspecteur de 1ère classe, commandant la brigade; Kirch, garde ppl.

PROVINCE DE HA-TINH

Guilleminet, administrateur de 2ème classe, chef de province
Latremble, administrateur-adjoint de 2ème classe

Garde Indigène

Barthe, inspecteur de 2ème classe, commandant la brigade

PROVINCE DU QUANG-BINH

Chef Lieu: Dong-Hoi

(7,800 Km. 2—161,000 habitants)

Residence

Gey, administracteur de 2ème classe des services civils, résident
———, administrateur adjoint
A. Moreau, rédacteur chef de bureau des services civils, percepteur

Garde Indigène

Bruneteaud, inspecteur de 3ère classe, commandant la brigade

Justice

Le Résident, président du tribunal de 1ère instance

Forets

Cerutti, garde principal de 2e classe

Travaux Publics

Baptiste, adjoint technique, sub-div.

Instruction Publique

Tran-Kinh, instituteur, directeur de l'ecole du chef-lieu, inspecteur des ecoles primaires de la province

PROVINCE DE QUANG-TRI

Lemasson, resident chef de la province, juge de paix
Tinel, rédacteur de 1ère classe des services civils, precepteur

Garde Indigène

Tolla, inspecteur de la garde indigène, commandant la brigade à Quang-Tri
Kirsh, sous inspecteur, chef de poste du pénitencier de Lao-Bao

PROVINCE DE THUA-THIEN

Morize, administrateur de 2ème classe, résident chef de province
Lavigne, administrateur adjoint de 1ère classe

Garde Indigène

Orsoni, inspectr. de 2ème, comdt. la brigade

Travaux Publics

Aubry, ingénieur de 1ère classe

Enseignement

Antoine dit Chovalon, directeur des écoles primaires

PROVINCE DE QUANG-NAM

Résidence de Faifo

Colombon, administrateur de 2ème classe des services civils, résident
Domenach, administracteur adjoint de 1ère classe des services civils, adjoint au résident

Garde Indigène

Gaillard, inspecteur principal, commandant la brigade à Faifo
Tourné, garde principal de 1ère classe
Harand, sous inspecteur de 2ème classe, garde principal, chef de poste à Trà-My
Menier, garde principal stagiaire, chef de poste à Tânan
Renoul, sous inspecteur de 3ème classe, chef de poste à An-Diêm

Travaux Publics

Blondel, chef de la sub-division

ASSISTANCE MÉDICALE

Colat, médecin de 1ère classe, chef de l'hôpital à Faifo

ENSEIGNEMENT

Nguyen Khoa Toan, directeur des écoles à Faifo

GENDARMERIE

Le Curieux, gendarme faisant fonctions de police

PROVINCE DE QUANG-NGAI

Bernay, administrateur de 2ème classe, chef de province
Bacon, sous chef de bureau de 1ère classe des services civils, adjoint
Edmond Bonneau, sous chef de bureau de 1ère classe des services civils, percepteur

GARDE INDIGÈNE

Le Courtois, inspecteur de 1ère classe, commandant la brigade
Bourgineau, sous inspecteur, portion centrale
Le Layee, Renucci, Sauvignon

ASSISTANCE MÉDICALE

Comes, médecin de l'assist., médecin chef

TRAVAUX PUBLICS

Fancheux, ingr. adjoint, sub-divisionnaire

PHARE DE POULO-CANTON

Bardon, maître de phare

SERVICE DE FORESTIER

Dăng văn Lũ, agent technique

PROVINCE DE NHATRANG

Bréda, administrateur de 1ère classe, chef de province
Labbey, administr.-adjoint de 3ème classe
Sivignon, inspr. de 1ère classe, percepteur

GARDE INDIGÈNE

Dereymez, inspecteur principal, commandant la brigade
Grannce, Loriot, sous inspecteur, chef du poste de Ninh-Hoa

PROVINCE DE KONTUM

Jérusalemy, administrateur de 2ème classe, chef de la province
Alérini, administrateur adjoint de 1ère classe des services civils, adjoint
Descorps, sous inspecteur de 3ème classe, délégué administratif à Ankhé
Carue, chef de bureau de 2ème classe des services civils, délégué à Pleiku

SOCIÉTÉ DES ETAB. DELIGNON, Plantation du Dak Joppau à An Khê par Cho-Do (café)

PROVINCE DE BINH-THUAN

ADMINISTRATION—Services Civils

Rondy, administrateur de 3ème classe, chef de la province
Rambaud, administrateur-adjoint de 2ème classe des services civils

TRIBUNAL RESIDENTIEL

Juge-président — Rondy, administrateur, chef de la province
Juge-suppléant adjoint—Rambaud

TRÉSORERIE

Proudhom, commis principal de 2éme classe

ASSISTANCE MEDICALE

Bérnardin, méd. a.m. de 2e. cl. des T.C.H.C.

GARDE INDIGÈNE

Morrmarche, inspecteur de 2ème classe commandant la brigade
Capdevielle Lacoste, sous-inspecteur hors classe, chef de poste à Phanri

TRAVAUX PUBLICS

Service provincial—Descoose, ingenieur de T.P. sub-divisionnaire

CHEMIN DE FER

Merle, controleur à Muóng Máng

POSTES ET TÉLÉGRAPHES

Phanthiêt, secretaire telegraphiste titulaire indigène, chargé de bureau

FORÊTS

Tordo, inspecteur adjoint de 2ème classe des forêts, chef du cantonnement du sud Annam à Phanthiêt

GENDARMERIE

Goimier, chef de brigade de 4ème classe de gendarmerie, chef de poste

PROVINCE DE SONG-CAU

Laborde, administrateur de 2ème classe de services civils, résident
Bon, administrateur adjoint de 3ème classe des serv. civils, adjt. au residt. et perceptr.
Estève, medecin de 1ère classe, medecin chef de ambulance

Maurice, ingénieur de 3ème classe des T.P., subdivisionnaire
Ravier, inspecteur de 2ème classe, CI la brigade de garde indigene
Saint Peron, garde principal stagiaire de la garde indigène, chef de poste á Tuy-Hoa

PROVINCE DE NGHE AN (VINH)

Résident—Marty, administrateur de 2ème classe, chevalier de la legion d'honneur, croix de guerre
Administrateur-adjoint—Patau
Payeur—Gagnaire

Garde Indigène

Michaud, inspecteur commandant
Hogner, chef de poste de Cua Rao
Constant, id. Do Luong

Postes et Télégraphes

Roy, receveur

Travaux Publics

Circonscription Territoriale du Nord Annam
Martin, ingénieur

Province

Picrel, ingénieur

Forets

Lassalle, chef de cantonnement

Tribunal

Cassagnau, juge de paix

Enseignement

Paquier, directeur des Collège de Vinh

Gendarmerie

Hainoz, brigadier de gendarmerie, ffons. de commissaire de police

Vèterinaire

Fabre, vetérinaire inspr., chef 1ère sectuer

Douanes

Poulain, inspecteur

Chemins de Fer

Hermier, ingénieur

PROVINCE DU HAUT-DONNAI

Résidence et Délégation de Djiring

Elie Cunhac, administrateur de 1ère classe chef de province

Garde Indigené

d'Aviau de Piolant, inspecteur de 1ère classe, commandant la brigade

Service Forestier

Fernand Millet, inspecteur de 3ème classe, chef de cantonnement de dalat, faisant les même fonctions pour la province

Sante

Hostalrich, medecin de 1ère classe, medecin du poste medical de dalat, chargé du service médical de la province

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 21 inspections. Except 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 20 years the number of hectares cultivated has almost doubled. After rice, the chief exports are fish, fish-oil, hides, pepper, cotton, dried shrimps, and copra. The *Hevea Brasiliensis* has been extensively cultivated during the last ten years. The acreage planted amounts approximately to 75,000 acres, and the average export of rubber is nearing 10,000 tons per annum. 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.

The country being very tranquil, the garrisons have been considerably reduced not only in Saigon but also in the provinces, and now a few hundred French and native soldiers suffice to maintain the security of the inhabitants of Cochin-China and Cambodia. 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 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 16 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 and native 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. A big wireless plant was erected in 1923. There are six steel towers each 780 feet high, and 4 smaller ones, each 390 feet high. This plant, replete with the latest apparatus, is one of the most powerful in the world.

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 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 "Jardin de la Ville." 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 of 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 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) over 4,000 Europeans and over 60,000 Asiatics or natives.

The M.M. steamers 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 on the 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 and telephonic communication, and a submarine cable unites the Colony with Singapore, Haiphong, Hongkong, Amoy, etc. The Wireless Station, situated in the village of Phu-To, between Saigon and Cholon, is one of the most important in the Far East and communicates directly with Paris. The postal organization of the Colony is very complete and efficient; correspondence can be sent daily to almost all parts of the country.

DIRECTORY

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M. Monguillot, secrétaire général
M. Trillat, directeur du Cabinet
M. Le Prévost, chef du Cabinet
M. Pourtier, chef du service de la Presse et de la Propagande
M. Clerc, secrétaire particulier
M. Barrault, capitaine d'Infanterie
M. Becq, attaché du Cabinet
Gouyeu, id.
Varet, id.

COCHINCHINE

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Inspecteur des Affaires Politiques et Administratives—De Tastes, administrateur de 1ère classe
Inspecteur du Travail—Texier, administrateur de 1ère classe

Cabinet du Gouverneur

Chef de Cabinet—Grandjean, administrateur de 3ème classe
Chef Adjoint de Cabinet—Bonhomme de Montaigut, administrateur-adjoint de 3ère classe
Chef de la Section des Affaires Politiques et Indigènes—Grimald, elève-adminr.

Bureau du Personnel

Vallat, administrateur adjoint de 1re classe

Députation

Député—Outrey

Liste des Membres du Conseil Colonial

Conseillers élus Français—Alinot, Blanchard, Caffort, Cèro, de Lachevrotière, Guérini, Héraud, Joubert, Mariani et Quintrie Lamothe
Conseillers élus Indigènes—Nguyên-van-Thinh, Trân-van-Dôn, Nguyên-phan-Long, Truong-van-Bên, Bui-quang-Chiêu, Nguyên-van-Huot, Lê-quang-Liêm-dit Bay, Nguyên-tân, Duoc, Huynh-ngoc Binh et Ngô-van-Huân
Délégués de la Chambre de Commerce
Titulaires—Darles et Filhol
Suppléants—Ballous et Lacaze
Délégués de la Chambre d'Agriculture
Titulaires—Sipière et Lacouture
Suppléants—Arborati et Michel

Conseil Privé

Président—Le Gouverneur
Le Général Commandant le Groupement Cochinchine-Cambodge
Le Procureur-general, près. la Cour. d'appel de Saigon
Le Directeur des Bureaux du Gouvt.
Le Chef du Service de Travaux Publics
Conseillers titulaires—Girard et Gannay
Conseillers suppléants—De la Pommeraye et Mathieu
Conseillers titulaires indigènes—Luong-Khac-Ninh et Trân-Trinh-Trach
Conseillers suppléants indigènes—Nguyen van-Quoi et Nguyen-vân-Vinh
Secrétaire Archiviste—le chef du Cabinet du Gouverneur de la Cochinchine

BUREAUX DU GOUVERNEMENT LOCAL

Directeur des Bureaux—Renault, administrateur 1ère classe des services civils
Berland, administrateur de 2ème classe, chef du service des affaires financierès

1ère Bureau

Chef— ———, chef de bureau de 2ème cl.; ———, redacteur de 1ère classe, chef de la section
———, commis stag. de l'Immigration

2ème Bureau

Chef—Fricquegnon, chef de bureau de 1ère classe
Perreaux, sous-chef de bureau de 2ème classe, chef de la 1ère section
Chevalier, sous-chef de bureau de 2ème classe, chef de la 3ème section
Suignard, redacteur de 2ème classe

3ème Bureau

Chef—V. Duvernoy, chef de bureau de 1ère classe

4ème Bureau

Chef—Leclerc, chef de bureau de 2ème cl.

5ème Bureau

Chef— ———, chef de bur. de 1ère classe; ———, redacteur de 1ère classe

Bibliothèque

Dame-bibliothécaire—Mme. Ruffier
Archiviste—Bouchot

CHAMBRE DE COMMERCE DE SAIGON—Telephs. 74 & 409; P.O. Box 196; Tel. Ad. Chamnierce, Saigon; Codes: A.Z. edn. Francaise, Lugagne 1914, Cogef Lugagne, Veslot, A.B.C. 4e, 5e, 6e edn., Bentley's, Lieber's, Scott's, Watkins', Kendall's et General Telegraph-Combinaison Pierron, Acme. Publications: Radio Quotidien des Changes, Radio Quotidien Commercial, Bulletin Quotidien, Bulletin Bimensuel, et Statistiques Annuelles
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Secrétaire Adjoints—L. Scotto et G. Collin
Sténo-dactylo.—Mlle. V. Chatel

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Chef de la 2ème Section—M. Patou; Kalian, redacteur de 2ème classe

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Greffier en Chef—Grimaud
Procureur Général—Colonna
Avocats Généraux—Lacouture et Potier
Substituts Généraux—Léonardi, Dissés et Moreau
Secrétaire Général—Grisoli
Chef de bureau—Nesty

Tribunal de 1ère Instance de Saigon

Président—Boyer
Vice-id. —1ère Weil et 2ème Sadoul
Juge d'Instruction—Gorsse Le Begue de Germiny
Juge-suppléants—Lebrault
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Substituts—Lanbüs, Greffier, Tilmont

5ème Bureau

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Justice Paix, Saigon

Juge de Paix—Sèvre
Greffier—Pharamond

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Huissiers—Sicot, Rossi et Cazenave
Notaires—Fays, Baugé et Mathieu

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Bureau—Alphonse Bec (président), Alban Guyonnet (vice-président), Victor Guillemet (trésorier), Huynh-Ngoc-Binh (secrétaire)

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Gocong—Lavigne,	id.	2e	id.
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Ville de Saigon

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2me Adjoint—Filhol

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Ville de Cholon

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Baria

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Cap St. Jacques

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Bienhoa

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Cholon (Province)

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Giadinh

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Gocong

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Longxuyên

Tondut (Joseph), prof. ppl. 1ère classe, directeur du groupe scolaire

Mytho

Lafuste (Jean-François-Siméon), prof. ppl. 1è. cl., directeur du groupe scolaire

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Sadec

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Tanan

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Caubet (Moise), prof. ppl. 1ère classe, directeur du groupe scolaire

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Girerd (Louis), instituteur 1ère classe, directeur du groupe scolaire

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Lecam (Yves-Marie), instituteur 2è classe, directeur du groupe scolaire

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Inspecteur Sédentai re—

Inspecteur Divisionnaire — M. Antoni

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Sous-chef du Bureau Central et du personnel—Biaggi

Chef du 1er Bur. (Douanes)—G. Delaunay

Chef du 2e Bureau (Régies)—M. Virgitti

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Sous-Chef Magasin (1)—Rouzaud

Id. (5)—Pignolet de Fresne

Id. (7)—Auber

Brigade du 2ème Secteur

Chef—Berthe

Sous-Chef Magasin (9)—Vittori

Id. (10)—Volmont

Id. (11)—Fourcade

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Chef des écors—Laurette

Chef de la Brigade Active—Jacquart

Chef de la Brigade du port—J. Minter

Sous-chef id. —Manquat

Chef de la Brigade des rig—Koehl

Sous-Chef id. —Pitou

Regisseur Général de la Manufacture d'Opium—Duvernoy

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DIRECTION DES POSTES ET TÉLÉGRAPHES

CIRCONSCRIPTION DE LA COCHINCHINE

Sous-directeur —Malpuech

Saigon

Receveur Comptable p.i.—Giteau

Cantho

Receveur--Tondut

Cap-Saint-Jacques

Receveur—Vidal

Cholon

Receveur—Marcellesi

Longxuyen, Mytho, Poulo-Condore, Saigon-port, Soctrang, Travinh

Pas de modifications

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B. Gaspard, ingénieur des ponts et chées adjoint à l'ingénieur en chef
M. Poupinn, ingénieur adjt. T.P.E., chef de bureau administratif
E. Lesot, chef de bureau contractuel, chef de bureau de la comptabilité centrale
M. Gelos, adjt. tech. (comptabilité centrale)
E. Godard, adjoint technique principal, régisseur comptable
P. Mathieu, agent journalier, bureau du personnel

Arrondissement du Service Technique

C. Bricka, ingenieur des ponts et chées, chef de service
E. Mellet, ingr. des T.P.E., chef de bureau
C. Corberaud, ingénieur, bureau d'études
A. Bussy, ingénieur adjt. des T. P. E., bureau d'études
C. Sorbe, adjt. technique, bureau d'études

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F. Carbonnières, ingr., chef de service p.i.
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A. Borel, ingr. adjt. des T.P.E., études à Phioc-Hoa
G. Pauthe, ingr. adjt. des T.P.E. en études Riviere de Saigon
E. Menault, ingr. adjt. études, à Diau
G. Bonnet, adjt. technique, études au Cap Saint Jacques
A. Provendier, adjt. tech. ppl. id.

Arrondissement de l'Est

J. Bourgoin, ingr. ppl., chef d'arrond.
E. Grisoli, adjt. tech. ppl., chef de bur.
P. Ozou, ingr. adjoint, T.P.E., service tech.
E. Bourgeois, ingénieur adjoint, études
P. Laiguelot, id.
P. Malcros, adjoint technique, études
J. Claverie, ingénieur, chef de subdivision de Gia-dinh
P. Léamri, surveillant principal, etudes
M. Couvere, id.
F. Autony, surveillant chef de comptable
V. Tian-Quang-Tru, agent contr. comp.
A. Bénard ingr. adjt. chef de subd. Tayuins
F. Daloz, ingr. chef de subd. Bienhoa
G. Saulais, adjoint technique ppal., adjoint du chef de subdivision de Bienhoa
J. Lai, surveillant, subdivision de Bienhoa
J. Durand, ingénieur adjoint, chef de subdivision de Thudaumot
M. Jacquey, adjoint technique principal chef de subdivision de Baria

Arrondissement de l'Ouest à Cantho.

O. Bigorgne, ingr. des p. et ch., chef d'arrond.
E. Gallois, ingr., chef de subd. Cantho
A. Fouilloux, ingr. adjt., chef subdivision de Rachgia
M. N. ———, ingr. adjt., chef de bur. tech.
W. Bonnaffé, ingénieur contractuel, chef de subdivision de Baclieu
P. Berhouague, ingénieur chef de subdivision de Chandoe
P. Noncet, adjt. tech. ppal. id. de Soctrang
L. Ciavaldini, adjoint technique, chef de subd. de Hatien
P. Martin, ingr. adjoint, chef de bureau de de Longxuyen
L. Girot, adjoint techn. chef de bureau de Cantho
M. Espérinas, adjoint technique, chef de district à Caman
M. Savery, surveillant

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J. Benac, ingénieur adjoint, chef de bureau p.i.
A. Roth, ingr., bureau technique
L. Ignasse, surveillant, comptable
H. Sivigliani, adjoint tech., chef de subd. Bentre
P. Angelini, ingr. T.P.E., chef de subd. de Mytho
H. Sére, ingr. adjt., chef de subd. de Cholon
D. Nguyen-Van-Qui, surveillant, adjoint au chef de subdivision Mytho
F. Casanova, ingr. adjt., chef de subd. Gocong
F. Faivret, ingr. adjt. T.P.E., id. Tanan
A. Divoor, ingr. T.P.E., chef de subdivision Vinhlong
J. Camtrot, ingénieur adjoint du T.P.E., chef de subdivision Travinh
A. Luong-van-My, ingénieur adjoint contractuel chef du subdivision, Sadoc

Arrondissement des Batiments Civils

J. Josse, architecte principal, chef de d'arrondissement
J. Barusta, adjoint technique principal, faisant fonction, chef bureau
H. Lagarde, surveillant, comptable
C. Duvivier, architecte hors classe, etudes des projets
Friche, architecte adjt., id.
L. Chauchon, arch. contr., id.
L. Capelle, id., id.
L. Nesty, arch. adjt., id.
Do-Dang-Dat dit Dot, adjt. tech. ppal., études des projets
R. Bignault, survt., id.

A. Acker, ingénieur adjoint, travaux neufs
A. Sambet, adjoint technique principal, charge de la subdivision d'entretien
L. Fauvelle, adjoint technique principal, entretien et trav. neufs
L. Duchamp, adjt. tech., id.
F. Pomaret, surve. ppal., id.
A. Blanc, id., id.
P. Vidal, surveillant, id.
D. Barbagelated, surv. ppal., id.
A. Barusta dit Vinay, agt. journ., id.
M. Duchamp, id. id.
C. Infernet, surveillant, magasin, et atelier hiéliographique

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Arrondissement de la Navigation

L. Texier, ingr. ppal., chef d'arrondissement
H. Michelot, adjt. tech. ppal., chef de bureau
Echastres, ingr. T.P.E., chef de subd. et études, génerales d'hydrauliques
L. Robert, id., id.
R. Despujols, capitaine du génie, études hydrauliques
M. Veron, ingr., géomètre, id.
T. R. Cros, ingr. adjt., etudes hydrauliques
E. Aragau, ingénieur adjoint, chef de subdivision des dragages
A. Barbot, surveillant principal, chargé de la racherche d'une pasu navigable dans le Mékong de 4 miles environ en amont de Mytho
F. Grivaz, surveillant principal, contrôle des petities dragues "Gouverneur Rodier" et "Gouverneur Picanon" dans les travaux des ranaux tertaine 6, 7 et 9 dans la province de Mytho
I. Rousseau, survt. ppal., contrôle de la drague "Un" au canal triton, province Chandoc
P. Espérinas, surveillant principal, contrôle de la drague "Nantes" au canal Rachgia, Hatien
J. Garnier, surveillant, contrôle de la drague "Deux" au canal Rachgia—Hatiên
Ngo-Ton-Sang, surveillant, subdivision des dragages
R. Mougeot, ingénieur adjoint, T.P.E., chef de subd. des ports Fluviaux, à Saigon
E. Hardy surveillant, contrôle de la drague "Coire" au canal Tracu Thuong (Tanan)
E. Verley, ingénieur, secrétaire de la commission de la surveillante des bâteaux à vapeur et chargé du contrôle des automobiles
A. Bes, chef mécanicien, adjoint à M. Verley et chargé spécialement du contrôle des chaloupes fluviales
J. Poudens, ingénieur T.P.E., chef de subdivision des phares et balises
R. Etienbled, ingénieur adjoint, subdivision des phares et baline
P. Roger, capitaine du baliseur "Armand Rousseau" à Phu-An (Giadinh)
G. Galine, capitaine de 1ère cl. de flottilles, capitaine du second baliseur "Armand Rousseau" J. Phu An (Giadinh)
P. le Morillon, sous chef mécanicien du baliseur "Armand Rousseau"
L. Martin, chef mécanicien, chef d'atelier, Phu-An
B. Bonsignour, gardien de phare Cap St. Jacques
R. Josephus, agent contractuel, magasinier du parc Phu-An
J. Tibul, maître de phare, chef de phare Cap Saint Jacques
E. Chatel, gardien de phare Kégà
A. Sinna, agent contractuel, gardien de phare Cap Saint Jacques
Y. Raoul, gardien de phare Padaran
L. Drevillon, gardien de phare Bai-Khanh
T. Tanquerel, maître de phare hors cl., chef de phare Padaran-Phan-Rang
M. le Guen, gardien de phare Cap Saint Jacques
P. Chapuis, maître de phare, chef de phare Nui-Nai (Hatien)
L. Tacussel, agent contractuel, chef de phare Poulo-Obi (Baclieu)
C. Tasdebois, agent contractuel, chef de phare Cuatieu (Gocong)
Y. Sinna, agent contractuel, chef de feu Dong-Tranh (Giadinh)
E. Lambarre, agent contractuel, chef de feu Cangiou (Giadinh)
C. Lariche, agent contractuel, chef de feu Cangiou

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C. Monguillot, capitaine de frégate, directeur
P. Taguet, surveillant, commis d'ordre
M. Lepriuse, agent journalier collecteur des taxes
I. Bouth, agent journalier, collecteur
M. Nadin, id., comptable
A. Levillain, capitaine de port, Saigon
E. Pédel, agent contr., lieut. id.
D. Cottet, maître de port, Saigon
Y. Leguyader, id.
H. Bez, id.
P. Franceschi, id.
D. Emanuelli, agent secondaire, Saigon
J. Pepino, agent journalier, id.
N. Lemaitre, id., id.
P. Poggi, chef mécanicien, mécanician en chef, chargé de la flottille du port, Saigon
L. Fays, agt. journ., garde magasin, id.
E. Riviere, id., id.
B. Biancarelli, journ., manoeuvrier, Saigon
A. Roduin, maître de port, lieut. de port, Cholon
D. Bianchi, agent journalier, Cholon
Casta Lumio, chef du service du pilotage, Saigon

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M. Claverin, ingénieur adjoint en chef de service
A. Pétel, adjt. tech. des ponts et chées, chef de bureau
R. Loustau, ingénieur adjoint, chargé du bureau d'etudes
A. Galand, agent journalier, comptabilite
G. Gasnier, ingr. adjt., chef de la subdon. des travaux du port Saigon
L. Claude, surveillant principal, chargé de la surveillance d'entretien et de travaux neufs à Saigon
H. Bazin, ingénieur adjoint, subdivision des travaux du port de Cholon
H. Denuzière, surveillant, subdivision des travaux du port de Cholon

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L. J. V. Douguet, capitaine de vaisseau, commandant la marine en Indochine

ETAT-MAJOR DU COMMANDANT DE LA MARINE

J. G. Gayral, lieutenant de vaisseau, adjoint au commandant de la marine

CARTES ET ARCHIVES

H. G. Lacroix, lieutenant de vaisseau, chargé des cartes

MARINE À SAIGON

J. A. D. Simon, lieutenant de vaisseau, directeur des mouvements du port, commandant de l'unité marine

CANONNIÈRES DE L'INDOCHINE

"Inconstant"

F. A. P. M. Piquet, capt. de corgette comdt.

"Malicieuse"

A. Lhoste, lieut. de vaisseau, comdt.

MISSION HYDROGRAPHIQUE

"Lapérouse"

J. C. L. M. Dufay, capt. de frégate, comdt.

"Astrolabe"

A. L. J. F. Morazzani, lieut. de vais., comdt.

"Octant"

C. L. A. Joupin, lieut. de vaisseau, comdt.

ARSENAL DE SAIGON

Direction des Constructions Navales et Travaux Hydrauliques

J. Heintz, ingenieur principal, sous directeur faisant fonctions, directeur de C.N.P.I.
C. Pelletier, ingenieur de 1ère cl. des trav. maritimes faisant fonctions de directeur des travaux maritimes
A. P. M. Fondacci, officier d'administration de 1ère classe (directions des travaux)
A. Poinferré et J. L. M. Caté, ingenieurs des direction de travaux des 1ère classe (directions des travaux)
A. Vrignand, 1ère classe (directions des travaux)

DIRECTION DE L'INTENDANCE MARITIME

M. F. T. Ferrieu, commissaire en chef de 2ème classe, directeur de l'intendance maritime
F. E. L. Roubaud, officer d'administration de 2ème classe (comptable des matieres)

DIRECTION DU SERVICE DE SANTÉ

A.J.R. Feret, médecin principal, médecin de la marine à Saigon, directeur du service de santé

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Medecin Adjoint—Medecin Major de 2ème classe Peyre
Medecin Chef p.i. de l'Hopital "Grall"—Medecin ppal. de 2ère classe Traissinet
Medecin Traitants—Medecin Majors de 1ère classe Niel et Martin, le Medecin Major de 2ème classe Puel
Pharmacien Chef p.i. de la Cochinchine-Cambodge—Pharmacien, Major de 2ème classe Cousin
Commandant Detachement Infirmiers Officer d'Administration de 1ère Vigneron Gestionnaire Hôpital "Grall" —Officier d'Administrateur ppal. Jeunnoël Ravel
Officier d'Administration Adjoint au Directeur du Service de Santé et Gestionnaire du Magasin du Matériel—Officier d'Administration de 1ère classe Robert

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Chefs de Bataillon—Thibaut (1er btn.) et Kriéger (2ème btn.)
Medicin Majors de 1ère classe—Soing et François

R.T.A.

Col. Comdt. le Régiment—Col. Landais

5ème R.A.C.

Col. Comdt. le Régiment—Col. Mouchet

Aviation (Escadrille No. 2)

Capitaine—Dillet

Major de Garnison

Chef de Bataillon—Chauvin

Directieur d'Artillerie

Directeur—Colonel Fidoux

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S/Intendant Directeur—Lasne Desvareille

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Rizeries d'Extrême-Orient
Rizeries de la Méditerrannée
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Société Commerciale Française de l'Indo-Chine
Société Française des Distilleries de l'Indo-Chine
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BUREAU VÉRITAS—Agence de Saigon: 5, quai le Myre de Villers

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F. Waespe, administrateur
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L. Ducroiset, inspecteur-directeur
J. Jessula, id.
R. Mathee, id.
A. Martini, dir. agences extrême-orient
A. Lis, secrétaire général
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R. Dumont, sales do.
F. Nodot (sales dept.)
H. Litou do.
B. Lemaire do.
V. Piquemal, head of secretarial dept.
G. Maroselli, assistant do.
Y. L. Coroller, chief accountant
A. Nosmas, assist. (accounts dept.)
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C. Veybel, assistant (technical dept.)
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G. Weiss, assistant
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Succursale de Saigon
Delfarguiel, directeur commercial
Béjean
Breton | Gross
Casanova | Jean
Choquer | Launay
Delbos | Lieffroy
Desbordes | Loesch
Dominici | Malroux
Dupuis | Russell
Durand | Seletti
Fey | Tétard
Fesquet | Walter
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Succursale de Pnom Penh
Croyal, signs per pro.
Gérauld
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Succursale de Battambang
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P. Le Fur, chef de la comptabilité
Servel, chef de depôt
A. Vaudour, chef d'atelier
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DENMARK
Consul—H. Rousseau

ESPAGNE—rue Amiral Page

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Vice-Consul—A. Denholm
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ITALY
Consul—Frederic Pellas
Vice do. —Renzo Franceschini

JAPAN
Consul—T. Sashima
Chancelier—M. H. Nishiyama
Chancelier—S. Kawamo

NETHERLANDS
Consul—E. F. Meyeringh

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Consul—H. Rousseau
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PORTUGAL—rue Amiral Page

SIAM
Consul—H. Rousseau
Acting Consul—E. Genis

SWEDEN
Consul—A. Glin

UNITED STATES OF AMERICA
Consul—Harris N. Cookingham
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"Courrier Saigonnais," Le, Journal quotidien—1, rue Lefèvre; Teleph. 143
Jean Faget, redacteur en chef

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E. Denis, administrateur do.
F. de Ferry, do. do.
M. Benquey, do. do.
H. Rousseau, do. (Saigon)
Maxime Denis, do. (Bordeaux)
E. Genis, signs per pro.
H. Thieullet, do.
P. Barth, do.
H. Craste, do.
R. Bermond

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P. Degrond	A. Langlet
P. Dufour	E. Larriere
M. Faye	A. Leliard
L. Fournié	M. Lepervanche
R. Fournié	P. Lignon
M. Goyet	A. Mont
A. Griveau	P. Serieyx
A. Hugghe	N. Simon
A. de Kerillis	M. Vallet

Mlles. A. Moreau et C. Raynaud, sténo-dactylographes

Agencies
Lloyd's
La Société Française des Charbonnages du Tonkin
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La Société Indochinoise des Allumettes de Benthuy (Annam)
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The Bank Line
Ellerman and Bucknall Line
La Compagnie Havraise Péninsulaire
La Société Générale des Transports Maritimes
Yamashita Kisen Kaisha, Ld.
Comité des Assureurs Maritimes de Paris, Bordeaux, Le Havre
Canton Insurance Office (Marine)
La Confiance Incendie
East India Sea and Fire Insurance Co. (Fire and Marine)
General Accident, Fire and Life Assurance Corporation
Reliance Marine Insce. Co. (Marine)
Royal Exchange Assurance Corporation (Fire and Marine)
South British Ins. Co. (Fire & Marine)
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Toyo Marine Insce. Co., Ld. (Marine)
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Vacuum Oil C., New York
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Descours et Cabaud, Produits Metallurgiques (Société anonyme au Capital de Frs. 50,000,000)—Siège Social: Lyons. Agence de Saigon: 1, quai de Belgique; Téléph. 83 et 616; Tel. Ad: Descourfer
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J. Robert, directeur de l'agence
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P. M. Farjon, id.
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P. Cochet, comptable
R. Guyon, chef du service des magasins
E. Sice, J. Bergier, C. Vernadet, J. Biot et J. de la Marlier, employés magasins
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L. Perret, magasins
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R. Michel, expeditions
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E. F. Meyeringh, partner
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Cie. de Nav. à Vapeur, "Nederland"
Holland-Oost-Azie Lijn
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Philip's Glowlamp Works, Ld.
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Est Asiatique Francais, Bois de Teak du Siam—à Vinhhoi (Saigon); Tel. Ad: Estasiatic
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G. Guego, sous- id.
C. Trumet, comptable
R. Lemarie
E. Reversat, mecanicien
J. Crochet, id.
G. Lancien, chef d'atelier
R. Dupont, magasinier

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R. A. Hunt, electrician

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C. V. Williams	L. C. Payne
W. E. Coates	E. A. Hiscock

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J. M. da Cruz	A. Connes
C. G. Rozario	Khuu Kim Ngoc
F. J. Braga	A. Huy
V. A. da Cruz	A. Ouay

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Far Eastern Insce. Co., Ld. (Marine)
Caledonian Insce. Co., Ld., Edinburgh
Franklin Fire Ins. Co. of Philadelphia
Aviation and Gen. Ins. Co., London
Economic Marine Ins. Co., Ld., London
Commercial Union Ass. Co., Ld., L'don.
Insurance Co. "Nederland," Ld.
Asahi Marine and Fire Co., Ld.
Nippon Marine Insurance Co., Ld.
Yokohama Fire & Marine Insce. Co., Ld.
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Cunard Steamship Co., Ld.
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Furness, Withy & Co., Ld.
Swedish East Asiatic Co., Ld.
Dollar Steamship Co.
Cheong Yue Steamship Co., Ld.
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Toyo Kisen Kaisha

Foltzer, E., & R. Moitessier (Lés Successeurs de Henri Blanc), Négociants, Importation en tout gaire—22-24-26, Boulevard Charner

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G. Loiret, fondé de pouvoirs
M. Laurent, chef comptable
Haang, comptable
G. Legrand, caissier
M. Auzenda, employé
G. Marechal, chef d'atelier
L. Pillard, mécanicien
J. Audibert, id.

Hale & Co., Ltd., Wm. G., Merchants, Rice and Produce Exporters—7, quai de Belgique; Tel. Ad: Hale; Codes: A.B.C. 5th edn., 5th imp. and 6th edns., Scott's 10th edn., Bentley's, Acme, A1 and Liebers. Paris Office: 17, rue d'Astorg 8ème. London Office: 5, Mitre Street, E.C. 3
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E. Bertrand, admr. délégué do.
R. Duchateau, do. (Saigon)
P. Bele, chief acct., signs per pro.
P. Cassagnou, chief (export dept.,) signs per pro.
Peter Hauff, (shipping & insce. dept.)
A. M. Xavier, cashier
A. Massabot, J. Montmean and R. Dupuy, (export dept.)
C. Kim-Soon, Simon and Radjou, secretaries
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Board of Underwriters, New York
National Board of Marine Underwriters, New York
British Traders' Insurance Co., Ld.
Cercle Lyonnais d'Assurances
Comité des Assurs. Maritimes d'Anvers
Liguria Mar. Insurance Co., Genoa
La Estrella, Sociedad de Seguros, Cartagena
Reliance Insurance Co. (Fire)
Società Italiana Assicurazione Marittima, Torino
Società "Italia," Genoa
Società Italiana "Savoia," Torino
Tokio Marine Insurance Co., Ld.
Underwriting and Agency Association
Phœnix Insurance Co., London
China Fire Insurance Co., Ld.
Royal Insurance Co., Liverpool
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Apcar & Co.'s Steamers
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British India Steam Navigation Co.
Bombay Steam Navigation Co.
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China Navigation Co.
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Mogul Steamship Co.
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Osaka Marine & Fire Insurance Co.
Lloyd Triestino
La Prevoyance Insurance Co.
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"L'OPINION," Journal quotidien,—146, rue Pellerin

L'UNION COMMERCIALE INDOCHINOISE ET AFRICAINE, Agence de Saigon, Importation, Exportation, Consignation de Navires, Agence de Compagnies d'Assurances—34, boulevard Charner; Tel. Ad: Ucindo
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Nationale Fire Insurance Co.
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London and Lancs. Fire Insce. Co.
Cie. d'Assurance Contre les Risques Automobiles "L'Etoile"

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AREOPAGE LE RÉVEIL DEL ORIENT (Grand Orient de France)—38, rue Taberd

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CHAPITRE LE RÉVEIL DE L'ORIENT (Grand Orient de France)—30, rue Taberd

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Cord' Homme, exportation
Lacaux, réclamations
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Nesty, importation
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Dimayuga, Antenne, Dejean de la Bâtie, Fauquenot, commis
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Pro.-Vicar General—A. Delignon
Secretary to the Bishop—U. Ferrières
Saigon Cathedral
Curate of Saigon—E. Soullard et A. Decoopman
Saigon Seminary
Superior—E. Hay
Professors—A. Delagnes, Barré, et Thommeret

NESTLÉ & ANGLO-SWISS CONDENSED MILK Co., Laits Condensé Sucré, Sans Sucre, Stérilisé; Crème, Farine Lactee, Chocolats et Bonbons—35 et 37, rue MacMahon, Teleph. 162; P.O. Box 29; Tel. Ad: Nestanglo
F. Lanoote, directeur
R. Vust | P. Gétaz

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J. Brunner, signs per pro.
M. Cuny, do.
P. Dauverchain, do.
G. Durand, chief accountant

E. Dussol | E. Bader
F. Gemini | G. Finance

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Palatine Insurance Co., Ld., London
Liverp. & L'don. & Globe Ins. Co., Ld.
Northern Assurance Co., Ld., London
Norwich Union Fire Insurance Society, Ld., London.
Yorkshire Insurance Co., Ld., London
Yangtsze Ins., Association, Ld., S'hai.
Maritime Insurance Co., Ld., L'pool.
Compagnie d'Assurances Nationals Suisse, Bâle
Peninsular and Oriental Steam Navigation Co., London
Central Agency, Ld., Glasgow
California Corrugated Culvert Co., West Berkely, California
Armco International Corporation, Middletown, Ohio
Jules Robin & Co., Cognac
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Lepicard, manager
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G. Chapelle, directeur commercial
Lissarrague, Douat, Sarraire, Jahier et Castillon, préparateurs
Lejeune, comptable
Terrey, photographe
Herbert, opticien
Chanret, vendeur

Pommeraye et Cie., de la, Négociants, Représentations Industriellés Supprimer' sure.
J. de la Pommeraye, associé gérant
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P. Thierry | Mme. Puravet

Portail, Albert (Succursale à Phnompenh), Imprimeur, Libraire, Magasin de Ventet et Bureau—185 à 189, rue Catinat. Ateliers: 1, rue Rudyard Kipling
Feuillet, directeur
Verne, prote chef atelier
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Représentant de la Société des Auteurs et Compositeurs dramatiques pour la Cochin-Chine
Représentant de la Société des Artistes peintres, graveurs et sculpteurs

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Rauzy, P., et Ville, P.—15, quai de Belgique

Rizeries d'Extreme Orient—Bureaux et Siège Social: 301, quai des Jonques, Cholon; Tel. Ad: Rizorien, Cholon. Rizeries Orient et Tong Wo
F. Lauber, administrateur delegue
Golmè De, directeur

Rizeries de la Mediterranee (Etablissements Pellas Frères) (Société Anonyme au Capital de 30,000,000 francs), Rice Millers and Shippers — Head Office: Marseille. Saigon Branch: P.O. Box 124
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F. R. Pellas, manager
G. A. Cacace, signs per pro.
C. Fichet, R. Franceschini, N. Oggeri, A. Chiesa, R. Gard and M. Achard

Gnereal Agents for Indochina
Assicurazioni Générali de Trieste & Vénézia

Société Agricole & Industrielle de Cam-Tiem (Société Anonyme)—Siège social à Saigon: 19, rue Vannier; Téléph. 202. Agence générale à Paris: 12, rue Boissy d'Anglas
E. Girard, administrateur-délégué

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J. Giuntoli, administrateur-délégué
E. Bert, directeur

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Société Coloniale des Grandes Magasins, Grands Magasins Charner—boulevards Bonnard et Charner

SOCIÉTÉ ANONYME DES RIZ D'INDO-CHINE DENIS FRÈRES, Exportateurs de Riz & Mais—4, rue Catinet; Telephs. 136 et 667; Tél. Ad: Compafinch. Agence de la Cie. Franco Indo-Chinoise—23, rue de la Pépinière, Paris (8ème). Gerante de la Rizerie Saigonnaise, Cholon

Conseil d'Administration

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Sté. Baronnet, frugés et fils admr.
Etienne Denis, administrateur
F. de Ferry, id.
Sté. Levesqus et Cie., id.
P. Caron, administrateur-délegue
H. Rousseau, administrateur
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N. Lepervanche, sous-directeur
E. Abrial, V. Boudon, F. Bougier, L. Guibert, A. Habermann, P. Richard, L. Ciprès et H. François, atts.

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SOCIÉTÉ COMMERCIALE FRANCAISE DE L'INDO-CHINE, Société Anonyme—Bureau: 15, quai de Belgique; Tél. Ad: Rauzy

E. Ville, administrateur-délégué

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Swedish East Asiatic Co.
Norwegian Africa & Australia Line, Ld., Christiania
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North China Insurance Co., Ld. (Fire)
Yangtsze Insce. Association. (Marine)
Eagle Star & British Dominions Insce. Co., Ld. (Fire)
Comp. d'Assur. l'Urbaine & la Seine, Paris

SOCIÉTÉ DES ETUDES INDO-CHINOISES DE SAIGON

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Agence de Saigon: 48, rue Richaud; Teleph. 94

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Trives, do. adjoint
Darles, directeur commercial
Abeles, do. adjoint
Muller, directeur des usines de Cholon—Binhtay

SOCIÉTÉ FRANCAISE DE GÉRANCE DE LA BANQUE INDUSTRIELLE DE CHINE — 9, quai de Belgique et 2, rue Georges Guynemer; Teleph. 266 (Directeur) et 65 (Bureaux); Tel. Ad: Geranchine

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Insurance Co. "Veritas," Ld.
Pearl Assurance Co., Ld.
State Insurance Co. of Liverpool
Thong Guang, Rice Mills, Mytho
Yee Cheong, Rice Mills, Cholon

SOCIÉTÉ IMMOBILIÈRE DE L'INDO-CHINE, Societé anonyme Gérance d'Immeubles—Siege social: 42, boulevard Bonard

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SOCIÉTÉ INDOCHINOISE D'IMPORTATION—Siège social: 40-44, rue Pellerin; Teleph. 422; Tel. Ad: Sidi

O. Rohner, administrateur-délégué
H. Keller, fonde de pouvoirs

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Ste. Marseillaise d'Outre Mer, Import and Export—8, rue Ohier, Saigon; et 68, rue Paul Bert, Haiphong; Teleph. 71; Tel. Ad: S.M.O., Saigon

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Société des Plantations d'An-loc (Sociétéanonyme)—Siège Administratif: 19, rue Vannier; Teleph. 202, Saigon. Siège Social: 12, rue Boissy d'Anglas, Paris
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E. Girard, administrateur délégué

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J. P. Thornton, A. I. Keefe, attorneys
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J. W. Mayhew, accountant
F. M. Rich, supt. (Nhabé)
F. F. Keating, (acting supt.) Nhabé
R. Marinho
F. X. da Luz

Lubricating Oil Department — Tel. Ad: Lubriwax

Tramways, Compagnie Française de l'Indochine—Siège social: 1, rue de Stockholm, Paris. Direction Exploitation: 138, rue Paul Blanchy; Tel. Ad: Tramindo

CHOLON

This town, distant four miles from Saigon, with which it is connected by one electric and 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 10, 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 Inspection (Provincial Government), the Maternité, and the Hôspital. There are also a fair number of gorgeous Chinese pagodas in the city.

DIRECTORY

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2ème Adjoint—Le Van Luu
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Administration Municipale

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Comptabilité—Cateau, chef de bureau
Etat-Civil—André, chef du bureau
Hygiene—Dr. Guerin, chef du bureau
Tasees municipales—Torre, chef de bureau
Voirie — Magnien, ingenieur principal, chef de service
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Police de sureté—Campana, commissaire de police
Recette municipale—Galiacy, payeur
Contrôle des contributions directes—Tauzia, contrôleur
Service médical—Dr. Lalung Bonnaire
Epizotie—Broudin, vétérinaire inspecteur
Enseignement—Miermant, directeur des écoles municipales

Compagnie des Eaux et d'Electricité de l'Indochine (Usine de Cholon)
Brisset, directeur
Lacoste, caissier comptable
Narnnon, chef sce. compteurs
Gaontier, mécanicien
Peyras, foutainier
Tardivel et Méjean, electriciens
Navaro, surveillant
Passagne, aide-comptable
Achard, magasinier

Rizeries d'Extreme Orient—Cholon
Rizeries, Orient, Tong-Wo. Bureau et Siege social; 301, quai des Jonques; Tel. Ad: Rizorien, Cholon
F. Lauber, administrateur delé gué
Lolmede, 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 fewer than 80 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 have been appointed by the King, under the control of the French Administration, and 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 works, the filling up of pools, marshes, etc. The town has also been provided with waterworks and electric light. The 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, 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 Phnompenh is estimated at 39,000. Though the country generally is entirely undeveloped, trade is extending considerably. 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 Stungtreng 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).

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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 Puket, 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 Trengganu, 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. The actual revenue of Siam is now between eight and nine million pounds sterling. Prior to 1896 when a European financial adviser was first engaged for the purpose of reorganising the country finances, the revenue accounted for was little more than Ticals 18,000,000 but the amount has since steadily increased, and in recent years has been about Ticals 85,000,000. 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 50 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, the section to Pitsanulok in 1907, and the last section to Chiengmai on January 1st, 1922. 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 34 hours from the beginning of 1922. The Eastern line from Bangkok to Patriew was completed in 1908. It has now been continued to Aranya Prades near the Cambodian frontier. The Korat line is being continued to Ubon. 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) North-Eastern line to Korat, 264 kilometres ; (5) Extension to Tha Chang, 21 kilometres; (6) 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 Ticals 63,000,000 until 1909. In 1926-27 the value of the imports was Ticals 185,866,872 as compared with Ticals 153,006,580 in 1925-6. The value of exports in 1926-7 was Ticals 240,080,730 (including re-exports). The principal export is rice, which in 1926-7 constituted 69.14 per cent. of the total exports; tin represented 9.51 per cent., teak 3.47 per cent. and rubber 2.19 per cent.

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 10 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, etc., was estimated at 9,513,000 for the year 1923. 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 25 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

BANGKOK

Straits Settlements Bangkok

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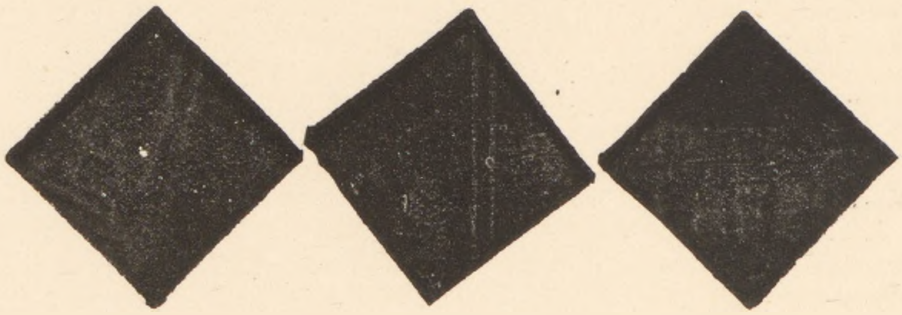

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New Road—in Siamese, Charurn Krung—extends from the Palace walls to Bangkolem, and the electric tramway runs along it for a distance of about six miles. Another electric tramway to Samsen has a length of four miles. Both these are the property of the 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 12 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 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 three first-class hotels—the Oriental, the Royal and the Phya Thai Palace Hotel, belonging to the State Railways Department—and several smaller ones; also six clubs—the Bangkok United Club, the British Club, the Royal Bangkok Sports Club, The Silom Club, the Royal Turf Club, and the club of the Wild Tiger Corps (for Siamese). 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 of novelty and interest to be witnessed by the passing traveller. The roads have been greatly improved. The city throughout its principal streets, as well as all hotels and principal shops, is lighted with electricity. The last census of the population of Bangkok town was taken in May, 1922, when the total population in the so-called municipal area was found to be 324,422. There were 1,296 Europeans in Bangkok, and 200 at least in the provinces. The number of Chinese is calculated at 102,569.

The average mean temperature at Bangkok is 82°. The hottest months are February, March and April, when the highest temperature recorded in the shade 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 aids 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.

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STRAITS SETTLEMENTS

This Colony was transferred from the control of the Indian Government to that of the Secretary of State for the Colonies by an Order-in-Council dated the 1st April, 1867. It now consists of the island of Singapore, the Settlement of Malacca, the island of Penang, the Dindings further south, Province Wellesley on the mainland, the Cocos or Keeling Islands, Christmas Island (the latter two placed under the same Government in 1886 and 1889, respectively), and Labuan, annexed to the Straits Settlements on January 1st, 1907. The seat of Government is the town of Singapore, on the island of the same name. Under a new Constitution introduced in 1923, the Government consists of a Governor, aided by an Executive Council consisting of eight of the principal officers of the Government and two nominated Unofficials; and by a Legislative Council, consisting of 13 official members (in addition to His Excellency, who presides) and 13 unofficial members, of whom two are elected by the Chambers of Commerce of Singapore and Penang. There are Municipal bodies in each Settlement, the members of which are appointed by the Governor.

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 estimated population of the Straits Settlements was 1,025,835 in 1926. The death rate in 1926 was 31.81 per *mille.*

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. 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 output of tin in the Federated Malay States, the bulk of which finds its way to the Smelting Works in the Colony, has 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, and the peninsula is regarded as a veritable land of promise, for the potentialities in respect of agriculture and mining cannot be over-estimated.

During the year 1922 Singapore was honoured by a visit from H.R.H. the Prince of Wales. While on his Eastern tour H.R.H. performed the opening ceremony of a most successful Malaya-Borneo Exhibition. This exhibition lasted for over a fortnight and was largely attended. H.R.H. also unveiled a dignified and imposing cenotaph which has been erected on the esplanade at Singapore to commemorate men from the Settlement who fell in the Great War.

On his return journey H.R.H. visited Labuan and Penang. He was everywhere welcomed by all communities with the greatest enthusiasm.

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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 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 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. 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. A dignified and imposing cenotaph has been erected on the esplanade to commemorate men from the Settlement who fell in the Great War. This memorial was unveiled by H.R.H. The Prince of Wales on the occasion of his visit early in 1922.

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.

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*. The *Government Gazette* is published weekly. There are also several Japanese, Chinese and Malay papers.

Singapore is a free port, there being no Customs Duties, but Excise Duties are levied on alcoholic liquors, opium, tobacco and petroleum. There are no Port, Harbour, Docks, Town or Light dues. The Harbour is practically landlocked by islands, and the rise and fall of ordinary spring tides is 9 feet. Although the majority of ocean-going steamers are berthed at the Harbour Board's wharves, many vessels discharge and load in the Inner and Outer Harbour, the Inner Harbour being protected from the north-east monsoon by a mole of granite rubble nearly a mile long. The Singapore Harbour Board's premises are about a mile to the westward of the town. The Singapore Harbour Board (constituted under an enactment by the Governor of the Straits Settlements entitled the Straits Settlements Ordinance No. 130 (Ports) now control all the wharves and dry docks in Singapore. The Board's assets and capital outlay at June 30th, 1926, totalled $75,000,000 *i.e.*, £8,750,000 sterling (exchange being fixed by Government at 2s. 4d. per Straits Settlements Dollar). There are 10,608 lineal feet of wharves, including Empire Dock (24½ acres) with 30 feet and over depth of water at L.W.O.S.T. There is storage capacity for about 150,000 tons of cargo, and some 150,000 tons of coal, the stocks being chiefly Natal, Japanese, Indian and Welsh, but there is a variety of supplies from local sources such as Borneo, Sumatra, Labuan and Sarawak. The Board own steam tugs with complete fire and salvage plant, shear-legs with lifting capacity to 60 tons, cranes, railways (11 miles), launches, and over 100 lighters and other appliances for the expeditious handling of cargo. There is an installation for the bunkering with fuel oil of ships at the Wharves. There are five dry docks, one of these ("The King's") being divided by an intermediate caisson into two docks of 486 and 325 feet each, and its equipment includes a 30-ton electric travelling crane. The machines and tools in the Board's workshops have recently been extensively replaced with up-to-date appliances electrically driven and capable of effecting repairs to vessels of the largest class and their machinery. Castings and forgings of the largest size can be made on the Board's premises. The power of the electric plant totals 5,000 k.w. Almost all the machinery on the premises is electrically driven. The Crown Agents for the Colonies, London, are the Board's sole agents in England.

The total value of the foreign imports and exports of Singapore (merchandise only) for the years 1924, 1925 and 1926 (excluding Inter-Settlement trade) are given below :—

	1924	1925	1926
Imports	$622,615,788	$978,026,852	$975,078,505
Exports	525,196,847	865,276,600	833,417,473
Total.....	$1,147,812,635	$1,843,303,452	$1,808,495,978

It thus appears that out of a total of £294,910,788 representing the Colony's foreign trade, Singapore is responsible for £210,991,197 or 71.5 per cent.

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.

PLAN OF
SINGAPORE
Scale of ½ a Mile
Railway
Railway Extension
Electric Tramway
PLANTATIONS
MOUNT FABER
KAMPONG PAHANG
WESTERN RECLAMATION
RAEBURN PARK
ST. JAMES
BLANGAH BAY
WEST WHARF
MAIN WHARF
EMPIRE DOCK
COAL SHEDS
GODOWNS
SPOTTISWOODE PARK
CRAIG HILL
EAST LAGOON
SINGAPORE HARBOUR BOARD PROPERTY
TIDAL BASIN
TELOK AYER RECLAMATION
BASIN
South Pier
North Pier
PEARLS HILL
PEOPLE'S PARK
KAMPONG MALACCA
INSTITUTION HILL
FORT CANNING
EMERALD HILL
GOVERNMENT HOUSE
RACE COURSE AND GOLF LINKS
KANDANG KERBAU
KAMPONG BELOR
KAMPONG BOYAN
RAFFLES RECLAMATION
RAFFLES PLAIN
ST. ANDREW'S CATHEDRAL
Rochor River
Kallang River
KAMPONG LAUT

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 20 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."

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 more recently there has been a strong tendency 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. Railless cars are now in operation on most of the principal routes. 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 14 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. A causeway across the Straits of Johore, carrying a double line of rails and a 26 ft. roadway, connects the Island with the mainland. The first train crossed over it on October 1st, 1923. The length of the causeway is 3,465 ft. There is a lock—170 ft. long and 32 ft. broad, widening inside the gates to 45 ft.—for small craft at the Johore end; otherwise, the causeway cuts off the site of the proposed naval base from sea communication from the West. The distance from Singapore to Calcutta by sea is just over 2,000 miles.

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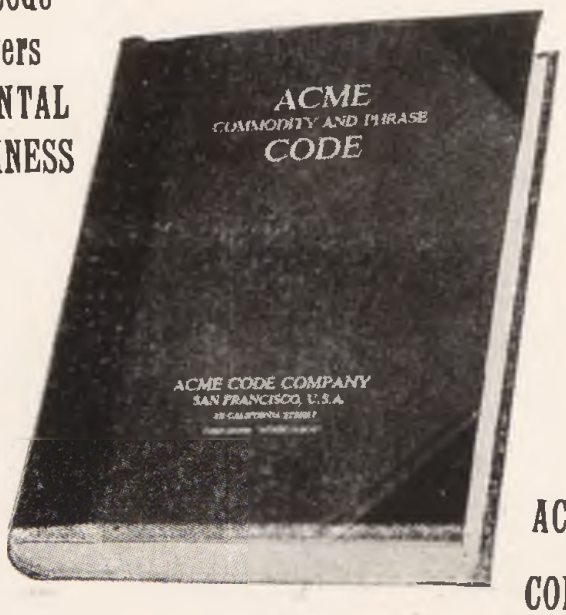

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PENANG

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 two 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 nine broad at its widest portions, while Province Wellesley extends for a distance of 45 miles along the coast, and has an average width of eight 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 four 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. As it is now 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. 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 completed and there is an excellent hotel at the top.

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 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.

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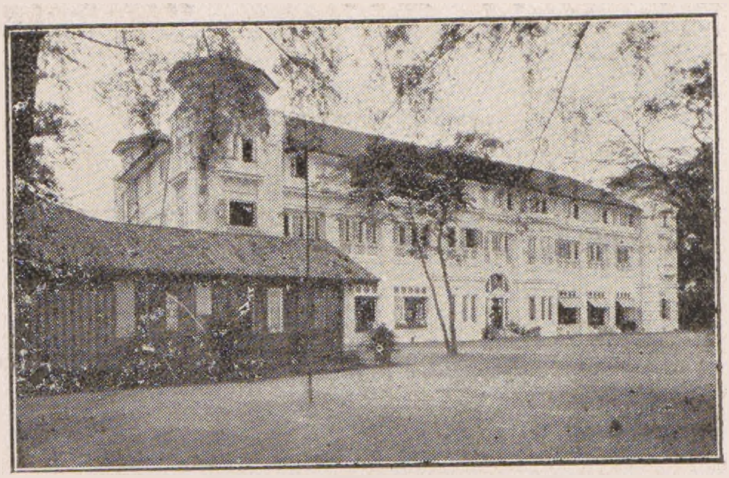

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The town possesses few attractions, and the public buildings are mediocre, with the exception of the Government Offices, a fine block erected in 1889 near the jetty. St. George's Church is an unpretending edifice of 80 years' standing, centrally situated. 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 1921 gave the total population of Penang and Province Wellesley (including Dindings) as 304,335, compared with 278,003 in 1911.

During 1926 the number of merchant vessels entered and cleared at the port was 6,217, as against 5,482 in 1925, the tonnage being 11,408,303 and 10,104,950, respectively. Of these, 4,497 vessels with a tonnage of 7,412,642 were British. The number of all vessels entered and cleared was 21,348.

	1925	1926
Imports	$304,459,318	$323,543,654
Exports	295,230,006	309,261,016
Total	$599,689,324	$632,804,670

DIRECTORY

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2nd Clerk—K. Subbiah

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Coroner—Second Magistrate
Assist.-Protector of Chinese
Assist. Supt., Govt. Monopolies
Chief Police Officer, Penang
District Judge and 1st. Magistrate, Penang
Clerk—Cheah Ah Tok

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Clerk—K. Kandiah
Sanitary Inspector—L. S. Emaung

District Office, Nibong Tebal
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Chief Clerk—R. David

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Dist. Officer—R. J. F. Curtis
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1st Extra Assist. Controller of Labour —R. Gopal Ayer
2nd Extra Assist. Controller of Labour —D. Narayanasamy Mudali
Chief Clerk—K. Swaminatha
Immigration Inspector—M. Michael

Penang—Sub-Offices
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Deputy Controller of Labour (B) Penang—A. Heywood-Waddington
1st Extra Assist. Controller of Labour —A. C. Guanamother
2nd Extra. Assist. Controller of Labour —(vacant)
Assessment Officer—M. B. Enthuray
Accountant—Tan Chin Kim
Chief Clerk—A. G. Hendricks
Assessment Clerk—W. H. Jambu
Immigration Clerk—V. Pakiri
Immigration Fund Inspectors—G. N. Pillay (Penang), A. M. Das (Tanjong Malim)
Boarding Officer—A. Arputham

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Extra Assist. Controller of Labour—N. A. Appan
Indian Immigration Fund Inspector—P. D. Moses

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Chief Clerk—Rasanayagam

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Chief Clerk—Manikam

Malacca
Extra Assist. Controller of Labour—A. S. Reddi
Indian Immigration Fund Inspector—S. V. Kandiah

Singapore
Extra Assist. Controller of Labour—J. T. N. Handy
Indian Immigration Fund Inspector —C. Ahamed Baig
Boarding Officer—S. Arokiasamy

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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 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 eight 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 laterito. 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. 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 1927 was estimated at 188,828. There are some 460 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 200,000 acres under rubber and 48,133 acres growing coconuts, pineapple and other fruits. The total values of the foreign imports and exports for 1925 and 1926 are given below:—

	1925	1926
Imports...	$ 45,122,297	$51,458,237
Exports...	75,547,556	74,027,119
Total	$120,669,853	$125,485,356

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FEDERATED MALAY STATES

The Protected States comprise four Residencies, namely, Perak, Selangor, Negri Sembilan and Pahang. These have been federated since July 1st, 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 December 10th, 1909.

The record of these States is one of progress and prosperity. The States have over 1,000 miles of railway in the Malay Peninsula (paid for out of current revenue), yielding good income; they have 2,537 miles of metalled roads, 150 miles of unmetalled roads, 1,877 miles of bridle roads and paths; and the wire mileage of telegraphs and telephones is 17,297 (of which 5,196 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 at a cost of 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 States for centuries and the F.M.S. have been for many years now the largest producers of tin ore in the world. The deposits worked are for the most part alluvial but the country also possesses lode deposits.

As the richer and more easily worked deposits are becoming worked out, greater use is being made of machinery and labour-saving devices. Capitalists have already realised the attractive possibilities of these fields and a number of companies have been formed systematically to work these lower grade deposits.

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 $200,000,000 in the construction or purchase of railways.

Planting enterprise in the Federated Malay States for many years had not proved very successful, but the introduction of rubber cultivation completely transformed the agricultural prospects of the country. The area now in possession in estates of 100 acres and over is approximately 1,650,000 acres, of which 1,250,000 acres are under cultivation for rubber. Sugar has practically gone out of cultivation, but the Government is endeavouring to revive the industry by offering land on special terms. Over 215,000 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. 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 of the Federated Malay States, supported by the planters, have succeeded in securing an adequate supply of Indian labour, by a new system of recruiting and by offering higher wages and other advantages. An Agricultural Department to foster agricultural interests, to encourage the cultivation of new products, to conduct experiments and to be a general source of information for planters, is doing useful work.

In the Federated Malay States there are approximately 40,000 children attending English and Malay Schools conducted or supported by the Government. In addition to these schools there are a number of Chinese vernacular schools supported by the Chinese themselves. In the three western States there is a law compelling the attendance of Malay children who live within reasonable distance of a school. In recent years there has been an increased demand by Malays for vernacular and English education. All scholars at schools under the supervision of the Education Department 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 1,324,890, compared with 1,036,999 in 1911. The male population increased in the 10 years by 27.7 per cent. and the female population by 53.4 per cent. Of the total 5,686 were Europeans, 3,188 Eurasians, 510,821 Malays, 494,548 Chinese and 305,219 Indians. The returns for the bigger towns are as follows, 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).

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Radiologist—Dr. C. F. Constant

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Financial Secretary to S.M.O., Perak—Qua Gong Kow (acting)

Central Mental Hospital—T. Rambutan

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Assist. do. —Dr. F. Wilson

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Assist. do. —(vacant)
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Research Student in Tropical Medicine—Dr. R. Lewthwaite
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Forest Research Officer, Kuala Lumpur, F.M.S.—F. W. Foxworthy
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Assist. Registrar of Imports & Exports—F. M. Still (temporary)

Treasury Department, F.M.S.

Administrative Branch

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Assist. do. —H. Weisburg (acting)

Accounting Office

Accountant—M. Pounampalam
Special Class Clerks—R. A. Spykerman and V. Kanagassabai

Clerks, Class, I.—P. M. Nunis, Chong Soo Kiow and Abdul Joffar bin Ali

Assistant Treasurer's Office, F.M.S.

Officer-in-charge—L. A. Gomes
Special Class Clerks—Vong Lean Choy and S. Kandiah
Clerks, Class I—Koh Tiong Kim and Chow Ah Lek

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Selangor—Loke Chow Thye, J.P., Ho Man and A. H. Flowerdew
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Pahang A. S. Lilburne
Secretary—A. C. J. Towers, F.L.A.A., A.C.I.S.

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 3,000 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 from that date has 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. 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. 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.

In the district of Krian, on the Province Wellesley (Penang) border, 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 1921 was 599,055, as compared with 494,057 in 1911. It included in 1921, 224,586 Chinese, 239,128 Malays and other natives of the Archipelago, 130,324 natives of India, 2,047 Europeans, 973 Eurasians and 1997 other nationalities. 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 a network of telegraph and telephone lines throughout the State.

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Raja Bendahara, Raja Yusuf
Raja di Hiler, Raja Chulan b. Abdul., C.M.G.
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Orang Kaya Besar, Haji Ahmad
Orang Kaya Mentri, Wan Ahmad Rasdi
Orang Kaya Temenggong, Wan Abdul Jalil
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Secretary to Resident—T. P. Coe, M.C.S.
Assist. Secretary—L. H. Gorsuch, M.C.S.

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Assist. Revenue Auditor—S. Mylvanam

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Acting Assist. Protectors of Chinese—E. D. Fleming and A. W. Hay
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Chief Clerk—Saw Seong Peck

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Head Master—Syed Shaidali

Govt. English School—Kamunting
Head Master—Low Chye Guan

Govt. English School—Gopeng
Head Master—P. E. Navarednam

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Head Master—W. D. A. Rabel

Govt. English School—Tapah
Head Master—C. M. Cathiresam Pillai

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District Forest Officer, Larut—Abdul Aziz bin Ahmed Malaka
Chief Clerk—Osman bin Haji Mohd. Said
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Chief Clerk—S. Suppiah
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Medical Officer, Batang Padang—Dr. T. C. Wakefield
Assist. Surgeon, Ipoh—A. C. Jumeaux
Do., Sungkai—U. R. Gabriel
Depy. Medical Officer, T. Malim—M. Gupta
Med. Officer, Batu Gajah—Dr. Wm. Young
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Assist. Medical Officer—N. Kanapathipillai
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Matron, Grade I—Miss E. Rogersen
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Do., Teluk Anson—K. Gopal

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2nd Assist. Commissioner of Police, Kinta—D. P. Macnamara
Assist. Commissioners of Police—North Perak: J. Pennefather-Evans; South Perak: C. W. D. Hall
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Asiatic Inspector—Tan Teck Khoon

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Do., South—W. Poundall
Larut—G. R. Hatton, 2nd Asiatic Inspr. Sarmukh Singh
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Kuala Kangsar—J. D. Hussey, Malay Inspector Mohamed Ramly
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Batu Gajah—A. Pearce
Tronoh—G. R. Livett
Gopeng—Malay Inspector Abu Bakar
Kampar—J. Gardiner
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Sitiawan—A. E. Jakeman

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Postmaster, Ipoh—C. Thampiah
Do., Taiping—L. Taveira

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Technical Subordinates, Special Grade—R. Adamson and R. R. Skelchy

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Registrar, Larut, Kuala Kangsar, Upper Perak, Krian—Secretary to Resident of Perak
Registrar, Kinta—The Magistrate, Ipoh
Registrar, Lower Perak and Batang Padang —District Officer, Lower Perak

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Chief Clerk—A. Mayilvahanam (Taiping)
Senior Assist. Supt.—E. Aune (Batu Gajah)
Assist. Supts.—J. H. Spowers (Kuala Kangsar), P. V. Norman (Taiping)
Surveyorons Agreement— A. Graham and P. H. Goss (Taipeng), K. L. Bedlington (Kuala Kangsar), J. S. Higgins and C. E. L. Roberts (Batu Gajah), A. H. Benett (Tapah)

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Secretary—P. M. Carrier
Accountant—K. Arulampalam
Chief Clerk—S. V. Sobaputhy
Chief Sanitary Inspector—P. B. F. Burr
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Building Inspector—C. M. Kariappa
Assist. Do. —A. X. Pakiam
Works Engineer—H. J. Markes
Assist. Veter. Surg.—G. Thiagarajan
Abattoir Assistants—M. Cornelius, T. V. Nadason Pillay and K. Kathirgasu
Veterinary Inspector—S. L. Sen
Assessment Officers—V. James, Mohamed Hassan, D. W. Attygalle and H. H. Armstrong

State Treasury—Taiping

State Treasurer—K. R. Blockwell, M.C.S.

Supreme Court—Ipoh

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Secretary to Judge—S. S. Duray
Assist. Registrar—H. C. Willan
Chief Clerk, Special Class—N. Alvapillay

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Assist. Surveyor General (Topo)—J. N. Sheffield (Taiping)
Assist. Supts.—W. A. D. Edwardes, H. C. Abraham, G. H. Sworder, W. H. E. Neil
Surveyors on Agreement—C. Noble, H. L. Ward, W. H. Morris and J. W. Morphett

KUALA KANGSAR

District Office

District Officer—Norman K. Bain
Chief Clerk—Ng Kow Chin
Assistant District Officers—E. E. Pengilley and H. P. Bryson
Deputy Assist. Officers—Mohd. Noordin bin Jeragan Abdul Shukor, Dato Stia Bijaya di Raja
2nd District Officer—Mutapha Albakri
Executive Engineer—C. M. Hake
Assistant do. —A. N. Myles
District Surveyor—J. H. Spowers
Medical Officer—Dr. E. C. Chitty
Lady do. —Dr. (Mrs.) E. Chitty
Inspector of Mines—B. L. Gardner
Assist. Consvr. of Forests—H. J. T. Bonar

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Chief Clerk—Harwant Singh

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Assist. Masters—H. R. Carey, B.A., E. R. Davies, M.A., H. L. Hodge and Miss C. M. Thornton

UPPER PERAK

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Financial Assistant—J. Theseira
Assist. Dist. Officer, Grik—Che Ibrahim
Do., Kroh—J. Graham Black
Do., Lenggong—Meor Jayah
Police Inspector—Officer in charge of Police District: A. J. Hawkins
Sub-Inspector—Che Ali
Chief Clerk—P. C. Albuquerque
Dresser in Charge, Kroh—C. Arulampalam
Assist. Surgeon, Intan—K. Natarajan
Do., Grik—A. Sivakolunthu
Dresser in Charge, Longgong—S. Sithampalam

Public Works Department

Head Overseer, Grik—G. Nallatamby

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Assist. do. —Capt. H. North Hunt
Dep. Assist. Dist. Officer—Datoh Muda Laxamana Mohamed Razalli (acting)
Harbour Master—Capt. W. E. Maddocks
Supt. of Customs—N. Falls
Assist. do. —Comdr. J. T. B. Notley
Medical Officer—M. P. O'Connor
Lady Medical Officer—H. I. Robertson
Assist. do. —I. S. John
Asst. Dist. Officer, Sitiawan—J. S. W. Reid

Executive Engineer—J. H. Roberts
Assist. do. —F. H. Allan
Inspector of Police—W. Dowling
District Land Surveyor—P. V. Norman
Forwarding Agents—Boustead & Co.

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District Officer—W. R. Boyd
Assist. Dist. Officer—I. W. Blelloch
Senior Executive Engr.—A. V. Gibbings
Assist. Engrs.—W. Grantham, E. B. Nisbet
Medical Officer—Dr. A. Reid
Chief Police Inspector—A. E. Skinner
Police Inspector—W. Poundall

KINTA DISTRICT

Batu Gajah Division

District Officer and Dist. Supt. of Prisons —E. A. Dickson (on leave), A. J. Sturrock (Acting)
Chief Assist. Dist. Officer—L. Forbes
Assist. Dist. Officers—Raja Omar bin Ali and Mior Ahmad bin Mohd. Said
Assist. Supt. of Rev. Surveys—E. Aune
Assist. Supt., Office—C. E. L. Roberts
Surveyor—J. G. Higgins
Assist. Engineer, P.W.D.—R. E. Pitt
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Matron—Miss E. Rogersou
Sisters—J. D. Scott, C. Wilson, M. Culleton, M. Mooreby, E. Augarde, H. Killoran, D. M. Clark and F. L. Webb

Mines Department

Warden—A. R. Mynott (on leave), J. Laird (acting)

LARUT DISTRICT

Public Offices—Taiping

District Officer—H. Weisberg
Assist. do. —Raja Ahmad bin Indut
Depy. Assist. Dist. Officer—Wan Ahmad Rasdi bin Wan Mohamed Isa (Orang Kaya Mentri)
Settlement Officer—Haji Mohamed Salleh bin Daud
Chief Clerk—Cheah Seang Ho
Malay Writer — Mohamed Arshad bin Mat Ariff
Malay Officers—Sulaiman, Raja Rastan Shchrome and Che Osman
Supt. of Customs, Perak N.—P. M. Cocke

BATANG PADANG DISTRICT

District Officer—C. A. Vlieland
Assist. do. —H. C. R. Rendle
2nd Assist. Dist. Officer—Abdul Tahrin
Assist. District Officer, Tanjong Malim—Raja Salim
Inspector of Mines—J. S. Berger
Executive Engineer—W. H. Roberts
Assist. Engineers—I. Harpur, J. W. S. Anderson, J. A. T. Horsley, W. H. Lindsay
Medical Officer—Dr. T. C. Wakefield
Assist. Surgeon—Dr. A. C. Jumeaux
Inspectors of Police—G. C. Colclough and A. Hanap
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Special Class Clerk—S. Kandiah
Settlement Officer, T. Malim—Raja Hanid bin A. Rahman

Sanitary Board

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Deputy Public Prosecutor—L. V. J. Laville
Magistrate—V. G. Ezechiel
Assist. District Officer—J. J. Sheehan
Chairman, Sanitary Board, Kinta—A. B. Jordan
Medical Officer—P. H. Hennesy
Chief Surgeon—Dr. C. B. H. Pasley
Protector of Chinese—D. Richards
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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 and in which the Sultan resides. 3.—*Kuala Langat*, an agricultural district. 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) received instructions. The Police Force consists of 25 gazetted superior officers, 974 subordinate police officers and men, and 65 detectives.

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 those 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, coconuts and pepper have been successfully conducted; rice and other products of the Peninsula under native cultivation are doing well in various parts of the State; and, to encourage pioneer planters, grants of land have in recent years been made, on special terms, for the planting of cane sugar, African oil palm and nipah palm. But the principal agricultural product here, as in the other Malay States, is rubber. There were 688,224 acres alienated for agricultural purposes at the and of the year 1926, comprising 449,699 acres under rubber, 99,497 acres under coconuts, 19,761 acres under rice and 22,304 acres under cultivation by native small-holders. During 1926, large areas for sugar and African oil palm were applied for. The value of rubber exported in 1926 was $110,833,778.

The principal exports are tin, rubber, tapioca, canes, copra and spices. The principal imports are machinery, cotton piece goods, rice, oil, tobacco and tea. The only inport duties are on opium, spirituous liquors, matches, petroleum, motor spirit, tobacco and alum, 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 amounted in recent years to over three million dollars a year, the duty on the gross value of the tin being, roughly, 13 per cent. There were 54,214 acres alienated for mining at the end of 1926, mostly for tin. Tin and tin ore exported amounted to 13,285 tons against 13,103 in 1925. The value was $32,377,109, as compared with $29,009,644 in 1925. The Malayan Collieries, Ltd., is now at work at Rantau Panjang and turned out 478,235 tons of coal against 407,734 tons in 1925. 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 the chief town on the mainland of the Peninsula, 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 1926 was 1,528, as compared with 1,171 in 1925. There entered 595 ocean-going steamers against 481 in 1925.

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 1926 amounted to $38,692,262, against $31,705,464 in 1925; and the expenditure to $32,053,452, against $24,819,065 in 1925. The balance of assets over liabilities was $37,534,838. Trade statistics were as follow:—

	1925	1926
Imports	$69,183,648	$91,898,797
Exports	156,835,193	161,184,681

DIRECTORY

GOVERNMENT

Sultan—H.H. Ala'idin Suleiman Shah ibni Almerhum, Raja Muda Musa, K.C.M.G.
British Resident—J. Lornie

State Council

President—H.H. the Sultan of Selangor
Hon. the British Resident, Selangor
Raja Musa Udin, Raja Muda, Selangor
Secretary to Resident, Selangor
Dato Abdul Razak Stia di Raja, I.S.O., J.P.
Raja Haji Abdullah
Raja Haji Othman, J.P., Chief Kathi
Dato Lee Kong Lam, J.P.
Towkay Low Leong Gan, J.P.
Raja Abdul Murad, Tengku Panglima Besar, J.P.
Raja Jema'at bin Raja Aji, J.P.
Clerk of Council—The Assistant Secretary to Resident

KUALA LUMPUR

Agent of the Govt. of India

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Chief Clerk—T. G. Nataraja Pillai

Audit Department, F.M.S.

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Assist. Auditors (B)—S. Kandiah, A. E. Perera, S. Mylvaganam, V. Chellappah

Chinese Protectorate, Selangor and Pahang—Kuala Lumpur

Protector of Chinese—T. W. H. Kingston
Assist. do. —W. L. Blythe
Inspector under W. and G. Protection Enactment—J. Edwards

Magistrates' Court—Kuala Lumpur

1st Magistrate—H. R. Toynt
2nd do. —E. Jago
Bailiff and Auctioneer—R. Moche
1st Clerk—Rahim Bakhash

Education

Inspector of Schools—T. A. O'Sullivan, B.A. (Dublin), and R. G. Arbillery (S.R.)
Malay Asst. Inspr.—Mohd. Yusof bin Ahmad
Malay Visiting Teachers—Haji Mohamed Sidin and Mohamed Kassim
Tamil Assistant Inspectors—P. Retnam, K. V. S. Gargar and P. Williams
Chief Clerk, Education Office—V. S. Ponnampalam

Victoria Institution (Government)

Headmaster—Captain G. C. Davies, I.A.R.O., M.C., M.A. (Oxon.)
European Masters—A. R. England, B.A., LL.B. (Cantab.), E. S. Redfearn, F. C. Barraclough and C. Forster, M.Sc.

Maxwell Road School (Government)

Headmaster—C. N. B. Beamish, M.A.
European Mistress—Miss H. D. Leith
First Assistant—K. Peethemparam

Pasar Road English School (Govt.)

Headmaster—T. R. Abraham

St. John's Institution

Director—Rev. Bro. Louis

Convent School

Lady Superior—Sister St. Adele

Methodist Boys' School

Principal—T. W. Hinch
Assists.—Miss P. Du Mez, Mrs. J. Von Mullen and W. S. Philips

Methodist Girls' School

Principal—Miss Bunce
Assistts.—Miss Kleinhenn, Miss Whitfield and Mrs. M. Dennett

Chinese Girls' School

Principal—Miss Prouse

St. Mary's Girls' School

Principal—Miss McNeil
Assistants—Miss Bird and Miss Beedell

Pudu English School

Head Mistress—Miss Foss
Assistant—Mrs. Whitlock

Anglo Chinese School—Klang

Principal—Rev. I. S. Motz

Anglo Chinese School—Port Swettenham

Headmaster—V. K. Jesudason

Government English School—Kajang

Headmaster — Captain B. Preedy, B.A. (Oxon), M.C.

Methodist Girls' Schools—Klang

In-charge—Miss T. Bunce

FOREST DEPARTMENT

Deputy Conservator—A. E. Sanger-Davies (Negri Sembilan and Malacca)
Assist. Consvtr.—J. P. Edwards (on leave)
Do —D. B. Arnot (Rawang)
Ex. Assist. Conservators—E. R. de Zylva (Kuala Lumpur) and S. G. A. Maartenaz

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GAOLS

Supt. of Prisons—G. W. Bryant
Gaoler—D. Keilich
Deputy Gaoler—H. L. Bailey
Chief Clerk—K. Thambiah

MEDICAL

Senior Medical Officer—Dr. H. G. Holdbrook, B.A., M.B., B.CH., B.A.O., (Trinity College, Dublin), L.M. (Rotunda Hospital, Dublin), graduate (London School of Tropical Medicine), acting
Chief Surgeon—Dr. R. M. Dannatt, M.B., B.S. (Lond.), M.R.C.S. (Eng.), L.R.C.P. (Lond.), F.R.C.S. (Edin.)
Medical Officers—Dr. E. A. Smith, L.R.C.P. & S. (Edin.), L.F.P. & S. (Glasgow), Dr. J. P. Fitzpatrick, L.R.C.P. & S. (Ireland), Dr. V. D. Wyborn, L.R.C.P. (Lond.), M.R.C.S. (Eng.), Dr. R. J. Colbert, M.B., CH.B., B.A.O., Dr. D. M. McSwan, M.C., M.B., CH.B., Dr. C. S. Wilsion, M.B., CH.B., (University Dublin), Dr. F. L. Patterson, M.R.C.S., L.R.C.P., D.T.M., Dr. G. A. Dunlop, M.B., CH.B.
Lady Medical Officers—Miss M. A. Minahan, M.B., CH.M. (Sydney University), L.M. (Rotunda, Hospital Dublin), Mrs. I. M. Dunlop, M.B., CH.B., B.D.P.H.

Office of Senior Medical Officer—Kuala Lumpur

Sr. Med. Officer—Dr. H.G. Holdbrook (actg.)
Chief Clerk—S. Arumugam

European Hospital—Kuala Lumpur

Medical Officer—Dr. G. A. Dunlop
Matron—Miss A. M. Johnson (acting)
European Sisters—Misses E. M. Couling, M. A. S. Leslie, A. V. Jackson, M. Hobkirk, F. D. Howard, M. T. O'Sullivan, R. E. Yeomans, C. A. Harness, Mary O'Sullivan, K. Matthews, K. M. Fodsdike, W. O. Nursaw, E. Wood, H. N. Shambrook and E. James

General Hospital—Kuala Lumpur

Medical Officers—Drs. V. D. Wyborn and Dr. F. L. Patterson
Lady Med. Officer—Dr. (Miss) M. A. Minahan
Chief Surgeon—Dr. R. M. Dannatt
Anaesthetist—Dr. C. P. Allen
Deputy Medical Officers—R. Vythilingam and A. Viswalingam
Assistant Surgeons—Khoo Peng Seng, N. Gopalapillay and J. Samuel
Matron—Miss H. S. Cooper (acting)
European Sisters—Misses E. M. Ditcham, H. Grandison and V. E. M. Hunt

Gaol Hospital—Kuala Lumpur

Medical Officer—Dr. F. L. Patterson

Town Dispensary—Kuala Lumpur

Medical Officer—Dr. E. A. Smith

District Hospital—Kuala Lumpur

Medical Officers—Dr. J. P. Fitzpatrick and Dr. C. S. Wilson
Matron—Miss S. Brown (acting)
Deputy Medical Officers—Abdul Latiff bin Abdul Razak and A. E. Duraisamy
Assistant Medical Officer—S. Cassim
Assist. Surgeons—K. Murugasu, F. Koland

District Hospital—Klang

Medical Officer—Dr. D. M. McSwan
Assistant Surgeons—P. Ponnampalam and S. Ramamirtham

District Hospital—Kajang

Deputy Medical Officer—A. Ponniah

District Hospital—Kuala Kubu

Medical Officer—Dr. R. J. Colbert
Assistant Surgeon—M. L. G. Dicum

District Hospital—Serendah

Assistant Surgeon—S. Sanmugam

Veterinary Branch

Veterinary Surgeon—W. R. Wallace (actg.)
Assist. do. —M. C. E. Robello

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Assist. Wardens of Mines—G. T. Holford, A. T. Bennetts and A. G. Macdonald
Inspector of Mines—G. A. Thrupp
Inspectors of Machinery—W. Drummond, F. W. Smailes, A. M. Hunter, J. Cockburn

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Malay Assist. Commissioner—Raja Abas bin Raja Tahir
Acting Assist. Commissioner—E. C. Tidy
Probationary Assist. Commissioners—J. B. J. Birch, M. K. Bell and R. K. Tapp
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Court Chief Inspector—H. Lloyd
Inspectors—J. F. Delamore, T. A. Chilcott
Probationary Inspector—V. C. Seedwell
Malay Inspectors—Yeop Osman, Samsudin and Pin
Probationary Malay Inspector—Abdullah
Asiatic Inspector—Bhagat Singh
Sub-Inspector—Yahaay

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Executive Engineer—R. G. Carroll
Assist. Engineers—J. G. Davies, P. McNee
Financial Assistant—K. Murugasu
Tech. Sub. II—J. J. Nalliah

District Staff—Kuala Lumpur

Executive Engineer—J. H. West

Town and Water Works

Senior Executive Engineer—H. T. Nicholas
Assistant Engineer—R. Hide
Chief Inspector, Water Works—L. A. Ryder
Inspr., Rds. & Bdgs.—A. Spykerman
Tech. Subs. W. W.—W. J. Lecain and K. Subramaniam
Inspr., Impounding Reservoir—J. de Vos

Works and Buildings—K. Lumpur

Executive Engineer—P. H. Holland
Assist. Engrs.—E. A. Gardiner, E. R. Davies

Klang

Executive Engineer—J. Aitchison
Assistant Engineer—J. B. Fairchild
Tech. Sub. W. W.—A. Perera
Overseer, Impdg. Reserv.—K. Visuvalingam

Kuala Langat

Executive Engineer—J. Clegg

Ulu Langat

Executive Engineer—J. M. Noble

Kuala Selangor

Executive Engineer—G. R. Percy
Assistant do. —A. E. Fallows

Ulu Selangor

Executive Engineer—L. C. Chasey
Assistant Engineer—F. E. B. Murphy
Do. —W. D. Vernon

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Assist. Engineer—C. F. C. Braine
Clerk of Works—A. L. Listerman

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Shroft Engineers—P. A. Bray, G. Harris, W. Berry and A. T. Botcler
Meter Foreman—N. C. J. Saunders

Electrical Supply Dept—Klang

Assist. Electrical Engineer—F. P. Egerton

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Chief Clerk—K. Sinnathuray

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Assist. Supt.—(vacant)

KLANG

District Officer—W. J. Stark
Assist. Dist. Officer—(vacant)
2nd Assist. do. —Raja Yakob bin Raja Jaffar
Deputy Assist. District Officer—Che Abdul Hamid bin Dato Kaya
Harbr. Master—Lieut. A.C. Bucknell, R.N.R
Slipway Engineer—J. F. Dunlop
Executive Engineer—J. Aitcheson
Assist. Engineer—J. B. Fairchild
Medical Officer—D. M. McSwan
Depy. Contr. of Labour—M. v. del Tufo
Assist. Commr. of Police—L. A. Morriss
Chief Inspector of Police—C. D. Colbert
O.C.P.D., P. Swettenham—V. C. Seedwell
Chief Clerk, District Office—K. Ramasamy
Cashier, Treasury—K. Ponniah
First Clerk, P.W.D.—K. Muthukumaru

KUALA LANGAT

District Officer—W. J. Thorogood, M.C.
Deputy Assist. District Officer—Che Mohamed Baki
Assist. Dist. Officer—Che Ahmad bin Osman
Assist. Engineer—J. Clegg

SEPANG

Assistant District Officer—Tengku Syed Abu. Bakar bin Syed Ismail

ULU LANGAT

District Officer—J. G. Gawford
Assist. do. —Raja Petra
Asst. Collector of Land Rev.—Che Ahmad
Executive Engineer—J. M. Noble
Chief Clerk—Gan Boon Tek
Government Surveyor—W. F. N. Bridges
Police Officer—J. Delamore

ULU SELANGOR

KUALA KUBU

District Officer—W. J. K. Stark
Assist. Dist. Officer—Henry E. Swan
2nd do. —Pawan Teh
Deputy Assist. District Officer—Raja Abdul Hamid
Chief Clerk—N. Chelliah
Settlement Officers—Mohamed Zin
Do. —Suleiman
Sanitary Inspectors K. Kubu: K. Chithambarapilly; Rawang: S. Karalasingam
Clerk of Court—S. Ramasamy
Executive Engineer—L. C. Chasey
Assistant Engineers—S. B. Murphy and W. D. Vernon
First Clerk, P.W.D.—T. Mylvaganam
Medical Officer—Dr. R. Colbert
Assist. Surgeons—K. Kubu: Dr. M. L. G. Dicum; Serendah: Dr. K. Sanmugam
Assist. Warden of Mines—A. E. Kershaw
Inspector of Mines, Rawang—(vacant)
O.C.P.D.—K. Kubu: F. L. Riley; Rawang: Samsudin
Postmasters—K. Kubu: J. A. Muthutamby; Rawang: A. C. Knight
District Surveyor—E. G. Farrington
Draftsman—S. Muttiah
Rub. Restriction Officer—C. Wilkins

KUALA SELANGOR

District Officer—Capt. Arthur Sleep
Assist. do. —Raja Chulan
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Chamber of Commerce, Selangor Chinese —Petaling Street; Kuala Lumper, F.M.S.

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Vice-do. —J. S. Arter
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Vice-do. —C. W. S. Gardner
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Chairman of Local Committee—The Hon. Mr. H. B. Egmont Hake
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Selangor Coast Club

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Hon. Secretary—W. Rodger

Selangor Club—Kuala Lumpur
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Vice-President—M. A. V. Allen
Committee—P. B. Ford, H. B. Egmont Hake, T. P. Nailer, R. C. Russell, G. E. Teale, M. B. Shelly and E. H. Everest
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Clerk of Course—René Proust

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W. V. D. Skrine, advocate and solicitor, F.M.S., and notary public
G. C. Macaulay, accountant
J. J. Saunders, D. K. Walters, R. H. Finch, and L. H. Chidson, assist. solicitors
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J. J. Duncan, assist. (signs per pro.)
R. L. Leach, assistant
Yeo Poh Kiew, salesman
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J. S. Ganter, J. Benton, L. H. Taylor, D. Benton, W. H. Gilliland and A. G. Mckay, assistants
J. French, Carey Island, visiting agent
Boustead & Co., Ld., K. Lumpur, agts.
Secretaries and Registered Office—Boustead, Bros., 5, Fenchurch Street, London, E.C.

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L. J. P. Carey | A. C. Clift
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Secretaries and Registered Office—Bright & Galbraith, Ld., 7, Martin's Lane, Cannon Street, London, E.C.

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J. G. Fortune, assistant
Milne & Stevens, Ipoh, visiting agents
Kennedy, Burkill & Co., Ld., Chartered Bank Chambers, P.O. Box 133, Ipoh, agents
Secretaries and Registered Office— A. R. Burkill & Sons, 2, Canton Road, Shanghai

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The Planters' Stores and Agency Co., Ld., Kuala Lumpur, agents
Secretaries and Registered Offices—Kennaway Neame & Co., Ld., 6, Lloyd's Avenue, London, E.C. 2
Slim River Estate—Slim River
H. M. Newton, manager
Planter's Stores and Agency Co., Ld., agents
Secretaries—Kennaway Neame & Co.

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Trustees — Khoo Keng Hooi, Alan Loke, Loo Yew Hoi and Lee Nam
Secretaries—Gibson Anderson Butler & Co., Chartered Accountants
Estate of Loke Wan Tho—Office: 4, Market Street, Kuala Lumpur; Teleph. 111 (K.L.)
Trustees—Khoo Keng Hooi, Liew Weng Chee and San Ah Wing
Estate of Loke Yuen Hong, Loke Yuen Cheong and Loke Yuen Loke—Office: 2, Market Street, Kuala Lumpur; Teleph. 192 (K.L.)
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Loke Yew Coconut Estate, Kuala Pahang
J. C. Swoyder, manager

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Boustead & Co., Ld., Kuala Lumpur, agents
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James Melville, resdt. do.
H. S. Gifford, office manager
C. L. Gjorup, engineer
C. Lambert Roberts, factory supt.
C. F. Mangin, J. T. Nixon, H. T. A. Biddlecombe, C. E. Waite, J. S. Marshall, R. J. Maclachlan, supts.
J. W. Hope, H. S. Bryce, I. T. Coutts, F. H. T. Tatham, D. S. Thomson, G. C. Booth, W. M. Craig, W. G. P. Menzies, A. H. Moncur, M. G. S. Parker, C. F. Blackater, J. G. Martin, I. A. N. McClew, J. L. Cowans, assists.

(Tamil Name of Estate: Teluk Gunjing)

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Bujong Estate—Postal Ad: Sungei Buloh, Selangor, F.M.S.
A. V. Beith, manager (on leave)
G. M. Speeden, acting manager
S. Y. Turner, assistant
Sungei Gapi Estate—Postal Ad: Sungei Tampeian, Ulu Selangor, F.M.S.
H. H. Bell, manager
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J. R. Grant, manager
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WALKER, H. HOPSON, Advocate and Solicitor—7, Station St., Klang; Teleph. 112 (Klang); Tel. Ad: Hopson Walker, Klang

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Assists.—F. A. Wardell (signs per pro.), W. M. James and E. M. Ellen
Accountants—J. R. W. Collett, C.A., and D. De Marco, C.A.
Insurance Agencies
Yorkshire Insurance Co., Ld.
North China Insurance Co., Ld.
North Brit. and Merc. Insce. 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 2,550 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 1921 census was 178,762, of whom 77,648 were Malays, 65,171 Chinese, and 33,658 Indians.

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 recent 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 Kempas 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 11 to 15 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 1926 was $11,864,324 against $9,785,434 in 1925, and the expenditure $10,904,118 against $8,197,799 in 1925. The balance of assets to the credit of the State amounts to $8,045,249. Imports in 1926 were valued at $15,178,759 against $12,037,843 in 1925, and exports at $72,406,105 against $62,658,343 in 1925. 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 317,434 acres. The export of rubber was 38,403 tons in 1926, against 23,358 tons in 1925, and of gambier 191 piculs against 3,210. The total acreage of mining land was 7,733.

DIRECTORY

STATE COUNCIL

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British Resident—The Hon. Mr. E. C. H. Wolff
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Dato' Penghulu of Johol, Johan Pahlawan Lela Perkasa Setiawan—Kamat bin Leman
Dato' Penghulu of Jelebu, Mendika Mentri Akhir Zaman—Abdullah bin Panglima Muda
Dato' Penghulu of Rembau, Sedia Raja –Abdullah bin Haji Dahan
Tungku Besar, Tampin—Tungku Syed Mohamed bin Tungku Dewa
Dato' Bandar, Sungei Ujong—Haji Ahmad bin Haji Ali
Tungku Muda of Sri Menanti—Raja Chik ibni Yam Tuan Radin
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Secretary to Resident—R. Bird
Office Assistant—A. G. Lopez
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Clerks, Class I—C. R. Skelchy and P. K. Murugasu
Clerk, Class II—D. S. Jesudasan
Stenographer—D. J. Michael

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Private Secretary to Judge and Deputy Registrar—J. Ralph
Assist. Registrar and Official Administrator —Osman Bin H. Dahat
Clerk, Class II—G. Sta. Maria
Bailiff—Che Noh bin Chee

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Magistrate and Marriage Registrar—N. F. H. Mather
Extra Magistrate—H. H. Bank
Clerk, Class I—Chee Ah Thoo
Bailiff—Hussein bin H. Edris

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Assist. Commissioner—Raja Sulaiman
Acting do. —E. W. Mumford, E. C. Tidy
Prob. do. —R. E. Hope Falkner
Inspectors—S. E. Smith, R. P. J. Rycroft and A. Smith
Chief Clerk—K. Nallatamby
Malay Inspectors—Abdul Manap, Abdul Jalil Nordin and Rously

District Office—Port Dickson

District Officer—W. A. Wood
Clerk, Class I—I. Z. Pinto
Malay Officer—Ismail bin Wabah

District Land Office—Port Dickson

Chief Clerk—N. M. Vasagam

Customs—Seremban

Supt.—C. O. Williams
Assist. Supt. of Excise—J. H. V. Clarke

Marine Office

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Boarding Officer—S. Eliathamby

Sanitary Board—Port Dickson

Chairman—District Officer
Members—Health Officer (N.S.), Executive Engineer (Coast), Penghulu (Port Dickson), T. W. Browne, Towkay Tan Pah, Supervisor of Customs and Towkay Low Boon Chai

Licencising Board

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Malay Assist. Inspector of Schools—Mohd. bin Dato Muda
Tamil Assist. Inspector of Schools—K. Vallipuram
Malay Writer—Abdul Hamid bin Ahmad

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Group Teachers—Ahmad bin Awang (Kuala Pilah), Itam bin Abdullah (Tampin), Ibrahim bin Mentri (Port Dickson), Hassan bin Pok (Jelebu), Mohd. Shariff bin Haji Karim (Seremban), acting

English School—Seremban

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Assistant Teachers—L. A. Nonis, Wong Yuen Yong, A. Ponniah, H. R. H. Stafford, W. Seniveratne, Lim Cheah Aik, S. B. Ponniah, O. E. Fernandez, Chin Ah Ngan, S. Arasaratnam, Cheah Yen Kwee, Puteh bin Mohd. Tahir and P. Nadasan

English School—Port Dickson

Head Master, Grade I—S. P. Swamikannu
Assist. Mistress—Miss M. D'Souza
Assist. Masters—L. D'Souza and Maima Singh

English School—Kuala Pilah

Head Teacher—M. Wheatley
Assist. Teachers—Abu Samah bin Othman, J. R. Muttiah, V. Ramanathan, S. Muttiah, Abu Zarin bin Raja Penghulu Suleiman, N. Rajah, T. S. Jong and Shamarudin

English School—Tampin

Head Teacher, Grade I—P. K. Raman
Assist. Teachers—A. J. Luis, Talif bin Lisut, V. R. Sabapathy, S. Sinnadurai and R. Kumarasamy

English School—Jelebu

Head Master—P. Sinnatamby

Forest Department

Negri Sembilan and Malacca

State Forest Officer—A Sanger-Davies
Assist. Conservators of Forests—D. S. P. Noakes (Seremban, Coast and Sepang), E. J. Shrubshall (Kuala Pilah and Jelebu), R. G. Hadden (Tampin and Malacca)
Clerks, Class I.—C. A. Pinto, M. Arumugam

Land Department

Seremban

Collector—H. O. Grove
Assist. do.—Raja Musa bin Raja Bot
Malay Officer—Che Ma'arof
Settlement Officer—Che Mohamed Abu
Special Class Clerk—L. J. Pereira
Clerks, Cl. I—G. Nagalingam, M. P. Hendroff

Medical Department

European Hospital (Seremban), and District Hospitals (Negri Sembilan)

Senior Medical Officer, Negri Sembilan—D. T. Skeen, M.D., CH.B. (Abd.) D.T.M. (London)
Chief Surgeon—T. W. H. Burne, M.B., B.S.
Clerks, Class II.—J. Williams, Abdul Samat bin Kamar and K. Rajah
Medical Officers, Seremban—F. L. Patterson, M.R.C.S., L.R.C.P., D.T.M., R. G. Keays, M.B., CH.B., B.A.O., T.D.M. & H., B.A.
Lady Medical Officer, Seremban—Mrs. E. M. M. Cobb, M.R.C.S., L.R.C.P., D.T.M.
Deputy Medical Officer, Seremban—A. Saravanamuthu
Assistant Surgeons, Seremban—Chong Ah Khoon, K. Rajaratnam, V. M. B. Panikker and A. G. Menon
Storekeeper, C.M.S., Seremban—P. E. LaBrooy
Matron, Grade II., European Hospital, Seremban—Miss E. J. Risdon
Sisters, Seremban—Misses L. M. Midgley, D. Matthews, E. Ardern, M. H. Amour, E. L. Burbridge and L. Parson
Assist. Surgeons, K. Pilah—M. Vaithilingam and Tara Singh
Lady Medical Officer, Women's Hospital, Kuala Pilah—Mrs. L. M. Bush, M.R.C.S., L.R.C.P.
Matron, Grade II, Women's Hospital, Kuala Pilah—Miss Anna Lucy Wispler
Assist. Surg., Tampin—I. P. L. Sabapathy
Do., Port Dickson—T. Arumugam
Do., Jelebu—S. Arasaratnam
Veterinary Surgeon, Negri Sembilan—R. A. B. Stanhope, B.SC., M.R.C.V.S.
Assist. Veterinary Surgeon, Negri Sembilan—K. A. Menon
Veterinary Inspector, Negri Sembilan—V. Vellupillai

Health Branch

Health Officer and Registrar of Births and Deaths, N. Sembilan—Dr. C. S. Ryles
Health Officer—Dr. C. C. Taffs
Assist. do. —B. C. Majumder
Clerk, Class II—J. A. Gomes

Prison Department

Supt.—G. Simpson
Gaoler—R. Hunter
Chief Clerk—Goh Keng Chan

Public Works Department

Head Office: Seremban

State Engineer—J. A. Swift
Assist. do. —A. C. Wilson
Financial Assistant—E. A. Reutens
Chief Draftsman—A. Narayanapillay
Chief Clerk—N. Nagalingam

Typist—Miss M. Reutens
Clerks—A. A. P. Schelkis, V. Subramaniam, S. Kanagaratnam, L. D. R. Herath and K. Chelliah

District Offices

Seremban

Snr. Executive Engr.—W. L. Bosker (actg.)
Assist. Engineer—F. T. Bunclark
Do. —R. G. MacArthur
Building Inspector—S. Maruthamuttu
Technical Subordinate—H. Thomas
Chief Clerk—R. Nagaratnam

Port Dickson

Executive Engineer—F. W. M. Burr (actg.)
Chief Clerk—S. R. S. Naidu
Chief Overseer—V. Thamotharampillay

Jelebu

Executive Engineer—A. S. Gifford
Chief Clerk—F. R. Stephens

Kuala Pilah

Executive Engineer—B. O. Bush
Chief Clerk—V. Thamalingam
Chief Overseer—P. A. Peris

Tampin

Executive Engr.—A. R. Murray (acting)
Chief Clerk—J. Gomes

SURVEY DEPARTMENT

Supt., Revenue Survs.—C. Y. B. Sewell
Clerk, Class I.—M. S. Nathen
Chief Draftsman—S. Thambyrajah

Field Staff

Assist. Supt.—G. M. Ross-Jackson and F. H. Frodsham
Surveyors on Agreement—A. H. Lilly, R. B. Normer and W. K. Wilton

STATE TREASURY

State Treasurer and Collector of Stamp Duties—M. P. Jeremiah
Chief Clerk—A. O. van Huizen

SANITARY BOARD—Seremban

Chairman, Secretary & Licensing Officer—H. H. Banks
Clerk, Class I.—J. G. Alcantara
Sanitary Inspectors, I.—Lim Leong Chin G. L. Felsinger and S. Ponnampalam
Sanitary Inspector II—Lim Cheng Yew and Tunku Berhan
Members—Collector of Land Revenue, Health Officer (N.S.), Executive Engr., Supt. Revenue Surveys (N.S.), Chief Police Officer (N.S.), Protector of Chinese (N.S.), P. P. Chient, J.P., Hon. Mr. Wong Yick Tong, M.F.C., J.P., Tunku Hassan, J.P., Chang Seng Long, F. Dale Rees, G. C. Whitelaw and Sheikh Ahmad bin Tuan Sheikh Mustapha

CHINESE PROTECTORATE

Protector of Chinese—W. D. Horne
Clerk and Translator—Chan Peng Kee

LABOUR DEPARTMENT

Assist. Controller—T. F. T. Carey

JELEBU

District Office

District Officer—A. T. Newboult

Land Office

Clerk, Class I—Loi Num Peng

Sanitary Board

Chairman—District Officer

KUALA PILAH

District Office

District Officer—G. H. Nash
Assist. do. —H. J. Cockman
Sub-Treasurer—J. Alcantara
Clerk, Class I—S. Ayadurai

Land Office

Clerk, Class II—E. de Costa

Sanitary Board

Chairman—District Officer

TAMPIN

District Officer—Major G. M. Kidd
Assist. do. —E. N. Taylor
Supt. of Customs & Excise—M. H. Hawkes
Assist. do. do. —E. Sykes

Sanitary Board

Chairman—District Officer

ASSOCIATIONS AND CLUBS

NEGRI SEMBILAN EURASIAN ASSOCIATION—Seremban
President—J. R. Sta. Maria
Vice-do. —C. V. J. Williams
Secretary—F. L. J. Lopez
Treasurer—M. Pinto

NEGRI SEMBILAN PLANTERS' ASSOCIATION—Postal Ad: Seremban; Teleph. 105 (Seremban); Tel. Ad: Harper, Seremban

NEGRI SEMBILAN SPORTING CLUB—Tel. Ad: Phillips, Seremban

SUNGEI UJONG CLUB—Seremban; Telephs. 30 and 182 (Seremban); Tel. Ad: Club, Seremban
Secy. and Treas.—Stephen Winthrop

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA—127A, Birch Road, Seremban; Teleph. 19: Tel. Ad: Sambot
D. Laidlaw, sub-agent
D. W. A. Cameron, sub-accountant
W. G. Pullen, do.

CHURCHES & MISSIONS

CHURCH OF ENGLAND (St. Mark's)—Seremban
Chaplain—The Rev. Orlton Cooper
Chaplain's Warden—(vacant)
People's Warden—Mrs. W. L. Braddon
Hon. Church Secretary and Treasurer—F. Dale Rees
Committee—H. H. Labrooy, R. G. Manners, Mrs. R. G. Manners, Mrs. W. L. Braddon and A. Edmonds

ST. ANDREW'S PRESBYTERIAN CHURCH (Services: Monthly—Negri Sembilan
Minister-in-charge—Rev. A. A. Cooper (Kuala Lumpur)
Hon. Secretary and Treas.—M. Mackenzie (Bukit Bertam Estate) Rautan P.O.

ST. PAUL'S INSTITUTION—Seremban
Director—Rev. Bro. Edward
Assistant Teachers—Bros. Louis, Constantine, Theophilus and 14 lay masters
Convent—Seremban
Lady Superior—Rev. Mother St. Emilie and 14 Sisters

CROSS & WRIGHT, Advocates and Solicitors, F.M.S.—93, Birch Road, Seremban
A. B. Cross, solicitor, (Supreme Court, England)
Francis Wright, M.A., barrister-at-law

ESTATES

ANGLO-MALAY RUBBER CO., LTD.—Linsum Estate: Rantau, Post and Telegraph Office; Terentang Estate: Sungei Gadut, Post and Telegraph; Ayer Angat Estate; Batang Kali Estate

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B. W. Griffiths, assistant
Wilde & Co., Ld., Seremban, visiting agents
Boustead & Co., Ld., Kuala Lumpur, secretaries

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R. Briggs
H. D. Bidlake | J. L. Isacke
Paul Rajaiah, bookkeeper
Jindaram Estate
A. R. Thompson, general manager
H. A. S. Hughes | J. E. Theophilus

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Secretaries and Registered Office—Gibson, Harris, Gardiner & Co., Palmerston House, Old Broad St., London, E.C. 2

CHEMBONG (MALAY) RUBBER CO. (1920), LTD., Chembong and Batu Sablas Estates—Postal Ad: Rembau
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T. W. Craig | A. G. Jones
Wilde & Co., Ld., visiting agents
Boustead & Co., Kuala Lumpur, agents
Secretaries and Registered Office—Boustead, Bros., Fenchurch Street, London, E.C.

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(F.M.S.) RUBBER PLANTERS' ESTATES, LTD. (Incorporated in England), Jemima Estate—Postal Ad: Mambau, Negri Sembilan; Tel. Ad: Jemima

GADEK RUBBER ESTATE, LTD. (Incorporated in England), Gadek Estate—Postal Ad: Tampin, Negri Sembilan; Tel. Ad: Gadek, Tampin; Codes: A.B.C. 5th edn., Bentley's
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J. R. Tannock | G. Phillips
Secretaries and Registered Office—Begg, Roberts & Co., 138, Leadenhall Street, London, E.C.

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HAMILTON (F.M.S.) RUBBER CO., LTD. (Incorporated in F.M.S.)—Postal Ad: Nilai; Railway Station: Nilai and Sepang Road; Teleph. 2, Nilai
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KIRBY RUBBER ESTATES, LTD., Kirby Estate—Postal Ad: Labu
Secretaries—Planters' Stores and Agency Co., Ld., 17, St. Helen's Place, Bishop's Gate, London, E.C.

KOMBOK (F. M. S.) RUBBER CO., LTD., Kombok Estate—Postal Ad: Sungei Gadut, Negri Sembilan, F.M.S.
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A. B. S. Morton, visiting agent
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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LONDON ASIATIC RUBBER AND PRODUCE CO., LTD., THE, Batang Benar Estate—Station: Batang Benar; Post Office: Nilai

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MAMBAU (F.M.S.) RUBBER CO., LTD. (Incorporated in England), Mambau, St. Leger and Alda Estates—Postal Ad: Mambau Estate, Mambau, Negri Sembilan: Tel. Ad: Mambau
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W. Watters
W. J. Weir | K. Campbell
W. Kellit, visiting engineer
Mansergh & Tayler, Seremban, agents
Secretaries and Registered Office—Lyall Anderson & Co., Ld., 16, Philpot Lane, London, E.C.

PORT DICKSON-LUKUT (F.M.S.) RUBBER ESTATES, LTD. (Incorporated in England), St. Leonard's Estate—Teleph. 4 (Port Dickson); Tel. Ad: Port Dickson

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REMBAU JELEI RUBBER LTD. (Inc. in England), Batu Hampar and Rembau Divisions—Postal Ad: Rembau; Tel. Ad: Norris Rembau
K. P. Reynolds, manager
H. Dawson, assistant
C. R. Memon, bookkeeper
Dr. Woods, visiting med. officer
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Guthrie & Co, Ld., Kuala Lumpur, agents
Secretaries and Registered Office—Guthrie & Co., Ld., 5, Whittington Avenue, Leadenhall St., London, E.C.

SENAWANG RUBBER ESTATES CO. (1921), LTD. (Incorporated in Hongkong)—Postal Ad: Sungei Gadut; Tel. Ad: Senawang, Sungei Gadut
C. H. Ryves, manager
D. E. Lander, assistant
G. Holderness, do.
Kennedy, Burkill & Co., Ld., Ipoh, agents
Registered Office—J. A. Wattie & Co., 24A, Kiangse Road, Shanghai

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SENDAYAN (F.M.S.) RUBBER CO., LTD. (Incorporated in England), Sendayan Estate—Postal Ad: Sendayan Estate, Port Dickson, N.S.; Tel. Ad: Sendayan, Port Dickson
A. W. Osborn, manager
I. L. MacEwan, assistant
Mansergh & Tayler, 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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S. Craig, manager
Agencies
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Motor Union Insce. Co., Ld. (Fire)
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G. Ross Hime, assistant

THIRD MILE (F.M.S.) RUBBER CO., LTD. (Great Britain)—Postal Ad: Seremban
Estates—Third Mile Estate, Seremban & Jelebu Estate, Jelebu, N.S.

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UNITED SUA BETONG RUBBER ESTATES, LTD. (Incorporated in England) Sua Betong Estate—Postal Ad: Port Dickson; Tel. Ad: Port Dickson
R. R. Cook, manager
R. C. M. Bevan | A. Ramage
Sungei Ujong Estate— Postal Ad: Rantau; Tel. Ad: Rantau
Sengkang Estate—Postal Ad: Port Dickson; Tel. Ad: Port Dickson
H. J. Topliss, manager
Tanah Merah (N.S.) Est.—P. Dickson
H. T. Piper, manager
Sungei Mawar Estate—Postal Ad: Port Dickson; Tel. Ad: Port Dickson
Ampar Tenang Est.—Postal Ad: Bangi (S'gor.); Tel. Ad: Bangi (Selangor)
Wilde & Co., Ld., Kuala Lumpur, visiting agents
Guthrie & Co., Ld., K. Lumpur, agts.
Secretaries and Registered Office—Guthrie & Co., Ld., 5, Whittington Avenue, Leadenhall St., London, E.C.

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H. W. Evans, managing proprietor

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P. Muthu	M. E. Pereira

FRASER & NEAVE, LTD. (Incorporated in Straits Settlements), Aerated Water Manufacturers—83, Birch Road, Seremban; Teleph. 109. Head Office: Singapore. Branches: Penang, Ipoh, Kuala Lumpur, Malacca, Bangkok, Medan and Saigon
S. C. Lyle, branch manager
Tam Ah Chiang, chief clerk

LEE KEE & CO., Wine and Spirit Merchants, Bakers, Dealers in Tinned Provisions, Paints and other Sundries—Paul Street and Birch Road, Seremban
Koh Lian Chin, sole propr. & mgr.

LOVELACE & HASTINGS, Advocates and Solicitors—13, Cameron Street, Seremban; and 56, Klyne Street, Kuala Lumpur
W. G. W. Hastings, B.A., barrister-at-law, partner
A. J. Bostock Hill, M.A., barrister-at-law, partner
M. E. A. Farr, barrister-at-low, partner
Loong Len Yew, chief clerk (Seremban branch)
Thean Lip Thoong, chief clerk (Kuala Lumpur branch)

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V. A. Tayler, partner
W. H. W. Gubbins, do.
A. B. S. Morton, do.
J. K. Mandy, signs per pro.
W. G. Howse, acct., do.

SEREMBAN DISPENSARY, Chemists and Merchants — Birch Road; Tel. Ad: Atball; Code: A.B.C. 5th edn.
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Directors—F. G. Souter (Kuala Lumpur), Sidney Morgan, A.R.C.S., F.C.S. (Kuala Lumpur), H. C. Cummins (Seremban), and H. F. J. Gardner (Kuala Lumpur)
Secretaries—Neill & Bell, C.A., Kuala Lumpur

WHITEAWAY, LAIDLAW & CO., LTD. (Incorporated in England), Drapers, Outfitters, Boot and Shoe Merchants—Birch Road, Seremban; Teleph. 65

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. 146,064 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 districts, and at Gambang in the Kuantan district.

The revenue for 1926 amounted to $6,444,451 and the expenditure to $6,435,295. The State on January 1st, 1927, owed $13,885,152 to other States of the Federation. 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 the Kelantan boundary 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 1926 amounted to 907.32 tons, as against 314.17 tons in 1925. The exports of rubber were valued at $9,046,980, as against $8,393,892 in 1925. The exports of tin and tin-ore, viz., 33,122.02 nett piculs, showed a decrease in quantity of 1,656.73 nett piculs and an increase in value of $199,215 on that for the previous year. Gold amounting to 12,981 ozs. valued at $433,000 was produced by the Raub-Australian Gold Mining Co.

The total value of trade for the year 1926 was $22,947,261, as against $20,740,640 in 1925, an increase of $2,206,621.

DIRECTORY

GOVERNMENT

Sultan—Almoktasim Billah Al Sultan Abdullah, K.C.M.G., ibni Almerhom Al. Sultan Ahmad Al. Ma'atham Shah
British Resident—Hon. Mr. A. F. Worthington
Malay Secretary to His Highness—Tungku Mahmud ibni Sultan Abdullah

Council of State

His Highness the Sultan, president
Hon. British Resident
Tungku Suleiman ibini Almerhum Sultan Ahmad—(The Tungku Besar)
Orang Kaya Maharaja Perba of Jelai
Che Ungku Penglima Besar
Orang Kaya Indera Shahbandar
Orang Kaya Indera Pahlawan
Che Mahmud bin Mat

British Residency

British Resdt.—Hon. Mr. A. F. Worthington
Secretary to Resident—G. Hawkins
Office Assistant—K. Kandiah (acting)
Clerk, Class I— K. Manickam
Clerks, Class II—E. E. Especkerman and V. S. Mathavar
Stenographer—S. Selvadorai
Malay Writer—Mohd. Simin bin Bundak

District Officers

Lipis

District Officer—W. Linchan
Actg. Assist. do. —Abdul Malik bin Yusof
Deputy Assist. District Malay Officer—Abdul Raffar bin Mohd. Amin
Settlement Officer—Ujang bin Menuang
Sanitary Inspector—S. K. Pillai
Chief Clerk—A. G. Knight
Registration Clerk—Kee Ah Yoon
Land Clerk—Bhagwan Singh

Raub

District Officer, Raub—E. V. G. Day
Malay Assistant—Che Daud
Settlement Officer—Che Abdul Rahim
Chief Clerk—See Phow
Land do. —Bagga Singh
Malay Writer—Che Sintol
Sanitary Inspector—K. Karthegesu
Chinese Interpreter—Chow Ah Hoong
Tamil Interpreter—S. Chelliah

Bentong District

District Officer, Bentong—J. S. Macpherson (acting)
Malay Officer—Ch' Muhammad Yusuf bin Mahmud
Settlement Officer—Che Abdul Manan
Chief Clerk—S. Ponnampalam
Clerk I—S. Nagalingam
Chinese Interpreter, also Clerk of Courts—Chong Khoi Yoon
Malay Writer—Che Alias
Tracer—Che Salin
Sanitary Inspector—E. Sibert

Temerloh

District Officer—Che Hamzah bin Abdullah
Assist. do. —Che Samah bin Haji Ali
Malay Officer—Syed Noordin bin Syed Hussein
Clerk, 1st Class—J. P. Thuriapap
Clerk, 2nd Class—A. Seeinvasgan
Sanitary Inspector—S. Nagalingam

Pekan

District Officer—R. L. German
Assist. do. —Che Ahmad
Chief Clerk—N. Murugasu

Kuantan

District Officer—J. I. Miller
Assist. do. —Che Mahmod bin Mat
Special Class Clerk—S. N. Ratnam
Sanitary Inspector—M. K. Murugasu

Education

Inspector of Schools—C. G. Sollis (acting)

Government English School—Kuala Lipis

Teacher—V. N. Bartlett
Assist. Teachers—C. S. Muttutamby, P. Chinnadurai, Jai Singh Sani and S. Mailvaganam

Government English School—Kuantan

Teacher—S. Sambanda Moorthy
Assistant Teachers—V. Chellappah, T. C. Chelliah and T. Sinnapo

Government English School—Raub

Teacher—N. Appadurai
Asst. Teachers—P. Gunanatnam, N. Francis

Government English School—Bentong

Teacher—Goh Sam Eong
Assist. Teachers—K. Kanagasabai, A. V. Subramaniam and Seet Keng Ean

Government English School—Pekan

Teacher—A. Ramalingam

Forest Department

Deputy Conservator of Forests (Pahang West)—G. J. Henbrey
Sub District Forest Officers — E. C. Foenander (Temerlol); A. F. Carroll (K. Lipis); G. M. O'Hara (Bentong)
Forest Ranger (Raub)—Ali bin Min
Assist. Conservator of Forests (Pahang East)—H. C. Dolman
Forest Ranger (Pekan)—Ahmad
Clerk, I—M. Kandiah
Acting Deputy Conservator of Forests—A. B. S. Boswell

Medical

Senior Medical Officer—H. R. Dive, M.R.C.S., L.R.C.P., D.T.M. & H., D.O.M.S. (acting)

General Hospital—Kuala Lips

Medical Officer—C. C. Taffs, M.R.C.S., L.R.C.P., D.T.M. & H.
Nursing Sister—Miss G. E. Wright
Assist. Surgeons—V. S. Bhattal. L.M.S., P. K. Menon, M.B., B.S., and W. S. Poulier, L.M.S. (Merapoh)

General Hospital—Raub

Deputy Med. Officer—K. N. Ghosh, L.M.S.

General Hospital—Bentong

Assist. Surgeon—S. Sivaganam, L.M.S.

General Hospital—Pekan

Lady Medical Officer—Miss C. B. Kibble, M.R.C.S., L.R.C.P.
Assist. Surgeon—J. Samuel, L.M.S.

General Hospital—Kuantan

Medical Officer—W. S. Leicester, B.A., M.R.C.S., L.R.C.P.

Assist. Surgeon—E. L. S. Jumeaux, L.M.S.

General Hospital—Mentakab

Assist. Med. Officer—G. T. Edward, L.M.S.

Veterinary Branch

Veterinary Surgeons—Pahang West: R. MacGregor, M.R.C.V.S.; Pahang East: K. D. Turner, M.R.C.V.S.

POLICE

Chief Police Officer—B. W. Allen

Officers in Charge of Police Districts—Lipis: G. W. Brouard, chief inspector; Raub: F. J. Kennedy, chief inspector; Bentong: R. M. Fry, assist. com. of police; Temerloh: Abdul Aziz, Malay prob. assist. com. of police; Kuantan: E. E. H. Beck, assist. com. of police; Pekan: J. A. Cresswell

Chief Police Office, Kuala Lipis—Mohamed Nor, Malay inspector

Maylay Inspr. of Police, Kuantan—Hussain

PUBLIC WORKS DEPT., PAHANG

State Engineer, Pahang—E. D. Kibble

Senior Executive Engineer, Kuantan—G. C. Bedington (acting)

Acting Executive Engineers,—Kuala Lipis: H. H. N. Sellers, Raub: W. H. Hipwell and Mentakab: G. Edwards, Bentong: T. R. Hutton

Assist. Engineers—Head Office, Kuala Lipis: F. Pelton; and Pekan: G. Morgan

Asst. Archt., Head Office—M. W. Padget

Financial Assistant—S. Sinnadurai

Chief Draftsman—S. Muttutamby

Chief Clerk—R. Thilliampalam

Storekeeper—V. Thambipillai

STATE TREASURY

State Treasurer—S. M. Arulampalam

Chief Clerk—T. Ponnambalam

CENTRAL PAHANG PLANTERS' ASSOCIATION
Chairman—Vicomte R. de Bondy
Hon. Secretary—R. G. Young (Bentong)

DJEMBER RUBBER ESTATES, LTD., (Incorporated in England)—Jerantut Estate, Jerantut
J. Barr-Sim, manager
I. M. Shaw, assistant
Mansergh & Tayler, Seremban, agents
Secretaries—Begg, Roberts & Co., 138, Leadenhall Street, London, E.C.

JERAM KUANTAN RUBBER ESTATES, LTD. (Registered in Singapore)—Postal Ad: Kuantan, Pahang
Directors—Chew Woon Poh (chairman), E. A. Elias, Gaw Kheh Khiam and W. L. Stevens
H. M. Shepton, manager
M. R. Nicholas, assistant
Harrisons, Barker & Co., Ld., Singapore, secretaries

KARAK RUBBER CO., LTD. (Incorporated in England), Karak Estate—Postal Ad: Bentong, Pahang

KUALA REMAN RUBBER ESTATES, LTD. (Incorporated in England)—Kuantan. Head Office: Blomfield House, London Wall, London, E.C. 2

MENTAKAB RUBBER CO., LTD., Mentakab Estate—Mentakab
J. Anderson, manager
N. J. Chalmers, assistant
Harrisons, Barker & Co., Ld., secs.
Registered Office — Chartered Bank Chambers, Singapore

PAHANG CLUB—Kuala Lipis
President—British Resident (*ex-officio*)
Hon. Secretary—F. Pelton

RAUB AUSTRALIAN GOLD MINING CO., LTD.—Raub, Pahang, F.M.S. Head Office: Brisbane, Australia
Chas. A. Clarke & Son, secretaries
Derrick & Co., Singapore, local do.
Staff at Mines
A. S. Lilburne, M.I.M.M. (London), M.A.I.M.E., general manager
J. Collet, electrical engineer
A. Josephsen, battery manager
A. Pike, mine assistant
K. B. Lewis, B.E., mine foreman
J. Madge, mechanical engineer
G. Matheson, mine assistant
D. Lacey, dredge master

RAUB RUBBER ESTATES—Raub and Sungei Mas Estates
Vicomte R. de Bondy, manager
B. Brang, bookkeeper

SELBORNE PLANTATION CO., LTD., THE, Selborne Plantation—Padang Tungku, Kuala Lipis; Tel. Selborne, Padang Tungku
C. H. Gurner, manager
S. W. Gurner, J. Muir, S. J. Hartfield, E. G. Jones and E. I. Morris, assistants
Arthur Braybon, field expert
J. Webster, engineer
J. W. Sewill, laboratory chemist

Dr. T. M. Susai, resident assist. surgeon
Drs. Morgan and Cross, visiting medical practitioners
Paterson, Simons & Co., Ld., Singapore, Kuala, Lumper and Penang, agents
Registered Office:—38, Old Broad Street, London E.C. 2

SHANGHAI PAHANG RUBBER ESTATE, LTD. (Registered in Hongkong)—Postal Ad: Bentong, Pahang, F.M.S.
F. Birkemose, manager
E. Clemmensen, assistant
Kennedy, Burkill & Co., Penang, agts
Secretaries and Registered Office—A. R. Burkill & Sons, 2, Kiukiang Road, Shanghai

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THE UNFEDERATED MALAY STATES

The Malay States not included in the Federation are Johore, Kedah, Perlis, Kelantan and Trengganu.

Article 3 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 as to provide for the appointment of a British officer to be called the General Adviser, whose advice must be asked and acted upon in 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. 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 10 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 Malay Peninsula, and has an area of about 7,678 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 11th, 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 have 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 1926 amounted to $18,781,565 against $15,884,592 in 1925, and the expenditure to $18,099,232 in 1926 against $9,780,322 in 1925. Improved methods of collection and administration and the expansion of the agricultural and tin-mining industries are factors in the increase of revenue. Surplus assets at the end of 1926 amounted to $17,935,508. 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. A causeway has been constructed over the Straits of Johore, between the mainland of Johore and the Island of Singapore, carrying a railway track and a roadway. It was opened for passenger trains on 1st October, 1923. The roadway was opened to vehicular traffic on 28th June, 1924. 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-nine schools are maintained by the Government, and four of these are English Schools passing boys through the Cambridge School Certificate Examination. At the English College, which is conducted on the lines of an English Public School, there were 71 boys in residence in 1927. A Training College for Vernacular Masters was opened in April, 1926, and thirty-three student teachers are in residence.

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. Public Works have received a good deal of attention in recent years and $5,291,011 was spent on them in 1926. There are now over 600 miles of roads in the State, and new roads are being constructed.

The population of the State at the census in 1921 was ascertained to be 282,234 (as compared with 180,412 in 1911), of whom 618 were Europeans, 157,852 Malays, 97,253 Chinese, 24,180 Indians, 183 Eurasians, and 2,148 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.

	1925	1926
Imports	$49,874,197	$37,782,758
Exports	118,214,613	139,261,451
	$168,088,810	$175,044,209

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 154,287 piculs in 1926, as compared with 152,288 piculs in 1925, and the values were $1,569,920 and $1,174,730, respectively. The export of rubber in 1926 amounted to 57,277 tons, valued at $119,580,069, against 40,512 tons in 1925, valued at $97,195,046. A remarkable feature of the rubber industry in this State is the large amount of land taken up by Japanese. In 1926, 34,667 tons of copra, valued at $7,106,480, and 12,885 tons of areca nuts, valued at $2,876,503, were exported.

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 rich in iron ore, and a mine is being successfully worked by Japanese in Batu Pahat and 250,000 tons of the ore were exported in 1926. The first valuable discoveries of tin 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 1926 amounted to 1,039 tons. The value of exported minerals was $3,776,901 in 1926, as against $4,402,690 in 1925.

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 Mahkota Johore (Order of the Crown of Johore), First Class Osmanieh Order, First Class Order of the Crown of Rumania. First Class Order of the White Elephant of Siam. Born 17th Sept., 1873. Proclaimed 7th Sept., 1895; crowned 2nd November, 1895

Private Secretary—Captain H. Md. Said, S.M.J., etc.

Deputy Private Sectretary—Lieut. S. Abdullah

COUNCIL OF STATE

President—The Dato Mentri Besar

Vice do. —The Deputy Mentri Besar

OFFICE OF MENTRI BESAR

Mentri Besar—Major The Hon. Dato Abdullah bin Jaafar, C.B.E., D.K., S.P.M.J.

Deputy Mentri Besar—The Hon. Y. M. Ungku Abdul Aziz, D.K.

Secretary and Clerk of Councils—Inche Abdullah bin Haji Mohd. Taib

SECRETARIAT

Genl. Advocate—Hon. Mr. G. E. Shaw

Dep. State Secy.—Hon. Dato Ismail, D.P.M.J.

AGRICULTURAL DEPT.

Inspr. of Agric.—F. de la M. Norris (actg.)

AUDIT OFFICE

Auditor—Ungku Abdul Aziz, D.K.

Assist. Auditor—Wan Jusoh bin Ali

Chief Clerk—I. Ismail bin Abubakar

CUSTOMS DEPARTMENT—Customs Building, Johore Bahru; Teleph. 32 (Johore Bahru)

Johore Bahru

Commissioner—(vacant), D. Wills (acting)

Deputy Commissioner — Dato Mohamed bin M. Doon, D.P.M.J.

Assist. Superintendent—(vacant), Ahmad bin Awang (acting)

Supt., Preventive Branch—F. C. Clarke

Muar

Depy. Commissioner—Wan Idris b. Irahim

Assist. Supt.—A. Rahman bin Awang

Batu Pahat

Superintendent—(vacant), Awang Chik bin Pandak (acting)
Assist. Supt.—Awang Chik bin Pandak
Deputy Supt., Preventive Branch — P. Lavender (on leave)

Endau

Supt.—(vacant), Ismail bin Osman (acting)
Assist. Supt.—Ismail bin Osman

Segamat

Supt.—(vacant), Ahmad b. Ibrahim (actg.)
Assist. Supt.—Ahmad bin Ibrahim

Kota Tinggi

Supt.—A. Talib bin A. Bakar
Assist. Superintendent—(vacant)

Kukob

Supt.—(vacant), Ibrahim bin A. Rahman (acting)
Assist. Supt.—Ibrahim bin A. Rahman

CHANDU MONOPOLY—Customs Building, Johore Bahru; Teleph. 32 (Johore Bahru)

Johore Bahru

Supt.—Commissioner of Trade & Customs
Deputy Supt.—M. Said bin Abdullah
Assist. do. —H. Omar bin Mentol
Inspr. of Chandu Shops—G. B. Gardener

Muar

Assist. Supt.—Omar bin Uda
Do. —Safar bin Morja

Batu Pahat, Endau, Segamat, Kota Tinggi and Kukob

Assist. Supts.—The Supts. of Customs

ENGLISH EDUCATION DEPARTMENT—Bukit Zahrah School Buildings; Teleph. 15 (Govt. Office Exchange)

English Education Officer—H. Mortimer, B.A. (London), (acting)
Inspector of Tamil Schools—S. Venkata Raman, B.A. (Madras)

English College

Headmaster—C. E. Gates, M.A. (Cantab.)
European Master—H. B. Manby
Assistant Masters—George Lowe, F. J. Treusein, G. E. Kraal and A. Rahman b. Md. Taib

Bukit Zaharah School

Headmaster—H. Mortimer, B.A. (Lond.), Capt. T. Drury, O.B.E. (acting)
European Masters—R. J. H. Sidney, M.A. (Cantab.), F.R.G.S., and G. L. Bayliss
Assistant Masters—J. W. Moore, R. A. Logan, F. A. Le Vos, V. Duckworth, Wee Hye Kwee, Ooi Chye Hock, C. I. Joseph, M. E. Mathews, E. J. de Souza

Bukit Zaharah School

(Chinese Branch)

Headmaster—H. Mortimer, B.A. (London), Capt. T. Drury, O.B.E. (acting)
Assistant Master—E. J. de Souza

English School—Muar

Headmaster—D. Roper, B.A. (Oxon.), (actg.)
Assistant Masters—C. D. Westwood, S. A. Monteiro, A. Sinnathamby, T. Sivagurupillai, Bidi b. Hj. Yousof, N. A. Hannay, Wong Tsz Ting, B.Sc. (H'kong.), Chelliah John, A. Shukor b. Ismail, Md. Amin b. Husein

English School—Batu Pahat

Headmaster—L. A. S. Jermyn, B.A. (Oxon.)
Assistant Masters — S. Subramaniam, Gurdial Singh, G. Devasagayam, Md. Noor b. A. Hamid & Md. Alias b. Akbar

English School—Segamat

English Master—J. C. McHeyzer

FOREST DEPARTMENT.

Conservator—T. A. Strong Charter (actg.)

GOVERNMENT PRINTING OFFICE

Superintendent—K. C. David

LAND OFFICE

Commissioner, Lands and Mines—C. H. G. Clarke (acting)
Collector, Land Revenue—Inche A. Rahman bin Mahamed Yasin
Asst. Collector—Inche Hassan b. Abdullah
Do. —Inche Mohd Unos b. Nordin
Do. —U. Ismail b. Abdulrahman

MEDICAL DEPARTMENT

Principal Medical Officer, Johore—Dr. R. D. Fitzgerald, M.C., B.A., M.D., B.CH., B.A.O., T.C.D., D.T.M. & H. (Cantab.)
Medical Officer, General Hospital, Johore Bahru—Dr. D. I. Gracey
Medical Officer, Muar—Dr. Jesser Coope
Health Officer—Dr. J. Portelli
Maternity Nurse, Johore — Mrs. Violet Wintle
Health Officer—Dr. Gwyne
Nurses—Misses G. Trevor Smith, M. H. Sanders and E. N. Bruce

OFFICE OF REGISTRAR-GENERAL OF BIRTHS AND DEATHS

Registrar-General—Dr. R. D. Fitzgerald, M.C., B.A., M.D., B.CH., B.A.O., T.C.D., D.T.M. & H. (Cantab.)

Military Department
(Johore Forces)

Headquarters: The Fort, Bukit Timbalan Johore Bahru

Col. Comdt. — Col. H. H. Sir Ibrahim, Sultan of Johore, D.K., S.P.M.J., G.C.M.G., K.B.E., etc.
2nd-in-Command—Lieut.-Col. Hon. Dato A. Hamid, D.P.M.J.
Military Adviser and Chief Instructor—Lieut.-Colonel B. A. Thompson
Adjutant—Maj. Yahya bin Abu Talib, S.M.J.
Quarter-Master—Capt. Mohamed Akil bin Awang
Staff Officer—Capt. Haji Mohamed Said bin Haji Sulieman, S.M.J.

Mines Department.

Warden of Mines—F. C. Marshall

Police
(Headquarters: Johore Bahru)

Commissioner of Police—J. Cullen (acting)
Assist. Commissioners—Ungku Abdullah bin Omar and Inche Abu Bakar bin Abdullah
Probationer, Inspectors—Inche Manas bin Siman, Inche Ismail bin Haji Omar, Haji Mahmood bin Haji Abd. Manap and Inche Ahmad bin Pandak
Special Clerk—Syed Hassan bin Mohamed Alkadri

Detective Branch

Deputy Commissioner—Inche Abubakar bin Buang, S.M.J.
Detective Inspector—Tan Tiam Lye
Inspector, Weight and Measures—Inche Abdul Samad bin Puteh

Johore North

Depy. Commisnr., Muar—P. R. Tudor Owen
Assistant Commissioner, Muar—Inche Musa bin Yusof
Assistant Commissioner, Segamat—Wan Mohamad bin Uda
Detective Inspector, Muar—Inche Ahmad bin Haji Tahir
O.C.P.D., Muar—Inche Mohamed Yasin bin Abdullah Ghani
O.C.P D., Tangkak—Haji Omar bin Haji Mohamed Salleh
O.C.P.D., Ulu Muar—Syed Ahmad b. Sheik
Probationer Inspectors — Inche Hashim bin Maridan & Inche Abdullah Raheem bin Haji Salleh

Johore Central

Deputy Commissioner, Batu Pahat—R. Morgan (acting)
O.C.P.D., Batu Pahat—Inche Abdul bin Mohamed
Inspector, Batu Pahat—Inche Jaffar bin Maridan
O.C.P.D., Kluang—Inche Sabtu bin Mohd. Salleh
O C.P.D., Mersing—Inche Abdul Rahman bin Arshad

Johore South

Depy. Commr., Johore Bahru—J. D. Dalley
Assistant Commissioner, Johore Bahru—Inche Bachok bin Ibrahim
Assistant Commissioner, Kota Tinggi—Ungku Abdul Majid bin Ali
Court Inspector, Johore Bahru—Inche Mohamed bin Abdul Jamal
O.C.P.D., Johore Bahru—Inche Ali bin Hassan
O.C.P.D., Plintong—Alahi Bux (sgt.-maj.)
O.C.P.D., Pengerang—Inche Andul Hamid bin Kadir
O.C.P.D., Cucob—Inche Haron bin Hassan
Probationer Inspectors, Johore Bahru—Inche Omar bin Haji Ismail and Inche Abdullah bin Kassim

Post Office, General

Postmaster-General — Dato Mohamed Salleh, D.P.M.J.

Prisons Department

Inspector of Prisons—C. H. G. Clark

Johore Bahru Gaol

Gaoler—R. J. Page
Acting Senior Warder—S. Wright
Warders—A. R. Page, E. J. Venables, G. E. Pockney and E. J. Miles

Muar Gaol

Gaoler—G. Warsop
Warder—W. E. Jenkins

Public Works Department
(Johore Bahru)

Telephs. 163 (Head Office), 163 (District Office), 27 (Electrical Dept.), 43 (Water Works) and 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

Govt. Architect—W. B. Y. Draper
Architectural Draftsman—A. E. van Dort

Electrical Department

Chief Electrical Engineer and Inspector—A. L. Birch
Assist. Electrical Engineer—F. H. Turrel
Do. —J. Hardman
Mech. Frecting Foreman—Chong Ah Kow
Wiring Foreman—Hadji Abdul Azis
Clerk-in-charge—Siew Kang Hye

Mechanical Department

Mechanical Engineer—R. Eves
Inspector of Machinery—H. H. Brown
Foreman—W. C. Zuzartee
Quarryman—G. Tursi

Water Works Department

Water Works Engineer—(vacant)
Inspector—J. A. Danker

District Office Staff—Johore Bahru

Senior Executive Engineer—S. J. W. Gooch (acting)
Assistant Engineer—C. R. Wallace
Do. —J. M. Billing
Clerks of Works—D. M. Arul, T. R. Pillay, W. A. Keyt, C. L. Beri and S. Rajah
Supt., Anti-Malarial Works—R. Rajangam
Chief Overseer—S. Vythilingam
Chief Clerk—Abu Bakar bin Ahmad

Muar District
Telephs. 22 (Executive Engineer's Office), 64 (P.W.D. Workshop)

Executive Engr.—J. S. Boissier (acting)
Assist. Engrs.—L. W. H. Savage, F. Keir
Assist. Mech. Engr.—G. C. Bucknall
Surveyor—F. A. van Schoonbeck
Clerks of Works—C. H. Carvalho and A. A. de Rozario
Chief Overseer—K. Velu Pillay
Chief Clerk—Awang bin Sulieman

Water Works

Inspector—Bujang bin Rasip

Batu Pahat District
Telephs. 7 (Executive Engineer's Office), 81 (P.W.D. Store)

Executive Engineer—W. Laurie (acting)
Assist. Engineer—G. R. Pape
Clerks of Works—A. Gow, J. W. Bennett
Chief Overseer—Lieu Ah Thian
Chief Olerk—Lim Soo Bee

Mersing District
Teleph. 7 (P.W.D. Office)

Assist. Engr.—Inche Araffin bin Haji Alias

Kota Tinggi District
Teleph. 4 (P.W.D. Office)

Assistant Engineer—J. A. Manley

Kluang District
Teleph. 18 (P.W.D. Office)

Assist. Engr.—Ismail bin Mohd. Doon

Segamat District
Teleph. 16 (P.W.D. Office)

Executive Engineer—W. G. S. Stewart
Clerk of Works—S. T. Ioh
Chief Overseer—K. S. Maniam

SUPREME COURT

Judge—J. McCabe Reay (acting)
Registrar—R. Moor

LEGAL ADVISER'S DEPARTMENT

Legal Adviser—W. Pryde

POLICE COURT

First Magistrate—F. C. Marshall
Second do. —Ungku Mansur bin Ahmad
Third Magistrate—Inche Mohd. Seth bin Mohd. Said

SURVEY OFFICE

Supt. of Surveys—C. T. M. Husband (actg.)
Assist. Supts. of Surveys—P. H. Bonnet and G. D. Barron
Surveyors on Agreement—A. Shield, A. G. Billing, R. Wilson, C. W. Pearson, B. P. Walker-Taylor and H. W. Hamilton

TREASURY

Financial Commissioner and Auditor General—A. S. Small (acting)
Treasurer and Collector of Stamp Duties —Dato Ibrahim bin A. Majid, D.P.M.C.
Assist. Treas.—Sheikh Yahya Arishee, S.M.J.

TOWN BOARD OFFICE
Johore Bahru

Members of Town Board—H.H. Tengku Temenggong Ahmad, D.K. (president), Ungku A. Aziz bin A. Majid, D.K., Dato Mustapha bin Jaafar, Dato Mohd. Salleh bin Ali, Principal Medical Officer, Government Architect, Protector of Chinese, Senior Executive Engineer, English Education Officer, Chief Police Officer, P. G. Lawford, C. B. Cooper, H. B. Constable, Towkay Seah Lam Siew, Towkay Chan Ah Poh, Dr. Mootatamby
Secy.—H. Mohd. Noor bin H. Zainuddin
Inspector of Building and Deputy Registrar of Vehicles—G. A. Marshall
Chief Sanitary Inspector—K. E. Webb
Officer-in-charge; Fire Brigade—T. D. Bush
Clerk-in-charge of Fire Brigade—A. Bakar bin Ahmad

BATU PAHAT DISTRICT

State Commissioner—Dato Mohd. Shah bin Awang, D.P.M.J.
Secretary—Raja Mohd. bin Said
Assistant Adviser—W. D. Barron
Second do. —W. N. Gourlay
First Magistrate—Assistant Adviser and Second Assistant Adviser
Second Magistrate—Inche Mahoomed bin Mohd. Shah
Harbour Master—Nurdin bin Wahab

ENDAU

State Commissioner's Office

State Commissioner, Endau—Ungku Ali bin Abdullah, D.K.
Secretary to State Commissioner—Abdul Ghanee bin Bahnan
Officer-in-Charge, Padang Endau—Haji Othman bin Yin
English Translator—Mohd. Saad bin Seru

Treasury Department

Acting Treasurer—Abubakar bin Uda

Town Board Department

President, Town Board—Ungku Ali bin Abdullah, D.K.

Marine

Port Officer—Abdul Majid bin Md. Ali

Department of Religious Affairs

Kathi—Haji Mahmood bin Haji Abubakar

Mersing Mosque

Imam—Haji Ismaid bin Haji Mohamad

Padang Endau Mosque

Imam—Mohamad Salleh bin Awang Nitam

Court and Land Departments

Magistrate and Collector of Land Revenue —Inche Awang bin Omar

Penghulus

Mukim Mersing—Abdullah bin Mahat

Mersing Endau Club

President—I. Awang bin Omar
Vice- do. —I. Capt. Musa bin Yusoff, J.M.F.
Hon. Secretary—I. Hashim bin Ibrahim
Vice- do. —I. Haron bin Abdul Majid
Hon. Treasurer—I. Mohamed bin Esa
Assist. Treasurer—I. Abdul Manap bin Abdullah
Auditor—I. Mohamed Said bin Seru

Mersing Malay School

Head Teacher—Omar bin Abutalib

Padang Endau

Head Teacher—Omar bin Haji Sulieman

MUAR DISTRICT

State Commissioner's Office

State Commissioner—Hon. Dato Dand bin Haji Suleiman, D.P.M.J.
Secretary—Inchi Abu Bakar bin Andak
Assist. Adviser 1st Magist.—A. C. Baker
Second Assist. Adviser—J. Falconer
1st Cl. Mag.—Sheik Abu Bakar bin Yahya
Depy. Commr. of Police—P. R. Tudor Owen
Medical Officer—Dr. Jesser Coope
Treas.—Inche Abdullah b. Abdulrahman
Deputy Commissioner of Customs—W. Idris bin Ibrahim
Assist. Supt. of Surveys—G. D. Barron
Secretary, Town Board—Syed Abdul Kadir bin Mohamed
Assist. Inspector of Schools—Haji Andak bin H. Jamak
Senior Executive Engr. of Public Works - J. S. Boisieur
Postmaster—Inche Mohamed bin Omar
Harbour Master—Syed Mohammad bin Othman
District Officer, Chohong — Inchi Abdul Ghani bin Arshad

Asiatic Petroleum Co. (S S.), Ltd., The (Incorporated in Eng.), Johore Branch
C. M. Merrick, branch representative
A. G. Ells, assistant

China Underwriters, Ltd., Life, Fire, Marine, Accident, Motor Car and General Insurance—Head Office: Hongkong
Chief Office, Southern Agencies—54, The Arcade, Singapore
General Agents—Chop Eng Hock Hin, 6, Jalan, Haji Abu, Muar

Coode, Fitzmaurice, Wilson & Mitchell, 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

ESTATES

Anglo-Johore Consolidated Rubber Estates, Ltd., Great Britain—Mersing Estate, Postal Ad: Kuala Mersing, Johore *via* Kluang
C. T. Hinde, manager
R. Goody and J. Wilson, assists.
Dr. M. H. Kapadia, F.R.C.S.E., medical officer

Batu Anam (Johore) Rubber Estates, Ltd., Batu Anam Estate—Postal Ad: *via* Gemas

Johore Para Rubber Co., Ltd.—Postal Ad: Gunong Pulai, Johore Bahru, *via* S'pore.; Tel. Ad: Pulai, Singapore
L. O. Desborough, manager
E. B. H. Clarke, assistant
M. G. Goonetilleke, do.
Whittall & Co., agents

LANADRON RUBBER ESTATES, LTD.—Postal Ad: Panchor, Muar; Tel. Ad: Lanadron, Muar
C. McH. Keir, manager
J. J. Johnston
C. M. Botten | D. D. R. Watson
W. Gray | Jas. Winchester
Dr. T. F. Sheehan, visiting medical officer
Harrisons, Barker & Co., Ld., Kuala Lumpur, agents
Registered Office—Harrisons & Crosfield, Ld., 1-4, Great Tower Street, London, E. C.

MALAYAN AMERICAN PLANTATIONS, LTD. (Incorporated in F.M.S.), Wessyngton Estate — Postal Ad: Renggam, Johore; Tel. Ad: Wessyngton, Renggam; Teleph. 4 (Renggam)
F. E. Becker, manager
D. McL. Laing | F. Groffers
J. C. Pratt | W. D. Drysdale
A. R. S. Raju, chief clerk
D. Nagappan, assist. do.
Dr. J. E. Thomson, visit. med. officer
K. S. Aroomugam, dresser-in-ch.

MOUNT ALMA SYNDICATE, LTD. (Registered in Singapore)—Postal Ad: Johore Bahru
G. C. Wemyss, manager

NORTH LABIS (JOHORE) RUBBER AND PRODUCE CO., LTD.—Postal Ad: Labis, *via* Johore Bahru
Hon. Mr. C. Bradbery, manager
C. A. S. Geering | C. Beautmont
W. F. Ward | A. McD. Beattie
Dr. J. J. Hickey, medical officer
Harrison & Crosfield, Ld., agents

PELEPAH VALLEY (JOHORE) RUBBER ESTATES, LTD. (Incorporated in England), Pelepah Valley Estate—Postal Ad: Kota Tinggi, *via* Johore Bahru; Tel. Ad: Pelepah, Kota Tinggi
F. Adelborg, general manager
L. C. Micklewright
L. P. Fuller | S. C. Towers
Rennie, Lowick & Co., Singapore, commercial agents
Secretary and Registered Office—R. D. Saw, Moorgate Station Chambers, London, E.C.

PONTIAN (MALAY) RUBBER CO., LTD. (Incorporated in England)—Postal Ad: Sedenak, Johore; Tel. Ad: Yulesponti, Sedenak
E. F. G. Davies, general manager (Sedenak-Pontian Estates)
J. L. B. Weatherstone, supt.
L. C. Bailey, assistant
Brown, Tough & Menzies, visiting agents
The Anglo-Siam Corpn., Ld, Singapore, managing agents
Yule, Catto & Co., Bloomfield St., London, E.C., secretaries, etc.

RUBBER ESTATES OF JOHORE, LTD.—Batu-Anam
P. J. A. Williams, manager
A. Paul
H. R. Hayes | A. Booth
C. W. Tait | W. B. Watson
Harrisons, Barker & Co., Ld., Kuala Lumpur, agents
Secretaries—Harrisons & Crosfield, Ld., London

SEDENAK RUBBER ESTATES, LTD. (Incorporated in England), Sedenak Est.—Postal Ad: Yulesedna, Sedenak
E. F. G. Davies, general manager (Sedenak-Pontian Estates)
W. H. Hall
C. S. Pendrigh | J. E. Richard
C. H. Engley | K. Mason
J. A. Brown, visiting agent
The Anglo-Siam Corporation, Ld., Market St., S'pore., manag.-agents
Secretaries and Registered Office—Yule, Catto & Co., Finsbury House, Blomfield Street, London, E.C.

SEGAMAT ESTATE, DUNLOP PLANTATIONS, LTD. (Incorporated in England)—Postal Ad: Segamat Estate, Genuang, Johore Bahru, P.O.; Tel. Ad: Ames, Genuang
A. V. Ames, manager
J. F. Clarkson | A. Hills

HONGKONG AND SHANGHAI BANKING CORPORATION—Johore Bahru
C. C. Graham, in charge
F. W. Smith

JOHORE CIVIL SERVICE CLUB — Johore Bahru; Teleph. 47 (Johore Bahru)
Patron—H.H. The Sultan of Johore
President—Lt.-Col. B. A. Thompson
Committee—Major W. B. Y. Draper, H. F. B. Churchill, A. L. Birch, Dr. P. W. Green, S. P. Holmes Smith and Dato Mohamed bin Mohamedun
Hon. Secretary—H. Mortimer

JOHORE PLANTERS' ASSOCIATION—Johore Bahru
Rennie Lowick & Co., secretaries, 6, Battery Road, Singapore

Masonic Lodge, Johore Royal, No. 3946, E.C.—Johore Bahru
W. M.—A. J. Wolfe
I. P. M.—J. Barr
S. W.—C. W. Randall
J. W.—A. Rahman Khan
Treasurer—B. Nelson
Secretary—R. Matthews
S. D.—W. R. Brearley
J. D.—J. D. Perinbam
I. G.—A. H. Neilson
Stewards—H. W. Leyden and F. T. Ephraums
Tyler—A. M. Patail

Muar Club
President—The Hon. Y. M. Angku Ali bin Abdullah, D.K.

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 5,713 square miles. It is a mountainous country, with rich alluvial plains, and drained by the Kelantan River and its tributaries.

According to the census of 1921 the population is 309,293, as compared with 286,751 in 1911.

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.

The chief exports are padi and rice, copra and rubber, cattle and dried fish. The climate is healthier than in 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 15th, 1909.

In 1909, the revenue amounted to $370,959 and the expenditure to $377,062. In 1926, the revenue had risen to $2,371,595 and the expenditure to $1,927,134. 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 1926 was $3,265,696. The value of the imports in 1926 was $5,682,902 against $5,211,103 in 1925, and of exports $12,518,719 against $11,185,696 in 1925. 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 114,264 in 1926 against 96,208 in 1925. 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 can be used for the greater part of the year. There is daily connection by rail between Tumpat and Manik Urai, 72 miles up river. The line to the Siamese border is open for traffic, and a daily service each way between Tumpat and the Kedah boundary is maintained, making communication with Penang an easy matter. 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, Bachok and Pasir Puteh. There is a telegraph line connecting Kota Bharu with Kuala Krai.

About 422,872 acres were under cultivation in 1926. They comprised 214,950 acres devoted to padi, 60,557 to coconuts, and 106,999 to rubber. The export of rubber in 1926 was 6,152¾ tons, as compared with 3,926¼ tons in 1925. The export of copra was 93,609 piculs, compared with 86,623 piculs in 1925.

DIRECTORY

GOVERNMENT

Ruler—His Highness the SULTAN ISMAIL IBNI ALMERHUM SULTAN MOHAMED IV, K.C.M.G.
British Adviser to the Government of Kelantan—R. J. B. Clayton (acting)
Assistant British Adviser to the Government of Kelantan—N. R. Jarrett

MEMBERS OF THE STATE COUNCIL

President—H.H. the Sultan Ismail ibni Almerhum Sultan Mohamed, IV., K.C.M.G.
Members—Acting British Adviser (R. J. B. Clayton), Assist. British Adviser (N. R. Jarrett), H.H. the Raja Kelantan (Tengku Ibrahim ibni Almerhum Sultan Mohamed IV), H.H. the Raja Muda (Tengku Zainal Abidin ibni Almerhum Sultan Mohamed III), Tengku Temenggong (Tengku Jaffar ibni Almerhum Sultan Mohamed II), Tengku Seri Maha Raja (Tengku Mahmood ibni Almerhum Sultan Ahmad), Tengku Seri Pekerma Raja (Tengku Suleiman ibni Almerhum Sultan Ahmad), Tengku Besar Indra Raja (Tengku Besar Tuan Yusoff ibni Almerhum Sultan Ahmad), Tengku Penglima Raja (Tengku Chik ibni Almerhum Raja Muda Penambang), Datok Perdana Mentri Peduka Raja (Haji Nik Mahmood bin Haji Ismail), C.B.E., Datok Mufti (Haji Idris bin Haji Hassan), Datok Laksmana (Haji Mohamed bin Haji Mohamed Said) Datok Seri Deraja (Haji Mohamed Said bin Haji Jamal), I.S.O., Datok Kaya Pathi (Towkay Yeap Hong Ghee)
Clerk of Council—Mohamed bin Baba

BRITISH ADVISER'S OFFICE

Acting British Adviser to the Government of Kelantan—R. J. B. Clayton
Assist. British Adviser to the Government of Kelantan—N. R. Jarrett
Chief Clerk—M. K. Sabapathy

TREASURY

State Treasurer—H.H. the Raja Kelantan (Tengku Ibraham ibni Almerhum Sultan Mohamed IV)
Assist. Treasurer— Datok Kaya Muda (Inche' Abdul Kadir bin Haji Mohamed Amin)
Chief Clerk—Datok Amar De'Raja (Nik Abdul Rahman)

AUDIT OFFICE

Assist. State Auditor—B. S. Walton
Chief Clerk—Inche' Abdul Hamid bin Abdul Aziz

COURTS

High Court

Senior Magistrate—N. R. Jarrett
Assist. Judge—Datok Mufti (Haji Idris bin Haji Hassan)
Chief Clerk—Matt bin Haji Taib

Central Court

Magistrate — Tengku Seri Jaya Raja (Tengku Abdul Rahman), acting
Chief Clerk and Interpr.—Kung King Sun

Small Court

Magistrate—Tengku Seri Mara Raja bin Tengku Seri Pekerma Raja (Tengku Ahmad)

Ecclesiastical Court

Datok Mufti—Haji Idris bin Haji Hassan
Chief Kathi—Haji Wan Hassan
Assist. Kathi—Haji Wan Ahmad

CUSTOMS

Supt. of Marine and Customs—N. Coulson (acting)
Harbour Master and Supervisor of Customs—William Kerr
Assistant Supervisor of Customs—Che' Mohamed Zeinal

DISTRICT OFFICES

Ulu Kelantan

District Officer—B. G. Bradley
Assist. do. — Tengku Ya'acob bin Tengku Chik
Chief Clerk—M. Namasivayam

Pasir Puteh

District Officer—Capt. R. G. B. Farrer
Assist. do. —Tengku Ismail bin Tengku Sri Pekerma Raja Che' Abdullah bin Yaacob

Pasir Mas

Assistant District Officer—Che' Abdul Hamid bin Hussein (Dato' Lela Nagara)
Chief Clerk—Mohamed Hussein
Magistrate, Land Court—Tengku Hamzah bin Raja Muda

Bachok

Assistant District Officer—Nik Mohamed bin Haji Sulong

Mentri

Datok Perdana Mentri—Haji Nik Mahmood bin Haji Ismail (Datok Perdana Mentri Peduka Raja), C.B.E.
Office Assist.—Nik Idris bin Nik Wan Jaffar
Chief Clerk—Che' Mohamed bin Baba

Setia Usaha

Datok Setia Usaha Kerja'an — Haji Mohamed bin Haji Mohamed Said (Datok Laksamana)
Chief Clerk—Nik Ja'afar bin Orang Kaya Sri Akar

Gaols

Superintendent—Capt. H. A. Anderson
Assist. do. —Che Omar bin Cassim

Chandu

Supt. of Chandu—N. Coulson
Chandu Inspector—Che' Mat Dahan
Chandu Clerk—Wan Hassan

Land Office—Kota Bharu

Supt. of Lands—B. S. Walton
Assist. Collectors of Land Revenue—Dato' Seri De' Raja and Dato' Perwira Raja
Assist. Supt. of Penggawas — Tengku Yusoff
Chief Clerk—Wee Tiong Yang

Military Police

Commr. of Police—Capt. H. A. Anderson
Assist. Commr. of Police and Adjutant—Tungku Mohamed Yusoff ibni Al-Marhom Sultan Mohamed IV
Chief Clerk—Che' Mohd. Salleh bin Desa

Posts and Telegraphs

Supt. of Posts and Telegs.—N. R. Jarrett
Postmaster, Kota Bharu—Tan Kim Mun
Do., Tumpat—A. Periathamby
Do., Kuala Krai—S. Kandavanam
Do., Pasir Puteh—Wee Tiang Siew
Telegraph Master, Kota Bharu—Lim Eng Choon

Public Works Department

Director of Works—S. Brayshay
Assist. Engineers—E. N. Dimmock and N. G. Ferguson
Inspector of Works—A. Lourdes
Chief Clerk—M. Sinnadurai

Survey Department

Supt. of Surveys—Major A. R. White
Chief Draftsman—P. K. Bose

Medical Department

Chief Med. Officer—Dr. L. W. Evans (actg.)
Health Officer—Dr. J. H. Bowyer
Med. Officer, Ulu Kelantan—Dr. W. J. Geale
Senior Hospital Assistant—T. J. Devota
Matron European Hospital—Miss C. Monk
Sister do. —Miss M. M. Francis

Conservancy Board

Chairman—B. S. Walton
Secretary—Che' Ismall bin Haji Omar

Asiatic Petroleum Co., (S.S.), Ltd., The (Incorporated in England)
G. A. Harford, branch representative

Chop Soon Thye (The Durian Cakes Specialists)—Works: Kampong China, Kota Bharu, Kelantan; Tel. Ad: Soonthye

Sole Manufacturers
Kelantan's best Durian Cakes (Famous throughout the East)
Keropoks Udang and Ikan also other Confectioneries

ESTATES AND RUBBER COMPANIES

Austral Malay Rubber Co., Ltd., The, Pasir Besar Estate—Postal Ad: Pasir Besar: Tel. Ad: Amalco
A. D. M. Hill, manager
W. M. Phillips, assistant
Paterson, Simons & Co., Ld., Singapore, agents
Duff Development Co., Ld., Tumpat, forwarding agents
Registered Office—Union Bank Chambers, Hunter Street, Sydney

Dominion Rubber Co., Ltd. (Registered in New Zealand), Tebing Tinggi Estate—Postal Ad: Tebing Tinggi Estate, Sungei Kusial; Tel. Ad: Bellrubber
Wm. B. Bell, manager (on leave)
Alexander Smith, acting manager
D. C. Rainnie & Co., Tumpat, agents
Lewis & Peat, Ld., Singapore, agents
Secretaries and Registered Office—Wm. Brown & Co., Crawford Street, Dunedin, New Zealand

Duff Development Co., Ltd., The
W. R. C. Gray, general manager
W. A. Allan, accountant
S. T. Tidman, C. A. Lind, R. J. Richardson, estate supts.
A. H. Robinson, R. Phillips, R. H. Ehlers, G. G. Dawson and D. T. Lloyd, planting assistants
Boustead & Co., Ld., Penang, agents

KELANTAN COCONUT ESTATES, LTD., Cherang Tuli Estate—Postal Ad: Cherang Tuli Estate, Pasir Puteh; Tel. Ad: Jagar
James W. Agar, manager
J. D. Caunter, assist.-in-charge
Registered Office—25, Victoria Street, Westminster, London, S.W.1.

KELANTAN RUBBER ESTATES, LTD., Estates: Chaning, Pasir Jinggi and Lepan Kabu Estates—Postal Ad: Kuala Krai; Tel. Ad: Estates (Kelantan) and Goma (Glasgow)
W. Graeme Anderson, genl. mgr.
J. E. Coldman, div. mgr. (Chaning)
H. W. Smith, assist. (Chaning)
K. Macdonald, do. (Pasir Jinggi)
W. Miller, do. (Lepan Kabu)
Boustead & Co., Ld., Singapore, commercial agents
Secretary—H. Muir Lawson, C.A., 156, St. Vincent Street, Glasgow

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KUALA GEH RUBBER CO., LTD.—Postal Ad: Kuala Krai; Tel. Ad: Kualageh
L. E. White, manager
Stapoh Nal Estate Division
T. G. Marcus | L. J. C. Perdriau
Kuala Geh Estate Division
I. C. Findlay, assist.-in-charge
Sungei Embak Estate Division
E. L. Kennedy, assist.-in-charge
Guthrie & Co., Ld., K. Lumpur, agts.
Secretaries and Registered Office—S.W. Ramplin, 7 and 8, Great Winchester, London Wall, E.C. 2

KUALA NAL KELANTAN RUBBER CO., LTD.—Postal Ad: Kuala Nal, Kelantan, *via* Penang

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KUALA PAHI PLANTATIONS, LTD., Kuala Pahi Estate—Postal Ad: Kuala Pahi Estate, Kuala Krai; Tel. Ad: Pahi
J. A. Robertson, manager
V. N. Gogol, assistant
Francis, Peek & Co., Ld., S'pore., agts.
Secretaries and Registered Office—Taylor, Noble & Co., Ld., 481-484, Salisbury House, London

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KUALA PERGAU RUBBER PLANTATIONS, LTD., Kuala Pergau and Balah Estates—Postal Ad: Kuala Krai
G. J. Tostee, supt. in charge (Kuala Pergau Estate)
P. F. Laws, supt. in ch. (Balah Est.)
Paterson, Simons & Co., Ld., Penang, local agents
Secretaries and Registered Office—Paterson, Simons & Co., Ld., London House, Crutched Frairs, Lond., E.C.

KUALA PERTANG SYNDICATE, LTD., THE, Pasang, Sladang and Pertang Estates—Postal Ad: Kuala Pertang; Tel. Ad: Kualapertang
J. McNicol, manager
L. M. Morrison
J. W. Baber | W. A. Wight
Guthrie & Co., Ld., Kuala Lumpur, Eastern agents
D. C. Rainnie & Co., Tumpat, local forwarding agents
Secretaries and Registered Office—Lyle, Leckie & Co., 48, West Regent Street, Glasgow

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NEW ZEALAND MALAY RUBBER CO., LTD., Ulu Kesial Estate—Postal Ad: Sungei Kusial Estate; Tel. Ad: Zealand
James W. Agar, resident manager
Duff Development Co., Ld., Tumpat, forwarding agents
Secretary and Registered Office—E. Piper, Oamaru, New Zealand

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NORTHERN RUBBER CO., LTD., THE, Kuala Hau Estate—Postal Ad: Tamangan; Tel. Ad: Elster
C. Elster, mang. dir. (Denmark)
V. Termansen, manager
Anker Tentse, assistant
Guthrie & Co., Ld., Penang, commercial agents
Secretaries—A. Wattie & Co., London

SHANGHAI KELANTAN RUBBER ESTATES, LTD. (Registered in Hongkong), Pasir Gajah Estate—Postal Ad: Pasir Gajah Estate, Kuala Krai, Kelantan; Railway Station: Sungei Nal
F. A. Downing, manager
H. C. Pinching, visiting agent
D. C. Rainnie & Co., Tumpat, forwarding agents
Kennedy, Burkill & Co., Ld., Penang, agents
Head Office — Seth, Mancell & McLure, 7, Av. Edward VII, S'hai.

SUNGEI BAGAN RUBBER CO., LTD., Sungei Bagan Estate—Postal Ad: Kusial
W. Fell, manager
F. Burden, assistant
Harrisons, Barker & Co., Ld., Kuala Lumpur, visiting agents
Secretaries and Registered Office—Harrisons, Barker & Co., Ld., Chartered Bank Chambers, Singapore

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SUNGEI DURIAN ESTATE, THE—Postal Ad: Kuala Krai
James W. Agar and L. E. White, proprietors
Duff Development Co., Ld., Tumpat, forwarding agents

KELANTAN ST. ANDREW'S SOCIETY, THE
Chieftain—W. Graeme Anderson
Hon. Secretary—J. A. Robertson

MERCANTILE BANK OF INDIA, LTD.—Kota Bharu; Tel. Ad: Paradise; Codes: Bentley's A.B.C. 5th edn. and Private
C. R. Wardle, agent

RAINNIE & Co., D.C., Import and Export Merchants, Estate Agents, etc.—Tel. Ad: Rainnie; Codes: Bentley's complete phrase, Broomhall's Rubber edn.
D. C. Rainnie, LL.B., partner
L. V. Wolfendale, do.
Attorneys and Agents for
Union Insce. Society of Canton, Ld.

TRENGGANU

With a territory of about 5,500 square miles, an extensive sea-board and a population at the 1921 census of 153,092, 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 1923, stated:—"Although the suzerainty of Trengganu was transferred by Siam to Great Britain in 1909, simultaneously with that of Kedah and Kelantan, an Adviser was not appointed until ten years later (on amendment of Treaty in 1919), and the first executive European Officers were not supplied until late in the following year. The reform of administration is therefore still in an early stage, and the progress attained by neighbouring States cannot yet be hoped for. The grant of a loan by the Government of the Straits Settlements made the year an eventful one for Trengganu. It enabled the State (by resumption of Concessions) to recover control of important natural resources, and to commence expenditure on essential works of development—surveys, machinery, buildings, and roads." A loan of $1,000,000 in June, 1922, and a second loan of $1,000,000 in May, 1925, for development works were granted by the Straits Settlements Government and will have a far-reaching effect on the future of the State.

By an Agreement between His Majesty's Government and the Government of Trengganu, dated May 24th, 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. Telegraphic connection with Singapore was established in March, 1922.

Trengganu lies between latitudes 4 deg. 30 min. and 5 deg. 45 min. North and longitude 102 deg. 15 min. and 103 deg. 30 min. East. There are no trunk roads or railways and the rivers are not navigable beyond a certain point from the sea owing to rapids. There are about 18 miles of metalled cart-road at the capital and 25 miles of roads have completed earthwork. Communication with the interior is by rivers and good native paths. The people are ingenious and, for Malays, industrious, and excel as boatbuilders and fishermen. They also engage in silk and cotton-weaving, and iron, brass and nickel manufactures.

The chief Exports in 1926 were:—Copra, $427,564; dried fish $970,059; arecanuts, $253,301; tin-ore, $1,167,752; wolfram-ore, $40,369; hæmatite, $349,864; and rubber (para), $2,975,456. A bright future is predicted for Trengganu as a mining country, tin, wolfram, iron and gold having been found.

The chief Imports in 1925 were:—Rice, about $1,728,742; cotton stuff, $680,439; tobacco, cigars and cigarettes, $332,262; sugar, $215,335; and petroleum, $146,458. Revenue is raised by means of "farms" and duties on all kinds of exports. The State Treasurer returned the revenue at $1,302,008 in 1926 and the expenditure at $1,067,878, the corresponding figures for 1925 being $1,007,282 and $899,475. The total value of exports from Trengganu in 1926 was $8,052,391, against $8,072,696 in 1925; and of imports $5,915,560 in 1926, against $4,556,366 in 1925.

Regular steamship communication is maintained with Singapore and Bangkok, and locally-built motor-boats maintain passenger service along the Trengganu coast. A programme of road construction that will connect Trengganu with Kelantan and the F.M.S. Railway system is now in hand. The rainfall and temperature conditions are similar to those in the other Malay States.

DIRECTORY

Government

Sultan—His Highness Sir Sleman ibni Almerhum Sultan Zenalabidin, K.C.M.G.
Mentri Besar—Haji Ngah bin Yusuf, Dato Sri Amar Diraja, C.B.E.
State Secretary—Tunku Omar bin Osman Tunku Seri Setia Raja

Office of British Adviser

British Adviser—J. W. Simmons
Assistant Adviser—W. F. N. Churchill
Clerks—K. P. Pillai and Che Amin

Religious Affairs

Commissioner—Tengku Chik Abubakar (Tengku Sri Bijaya di Raja)

Audit Office

Actg. Auditor—Che Mohd. Kasim bin Husin

Treasury Department

State Treas.—Tengku Ali bin Mustapha

Police Department

Commissioner of Police—M. Ll. Wynne
Assist. do. —Tengku Mohamed bin Sultan Ahmad

Prison Department

Supt.—Wan Awang bin Mohamed

Medical Department

Medical Officer—Dr. N. H. Harrison

Supreme Court

Judge—Che Nik Mohammad bin Hitam

Marine, Customs and Chandu Depts.

Superintendent—Omar bin Ali (Datu Sri Andika Raja)

Postal and Telegraph Dept.

Superintendent—Lim Paik Hong

Land Office

Commissioner—G. A. de C. de Moubray

Survey Office

Superintendent—Major C. E. Bone, M.C.

Public Works Department

State Engineer—L. Trump, A.M.I.E.E.
Executive Engr.—W. W. Davidson, M.C.

East State

State Commissioner—Che Da Omar bin Mahmud
Assist. British Adviser—M. C. Hay
Postmaster—Che Abdulraham

District Office—Kemasik

Dist. Officer—Wan Mohamed bin Ismail

District Office—Kretai

Assist. Dist. Officer—Che Yusop bin Long

District Office—Paka

Dist. Officer—Tengku Muda Mohd. Yusuf

District Office—Dungun

District Officer—Tengku Zainal bin Ali

District Office—Marang

District Officer—Tengku Sulong bin Ali

District Office—Kuala Brang

Dist. Officer—Wan Mahmud bin Mohamed

West State

State Commissioner—Tengku Long bin Tengku Ngah
Assist. British Advicer—L. A. B. McKerron

Govt. English School—Kuala Trengganu

Headmaster—G. M. Nayar, B.A.

KEDAH

Situated on the north-west coast of the Peninsula, between the parallels of 5 deg. 50 min. and 6 deg. 40 min. North and the meridians of 99 deg. 40 min. and 100 deg. 55 min. E., Kedah has an area of about 3,800 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.

The State came under British protection in 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. The towns of Alor Star and Sungei Patani are lighted by electricity.

At the 1921 census the population was 338,544, of whom 237,043 were Malays, 59,403 Chinese, 33,019 Indians and 300 Europeans.

DIRECTORY

Sultan—H.H. Sir Abdul Hamid Halimshah ibni Sultan Ahmad Tajudin Mukarram Shah, K.C.M.G.
Regent—H.H. Tunku Ibrahim, C.M.G., C.V.O.
Aide-de-Camp—Tunku Bahadurshah
Private Secretary—Syed Hussain Shahabudin

State Council Office

Presdt.—H.H. Tunku Ibrahim, C.M.G., C.V.O.
Vice-do. —H. H. Tunku Mahmood, C.M.G.
Brit. Adviser—Hon. Mr. B. W. Elles (actg.)
Secy. to Govt.—Hon. Tuan Haji Wan Yahya
Assist. British Adviser—H. Fraser (acting)
Secy. to do. —G. E. Clayton
Under-Secy. to Govt.—Che Kassim
Assist. Under-Secretary and Clerk of Council—Syed Omar Shahabudin (actg.)
Office Assistant—Che Md. Sultan bin Haji Adamsa (acting)

Treasury

State Treasurer—H.H. Tunku Badlishah
Assist. Treasurer—F. E. Ivery

Audit Office

Auditor-General—Tunku Mohammad bin Sultan Abdul Hamid
Assist. Auditor-Genl.—Stanley E. Dennys
Second Assist. do. —J. McDonough

High Court—Alor Star

European Judge—Hon. Mr. W. H. Dinsmore, barrister at-law
Chief Malay Judge—Hon. Syed Mansur Aljafre
2nd Malay Judge—Tunku Mansur
Registrar—Che Henafi
Sheriff—Che Bahrom
Deputy Registrar—Shaik Md. Hashim
Legal Adviser—H. Fraser (acting)
Office Assist. to the Legal Adviser—Che Ismail Merican

Lower Court

Chief Mag.—Tuan Syed Muhammad Idid
Second Magistrate—Che Mohd. Zain Ariffin
Third do. —Wan Haroon

Shariah Court

Sheikh-ul-Islam—Haji Wan Suleiman
Chief Kathi—Haji Wan Ismail

Kedah Survey Department

Supt. of Surveys—W. J. C. Stevens
Assist. Supts. of Surveys—W. H. Stubington and Capt. P. M. Leckie
Surveyors-on-agreement—J. H. C. Read, G. L. Jerram and J. J. Boonzaaier

Public Works Department

State Engineer—G. Sturrock, W. J. Smith (acting)
Executive Engr., North—I. D. Robertson
Do., Irrigation—H. M. Butterfield
Do., Central—F. P. Scot
Do., South—C. E. Jenkins
Assist. Engineers—F. J. Button, P. H. V. Hanitsch, J. J. Bryan and E. J. Hill
Assist. Architect—F. W. Wade
Financial Assist.—F. C. D. La Brooy

Marine Department

Harbour Master and Registrar of Imports and Exports—Che Ismail
Assist. Harb. Master—Syed Hamid (actg.)

Mines Department

Superintendent—H. C. Eckhardt

Posts and Telegraphs

Supt.—Md. Arshad bin Osman
Assist. Supt.—Che Mohamed bin Abuhallar
Accountant—M. Thumbusamy

Medical Department

State Surgeon—Dr. D. Bridges
Medical Officers—Dr. W. M. Lupton and Dr J. S. E. Manley
Assist. Med. Officer—C. J. S. Nicholas
Health Officer—Dr. S. W. Eveson

Veterinary Department

State Vet. Surgeon—J. J. Fleury, M.R.C.V.S.

Police

Commissioner—W. E. Speers
Assist. Commissioners—D. Hillary (acting) and F. C. Rodda
Chief Inspectors—D. Kenny, E. P. Colgan, A. Miller and E. A. Lamerton

Prisons

Superintendent—S. E. Dennys
Assist. do., S. Kedah—Dr. A. S. Douglas
Do. do., S. Patani—Dr. J. S. E. Manley
Chief Gaoler—C. Bedford

Labour Department

Protector of Labour—N. Jones, M.C.

Education

Supt. of Educ.—E. A. G. Stuart, M.A. (Cant.)
Head Master, Govt. English School—E. C. Hicks, B.A. (Oxon.)
European Master—C. W. Bloomfield, B.A. (Oxon.)
Head Mistress, Malay Girls' School—Mary C. Waddell, M.A. (Glasgow) (on leave), Che Som binti Che Abdul Razak (acting)

Forests

Conserv. of Forests—W. M. E. Martin (actg.)

Monopolies and Customs

Supt. of Monopolies and Customs—H.H. Tunku Kassim
Deputy Supt. of Monopolies & Customs—(vacant)
Assist. Supt. of Monopolies & Customs—Che Abdul Manaff
Assist.-in-charge of Preventive Works—G. R. Sykes
Assist.-in-charge of Kota Star District—Che Mohamed Abu Bakar
Assist.-in-charge of Kuala Muda District—Syed Hussain Jamalallel
Assist.-in-charge of Kulim District—Syde Che Ismail bin Haji Puteh

District Officers

Kubang Pasu—Wan Md. Amin
Do. —Tunku Md. Ariffin, assist.
Padang Trap—Che Awang Jaafai
Langkawi Abuld—Che Awang Ahmad (act.)
Yen—Syed Batcar
Baling—Che Abdul Daim; Syed Mohamed, assistant
Sik—Wan Ibrahim, assistant
Kuala Muda—Che Ahmad; Tuan Syed Abdul Rahman Shahabudin, assistant
Kota K. Muda—Haji Che Tap, assistant
Kulim—Tunku Md. Jiwa; Che Abdul Hamid bin Abdul Rahim, assistant
Bandar Baru—Tunku Suleiman, assistant
Do. —Wan Ibrahim Haji (act.) do.

Land Office

Director of Lands—Che Md. Sheriff

Sanitary Board—Alor Star

Chairman—Hon. Tuan Haji Wan Yahya
Secretary—G. E. Clayton

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Batu Lintang Rubber Co., Ltd., Batu Linting Estate — Postal Ad: Bagan Samak

Bukit Mertajam Rubber Co., Ltd., Batu Puteh (Malaya) Rubber Estates, Ld., Ayer Jerneh Rubber Estates, Ld.—Postal Ad: Kulim

Bukit Tunjang Estate, Bukit Tunjang Estate—Postal Ad: Jitra

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S. Boscawen | C. Thompson
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W. B. C. Glen
T. Menzies, visiting agent
Harrisons, Barker & Co., Ld., Kuala Lumpur, agents
Secretaries—Gibson & Anderson (Glasgow), Ld., 124, St. Vincent Street, Glasgow

FOOTHILLS (MALAYA) RUBBER ESTATE, LTD., Foothills Estate—Postal Ad: Kulim

GORDON (MALAYA) RUBBER ESTATES, LTD., THE, Gordon Estate—Postal Ad: Sungei Patani; Tel. Ad: Gordon Bedong
C. F. Stilwell, manager
B. M. Walls, assistant
McAuliffe, Davis & Hope, Penang, agents
Secretaries—H. Gould, 65, Bishopsgate, London, E.C.

GULA-KALUMPONG RUBBER ESTATES, LTD., Sungei Tawar Estate—Postal Ad: Kuala Ketil

HENRIETTA RUBBER ESTATES, LTD., Henrietta Estate—Postal Ad: Padang Serai

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W. Fraser | R. Thrale
Jitra Estate—Postal Ad: Jitra, P.O., N. Kedah; Teleph. 23-2 (Jitra)
C. V. Doe, manager
J. C. Aitken
Sandilands, Buttery & Co., agents
Secretaries—M. P. Evans & Co., 30, Mincing Lane, London, E.C. 3.

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D. C. Lamb, acting manager
Hon. J. W. Kennedy, visiting agent
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Secretaries—Guthrie & Co., Ld., 5, Whittington Avenue, London, E.C.

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N. E. S. Gardner, visiting agent
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F. B. O'Malley, manager
E. V. Grylls | H. B. Christophers
G. Travers | A. J. Strath
Harrisons, Barker & Co., Ld., Kuala Lumpur, agents
J. W. Kennedy, visiting agent

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F. P. Roche, general manager
A J. Doxey, in charge (Chan Seng Estate)
A. W. Acton
Kennedy, Burkill & Co., Ld., Penang, agents
Secretaries & Registered Office—Bright & Calbraith, 7, Martin's Lane, Cannon Street, London, E.

SUNGEI BATU (MALAYA) RUBBER ESTATES, LTD.—Sungei Batu Estate—Postal Ad: Bedong
A. E. G. Darke, manager
E. J. Currie, W. H. Pearse and A. G. Sanders, assistants
Boustead & Co., Ld., Penang, agents
Secretaries — Ed. Boustead & Co., London, E.C.

SUNGEI DURI RUBBER ESTATE, LTD., THE (Incorporated in Hongkong), Selama Estate—Postal Ad: Selama, Perak; Tel. Ad: Sungeiduri, Selama
W. Adair, manager
J. S. C. Morrison, assistant

SHANGHAI KEDAH PLANTATION, LTD., THE, Paya Kamunting Estate—Postal Ad: Jitra Kedah; Teleph. 23-1
J. A. Symes, manager
V. H. van Cuylenburg, assistant
Riverside Estate—Postal Ad: Bedong; Teleph. Bedong 4
N. F. Symes, manager
Kennedy, Burkill & Co., Penang, agents
Secretaries—Burkill & Co., Shanghai

TANJONG PAU RUBBER ESTATE—Postal Ad: Jitra, Kedah; Teleph. 23-6; Tel. Ad: Tanpau, Jitra

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TARUN (MALAY) RUBBER ESTATES, LTD., Bukit Selambau Estate—Postal Ad: Kuala Ketil, Kedah; Teleph. 81; Tel. Ad: Fletcher, Kuala Ketil
J. Firth-Fletcher, manager
Boustead & Co., Ld., Kuala Lumpur, agents
Secretaries—Boustead, Bros., London

TIKAM BATU RUBBER CO., LTD., Tikam Batu Rubber Estate—Postal Ad: Sungei Patani
A. F. Holley, manager
Brown, Philips & Stewart, Penang, agents
Secretaries — Rosehaugh Co., Ld., 4, Buckingham Gate, London

UNITED PATANI (MALAYA) RUBBER ETATES, LTD., Bukit, Sungei, Selambau and Abubakar Estates—Postal Ad: Sungei Patani; Teleph. 44; Tel. Ad: Chantler, Sungei Patani
R. S. Chantler, manager

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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. The British Advisers have 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 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 40,087 persons, of whom 34,165 were Malays and 3,602 Chinese. The revenue, which in the first year of British Protection was $102,522, has increased steadily year by year. For the Mohammedan year 1345 (corresponding partly with 1927) the revenue was $614,665 and expenditure $630,768, as compared with $594,098 and $563,004 in the previous year. With the transference of suzerainty a debt of $495,394 was taken over by the F.M.S. The debt now stands at $100,000.

Kangar, the Government Headquarters, is a busy little town of about 2,000 inhabitants. The shop-keepers besides selling sundry goods also export padi—the staple product of the country—as well as ducks and fowls forthe Penang market. The chief imports are cottons for native clothing, kerosene, tobacco and sundry odds and ends used by the Malay country people. H.H. the Raja lives at Arau, 6 miles from Kangar, on the Main Trunk Railway from Singapore to Bangkok. 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, kerosene and petroleum. The general duty of 5 per cent. on exports has been abolished and replaced by duties on rice, tin-ore, rubber, jungle produce and other specific products. In 1345 (Mahommedan reckoning), 5,551 piculs 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 3,745 piculs in 1345.

DIRECTORY

Members of State Council

H.H. The Raja, Tuan Syed Alwi, C.B.E., president

Syed Hamzah, vice-president

The British Adviser

Syed Idrus

Haji Muhammad Nor

Government Officials

Adviser—P. S. Williams, M.C.S.

Commissioner of Lands—Syed Idrus

Judges—Haji Ahmad, Syed Hussin and Syed Mustapha

Collector of Customs—Muhammad Arshad

Treasurer—Wan Ahmad

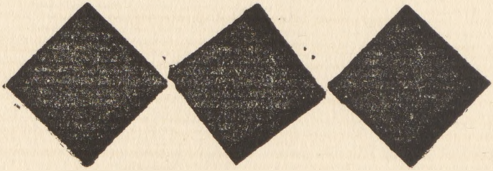
Chief of Police—Che Matt

Chief Kathi—Haji Muhammad Nor

NETHERLANDS INDIA

Netherlands India
Philippine Islands

FINDLATER'S



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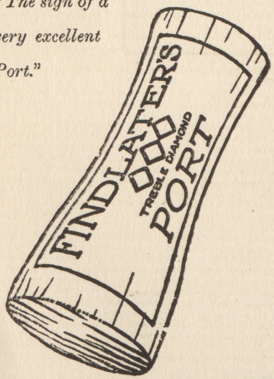

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NETHERLANDS-INDIA

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 Riau, the archipelago of Lingga, the Karimon, Tambelan, Anambas, and Natoena islands, the Islands Bangka and Belitoeng, Java and Madoera, the southern and eastern 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, 1925, the total number of Europeans was 209,934. In 1920 there were 154,099 Dutchmen, 3,412 Germans, 580 Belgians, 1,687 British, 404 Frenchmen and 349 Swiss. The number of Chinese was 881,016, of whom 445,831 were in Java and Madoera, The natives numbered 35,745,089 in Java and Madoera, and the total number of natives on all the other islands together was calculated at 14,103,572. The number of Arabs was 44,921, of whom 27,806 were in Java and Madoera, and that of other foreign Orientals (Moors, Bengalese, Klings, Malays, and African negroes) 21,938, of whom 3,383 were in Java and Madoera.

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 are 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 Bangka and Belitoeng. The natives cultivate 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 States General of the United Netherlands, granting a monopoly for the trade in all the countries east of the Cape of Good Hope to the Straits 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 and four members, assisted by a secretary. In cases of legislation he has to act in accordance with that Council. Since the beginning of 1918 a representative college, called Volksraad, has been instituted, consisting of a Member-President and 60 members, assisted by a secretary. The President is appointed by the Crown, half of the members are elected by the members of the 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 Monopolies 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 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 fairly damp; the average relative humidity varies for different places between 80 and 90 per cent. The maximum temperature reaches about 36° Celsius, but in some mountainous regions the minimum temperature occasionally falls below freezing point, in the dry season. At Batavia the mean daily temperature is 26° Celsius. The mean temperature of other places may be deduced from the Batavia temperature by subtracting 0.6° for every 100 metres of height above sea level. 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 are frequent. The day heat is fairly uniform during the whole year; the nights during the south-east monsoon are fairly cool. The west monsoon is the rainy season. The annual rainfall is above 3,000 millimetres in a great part of the high mountain regions. The mean rainfall in Paloe in 1926 amounted to 618 mm., at Kranggan 3,919 mm.

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, kapok, tapioca produce, teak timber; of Sumatra: tobacco, coffee, pepper, tea, fibres, rubber, gums; of Borneo and Celebes: copra, rubber, gums, rattans, maize, coffee, hides.

Diamonds occur in Borneo; gold and silver in Sumatra, Celebes, Borneo and Java; copper ores in Sumatra and Timor; iron ores in Celebes, Sumatra, Borneo and Java; tin placers of great importance in Bangka, Belitoeng and Singkep, and small alluvial tin deposits in Sumatra and on some other islands; lead ores in Sumatra, Celebes, Borneo and Lombok; zinc ores in Java and Sumatra; lignites and coal of better quality in Borneo, Sumatra and Java, manganese ore of very pure quality in Java. Salt of excellent quality is made in Madoera and also on some other islands by solar evaporation of sea water. The production of mineral oil in Java, Sumatra and Borneo is a very profitable one.

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.)

Revenue and Finance

The revenue of the colony is derived from different taxes, viz., import and export duties, excise, ground taxes, personal tax, income tax, corporation profits tax, slaughter tax, licences, succession duties, stamp duties, duty on public sales, transfer and assignment duty, monopolies (opium, salt, pawn-shops), mines (tin, coal and gold), forests railways, mining, and agricultural concessions.

The salt required for the Government monopoly is made in Madoera, where the people deliver it into the Government godowns at a fixed rate per kojang and to a smaller extent on Government's saltfields where the salt is produced under Government's management.

By gradually extending the sphere of prohibitory measures, the use of opium is declining, together with the profits the Government derived from the régie system.

The pawnshop-monopoly, also, is gradually being extended all over the archipelago much to the benefit of the lower classes.

The tin mines of Bangka are exploited by the Government. Chinese labour is extensively used for working the tinplacers, also for transportation and melting the tin concentrate, and for various other purposes. Some of the placer-diggings are directly worked by the Government; others are operated by European or Chinese contractors under Government control. Electric power is supplied to all themain districts; the smaller districts are worked by steam.

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.0·50, 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 and f.1. The issue of bank-notes is a monopoly of the Java Bank. Since the beginning of the world-war the gold standard has been practically suspended. In May, 1925, the gold standard was restored by a declaration of the Government and the Java Bank.

Army and Navy

The Army of Netherlands-India numbers 1,143 officers, 32,225 non-commissioned officers and men—all volunteers; and 27,000 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 960 men. In case of war this Legion is at the command of the Government.

b.—The Barisan, being native infantry of Madoera, about 1,630 men, designed to maintain peace in the island and to participate in campaigns in case of war.

c.—One volunteer-corps.

d.—Police soldiers, numbering 6,000 men.

The Netherlands Navy in these Colonies numbers 340 officers and 1,817 European and 1,919 native non-commissioned officers and sailors, and 184 militia-men, and consists of 33 men-of-war. There is, besides, the Government Navy, consisting of 20 smaller ships with 173 Europeans and 830 natives, employed for civil service duties.

Education

The educational system distinguishes two kinds of instruction: (I.) Instruction carried out in the Dutch language; (II.) Instruction given in a vernacular. To the first category belong 611 (220 private) elementary schools, amongst which are 273 specially for natives and 71 for Chinese. Furthermore, there are 40 (14 private) intermediate schools; 8 public secondary schools, which find their continuation in the Universities and High Schools in Holland and in the institution for higher education in the Dutch East Indies —the Technical High School at Bandoeng and the High Law School at Batavia, and a Medical High School that will be opened at Batavia in 1927; and 7 private secondary schools for girls. In addition, the following professional schools fall within the same category: 2 schools of medicine, 1 training school for native jurists, 1 training school for civil-service officers, 8 schools for native officials, 3 agricultural schools, 1 school of veterinary medicine, 4 (1 private) commercial schools, 5 (1 private) technical schools for architecture, mechanical electro-technical and mining engineering, 1 trade school, 5 public training schools and some courses for higher qualifications, supplying teachers for the elementary schools and a number of the intermediate schools. Furthermore, there are 1 public and 2 private training schools for kindergarten teachers (Fröbel) and one for Chinese teachers, 1 school for post and telegraph officials, 1 course for chemist-assistants and analysts, while a course for officers of the Government Navy is held on board one of the Government steamers. In category II. there are almost 16,728 (2,988 private) elementary schools with 1,271,681 pupils, besides a number of trade schools and agricultural schools and a marine-school for the Navy training school at Macassar. Furthermore, there are 15 public and 4 private training schools for native teachers, at which instruction is given in the Dutch language, and 20 public and 15 private normal school for training teachers for the vernacular schools. The other schools are Mohammedan schools (20,587 with 532,431 pupils) and a number of schools for Chinese and for Arabians (with 39,104 pupils).

Trade

Tandjoeng Pinang and Sabang 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, Sourabaya, Padang, Siboga, Baros, Siugkel, Manado, Gorontalo, Ternate, Amboina Neira (Banda), Macassar and Koepang.

The value of private imports in 1926 was in Java and Madoera...	535,854,000	guilders
In the other islands.....	291,771,000	„
The value of private exports in 1926 was from Java and Madoera...	747,641,000	„
From the other islands ..	936,626,000	„

Import duties are imposed in the whole of Netherlands-India, except the Island We (Government Atjeh and Dependencies), the coast of the district of Siak (Government Sumatra's East Coast) and the islands off this coast, and the isles belonging to the Residency Riau and Dependencies. The import duty is fixed *ad valorem* or according to the weight or the quantity dimensions, most of the goods being separately mentioned in the tariff. Most of the metals 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 Java and foreign tobacco imported in Borneo.

Public Works

On the 1st January, 1926, there were in Java 2,857 kilometres of State lines (2,251 kilometres railways gauge 1.067 m., 486 kilometres tramways gauge 1.067 m. and 120 kilometres tramways gauge 0.60 m.), and 2,543 kilometres of private lines (205 kilometres railways gauge 1.435 m. and 2,338 kilometres tramways: 56 kilometres gauge 1.435 m and 2,282 kilometres gauge 1.067 m.); in Sumatra 1,234 kilometres of State lines (284 kilometres railways gauge 1.067 m., 439 kilometres tramways gauge 1.067 m. and

511 kilometres tramways gauge 0.75 m.), and 439 kilometres private lines (271 kilometres railways gauge and 1.067 m. and 168 kilometres tramways gauge 1.067 m.); in Celebes 47 kilometres of State lines gauge 1.067 m.

The gross earnings during the year 1926 were (in millions of guilders):—State railways in Java, 59.8 (61.4 in 1925); State tramways in Java, 2.9 (3.1 in 1925); State railways in Sumatra, 4.3 (4.7 in 1925); State tramways in Sumatra, 6.2 (5.4 in 1925); Private railways in Java, 10; Private tramways in Java, 26; in Sumatra Private railways and tramways, 9; and in Celebes State tramways, 0.15 (0.14 in 1925).

On the 1st January, 1926, the Government telegraph land lines extended over 10,798 kilometres, the Government telegraphs cables over 12,249 kilometres—together, 23,047 kilometres. The Government telephone service extends over 23,095 kilometres. The balance of revenue and expenditure of the Post and Telegraph service showed a profit of F.90,617; on the Government telephones it showed a profit of F.600,345. The number of Post and Telegraph stations was 765 for Java and Madoera, and 386 for the other islands. The number of Government telephone exchanges was 305, with 37,561 subscribers.

Principal Harbours

Island of Java

Tandjong Priok—The old harbour of Batavia, which is situated on the north of the Tji Liwoeng serves only for prahus and lighters. In the year 1877 new harbour workd were constructed for ocean going vessels at Tandjong Priok, 9 kilometres eastwars from the old harbour. Those works consist of an outer harbour comprising a water area of about 1,400,000 sq. metres, formed by two moles of dumped stone built out into the sea and having a length of 1,700 metres each. The harbour gives accommodation for mooring on buoys, with an area of about 850,000 square metres for ships with a draught of 9 metres and is in open connection with three inner harbour basins. The first inner harbour basin is 1,100 metres long and 185 metres wide. Along the western side seven large storage godowns have been built, on a quay of 1,000 metres length. Along the eastern side is a quay of 125 metres length with one godown; the rest being provided with screw pile jetties, with a total length of nearly 300 metres which serve for coal, tin and salt. The quays give accommodation to ships with a draught of 8 metres. The second inner basin wide 150 metres has a length of 1,000 metres and is on both sides provided with a quay wall of a length of 1,000 metres. Six large godowns are erected on the western side and two godowns and one open shed on the eastern side. The quay walls of the second basin give accommodation to ships with a draught of 9 (about 1,700 metres) and for the rest of 9.50 metres. The third inner basin, is in course of construction; the work has for some years been suspended owing to the general depression, but now a continuation of the work is planned. In the land-tongue, broad 300 metres, between the first and second inner harbour basin a canal for lighters with a draught of 2.20 metres has been made. In the land-tongue on the west side of the first inner basin are two harbours for lighters with a total area of 24,000 square metres, where also joins a canal for lighters leading to the old harbour and the town of Batavia. In the northern part of this land-tongue is another small basin. A large part of this basin and the land adjoining it is let to the Tandjong Priok Drydock Company, which installed repairing yards, a 8,000 and 4,000 tons floating dock and a patent slip with 2,000 tons lifting power. Eastward from the third harbour are situated two oil-etablishments, viz.: one of the B.P.M. (Royal Dutch) and one of the Socony. They connect with the sea by canals and by pipe-lines, and also with the oil-wharf at the end of the second harbour so that liquid may be obtained at different quays as well as at the wharf. A harbour for fisherments boats is situated east of the third basin (area 200,000 M2). The originally low-lying marshy land surrounding the harbour has been reclaimed. The harbour is equipped with 36 electric-cranes with a lifting capacity of 3.5 to 10 tons, a floating motor-crane with a lifting capacity of 75 tons and a floating derrick of 15 tons. Floating bunker cranes and electric coal transporters have been installed by the Nederlandsch Indische Steenkolen Handel Maatschappij. Every point of any importance is connected with the railway-system of the harbour. At the end of 1926 altogether a sum of about Fls. 36,000,000 had been devoted to the construction of the Tandjong Priok harbour, apart from the costs of the railway connections to Batavia.

Soerabaja.—The harbour of Soerabaja orginally consisted only of the river Kali Mas and its boards. This river has been abroaded and is now used as a harbour for lighters to which purpose quays are built on both sides. On the mouth, a land-tongue

has been reclaimed on the western board of the lengthened bank of the Kali Mas, which is accommodated with a quay wall of 370 metres length and gives accommodation to small ocean going steamers. A pier, broad 200 metres (the North-pier) has been built in the sea from the seaside of this land-tongue, to the west and roughly parallel with the coast line. Its front coincides approximately with the natural channel and has a length of 1,200 metres, it gives accommodation to ships with a draught of up to 9 metres. The head of the pier consists of a quay with a length of 200 metres where ships with a draught of 9 metres can berth. Behind the North-pier a big harbour basin in the form of a square with sides of 900 metres has been dredged. Along the southern quay wall of the North-pier (1,000 metres in length) the basin has for a breadth of 250 metres a depth of 9 metres under low tide. On the east side the basin is provided with a quay of 160 metres. Adjoining to this quay have been installed three floating docks of 1,400, 3,500 and 14,000 tons capacity. On the west side of the basin a quay has been built with a length of 920 metres (giving berthing accommodation for ships with a draught of up to 10 metres) the southern 400 metres are used for a big coaling plant. Parallel to this coal wharf and at a distance of 160 metres a new pier (the Holland-pier) with a length of 750, a front of 140 and a base of 160 metres, has in the recent years been constructed. It gives berthing accommodation for ships with a draught of 10 metres on the sides and on the head. The remaining part of the basin is provisionally intended for the use of lighters, which can moor alongside a quay on the south side of the basin. The vast marshy land surrounding the harbour has been reclaimed. The harbour equipment includes two floating steam-cranes with a lifting capacity of 25 and 50 tons respectively; on the quay there are 22 electric cranes from one to ten tons each. At the end of the year 1926 altogether a sum of about Fls. 74,000,000 had been devoted to the Soerabaja harbour, apart from the costs of the railway connections.

Semarang.—When the old harbour works, dating from the 1878 proved to be insufficient a few years ago a spacious lighter harbour was adjoined, consisting of two basins and a small harbour for fishing boats. The total water area is 185,000 square metres, the berthing length available for lighters is 4,000 metres. The wharves are equipped with sheds, one steam-crane of 25 tons, hand-crane and about 20 electrically driven cranes, one of which has a lifting capacity of 10 tons, the others of 1½ to 3 and 2½ to 5 tons. At the end of the year 1926 a sum of about Fls. 9,000,000 had been devoted to the construction of the Semarang harbour, apart from the costs of the railway connections, which lead to every point of any importance in the harbour.

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 (8 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 drawing 8 metres are able to berth alongside the northern part of the pier even at low tide. At the end of the year 1926 altogether a sum of about Fls. 2,500,000 has been devoted to the Tjilatjap harbour apart from the costs of the railway connections.

Cheribon.—The harbour, consisting of two basins and a harbour canal has a total water area of 87,000 square metres. An average depth of fairway, of 3 metres below low tide is maintained by one dredger. A quay length of 700 metres is available for lighters, which carry out the loading and discharging of vessels anchoring in the well protected road. The wharves are provided with cranes and sheds.

Tegal.—The harbour with its single basin has a total water area of 69,000 square metres, including the harbour canal. A length of quay of 800 metres is available for discharging lighters. The wharves are provided with cranes and sheds.

Island of Sumatra

Belawan, the most important harbour of Sumatra—the land of Sumatra tobacco and rubber—is situated on the Island Belawan, at the estuary of the Deli and Belawan rivers. The harbour consists of wharves on the west side of the island (along which wharves the depth of the Belawan-river is more than 7 m. under low tide), a harbour for lighters having a water area of 27,500 square metres, and wharves on the north side of the island. The wharves have a total length of 2,000 metres; 300 metres do not belong to the government but to private owners and 980 metres are formed by a newly built quay on the northern side for vessels with a draught of about 10 metres. The wharves

are provided with sheds those on the new quay of a large type. The harbour equipment includes one floating steam-crane with a lifting capacity of 50 tons and one floating derrick of 12 tons, while on the quay will be erected 7 electric cranes of 3 to 10 tons. The depth of the channel at the mouth of the Belawan-river has already been increased by suction dredging to more than 8 metres at low tide. At the end of the year 1926 altogether a sum of about Fls. 30,500,000 had been devoted to the Belawan-harbour apart from the cost of the railway connections, which are reaching to every point of any importance.

Emmahaven.—This harbour is the chief port of the West Coast of Sumatra and is situated in the north-western part of the Koninginne-bay, which is formed by the tongues of land projecting into the sea in a south-western and southern direction. The harbour basin is enclosed between two breakwaters, with length of 260 and 900 metres respectively, and the northern shore of the bay. The depth is 9 metres at low tide. Four screw pile wharves, the length of which is 120, 108, 108 and 96 metres, give berthing accomodation to four ocean steamers. Six large sheds have been built behind the jetties. The most important export consists of Ombilin coals from Sumatra. The colliers moor at a special jetty where a coaling tip fills them at the rate of 300 tons an hour. At the end of the year 1926 altogether a sum of about Fls. 4,300,000 had been devoted to the Emmahaven harbour, apart from the costs of the railway connections.

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 Koetaradja, the capital of the province of Atjeh. The harbour serves principally as a coaling-station and is equipped for this purpose with modern accommodation. In the north-western part of the bay are the coal wharves with a total length of 590 metres, alongside which ships of 9 metres' draught can moor for loading and discharging coal. To the south-west of the coal wharves lies one 3,000 and one 5,000 tons floating dock, while adjoining to the dock is a quay specially intended for ships requiring repairs. In the northern part of the bay is a general commercial wharf, 200 metres long with the requisite storage godowns adjacent.

Oosthaven.—Oosthaven, which is situated in the Lampong-bay on the south coast of Sumatra is the beginning point of the railway to Palembang. A quay with a length of 170 metres and equipped with a large shed (100 × 40 square metres) has been built for ocean going vessels with a draught of 9 metres.

Palembang.—Palembang, which is situated on the Moesi-river, 90 kilometres from its mouth in the Bangka Straits, is a tidal harbour; larger ships can only cross the bay at the mouth of the river, where the depth at high water amounts to 6.3 metres, at flood-tide. In the harbour is a screw pile with a length of 250 metres equipped with a hand-crane of 6 tons. When there is no room available for ships at the wharf, they remain at anchor in the reiver and can load and discharge on both sides by means of lighters.

Island of Celebes

Makasser.—Makasser, the most important harbour in the eastern part of the Archipelago is situated on the south-west point of Celebes. It possesses a road well protected by several coral islands and two breakwaters, approximately parallel with wharves at the shore, at a distance of about 1,200 metres. The wharves consist of a quay-wall with a length of 1,340 metres where ships of 9 metres draught can moor even at low tide and a screw pile wharf, 500 metres long and 10 metres broad, with a depth alongside of 7.50 metres at low tide. A harbour for sailing boats and native vessels with an area of 20,000 square metres and 26 little screw pile jetties has been made. The harbour is equipped with sheds; liquid fuel and coal can be obtained. At the end of the year 1926 altogether a sum of Fls. 14,000,000 had been devoted to the construction of the Makasser harbour works apart from the costs of the railway connections.

Island of Borneo

Pontianak.—Pontianak, which is situated at the Kapoeas river, is the principal trading centre of the West Coast of Borneo. There is a wharf nearly 300 metres long behind which sheds are built.

Bandjermasin.—Bandjermasin is situated near the South Coast of Borneo on the Martapoera-river, a few kilometres above the junction of that river with the Barito-river. The accommodation exists of a screw pile wharf with a length of 150 metres and sheds behind it.

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Sultan van Djokjakarta—Hamangkoe Boewono VIII.
Hoofd van het Mangkoe-Negorosche Huis—Pangeran Adipati Ario Mangkoe Negoro
Hoofd van het Pakoealamsche Huis—Pangeran Adipati Ario Pakoe Alam
Sultan van Siak Sri Indrapoera—Jang di Pertoean Besar Sjarif Kasim Abdul Djalil Saifoedin
Bestuurder van Deli—Amaloedin Sani Perkasa Alamijah
Bestuurder van Serdang—Sultan Soeleiman Sarifoel Alam Sjah
Bestuurder van Langkat—Sultan Abdoel Aziz Abdoeldjalil Rachmat Sjah
Bestuurder van Asahan—Toengkoe Saiboen, minor; during his minority, Toengkoe Alang Jahja (regent) is charged with the Government
Bestuurder van Koealoe en Ledoeng—Jang di Pertoean Hadji Mohammad Sjah
Sultan van Sambas— ———
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.

Sultan van Soembawa—Mohammad Djalaloeddin
Sultan van Bima — Mohammad Salahoeddin

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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 portraitt of all the Governors-General of Netherlands-India. The palace is situated on the wess 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 offices at Batavia, viz. :— The Netherlands Trading Society (Nederlandsche Handel Maatschappij), Netherlands-India Commercial Bank (Nederlandsch Indische Handelsbank), and the Netherlands-India Discount Company (Nederlandsch Indische Escompto Mij.). 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, of the Taiwan Bank, Ltd., of the Yokohama Specie Bank, and of the Mercantile Bank of India, Ltd.

The population of Batavia consisted on the 31st December, 1926, of 29,580 Europeans, 46,998 foreign Orientals, and 229,113 natives; total 305,691.

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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SOURABAYA

Sourabaya is the capital of the Residency of Sourabaya, in the island of Java, and is advantageously situated for commercial purposes on the Sourabaya Strait, directly opposite the island of Madura. The largest city on the island, it is the centre of Java's commercial activities. It is also the naval headquarters of the Dutch East Indies. Among its principal buildings are a fine Government house a naval arsenal, several shipbuilding yards and a naval flying-base.

Sourabaya's position is naturally protected and it lies on the low alluvial delta of the Kali Mas river which empties into the Madura strait. This strait is the narrow division between the island of Java and that of Madura. Sourabaya, therefore, is the outlet in a trade way for exceptionally rich districts. It has been pointed out elsewhere that Java is naturally divided into three producing districts, each of which, while yielding much the same products, yields a different grade. This is due to climate as well as to soil. Much of the soil of Java is of volcanic origin and therefore exceedingly rich in deposits of a nutritive value. The eastern portion of the island, of which Sourabaya is the seaport proper, contains about 2,000 square miles of agricultural land, most of which has been under cultivation for many years. About 71 per cent. of the population is agricultural. Among the foreigners the Chinese play an important part. In 1926 there were 24,593 Europeans, 38,149 foreign Orientals, 186,932 natives; total 249,674.

The climate is typically tropical there being only three-quarter of an hour's difference between the longest and the shortest day. The climate, however, shows one marked difference from that of other tropical regions for the influence of the sea and mountain-breezes moderates the heat during the day and prevents too fast cooling-off at night. The pressure is constant with a mean temperature of 80 F. maximum 95° F. and a rainfall of 130 inches. The wet season covers the period from November to January, the dry one from May to August.

Sourabaya is extremely fortunate in point of shipping, thanks largely to its geographical position. Besides a modern, well equipped harbour, Sourabaya is provided with an excellent and safe roadstead. The entrance to the roads is 1,500 feet in width at the west, and the depth of water at low-tide is 32 feet. At the East entrance, which widens to the open sea, the depth is about 16 feet and in the roads about 42 feet. Since 1910 very important works, such as a broad breakwater, warehouses, etc., have been constructed. The breakwater, with later constructed piers, encloses a basin of about 197 acres in area, leaving a channel of about 1,150 feet, which forms the entrance from the roads. The outer quay, from the north pier, called the Rotterdam quay, is about 3,900 feet long with a depth of water of above 50 feet, while the inner quay, called the Amsterdam quay, is about 2,620 feet long and admits ships with a draft of 25 feet. With another small quay (the Ymuiden quay) there is at present in use for ocean-going vessels a length of 7,200 feet. Other harbour-works are in course of construction. The harbour is equipped with all modern facilities, including three floating docks, with lifting capacity of respectively 1,400, 3,500 and 14,000 tons, which are electrically driven, warehouses, and cranes up to 50 tons.

Convenient roads and railroad tracks, too, have been constructed.

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Semarang is situated in 110° 25′ E. longitude and 6° 58′ S. latitude. The population of Semarang numbered in 1926 18,954 Europeans, 20,543 foreign Orientals, and 111,455 natives; total 150,952. 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 Sourabaya. The roads of Semarang do not afford the same accommodation as the harbour of Tandjoengpriok, 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 Tjerebon, 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 Sourabaya, as mentioned above.

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the West Coast, such as coffee, copra, cassia vera, rattan, gum damar, hides, nutmegs, mace, cloves, etc., are shipped to the different ports of the world. The beautiful highlands, with the centre Fort de Kock, offer plenty of opportunities for walking and motoring trips amidst most gorgeous scenery. Padang is one of the healthiest places on the Coast, land and sea breezes contributing materially to lower the temperature. Owing to the absence of monsoons no division of the year into a dry and a wet season can be made, the rainfall being equally divided over the whole year.

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Canadian Pacific Railway Co.
Mercantile Bank of India, Ld.
Javasche Brand-Assurantie Mij.
The Tokio Marine & Fire Ins. Co., Ld.

HANDELSMAATSCHAPPY GUENTZEL & SCHUMACHER, Importers and Exporters
F. Stubbe, manager
Agencies
Deutsch-Australische Dampfschiffahrt Gesellschaft
Kerr Line
Standard Oil Co. of New York
United States Rubber Export Co., Ld.
Cultuur My. "Korintji" (Pinang-Awan Estate)
Cultuur Mij. "Padang" (Anei Doekoe Estate)
Straits & Sunda Syndikat (Halaban Estate)
Lloyd's Combination: Javasche Lloyd, Indische Lloyd and Chineesche Lloyd
Zee-& Brand Assurantie My. "De Oosterling"
Palatine Insurance Co., Ld.

HOPPENSTEDT, G., Importers
H. R. F. Falzari, manager

INDISCHE PRODUCTEN MAATSCHAPPY, Exporters
P. Schneewind, manager

INTERNATIONALE CREDIET-EN HANDELS-VEREENIGING "ROTTERDAM," Importers and Exporters
E. H. G. van Lienden, manager
N. M. v. d. Kasteele, per pro.
Agencies
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Nederland S.S. Co.
Holland-America Line

Java-China-Japan Line
Chartered Bank of Ind., Aus. & China
Bataviasche Zee en Brand Assur. My.
Assur. My. "de Nederlanden van 1845"
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North Brit. & Mercantile Ins. Co., Ld.
London Assurance Corporation
Railway Passenger Assurance Co.
Sumatra Mining Exploration, Ld.
Carl Schlieper
Deutz-Motoren

LEVISON, H., Export, Insurance—Tel. Ad: Levison
Agency
Sluyters

MAATSCHAPPY VOOR HANDEL & INDUSTRIE
E. H. Ang, director
E. T. Lim, per pro.
Agencies
Vacuum Oil Co.
Goodyear Tire and Rubber Co., Ld.
Employers' Liability Assur. Corpn., Ld.
Eagle, Star & Brit. Dominions Co., Ld.
Hollandsche Societeit van Levensverzekeringen

MY. T. V. D. Z. VAN HOUTEN STEFFAN & Co., Import and Export
H. J. M. Libourel, director
W. J. Hanekuyk, do.
Agencies
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Nederlandsche Lloyd
Oost-Indische Zee- & Brand Ass. My.
Brand Verzekering My. "Mercurius"
Royal Insurance Co.
Commercial Union Assurance Co., Ld.
Atlas Assurance Co., Ld.
N.I.L.L.M.Y.
Ophir-Estates of the Koloniale Bank
West-Sumatra Rubber and Koffie Cultuur My.
Kina Cultuur My. "Tjilongkrang"
Cultuur My. "Taloeg Goenoeng"
Cultuur My. "Talamau"
Cultuur My. "Moeara Kiawai"
Algemeene Exploratie My.
Fort Motor Co. of Canada
Dunlop Rubber Co. (Far East), Ld.
Nippon Yusen Kaisha

PASSER, & ZONEN, M., Importers
M. Passer, proprietor
Agencies
Brandon, Mesritz & Co., Batavia and Sourabaya
J. C. Boldoot, Amsterdam
Wed. G. Oud Pz. & Co.
William Gossage & Sons, Ld.
Triumph Cycle Co., Ld.
Handelmy. Louis Dobbelman

QUITTNER, S., Exporter
Agency
"Aequator" Mining Co.

SOCIETA COMMISSIONARIA DI ESPORTAZIONE E DI IMPORTAZIONE V/H SOCIETA COMMISSIONARIA ORIENTALE, General Importers
G. Hamel, manager

TELS & Co.'s HANDEL MY. L. E., Importers
De Visser Smits, manager
M. Hoogendam, per pro.
J. A. Klok, do.

N.V. GEBROEDERS VETH'S HANDELMAATSCHAPPY, Importers and Exporters
W. P. Veth, head-manager
A. H. van der Pijl, per pro.
Managing-Directors of
Nederlandsch-Indische Portland Cement My.
Kinandam-Sumatra Mynbouw My.
Agencies
Ocean Steamsnip Co.
Nederl. Stoomv. My. "Oceaan"
China Mutual Steam Nav. Co., Ld.
Cunard Steamship Co., Ld.
Nederlandsch-Indische Handelsbank
Western Assurance Co.
Palatine Insurance Co., Ld.
Assurantie My. "Veritas"
Magdeburger Feuerversicherungsgesellschaft
"Union" Assurance Co.
Amsterdamsche Maatschappy van Levensverzekering
"Fatum" Ongevallen Verzekeringmy.

WINKELMAN & Co., Importers and Exporters
W. P. Broeder, proprietor
D. Tengbergen, per pro.
K. P. Schuitmaker, do.
Agencies
Landbouw My. Moeara Laboe
Klapper Cultuur My. Toja Lawa
Tweede Ned. Ind. Zee. en Brandassurantie My.
Sumatra Thee My.

WEHRY & Co., GEO., Importers
W. Weinberg, manager

PHOTOGRAPHERS

Koun Chan
Tan Djoe Sien
Toko Toyo

STEAMSHIP AGENCIES

INTERNATIONALE CREDIET & HANDELS VERG. "ROTTERDAM"
Agencies
Stoomvaart-My. "Nederland"
Rotterdamsche Lloyd
Java-China-Japan Lyn.
Java-Pacific Line
Holland-America Line
Java-Bengal Line

KONINKLYKE PAKETVAART MAATSCHAPPIJ
L. Vernède, manager

HMY. GUENTZEL & SCHUMACHER
Agency
Deutsch Australische Dampfsch. Ges.

GEBROEDERS VETH
Agencies
Ocean Steamship Co.
Nederl. Stoomv. My. "Oceaan"
China Mutual Steam Nav. Co., Ld.
Cunard Steamship Co., Ld.

STORES

Boon Leewens, hardware
City Magazine, A. Jesinowsky, genl. stores.
Hellfach & Co, chemists and druggists
Pupke, photographic & ophthalmological supplies
Sumatra-Bode, booksellers and printers
Toko Orient, tailors and outfitters
Handelmij "De Vlyt"
Padangsch Warenhuis "Tokra," general stores
De Volharding, printers

CHEMISTS AND DRUGGISTS

Hellfach & Co.
Padangsche Apotheek
N.V. West-Sumatra Apotheek

MACASSAR

Macassar, the capital of Celebes and Dependencies, is situated 119° 24′ E. longitude and 5° 8′ S. latitude. The population numbered in 1926 about 53,590, of whom 3,326 were Europeans, 39,571 natives and 10,693 foreign Orientals. These figures do not include the floating population of native coolies working in the docks.

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. Macassar 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 Heerenweg 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 Harbourmaster's landing-stage.

The city of Macassar is administered by a Municipal Council with a Burgomaster as president. The Council has 17 members (10 of European origin, 5 Natives of Macassar, 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 electric lighting plant is in the hands of the Ned. Indische Gas-Maatschappy.

The harbour (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 Harbour-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 Harbourmaster and pilots by an administration named "Haven-beheer," (*i.e.*, Harbour-management).

Macassar is connected by a double telegraph cable with Sourabaya (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 consequently connection, also, with China, Japan and the Pacific Coast of the U.S.A.

A wireless telephone plant with Sourabaya is in operation.

The first State tramway was opened on the 1st July, 1922 (Macassar-Takalar), an important step for the development of the interior of the island Celebes. The construction of new lines has been postponed owing to the curtailment of construction programme.

DIRECTORY

Apothecaries and Chemists

Najoan Bros.
Rathkamp & Co.

Bank Agencies

Chartered Bank of Ind., Aus. & China
Michael Stephens & Co., Ld., agents
International Banking Corporation
Schmid & Jeandel, Ld., agents
Javasche Bank
Ned. Handel Maatschappij
Ned. Ind. Escompto Maatschappij
Ned. Ind. Handelsbank

Barristers and Solicitors

J. van Hoeve
N. H. Leepel
G. Ch. van Nieuwenhuizen
A. H. Pet
M. R. Rinkel
A. W. Scholtens
H. J. van der Zee

Brokers

F. J. Stuurman
A. Vunderink

Building Contractors

H. de Munnik

Gas Company

Ned. Ind. Gas Maatschappij (Electrical Department)

Importers and Exporters

Borneo-Sumatra Handel. My.
Catz Java Trading Co., Ld.
Handels Compagnie Th. Dircks & Co.
W. R. Groskamp & Co.
Jacobson v. d. Bergh
Japan India Trading Co.
Kawahara & Co., Ld.
Ledeboer & Co., W. B.
Makassar Produce Co., Ld.
Manders Seemann & Co.'s Handel Maatschappij, Ld.
Michael Stephens & Co., Ld.
Mirandolle Voute & Co.
Mohrmann & Co., J.
Molukscke Handels Vennootschap
Oei, Seeuwen & Co.
Reiss & Co.
Schmid en Jeandel, Ld.
M. M. Simon
Ting Tjam & Co.'s Handel Maatschy.
Gebroeders Veth, Ld.
Wehry & Co., Geo.

Insurance Brokers

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Molukken Veem, Ld.
Semarangsche Zee & Brand Assurantie Maatschappy
Sluyters & Co.

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Lindeteves Stokvis, Ld.
Carl Schlieper & Co.

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Ban Hong Liong & Co.
Celebes Motor Co.
H. P. Lienhardt & Co.
Tan Eng Soang

Notary Public

E. F. E. Blankenstein

PETROLEUM PRODUCTS

Dordtsche Petroleum My., Ld.
Standard Oil Co. of New York

PHOTOGRAPHERS

Ian Wah Heng
Najoan, Bros.

PRINTERS AND PUBLISHERS

Handelsdrukkery "Celebes," Ld.
Drukkery "Mercurius"

SAVINGS BANKS

Makassaarsche Spaarbank
Volksbank "Celebes"

SHIPBROKERS

Molukken Veem, Ld.

STEAMSHIP COMPANIES

Deutsch Atlantische Dampschiff Ges.
Java-China-Japan Lijn
Koninklijke Paketvaart Maatschappij
Stoomvaart My. "Nederland"
Stoomvaart My. "Oceaan"
Rotterdamsche Lloyd

COASTWISE SHIPPING

Ned. Ind. Scheepvaart Etablt.
Etablt. Ned. Stoom. My. "Oceaan"

STEVEDORES, SHIPBROKERS, WAREHOUSEMEN, ETC.

Molukken Veem, Ld.
N. I. Steenkolen H. My.

STOREKEEPERS

Go Tjoeng Kat en The Beng Tie
S. Kanner & Co.
Handel My. J. Schaier
Toko Louvre

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IMPORT AND EXPORT FIRMS, STOREKEEPERS.

Correljé & Co.
Dircks & Co.
A. C. van Essen
W. B. Ledeboer & Co.
Manders, Seemann & Co.'s Handel Mij., Ld.
Moluksche Handels-Vennootschap
Ned. Ind. Handelsbank

GORONTALO

J. Caffin
Handelsvereeniging Gorontalo
W. B. Ledeboer & Co.
Manders, Seemann & Co.'s Handel My., Ld.
Ned. Ind. Handelsbank

BANDA (MOLUKKEN)

Crediet & Handels vereeniging "Banda

TERNATE

STEAMSHIP COMPANIES

Koninklijke Paketvaart Maatschappij
Agencies
Crediet & Handelsvereenig. "Banda"
Moluksche Handels Vennootschap, Ld.
Ned. Ind. Escompto Maatschappij

AMBOINA (MOLUCCOS)

Crediet & Handelsvereeniging "Banda"
Manders, Seemann & Co.'s Handel My., Ld.
Moluksche Handels Vennootschap, Ld.
Firma Ong Kie Hong & Co.

MERAUKE (ZUID N. GUINEE)

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 suited 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 500,000 acres. There are also important plantations of tea (30,000 acres), palm-oil (75,000 acres) and hemp. The capital invested in rubber estates amounts to more than £20,000,000. The total capital invested in the districts for all cultivations together amounts to £40,000,000. The territory in which rubber grows stretches from Langkat in the north to Asahan and Siak in the south.

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. 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 en Kolonien—have their branches, and there are also two Chinese banks. There are two very good hotels (Hotel de Boer and Grand 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 Pangkalan Brandan with Koeta Radja (Atcheen) 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 numbered in December, 1925, 6,934 Europeans, 904,718 natives, and 127,740 other Orientals—a total of 1,039,392, as compared with 1,197,554 in 1920 and 568,417 in 1905.

DIRECTORY

GOVERNOR'S OFFICE—Medan

Governor of the East Coast of Sumatra—C. J. van Kempen
Assistant Resident—P. Scheffer
Secretary—Dr. W. J. Beck
Controller—H. J. E. Moll
Adjutant Secretary—A. Neijhoff
Officers of the General Treasury—J. Boer and H. Slager
Chief Clerks—E. J. Enkoroma Coffie, I. J. Latuhihin, D. Pielaat, Mohamad Hadjerat gelar Soetan Maleka, J. A. P. Doornik, Miss W. M. Fliers, J. Groenendijk, E. A. Muller, Baginda, Tagor-Esra, Firdaus, Joezar, C. H. Kerlen and T. de Roode

ADMINISTRATIVE DEPTS. OF THE GOVT. OF EAST COAST OF SUMATRA

Deli en Serdang, Medan

Assist. Resident—S. Bouman
Administratief-Ambtenaar—L. M. Hubenet
Chief Clerks—J. M. Ferdinandus, A. A. Schaeff
Clerk—Raden Heriepurnama

Beneden Deli, Medan

Controller, Medan—J. Reuvers
Controller, Loboehan Deli—W. B. Hollmann
Administr. Ambtenaar—A. M. van Liere
Chief Clerk—Tengkoe Djafar

Boven Deli, Arnhemia

Controller—J. de Ridder
Clerk—Mohd. Noer gelar Soetan Maharadja

Serdang, Loeboeq Pakam

fd. Controller—M. Wijzenbeck
Controller, Bangoen Poerba—C. Lion Cachet
Chief Clerk—J. Panggabean
Clerk—Tengkoe Ibrahim

Padang en Bedagei, Tebing Tinggi

Controller—J. J. Mendelaar
Admf.-Ambtenaar—N. Makkes
Chief Clerk—W. C. Serapung
Clerk—Aminoedin

Langkat, Tandjoeng Poera

Assist. Resident—W. F. G. van de Graaff
Admf. Ambtenaar—D. A. Scheerboom
Chief Clerk—L. Neijendorf
Clerk—Oemar Saibi

Boven Langkat, Bindjei

Controller—M. Ruychaver
Chief Clerk—Radja T. Crahim

Pankalan Brandan

Controller—L. C. Heijteng
Adj. Chief Clerk—Tengkoe Long

Asahan, Tandjoeng Balei

Assist. Resident—L. E. Derx
Gezaghebber—M. de Vries
Admf. Ambtenaar—A. J. Van Wilgenburg
Chief Clerk—Raden Achmad Soleiman

Batoe Bara, Laboehan Roekoe

Controller—H. van der Wal

Laboehan Batoe, Laboean Bilik

Controller—A. Twerda
Admf. Ambtenaar—C. C. de Rovij
Gezaghebber—A. C. Haijer
Chief Clerk—W. Saidi Siahaan

Simeloengoen en de Karolanden, Pematang Siantar

Assist. Resident—H. Beeuwkes
Controller—S. P. J. Ably
Gezaghebber—W. H. Gerritsen
Chief Clerk—N. J. Wattimena

Karolanden, Kaban Djahe

Controller—Dr. W. Huender

Bengkalis

Assist. Resdt.—A. F. A. van Zijll de Jong
Gezaghebber—C. Baalbergen
Chief Clerk—J. J. Frieser

Bagan Api-Api

fd. Controller—C. S. O. Schijf
Chief Clerk—F. Loemban Tobing

Siak Sri Indrapoera

Controller—W. J. Leyds

Rokan, Pasir Pengarajan

Controller—W. A. G. Perks

Kampar Kiri, Goenoeng Sahilan

Controller—W. A. G. Perks

Selat Pandjang

Controller—D. J. P. Bals
Adj. Chfef Clerk—I. S. L. Tobing

INSPECTIE VAN FINANCIEN TE MEDAN

Inspecteur van Financien der 1e klasse, Hoofd van de Inspectie—J. H. Gaade

Belastingkantoor

Adjunct Controleurs voor de Belastingen—J. F. Enkoroma Coffie, C. G. L. Koolemans Beynen and A. H. Hoyer

TREASURY

Treasurers—Th. A. Wasch and F. A. Tielman

AUCTION DEPARTMENT

Superintendent—The Governor

NETHERLANDS EAST INDIA OPIUM MONOPOLY—Medan

Controllers—G. J. van Reenen and D. Beijerenck

POST OFFICE—Medan

Inspectors—L. L. van der Vliet and H. F. Reichman
Postmaster—H. A. A. Sangster

MEDICAL DEPARTMENT

Civil Medical Officer—W. C. de Haas

MILITARY DEPARTMENT

Commander—Captain A. Odewald

HARBOUR DEPARTMENT

Belawan Harbour
Harbourmaster—F. A. Harterink

Pangkalan-Brandan Harbour
Harbourmaster—P. O. Posthumus

Babalan and Aroebaai Harbour
Assist. Harbourmaster—B. Yougste

Asahan Harbour
Harbourmaster—P. C. Drijfhout

JUSTICE

Supreme Court

President of the Court—Dr. H. Oele
Judges—Dr. H. Kolkman, Dr. W. J. H. der Burg, Dr. E. E. V. Brouwer and Dr. H. W. B. Thien

Native Courts:

Medan
President—Dr. P. G. Bijdendijk

Bindjei
President—Dr. I. C. de Regt

Tandjong Balei
Presdt.—Dr. M. J. A. Oostwoud Wijdenes

Tebing Tinggi
President—Dr. A. A. Gaymans

Politie Courts:

Medan
Judge—Dr. J. W. Westhoff

Tandjong Poera
Second Judge—Dr. I. C. de Regt

Pematang Siantar
Judge—Dr. Ph. Bangert

Kisaran
Judge—Dr. K. Fauser

Magistrates

Bengkalis
First Magistrate—A. F. A. van Zyll de Jong

Siak
Magistrate— ———

Pasir Pengarajan
Magistrate—D. J. P. Bals

Bagan Api-Api
Magistrate—C. S. O. Schijf

Goenoeng Sahilan
Magistrate—W. A. G. Perks

POLICE

Chief Inspector—A. H. Keijzer

CULTUURRAAD

President—The Governor
Secretary—Dr. A. L. A. van Unen
Adj. Secretary—J. de Graaf
Director—Ir. J. W. Duys
Adj. Director—Ir. G. A. L. Statius Muller
Members—H. Pel, J. O. Knuppel, C. P. van Beesten, H. A. Wakker, K. Kuipers, P. Dalmeijer, H. C. van Brink, A. van Peer, N. Meijering, A. L. Rietveld, C. Fijnheer, H. Schönbeck, J. C. Gunsch, A. de Visser and Ch. St. Joen Farrell

MUNICIPALITY—Medan

Burgomaster—D. Baron Mackay
Secretary—E. W. F. B. L. Hendricks
Assistant Secretary—L. J. Winckel
Treasurer—B. J. G. Meurs
Members—Dr. J. W. Wolf, J. M. Nelissen, J. F. P. Sijthoff Muller, H. W. B. Thien, G. Lodder, Mohamad Thahar, Ir. J. W. Duys, Arsjad gelar Datoeh Sinarshajo, P. W. van Rossum, Abdullah Loebis, Jap Soen Tjhay, Gan Hoat Soei, Raden Noerngali, J. J. van der Laan, W. Jashi Wzu and J. de Waard
Surveyor—G. Jansen
Dir. of Public Works—Jr. W. van Omnen
Director of Building and Housing Inspection—J. G. Eylander

LABOUR INSPECTION

Inspr. 1st cl.—A. H. N. Kruysboom (Medan)

ADMINISTRATION OF FINANCES OF THE NATIVE STATES

Director—J. J. F. Pino (assist. resident)

ADMINISTRATIE KANTOOR KAMERLINGH ONNES—19, 21, 23, 25, Huttenbachstraat, Medan; Telephs. 101 and 151; Tel. Ad: Onnes; Codes: A.B.C. 5th and 6th edns.) Mercuur 3rd edn., Lieber's, Broomhall's, Bentley's

BLUNTSCHLI, H. C., General Agent—Pakan Baroe, Sumatra East Coast, and Singapore, Straits Settlements
Agents for 5 Insurance Cos., etc.

BORNEO SUMATRA HANDEL MAATSCHAPPIJ
J. C. Worp, superintendent
J. Niemeyer, manager

BOUSTEAD & Co.
A. E. Small, manager

BRITISH BENEVOLENT FUND
Hon. Secretary and Treasurer—J. C. Horn, c/o Guthrie & Co.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA—Medan Agency

CONSULATES

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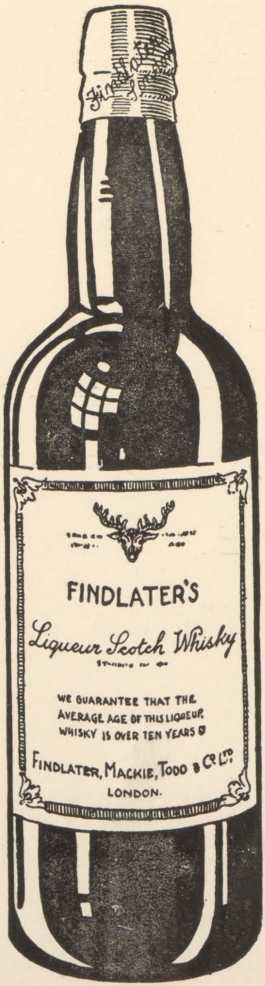

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LOCATION

Lying to the south-east 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 600 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 11 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, 38,012; 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 was 10,314,310 chiefly of the Malay race, 91½ per cent. of whom were Christians receiving the benefits of the blending of the Oriental, the Spanish, and the American civilizations. This part of the population included 9,428,291 Filipinos; 43,802 Chinese; 5,774 Americans; 7,806 Japanese; 3,945 Spaniards; 1,140 English; 286 Germans; 182 French; 125 Swiss; and 977 of other nationalities. Only 932,953, or 9.4 per cent., were non-Christians and pagans, but even these are now 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 9,610 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 1852, 1863, 1869, and 1880 there were terrible shocks of earthquake, and, in 1892, 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 was in continual eruption and at times created terror in the surrounding country on account of the quantity of boiling water, ashes, and lava it threw out. In 1814, 1886 and 1897 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 rainy seasons are June to November for the centre and west, and November to March for the oriental coasts and regions. 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 in the west 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 death-rate among white residents in Manila is lower than the death rate in New York, San Francisco, or 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 increas-

ing 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 is the Philippine General Hospital. There are 10 hospitals in the city of Manila and 21 in the provinces. Activities related to child welfare in general are looked after by the office of the Public Welfare Commissioner. The Board of Pharmaceutical Examiners and Inspectors has the immediate supervision and control of all pharmacies, drug-stores, dispensaries and similar establishments, both private and public, in the Philippines.

History

In his trip around the world, Ferdinand Magellan, a Portuguese, in the service of Spain, discovered the Philippine Islands on March 15th, 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 24th, 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 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 Dictator. 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 August 29th, 1916. To-day, with the exception of the Governor-General, and the Vice-Governor, 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 bureaus of the Government.

The Philippine legislative body is composed of two Houses—the Senate and the House of Representatives. There are in all 93 representatives and 24 senators, representing the City of Manila and the 48 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 registered voters is approximately a million.

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 37 regularly organized provinces and two so-called special provinces of Batanes and Palawan, and the latter over nine specially organized provinces. The chief executive in each province is a provincial Governor, who is elected by popular suffrage except in five specially organized provinces under the Bureau of Non-Christian tribes, namely, Bukidnon, Cotabato, Lanao, Mountain Province and Sulu, where he is appointed by the Governor-General subject to confirmation by the Philippine Senate. With the Provincial Governor are two other members of the Provincial Board, which constitutes the legislative branch of the provincial government. In all regularly organized provinces the two members of the Board are elected by popular vote. In each of the specially organized provinces the Provincial Board is made up by the Provincial Governor, the Provincial Treasurer or the Provincial Secretary-Treasurer (who is an appointive official), and a third member who, in the case of the provinces of Batanes and Palawan, is elected by popular vote, and in the case of the specially organized provinces under the Bureau of Non-Christian Tribes is elected by the votes of the councillors and vice-presidents of municipalities and municipal districts. The municipal president is the chief executive in each town or municipality, and the local legislative branch is a municipal council of from 8 to 18 councillors, depending upon the number of inhabitants of the municipality. The president, the vice-president, and the councillors are all elected by popular vote. In the special provinces under the B.N.C.T. there are still some municipalities with appointive presidents, but the vice-presidents and councillors are elective.

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 six 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 the 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.

Education and Literacy

Public education in the Philippines is free, secular and co-educational, and the principal aim is to make the people socially efficient. As a means to this end, emphasis is placed upon the spread of literacy on the basis of a common language—English. The Bureau of Education maintains a complete system of public education. Public elementary and high schools are distributed throughout the Islands. Insular schools for special education are maintained. The enrolment of students in the public schools is increasing every year and now exeeds one million. 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.

English and Spanish are both used as official languages and are widely spoken in the Islands. The English language is becoming the dominant language. There are six established native dialects with some printed literature, namely, the Tagalog, Visayan, Ilocano, Bicol, Pangasinan and Pampangan.

Agriculture

The Philippine Islands is an agricultural country. The people depend chiefly on domestic agricultural products for their livelihood, and approximately 88 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 3,643,000 hectares, or 12 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 is approximately one and three quarter million hectares. Considerable quantities of this cereal, however, 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. 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 the Abaca 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, Abaca fibre 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.

Coconut palms are grown extensively and 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 and in Cotabuto, Mindanao. 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 extension of the cultivated area and the introduction of tractors and other farm machinery of good varieties, use of fertilizers and proper culture have largely brought about the increase in production.

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.

Gold and coal are still the two leading mineral products of the islands. In quartz mining, the Benguet and Masbate districts have been consistent producers for a number of years. In the dredging field new operations have recently begun in the Lianga district of eastern Mindanao, in addition to the well known Paracale district. The native furnaces of Bulacan continue to be the only source of iron production. Other metallic deposits worthy of consideration are the copper of Mancayan and Suyoc; iron of Surigao and Calambayanga Island; manganese of Ilocos Norte and Masbate; lead and zinc of Masbate and Marinduque, and platinum of Mindanao.

Coal is being produced from Cebu, Mindanao and Batan. A cement plant was completed in Cebu in 1923 by a company subsidized by the Philippine Government. Exploratory drilling for petroleum in Bondoc Peninsula encountered slight indications of petroleum and natural gas but the quantity is not sufficient for commercial exploitation. Several geological exploration leases for petroleum have also been taken up in Leyte and other places. Other non-metallic deposits that have been undergoing development are the bituminous rock of Leyte, asbestos of Ilocos Norte, and the guano and phosphate rock deposits of Capiz, Pangasinan, Mindoru, Tayabas and several other provinces.

Forests

Timber forests are found in all the principal islands of the archipelago, covering an area of about 76,000 sq. miles, or 67 per cent. of the total area. Not less than 65,000 sq. miles are commercial forests. These forests contain some of the finest timber in the world, especially for cabinet work. Many species of the Dipterocarp family are used as substitute for mahogany and are sold in foreign markets as Philippine mahogany. Minor forest products such as rattan, oils, copal gum, tanbark, dyebark, and dyewood are abundant.

The Government owns more than 99 per cent. of all the standing timber of the Philippines, and the Bureau of Forestry has control over them. The public forests are not sold, but are developed under a license system. There are between 80 and 90 steam sawmills, which are equipped with modern machinery fit to meet the big enterprise of the Islands.

Fisheries

Fishing is an undeveloped 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, barracudas, porgies, and parrot-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. Other sea-products found in Philippine waters are shark fins, sponges, trepang, pearls and pearl shells, top shell and window shells.

Manufactures 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 1911. The 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 30 sugar centrals with a total daily output of over 20,000 tons of centrifugal sugar were in actual operation. Manila cigars and 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 than 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 form 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. 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.

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.

The Labour Movement

The economic development of the Philippines has brought in its train the formation of many trade unions, organizations and mutual benefit societies for the protection and advancement of labour's interests and for mutual help. The first labour organization established in the Islands was "Union Obrera Democratica" (Democratic Labour Union) on February 2nd, 1902, in the city of Manila. Subsequently, the formation of labour organizations was given greater impetus as the workers were stimulated by the success attained in dealing collectively with their employers in their demand for higher wages and better working conditions, until at the end of 1923 a total of 120 such organizations with a paid membership of 150,000 were in existence in the whole Archipelago, the majority of them being located in the city of Manila. In the Philippines there are three national labour organizations controlling the majority of trade unions and other organizations, viz., Congreso Obrero de Filipinas (Labour Congress of the Philippines), Federacion del Trabajo de Filipinas (Federation of Labour of the Philippines) and the National Confederation of Tenants and Farm Labourers of the Philippines.

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 30 feet or more can load and unload alongsids their wharves with perfect safety. Nearly a thousand inter-island vessels are now operated in the coastwise trade.

Manila, the capital and chief port of the Islands, is on the largest bay in the Orient. The harbour at the entrance of this bay is landlocked. The anchorage space for steamers is protected by a semi-circular breakwater within which is a basin large enough to accommodate all vessels of the size of the "Empress" liners. Regular steamship lines are maintained between Manila and Hongkong, Amoy, San Francisco, Seattle, Vancouver, Cadiz and Australian ports.

There are at present 1,272 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. 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 88 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 20 years.

There are at present two cable lines and one radio communication service in operation between the Philippines and foreign countries. Zamboanga is in radio communication with stations in North Borneo. The increased need for better and more extensive facilities for internal communication has been met by the rapid extension of telegraph and telephone lines, submarine cables, radio system and mail service.

Experiments have been made recently with aviation as a factor in the mail and passenger service, both domestic and foreign.

Banking and Coinage

With the exception of the Philippine National Bank, which is a Government-controlled institution, the banks are privately owned.

There are 9 banking corporations doing business in the Philippines, not including express companies and savings banks which are also available. Of these, five are domestic, namely, The Philippine National Bank, The Bank of the Philippine Islands, The China Bank, the Philippine Trust, and Mercantile Bank of China.

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 1, 2, 5, 10, 20, 50, 100, 200, and 500 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 20 grammes of silver, 800 fine; the 50 centavo piece contains 10 grammes of silver, 750 fine; 20-centavo piece, four grammes of silver, 750 fine; and the 10-centavo piece, two grammes of silver 750 fine.

DIRECTORY

THE GOVERNMENT OF THE PHILIPPINE ISLANDS

Executive

H.E. The Acting Governor-General—Hon. E. A. Gilmore
Vice-Governor—Eugene A. Gilmore
Secretary to the Governor-General—C. W. Franks (Manila)
Assistant Secretary to the Governor-General—R. R. Ely (Manila)
Chief of Staff, Philippine Constabulary—Col. C. E. Nathorst (Manila)
Lieut.-Colonel, Medical Corps, U.S.A.—Dr. A. Pond (Cebu, P.I.)
Superintendent, Constabulary Academy—Lieut.-Col. Luther R. Stevens (Baguio, P.I.)

Secy. of the Interior—Honorio Ventura
Under do. —Feliciano Ocampo
Secy., Public Instrn.—Eugene A. Gilmore
Under do. —Alejandro Albert
Secy. of Finance—Miguel Unson (acting)
Under Secy. of Finance—Miguel Unson
2nd do. —Vicente Carmona
Secy. of Justice—Luis P. Torres (acting)
Under Secy. of Justice—Luis P. Torres
Secy. of Agriculture & Natural Resources—Silverio Apostol (acting)
Under do. —Silverio Apostol
Secy. of Commerce & Communication—Cipriano E. Unson (acting)
Under Secy. of Commerce & Communication—Cipriano E. Unson

Philippine Health Service (Manila)

Dir. of Health—Jacobo Fajardo, A.B., M.D.
Assistant to the Director—Regino G. Padua, M.D., D.T.M., D.P.H.

Division of Communicable Diseases

Chief—Leoncio Lopez Rizal, A.B., M.D.

Division of Metropolitan Sanitation

Chief—Eugenio Hernando, M.D., C.P.H.

Division of Hospitals, Dispensaries and Laboratories

Chief—Eusebio D. Aguilar, M.D.

Division of Provincial Sanitation
Manila

Chief—Gabriel Intengan, M.D.

Division of Sanitary Engineering

Chief—Manuel Mañosa, C.E.
Assistant Chief—Joaquin Lopez, C.E.

Office of Records and Finance

Chief—Mamerto Tianco
Assistant Chief—Artemio A. Ramos, LL.B.

Office of Property

Acting Chief—Bonifacio Mencias, M.D.

Office of Vital Statistics

Chief—José Guidote, M.D., C.P.H.

Office of General Inspection

Chief—Rafael Villafranca, M.D.

Section on Malaria Control

Chief—Cristobal Manalang, M.D.

Section on Public Health Education and Publicity

Chief—José P. Bantug, PH.G., M.D.

Section of Public Health Nursing

Chief—Rosario Pastor, M.D.

Culion Leper Colony
Culion

Chief—Sulpicio Chiyuto, M.D.
Assist. Chief—Marciano Carreon, M.D.

Council of Hygiene, Advisory Board to the Director of Health

President—Fernando Calderon, M.D.
Secy.—Regino G. Padua, M.D., D.T.M., D.P.H.
Members — José Fabella, M.D., Gervasio Ocampo, M.D., José Albert, M.D., Benito Valdez, M.D., Eulogio P. Revilla, LL.B., and Tomas Earnshaw

DEPARTMENT OF FINANCE

Secy. of Finance—Miguel Unson (acting)
Under Secy. of Finance—Miguel Unson
Do. —Vicente Carmona

Bureau of Customs

Insular Collector—Vicente Aldanese
Insular Deputy Collector—Jesus Obieta

Bureau of Internal Revenue

Collector—Juan Posadas, jr.
Deputy Collector—Alfredo L. Yatco

Bureau of the Treasury

Insular Treasurer—Salvador Lagdameo
Assistant Treasurer—Antonio Ramos

Bureau of Printing

Director—Pablo Lucas
Assist. Director—Manuel Camus

DEPARTMENT OF JUSTICE

Secretary—Luis P. Torres (acting)
Under Secy.—Luis P. Torres

Bureau of Justice

Attorney-General—Delfin Jaranilla
Solicitor-Ganeral—Alexander Reyes
Assist. Attorneys—Fernando Jugo, Braulio Bejasa, Sabino Padilla, Diego Locsin, Cesar Bengson, Emilio Peña, Ramon Quisumbing, Catalino Buenaventura, Salvador A. Santos, Antonio Cuyugan, Emilio Rilloraza, Francisco Ventura, Felipe Natividad, Mrs. Natividad Almeda Lopez, Felix Bautista

Public Service Commission

Public Service Commissioner—Mariano Cui
Assist. do. —Manuel V. del Rosario, R. A. Cruz
Secretary—Roberto Regala
Auditor and Inspector—Irineo J. Reyes
Electrical Engineer—Vicente Marasigan
Naval do. —Vicente Manalo

General Land Registration Office

Chief—Enrique Altavas

Philippine Library and Museum

Director—Epifanio de los Santos

Bureau of Prisons

Director—Ramón Victorio
Assistant Director—Manuel A. Alzate

DEPARTMENT OF AGRICULTURE AND NATURAL RESOURCES

Secretary—Silverio Apostol (acting)
Under Secretary—Silverio Apostol

Bureau of Agriculture

Director—Stanton Youngberg
Assistant Director—José S. Camus

Bureau of Forestry

Director—Arthur F. Fischer
Assistant Director—Florencio Tamesis

Bureau of Lands

Director—Jorge B. Vargas
Assistant Director—Jose P. Dans

Bureau of Science

Director—Dr. Wm. H. Brown
Assist. Director—Victoriano Elicaño

Weather Bureau

Director—Miguel Selga
Assistant Director—Miguel Saderra Masó

DEPARTMENT OF COMMERCE AND COMMUNICATIONS

Secretary—Cipriano E. Unson (acting)
Under Secretary—Cipriano E. Unson

Bureau of Public Works

Director—A. D. Williams
Chief Constructing Engineer—Marcial Kasilag
Chief Designing Engr.—W. J. Grodske, jr.
Chief Irrigation Eng.—Nicanor Cortes
Supervising Architects — Tomás Mapúa and Juan M. Arellano

Bureau of Posts

Director—José Topacio
Assistant Director—Juan Ruiz

Bureau of Supply

Purchasing Agt.—Francisco Segado
Assistant do. —(vacant)

Bureau of Labour

Director—Hermenegildo Crúz
Assistant Director—Modesto Joaquin

Bureau of Coast and Geodetic Survey

Director—Com. R. B. Derickson

Bureau of Commerce and Industry

Director—Fidel A. Reyes
Assistant Director—José M. Unson

Board of Accountancy

President—William W. Larkin
Secretary-Treasurer—Domingo T. Dikit

Board of Examiners for Architects

Chairman—Arthur Gabler-Gumbert
Secretary-Treasurer—Cheri Mandelbaum

Board of Examiners for Mechanical Engineers

President—(vacant)
Secretary-Treasurer—Clemente Hidalgo

Board of Examiners for Civil Engineers

Chairman—Luis Francisco
Secretary-Treasurer—Paul W. Mack

Board of Examiners for Electrical Engineers

President—B. W. Brooks
Secretary-Treasurer—Ciriaco Coronel

JUDICIARY

Supreme Court

Chief Justice—Ramon Avanceña
Justices—E. Finley Johnson, Thomas A. Street, George A. Malcolm, Ignacio Villamor, James A. Ostrand, Charles A. Johns, Norberto Romualdez and Antonio Villa-Real
Clerk of Supreme Court—V. Albert

Judges and Auxiliary Judges of First Instance

Provinces of—

Cagayan and Batanes—Catalino Sevilla
Isabela and Nueva Vizcaya—Felix Samson
Ilocos Norte—Fermin Mariano
Ilocos Sur and Abra—Juan G. Lesaca
La Unior and Mountain Province—Marceliano R. Montemayor
Pangasinan—1st Branch: Ceferino M. Villareal; 2nd Branch: Francisco Zandueta
Nueva Ecija—E. Gutierrez David
Tarlac—Cayetano Lukban
Bulacan—Anastasio R. Teodoro
Pampanga—Hermogenes Reyes
Bataan & Zambales—Leopoldo Rovira
Manila—1st Branch: Simplico del Rosario; 2nd Branch: Pedro Concepción; 3rd Branch: George R. Harvey; 4th Branch: Carlos A. Imperial; 5th Branch: Eulogio P. Revilla; 6th Branch: Anacleto Diaz
Cavite & Palawan—Francisco Dominguez
Rizal—Julio Llorente
Laguna—Ysidro Paredes
Batangas & Mindoro—Enrique V. Filamor

Provinces of—

Tayabas and Marinduque—1st Branch: Diego Gloria; 2nd Branch: (vacant)
Camarines Norte and Camarines Sur—Pedro Tuason
Albay & Catanduanes—Servillano Platon
Sorsogon and Masbate—Tomas Flordeliza
Capiz, Antique and Romblon—Leonardo Garduño
Samar—Ricardo Paras
Leyte (Northern Part)—Eulalio Causing
Cebu—1st Branch: James Vickers; 2nd Branch: Jose de la Rama
Oriental Negros, Siquijor and Lanao—Nicolas Capistrano
Occidental Negros—Quirico Abeto
Iloilo—1st Branch: Francisco Santamaria; 2nd Branch: Fernando Salas
Surigao and Agusan—Antonio Opisso
Misamis and Bukidnon—Candelario Borja
Zamboanga and Sulu—Antonio Horrilleno
Davao and Cotabato—Benito Natividad
Bohol and Southern Part of Leyte—Pedro Rich

Auxiliary Judges of First Instance

Stations of—

Vigan, Ilocos Sur—Bernardo de la Peña
Lingayen, Pangasinan—Buenaventura Reys
Iloilo, Iloilo—James F. Yeager
Cabanatuan, Nueva Ecija—Conrado Carballo
S. Fernando, Pampanga—Manuel V. Moran
Manila—Emilio Mapa
San Pablo, Laguna—(vacant)

Stations of—

Lucena Tayabas—Jose M. Quintero
Albay, Albay—Mariano Rosauro
Sorsogon, Sorsogon—Emilio Araneta Diaz
Maasin, Leyte—Luciano Ortiz
Cebu, Cebu—Guillermo F. Pablo
Tagbilaran, Bohol—Alfonso M. Recto
Bacolod, Occidental Negros—Mariano de la Rosa
Jolo, Sulu—Mariano Buyson

PHILIPPINE DEPARTMENT, UNITED STATES ARMY

General Staff—Headquarters Philippine Department

Commanding General—Major General Fred W. Sladen
Aide—First Lieutenant Joseph A. Cranston, jr.
Chief of Staff—Charles D. Herron
Assistant Chief of Staff for Personnel—Major Pearl L. Thomas
Do. Military Intelligence—Major John K. Boles
Do. Operations and Training—Major Edwin N. Hardy
Do. Supply—Major John H. Pirie
Adjutant—Colonel Julius T. Conrad
Inspector—Colonel Fred T. Austin
Judge Advocate—Lieut. Colonel William A. Graham
Quartermaster—Colonel William G. Gambrill
Surgeon—Colonel Thomas L. Rhoads
Engineer—Lieutenant-Colonel Max C. Tyler
Ordnance—Lieutenant-Colonel Odus C. Horney
Signal Corps—Major Louis B. Bender
Air—Major William B. Duty
Chemical Warfare—Major Adelno Gibson
Finance—Colonel Edwin A. Hickman

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 17 to 28 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 24th, 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 1834, 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 its deep anchorage basin is protected by a semi-circular stone breakwater. Four 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 has 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.

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.

The population of Manila, according to the Philippine census of 1918, was 285,306, Of this number, 259,437 were Filipinos, 17,760 Chinese, 2,916 Americans, 2,050 Spaniards, 1,612 Japanese, 664 British, 201 Germans, 121 French, 71 Swiss, and the rest of other nationalities. There were 20,379 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 14 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.

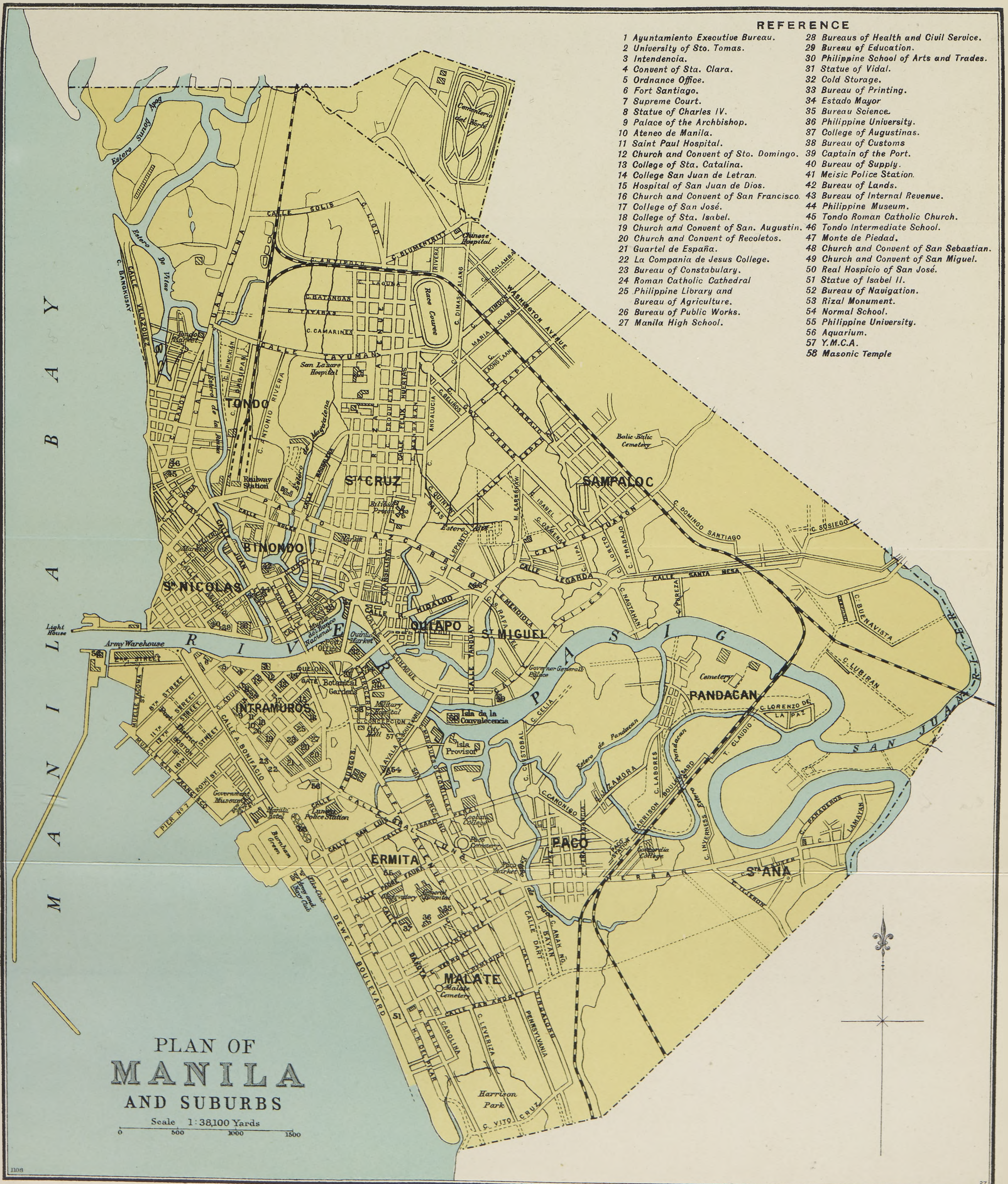
The total length of the streets and roads in Manila is 240.97 kilometres. Some of these are wide and handsome avenues, of which the Luneta, Taft Avenue, Rizal Avenue, P. Burgos, Azcarraga, Isaac Peral, A. Bonifacio Drive, Katigbac Drive, and the Cavite Boulevard are the most notable. The width of the street varies from 10 to 15 metres, while that of Cavite Boulevard is 75 metres. Cassia, acacia, mabolo and other 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 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 Philippine Normal School, the Philippine School of Arts and Trades, the Bureau of Science, the Philippine General Hospital, the Army and Navy Club, Elks Club, the Y.M.C.A., the Masonic Temple, Pacific Building, Uy Chaco Building, Filipinas Building, and "El Hogar Filipino" Building. The total number of buildings in Manila is in round numbers 10,000.

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; the sanatoria of the Anti-Tuberculosis Society; the Government Orphanage for the care of orphan and destitute children; the Settlement House for the temporary shelter of destitute persons; and the American Guardian Association for destitute children of American and Filipino parentage.

Manila is the educational centre of the archipelago. The city has many schools, both public and private, and their number is increasing. Five schools for vocational



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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. Other high institutions of learning are the National University, the University of Manila, and the University of Santo Tomas, which is managed and maintained by the Dominican Fathers. In this there are Schools of Theology and Church Law, Jurisprudence, Notarial Law, Medicine, Pharmacy, Business and Engineering.

The city and its suburbs receive their drinking water by pipes leading from the reservoir at Montalban, about 15 miles north-east of Manila. The water is laid on to almost every house, both domestic and business. For the purpose of improving the water-supply and extending its benefits to the neighbouring towns, its administration and ownership has been transferred from the city of Manila to a Government Corporation, known as the Metropolitan Water District, since July 1st, 1919. In addition, there are 15 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. 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 14 playgrounds provided with apparatus and placed under the charge of a playground director and staff of assistants. For fire prevention, the city has eight fire-stations.

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, Columbia Club, Golf Club, Manila Club, Tirs al Blamo, Philippine Columbian Association, Club Filipino, Oriental Club and University Club.

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.

BAGUIO

The city of Baguio is the summer capital of the Philippine Islands. The name means typhoon. It is situated 160 miles north of Manila, among the Benguet mountains. Its elevation is 1,450 metres, or about 5,000 feet. At many points it is over 5,500 feet. The city has an area of 49 square kilometres and a perimetre of 30.6 kilometres. Its population (according to a census taken in 1918) numbered 5,462, consisting of Igorots, Christian Filipinos, Americans, Japanese, Chinese and Europeans. The mean monthly minimum temperature is 14·9 deg. C. (58·8 deg. F.), and the mean monthly maximum 23·0 deg. C. (73·4 deg. F.). The annual average of the humidity is 86·4. The forests are pure pine.

Baguio was discovered by a Spaniard, Alfonse Martin Quirante in 1623, and six years later Guillermo Galvey, a Spaniard, led an expedition to Baguio. Dean C. Worcester, visiting the Philippines in 1892, in the interest of science, met by chance a Spaniard, Señor Sanchez, and Baguio may be said to owe its origin to this chance meeting. The First Civil Government in the township of Baguio was established in

1900. A committee composed of General Luke E. Wright, Governor-General; Dean C. Worcester, Secretary of the Interior; Horace L. Higgins, President of Manila Railroad Company; Major L. M. Maus, U.S.A., Medical Corps; and Dr. Frank S. Bourns, journeyed from San Fernando to Baguio to investigate the possibilities of establishing a mountain resort and health station. On the strength of the committee's recommendations, the Philippine Commission appropriated money for Baguio's initial development. The first Sanatorium (now the Post Office) was constructed in 1902. D. H. Burnham, a landscape architect, visited Baguio in 1904 and drew the Burnham Plan for the development of Baguio. The Baguio Country Club was organized in 1906, and in 1908, the Baguio Hospital and Mansion House were constructed, and Teachers' Camp was opened. In 1909 five large Stanley automobiles made a through trip on the Benguet Road (now Kennon Road) for the first time. In the same year the township of Baguio was incorporated under the name of City of Baguio with a charter.

The township has a City Council consisting of five members, including the mayor and vice-mayor, an Igorot Advisory Council of five members, and various Government departments. Heads of the various departments, the Vice-Mayor and a third City Councilman, members of the Igorot Advisory Council, are all appointed by the Governor General with the consent of the Philippine Senate. The two other members of the City Council are elected by popular vote. For obvious reasons, two or more positions are filled by only one person without extra compensation. The Mayor is also the City Engineer and District Engineer. The City Treasurer is also the City Assessor, Mining Recorder for the Sub-province of Benguet, and Registrar of Deeds for both the city and the sub-province. The City Health Officer is also the Chief of the Baguio Hospital. The City Attorney is also the Provincial Fiscal of the Mountain Province. One Councilman is also the Superintendent of the Philippine Constabulary Academy. The Vice-Mayor is usually a ranking officer of the United States Army Post at Camp John Hay. The arrangement that the Mayor is also the City Engineer makes the City Government very similar to the City Manager system of government in vogue in many important cities of the United States.

The activities of the City Government embrace the operation of the following utilities: Hydro-electric plant, ice plant, telephone system, water supply system, sewerage system, pail and garbage system, city slaughterhouse, concrete pipe factory, rock crusher, and land transportation. The first city hydro-electric plant was completed in July 16th, 1921, the second city hydro-electric plant was completed in April 21st, 1924, the ice plant began the production of ice in 1912, the telephone system was inaugurated in 1908, the water supply system began operation in 1910, the sewer system began operation in 1913, the pail and garbage system was inaugurated in 1911, the city slaughterhouse was established in 1911, a concrete pipe factory was established in 1920, a rock crusher installed in 1916, the Baguio Central School (2 stories concrete) was completed on March 16th, 1923, the Sanitary Camp was established in 1913, the Vegetable Market Building (stone) was completed in 1918, Baguio Auditorium (formerly grandstand) was inaugurated on April 25th, 1924, and the Baguio Branch Library (branch of the Philippine Library and Museum) was established in August, 1921.

The places of interest in and round Baguio are: Camp John Hay, Trinidad Farm School, Teachers' Camp, Dominican Hill, Mirador Observatory, Sto. Tomas Mountain, Antamok Mines, Topside, Mansion House, Country Club, Wright Park, Pines Hotel, Government Centre, Quezon Hill, Burnham Park, Easter School, City Hall, City Market, Constabulary Hill, Bua Dormitory, City Camp, Brent School, Saint Louis College, Baguio Central Schools, Baguio Hospital, Baguio Branch Library and Busol Cave Reservation.

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W. Easton, director (Cebu)
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V. M. Smith, assist. do.
A. M. Calero, secy. to the do.
W. J. Sawyer, representative, dept. of maintenance and repairs
G. M. Ivory, disbursing officer
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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 17 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 bi-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. The Philippine Railway, which extends from Iloilo to Capiz, a distance of 73 miles, practically bisects the Island of Panay, and traverses an exceptionally fertile stretch of country. Each end of the line passes through alluvial plains devoted to the cultivation of rice, sugar-cane, corn, garden and minor products; while the central portion, being higher, is utilized for cattle-raising, the cultivation of tobacco, hemp, coffee, cacao, sugar-cane, cocoanuts, and other tropical products. 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 50,000 inhabitants. It includes the neighbouring 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 five hotels — the Iloilo Hotel, the Eastern-American Hotel, the Panay and Negros Hotel, the Plaza Hotel and the Bilbao Hotel. The principal buildings are the Custom House, the Provincial Building, St. Paul's Hospital, Lizares Building, Cacho Building, Javellana Building, Tantoco Building, and Lopez Building. The

secondary and elementary schools are among the largest in the Islands. The means of communication are excellent; 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 officials, 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 a 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 hostilities 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

The Provincial Government of Iloilo

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Members, Provincial Board—Domingo E. Mabunay and Engracio Padilla
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American and Oriental Line
China Mutual S. N. Co., Ld. (New York Service)
Union Insce. Society of Canton, Ld.
Norwich Union Fire Ins. Socy., Ld.
Scottish Union and National Ins. Co.
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Marine Insurance Co., Ld.
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Yangtsze Insurance Association, Ld.
Maritime Insurance Co., Ld.
United States Lloyd's
Federal Insurance Co. of New York
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White Star Line
Prince Line (Far East Service)
Bibby Line
Admiral Line (Pacific)
Columbia Steamship Co.
Hawaiian Philippine Co., Silay
Welch-Fairchild, Ld.
Iloilo Warehousing Corporation
Sperry Flour Co.

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F. H. H. Pipe
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Hongkong Fire Insurance Co., Ld.
Liverpool, London & Globe Insurance Co., Ld.
North China Insurance Co., Ld.
China Fire Insce. Co., Ld. (Marine)
Texas Co. (P.I.), Inc.

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Francisco Lopez
Luis Lacambra
F. von Kauffmann, jr.
Antonio Belzarena
Faustino Errea
Augusto Garcia
Julio Garcia
Isaac Sarasola

ZUELLIG, INC., F. E., Merchants (successor to Lutz & Zuellig), European Representative: F. E. Zuellig (Inc. Rapperswil, Switzerland)—Tel. Ad: Fez
F. E. Zuellig, president
F. Kress, manager

CEBU

This is the capital of the island of Cebu, and now ranks 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. The Redemptorist Fathers have a mission at Opon, across the Straits. Cebu is a well-built town and possesses fine roads. The trade of Cebu consists principally of hemp, sugar, copra, maguey and, latterly, coconut oil. 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 Naga Cement Works, situated about 20 miles from Cebu, were completed in 1922 and have a capacity of 1,000 barrels a day, which is more than enough to supply the Philippine Islands.

Cebu continues to grow in importance as a trade centre. Vessels drawing up to 25 feet can load alongside the wharves with perfect safety. There are suitable berths for three ocean-going vessels at one time and a fourth could be accommodated if the draft were not over 20 feet. The annual total production of hemp in the Cebu district is between 45,000 and 55,000 tons. The production of copra is important. Large quantities of copra are exported, 275,000 to 300,000 tons annually; previously, the local oil-mills bought up practically all available supplies. 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. Work is proceeding slowly with the new reclamation scheme, which will add a large area of reclaimed land to the water-front for warehouses.

DIRECTORY

GOVERNMENT OF THE PROVINCE OF CEBU

Governor—Hon. Arsenio Climaco

Provincial Board

President—Provincial Governor

Provincial Treasurer's Office

Treasurer—Angel Llanes

District Engineer's Office

District Engineer—H. C. Garretson

Office of the Division Superintendent of Schools

Superintendent—B. Fielden Nutter
Chief Clerk—Segundo Orat

District Health Office

Dist. Health Officer—Dr. M. J. Corpus
Assist. do. —Dr. F. M. Arreola

Presidents, Sanitary Divisions—
1st —Dr. Luis B. Gomez
2nd—Dr. Segundo Isaac (Opon)
3rd—Dr. José Martinez (Danao)
4th—Dr. Emillo Mendoza (S. Francisco)
5th—Dr. José Ma. Solano (Tudela)
6th—Dr. Vicente Aducente (Catmon)
7th—Dr. Isaac Cruz (Bogo)
8th—Dr. Alej. Mercado (Bantayan)
9th—Dr. José T. Tirona (Balamban)
10th—Dr. Ramon Santa Ana (Toledo)
11th—Dr. Cesar Mercader (Dumanjug)
12th—Dr. Miguel Lim (Badian)
13th—Dr. Manuel Lim (Ginatilan)
14th—Dr. Ildefonso Ybud (Dalaguete)
15th—Dr. M. Lucero (Carcar)
16th—Dr. Lucio San Diego (Naga)

Custom House

Collector—Joaquin Natividad
Deputy Collector—Nicolas Leyva
Surveyor—Teodulo Tomakin
Chief, Marine Division—Mateo Masecampo
Appraiser of the Port—Silverio Savellon
Inspectors—Luis Vergara and Enrique Cincoflores
Chief, Secret Service—Juan Samson
Quarantine Officer—C. E. Rice

Bureau of Agriculture

Veterinarian—Dr. Alfonso Lecaros
Livestock Inspectors—Lazaro Algar, Angel H. Arcaya, Francisco Llanderal, Fabian Lasac, Epifanio Magayac, Gregorio Suson, Agapito Relampagos and Eduardo Vincoy

Bureau of Forestry

(Office of Forest District No. XI)

Actg. Dist. Forester—Adriano V. Santos
Officer in Charge, Reforestation Project—Maximo Oro
Rangers—Manuel Malana, Bernabe Guieb and Ambrosio Bitonio
Forest Guards—Lucas Cabinas and Pablo Alicaba

Public Library

Librarian—Flavia M. Suson

Bureau of Public Works

District Engineer—H. C. Garretson
Assist. Civil Engrs.—Antonio D. Aseniero, Francisco P. Fabros and José Chavarria
Jr. Mechan. Engr.—Bernardino P. Pajares
Chief Clerk—Francisco Fernandez
Property Clerk—Lorenzo Sayson
Ledger Clerk—Romualdo Llaguno
Record Clerk—Cornelio Maranan
Stenographer—V. L. Santos
Clerk Auto. Section—Dionisio Unabia
Clerk-Storekeeper—Pastor Sabillano
Jr. Topog. Draftsman—Pedro Flores
Transitman—Vicente Zabate
Surveymen—Dionisio Mercado and Pedro Algarme

ASSOCIATIONS AND CLUBS

Cebu Chamber of Commerce

President—K. B. Day
Secretary—Cyrus Padgett
Treasurer—W. R. Giberson
Acting Secretary—Paul L. Stangl

Cebu Club

Calle Colon; Teleph. 6

United Service Club

President—E. F. Koch
Secretary—J. F. Harstine
Treasurer—W. J. Stumpf
Directors—M. P. Alger, K. B. Day, C. J. Martin and S. M. Pronko

BANKS

BANK OF THE PHILIPPINE ISLANDS, THE —P.O. Box 477; Tel. Ad: Banco
E. Byron Ford, manager
G. Borromeo, cashier
I. M. Galicia, accountant

BOTICA ANTIGUA DE CEBU, INC.—P.O. Box 82; Tel. Ad: Luisa; Code: A.B.C. 5th edn.
Dr. Phil. A. Krapfenbauer, president
Paul Krapfenbauer, chemist, manager

CHARTERED BANK OF INDIA, AUS. & CHINA
J. D. McLaren, sub-agent
E. W. Bilton, sub-accountant
M. Rabadon, cashier
R. Lauron, chief clerk

INTERNATIONAL BANKING CORPN.—Calles Burgos & Comercio; Tel. Ad: Statesbank
M. L. Miller, manager
R. V. French, R. L. Bradley, sub-accts.

CONSULATES

GREAT BRITAIN
Acting Vice-Consul—W. Easton

NETHERLANDS
Vice-Consul—W. Easton

NORWAY
Vice-Consul—W. Easton

FORBES, MUNN & CO., LTD., Import and General Merchants—143-149, Calle Juan Luna & Calle Gonzales 197-203; Teleph. 95; P.O. Box 161; Tel. Ad: Sandavid; Codes: A.B.C. Bentley's and Private
A. R. Porter, manager
Sub-Agency—Royal Insurance Co., Ld.

FUHRMANN, DR. LUDWIG, German Physician

HAMILTON JEREZ & CO., INC., Stevedores—86-88, Morga Street; Teleph. 27; P.O. Box 95; Tel. Ad: Tug
F. M. Noakes, manager
C. J. Martin, assist. manager
G. W. Jackson | Albert Barnum

KER & CO., Merchants
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J. W. Howells do.
H. B. Foster do.
W. C. Naismith | I. M. Duncan
E. L. Morrison | A. M. Roxburgh
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Mercantile Bank of India
Sun Insurance Office
Phœnix Assurance Co., Ld.
Clan Line of Steamers
Nippon Yusen Kaisha
Prince Line, Ld.

KOERBER, DR. HANS VON, Linguist and Ethnologist—P.O. Box 505

KUENZLE & STREIFF, INC., Importers—Teleph. 38; P.O. Box 135; Tel. Ad: Kuenzle

LUX, Efectos de Electricidad y Lamparas de Gasolina—75 and 77, Norte America
Florencio Castro, agent

MACLEOD & CO., Merchants—Telephs. 9, 234 and 41; Tel. Ad: Macleod; Codes: A1, A.B.C. 5th edn., Bentley's and Scott's
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E. O. Cogan
Agencies
Compañia Maritima de Manila
Messageries Maritimes Line
Royal Mail Steam Packet Co.
Glen Line of Steamers
Shire Line of Steamers
Isthmian Steamship Line
Columbia-Pacific Line
Commercial Union Assurance Co., Ld.
Guardian Assurance Co., Ld.
American and Oriental Line
Bank Line
Union Insurance Socy. of Canton, Ld.

MENZI & CO., INC., Import and Export Merchants—105-109, Calle Norte America; P.O. Box 148; Tel. Ad: Casamenzi; Codes: Western Union, Bentley's, A1, A.B.C. 4th, 5th & 6th Improved edns., and Private
Kurt Fick, manager
B. V. Gastrock, assistant
Agents—Rickmer's Line

PACIFIC COMMERCIAL CO., Importers
M. P. Alger, branch manager
F. E. Shafer, auditor
S. S. Taylor | E. C. Kirkendall
R. S. Frush | L. Doner
J. Fleming | M. B. Varian

PASTRANO, UNCHUAN & CO., Importacion, Exportacion y Commisionista; Armadores: Vapor "T. Lizarraga," Motor "Lux"—26-28, P. Burgos Street; P.O. Box 43; Tel. Ad: Pastrano
Tan Unjo, administrador general

PHILIPPINE ENGINEERING CO.—Teleph. 410; P.O. Box 308

PROCTER AND GAMBLE TRADING CO., THE—Norte America and Comercio Streets; P.O. Box 37; Tel. Ad: Procteraw
A. A. Williamson, manager
C. H. Brackett, warehouseman

SMITH, BELL & CO., LTD., Merchants, Shipping & Insurance Agents—Tel. Ad: Bell
W. Easton, manager
H. V. Jones (import dept.)
M. Bladock (shipping do.)
A. Howell
H. C. Derham (Cagayan)
E. S Rama | B. Ouano
I. R. Llamoso | P. Abella
Agencies
China Navigation Co., Ld.
Malabon Sugar Refining Co. (P.I.)
Indo-China Steam Navigation Co.
Canadian Pacific Steamships, Ld.
Ocean Steamship Co., Ld.
China Mutual S. N. Co., Ld.
British India S. N. Co., Ld.
Gulf Line
American & Oriental Transport Line
Lloyd's
Netherlands Fire Life Insce. Co.
South British Fire & Marine Insce. Co.
Commercial Union Assurance Co.
British Traders' Insurance Co., Ld.
Sun Life Assurance Co. of Canada

SOUTHERN ISLANDS HOSPITAL—Teleph. 156; P.O. Box 235
Chief—Dr. A. P. Villalon
Chief Clerk & Cashier—Pedro Irabagon
Senior Resdt. Physician—Dr. Nicolas G. Escario
Radio'st.—Dr. Alfonso E. del Rosario
Pathologist—Dr. Jose Tolentino
Asst. Res. Physician—Dr. J. B. Coligado
Extern—Dr. Jacinto Velez
Dentist—Dr. Pablo R. Ilano
Pharmacist—Miss Consuelo R. Ylanan
Pharmacy Clerk—Domingo Cabinum
Training School for Nurses
Chief Nurse and Principal — Miss Ramona I. Cabrera
Dietitian—Miss Victorina Sobremisana
Assist. do.—Miss Arsenia Ledesma
Surg. Superv.—Miss Felicit Pepito
Supervrs.—Miss I. Alvarez, M. Yray

STANDARD OIL CO. OF NEW YORK—Gotiaoco Building; Telephs. 11, 130 and 297
E. F. Koch, manager
R. G. Walker, assistant

STEVENSON & CO., LTD., W. F., Merchants, Shipping and Insurance Agents—Tel. Ad: Stevenson. Head Office: Manila. Branches: Iloilo and Zamboanga
F. B. Richards, agent
D. J. S. Hay
J. M. Harrison | C. Palma
B. Trebol | A. Medalle
M. Martin | C. Doceo
J. D. Dorcy (Texas Co.)
Agencies
Peninsular and Oriental S. N. Co.
Ocean S. S. Co., Ld., New York Service
China Mutual S. N. Co., Ld., do.
Ben Line of Steamers
Ellerman Line (European Service)
Osaka Shosen Kaisha
Straits Steamship Co., Ld.
Java-China-Japan Lijn
Holland Oost Azie Lijn
Java Pacific Lijn
Union Insce. Society of Canton, Ld.
Norwich Union Fire Ins. Society, Ld.
Scottish Union & National Insce. Co.
Yorkshire Fire Insurance Co. Ld.
Marine Insurance Co., Ld.
British Traders' Insurance Co.
Texas Co. (P.I.), Inc.

VISAYAN ELECTRIC CO., S. A., Electric Light, Heat and Power Electrical Supplies—Telephs. 82 and 433; P.O. Box 134; Tel. Ad: Electric; Codes: Western Union and Bentley's

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WALKER, H. B., General Broker, Public Accountant—23, Calle de los Martires; P.O. Box 100; Tel. Ad: Ostrich; Codes: A.B.C. 5th and 6th edns., Western Union 5-letter edn. and Bentley's
Agencies
Law Union & Rock Insurance Co.
China Fire Insurance Co.
Tokio Marine Fire Insurance Co.
Yangtsze Insurance Association
Fuso Marine Insurance Co., Ld.
Manufacturers' Life Insurance Co.
Atlas Assurance Co.
Employers' Liability Assur. Corpn.
Continental Insurance Co.
Fidelity and Surety Co. of the P.I.

行勝捷 *Chiat Shing Hong*

YAPTICO & CO., LTD., F. M., Importers and Exporters, Commission and Shipping Agents—Offices: Manila and Iloilo; Teleph. 80; P.O. Box 84; Tel. Ad: Yaptico; Codes: A.B.C. 5th edn., Bentley's and Preus
C. K. Kuan, managar
D. C. Yuan, cashier
T. Usin
J. Yap Conkee | J. Montes

ZUELLIG, INC., F. E., Merchants (Successor to Lutz & Zuellig), European Representatives: F. E. Zuellig, Inc., Rapperswil, Switzerland—Tel. Ad: Fez
A. G. Hentsch, agent
Agencies
Norddeutscher Lloyd, Bremen
Fire Association of Philadelphia Pa.

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 30,798, 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 25 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, occasional Army 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. Telegraphic communication with various parts 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 10th, 1899, the revolutionists attacked the Spanish garrison in Zamboanga, which withdrew on May 24th. 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 16th of the same year.

Zamboanga is the capital of the province of the same name. The town, 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.

DIRECTORY

Province of Zamboanga

Governor—Jose Aseniero
Treasurer—N. Valderrosa
Member, Prov. Board—Gregorio Ledesma
Secretary, Provincial Board—Leonardo Matuas
Judge, Court of First Instance — A. Horrilleno
Aux. Judge for First Instance Court—Mariano Buyson
Provincial Fiscal—Manuel Blanco
District Auditor—Pio Joven
Do. Engineer—Jose Lozada
Do. Health Officer—Dr. M. Asuzano
Collector of Customs—Marcelo Mendoza
Div. Supt. of Schools—John F. Brown
Senators—Hadji Butu
Representative—Tabuyor Taupan
Deputy Governors—Gabino P. Cuevas, Pascual T. Martinez, Delfin Ignacio, Awkasa Sampang, Manuel Berenguer, Capt. Paciano Tangco and Lieut. S. Abrera (Lamitan Penal Colony)

District Engineer's Office

Division Engineer—Vincente Fragante
Dist. do. —Jose Lozada
Assist. Civil Engineer—M.T. Tubungbanua
Do. —Sergio Palencia
Do. —Pedro C. Olympia
Chief Clerk—Pedro Principe

Phil. Health Service Officers
Zamboanga Province

Dist. Health Officer—Dr. M. A. Asuzano
Assist. do. —(vacant)
President, 1st Sanitary Division (Dipolog) —Dr. Cesar Ramos

President, 2nd Sanitary Division (Lamitan, Isabela)—Dr. Conrado Yumol
President, 3rd Sanitary Division (Zamboanga, Zamboanga)—Dr. C. B. Enriquez
President, 4th Sanitary Division (Margosatubig)—Dr. Crimaco J. Elago
Chief (Zamboanga General Hospital)—Dr. P. A. Rodriguez
Resident Physician (Zamboanga General Hospital)—Dr. Candelario Santiago
Assist. Resident Physician (Zamboanga General Hospital)—Dr. Pablo del Villar
Chief Nurse (Zamboanga General Hospital)—Miss Socorrp Sirilan, R.N.
Supt. (Zamboanga General Hospital)—Lorenzo V. Villaflor. R.N.
Residt. Physician (Rizal Memorial Hospital, Dapitan)—Dr. Sabas E. Yap
Supt. (Rizal Memorial Hospital, Dapitan)—Rodrigo Tillano, R.N.
Resident Physician (Dipolog Public Hospital, Dipolog)—Dr. Santiago S. Calo
Resident Physician (Margosatubig Public Hospital, Margosatubig)—Dr. Climaco J. Elago
Supt. (Magosatubig Public Hospital, Margosatubig)—Giminiano Enriquez, R.N.

CONSTABULARY OFFICERS

Headquarters:—

District of Mindanao and Sulu

Comdg. Officer—Lt.-Col. L. R. Stevens

BUREAU OF CUSTOMS

Collector—Marcelo Mendoza
Chief, Marine Division—Lorenzo Balais
Appraiser of the Port—E. Silva

BUREAU OF LANDS

Div. Insprs.—S. Mindanao & Sulu: Elias Ibañez; N. Mindanao: José Suguitan
District Land Officers—Surigao: Paulino Apostol; Agusan: Angel Balunsat; Misamis: José Suguitan; Lanao: Gregorio Arizabal; Zamboanga: Elias Ibañez; Cotabato: Manuel de Leon: Davao: Lucas Adeva; Jolo, Sulu: José Ma. Paredes

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ATKINS, KROLL & CO., INC., Importers, Exporters, Ship-Owners and General Merchants, Dealers in Lumber, Cattle, Copra and all other Native Products—14, Calle Madrid; Teleph. 73; P.O Box 199; Tel. Ad: Atanga. Offices at S. Francisco (Cal.), Manila, Cagayan de Sulu, P.I.
N. C. McClelland, vice-president and general manager
D. L. Cochran, manager
W. A. Armstrong
G. V. Hussey
G. Van Syckle | J. H. Brooks

Agencies
Union Ins. Socy. of Canton, Ld. (Fire)
British Traders' Insce. Co., Ld. (Mar.)
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America Australia Orient Line
Admiral Oriental Line
Atlantic Gulf and Oriental S.S. Co.
Isthmian-Steamship Line
American and Oriental Line
Australian-Oriental Line
American Pioneer Line
Dollar Steamship Lines, Ld.
The Robert Dollar Co.
Macleod & Co., Inc. (Isthmian Steamship Line)

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BANK OF THE PHILIPPINE ISLANDS, THE—Teleph. 17; Tel Ad: Banco
J. M. Garcia, manager
D. de la Llana, cashier

BARRIOS & CO., FRANCISCO, Importers and Exporters—Teleph. 13; P.O. Box 60

BASILAN LUMBER CO., INC., Dealers in Sawn Lumber, Logs and Piling—Head Office: Zamboanga. Mill: Port Holland, Maluso Bay. Branch Office: Cebu. Tel. Ad: Basilumber; Code: Bentley's
J. Schlittler, president
Andres Pastor, secretary-treasurer
J. H. Mueller, general manager
Alvaro Pastor, mgr. (Cebu Branch)

BRITISH CONSULATE
Acting Vice-Consul—J. W. McMaster

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA—Broad Building; P.O. Box 197; Tel. Ad: Zealous
J. M. Walker, sub-agent

KUENZLE & STREIFF, INC., Importers and Exporters

OVERSEAS CLUB OF ZAMBOANGA—16, Calle Madrid; Teleph. 65

PACIFIC COMMERCIAL CO.—16, Calle Madrid; Teleph. 14; P.O. Box 189
J. C. MacDougall, manager

PLAZA HOTEL—Plaza Pershing; Teleph. 81; P.O. Box 136; Tel. Ad: Plaza; Codes: Bentley's, Western Union and A.B.C. 5th edn.

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J. B. Cooley, vice-pres. and gen. mgr.
F. L. Worcester, do. and assist. do.
G. V. Hurley, executive assistant
C. Leyra, cashier
L. G. Lumabao, chief accountant
A. V. Kozloff, mill supt.

PORT BANGA LUMBER CO., INC., Producers and Exporters of Phil. Woods—Head Office: Zamboanga; Mills: Port Banga; Teleph. 100; P.O. Box 198; Tel. Ad: Banga
Atkins, Kroll & Co., Inc., genl. mgrs.
F. W. Redding, president
G. V. Hussey, mill manager
R. R. Lyle, logging supt.
H. Bachtold | G. L. Rickard
J. Siebert | V. Fleishman

SILUPA RANCH CO., INC., Importers and Breeders of Indian Breeding Cattle—Head Office: Zamboanga; Branch at Silupa, near Malangas; P.O. Box 131; Tel. Ad: Silupa

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SMITH, BELL & CO., LTD., Importers and Exporters, Shippers and Insurance Agents
H. Walford, manager
M. Alba
P. Puigdengolas | J. Angles
Agents for
South British Insurance Co., Ld.
Sun Life Assurance Co. of Canada
American Manchurian Line
Nippon Yusen Kaisha
Ocean Steamship Co., Ld.
China Mutual Steamship Co., Ld.
Eastern & Australian S.S. Co., Ld.

SPIRIG & CO., JOHN, Import and Export—P.O. Box 195
John Spirig, owner
P. Esperat

STANDARD OIL CO. OF NEW YORK—Atkins Kroll Building, Calle Madrid

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STEVENSON & CO., LTD., W. F., Merchants Steamship and Insurance Agents—18-20, Calle Madrid; Teleph. 12; P.O. Box 210; Tel. Ad: Stevenson
J. W. McMaster, agent
Agencies
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Osaka Shosen Kaisha
Ocean Steamship Co., Ld.
Ellerman & Bucknall S.S Co., Ld.
Ben Line of Steamers
Straits Steamship Co., Ld.
Prince Line (Far East Services)
Canadian Pacific Steamship Service
Holland Oost-Azie Lijn
Java-China-Japan Line
Java-Pacific Line
Columbia-Pacific Shipping Co.
Norwich Union Fire Insce. Society
Scottish Union & Nat. Insce. Co.
Yorkshire Insurance Co., Ld.
Northern Assurance Co., Ld.
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Union Insce. Socy. of Canton, Ld.
Lloyd's
The Texas Co. (P. I.) Inc. (Petroleum, Gasoline and Lubricating Oil)

TORREJON, JURIKA & CO., INC., General Merchants, Import & Export, Commission Agents—Cent. Office: Zamboanga; Branches: Jolo, Davao and Cotabato; Teleph. 56; P.O. Box 207; Tel. Ad: Jurika
S. Jurika, general manager & presdt.
Blanche W. Jurika, secretary
C. H. Steinberg, mgr. and vice-pres.
C. A. Pasco, treasurer
Ernst. Schwartz, assistant
H.C. Stanton, manager (Davao office)
Agencies
Comp. Transatlantica de Barcelona (S.S. Co.)
U.S. Shipping Board (Swayne & Hoyt)
Hugo Stinnes Lines
Hamburg-American Line
North German Lloyd
Transatlantic Steamship Co.
The Bank Line
Law Union & Rock Insurance Co.

VEGETABLE OIL CORPORATION—Teleph. 101; P.O. Box 14; Tel. Ad: Cocopalm

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WILSON'S ENGINEERING WORKS—Teleph. 33; P. O. Box 162
James J. Wilson
James F. Maxwell
Agency
C. E. Heinke & Co., London. Diving Apparatus

ZAMBOANGA CHAMBER OF COMMERCE—Broad Building

ZAMBOANGA CLUB, INC.—16, Calle Madrid; Teleph. 20; P.O. Box 95

ZAMBOANGA COLD STORAGE CO., INC.—Calle San José; Teleph. 33; Tel. Ad: Ice
James J. Wilson, secretary

ZAMBOANGA COUNTRY CLUB

ZAMBOANGA FOOTBALL CLUB
Captain—P. M. Tiahua
Hon. Secretary—F. L. Worcester
Secretary-Treasurer—A. T. Reyes

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 most of the trading operations. The country generally is in an undeveloped condition. The natives comprise Malays, Dyaks and other races of a kindred type. 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 50,000 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 500 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 100 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. Sir Charles Vyner Brooke, G.C.M.G., who was born 26th September, 1874, and was married on 27th February, 1911, to Hon. Sylvia Brett, succeeded his father H.H. Sir Charles Brooke in May, 1917.

The country produces gold, silver, antimony, quicksilver, coal, petroleum, 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. Baram, the principal town and fort on the Baram river, is about 60 miles inland. Bintulu, situated 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 five miles up the Matu river, are both noted for their sago. Sibu is situated

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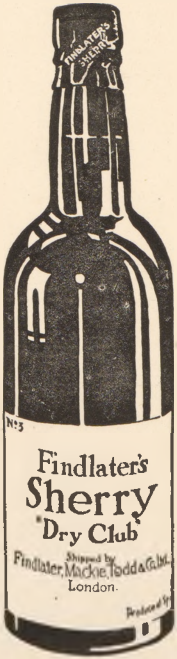

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68 miles, Kanowit 100 miles, and Kapit 156 miles up the Rejang river. Kabong is situated at the mouth of the Kalaka river. Saribas lies about 80 miles up the river of the same name, Simang-gang is 50 miles up the Batang Lupar river, and Simunjan is situated 22 miles up the Sadong river, where the Government work a coal mine. All these rivers have a tidal wave or bore. 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 steady progress. There are twenty wireless stations in the chief centres. A large petroleum field, discovered in the Baram District at Miri and Bakong, is now a valuable asset. In 1926 the revenue amounted to $6,357,835 and the expenditure to $4,650,605. The value of the exports was $53,466,924 and of the imports $24,195,491. 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 force is recruited from Malays and Dyaks.

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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 and Muruts, and at the census in 1921 numbered 258,000, which includes about 37,642 Chinese. The chief geographical feature in the territory is the mountain of Kinabalu, 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, Sandakan and Cowie Harbour on the East, the two 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 to the West Coast ports, and a weekly service to the East Coast ports, and a monthly service by the Osaka Shosen Kaisha from Formosa, the ports of call being Hongkong, Tawao, 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 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-utang, 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 1,153,462 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 1923 was 62,671 tons; 1924, 89,412 tons; 1925, 79,942 tons; and in 1926, 71,437 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 2,000 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 £433,927 in 1926, as compared with £210,197 in 1913, the pre-war year. Expenditure was £326,391 in 1926 (including £73,639 for renewals, depreciation, etc.), 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 1926 was valued £1,261,986, as compared with £1,397,561 in 1925, and £552,987 in 1924. The export of copra was valued at £94,376, as compared with £73,268 in 1925. The export of timber was valued at £160,815, as compared with £162,536 in 1925. The value of other exports was: estate tobacco, £136,013; coal, £69,906; cutch, £34,894. 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. The British North Borneo State Railway has a total mileage of 127 miles. The main line runs for 56 miles through flat country to Beaufort. From Beaufort to Tenom it runs through 30 miles of the Padas Gorge, noted for its beautiful scenery; and thence on through undulating country to Melalap, the present terminus. A branch line runs from Beaufort to the small port of Weston, a distance of about 20 miles. The railway is playing an important part in the development of the West Coast. Already there are 14 large rubber estates and numerous small holdings served by it, whilst the acreage under padi, sago and coconuts is steadily increasing. During the year 1926, the railway carried 312,855 passengers and 15,676 tons of goods. The total revenue for 1926 amounted to $363,637, as against $310,339 in 1925, and $267,506 in 1924. 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 seven wireless installations in the country—at Jesselton, Sandakan, Kudat, Tawao, Lahad Datu, Silimpopon and Lamag. The State Bank of North Borneo was established in 1921 with its head office at Sandakan and a branch at Jesselton. A lighthouse has been established at Batu Tinagat, near Tawao, and at Tanjong Trang, near Tambisan Island, on the East coast. Unattended lights have been placed on Taganac Island, near Sandakan, Kalampunian Island, North Point, Kudat.

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, 3 per cent. in 1920, 3 per cent. in 1921, 3½ per cent. in 1922, 2¾ per cent. in 1923, *nil* in 1924, and *nil* in 1925. The credit balance of the Revenue Account in 1925 was £52,399 against £190,536 in 1924. In May, 1888, a British Protectorate was established.

The following officers have administered the Government of the Territory since its acquisition by the Company:—

1881 W. H. Treacher, C.M.G.
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.
1922–1923 Maj.-Gen. Sir William Rycroft, K.C.B., K.C.M.G.
1924 F. W. Fraser, C.B.E. (acting)
1924 Maj.-Gen. Sir William Rycroft, K.C.B., K.C.M.G.
1925 F. W. Fraser, C.B.E. (acting)
1925 A. C. Pearson, C.M.G.
1926 A. C. Pearson, C.M.G.
1926 F. W. Fraser, C.B.E. (acting)
1926 J. L. Humphreys, C.B.E.

DIRECTORY

Governor and Commander-in-Chief—J. L. Humphreys, C.B.E.
Private Secretary to Governor and Commander-in-Chief—W. B. Durant

BRITISH NORTH BORNEO COMPANY (Incorporated by Royal Charter, 1st November, 1881)

Court of Directors—London

Offices: 17, St. Helen's Place, L'don., E.C. 3
President—Major-Genl. Sir Neill Malcolm, K.C.B., D.S.O.
Vice-President—D. O. Malcolm
Managing Director—Hon. Mountstuart Elphinstone
E. Dent
G. E. R. Bromley-Martin
C. Mallet
Capt. A. G. Cowie
Secretary—C. F. Collins (acting)
Assist. Under & Legal Assist.—W. J. Worth

EXCISE

Commissioner of Customs and Excise—Hon. Mr. M. M. Clark
Assist. Commissioner of Excise (Sandakan)—A. Walter
Assist. Commissioner of Excise (Jesselton)—A. N. M. Garry
Chief Clerk—Ngai Than

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Postmaster-General and Supt. of Telephs.—C. F. Newton Wade, M.I.W.T., M.I.R.E.
Assist. Postmaster-General—H. A. Dabell
Assist. Supt., Posts & Telegs.—G. C. Fenton

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Auditor—T. W. Rose, F.S.A.A.
Chief Dist. Treasurer—W. A. C. Smelt, A.C.A.
Do., (W. Coast)—A. J. B. Broodbank
Assist. Auditor—C. S. Plummer
Confidential Clerk to Financial Commissioner—Fung Shong Kong

Agricultural and Forestry Dept.

Conservator of Forests and Director of Agriculture—D. D. Wood B.SC., M. FOR.
Assist. Conservator of Forests—H. G. Keith, B.SC.FOR.

Public Works Department

Director of Works—Capt. J. A. Houston, B.A., B.E.
Exec. Engr.—E. R. Baker, A.M.INST.C.E.
Assist. Executive Engineers—E. G. Dale and H. Donovan

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Collector of Land Rev.—Hugh Myddelton
Chief Clerk—Chew Teck Soon

Harbour Department

Harbour-Master—Hon. Mr. M. M. Clark
Deputy do., Sandakan—S. G. Holmes
Boarding Officer—Lee Ah Ngit
Govt. Marine Surveyor—J. C. Graham

Medical Department

P.M.O.—P. A. Dingle, M.R.C.S., L.R.C.P.
District Surgeon, Sandakan—Dr. R. H. Fletcher, M.R.C.S., L.R.C.P. (on leave), Dr. C. Deuntzer (acting)
District Surgeons—Jesselton: Dr. J. K. O'Byrne, L.R.C.P. & S., I.; Beaufort: Dr. F. P. Joscelyne, O.B.E., M.C., M.D., L.S.A., D.P.H., etc; and Tawao: Dr. Lau Lai
Nurse Matrons—Sandakan: Miss Simpson and Jesselton: Miss Chandler
Nursing Sister—Miss E. E. Barratt (Jesselton)

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Acting Supt.—P. A. Marriott

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Commissioner of Customs and Excise—Hon. Mr. M. M. Clark
Assistant Commissioner of Customs (Sandakan)—S. G. Holmes
Deputy Assist. Commissioner of Customs—P. Dominic
Chief Examiner—Mohamed Jenab

Telegraph Department

Chief Supt. of Telegraphs—C. F. Newton Wade, M.I.W.T., M.I.R.E.
Assist. Supts. of Telephs.—H. A. Dabell and G. C. Fenton

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President of the High Court—H.E. The Governor
Chief Justice—Hon. D. T. J. Sherlock, K.C., M.B.E. (Mil.)

Sessions Court

Chief Justice—Hon. Capt. D. T. J. Sherlock, K.C., M.B.E. (Mil.)

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(Births and Deaths)

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Registrars—21 in number, composed of District Officers and Medical Officers
Registrar of Marriages—The District Magistrates for the several districts

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Acting Officer in Charge Armed Constabulary (Sandakan) and Supt. C.I.D.—Capt. C. H. C. Pearson
C.P.O.—P. A. Marriott

Prison

Inspector—Lt.-Col. H. S. Bond

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Do. (W. Coast)—Hon. Mr. G. C. Irving
Do. (Interior)—G. C. Woolley, B.A.
Do. (East Coast)—W. C. M. Weedon
Do. (Kudat)—E. W. Morrell
Dist. Officer (Sandakan)—H. Myddelton
Do. (Lahad Datu)—B. R. Cole-Adams
Do. (Beaufort)—C. F. Skinner
Do. (Jesselton)—H. S. Arrindell
Do. (Kota Belud)—R. A. Rutter
Do. (P. Clarke)—H. M. Ince
Do. (Marudu Bay)—E. W. Skinner
Do. (Papar)—E. G. Grant
Do. (Tepom)—E. A. Pearson
Do. (Tambunan)—R. F. Evans
Assist. Dist. Officer (Beaufort)—O. G. Ommanney
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Do. (Keningan)—H. I. Tremenhcere
Do. (Tawao)—D. M. Fraser
Do. (Mempakul)—J. H. Hill
Do. (Kinabalangan)—D. K. Ingle

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Govt. Secretary—D. R. Maxwell
Assist. do. —C. R. Smith

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A. Duncan, assistant
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(Military Headquarters: Jesselton)

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Adjutant—Capt. A. Rice-Oxley, D.F.C.
Officer-in-charge—W. Cole-Adam, M.C.
Senior Supt.—Capt. C. H. C. Pearson
Superintenant—P. H. Marriott
Paymaster—W. Lake
Attached—C. D. Raind-Turner

PROTECTORATE

Protector—C. F. C. Macaskie
Deputy Protector—C. D. Martyn
Assist. Do. —G. L. Gray
Chief Clerk—Lee John Nyuk
Attached—B. W. Hurrell

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Sectional Engrs.—D. G. Logie & T. Garland
Traffic and Loco. Supt.—F. C. S. Phillips
Accountant—J. G. Rowan
Assistant—L. Underwood

LANDS DEPARTMENT

Commissioner of Lands—W. W. Smith

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Postmaster-Gen. and Supt. of Telegraphs—C. F. Newton Wade, M.I.R.E. (Grad.), I.E.E., M.I.W.T.

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Govt. Surveyors—T. C. Humphreys, D. McCaw, E. J. Smallfield, G. Farrelly and T. F. Johnston
Chief Draftsman—T. V. Durai

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Foreman of Works—P. V. Estrop
Chief Clerk—Vun Yin Chong

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Mycologist and Agricultural Adviser—E. Bateson

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Editor *(N.B. Borneo Herald)*—A. N. M. Garry
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Geo. Ingate, A.M.I.MECH., engineer
T. H. Keetel, J. C. Stoffers, F. V. Peacock, J. C. Theobald, T. A. Judd, E. B. Tuxford, L. A. Rimbault and J. Payne, assistants
W. Mansfield & Co., Ld., Singapore, and Harrisons & Crosfield, Ld., Sandakan, agents

LABUAN

This, formerly 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 Bay finds a market in Labuan, and the volume of the trade is increasing. 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 750 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 1st, 1906, when the Colonial Office again resumed direct control, and Labuan was incorporated with the Straits Settlements in January, 1907. The population in 1926 was 5,641, of whom about 4,000 were Malays. The Chinese, who number about 1,500, are the chief traders, and most of the industries of the island are in their hands. The Europeans (21) include Government officials, the staff of the Eastern Extension Telegraph Company, and traders. The Labuan Coalfields Company, Ltd., 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. This company now holds the lease of the coal mines. The revenue is chiefly derived from the farming out of licences to sell tobacco, spirits and fish. It amounted in 1926 to $153,354,

as compared with $132,137 for 1925, the expenditure in the respective years being $144,354 (excluding pensions) and $135,029. The value of foreign imports and exports (merchandise only) was as follows:—

	1925	1926
Imports	$3,983,331	$3,073,394
Exports	4,417,512	3,391,544
	$8,400,843	$6,464,938

DIRECTORY

RESIDENT'S OFFICE

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Treasurer—R. W. Grant, M.C.

AUDIT OFFICE

Chief Clerk—A. da Silva

POST OFFICE

Postmaster—R. W. Grant, M.C.

HARBOUR OFFICE

Harbour-Master—E. G. Goldfinch

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Police Magistrate—R. W. Grant, M.C.

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Head Master—Zainal Abidin bin Ahmad (acting)

GOVT. VERNACULAR SCHOOL—Bukit Kallam

Head Master—Mohamed Salleh bin Peer Mohamed

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District Judge—R. W. Grant, M.C.

Justices of the Peace for the Island of Labuan

W. W. Boyd	Koh Eng Watt
A. G. Vanscolina	Tan Yin Choon
James Montgomery	Chan Wai Sik

LAND DEPARTMENT

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Clerk—Mohamed Tamimih bin Haji Omar
Land Bailiff—Mohamed bin Dally

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POLICE

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Hon. Secy. and Treas.—O. C. Soper

BRUNEI

The sovereignty of the Sultan of Brunei has been reduced to a wedge of territory of some 2,500 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 about 12,000. 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 69 stone and brick shops and houses, and all government buildings are on land.

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 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. There are 5 European companies operating rubber estates. At Brunei Town, the Island Trading Company, Ltd., has its cutch factory, employing several hundreds of hands. The value of cutch exported in 1926 was $189,200, compared with $243,000 in 1925.

In 1914, payable oil was found for the first time in the District 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 six tons. The British Malayan Petroleum Co., Ltd., has now obtained a lease of this area and is conducting extensive operations. The prospects are very promising.

Native industries are few. Brunei silver-work and brass-ware 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, 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 1926 was $1,032,055. Some Chinese have begun to plant pepper, a product for which Brunei was famous 150 years ago.

The public revenue in 1926 amounted to $367,344, as against $315,261 in 1925, and expenditure to $297,894, as against $245,286 in 1925.

DIRECTORY

Sultan—His Highness Ahmad Tajudin Akhazul Khairi Wad-Din
Ministers of State—Pengiran Bendahara and Pengiran Pemancha

British Resident's Office

British Resident—E. E. F. Pretty
Chief Clerk—Ibrahim bin Md. Jahfar

Medical Department

Dresser—Leong Ah Ng

Treasury Department

Treasury Clerk—Liew Thian Tai

Posts and Telegraph Dept.

Wireless Engineer—L. R. Watts

Courts

Judge—E. E. F. Pretty
Magistrate—Pengiran Shahbandar

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Officer-in Charge—Chua Law Lee
Customs Clerk, Brunei—Pengiran Ahmed
Do., Belait—Abdul Wahab
Do., Tutong—A. K. Bakar
Do., Muara—Suleiman
Do., Simbruoh—Abdullah
Chandu Clerk, Brunei—Humphrey Kong

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Officer-in-Charge (P.W.D.)—C. E. Tull
Clerk of Works—E. B. Keasberry

Police Force (Brunei Police)

Chief Inspr. in charge (Brunei and Labuan), residing at Brunei—G. A. McAfee

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Brunei (Borneo) Rubber and Land Co., Ltd., Labu Estate—Postal Ad: Brunei *via* Labuan, S.S.
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F. B. Giffening
J. O. Nixon | H. Rowsell

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B. M. Grover, manager (Belait)

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Brunei United Plantations, Ltd. (Incorporated in Straits Settlements)—Postal Ad: Brunei *via* Lubuan, S.S.; Tel. Ad: Lynn, Brunei
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A. G. Gow | W. W. H. de Piro

Island Trading Co., Ltd. (Incorporated in Great Britain), Cutch Extract Manufacturers, etc.—Brunei, Sarawak; Tel. Ad: Acreage, Brunei; Codes: Bentley's, Western Union and Broomhall's
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W. H. Doughty, manager
W. B. Falconer, assistant
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J. K. B. Coghill, manager
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H.B.M. SQUADRON IN CHINA

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Flag-Lieut.—C. Caslon
Chief of Staff—(*vide* Flag Captain)
Secretary—Paymr. - Lieut. - Comdr. P. H. Morrissey, M.B.E.

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Paymr.-Lieut.—D. S. Wareham
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Gunner—N. C. Brisby
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Do. —E. C. Bayldon
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Do. —A. C. Macdonald
Do. —R. A. Fell
Do. —E. A. Blundell
Do. —W. O. Shelford
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Commander—B. P. MacMahon
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Commander—F. H. D. Byron
Lieut.-Comdr.—C. Y. C. Keays
Captain, R.M.—A. Whitworth
Surg.-Comdr.—F. E. FitzMaurice
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Comd.-Gunner—L. J. Backhouse

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Do. —R. S. D. Armour
Do. —J. V. Findlay
Do. —G. C. Trencham

Lieutenant—J. H. Dale
Do. —K. W. Beard
Do. —(O) G. C. Couper
Do. —H. B. Hilberk

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Surgeon-Lieut.—W. H. Bradfield
Flying Officer, R.A.F.—A. A. Jones,
Do. —C. B. Rawlins

No. 401 Flight

Lieutenant—(P) The Hon. J. M. Southwell
Do. —(P) T. O. Bulteel
Lieut., R.M.—(P) K. Hunt
Flight Lieut., R.A.F. (Flight Comdr.)—B. B. Caswell
Flying Officer, R.A.F.—N. Young

No. 442 Flight

Lieutenant—(P) J. W. M. Healing
Do. —(P) A. N. R. Keene
Do. —(P) J. W. Hawkins
Do. —(P) J. W. Hale
Flight Lieut., R.A.F. (Flight Comdr.)—W. D. Gairdner
Flying Officer, R.A F.—G. H. Randle

No. 443B Flight

Lieutenant—(P) (N) J. H I. Wood
Flight Lieut., R.A.F. (Flight Comdr.)—G. C. Bladon
Flying Officer, R.A.F.—H. M. Mellor

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Do. —L. de Villiers
Squad.-Ldr., R.A.F.—C.E.H.C. Macpherson
Engr.-Comdr.—R. J. Brown
Commander (E)—B. J. Littledale,, D.S.C.
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Do. —R. Buddle, O.B.E., M.B.
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Chief Engr.—Engr. Capt. W. H. Mitchell
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Do. —(O) A. E. Dolington
Do. —L. B. A. Majendie
Lieutenant—(O) H. T. T. Bayliss
Do. —(O) G. R. Deverell
Do. —(O) M. R. B. Deane
Do. —(O) F. M. Walton
Do. —(O) F. S. Benney
Do. —P. F. R. Waud
Do. —(O) H. A. J. Grant
Do. —(O) E. R. G. Baker
Do. —R. K. Silcock
Do. —E. E. Blackwell

Engr.-Comdr.—C. J. B. Stoneman
Lieut.-Comdr.—(E) H. J. B. Moore
Chaplain—Rev. E. S. Ulyat, M.A.
Lieut. R.M.—R. S. Lansdale
Surg.-Comdr.—H. M. Langdale
Paymr.-Comdr.—H. M. Cockrem
Surg.-Lieut.—J. J. Mason, M.B.
Paymr.-Lieut.—K. U. White
Comd.-Gunner—(T) A. H. Furneaux
Do. —W. Barber
Comd.-Boatswain—J. McK. Kirkcaldy
Comd.-Engr.—S. J. Todd
Signal-Boatswain—H. A. Leary
Warrant-Engr.—J. Sowray
Do. —A. W. Fairhead
Warrant-Telegraphst—C. C. Nash
Warrant-Shipwright—P. D. Eastes
Paymr.-Mid.—A. T. L. Covey-Crump

FLEET AIR ARM FLIGHTS

Head Quarters

Wing Comdr., R.A.F.—C. E. Mauds
Squad. Ldr., R.A.F.—R. B. Munday
Flight Lieut., R.A.F.—T. A. G. Hawley
Flying Officer, R.A.F.—E. A. H. Fisher

No. 404B Flight

Lieut. (Flight Cdr.)—(P) C. J. N. Atkinson
Flying Officer, R.A.F.—W. D. Baxter
Do. —J. D. Keary
Do. —J. B. M. Wallis

No. 422 Flight

Lieutenant—(P) H. L. St. J. Fancourt
Do. —(P) R. A. Peyton
Do. —(P) A. A. Murray
Do. —(P) F. W. N. Bassett
Flight Lieut., R.A.F. (Flight Comdr.)—E. J. L. Hope

No. 441 Flight

Lieutenant—(P) C. N. Lentaigne
Do. —(P) R. F. B. Cecil
Do. —(P) E. O. F. Price
Do. —(P) D. W. MacKendrick
Captain, R.M. (Flight Comdr.)—(P) G. E. Wildman-Lushington
Flying Officer, R.A.F.—A. G. Thackray
Do. —P. Jones
Do. —J. St. C. Arbuthnot

AIRCRAFT CARRIER "HERMES"

Captain—R. Eliot, C.B.E.
Commander—P. Butter
Lieut.-Comdr.—(O) E. W. Woodruff
Do. —(I.Jp.) D.N.C. Tufnell, D.S.C.
Do. —(G) H. Archdale
Do. —(N) T. R. Beatty
Do. —(O) H. S. M. Smith
Lieutenant—(O) P. E. Healey
Do. —(O) G. L'E. M. Sturges
Do. —C. S. Bell
Do. —(O) H. B. F. Moorhead
Do. —A. N. Waring
Do. —C. F. Alsbury
Engr.-Comdr.—G. Bevis
Engr.-Lieut.-Comdr.—W. J. McGhee
Lieutenant (E)—E. F. Coggins
Captain, R.M.—J. E. Cornish
Lieutenant, R.M.—C. F. Phillips
Chaplain—Rev. F. Freeman, M.A.
Paymr.-Comdr.—H. C. W. Turner
Surg.-Lieut.-Comdr.—G. E. Heath
Surg.-Lieut.—N. A. Dickinson
Paymr.-Lieut.—M. A. Slipper
Comd.-Gunner—W. Stoddart
Do. —E. Jarratt
Do. —(T) H. C. Dewey
Comd.-Boatswain—E. R. West
Comd.-Engr.—H. L. Cantwell
Comd.-Supply Officer—F. W. King
Gunner—W. Nettleship (acting)
Signal-Boatswain—A. C. Warner
Warrant-Shipwright—F. N. Woods
Warrant-Engineer—G. S. Gibson
Do. —T. Bolam
Schoolmaster—J. H. Morgan
Paymr.-Midshipman—A. F. Blowers

FLEET AIR ARM FLIGHTS

Headquarters

Wing-Cdr., R.A.F.—B.L. Huskisson, D.S.C.
Squad.-Leader, R.A.F.—L. G. Keeble
Flying Officer, R.A.F.—A.G. Stratford-Tuke
Do. —S. F. Cole

No. 403 Flight

Lieutenant—(P) E. M. C. Abel Smith
Do. —(P) G. F. Renwick
Do. —(P) J. F. M. Robertson
Do. —(P) A. M. Pilling
Do. —(P) G. Willoughby
Captain, R.M.—(P) H. M. A. Day, A.M.
Flight-Lieut., R.A.F. (Flight-Comdr.)—W. E. Swann
Flying Officer, R.A.F.—M. Wiblin
Do. —J. S. Newall

No. 440 Flight

Lieutenant—(P) J. N. Sparks
Do. —(P) C. John
Lieut., R.M.—(P) A. G. Warren
Flight-Lieut., R.A.F. (Flight-Comdr.)—E. Brewerton
Flying Officer, R.A.F.—H. G. Brookman
Do. —F. C. Rowland
Do. —J. F. F. Pain
Pilot Officer, R.A.F.—F. M. V. May
Flying Officer, R.A.F.—S. C. Parker
Pilot Officer, R.A.F.—G. H. Walker
Do. —A. W. Cannon
Do. —P. E. Grenfell
Do. —S. J. Gilbert
Do. —J. V. Yonge

CRUISER "CARLISLE"

Captain—G. W. Hallifax
Lieut.-Comdr.—E. F. G. Wharton
Do. —(N) C. A. R. Routh

Lieutenant—W. R. M. Fleet
Do. —(G) C. E. F. Hall
Do. —J. G G. Hodgson
Do. —(I. Fr.) C. F. W. St. Quintin
Engr.-Comdr.—A. E. Francis
Lieutenant (E)—D. Ford
Do., R.M.—C. E. C. Ransome
Chaplain—Rev. E. A. Rigden, M.A.
Surg.-Comdr.—A. S. Paterson, M.B.
Paymr.-Comdr.—F. C. Pidcock
Sub-Lieut.—St. J. R. J. Tyrwhitt
Comd.-Gunner—(T) A. J. Ward
Do. —P. Conway
Do. —C. S. Harbord
Do. —W. D. Chandler
Warrant-Shipwright—J. Cullen
Warrant-Engineer—W. J. McI. Padden
Do. —R. A. Marsh
Schoolmaster—F. E. Berry
Paymr.-Midshipman—H. H. Barry

CRUISER "CURLEW"

Captain—H. C. Allen
Lieut.-Comdr.—L. E. H. Maund
Do. —(N) L. King
Do. —(G) G. R. Barrow
Lieutenant—R. G. D. Wyndham
Do. —B. B. Junor
Do. —I. Jeffrey
Engineer-Comdr.—S. Robins
Lieutenant (E)—E. C. H. Featherstone
Captain, R.M.—B. R. Reiss-Smith
Surgeon-Comdr.—J. M. Horan
Paymaster-Comdr.—J. N. With
Sub-Lieutenant—C. N. R. Barham
Paymr.-Sub-Lieut.—J. A. Price
Comd.-Gunner—E. Holbrook
Do. —(T) F. L. Taylor
Gunner—W. Paige
Warrant-Shipwright—L. C. Jinman
Warrant Engineer—E. V. Swanson
Do. —W. J. Spendlow
Schoolmaster—F. J. Chinery

CRUISER "DURBAN"

Captain—G. L. Coleridge
Commander—E. J. Shelley
Lieut.-Comdr.—(N) C. D. Bury
Do. —(G) W. G. Agnew
Lieutenant—D. A. Parker
Do. —(T) J. C. S. Chamberlain
Do. —J. R. F. Newnham
Do. —J. Liddell
Engineer-Lieutenant—A. Holt
Captain, R.M.—J. H. G. Hills
Instructor-Lieut.—D. Cahill, B.A.
Paymr.-Comdr.—J. T. V. Webster, D.S.O.
Surg.-Lieut.-Comdr.—J. F. Haynes
Sub-Lieutenant—B. L. C. Turner
Comd.-Gunner—W. H. Lake
Comd.-Engineer—A. T. B. Bird
Gunner—(T) A. Guthrie
Do. —C. W. Squires
Warrant-Engineer—H. A. W. Brooks
Warrant-Shipwright—W. D. Sheer
Schoolmaster—L. J. Daw
Midshipman—W. D. Dunkerley
Do. —A. O. Johnson
Do. —E. P. F. Atkinson
Do. —R. B. C. Hutchison
Do. —N. Lanyon
Do. —E. G. Browne
Paymr.-Midshipman—J. S. S. Smith

CRUISER "VINDICTIVE"

Captain—D. B. Le Mottée
Commander—V. E. Ward
Lieut.-Comdr.—J. W. Hoskyns
Do. —(O) J. A. B. Willson
Do. —(N) C. B. C. Swayne
Do. —J. R. D. Freeman, D.S.C.
Do. —(G) C. C. Hughes-Hallett
Do. —(T) (I Fr.) R. C. Wield
Lieutenant—(O) G. A. M. Williams
Do. —(O) G. C. Askew
Do. —P. W. Brock
Do. —E. A. N. Gardiner
Do. —C. H. de B. Newby
Engineer-Comdr.—G. W. Odam
Engr.-Lieut.-Comdr.—J. T. Roberts
Lieutenant (E)—H. W. Head
Do. —I. O. Backhouse
Captain, R.M.—J. E. Leech-Porter
Lieut., R.M.—(I Fr.) T E. N. Knox
Surg.-Comdr.—J. H. B. Martin, M.B., B.A.
Paymr.-Comdr.—D. S. Lambert
Surgeon-Lieut.—T. F. Crean
Comd.-Gunner—(T) H. Mould
Do. —C. F. Phillips
Comd.-Boatswain—S. H. Luxon
Comd.-Engineer—F. A. Paddon
Gunner—E. C. C. Parkes
Do. —D. J. O'Neill
Warrant-Engineer—A. W. Palmer
Do. —R. W. Eamey
Warrant-Shipwright—H. H. Layton
Schoolmaster—H. Hurrell
Paymr.-Mid.—L. W. Pring
Do. —A. T. L. Covey-Crump

FLEET AIR ARM FLIGHTS

Squadron Leader, R.A.F.—E. J. P. Burling, D.S.C., D.F.C.

No. 444 Flight

Lieutenant—(P) H. R. M. Nicholl
Do. —(P) F. H. G. Oliphant
Do. —(P) G. M. Pares
Flight Lieut., R.A.F. (Flight Comdr.)—L. G. Maxton, A.F.C.
Flying Officer, R.A.F.—N. H. D'Aeth

DESTROYER "SEPOY"

Lieut.-Commander—A. L. Pears
Lieutenant—D. B. Colley
Do. (E)—P. B. A. Caruana
Sub-Lieut.—W. B. Monk
Comd.-Gunner—(T) W. R. Summerfield

DESTROYER "SERAPH"

Lieut.-Comdr.—R. B. Wilmot-Sitwell
Lieutenant—E. R. Conder
Do. —T. G. Carey
Engineer-Lieut.—W. J. Hardy
Gunner—(T) J. H. Davies

DESTROYER "SERAPIS"

Commander—P. R. P. Percival
Lieutenant—G. J. Griggs
Do. (E)—J. Billing
Sub-Lieut.—C. T. Collett
Gunner—(T) H. Hewitt

DESTROYER "SIRDAR"

Lieut.-Commander—C. G. N. Graham
Lieutenant—C. J. Skrine
Do. —L. G. Durlacher
Engineer-Lieut.—H. E. Lewis
Gunner—(T) G. J. Parker

DESTROYER "SOMME"

Lieut.-Comdr.—F. S. W. de Winton
Lieutenant—F. C. Mott
Do. —M. A. C. H. Hardcastle
Do. (E)—C. E. Morris
Comd.-Gunner—(T) J. Penman

DESTROYER "STERLING"

Lieut.-Comdr.—S. H. T. Arliss
Lieutenant—G. R. Pilcher
Engr.-Lieut.—J. MacBroom
Sub.-Lieut.—M. H. R. Crichton
Gunner (T)—E. W. Niblett

DESTROYER "STORMCLOUD"

Lieut.-Comdr.—P. H. G. James
Lieutenant—N. T. B. Holt
Do. —R. S. Stafford
Engineer-Lieut.—L. Hodge
Gunner—(T) P. Dennis (acting)

DESTROYER "THRACIAN"

Commander—H. E. Snepp
Lieutenant—M. S. Thomas
Do. —J. Fair
Engineer-Lieut.—J. B. Langdon
Comd. Gunner—(T) P. H. Henstridge

DESTROYER "VERITY"

Lieut.-Comdr.—M. S. Spalding, D.S.C.
Lieutenant—A. F. C. Layard
Do. —W. S. Thomas
Do. —G. T. Lambert
Engineer-Lieutenant—H. Lang
Gunner—(T) A. A. King

DESTROYER "VETERAN"

Lieut.-Comdr.—C. V. S. J. Marsden
Lieutenant—E. W. Bush, D.S.C.
Do. —A. M. Martin
Engineer-Lieutenant—T. H. Hunter
Sub.-Lieutenant—G. E. Fardell
Gunner—T. H. Hook

DESTROYER "WANDERER"

Commander—D. S. McGrath
Lieutenant—E. C. L. Turner
Do. —E. R. O. C. Greenstreet
Do. —R. H. Torbock
Engineer-Lieutenant—W. A. Whittle
Comd.-Gunner—(T) H. A. Brunger

DESTROYER "WILD SWAN

Commander—L. H. K. Hamilton, D.S.O.
Lieutenant—J. A. Giffard
Do. —A. G. Skipwith
Do. —C. P. F. Brown
Engineer-Lieutenant—P. Warner
Gunner—(T) H. West

DESTROYER "WISHART"

Lieut.-Comdr.—I. G. Glennie
Lieutenant—T. Harland
Do. —D. L. C. Craig
Do. —H. F. Robertson Aikman
Engr.-Lieut.-Comdr.—C. M. S. Kingdom
Gunner—(T) C. A. W. Essam

DESTROYER "WITHERINGTON"

Comdr.—E. K. Boddam-Whetham, D.S.O.
Lieutenant—W. J. Phipps
Do. —A. Y. Spearman
Engineer-Lieut.-Comdr.—H. F. Gage
Comd.-Gunner—(T) H. J. Keene

DESTROYER "WIVERN"

Lieut.-Comdr.—E. L. Berthon, D.S.C.
Do. —G. B. Amery-Parkes
Lieutenant—M. Price
Sub.-Lieutenant—D. R. C. Hodson
Engr.-Lieut.-Comdr.—E. R. Barwise
Gunner—T. J. Doyle

DESTROYER "WOLVERINE"

Lieut.-Comdr.—C. J. H. Hill
Lieutenant—F. C. Neale
Do. —C. Crawshay
Do. —D. Lampen
Lieutenant (E)—G. L. M. Salter
Gunner—(T) A. E. H. Jones

FLOTILLA LEADER "BRUCE"

Captain—M. R. J. Maxewell-Scott, D.S.O.
Lieut.-Commander—(S) C. J. W. Branson
Lieutenant—(G) P. H. S. Reid
Do. —(T) H. G. St. J. Bury
Surg.-Lieut.-Comdr.—J. H. B. Crosbie, M.B
Paymr.-Lt.-Cdr.—S. W. Wareham, O.B.E.
Comd.-Gunner—D. Stafford
Warrant-Telegraphist—F. Bacon (acting)

Lieut.-Commander—J. P. White, D.S.C.
Lieutenant—(N) A. J. G. Tate (R.A.N.)
Do. —K. S. Colquhoun
Do. —E. A. C. Ball
Engr.-Commander—H. G. Marshall
Gunner—(T) H. A. Wilson
Warrant-Engineer—E. S. Stribley
Surg.-Lieut.—T. B. Lynagh, M.B.
Do. — G. A. Miller, M.B.
Do. —T. S. Osborne

FLOTILLA LEADER "KEPPEL"

Captain—E. C. O. Thomson, D.S.O.

Flotilla Staff

Lieutenant—(G) J. Graham
Do. —(T) Hon. A. L. C. W. J. G. Napier
Do. —(S) A. K. Scott-Moncrieff
Commander—(E) L. H. Heath
Surg.-Lieutenant—E. E. Malone, M.B.
Paymr.-Lieutenant—F. M. Johnson
Gunner—A. J. Steele (acting)
Wt.-Telegraphist—S. G. Prismall (actg.)
Schoolmaster—P. G. Sparks

Lieut.-Comdr.—P. K. Enright
Lieutenant—(N) C. H. Drake
Do. —J. B. Palmer
Do. —K. R. Buckley
Surg.-Lieutenant—E. H. Rampling
Do. —D. A. Newbery
Do. —J. J. Cusack, M.B.
Do. —F. T. Barlow
Gunner—(T) W. A. Parsons
Warrant Engineer—C. W. Morse

RIVER GUNBOAT "APHIS"

Lieut.-Commander—H. T. W. Pawsey
Lieutenant—H. L. Gilbert

GUNBOAT "BEE"

Rear-Admiral—T. J. Tweedie, C.B.
Admiral's Secy.—Paymr.-Lieut.-Comdr. H. R. M. Woodhouse, O.B.E.
For duty in Admiral's Office—Pay.-Lt. A. R. Thatcher and H. C. Lockyer (*temp.*)

Commander—C. A. G. Hutchison
Lieutenant—St. J. Cronyn
Do. —R. A. Currie
Engineer-Commander—R. C. Grigg
Paymr.-Comdr.—G. H. Thomson, O.B.E.
Surg.-Lieut.-Comdr.—T. Madill, M.B., B.A.
Paymr.-Lieut.-Comdr.—F. I. Lloyd
Do. —D. B. Reed
Surg.-Lieut.—J. P. H. Henderson, M.B.

RIVER GUNBOAT "CICALA"

Lieut.-Comdr.—R. Langton-Jones, D.S.O.
Lieutenant—W. G. Brittain
Surg.-Lieutenant—J. G. Currie

GUNBOAT "COCKCHAFER"

Lieut.-Commander—W. S. Bardwell
Lieutenant—J. Sanders
Surg.-Lieutenant—T. Prentice, M.B.

GUNBOAT "CRICKET"

Lieut.-Commander—H. Hamilton
Lieutenant—G. St. J. Barnett
Surg.-Lieutenant—H. J. Scott, M.B.

GUNBOAT "GNAT"

Lieut.-Commander—J. B. Spurgin
Lieutenant—F. Barchard
Surg.-Lieutenant—J. R. C. Spicer

RIVER GUNBOAT "LADYBIRD"

Lieut.-Commander—L. V. Donne, D.S.C.
Lieutenant—G. H. Peters

GUNBOAT "MANTIS"

Lieut.-Comdr.—J. A. Douglas-Hamilton
Lieutenant—O. Fogg-Elliot
Surg.-Lieut.—D. C. Drake (*temporary*)

GUNBOAT "MOTH"

Lieut.-Commander—G. W. Hoare-Smith
Lieutenant—H. Lovegrove
Surg.-Lieutenant—J. G. Maguire, M.B.

GUNBOAT "SCARAB"

Lieut.-Commander—G. E. Boultbee
Do., R.N.R.—W. G. Lalor, O.B.E., R.D.
Lieutenant—J. Peterson, D.S.C.
Surg.-Lieutenant—H. Gow, M.B.

GUNBOAT "TARANTULA"

Commander—M. L. Clarke, D.S.C.
Lieutenant—L. J. Dover
Surg.-Lieutenant—R. M. L. Still
Sub-Lieutenant—R. Alexander

SHALLOW DRAUGHT STEAMER FOR RIVER SERVICE "MOORHEN"

Lieut.-Commander—C. St. C. Ingham
Lieutenant—J. A. Agnew
Do. —G. F. Agutter

SHALLOW DRAUGHT STEAMER FOR RIVER SERVICE "ROBIN"

Lieut.-Commander—A. L. Poland, D.S.C.
Lieutenant—J. I. M. Ashby

SHALLOW DRAUGHT STEAMER FOR RIVER SERVICE "TEAL"

Lieut.-Commander—D. B. O'Connell
Lieutenant—R. J. Harrison

SHALLOW DRAUGHT STEAMER
"WIDGEON"

Commander—P. F. P. Berryman
Lieutenant—L. P. Skipwith
Surg.-Lieut.—C. R. Boland, M.B., B.A.

SHALLOW DRAUGHT STEAMER FOR RIVER SERVICE "WOODLARK"

Lieut.-Commander—H. B. Wollocombe
Lieutenant—J. F. Blackburn

ARMED STEAM VESSEL FOR RIVER SERVICE
"FAULKNOR"

Lieut.-Commander—F. A. Pigon

"KIA WO"

Engr.-Lieut., R.N.R.—J. S. Lamont, D.S.M.
Gunner—D. J. O'Neill

ARMED STEAM VESSEL FOR RIVER SERVICE
"NESSUS"

Lieutenant—D. W. Grimes

H.M.S. "PETEREL"

Lieut.-Commander—H. E. Heaton
Lieutenant—L. de Villiers

ARMED STEAM VESSEL FOR RIVER SERVICE
"ONSLAUGHT"

Lieutenant—G. F. Agutter

"TERN"

Lieut.-Commander—D. Garvey
Lieutenant—W. H. Roberts

TWIN SCREW MINESWEEPER
"MARAZION"

Lt.-Cdr. in Command—A. L. Noakes
Lieut.-Commander—G. J. A. Cross
Lieutenant—(I Fr.) G. C. Phillips
Comd.-Engineer—C. A. Carlton
Gunner—R. E. J. Fowler

MINESWEEPER "PETERSFIELD"

Commander—G. C. Cooke
Lieut.-Comdr.—(I. Jp.) R. G. Chichester
Lieutenant—(N) T. K. W. Atkinson
Engineer-Lieut.—H. C. Curtis, D.S.M.

SURVEYING VESSEL "HERALD"

Captain—F. E. B. Haselfoot, D.S.O.
Lieut.-Comdr.—H. E. Turner
Do. —F. C. Woodhouse
Lieutenant—R. H. Kennedy
Do. —D. G. V. Williams
Do. —M. E. Welby
Surg.-Lieut.-Comdr.—J. W. Tighe
Paymr.-Lieut.-Comdr.—D. C. Roe
Comd.-Engineer—R. Williams

SURVEYING VESSEL "IROQUOIS"

Lieut. Commander—R. M. Southern
Do. —A. Day
Lieutenant—W. I. Farquharson
Do. —C. W. Sabine
Do. —H. L. Jenkins
Do. —N. D. Watts-Russell
Surg.-Lieut.—H. W. Strong, M.B., B.A.
Paymr.-Lieut.-Comdr.—L. B. Bishop
Comd.-Engineer—T. J. Wilkins
Boatswain—C. W. Ward (acting)

SLOOP "BLUEBELL"

Commander—A. Johnstone, D.S.O.
Lieut.-Comdr.—D. J. Anderson Morshead
Lieutenant—(N) R. F. Nichols
Do. —E. W. Thruston
Surg.-Lieutenant—E. W. Bingham
Comd.-Engineer—R. Coxton
Gunner—F. T. Gribbon

SLOOP "FOXGLOVE"

Commander—C. H. Heath-Caldwell, D.S.C.
Lieut.-Comdr.—H. E. Seaman
Lieutenant—(N) J. F. Stevens
Do. —(I. Fr.) E. J. S. James
Surgeon-Lieut.—F. W. Gayford
Gunner—J. Exton
Comd.-Engineer—H. J. Woods

SLOOP "HOLLYHOCK"

Commander—R. B. T. Miles
Lieut.-Comdr.—F. S. Graham
Lieutenant—(N) B. I. Robertshaw
Do. —(I. Fr.) E. S. D. Fremantle
Surg.-Lieutenant—D. Bell, M.B.
Comd.-Gunner—F. M. Goodger
Comd.-Engr.—E. S. Johnson

SLOOP "MAGNOLIA"

Commander—H. F. B. Handley
Lieut.-Commander—B. Dean
Lieutenant—(N) C. A. Jenkins
Do. —L. R. K. Tyrwhitt
Surgeon-Lieutenant — R. B. McVicker, M.R.C.S., L.R.C.P.
Comd.-Engineer—H. Daulman
Gunner—B. Balderston

DEPOT SHIP FOR SUBMARINES
"AMBROSE"

Commander—A. Poland, D.S.O.
Lieut.-Comdr.—(N) H. M. C. Purdon
Do. —(I. Jp.) S. W. Lushington
Do. —(T) P. H. F. Colomb
Lieutenant—G. E. F. Spicer-Simson
Commander (E)—S. J. Herbert
Engineer-Lieut.-Comdr.—A. S. Bedells
Engineer-Lieutenant—G. F. Taylor
Paymaster-Comdr.—G. L. Simmons
Surg.-Lieutenant—A. E. Phillips, M.B.

Paymr.-Lieut.—E. F. McNeil-Smith
Paymr.-Sub.-Lieut.—G. Blamey
Comd.-Gunner—W. Johnston
Comd.-Electrician—J. Belcher
Gunner—(T) W. G. Darley
Boatswain—J. A. Farrell
Warrant-Engineer—W. J. Saunders
Warrant-Shipwright—A. J. Lewis

ADDITIONAL FOR DUTY WITH SUBMARINES

Lieutenant—F. W. Lipcomb
Do. —R. T. Gordon-Duff
Warrant-Engineer—A. Sumner

DEPÔT SHIP FOR SUBMARINES "TITANIA"

Captain—J. B. Glencross, D.S.O.
Commander—F. Figgins
Lieut.-Comdr.—(N) C. B. Elbrow
Do. —(T) F. Schunck
Lieutenant—F. M. O'Connor
Do. —L. A. Lambert
Engineer-Comdr.—H. H. Gordon
Lieutenant (E)—R. W. V. Reeves
Engineer-Lieut.—H. A. Asbury
Chaplain—Rev. R. T. Venn, M.A.
Paymr.-Comdr.—D. H. Nelson
Surg.-Lieut.-Comdr.—A. W. North
Paymr.-Lieut.-Comdr.—H. Littleton
Paymr.-Lieutenant—I. T. Rees
Comd.-Gunner—J. H. Candy
Do. —(T) J. F. Arber
Comd.-Boatswain—W. Cashman
Warrant-Telegraphist—W. Batty (act.)
Warrant-Engineer—P. G. Wilson
Warrant-Electrician—E. Gerry
Warrant-Shipwright—F. A. Bryant
Schoolmaster—W. F. White

FOR SUBMARINES:

Lieut.-Comdr.—T. I. S. Bell
Lieutenant—G. G. Thyne
Do. —L. L. B. Myers
Do. —C. M. Hall
Do. —F. G. Hackforth-Jones
Do. —(I. Fr.) G. C. F. Whitaker
Do. —G. M. E. Grove
Do. —G. P. S. Davies
Do. —G. M. Sladen
Sub-Lieut.—S. Macdonald
Do. —S. H. Pinchin
Do. —A. J. Debenham
Do. —R. P. Lonsdale
Do. —F. W. Collins
Comd.-Engr.—R. J. Ballantyne, D.S.M.
Do. —F. Young
Warrant-Engr.—W. T. Sparks
Do. —C. H. J. Willcocks
Do. —H. P. Kernick (acting)

SUBMARINE "L 1"

Lieut.-Comdr.—J. S. Bethell
Warrant-Engineer—H. H. D. Campaign

SUBMARINE "L 2"

Lieut.-Comdr.—J. Drinkwater
Lieutenant—G. B. Hodgkinson
Warrant-Engineer—P. G. Wilson

SUBMARINE "L 3"

Commander—W. R. Richardson
Lieutenant—E. R. Gibson
Do. —P. Q. Roberts

SUBMARINE "L 4"

Lieutenant—F. G. C. Halahan
Do. —P. T. A. Love
Warrant-Engineer—E. P. Birkett

SUBMARINE "L 5"

Lieut.-Comdr.—C. B. Allen
Lieutenant—B. I. O'Donnell
Do. —J. G. Gould
Warrant-Engineer—W. J. McNally

SUBMARINE "L 7"

Lieutenant—R. L. M. Edwards
Do. —J. H. Charsley
Warrant-Engineer—E. L. Spratt

SUBMARINE "L 8"

(Tender to "Titania")

SUBMARINE "L 15"

Lieut.-Comdr.—B. R. Hooper
Lieutenant—R. McC. P. Jonas
Warrant-Engineer—A. C. Harvey

SUBMARINE "L 19"

Lieut.-Comdr.—A. S. Hutchinson
Do. —D. C. Ingram

SUBMARINE "L 20"

Lieut.-Comdr.—T. M. Taylor
Lieutenant—K. P. M. Edwards
Do. —C. S. B. Turnbull
Warrant-Engineer—J. W. Barber

SUBMARINE "L 27"

Lieut.-Comdr.—J. H. Macnair
Lieutenant—R. W. Stirling-Hamilton
Warrant-Engineer—R. W. Davies

SUBMARINE "L 33"

Lieutenant—G. P. Claridge
Do. —R. D. Watkins
Warrant-Engineer—S. Trevaskis

U.S.A. NAVAL SQUADRON, ASIATIC STATION

Commander-in-Chief—Admiral Mark L. Bristol, U.S.N.
Chief of Staff—Captain Kenneth G. Castleman, U.S.N.
Assist. Chief of Staff and Fleet Operations—Comdr. William Baggaley, U.S.N.
Fleet Engineer—Commander Henry F. D. Davis, U.S.N., aide
Fleet Gunnery Officer—Commander Penn L. Carroll, U.S.N., aide
Fleet Intelligence Officer—Lieut.-Commander Webb Trammell, U.S.N.
Flag Secretary—Lieut.-Commander Robert A. Lavender, U.S.N., aide
Fleet Signal and Radio Officer—Lieut.-Comdr. Andrew H. Addoms, U.S.N., aide
Flag Lieutenant—Lieut.-Commander Charles J. Wheeler, U.S.N., aide
Fleet Supply Officer—Captain James S. Woodward (M.C.), U.S.N., aide
Fleet Medical Officer—Captain David C. Crowell (S.C.), U.S.N., aide
Commander Frank H. Lash (CH.C.), U.S.N.
Fleet Marine Officer—Lieutenant Colonel Frank Halford, U.S.M.C., aide
Chief Pay Clerk James F. Howard, U.S.N.

U.S.S. "PITTSBURGH"
(Flagship of the Commander-in-Chief)

Capt. G. W. Steele, jr. (commanding)
Commander E. G. Allen (executive)
Lieut.-Comdrs. E. A. McIntyre (gunnery), J. F. Meigs (first lieut.), E. M. Zacharias (navigator)
Lieuts. R. W. Gruelick (engineer), E. E. Herrmann (assist. F. C. off.), A. F. Foltz (assist. engr. off.), J. B. Dow (radio off.), C. A. Swafford (W. & D. off.), A. E. True (W. & D. off.), K. R. Belch (W. & D. off.)
Lieuts. (jg.) L. Ragonnet (W. & D. off.), J. N. Wenger (Torp. off.), J. N. Opie (assist. 1st lt.)
Ensigns R.G. Voge (W. & D. off.), Knowlton Williams (assist. engr. off.), H. McNulta (W. & D. off), H. T. Brian (assist. radio off.), F. F. Sima (assist. exec. off.), W. L. Benson, (W. & D. off. & assist. nav.), P. C, Crosley (assist. radio off.), J. C. Hammock (jr. W. & D. off.)
Lieut.-Comdr. H. A. Tribou (M.C.) (senior medical off.)
Lieut. (jg) A. F. Walker (M.C.) (junior medical off.)
Lieut. W. F. Murdy (D.C.) (dental off.)
Commander H. C. Gwynne (S.C.) (S.O.)
Lieutenant W. W. Wise (S.C.) (assist. disb.)
Commander F. H. Lash (CH.C.) (flt. ch.)
Chief Boatswain H. Ruhle
Chief Gunner J. R. Choate
Chief Radio Elec. W. S. Mackay
Chief Machinists J. A. Sanders and George Rahm
Chief Carpenter M. A. Beach
Electrician F. H. Edwards
Machinist C. H. Griffin
Pay Clerks A. E. King and F. Robinson
Capt. W. T. H. Galliford (U.S.M.C.)
2nd Lieut. E. C. Ferguson (U.S.M.C.)

U.S.S. "GENERAL ALAVA"

Lieut.-Comdr. C. W. Flynn (commanding, ordered home)
Lieutenant M. E. Eaton (ordered)
Lieuts. (jg) R. C. Sutliff, R. J. Bellerby

U.S.S. "ELCANO"
(Station Ship, Shanghai)

Lieut.-Comdr. R.H. Grayon (commanding)
Lieutenant M. B. Saben
Ensign J. E. Herlih (S.C.) (S.O.)

NAVY PURCHASING OFFICE

Capt. J. H. Merriam (S.C.)
Lieutenant G. F. Yoran (S.C.)
Chief Pay Clerk A. H. Richter

DUTY IN CONNECTION WITH BUILDING RIVER GUNBOATS

Comdrs. Bryson Bruce (inspector of ordinance and machinery) and C. A. Lucas
Lieutenant W. G. Livingstone
Comdr. L. S. Border (C.C.) (superintending constructor)
Lieut.-Comdr. J. W. Fowler (C.C.)

SOUTH CHINA PATROL

Captain J. M. Enochs (commander, South China Patrol)

U.S.S. "ASHEVILLE" (Flagship)

Captain J. M. Enochs (commanding)
Lieut.-Comdr. F. B. Conger, jr. (exec. nav.)
Lieuts. R. M. Ihrig (1st lt. gun. off.) and E. S. Stroker (engr. off.)
Lieuts. (jg) A. E. Chapman (W. & D. off.), E. C. Burchett (W. & D. off.) and B. L. Rutt (commanding)

Lieuts.S. H. White (M.C.), B. Berkowitz (S.C.)
Pay Clerk P. J. Loegel
1st. Lieutenant L. Healey, U.S.M.C.

U.S.S. "SACRAMENTO"

(Temporarily Assigned Duty with South China Patrol)

Commander R. C. Giffen (commanding)
Lieutenant P. K. Fischler (exec. nav.)
Lieuts. (jg) O. Rees (engr. off.)
Ensigns E. W. Young (1st lt. g. off.), F. R. Furth (W. & D. off.), R. G. Ganahl (W. & D. off.) and A. A. Griese (W. & D. off.)
Lieuts. V. B. Riden (M.C.) (med. off.), and F. Humbeutel (S.C.) (S.O.)
Pay Clerk A. M. Ruston (assist. S.O.)
1st. Lieutenant C. Richard

U.S.S. "PAMPANGA"

Lieut. S. C. Norton (commanding)
Ensign W. W. Siegrist

YANGTSZE PATROL

Rear Admiral Yates Stirling, jr., U.S.N. (commander, Yangtsze Patrol)
Comdr. E. J. Foy, aid, flag secretary
Lieut. (jg) F. W. McDonald, aid, flag lieut.

U.S.S "ISABEL"

Lieut.-Comdr. E. S. Stone (commanding)
Lieutenant R. B. Tuggle (1st lt.)
Lieut. (jg) L. E. Ellis (engineer)
Ensign C. D. Reynolds (gun. off.)
Lieut.-Comdr. A. M. Larsen (M.C.) (patrol medical officer), and M. W. Mangold (D.C.) (patrol dental officer)
Comdr. F. Baldwin (S.C.) (patrol supply off.)
Pay Clerk F. H. Davis (duty constrnctor, godown, Hankow)

U.S.S. "HELENA"

Comdr. G. B. Armstrong (commanding)
Lieut.-Comdr. F. Baltzly (executive)
Lieuts. E. E. Stevens (engr. off.), and T. T. Craven (gun. 1st lieut.)
Lieut. (jg) E. C. Rook (W. & D. off.)
Ensign J. B. Jordan
Lieut.-Comdr. O. Davis (M.C.)
Lieut. B. W. Shumaker (S.C.) (S.O.)
Acting Pay Clerk M. C. Ryan (assist. S.O.)
1st Lieut. P. A. Lesser, U.S.M.C.

U.S.S. "MONOCACY"

Lieut.-Comdr. S. B. Macfarlane (comdg.)
Lieutenant J. Fife, jr.
Lieut. (jg) J. R. Lynas (M.C.)

U.S.S. "PALOS"

Lieut.-Comdr. R. G. Risely (commanding)
Lieutenant D. W. Loomis
Lieut. (jg.) R. K. Y. Dusinberre (M.C.)

U.S.S. "PENGUIN"

Lieut.-Comdr. J. M. Doyle (commanding)
Lieut. W. R. Read (executive navigator)
Lieut. (jg) M. S. Q. Weiser (engr. off.)
Lieut.-Comdr. J. B. Farrior (M.C.)

U.S.S. "PIGEON"

Comdr. C. E. Reordan (commanding)
Lieut. L. P. Wessel (exec. gun. 1st lieut.)
Ensign H. Wagner (special disb. agent)
Lieut. R. F. Sledge (M.C.)

U.S.S. "VILLALOBOS"

Lieut.-Comdr. J. D. Smith (commanding)
Ensign A. J. Bolton (executive engr.)
Lieut. D. A. York (M.C.)

U.S.S. "GUAM"

Lieut.-Comdr. R. K. Awtrey (comdg.)
Lieut. R. P. Glass
Lieut. (jg) H. W. Chanler
Do. C. M. Dumbauld (M.C.)

LIGHT CURISER DIVISION THREE

Rear Admiral J. R. Y. Blakely, U.S.N. (Comdr. Light Cruiser Division Three)
Lieuts. R. S. Riggs, aide, flag lieutenant; R. K. Davis, aide and division radio

U.S.S. "RICHMOND"

Capt. H. W. Osterhaus (commanding)
Comdr. C. C. Slayton (executive)
Lieut.-Comdrs. K. R. R. Wallace (gun.), L. T. DuBose (navgr.), R. W. Bates (engr.)
Lieuts. E. R. Johnson, J. D. H. Kane and E. J. Spuhler
Lieuts. (jg) G. C. Miller, J. P. Heath (V.O.—11A), E. Rembert (V.O.—11A), J. E. Fuller
Ensigns H. E. Ritcher, N. L. McDowell, F. J. Thomas, E. E. Paro, B. H. Field, L. E. Keady, R. De Wolfe, H. D. Black, R. S. Lamb, J. B. Maher, H. T. Deutermann, R. T. Symes, J. C. King and R. E. Dixon
Lieut.-Comdr. W. E. Greenwood (M.C.)
Lieuts. C. B. Morse (D.C.), C. J. Harter (S.C.)
Chief Boatswain E. J. Frien
Chief Gunner J. S. Parker
Gunner H. T. Petersen
Electrician G. F. Little
Chief Radio Elec. B. H. Bradley
Chief Machinists W. Lau, J. D. Goft and J. W. Cunningham
Chief Pay Clerk C. E. Coleman
Pay Cherk F. L. Bevier

U.S.S. "CINCINNATI"

Capt. T. L. Johnson (commanding)
Comdr. R. W. Mathewson (executive)
Lieut.-Comdrs. E. L. Woodside (navigator), J. M. Miller (gun.), P. C. Morgan (engr.)

Lieuts. R. T. Whitten, L. A. Pope, J. P. Curtis, F. P. Old and E. E. Dolecek
Lieuts. (jg) E. B. Arroyo and M. Smellow
Ensigns A. H. Graubart, B. B. Loomis, H. L. Stone, N. S. Prime, H. F. Stout, L. E. French, A. B. Cecil, W. C. Eddy, A. H. LaForce, G. W. Anderson, jr., P. D. Miles, H. T. Koonce, E. D. Lindell, R. L. Harrell and H. H. Mellhenny
Lieut.-Comdr. B. F. Norwood (M.C.)
Lieut. F. H. Baason (S.C.)
Chief Boatswain I. Nordstrom
Chief Gunner R. S. Hazlett
Gunner J. R. Bossong
Chief Electrician W. P. Montz
Chief Machinists C. D. Welker, J. H. Chase
Machinist T. J. Doyle
Pay Clerks O. B. Vikre and D. D. Clark

U.S.S. "MARBLEHEAD"

Capt. H. K. Cage (commanding)
Comdr. P. Seymour (executive)
Lieut.-Comdrs.—H. Harlow (navigator), E. Davis (engineer), C. H. Jones (gunnery)
Lieuts. J. J. Ballentine, H. F. Fultz, F. C. Dickey, E. C. Peterson, J. E. Jackson
Lieuts. (jg) H. W. Eaton, J. H. McWilliams, O. A. Kneeland and H. D. Wolleson
Ensigns F. Close, J. R. van Nagell, E. Van Brant, M. P. Evenson, R. H. Moureau, T. M. Wolverton, J. L. Hull, J. E. Fradd, S. J. McKee, C. R. Rohweder, M. B. Gurney, E. T. Goyette, H. S. Harnly, C. L. Freeman, A. L. Dunning and H. S. Cressy
Lieut.-Comdr. E. A. Stephens (M.C.)
Lieut. R. V. Adams (S.C.)
Chief Boatswains N. Anderson and C. V. Baily (ord.)
Ch. Gunners, F. Glifford (ord.), G. Marshall
Electrician A. W. Kershner
Chief Machinist F. P. Early
Machinists A. B. Clapp and J. A. Loring
Chief Carpenter J. F. O'Brien
Chief Pay Clerk W. L. A. Strawbridge
Pay Clerk P. C. Dahlquist

DESTROYER SQUADRON

Capt. C. A. Blakely (cdr. destroyer squad.)
Lieut.-Comdrs. G. W. D. Dashiell (squadron gun. and torp. off.), G. B. Wilson (squadron engineer), J. A. Scott (squad. radio and comm. off.), and D. W. Coe (C.C.) (squadron material officer)

U.S.S. "BLACK HAWK" (F) Tender

Comdr. R. Jacobs (commanding)
Lieut.-Comdr. C. W. Hamill (repair)
Lieuts. V. O. Clark (engineer), L. E. Kelly (nav.), C. E. Coney (gun. 1st lieut.), H. B. Herty (engr. off.), and B. F. Brandt (comm. off.)
Lieut. (jg) F. C. Dugan, jr. (W. & D. off.)
Ensign T. J. McGeoy
Comdr. H. F. Lawrence (M.C.) (squadron medical officer)
Lieut.-Comdr. R. B. Team (M.C.)
Lieut. (jg) F. M. Ingersoll (D.C.)
Lieuts. J. Fellis (S.C.) (squadron sppply officer), and R. R. Thompson (S.C.) (assist. for disbursing)
Lieut. (jg) E. G. Hangen (CH.C)
Chief Boatswain G. E. Tarbell
Chief Gunners E. L. Moyer, F. M. Tobias
Electricians L. E. Barton & C. Quaintrom
Radio Electrician A. T. Hodge
Chief Machinists F. J. M. Parduhn and F. W. Sievert
Machinist J. J. Deigan
Chief Carpenters J. F. Colvin, O. Meobius
Ch. Pay Clerks C. G. Olinger, J. A. Cossairt

U.S.S. "PAUL JONES" (Squadron Leader)

Lieut.-Comdr. W. L. Ainsworth (comdg.)
Lieuts. R. S. Savin (executive nav.), and J. W. Jamison (gun.)
Lieuts. (jg) J. P. Bennington (comm.), and J. G. Mercer (engineer)
Ensign W. N. Christensen (1st lieut.)

DESTROYER DIVISION THIRTY-NINE

Comdr. J. M. Smeallie (division (comdr.)

U.S.S. "PARROTT"

Comdr. W. H. Pashley (commanding)
Lieuts. G. B. Sherwood (executive nav. 1st lieut.), and J. R. Dudley (engineer)
Lieuts. (jg) B. S. Anderson (gun. off.), and D. J. Mc Callum (torp. off.)
Ensign J. L. Melgard (comm. off.)

U.S.S. "EDSALL"

Comdr. J. James (commanding)
Lieut. E. W. Morris (executive)
Lieuts. (jg) M. J. Westfall (gun. off.), A. R. Brady (nav. off.), J. H. Pierson (engr.), and J. R. McKinney (1st. lieut. S.O.)

U.S.S. "MACLEISH"

Lieut.-Comdrs. J. B. Rutter (commanding), and J. S. Roberts (exec. nav.)
Lieut. W. Craig (gunnery)
Lieuts. (jg) E. E. Rurgess (torp. 1st lieut.), S. R. Bedford (engr.), and J. A. Holbrook (commissary off.)

U.S.S. "SIMPSON"

Lieut.-Comdr. W. A. Riedel (commanding)
Lieuts. (jg) R. G. Willis (exec. nav.), E. R Gardner (gun. off.), J. G. Sampson (torp. 1st lieut.), P. D. Gold (3rd engr. off.)

Ensign T. T. Dantzler (comm.)
Lieut. (jg) B. S. Pupek (M.C.) (division medical officer)

U.S.S. "BULMER"

Lieut.-Comdr. M. J. Foster (commanding)
Lieuts. V. R. Moore (exec. 1st lieut.), H. G. Williams (engr.) and B. C. Harper (nav.)
Lieuts. (jg) R. H. Rodgers (gunnery), and A. L. Maher (torpedo)

U.S.S. "McCORMICK"

Comdr. J. M. Smeallie (commanding)
Lieut.-Comdr. W. M. A. Wynne (executive)
Lieuts. H. A Rochester (nav.), and W. A. Griswold (gun. 1st lieut.)
Lieut. (jg) T. C. Linthicum (engr. off.)
Ensign C. C. Ray (assist. gun. off.)
Lieut. C. F. House (S.C.) (division supply officer)

DESTROYER DIVISION FORTY-THREE

Comdr. Alfred W. Atkins (division comdr.)

U.S.S. "STEWART"

Lieut.-Comdr. F. Slingluff (commanding)
Lieuts. M. J. Connolly (exec. nav. 1st. lieut.), and K. N. Gardner (gunnery)
Lieuts. (jg) J. S. Keating (engr. oft.) and A. B. Dickie
Ensign G. P. Biggs

U.S.S. "POPE"

Lieut.-Comdr. R. P. P. Meclewski (comdg.)
Lieuts. E. H. von Heimburg (exec. nav. 1st lieut.), and C. Cleave (gun.)
Lieut. (jg) L. H. Hawkinson (torpedo commissary officer)
Ensigns E. L. Witmer (engr. off.), and D. L. Day (comm.)

U.S.S. "PEARY"

Comdr. Alfred W. Atkins
Lieut. W. E. Moore (exec. nav.)
Lieuts. (jg) W. B. Pendleton (gun.), F. McK. Adams (engr.), R. E. Cofer (1st lieut.)
Ensign B. L. Doggett
Lieut. L. A. Puckett (s.c.) (div. supply off.)

U.S.S. "PILLSBURY"

Lieut.-Comdr. T. S. McCloy (commanding)
Lieuts. W. E. Clayton (exec. nav.), Joe E. Rucker (engr. off.) and T. L. Lewis (gun. 1st lieut.)
Ensign L. M. Markham, jr. (comm.)

U.S.S. "JOHN D. FORD"

Lieut.-Comdr. J. K. Richards, jr. (comdg.)
Lieut. V. F. Rathbun (exec. nav. 1st lieut.
Ensigns F. A. L. Dartsch (comm. s.o.), C. A. Bond (gun. off.), F. P. Williams (engr.) off.) and T. J. Kimes (torp. off)
Lieut. A. G. Tinney (M.C.) (division medical officer)

U.S.S. "TRUXTUN"

Lieut.-Comdr. H. H. Good (commanding)
Lieuts. W. A. P. Martin (exec. nav.), and L. Y. Mason, jr. (1st lieut.)
Lient. (jg) N. W. Abrahams (engineer)
Ensign W. P. McGirr (commissary off.)

DESTROYER DIVISION FORTY-FIVE

Comdr. R. B. Horner (division comdg.)

U.S.S. "HULBERT"

Lieut.-Comdr. B. V. Meade (commanding)
Lieuts. J. J. Patterson (3rd exec. nav.), P. K. Steinhagen (engr. off.), and J. H. Willis (gun. 1st lieut.)
Lieut. (jg) J. M. McIsaac (torpedo)
Ensigns P. A. Hartzell (int. commissary), and J. W. Stryker

U.S.S. "NOA"

Lieut.-Comdr. R. C. Smith, jr. (comdg.)
Lieuts. G. D. Morrison (executive), and W. E. Tarbutton (engineer)
Ensigns W. Phelps (gun. and torp.), T. C. Ritchie (1st lieut.), and T. Burrows, jr. (commissary off.)
Lieut. (jg) W. G. Kilbury (M.C.)

U.S.S. "WILLIAM B. PRESTON"

Lieut.-Comdr. G. B. Ashe (commanding)
Lieuts. J. A. Ouellet (executive), and J. C. Van Cleve (1st lieut)
Lieuts. (jg) W. S. Parr (gun. off.), E. M. Ellis (engr.), J. W. Adams, jr. (torp. off.)

U.S.S. "PREBLE"

Comdr. R. B. Horner (commanding)
Lieuts. R. S. Beckel (exec. nav.), and V. M. Davis (engr.)
Lieuts. (jg.) J. M. Ross (gun. off.), and T. D. Wilson (torp. off)
Ensigns A. W. Wheelock (commissary off.), W. L. Patten (s.c.) (division supply off.)

U.S.S. "SICARD"

Lieut.-Comdr. E. B. Nixon (commanding)
Lieut. P. L. Emerson (exec. nav.)
Lieut. (jg) C. C. Wood (gun. off.)
Ensigns L. D. Sharp, jr. (torp. off.), C. M. E. Hoffman (engr.), and P. H. Lyon (commissary off.)

U.S.S. "PRUITT"

Lieut.-Comdr. C. M. Elder (commanding)
Lieut. A. F. Anderson (exec. nav.)
Lieuts (jg) E. J. O'Kane (gunnery), and H. T. Read (engineer)
Ensigns I. E. Hohbs (assist. engr. off.), and A. E. Jarrell

SUBMARINE DIVISIONS ASIATIC

Comdr. R. S. Culp (commander Submarine division Asiatic)
Lieut.-comdr. G. C. Hitchcock

SUBMARINE DIVISION 16

Comdr. H. W. MaCormack (commander Submarine division Sixteen)

U.S.S. "BEAVER" (Tender)

Comdr. H. W. McCormack (commanding)
Lieut.-Comdrs. W. S. Haas (executive), R. F. Hans, L. B. Scott, J. H. Sprague, H. S. Jones (engr. repair off.), and F.W. Connor
Lieutenants J. J. Bartholdi (nav.), W. O. Bailey, B. H. Colyear, C. B. Hunt, H. H. Brown (assist. engr. off.), and F. R. Wills (gunnery)
Lieuts. (jg) F. E. Shoup, jr. (W. & D. off.), V. B. Tate (W. & D. off.), R. J. Bourke, jr.
Comdr. H. E. Jenkins (M.C.)
Lieut. (jg) W. D. C. Day (M.C.)
Lieut.-Comdrs. E. E. Harris (D.C.), and V. H. Wheeler (S.C.) (supply officer)
Lieut. L. C. Graham (S.C.) (assist. for disb.)
Chief Boatswain J. W. Collier
Gunner M. V. Evans
Chief Electrician L. G. LaFerte
Electricians C. P. Metcalf and E. A. Rensch
Radio Electrician E. Hanna
Chief Machinists L. E. Gray, I. J. Heckman
Machinists E. C. Lake and B. B. Bullard
Chief Carpenter F. M. Rogers
Pay Clerk C. J. Hawkins
Acting Pay Clerk J. W. Haines

U.S.S. "S-30"

Lieutenant T. G. Haff (exec. engr. off.)
Lieuts. (jg) H. W. Lindsay (nav.), L. N. Blair (gun. off.), and N. Phillips

U.S.S. "S-31"

Lieuts. J. Q. Chapman (commanding), L. L. Pace (exec. engr. off.), and D. L. Jones (nav. gun. off.)
Lieut. (jg) H. Ridout (1st lieut.)

U.S.S. "S-32"

Lieutenant J. Newson (commanding)
Lieuts. (jg) L. D. Follmer (engineer), and B. O. Mathews (navigator)
Ensign W. E. Verge

U.S.S. "S-33"

Lieutenant J. W. Gregory (commanding)
Lieuts. (jg) J. C. Guillot (engr. off.), and M. C. Stormes (nav. off.)

U.S.S. "S-34"

Lieut. R. B. Vanzant (executive navigation engineer, 1st lieutenant)
Lieuts. (jg) V. R. Sinclair (gun off.), and H. C. Johnson

U.S.S. "S-35"

Lieuts. K. E. Brimmer (commanding), and E. D. Graves, jr. (executive nav. 1st lt.)
Lieuts. (jg) J. J. O'Donnell, jr. (engr.), and H. Sall

SUBMARINE DIVISION SEVENTEEN

Commander L. F. Kimball (commander, Submarine division Seventeen)

U.S.S. "CANOPUS" (F) (Tender)

Commander L. F. Kimball (commanding)
Lieut.-Comdr. S. N. Moore (executive)
Lieuts. E. B. Perry (engr. off.), W. M. Blumenkranz (comm.), A. Simmons (gun. off.), and R. C. Moureau (nav. off.)
Lieuts. (jg) K. H. Power (assist. engr.), and C. C. Dickey (W. & D. off.)
Ensign G. J. Dufek (assist. nav.)
Commander G. A. Riker (M.C.)
Lieut. (jg) P. S. Ferguson (M.C.)
Lieuts. R. W. Quesinberry (D.C.), J. B. Daniels (S.C.) (supply officer), and F. Ivanhoe (S.C.) (assist. disb.)
Lieut. (jg) R. B. Drinan (CH.C.) (chaplain Submarine Divisions)
Chief Boatswain L. W. Adkins
Chief Gunners L. Rodd, E. A. Wintermute, C. W. Manegold and A. S. Fenton
Chief Electrician W. H. Moore
Chief Radio Electrician J. J. Alexander
Chief Machinist J. Hauser
Machinists T. H. Cormack and C. T. Foley
Carpenter L. V. Scott
Chief Pay Clerk A. E. Salm
Pay Clerk W. W. Metcalf

U.S.S. "S-2"

Lieutenant W. P. Turner
Electrician C. P. Metcalf (temporary duty)
Machinist D. R Cheek

U.S.S. "S 36"

Lieutenant W. M. Downes (commanding)
Lieuts. (jg) A. V. Bres (exec. engr. off.), and W. E. Guitar (gun. 1st lieut.)
Ensign H. C. Fish

U.S.S. "S-37"

Lieutenant H. B. Knowles (commanding)
Lieuts. (jg) J. R. Barbaro (gun. off.), and R. A. Hansen (engr. off.)

U.S.S. "S-38"

Lieutenant W. K. Phillips (commanding)
Lieut. (jg) E. C. Mahoney (exec. engr.)
Ensigns F. R. Davis (nav.), and G. H. Fitzgerald (1st lieut. gun.)

U.S.S. "S-39"

Lieutenant H. W. Need (commanding)
Lieuts. (jg) E. C. Metcalfe (engineer), and S. B. Smith (navigator)

U.S.S. "S-40"

Lieuts. E. B. Rogers (commanding) and R. E. Canty (navigator)
Lieut. (jg) C. Moore (engr. off.)

U.S.S. "S-41"

Lieuts. W. M. Percifield (commanding), and R. C. Percival (nav. 1st lieut.)
Ensign H. C. Doan (gun. off.)

AIRCRAFT SQUADRON ASIATIC

Commander R. K. Turner (ordered) (commander, Aircraft Squadron, Asiatic)

U.S.S. "Jason"

Commander R. K. Turner (ordered)
Lieut.-Comdr. K. E. Hintze (commanding)
Lieuts. (jg) S. St. C. Purves (engr. off.), and W. G. Pogue (commanding)
Ensign C. F. Malone (W. & D. 1st lieut.)
Lieuts. C. C. Ammerman (M.C.) (med. off., Aircraft Squadron), H. A. Hooton (S.C.) (supply officer, Aircraft Squadron)
Chief Pay Clerk C. T. Stanworth

V. T. SQUADRON FIVE A

Lieut.-Comdr. G. D. Price (commanding)
Lieuts. R. Wyman and G. A. Ott
Lieuts. (jg) C. Adair and R. S. Moss
Chief Radio Elec. R. Cole

U.S.S. "Heron"

Lieut. L. E. Clifford (commanding)
Lieut. (jg) J. H. Mc Intosh (exec. nav.)
Chief Boatswain S. Ingham (1st lt. gun. off.)
Machinist C. W. Hart

U.S.S. "Avocet"

Lieutenant F. S. Holmes (commanding)
Lieut. (jg) H. B. Temple (exec. nav.)
Chief Boatswain P. L. Kaetzel (1st lieut.)
Chief Machinist R. Lane (engr. off.)

MINE DETACHMENT

Comdr. S. F. Heim (comdr. mine detachmt.)

U.S.S. "Rizal"

Commander S. F. Heim (commanding)
Lieutenant T. B. Brittain (exec. gun.)
Lieut. (jg) W. D. Wright (engr. off.)
Ensigns L. Roedel (nav.), and J. D. Lambrecht (1st lieut. min.)
Lieutenant C. B. Peake (S.C.) (supply officer mine det.)

U.S.S. "Hart"

Lieut.-Comdr. H. W. Underwood (comdg.)
Lieutenant H. G. Hopwood (executive)
Lieut. (jg) R. T. Zinn (gunnery)
Ensigns R. R. Lyons (engr. off.), and H. F. Dearth (W. & D. off.)
Lieut. (jg) R. E. Baber (M.C.)

U.S.S. "Finch"

Lieut.-Comdr. A. W. Ashbrook (comdg.)
Ensign C. B. Cross, jr. (exec. nav. gun. off.)
Chief Boatswain A. S. Harer (1st lieut.)
Chief Machinist C. J. P. Buckey (engr.)

U.S.S. "Bittern"

Lieut.-Comdr. R. H. Maury (commanding)
Lieut. E. Taylor (executive gunnery)
Chief Boatswain M. M. Angleton (1st lieut.)
Chief Machinist R. I. Hart (engineer)

AUXILARIES

U.S.S. "Henderson"

Captain R. Morris (commanding)
Cammander J. F. Cox (executive)
Lieuts. N. R. George (engineer), R. C. Welles (navigator), A. D. Brown (1st lieut.), and C. L. Andrews, jr. (gunnery)
Lieut. (jg) F. W. Parsons
Ensigns T. U. Sisson, H. B. Wheeler and W. A. New
Commander J. T. Borden (M.C.)
Lieut.-Comdr. J. E. Porter (M.C.)
Lieutenant H. G. Ralph (D.C.)
Lieut.-Comdr. W. V. Fox (S.C.)
Lieutenant J. W. Cavanagh (S.C.)
Lieut. (jg) J. E. McNanamy (CH.C.)
Chief Boatswain W. A. Spencer
Chief Carpenter D. Somers
Chief Machinist E. A. O'Neill
Chief Pay Clerk R. D. Pace
Pay Clerk W. Ward

U.S.S. "Chaumont"

Captain D. T. Ghent (commanding)
Lieut.-Comdr. L. H. Lewis (executive)
Lieuts. B. H. Shepley (1st lieut.), H. A. Mewshaw (sen. engr. off.), J. J. McGlynn (comm. off.), B. W. Decker (nav. trans. off.)

Ensigns P. M. Clyde (W. & D. off.), J. B. Stefanac (assist. comm. off.), and W. T. Jones (ord. officer)
Comdr. E. E. Curtis (M.C.) (sen. med. off.)
Lieut. (jg) G. S. Campbell (M.C.) (jr. med. off.)
Lieut.-Comdr. J. A. Tartre (D.C.) (dent. off.)
Lieuts. B. R. Peoples (S.C.) (supply off.), C. W. Brown (S.C.) (disb. off.), and T. C. Miller (CH.C.) (chaplain, ship's service off.)
Chief Boatswain P. H. Scribante (bos'n cargo officer)
Chief Machinist H. Bullmer (assist. Engr. officer)
Chief Pay Clerk A. J. McDanial (assist. supply officer)

U.S.S. "PECOS"

Comdr. R. C. Needham (commanding)
Lieut.-Comdr. L. P. Wenzell (executive)
Lieuts. S. H. Gambrill (nav.), and F. F. Webster (engineer)
Lieut. (jg) J. R. Ruhsenberger (gunnery)
Ensign B. N. Bock
Lieut. (jg) H. O. G. Wagner (M.C.)
Ensign J. T. Davis (S.C.)
Chief Boatswain F. E. Chester
Machinist M. L. Buchan
Acting Pay Clerk E. M. Joyce

SIXTEENTH NAVAL DISTRICT

Rear Admiral S. E. W. Kittelle (comdt.)
Captain W. Bertholf (assist. commandant and senior aid)
Lieut.-Comdr. F. H. Luckel (Asiatic com. officer)
Comdrs. R. F. Frellsen (capt., yd.), and W. C. Faus
Lieut.-Comdr. J. H. Smith
Lieut. R. B. Dashiell (aide to comdt.)
Captains R. E. Hoyt (M.C.), W. D. Sharp (S.C.), and I. I. Yates (C.C.)
Lieut. R. R. Yates (C.E.C.)

U. S. NAVAL STATION, CAVITE, P.I.

Rear Admiral S. E. W. Kittelle (comdt.)
Captain W. Bertholf (assist. comdt.)
Comdrs. R. F. Frellsen (capt., yd.), R. W. Lowe (engr. off. and inside supt.), and W. C. Faus
Lieut.-Comdrs. J. H. Smith (radio material officer), R B. Dashiell (personal aid to commandant)
Lieuts. D. Greenwell, W. W. Pace and M. MacDonald (inspector of Ordnance; in charge, naval ammunition depot)
Ensigns J. J. Cunningham (motion picture exchange), and H. O. Dahlke
Comdr. E. L. Jones (M.C.)
Lieut.-Comdrs. G. P. Carr (M.C.), and J. E. Miller (M.C.)
Commander C. H. Mack (D.C.)
Captain W. D. Sharp (S.C.) (supply officer)
Lieut.-Comdrs. I. D. Coyle (S.C.), and K. H. Barber (S.C.)
Lieuts. L. C. Fuller (S.C.), W. E. McCain (S.C.), J. W. Overand (S.C.), and L. J. Webb (S.C.) (S.C.)
Ensign W. J. Nowinski (S.C.)
Comdr. T. P. Riddle (CH.C.)
Captain I. I. Yates (C.C.) (manager)
Lieut.-Comdr. A. R. Marron (C.C.)
Lieuts. P. Treutlein (C.C.), F. X. Maher (C.C.), R. R. Yates (C.E.C.) (district P.W.O.), and R. E. Hancock (C.E.C.)
Chief Boatswain F. W. Filbry
Chief Gunners J. D. Rorabough, J. Brenner and J. H. Kane
Radio Electricians W. R. McCutchen and P. R. Zimmerman
Chief Machinist L. S. Weir
Machinist W. E. DeFoor
Electrician W. B. Bellion
Chief Pay Clerk J. J. Shea

RECEIVING SHIP, CAVITE, P.I.

Lieuts. P. D. Butler (commanding) and J. J. Miffitt (S.C.) (S.O.)
Ensign D. L. Merry (S.C.)
Chief Pay Clerk N. D. Whitehill

SUBMARINE BASE, CAVITE, P.I.

Lieuts. W. C. Vose (commanding), and J. J. Miffitt (S.C.) (supply officer)
Chief Gunner J. Pranis
Chief Pay Clerk J. W. Hilts

U.S.S. "GENESEE"

Chief Boatswain F. N. C. Overall (comdg.)

U.S.S. "WOMPATUCK"

Chief Boatswain E. J. Cross

U.S.S. "SARA THOMPSON"

(Reserve Commission)

Lieut. P. D. Butler (commanding)
Machinist C. F. Grover (engineer officer)

U.S. NAVAL HOSPITAL, CANACAO, P.I.

Captains G. L. Angeny (M.C.) (comdg.), and J. B. Mears (M.C.) (executive)
Comdrs. S. L. Higgins (M.C.), and J. F. Riordan (M.C.)
Lieut.-Comdrs. J. E. Potter (M.C.), J. E. Houghton (M.C.), and F. P. Keaney (M.C.)
Lieut. D. P. Platt (M.C.)
Lieuts. (jg) J. Q. Owsley (M.C.), and J. W. Miller (D.C.)
Chief Pharmacists B. E. Irwin (medical supply depot), and J. H. Reed
Pharmacist L. A. Duncan

MARINE BARRACKS, CAVITE, P.I.

Major J. P. Wilcox, U.S.M.C.
Captain E. J. Mund, U.S.M.C.
1st Lieuts. J. F. Burke on d.d. duty 3rd br., and R. Skinner, U.S.M.C.
2nd Lieut. T. A. Holdahl, U.S.M.C. (on d.d. with 4th regt.)
Chief Marine Gunner A. D. Ryan, U.S.M.C.
Ch. Qm. Clerk H. H. Rethman (on d.d. with 3 brig.)
Quartermaster Clerk W. V. Harris, A.A.Q.M., U.S.M.C.
Chief Pay Clerk L. J. Straight, U.S.M.C.

U.S. NAVAL RADIO STATION, LOS BANOS, P. I.

Lieut.-Comdr. F. H. Luckel
Radio Electrician C. E. Schneider

U.S. NAVAL RADIO STATION, CANACAO, P.I.

Lieut.-Comdr. F. H. Luckel
Radio Electrician W. R. McCutchan and P. R. Zimmerman

U.S. NAVAL STATION, OLONGAPO, P.I.

Rear Admiral S. E. W. Kittelle (comdt.)
Captain W. Bertholf (assist. to comdt.)
Comdr. H. G. Shonerd (captain of yard, commanding; reservation officer)
Lieut.-Comdr. J. H. Robbins (M.C.)
Lieut. W. T. Ross (S.C.)
Acting Pay Clerk T. C. Wade
Lieut. P. B. Nibecker (C.C.)

MARINE BARRACKS, OLONGAPO, P.I.

Captain W. B. Croka, U.S.M.C. (comdg.)
1st Lieut. F. S. Flack, U.S.M.C.

LEGATION GUARD, PEKING, CHINA

Lieut. Colonels F. J. Schwable (A.Q.M.) (U.S.M.C.), and T. Holcomb (U.S.M.C.)
Lieut.-Col. E. P. Moses (U.S.M.C.)
Captains M. B. Curtis (A.P.M.) (U.S.M.C.), C. H. Brown (U.S.M.C.), W. P. T. Hill (U.S.M.C.), and J. M. Pearce (U.S.M.C.)
1st Lieuts. F. B. Geottge (U.S.M.C.), A. C. Small (U.S.M.C.), W. L. Bales (U.S.M.C.), A. H. Fricke (U.S.M.C.), W. A. Wachtler (U.S.M.C.), and R. A. Boone (U.S.M.C.)
2nd Lieut. W. W. Davidson
Chief Pay Clerk D. J. Dee, U.S.M.C.
Quartermaster Clerk J. R. Morris
Captain U. R. Webb (M.C.) (U.S.N.)
Comdr. P. G. White (D.C.)
Lieut. F. W. Muller (M.C.)
Chief Radio Elec. C. A. McKelvey (U.S.N.)
Radio Electrician D. L. Tuft (U.S.N.)

LANGUAGE DETAIL, PEKING, CHINA

1st Lieuts. C. W. Pohl (U.S.M.C.), and J. M. McHugh (U.S.M.C.)

U.S. NAVAL STATION, GUAM

Captain L. S. Shapley (ret.) (governor) (commandant)
Lieut.-Comdr. G. T. Howe (aid to comdt.)
Lieutenant J. C. Heck
Lieuts. J. J. Madden and P. A. Decker
Captain A. R. Alfred (M.C.)
Lieut-Comdrs. L. J. Roberts (M.C.), C. J. Brown (M.C.), and R. C. Satterlee (M.C.)
Lieuts. G. W. Wilson (M.C.), F. D. Walker (M.C.), and C. C. Brown (M.C.)
Lieuts. (jg.) R. A. Schneiders (M.C.), and H. M. Maveety (M.C.)
Lieut.-Comdr. H. J. Leham (D.C.)
Lieuts. T. W. Spear (D.C.), E. L. R. Bailey (S.C.), W. A. Settle (S.C.), P. J. Penner (S.C.), C. W. LeRoy, (S.C.), and H. R. Hubbard (S.C.)
Commander W. R. Hall (CH.C.)
Lieut-Comdr. H. M. Peterson (CH.C.)
Lieuts. E. D. Graffin (C.E.C.), and W. O. Hiltabidle (C.E.C.)
Chief Radio Elecs. A. Boquett and R. J. Swint
Radio Elec. J. O. Richards
Machinist H. E. Millard
Chief Pharms. W. E. Saxton, E. R. Baker
Chief Pay Clerks R. Hataway and G. Boer

MARINE BARRACKS, U.S. NAVAL STATION GUAM

Lieut. Col. C. Campbell (U.S.M.C.), (comdg.)
Captain H. Paul (A.Q.M.) (A.P.M.) (U S.M.C.)
Ch. Mar. Gunner J. S. McNulty (U.S.M.C.)
Marine Gunner C. E. Clark (U.S.M.C.)
Quarter Clerk J. C. Brochek (U.S.M.C.)
Ch.. Pay Clerk O. E. Gutmann (U.S.M.C.)

SCOUTING SQUADRON ONE, SUMAY, GUAM

First Lieut. J. H. Strother (U.S.M.C.)
Chief Marine Gunner J. W. Harrington (U.S.M.C.)

U.S.S. "GOLD STAR"

Commander B. R. Ware, jr. (commanding)
Lieuts. O. E. Eason, J. B. Cooke, J. C. Taylor and B. S. Henderson
Lieut. (jg) A. L. Hamlin
Lieutenant H. A. Keener (M.C.)
Gunner G. E. Walton
Lieutenant H. P. Tichnor
Chief Machinist G. T. McBride
Pay Clerk T. A. Grigsby

U.S.S. "NAPA"

Lieutenant A. Doucet (commanding) (additional duty as C.O., R. L. Barnes)

THIRD BRIGADE, U. S. MARINE CORPS

Brig. Genl. S. D. Butler, comdg. general

Chief of Staff
Lieut. Col. E. B. Miller, U.S.M.C.

Brigade Adjutant
Major D. M. Randall, A.A.&I., U.S.M.C.

Brigade Personnel Adjutant
Captain W. A. Worton, U.S.M.C.

Brigade Supply Officers
Lieut. Col. P. F. Archer, A.Q.M., U.S.M.C.
Major J. Potts, A.Q.M., U.S.M.C.

Brigade Paymaster
Major S. W. Bogan, A.P.M., U.S.M.C.

Brigade Law Officer
Captain S. A. Woods, jr., U.S.M.C.

Brigade Operations Officers
Major A. A. Vandergrift, U.S.M.C.

Brigade Intelligence Officer
Major E. C. Long, U.S.M.C.

Brigade Communication Officer
Captain G. C. Cole, U.S.M.C.

Brigade Provost Marshall & Morale Officer
Captain T. E. Watson, U.S.M.C.

Aids
Captain R. A. Robinson, U.S.M.C.
First Lieutenant L. C. Whitaker, U.S.M.C.

Brigade Headquarters & Headquarters Co.
Capt. L. P. Hunt, U.S.M.C.
Capt. G. D. Jackson, jr., U.S.M.C.
First Lieuts. F. S. Gilman, U.S.M.C., and J. R. Street, U.S.M.C.
Chief Qr.-mr. Clerk C. A. Burton, U.S.M.C.
Qr.-mr. Clerk B. D. Goodwin, U.S.M.C.
Chief Pay Clerk J. S. McGuigan, U.S.M.C.
Lieut. Comdr. T. C. Anderson (M.C.)
Lieuts. P. S. Sullvian (M.C.), H. C. Weber (M.C.), and (jg) F. R. Moore (M.C.)
Lieut.-Comdr. E. W. Willett (D.C.) U.S.N.
Chief Pharm. S. J. Seckelman

Brigade Special Service Co.
Captain R. S. Swindler, U.S.M.C.
First Lieut. M. V. Parsons, U.S.M.C.
Chief Marine Gunners R. O. Vardy, U.S.M.C., and W. T. Crawford, U.S.M.C.

Brigade Special Troops

Colonel H. A. Lay, U.S.M.C., commanding
Major A. B. Drum, U.S M.C.

First Battalion, 10th Regiment, (Artillery)

Captain H. V. Shurtleff, U.S.M.C., F. J. Kelly, jr., U.S.M.C., B. G. Jones, U.S.M.C., C. H. Medairy, U.S.M.C. J. I. Nettekovan, U.S.M.C., C. O. Snyder, U.S M.C., L. G. Wayt, U.S.M.C., and J. B. Wilson, U.S.M.C.
First Lieutenants R. W. Conkey, U.S.M.C., M. E. Fuller, U.S.M.C., E. C. Hagen, U.S.M.C., B. F. Johnson, U.S.M.C., J. Kaluf, U.S.M.C., S. C. Kemon, U.S.M.C., G. L. Maynard, U.S.M.C., W. F. McDonnell, U.S.M.C., V. E. Mcgee, U.S.M.C., G. A. Williams, U.S.M.C., J. D. Waller, U.S.M.C., and E. H. Price, U.S.M.C.
Second Lieutnants R. D. McAfee, U.S.M.C., F. D. Pyzick, U.S.M.C., G. H. Steemberg, U.S.M.C., and J. H. Stilman, U.S.M.C.
Marine Gunner R. C. Allan, U.S.M.C.
Lieut. L. E. Fitzsimmons (M.C.), U.S.N.

Fifth Company, Engineers

Captain F. M. Howard, U.S.M.C.
First Lieuts. W. J. Livingston, U.S.M.C., and C. R. Wallace, U.S.M.C.
Second Lieuts. E. J. Trumble, U.S.M.C., and J. N. Hart, U.S.M.C.

Light Tank Platoon

Captain N. E. Landon, U.S.M.C.
First Lieutenant J. W. Fleet, U.S.M.C.

Fourth Regiment

Colonel H. C. Davis, U.S.M.C., comdg.
Lieut. Col. F. D. Kilgore, U.S.M.C.
Majors T. A. Secor, U.S.M.C., and J. L. Underhill, U.S.M.C.
Captains R. J. Bartholomew, U.S.M.C., J. E. Betts, U.S.M.C., W. T. Clement, U.S.M.C., W. H. Davis, U.S.M.C., L. R. Jones, U.S.M.C., C. C. St. Clair, U.S.M.C., C. S. Schmidt, U.S.M.C., R. H. Pepper, U.S.M.C., C. E. Rice, U.S.M.C., E. L. Russell, U.S.M.C., L. C. Shepherd, jr., U.S.M.C., J. Waller, U.S.M.C,. W. L. Harding, jr., U.S.M.C., and R. R. Robinson, U.S.M.C.
First Lieuts. W. D. Bassett, U.S.M.C., C. C. Brown, U.S.M.C., J. G. Clausing, U.S.M.C,. R. R. Deese, U.S.M.C., H. E. Dunkelberger, U.S.M.C., C. Foote, U.S.M.C., R. E, Forsyth, U.S.M.C., W. L. Harding, jr.. U.S.M.C., H. E. Leland, U.S.M.C., R. W, Luce, U.S.M.C., G. E. Monson, U.S.M.C., I. E. Odgers, U.S.M.C., D. G. Oglesby. U.S.M.C., R. M. Pate, U.S.M.C., H. E, Rosecrans, U.S.M.C., J. M. Smith, U.S.M.C., W. J. Stamper, U.S.M.C., C. G. Stevens, J. T. Thornton, U.S.M.C., W. Ulrich, U.S.M.C., J. C. Wemple, U.S.M.C., L. G. Miller, U.S.M.C., F. M. Wulbern, U.S.M.C. and E. F. Carlson, U.S.M.C.,
Second Lieuts I. M. Bethel, U.S.M.C., J. D. Blanchardo, U.S.M.C., A. R. Bourne, U.S.M.C., J. O. Brauer. U.S.M.C., F. J. Cunningham, U.S.M.C., A. V. Gerard, U.S.M.C., R. J. Godin, U.S.M.C., J. H. N. Hudnall, U.S.M.C., A. W. Kreiser, jr., U.S.M.C., W. E. Lee, U.S.M.C., A. J. Mathiesen, U.S.M.C., R. J. Mumford, U.S.M.C., W. M. O'Brien, U.S.M.C., and R. S. Viall, U.S.M.C.

Chief Q'mtr. Clerk W. R. Affleck, U.S.M.C.
Chief Marine Gunners W. S. Robinson, U.S.M.C., and J. E. Stamper, U.S.M.C.
Chief Pay Clerk F. J. Klingenhagen, U.S.M.C.
Marine Gunners W. G. Allen, U.S.M.C., and F. O. Lundt, U.S.M.C.
Commander E. L. Jones (M.C.) U.S.N.
Lieut. Commander W. A. Vogelsang (M.C.)
Lieuts. A. H. Pirson (M.C.)
Lieut.-Comdr. J. C. Lough (D.C.)
Lieut. (jg) J. F. Luten (M.C.)
Lieuts. H. D. Hubbard (M.C.), U.S.N., J. L. Manion (M.C.), U.S.N., and L. D. Gottschall (CH.C.), U.S.N.

Sixth Regiment

Colonel H. C. Synder, U.S.M.C., comdg.
Lieut.-Colonel J. F. Dyer, U.S.M.C.
Majors C. Anerum, U.S.M.C., and A. B. Miller, U.S.M.C.
Captains C. T. Beecher, U.S.M.C., M. Cox, U.S.M.C., L. Cukela, U.S.M.C., S. C. Cumming, U.S.M.C., T. J. Curtis, U.S.M.C., P. S. Geer, U.S.M.C., E. D. Kalbfleisch, U.S.M.C., H. O. Martin, U.S.M.C., R. L. Montague, U.S.M.C., J. P. Smith, U.S.M.C., J. F. Talbot, U.S.M.C., and J. W. Webb, U.S.M.C.
First Lieutenants R. C. Battin, U.S.M.C., F. C. Biebush, U.S.M.C., H. C. Bluhm, U.S.M.C., E. M. Callaway, U.S.M.C., J. F. Connaughton, U.S.M.C., P. R. Cowley, U.S.M.C., H. B. Enyart, U.S.M.C., W. S. Fellers, U.S.M.C., J. C. Grayson, U.S.M.C., G. Hall, U.S.M.C., C. H. Hartsel, U.S.M.C., O. A. Inman, U.S.M.C., C. W. Martyr, U.S.M.C., C. W. McLeod, U.S.M.C., O. B. Osmondson, U.S.M.C., R. S. Pendleton, U.S.M.C., E. Selby, U.S.M.C., J. T. Selden, U.S.M.C., M. D. Smith, U.S.M.C., A. Stahlberger, U.S.M.C., W. W. Wensinger, U.S.M.C., E. R. Whitman, U.S.M.C., J. W. Lasko, U.S.M.C., F. W. Biehl, U.S.M.C.
Second Lieuts. E. J. Trumble, U.S.M.C., and F. W. Uhlig, U.S.M.C.
Quartermaster Clerk A. O. Woodrow, U.S.M.C.
Marine Gunner H. Boschen, U.S.M.C.
Commander W. W. Edel (CH.C.), U.S.N.
Lieut.-Commander C. S. Stephenson, (M.C.), U.S.N.
Lieuts. J. R. Fulton, (M.C.), U.S.N., W. B. James, (M.C.), U.S.N., and F. N. Pugsley, (M.C.), U.S.N.

Provisional Regiment

Majors J. L. Doxey, U.S.M.C., and A. J. White, U.S.M.C.
Captains C. T. Brooks, U.S.M.C., W. S. Gasper, U.S.M.C., R. H. Jeschke, U.S.MC., C. A. Larkin, U.S.M.C., R. E. Mills, U.S.M.C., A. G. Rome, U.S.M.C., and R. E. Williams, U.S.M.C.
First Lieutenants H. B. Alban, U.S.M.C., G. B. Beatty, U.S.M.C., B. L. Bell, U.S.M.C., T. J. Crawford, U.S.M.C., A. J. Burks, U.S.M.C., W. W. Davies, U.S.M.C., J. C. Donehoo, jr., U.S.M.C., J. H. Fitzgerald, U.S.M.C., S. W. King, U.S.M.C., E. G. Kirkpatrick, U.S.M.C., W. N. McKelvy, jr., U.S.M.C., J. D. O'Leary, U.S.M.C., L. E. Power, U.S.M.C., G. W. Walker, U.S.M.C., M. Watchman, jr., U.S.M.C., and J. M. Greer, U.S.M.C.
Second Lieutenants E. J. Ashton, U.S.M.C., V. H. Dartt, U.S.M.C., C. B. Graham, U.S.M.C., R. M. Gulick, U.S.M.C., H. D. Harris, U.S.M.C., F. B, Loomis, jr., U.S.M.C., J. D. Muncie, U.S.M.C., C. D. Siland, U.S.M.C., M. B. Twining, U.S.M.C., J. L. Wolfe, U.S.MC.,
Chief Marine Gunners P. H. Benz, U.S.M.C., and F. F. Wallace, U.S.M.C.
Lieut.-Commander L. L. Adamkiewicz, (M.C.), U.S.N.
Lieut. H. C. Lowry, (D.C.), U.S.N., and J. A. Perez (M.C.), U.S.N.

Aircraft Squadrons

Lieut. Col. T. C. Turner, U.S.M.C., comdg.
Capts. C. T. Moore, U.S.M.C., J. F. Moriarity, U.S.M.C., and A. H. Page, jr., U.S.M.C.
First Lieuts. H. A. Carr, U.S.M.C., C. C. Jerome, U.S.M.C., W. J. Wallace, U.S.M.C., and J. N. Smith, U.S.M.C.
Second Lieuts. P. E. Conradt, U.S.M,C., W. G. Manley, U.S.M.C., W. B. Trundle, U.S.M.C., and T. B. White, U.S.M.C.
Lieutenant H. P. Krummes (M.C.), U.S.N.
Chief Marine Gunner J. Roeller, U.S.M.C.

JAPANESE NAVY

Squadron	Commander-in-Chief or Admiral in Command
First Squadron	Admiral Hiroharu Katoo
Second Squadron	Vice-Admiral Yasuhira Yoshikawa
First Foreign Service Squadron	Rear-Admiral Wataru Ugawa
Second do.	do. Susumu Nakashima
Training Squadron	Vice-Admiral Osami Nagano

Ships in commission or launched :—		Destroyers, 1st Class	47
Battleships	6	Destroyers, 2nd Class	38
Battle cruisers	4	Submarines	30
1st Class Cruisers	6	Ships under construction :—	
2nd do.	21	Cruisers, 1st Class	2
Gunboats and Others	33	Destroyers, 1st Class	6

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	"	"	" "
Fuso	30,600	40,000	12-14 ins., 16-6 ins.
Yamashiro	31,260	"	" 20-5.5 ins.
Ise	"	45,000	" "
Hyuga	"	"	" "
Battle Cruisers :—			
Hiyei	27,500	64,000	8-14 ins., 16-6 ins.
Kongo	"	"	"
Haruna	"	"	"
Kirishima	"	"	"
Cruisers, 1st Class :—			
Furutaka	7,100	...	6-8 ins.
Kako	"	...	"
Kinugasa	"	...	"
Aoba	"	...	"
Nachi	10,000	} now under	construction
Myoko	"		
Cruisers, 2nd Class:—			
Tone	4,100	15,000	2-6 ins., 10-4.7 ins.
Chikuma	4,991	22,500	8-6 ins.
Hirato	"	"	"
Yahagi	"	"	"
Tenryu	3,500	...	4-5.5 ins.
Tatsuta	"	...	"

Vessels	Displacement Tons	I.H.P.	No. of Guns or Chief Armament
Cruisers, 2nd Class :—*Cont.*			
Tama	5,500	...	7-5.5 ins.
Kuma	"	...	"
Kitakami	"	90,000	"
Oi	"	"	"
Kiso	"	"	"
Nagara	"	"	"
Isuzu	"	"	"
Yura	"	"	"
Natori	"	"	"
Kinu	"	"	"
Abukuma	"	"	"
Naka	"	"	"
Sendai	"	"	"
Jintsū	"	"	"
Yubari	"	"	"
Gunboats and Others :—			
Aso	7,995	17,000	8-6 ins., 14-3 ins.
Manshu	3,916	5,000	2-3 ins.
Karasaki	6,170	1,825	1-3 ins.
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	"	"
Uji	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.
Ataka	850	1,800	2-4.7 ins., 2-3 ins.
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.
Nissin	"	"	4-8 ins., 14-6 ins.
Seta	338	1,800	2-4.7 ins., 2-3 ins.
Tsushima	3,365	9,400	6-6 ins.
Akashi	2,755	80,000	6 ins.
Chitose	4,790	15,700	2-8 ins.
Jingei	8,500	...	4-5.5 ins.
Chogei	"	...	...
Yakumo	9,735	...	4-8 ins., 16-6 ins.
Hosho	9,500	...	4-5.5 ins.
Katada	338	...	2-3 ins.
Hira	338	...	2-3 ins.
Hodzu	338	...	2-3 ins.
Akagi	26,900	...	10-8 ins., 6-4.7 ins.

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KIANG-TEEN—Captain Klausen

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KIANG-WAH—Captain J. M. Johannessen

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KIANG-YU—Captain (Chinese)

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KWEI-LEE—Captain (Chinese)

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Adams, H. E. D., assist., Butterfild & Swire, Tientsin
Adams, J. D., sub-acct., Chartered Bank of India, Australia and China, Kobe
Adams, J. L., architect, Butterfield & Swire, Hongkong
Adams, J. W., senior surgeon, Medical department, Penang
Adams, P. M., district officer, Coast Division, Sarawak

Adams, S. G., assist., Brunner, Mond & Co., Shanghai
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Agar, J. W., New Zealand Malay Rubber Co., Ld., Kelantan
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Worthington, A. F., British resident, Pahang
Wotherspoon, N. S., assist., Ker & Co., Iloilo
Wragge, G., assistant, E. D. Sassoon & Co., Ld., Hongkong
Wright, A., assist. engineer, electricity dept., Municipality, Shanghai
Wright, A. E., engineer-in-charge, Public Health & Building Ordinance, P.W.D., H'kong.
Wright, B. J., assist., Ocean Accident and Guarantee Corporation, Ld., Singapore
Wright, C. A., Ed. Wheen & Sons, Ld., Shanghai
Wright, F., works supt., Netherlands Gutta Percha Co., Singapore
Wright, F. A., barrister-at-law, Seremban, Negri Sembilan
Wright, F. M., supt., Netherlands Gutta Percha Co., Singapore
Wright, G. H., solicitor, Hansons, Shanghai
Wright, G. K., partner, Baguley & Tooth, advocates, Bangkok
Wright, G. T., signal engineer (Hsinho), Peking-Mukden Railway, Tientsin
Wright, H., assistant, Mackenzie & Co., Tientsin

Wright, H. G., assistant secretary, electricity dept., Municipality, Shanghai
Wright, J. B., assistant, International Export Co., Hankow
Wright, J. C., assist., Guthrie & Co., Ld., Singapore
Wright, L., assistant, Eagle and Globe Steel Co., Shanghai
Wright, R. I., Barton, assistant, Asiatic Petroleum Co., Singapore
Wright, S. F., personal secretary to Inspr.-General, Chinese Maritime Customs, Peking
Wright, T., storekeeper, Haiho Conversancy Commission, Tientsin
Wright, W., assist., Dodwell & Co., Ld., Hongkong
Wright, W., sales manager, Andersen, Meyer & Co., Ld., Shanghai
Wright-Anderson, G., Barrow, Brown & Co., Ld., Bangkok
Wright-Robb, C., assist., Louis T. Leonowens, Ld., Bangkok
Wrigley, E., assist., Katz Bros., Ld., Penang
Wuest, H., assistant, Amalgamated Rubber and General Estates, Ld., Sumatra
Wurster, E., assistant, Siber, Hegner & Co., Shanghai
Wurtzburg, C. E., director, Mansfield & Co., Ld., Singapore
Wuthrich, F. F., assistant, Netherlands India Commercial Bank, Shanghai
Wutz, J., assistant, Carlowitz & Co., Tientsin
Wyatt, J. R. G., boarding officer, Harbour dept., Hongkong
Wyatt-Smith, consul for Great Britain, Tengyueh
Wyhoff, J. S. accountant, Netherlands India Commercial Bank, Shanghai
Wylde, O. A. J., inspector, Police department, Penang
Wylie, B., general manager, *South China Morning Post*, Hongkong
Wylie, C., staff, United Engineers, Ld., Singapore
Wylly, H., assistant, Asiatic Petroleum Co., Singapore
Wyllie, A. D., assist., Dairy Farm, Ice and Cold Storage Co., Hongkong
Wynberg, J. P., assistant, Asiatic Petroleum Co., Hongkong
Wysman, J., manager, Pematang-Siantar Agency, De Javasche Bank, Sumatra
Wyss, O., sales manager, Philippine Manufacturing Co., Manila
Xavier, A. M., cashier, Hale & Co., Ld., Saigon
Xavier, A. W., assistant, Equitable Eastern Banking Corporation, Shanghai
Xavier, J. M. R., accountant, South China Morning Post, Ld., Hongkong
Yacovlevsky, V. A., American Chinese Co., Tientsin
Yaholkovsky, A. F., manager, Chinese Eastern Railway Commercial Agency, Dairen
Yamaryo, S., resident engineer (Huang-Ku-Tun), Peking-Mukden Railway, Tientsin
Yannoulatos, N. P., Express Cigarette Co., Tientsin
Yanowitch, A., Mongolian Produce, Tientsin
Yates, A., manager, safe cabinet dept., Andrews & George Co., Inc., Tokyo
Yates, Leonard, chairman, Furness (Far East), Ld., Hongkong
Yeager, Dr. Clark, advisory health officer, Sarawak
Yeager, J. F., Provincial Government, Iloilo
Yeardley, E. P., engineering dept., Sarawak Oilfields, Ld., Sarawak
Yearley, F. P., assistant, Benjamin & Potts, Shanghai
Yell, S. A., manager, Huttenbach, Lazarus & Son, Perak
Yerke, G., assist., Heimann & Co., Shanghai
Yita, Lopoz J., Provincial Government, Iloilo
Ylmido, C. Y., Hongkong & Shanghai Banking Corporation, Iloilo
Yolle, L. J. Chaffanjon, Haiphong
Yormark, A. E., Heacock & Cheek Co., Shanghai
Youd, C. M., assistant, Bukit Sembawang Rubber Co., Ld., Singapore
Young, A. A., assistant, John Little & Co., Ld., Singapore
Young, Alfred C., director, Fred Waterhouse Co., Ld., Singapore
Young, A. Morgan, editor, *Japan Chronicle*, Kobe
Young, C., assistant, Hogg & Co., Canton
Young, C., general manager, Macondray & Co., Manila
Young, C. H., assistant, Young & Co., Penang
Young, C. R. M., architect, Butterfield & Swire, Hongkong
Young, D. G., director, *Japan Chronicle*, Kobe
Young, Douglas M., director, Kobe & Osaka Press, Ld., Kobe
Young, E. B., medical officer, Newchwang
Young, E. C., architect, Loup & Young, Tientsin
Young, E. M., assistant, Vacuum Oil Co., Kobe
Young, F., assistant cargo supt., Mansfield & Co., Ld., Singapore
Young, F., assist., David Sassoon & Co., Ld., Shanghai
Young, F. C., assistant, Dunlop Rubber Co. (China), Ld., Shanghai

Young, F. M., eletrical engineer, Municipality, Shanghai
Young, H. J., Robert Dollar Co., Shanghai
Young, L. K., director, Macondray & Co., Manila
Young, P. C., C.B.E., general manager, Kailan Mining Administration, Tientsin
Young, P. K. B., assistant, Fobes Co., Ld., Tientsin
Young, R., assistant, Asiatic Petroleum Co. (S.C.), Ld., Hongkong
Young, R., clerk of works, H.B.M.'s Office of Works, Shanghai
Young, R. C., building surveyor, Public Works, Municipality, Shanghai
Young, R. C., organist, Holy Trinity Cathedral, Shanghai
Young, S. C., assist. commissioner, Police Force, Shanghai
Young, W., vice-consul for U.S.A., Kobe
Young, W., medical officer, General Hospital, Taiping, Perak
Young, W. A., acting professor of bacteriology, Medical College, Singapore
Young, W. A., professor, Mukden Medical College, Mukden
Young, W. J., assistant, Asiatic Petroleum Co., Ld., Shanghai
Young, W. J., driller, Sarawak Oilfields, Ld., Sarawak
Young, W. L., sub-accountant, National City Bank of New York, Dairen
Youngberg, S., director, Bureau of Agriculture, Manila
Younghusband, P., assistant official measurer, Hongkong
Youngson, A., assist., Brunner, Mond & Co. (China), Ld., Shanghai
Youtman, A. W., assist., A. C. Harper & Co., Ld., Selangor
Yriarte, M. de, director, Philippine National Bank, Manila
Yumol, Dr. Conrado, Philippine Health Service, Zamboanga
Yvanovich, J. A., Union Insurance Society of Canton, Ld., Manila
Zaadnoordijk, W., assistant, Holland American, Plantation, Soengei Baleh, Sumatra
Zaalberg, F., assistant, Netherlands Trading Society, Kobe
Zabate, V., Bureau of Public Works, Cebu
Zackarias, E. G., assist. manager, Equitable Eastern Banking Corpn., Shanghai
Zahar, Nagib F., manager, Joseph E. Balesh & Brothers, Shanghai
Zamiatin, V. M., China Fur Trading Co., Ld., Tientsin
Zane, A. F., assistant, Arts and Crafts, Ld., Shanghai
Zanetti, A., assist. tidesurveyor, Chinese Maritime Customs, Shanghai
Zao, Y. S., China Express Co., Tientsin
Zechner, D., assistant, Nederlandsch-Indische Handels Bank, Sumatra
Zee, K. Z., chief clerk, Asia Fire Insurance Underwriters, Shanghai
Zee, T. Y., Jardine Engineering Corporation, Ld., Shanghai
Zeeman, C., merchant, Robert Fulton & Co., Ld., Yokohama
Zeeman, P. R., agent, Netherlands Trading Society, Kobe
Zehender, K., Illies & Co., Tokyo
Zeilinga, H., assistant, Netherlands India Commercial Bank, Kobe
Zelberg, T., Gershevich Bros., Tientsin
Zellensky, J., Robert Dollar Co., Shanghai
Zenkoff, I. M., David Kobilnitzky, Tientsin
Zenzinova, E., Jardine Engineering Corporation, Ld., Shanghai
Zicler, I., accountant, East Asiatic Co., Ld., Bangkok, Siam
Ziegler, Geo., Atlantic Gulf and Pacific Co., Manila
Ziesel, Wilhelm, manager, Siemens China Co., Hankow
Zils, J., signs per pro., Robert Weber, Shanghai
Zimmerman, V. R., assistant, Harrisons, King & Irwin, Ld., Shanghai
Zlokassoff, C. N., assistant, Arnhold & Co., Ld., Tientsin
Zobel, F., director, Insular Life Assurance Co., Ld., Manila
Zobel, J., director, Insular Life Assurance Co., Ld., Manila
Zotoff, F., assistant, Whiteaway, Laidlaw & Co., Tientsin
Zubiri, J., auditor, Compania General de Tabacos, Manila
Zuccarini, R., chief examiner, Chinese Maritime Customs, Ningpo
Zuellig, F. E., president, F. E. Zuellig, Inc., Iloilo
Zuliani, P., assist. superintendent, Haiho Conservancy Commission, Tientsin
Zulueta, A., Bayne & Co., Manila
Zuppiger, A., assistant, Griffith, Ld., Canton
Zurcher, W., assist, Liebermann, Waelchli & Co., Kobe
Zwanck, O., signs per pro., Melchers' China Corporation, Tientsin

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MORGAN CRUCIBLE Co., Ltd., (The), Battersea Works, Church Road, London, S.W. 11. Sole Manufacturers of Morgan's and Salamander Crucibles and Melting Pots, Battersea Clay Crucibles and Morgan's Plumbago. Cable Address: "Crucible, London."

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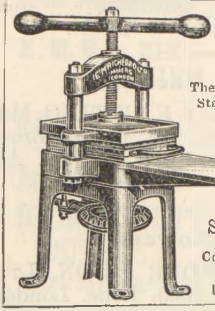

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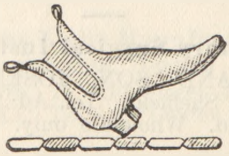

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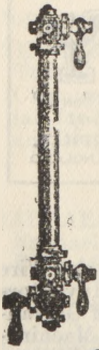

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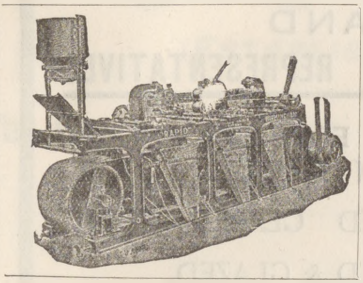

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