

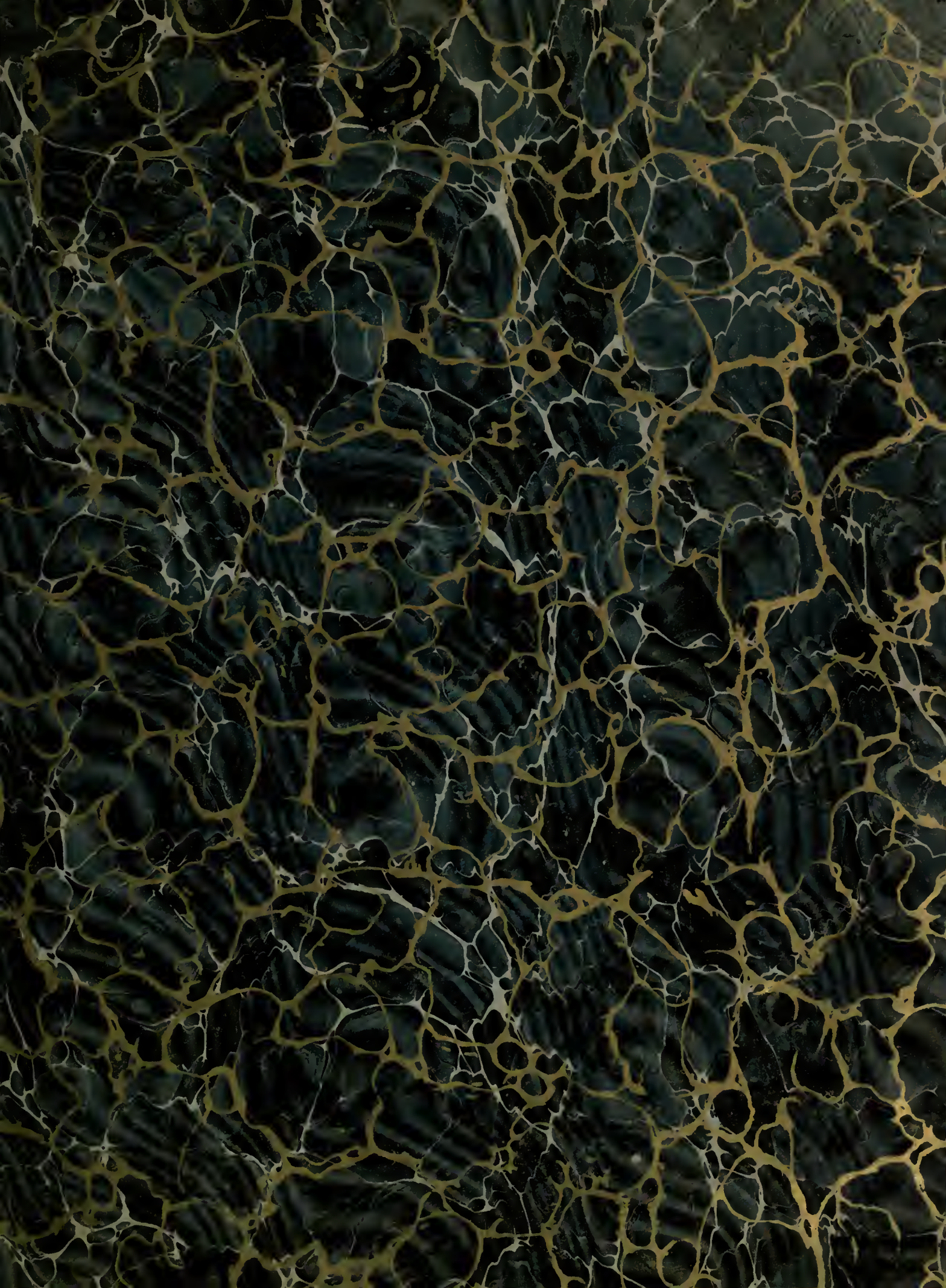


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TWENTIETH CENTURY IMPRESSIONS
OF
HONGKONG, SHANGHAI, AND
OTHER TREATY PORTS
OF CHINA.

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Twentieth Century Impressions
of
Hongkong, Shanghai, and other Treaty
Ports of China:

THEIR HISTORY, PEOPLE, COMMERCE, INDUSTRIES, AND RESOURCES.

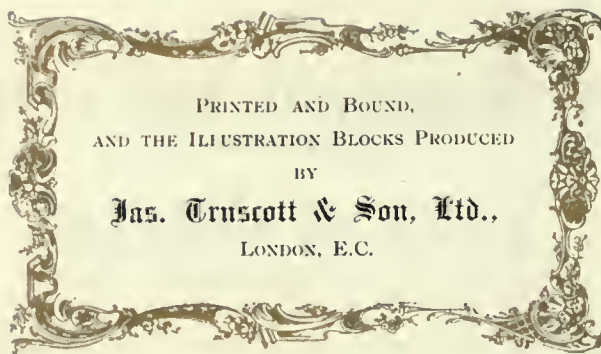
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1908.



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HIS EXCELLENCY SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.
(Governor of Hongkong, Commander-in-Chief, and Vice-Admiral), and
LADY LUGARD.



HIS EXCELLENCY SIR JOHN N. JORDAN, K.C.M.G.
(British Minister at Peking)



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PREFACE.



HIS work is the outcome of an enterprise designed to give in an attractive form full and reliable information with reference to the outlying parts of the Empire. The value of a fuller knowledge of the "Britains beyond the Sea" and the great dependencies of the Crown as a means of tightening the bonds which unite the component parts of the King's dominions was insisted upon by Mr. Chamberlain in a memorable speech, and the same note ran through the Prince of Wales's impressive Mansion House address in which His Royal Highness summed up the lessons of his tour through the Empire, from which he had then just returned. In some instances, notably the case of Canada, the local Governments have done much to diffuse in a popular form information relative to the territory which they administer. But there are other centres in which official enterprise in this direction has not been possible, or, at all events, in which action has not been taken, and it is in this prolific field that the publishers are working. So far they have found ample justification for their labours in the widespread public interest taken in their operations in the colonies which have been the scene of their work, and in the extremely cordial reception given by the Press, both home and colonial, to the completed results.

Briefly, the aim which the publishers keep steadily before them is to give a perfect microcosm of the colony or dependency treated. As old Slow, with patient application and scrupulous regard for accuracy, set himself to survey the London of his day, so the workers employed in the production of this series endeavour to give a picture, complete in every particular, of the distant possessions of the Crown. But topography is only one of the features treated. Responding to modern needs and tastes, the literary investigators devote their attention to every important phase of life, bringing to the elucidation of the subjects treated the powerful aid of the latest and best methods of pictorial illustration. Thus a work is compiled which is not only of solid and enduring value for purposes of reference and for practical business objects, but is of unique interest to all who are interested in the development of the Empire.

In all essential features the present volume follows closely upon the lines of the earlier works on Western Australia, Natal, Ceylon, and British Malaya, and deals fully with the history, administration, population, commerce, industries, and potentialities of the territories to which it relates. In one respect, however, it differs from its predecessors, for, while they have been devoted exclusively to British Colonies, this book, as its title indicates, deals also with settlements which are only partially British. But there is ample excuse, if excuse be needed, for this departure from precedent. More than one half the imports and exports of China passes through the various Treaty Ports, and it would have been a negation of one of the avowed objects of these publications if no attempt had been made to show the present-day tendency of this trade and how the proportion borne by the British Empire compares with that of its competitors. Nor must it be forgotten that Canton, Amoy, Foochow, Ningpo, and Shanghai, the first five ports in China to which foreign merchandise was admitted without hindrance or interference, were thrown open in 1842 as the direct result of British influence, which was also responsible in 1858 for the extension of this privilege

PREFACE.

to Neuchwang, Chefoo, Taiwan (Formosa), Swatow, Hainan, and three ports on the Yangtze-Kiang. Though the British Consuls have long ceased to be the only mediums of communication between foreigners and the local Chinese authorities, British interests are still very powerful, and in some cases the British communities are self-governing.

Although the whole of the Treaty Ports, numbering upwards of forty, have not been dealt with separately, the most important have been selected, and they are sufficient for our purpose since they receive the bulk of the trade of the minor ports. This is especially true of Canton in its relation to the other Treaty Ports on the West River, and of Shanghai in relation to some of the smaller ports lying along the banks of the Yangtze-Kiang.

The wide distances which divide the ports, and the peculiar conditions which prevail in them have rendered the task of the compilers one of no little difficulty. The foreign settlements are occupied by representatives of different nationalities answerable to their own Consuls, subject to the laws of their own countries, and, in many instances, organised into independent local governing communities, so that, though they form collectively one homogeneous whole, they are, in actual fact, a congeries of separate and distinct units. But neither trouble nor expense has been spared in the attempt to cover the ground adequately and secure full and trustworthy information in every direction. As in previous works, the services of acknowledged experts have been enlisted wherever possible. The historical sections have been written from original materials preserved at the India Office, the British Museum, and other national institutions. In Hongkong much valued assistance has been freely rendered by the heads of the various Government departments, and the Editor is especially indebted to H.E. Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O., the Governor, and the Hon. Mr. F. H. May, C.M.G., the Colonial Secretary, who have given all the encouragement that lay in their power to the enterprise. In Shanghai the Municipal Authorities have shown every courtesy, and in the various Treaty Ports the British Consular Officers, the Customs Officers, and the Municipal Secretaries, have placed the compilers under an obligation which is gratefully acknowledged.

Obviously a work of this magnitude cannot be produced except at very considerable cost. As the publishers do not ask for any Government subsidy, because of the restrictions which it might impose upon them, this cost has to be met in part by receipts from the sale of copies and in part by revenue from the insertion of commercial photographs. The publishers venture to think that this fact furnishes no ground for adverse criticism. The principle is that adopted by the highest class of newspapers and magazines all over the world. Moreover, it is claimed that these photographs add to, rather than detract from, the value of the book. They serve to show the manifold interests of the country, and, with the accompanying descriptive letterpress, which is independently written by members of the staff from personal observation, they constitute a picturesque and useful feature that is not without interest to the general reader and student of economics, while it is of undoubted value to business men throughout the British Empire.

AUGUST, 1908.



CONTENTS.

	PAGE
HONGKONG, SHANGHAI, AND OTHER TREATY PORTS—	
EARLY HISTORY AND DEVELOPMENT. By ARNOLD WRIGHT	13
HONGKONG—	
CONSTITUTION AND LAW—	
THE LOCAL LEGISLATURE	99
THE COURTS	101
THE LAWS. By C. D. WILKINSON	102
EXECUTIVE AND LEGISLATIVE COUNCILS	105
FINANCE. By THE HON. MR. A. M. THOMSON, <i>Colonial Treasurer</i>	113
EDUCATION. By G. H. BATESON WRIGHT, D.D. (OXON.), <i>Headmaster of Queen's College, Hongkong</i>	121
PUBLIC WORKS. By THE HON. MR. W. CHATHAM, C.M.G., <i>Director of Public Works</i>	129
POSTS, CABLES, AND TELEPHONES	133
FLORA. By S. T. DUNN, B.A., F.L.S., J.P., <i>Superintendent of the Botanical and Forestry Department, Hongkong</i>	135
FAUNA—	
GENERAL. By J. C. KERSHAW, <i>Author of "Butterflies of Hongkong"</i>	138
BUTTERFLIES. By J. C. KERSHAW	139
BIRDS. By STAFF-SURGEON KENNETH H. JONES, R.N.	141
HONGKONG (DESCRIPTIVE). By H. A. CARTWRIGHT	145
THE SANITARY BOARD. By A. SHELTON HOOPER	157
HARBOUR AND SHIPPING. By COMMANDER BASIL TAYLOR, R.N., <i>Harbour Master</i>	188
HONGKONG INDUSTRIES	235
SPORT. By J. W. BAINS, <i>Sports Editor of the "China Mail"</i>	250
HEALTH AND HOSPITALS. By THE HON. DR. J. M. ATKINSON, <i>Principal Civil Medical Officer</i>	262
POLICE, PRISONS, AND FIRE BRIGADE. By CAPTAIN F. W. LYONS, <i>Acting Captain-Superintendent of Police, Hongkong</i>	266
NAVY, ARMY, AND VOLUNTEERS	272
THE HONGKONG VOLUNTEER CORPS. By MAJOR CHAPMAN, <i>Commandant</i>	274
THE FOREIGN TRADE OF CHINA	278
THE CHINESE IMPERIAL MARITIME CUSTOMS	282
THE CURRENCY OF CHINA	288
THE SILK INDUSTRY	290
TEA. By H. T. WADE	294
COTTON. By JAMES KERFOOT, M.I.M.E.	302
THE FLORA OF CHINA	304
CEREMONIES AND CUSTOMS OF THE CHINESE. By S. W. TSO	307
CHINESE CHARACTERS. By JAMES B. WONG, B.A.	319
ECCLESIASTICAL—	
THE ROMAN CATHOLIC CHURCH. By FATHER J. DE MOIDREY, S.J.	321
THE ANGLICAN COMMUNION. By THE VEN. ARCHDEACON BANISTER	326
PROTESTANT MISSIONS IN CHINA. By THE REV. J. STEELE, B.A.	332
THE ANCIENT FAITHS OF THE CHINESE. By THE REV. T. W. PEARCE	337

CONTENTS.

SOCIAL LIFE	341
THE PRESS. By W. H. DONALD, <i>Editor of the "China Mail"</i>	343
SHANGHAI—	
DESCRIPTION OF THE SETTLEMENT. By H. A. CARTWRIGHT	368
LOCAL GOVERNMENT AND LAW. By H. A. CARTWRIGHT	399
POLICE. By K. J. McEVEN, <i>Deputy Superintendent of Police</i>	409
VOLUNTEERS	413
SHANGHAI FIRE BRIGADE	429
PUBLIC WORKS. Supplied by the PUBLIC WORKS DEPARTMENT	432
HEALTH AND HOSPITALS. By ARTHUR STANLEY, M.D., B.S.Lond., D.P.H., <i>Health Officer</i>	434
FINANCE AND BANKING	438
SHIPPING, COMMERCE, AND CUSTOMS	452
EDUCATION	484
POSTS, CABLES, AND TELEPHONES	490
SPORT. By W. R. PARKIN	498
METEOROLOGY—	
HONGKONG. By F. G. FIGG, <i>Director of the Hongkong Observatory</i>	509
SHANGHAI. By THE REV. FATHER FROC, <i>Director of Siccawei Observatory</i>	512
LEADING RESIDENTS OF SHANGHAI	516
PROMINENT CHINESE RESIDENTS	525
INDUSTRIES	573
THE FOREIGN COMMERCIAL COMMUNITY	602
THE ORIENTAL COMMERCIAL COMMUNITY	662
THE RAILWAYS OF CHINA	666
MINES AND MINERALS IN MANCHURIA. By REGINALD BATE, F.R.G.S.	682
INFORMATION FOR TOURISTS	683
TREATY PORTS AND OTHER FOREIGN SETTLEMENTS—	
HANKOW	692
TIENTSIN	724
PEKING	755
NEWCHIWANG. By REGINALD BATE, F.R.G.S.	763
CHEFOO	767
NINGPO	772
WEIHAIWEI	773
NANKING	778
CANTON. By H. A. CARTWRIGHT	782
MACAO. By PEDRO NOLASCO DA SILVA	798
THE LAPPA CUSTOMS. By A. H. WILZER, <i>Commissioner of Customs</i>	805
TSINGTAU	810
AMOY. By CECIL A. V. BOWRA, <i>Commissioner of Customs</i>	813
SWATOW	829
FOOCHOW	837
CHINESE WEIGHTS, MEASURES, AND MONEY	841
CONCLUDING NOTE	842
INDEX	843



Twentieth Century Impressions of Hongkong, Shanghai, and other Treaty Ports:

THEIR EARLY HISTORY AND DEVELOPMENT.

BY ARNOLD WRIGHT.

CHAPTER I.

Early European Trade with China—The Portuguese at Macao—Efforts of English to Open Trade—
Establishment of English Factory in Japan—The English and the Dutch in China.



LN the history of European Commerce there is no more interesting, and, in its influence on international events, no more important chapter than that which relates to the opening of the Chinese Empire to British trade. The long drawn out struggle which in its earliest stage culminated in the Treaty of Nanking was something more than a contest for the right to barter. It was a fight between two opposite, and to a very large extent antagonistic, systems of civilisation. On the one hand was the East, self-contained, self-absorbed, living its narrow life in beatific indifference to, if not positive ignorance of, the remainder of the world. What it did not know was not knowledge; those who were outside its pale were barbarians; its rulers were the rulers of all things mundane and of some things celestial. On the other side was the West, bustling, aggressive, sometimes arrogant, confident in itself and conscious of its power, infused with a spirit of progress which gained additional impetus as every new discovery of science furnished it with fresh weapons to use to batter down the wall which racial prejudice and exclusiveness had reared up against it. That one misunderstood the other—was indeed profoundly ignorant of the motives which were the mainsprings of the other's action—added intensity to the battle. To the official Chinese the efforts of the European to make his foothold good on the soil

of China were an unwarrantable intrusion on the part of a visitor with many objectionable characteristics. As for the European, and especially the Britisher, he could see in the determined measures to keep him at arm's length—a suppliant and humble guest without the gate—only the bigoted manifestations of a diseased egotism added to a crass and virulent congenital dislike of the foreigner. And so the conflict went on until the door was violently forced from without and the breath of a new commercial life was breathed into China. Then the giant stirred, but it was only the stretching of the sleeper before the full awakening. Another half-century or more was to pass and China was to see in blacker outline the shadow of irretrievable disaster before the lessons of the West were received, and even then her acceptance was only partial and hesitating. It remained for the cataclysm of the Russo-Japanese War to drive home at last the moral taught, if China could only have realised it by the first European ship that visited her shores, that China was not the world and that if she would preserve her independence and her self-respect she must avail herself of the advantages of Western civilisation, not the least of which are those which pertain to an uninterrupted commerce.

When Albuquerque and his men descended, as Sir George Birdwood picturesquely puts it, "like a pack of hungry wolves" upon an astonished Eastern world, they found trade flowing in tranquil fashion in channels which had been used for ages. Vessels hugging

the shore made their way from the Chinese coast to Singhapura or to some other port in the straits, from whence their cargoes were carried by Arab craft to India and Persia. Overland the rich fabrics and spices of the East were transmitted to the Levant for distribution to the more populous centres of Europe. The trade was a strictly Oriental one. An occasional European traveller, like Marco Polo, found his way into the interior of China and even over portions of the sea route; but it had not entered into the calculations of the most imaginative that from beyond the sea would come in great ships bodies of men of this strange white race whose existence was a mere shadowy myth to the great mass of the population. With wonder, therefore, not unmingled with awe, the strangers were received at the places at which they touched. In the case of the Chinese a feeling of superstitious dread tinged the lively apprehensions which the appearance of the Portuguese barques in the China Sea excited. From immemorial times had come down a tradition that the Chinese Empire would one day be conquered by a fair-haired grey-eyed race. The legend pointed to the advent of the conquerors in the north, but there was sufficient identity between the story and the actual facts of the mysterious appearance of the strangers from the beyond to give potency to fears which, perhaps, were never absent from the minds of the ruling classes of China owing to the enormous stretch of frontier and the difficulties of maintaining



25. The Emperor of CHINA as he gave audience to the Dutch Embassy.

(From a print in De Goyer and De Keyser's account of the Dutch Embassy to China in 1655.)

order inherent in the vastness of the empire. It is a moot point whether it was not the influence of this national myth which dictated the policy of exclusion so stubbornly enforced against Europeans for three and a half centuries. Old writers, like the authors of the account of the Dutch Embassy to China in 1655, are inclined to adopt this view, and it is one which is in complete harmony with the attitude consistently assumed from the moment that European ships were seen in Chinese waters. The first reception of the Portuguese when they appeared off the Canton River in 1516 was, however, not entirely unfriendly. The fleet was one despatched from Malacca by Albuquerque and commanded by a bold and adventurous sailor named Perestrello. The ships returned to Malacca without entering the Canton River,

but Perestrello had seen enough to enable him to report very favourably on the prospects of trade. Stimulated by the prospect of obtaining entrance to a new and productive market the Portuguese Viceroy the next year sent a squadron of eight vessels under the command of Perez de Andrade. In due course the ships reached the Chinese coast, and without hesitation de Andrade directed a course past the islands and up the river. Great was the alarm of the Chinese at the appearance of these strange ships, so strikingly different in form from those with which they were familiar. Fearing an invasion the authorities promptly surrounded the intruding ships by war junks. De Andrade protested his peaceful intentions, and eventually, after considerable argument, persuaded the authorities to allow him to take two of his ships up the river to

Canton. Al Canton de Andrade had an audience with the Viceroy, and was successful in extracting from him permission to trade. His satisfaction at this excellent stroke of business was somewhat modified when news reached him, as it did at about the time that the negotiations were completed, that the vessels he had left at the mouth of the river had been heavily attacked by pirates. The damage, however, does not appear to have been fatal to the objects of de Andrade's mission. Several of his vessels returned to Malacca with cargoes, and the remainder sailed with some junks belonging to the Loo Choo Islands for Ningpo, on the east coast of China, and there established a colony. The *pidé à terre* thus secured was turned to good advantage in succeeding years, and a most profitable trade was built up. But the greed and cruelty of the Portuguese here as elsewhere raised up a violent prejudice against them. So it happened that when an embassy was despatched by the Portuguese Government to Peking in 1520, the Ambassador, one Perez, was treated very contumeliously. He was sent back practically a prisoner to Canton, and was there robbed of his property, thrust into prison, and finally, it is supposed, put to death, for his real fate was never actually known. Meanwhile the Portuguese had been expelled by imperial decree from Ningpo, and they were prohibited from all trade. Their star seemed to have set as rapidly as it had risen. The early Portuguese explorers were, however, not men to be easily rebuffed. In the succeeding years they maintained resolutely their efforts to secure a lodgment in China. At length fortune once more smiled upon them. A service rendered to the Chinese Government by the extirpation of a formidable pirate fleet secured for them as a reward rights of occupation at Macao, one of the group of islands lying off the mouth of the Canton River. Their earliest settlement there dates back to 1537. It was a mere collection of huts for drying goods which were introduced under the name of tribute, but by the middle of the sixteenth century out of these small beginnings a town of considerable size had developed. The trade of the port flourished apace under the interested patronage of the Mandarins, who found in the commerce of the adventurers a new and lucrative source of income. Imperishably associated with the history of Macao at this period is the name of Camoens, the great national writer of the Portuguese. It was here that the poet composed the greater part of "The Lusiad" the famous Portuguese epic which has stirred the hearts and fired the imaginations of so many generations of Portuguese. Camoens' period of residence at Macao extended from 1553 to 1569. On his returning to Europe from China he was wrecked off the coast of Cambodia, and escaped to shore on a plank, tradition says, with the MS. of his precious poem carried in his hand. Macao, though long since sunk into a condition of commercial decrepitude and moral decay, will ever enjoy the reflected lustre of Camoens' great name. The Spaniards, following in the track of the Portuguese, established themselves in the Manilas and at various other points in the Chinese seas. For the best part of a century the two races had a monopoly of the trade of the Far East. The defeat of the Spanish Armada gave Europe its first great lesson in the value of sea power, for with the destruction of many of the great Spanish galleons in the English Channel and the wrecking of others off the Scotch and Irish coasts, the way was opened to the Far East for other nations. The Dutch were the first to take advantage of the opportunity presented. Towards the close



AN ANCIENT MAP OF CHINA.
 (From an old manuscript of the date 1609, preserved in the Manuscript Room at the British Museum.)

of the sixteenth century they sent out several fleets with the object of establishing a trade with the Far East. The initial English venture was made in 1596, when Sir R. Dudley and others fitted out three ships with the

the Cheneses to bringe thereof thither, both white soweing silke, twisted of all sorts and sizes, as also rawe and sleeve silke; of all which we have geven Mr. Heeling examples: the which silke yf you can p'cure to be

gress in the Eastern trade and were reaping rich profits at home from the products brought by their ships from the Far East. However that may be, that the manufactures of China met with great favour in the English markets at this period is very evident from these additional instructions given in 1609 to the Bantam factors: "The silk called Lankin (Nanking) is here (in London) well requested: therefore, we pray you use your best endeavours to put off our English cloth for that commodity, whereto as it seemeth by Robert Brown's (second at Bantam) letters, the Chineses were willing and desirous, if you had been furnished with any; which giveth us good hope that these people will fall to wear our cloth, so as we shall find good bent for the same hereafter; and have better means to maintain an ample trade there; for the better procuring whereof we have now and will hereafter send such cloth as shall be true both in substance and colour, and so you may assure them." In 1613-14 we find the Court in despatching four ships to Surat issuing instructions to the Company's agent at Agra to "discover the trade of Tartary." He was told to find out "what English cloth may be there vended; at what distance the Towns of Trade are situate; how the passages thither lie, and whether secure or dangerous." The writer added, "The Court conceive that much good might be done in vending our cloth in that cold country Tartary, were it well discovered." In this year the several transactions of the Company were united in one joint stock, and it was intimated that on this basis the Company intended to build an enlarged system of commercial enterprise. Bantam factors on being informed of the change were enjoined to make vigorous efforts to extend the Company's trade, particularly to Japan and China. Meanwhile, the Court asked the assistance of their agents in a matter of some importance affecting the silk trade. Difficulty was found in unwinding the Canton cross-reed silk,



AN ANCIENT MAP OF MACAO.

(From a manuscript in the Sloane Collection at the British Museum.)

intention of trading to China. Wood, the commander, bore with him a letter from Queen Elizabeth to the Emperor of China. With the expedition also went the warm wishes of the commercial community whose hopes of establishing a trade had been raised to a high level in consequence of the reports which had come in of the riches of the Eastern world. The enterprise, however, ended in disaster. Not a soul of the company which embarked ever returned to England to give an account of the rest. Nothing further was attempted in the direction of opening up the China trade until Sir James Lancaster's successful voyages to the Straits of Malacca, and the subsequent establishment there of factories of the newly constituted East India Company turned the thoughts of London merchants once more towards those rich markets of the Far East which the Portuguese and the Spaniards had hitherto monopolised and which the Dutch were now seriously attacking. The first direct reference to the China trade in the records of the East India Company is to be found in the year 1606. On the occasion of sending out three ships to the Eastern factories the Court issued instructions to "General" Heeling, the commander of the little squadron, directing him to cultivate a trade with the Chinese. "It is to be remembered," said the directorate, "that our Factors at Bantam doe their best endeavors to p'cure the Chineses to bring from Cheney sleeve and sowing silks, that we may fall into some trade with them; and see yf they can sell any of our English cloth to them that they may be brought to the use thereof." At the same time the Court wrote to the factors at Bantam desiring them to send home particular accounts of all goods vendible, or to be procured, and directed that "yf Cheney silks are not there (in Bantam) presentlie to be had, that then you advise

brought thither att reasonable prices we suppose some good profit may be had thereby: of all which you have hitherto left us ignorant; whereby we must conceive you to be either unskillful in merchandising or unwilling to



THE GROTTTO OF CAMOENS, MACAO.

(From an engraving.)

p'form that for which we keepe you there." The asperity of the last remark is probably to be accounted for by the fact that the Dutch at this time were making considerable pro-

and it was suggested that one or two of the Chinese or Japanese should be induced to visit England to give instruction in the matter "in order to bring the Canton silk into

esteem and price at home." What was the outcome of this suggestion does not appear, but it may be assumed from an entry in the Court minutes which we find a little later that the early enthusiasm for the silk trade was somewhat damped by the discovery that there were tricks of the trade in China. "On account of the deceit that is used by the Chinese in their silks," the minutes recorded, "it is proposed in Court to advise Bantam that no more be brought except only raw silks, and such other as he ascertained to be very good; also to forbear the buying of sundry drugs, which prove rotten and naught, especially China roots and rhubarb." The instructions actually given to the factor at Bantam, who was proceeding eastward from thence to trade, were: "Buy no blacks of any kind of damasks or taffaties but only coloured: the colours to be grass green, watchet, blue, crimson, and carnation. Take also white, especially satins. As to raw silk it is not good to bring the Canton cross-reeled sort. But if you could obtain any ready thrown according to the sample, so as to afford it to be sold in England at a mark or 14s. per lb. some good may be done. Give orders that it be first spun single and then twisted two threads together. Let such as be made up in skains be but one thread together."

At about this period a development of the Company's enterprise in the Far East resulted in the forging of the first link which connected Great Britain with Japan. The association was brought about in a somewhat romantic fashion. William Adams, a Kent man, who in early life was apprenticed to a Limehouse pilot, inflamed by stories of the wealth of the Indies, in 1598 took service in a Dutch vessel, one of a fleet bound for the Far East. Arrived off the coast of Japan after an adventurous voyage the ship in which Adams was employed was boarded by Japanese, and he and the other members of the crew were virtually made prisoners. They were, however, kindly treated, and Adams subsequently found great favour with the Emperor, who took him into his service and bestowed a manor upon him for his maintenance. In 1611 Adams heard accidentally from the Dutch, who had by this time established a good trade with Japan, that the English had formed an establishment at Bantam. Overjoyed at the discovery of the comparative proximity of his countrymen, Adams addressed a long letter to the Company's agent in the Straits strongly urging him to send ships to open up a commercial connection with Japan. In his communication he furnished valuable details as to the character of the Japanese and the prospects of trade with their country. He added: "Could our English merchants, after settling in Japan, procure trade with the Chinese, then shall our country make great profit here, and the Company will not need to have to send money out of England; for in Japan there are gold and silver in abundance, and therefore by the traffic here they will take in exchange money enough for their investments in the Indies." The hint conveyed in this historic epistle did not fall on deaf ears. The Company, eager to extend their field of enterprise in so promising a direction, in 1613 sent out Captain Saris with the title of "Company's General" to open up a trade with Japan. Captain Saris was met on his arrival at Firando on June 12th in that year by Adams. Almost immediately the two repaired to the capital where they delivered to the Emperor a letter from James I. which Captain Saris had brought with him. The monarch, influenced by his regard for Adams, lent a favourable ear to the proposals made by

the Company's agent, and formal permission was accorded to the establishment of English factories at Firando and other places. Adams in his letter to Bantam expressed a decided opinion against Firando and a preference for some port on the east coast nearer the capital. But for some reason or other, probably because objections were raised to an establishment in this locality, the English headquarters were fixed at Firando. For several years a trade was prosecuted from this point by the Company's factors with Adams as a valuable supernumerary. But the enterprise never realised the high expectations entertained of it. Commercially the times were somewhat out of joint; the Dutch opposition and rivalry also were very formidable. Moreover, as was explained in a letter of the year 1615, profits were "eaten up by great presents and charges which the country of Japan requires, although there are no customs to be paid." Adams' death, which occurred on May 16, 1620, put the final seal on the Company's failure. The factory lingered on until 1623 and the estab-

lishment was then withdrawn. Nor, in spite of persistent and repeated efforts was a direct connection again formed until the lapse of more than two centuries. While the Company was prosecuting the operations in Japan an opportunity offered and was availed of to attempt to open a trade with China. The intermediaries in the business were three influential Chinese merchants with whom business had been done at Nagasaki. In a letter from Robert Cock, the factor at Firando, to the Company written on November 25, 1614, we have an outline of the proposals. Referring to the negotiators he writes: "The spot which they point out as desirable for the seat of a factory is an island near to the City of Languin; to which place we sail from Firando, if the wind be fair, in three or four days. Our demand is for three or four ships to come and go and to leave only factors sufficient to do the business. If we can procure this I doubt not but in a short time we may get into the mainland itself; for as the Chinese tell me their Emperor is come to the knowledge how the Emperor of Japan has received us and what huge privileges he has granted us. But the Hollanders are ill spoken of on each part by means of their continual robbing and pilfering the junks of China: the odium of which they at first put upon Englishmen, but now it is known to the contrary." In another letter of a somewhat later date to the Company's agent at Bantam some additional details are given with an injunction to "use all Chynas kindly," and to ask other Englishmen to do the like, "for," says the sanguine factor, "my hope is great since the Chynas doe complain much of the Hollanders for robbing or pilfering of their junks." In subsequent correspondence we catch vivid glimpses of the progress of the negotiations. Now we find an entry recording a payment for two girdles of silk as a present to the "China Captain's daughter." Next is a letter from Andreas Dittis, "the China Captain," reporting that he had great hopes of a successful issue to his mission "for that the greate men had taken 3,000 pezes (pieces of eight dollars) presented to them to make way" and warning his English friends not to let it be known that they came from Japan "because the Chinese were more averse to the Japanese than any other nation." Again, we have this quaint extract from Robert Cock's diary throwing some interesting side lights on the business: "I gave my peare (pair of) knives to the China Captain to send to his brother (or rather kinsman) in China upon hope (of) trade. As also he had 4 Looking Glasses for same purpose bought of Dutch, and 4 pss. (pieces) Chowders of 20 Rs. p. eorg with Knyves; and is thought fit to geve 50 Rs. 8 to the man which carrieth the letter to pay his charge per way, and to sende a greate gould ring of myne with a whyte amatist in it, cost me 5 lb. str. in France; this ring to be sent to one of these two men named Titcham Shofno, an euenecke. God grant all may com to good effect! Amen, Amen."



CAMOENS, THE PORTUGUESE POET.

The piously expressed wishes of the good factor were not destined to be realised. Civil disturbances in China, forerunners of the downfall of the Ming dynasty, delayed the business. The high-handed action of the Dutch in stopping and robbing Chinese junks also, and probably to a larger extent, interposed obstacles, for the authorities were naturally irate at the outrages, and owing to the lying stories put about by the Dutch were disposed to associate the English with them. The Company's agents in the matter, however, continued to push the request for facilities for trade vigorously. In 1616-17 the factor at Firando reported home that the affair was pursued so hotly that "the Emperor of China has sent spies into all ports where the Spaniards, Portuguese, Hollanders, and we have trade, to observe how the Europeans behave one toward the other, and also how we (the English) behave towards strangers, especially towards the Chinese." "Some of these investigators," he added, "have been in this place (Firando) and were brought by our Chinese friends to the English House, where I used them in the best manner I could, as I have recommended to Bantam, Patania, and Syam to do the like to all Chinese." The factor was very anxious that suitable presents should be sent to the Emperor of China, and particularly indicated a coral tree as a gift which would be acceptable, a similar souvenir presented many years before by the Portuguese being esteemed by the Emperor "one of his most precious jewels." Before this the Company had thoughtfully sent out for use in the negotiation two letters from James I. to the Emperor. One was amicable in tone, but the other was somewhat "stricter" in terms, and

when it was given by the authorities at Bantam to their "linguists" to interpret they intimated that they dare not for their lives translate the bold missive. Dittis and his brother negotiators, when the communications were put before them, undertook to translate them and also forward them by a certain agency. But they suggested that the one couched in a threatening tone should not be sent "for that violence would avail nothing." They further urged that they should "proceed in the negotiation in a pacific manner and trust to the character which the English had of late acquired of being a 'peaceable people.'" How far this shrewd advice was entertained we have no means of knowing, but there is little reason to think that James' peppery periods ever offended the august imperial eye. Whatever may have been done in that matter the fates were against the success of the negotiation. The affair dragged on for several years and was only brought to a close when the Firando factory was vacated in 1623. From first to last the negotiations cost the Company a great deal of money. Dittis alone is represented to have disbursed 13,000 taels.

As has been indicated the unjust implication of the English in the piratical transactions of the Dutch had a very injurious influence on the course of the negotiations for a trade with China. That prejudiced feeling was intensified when, as happened in 1619, the English entered into a treaty of defence and alliance with the Dutch. This arrangement was ostensibly designed to further the interests of both countries, their forces being joined in a "joint endeavour," to use the words of a clause of the treaty, "to open and establish free commerce in China and other places of the Indies by such ways and means as the Common Council shall find expedient." But in practice the Hollanders turned the arrangement to their exclusive advantage. They used the English when it suited them to do so, dragging the English ships into a blockade which they instituted against the Chinese junks proceeding to the Manilas, and in other ways compromising the English name with the Chinese. But when equal facilities were claimed at the ports occupied by the Dutch the demand was emphatically declined. Ultimately the ill-assorted union came to an end as it was bound to do. A tragic outcome of it was the massacre of Amboyna, an episode which left a deep stain on the English name until it was wiped out by Cromwell. Another consequence which flowed from the connection was the creation in the minds of the Chinese and the Japanese authorities of a strong distrust of the English. It is difficult to say to what extent this feeling influenced the course of events, but there is little room for question that it militated very seriously against English interests for a long series of years. We may gather some notion of the prejudice excited from the successive despatches of the Company's agents whose writings became increasingly doleful as the time went on and the consequences of the alliance were more clearly revealed. Thus, Richard Cock, the factor at Firando, in 1621 wrote to the Company's agents at Batavia in these terms: "Gonrockdono, the Governor of Nangasque (Nagasaki), with all the merchants of that place, Meaco and Eddo, taketh the Spaniards' and Portugals' parts against us, giving the Emperor to understand that both we and the Hollanders are pirates and thieves and live upon nothing but the spoil of the Chinese and others; which is the utter overthrow of the trade with Japan, no one daring to come hither for fear of us. By which reports the Emperor and his Council are much moved against us. The King of Firando, who has

married the Emperor's kinswoman, is now our only stay." He added: "The Hollanders are generally hated throughout all the Indies, and we much the worse thought of since we joined them."

After the rupture with the Dutch the English for some years confined their operations largely to the Indian trade. But they continued to cast longing eyes in the direction of China and Japan. The Dutch, who had early in the struggle with the Chinese seized and fortified a position in the Pescadores, were able to establish in course of time an indirect trade with China by way of Tywan in Formosa. This did not escape the notice of the English factors at Batavia. Writing home they furnished particulars of the Hollanders' operations, and at the same time painted a glowing picture of the prospects offered in this direction. "The trade of China now likely to settle at Tywan," they stated with a curious mixture of metaphors, "is as an ocean to devour more than all Europe can minister; wrought and raw silk

"Those clothes which now they wear is silk, in Summer seasons passable, but in the Winter are enforced to bombast or to wear ten coats one over the other, and that is useful. Silk being thus their clothing and all growing in China, a stop of that intercourse were so material that silk in China in one year would be as dust or dung and Japan beggard for want of clothing."

"But such stop of intercourse and devised extremity needeth not; for the natural enmity between those two nations hath so framed all for our purpose, that could Japan be furnished with any other clothing, not one Chinese durst peep into their country; which the Chinese well know; therefore, though tolerated by Japan, yet none cometh but by stealth, which would cost their lives if known to their governors in China."

The Dutch at this time were sharply antagonistic to the English at all points where their interests touched. They resented the action of their rivals in withdrawing from the treaty of defence, professing to look upon it



THE ISLAND OF FORMOSA.

(From an ancient map in the Sloane Collection at the British Museum.)

in abundance and many necessary commodities that all parts of India must have. These are to be purchased with the pepper, spice, and sandal wood of these parts at prices as we please; also with the silver of Japan springing from the said silk of China, and by all probability with every sort of European commodities, especially woollen cloth, for the greatest part of the Chinese Empire stretcheth into the cold climate and is defended with infinite troops of soldiers whose necessities do require more than we can guess at until experimented." In another communication the advantages of Far Eastern trade were further expounded. "For these mighty monarchies Japan and China abounding with riches and also civilised peaceably to respond with all; but in a climate requiring that which neither themselves nor their neighbours enjoy or can be supplied but by the English—which is clothings answerable to the magnificence of these nations, defensible against the cold and convenient for their employments in travel, wars and weather."

as a gross breach of faith towards themselves. Their dominant feeling, however, was one of jealous apprehension lest the English should secure a foothold in a domain which they had marked out for their own special exploitation. This policy of exclusiveness was pursued with a persistency which could not fail to leave its marks on English trade at a period when the country's influence was not at a particularly high level in Europe. Still, the English factors at Batavia were by no means disposed to leave the Dutch with a free hand in the Far East. In 1627 the Presidency at Batavia sent home a long despatch strongly urging the desirability of making another attempt to open up trade with China. They wrote:—

"Concerning the trade of China three things are especially made known to the world."

"The one is the abundant trade it affordeth; the second is that they admit no stranger into their country; the third is that trade is as life unto the vulgar, which in remote

parts they will seek and accommodate with hazard of all they have."

"In these three considerations it is easily conceived how and where intercourse with that nation is to be expected; for it requireth no more care than to plant in some convenient place whither they may come and then to give them knowledge that you are planted."

"This condemneth the Dutch their long-continued roamings upon the coast of China; where, after much charge and trouble, they saw their folly, and planted upon Formosa; a place not inconvenient in respect of nearness, but a barred harbour, an open road and inconvenient for shipping. Yet should we shew ourselves to trade there with the Dutch it shall be guarded with those difficulties and infinite charges as if it were a diamond mine."

"This hath occasioned us to be inquisitive concerning that commerce, how with most

conveniency it may be accomplished; and so by conference with chiefs of those ports, especially with Naukadas (captains of native craft) lately come from China, we understand that none of their nation is publicly tolerated for foreign trade—ONLY some proportioned to trade with the King of Siam; but for Cochin China he that will, and with what they please. All other trades are unlawful; and whosoever attempteth, doth it with the danger of his life, be it for the Manillas, Japan, Formosa, Java, or where-soever."

The Presidency then go on to observe that if hereafter they might have free trade with the Dutch at Formosa they would deliberate whether to use it or not; "for the aforesaid Naukadas persuade them rather to settle upon Cochin China, which is connected with the main of China, but seven days' journey from

Chin-Chew; and there is free intercourse both by sea and land between these nations, as they are indeed both one; for Cochin China was a kind of tributary to the great Emperor, but of late is free."

"The said Naukadas rejoicing at our motion profess that if we will settle in these parts they will beat their gongs in China when they hear of our coming and we shall want no trade, nor whatsoever we can desire. Further they importuned the President's kinsman to go with them to see all the accommodation of China (Cochin China), promising to return him in safety, and to leave as a pledge for his return his own brother and son."

The Presidency of Balavia adds that on their own parts they would willingly embrace this motion, did they know the inclination of the Court to coincide.

CHAPTER II.

The English Ship "London" visits China—Captain Weddell's Voyage to Canton—The Tartar Invasion of China and its Effect on Foreign Trade—Opening of Factories at Formosa and Tonkin—Trade Relations with Amoy.

No direct steps appear to have been taken at the time to carry out the recommendations of the Batavia Presidency, set out in the foregoing chapter. The next important move was deferred until 1635 when, following upon the conclusion of peace with the Portuguese, the Company's agents at Surat, at the invitation of the Viceroy of Goa, despatched the ship *London* to China. The venture was avowedly an experiment, and it does not appear to have been a brilliant success. Macao was visited, and the vessel remained some time there to the dissatisfaction of the Portuguese, who, apart from a feeling of trade jealousy, were influenced by a fear of the displeasure of the Chinese. They afterwards represented that they were made to pay a smart fine for opening their port to the *London*, and very possibly it was so for the Chinese officialdom was not likely to let slip so favourable an opportunity of making money. The year following the *London's* voyage witnessed a far more ambitious attempt to establish commercial relations with China. The enterprise was fathered, not by the East India Company, but by a private organisation known as Courten's Association. A fleet consisting of three small but well equipped ships—the *Dragon*, the *Sun*, and the *Katherine*—and the pinnace *Ann*, were sent out under the command of Captain Weddell, an experienced navigator. Sailing from the Downs on April 14, 1636, the little squadron anchored off Macao on the 27th of June in the following year. The journal of the voyage states that immediately after his arrival Weddell sent a boat ashore with a letter he had in his possession from King Charles to the Portuguese Governor. The boat was met by the Captain General, "a mulatta of a most perverse and peevish condition, reported to have bin a tinker." The letter was duly delivered to the Governor and his Council, and the deputation was dismissed with the statement that a reply would be sent the next day. Afterwards the procurator of the city came on board and "began to unfold a tedious, lamentable discourse (as false as prolix) of their miserable subjection to the

Chinese, which would be now (as he pretended) be much more by other 4 shipp's arrivall, they having had experience by the shipp *London's* only being there which cost them a great tyme. Hee said wee knew not the good they intended us (wee believed yt) but there were two main obstacles wch hindered them from expressing yt, viz., the non consent of the Chinese (wch was meereley false), and the slender quantite of goods wch they might expect y^s yeare from Canton for Japan, . . . but the mayne excuse was that wee brought noe letters recomendatory from the Old Vice Roye of Goa (wch would have done us as much good as nothing). In conclusion he told us that for matter of refreshinge yf we came neerer

(wch wee did) he would p'vide for us. And this he verry worshipfully and like a true Hebrew indeed p'formed: att 2 or 3 tymes the vallow on shore; and to the end that none might cheate us but himselfe, there was a stricte watch of boates placed about each shipp, not p'mitting so much as a poore fisherman to supply us with the vallow of 6d."

Captain Weddell determined to see for himself what the prospects of trade were, and accordingly despatched the pinnace *Ann* on a reconnoitring expedition to the Canton River. After two days' sailing they came in sight of the mouth of the river "being a verry orderlie inlet and utlerly prohibited to the Portugalls by the Chinese, who doe not



ANCIENT VIEW OF MACAO.

(From a print at the British Museum.)

willingly admitt any strangers to the view of yt, being ye passage and secure harbour for their best jounckes both of warr and merchandize. So that the Portugall's traffick to Canton is only in small vessells through

them as the inhabitants of Maccaw to exercise a free commerce there payinge duties as the others." Upon this the admiral became more affable and offered a small junk to take the party up the river, on the understanding

acquiescence in this request the party returned in the *Ann* to Macao. Shortly afterwards a reply was received from the Portuguese flatly declining to accord permission to trade. Upon this Captain Weddell summoned a council, and the matter having been "well pondered," and "the notorious treacheries of ye p'fidious Portugall's now plainly appearing" it was agreed that the whole fleet should, with all convenient speed, depart for Lampton. On July 31st the vessels set sail and arrived off the mouth of the river on August 6th. The Mandarins came on board and these promised to solicit for them at Canton the grant of a right to trade. For eight days the fleet waited for the permit, and then an incident occurred which precipitated matters. As one of the fleet's boats was endeavouring to find a watering place it was fired on from a "desolate castle" which had been hastily fortified by the Chinese owing to the slanders of the Portuguese. Weddell was not the man to sit quietly under an act of treachery of this description. Calling his ships to arms he ranged them in position near the castle and poured in a succession of broadsides. At the end of two hours boats were landed with a hundred men and the English flag was planted on the ramparts of the now abandoned position. The ordnance was brought on board, and the Council House, which formed a part of the port, was fired. Further retaliation was later resorted to in the capture of two junks, one laden with timber and the other with salt. After this overtures for peace were made by the Chinese. Ultimately Messrs. Mouteney and Robinson proceeded to Canton, and on the 18th attended at the Viceroy's palace to present their petition to trade. They were received with great honours and their request was granted, the Mandarin blaming the treachery of the Portuguese for all the troubles that had arisen. The party returned from Canton "bringing with them a firma or patent for



MACAO, FROM THE FORTS OF HEANG-SHAN.

(From Allom & Wright's "China.")

divers narrow shoald streightes amongst many broken islands adjoyning to the mayne. To whom yt was noe small wonder that with out any pilott or any the least helpe of an interpreter our people should penetrate soe far. And, indeed, yt hath caused dyvers of the best understanding amongst them to make publike confession of their own error in refusinge to afford us reasonable libertie of trade at our first cominge to Maccaw, whereby wee were enforced to this attempt wch they prognostically (prognosticate) and wee hope truly will in a few yeares bee the ruine of their vain glorious pride and ostentacion; yet hereby the honest dealing off our nacon contrary to their slanderous reports is apparently manifested and made knowne, as well to the principall Governours of yt Province as to the principall Merchants and all sortes of people."

On the 15th the party in the pinnace (which included Messrs. Mouteney and Robinson, supercargoes) got a Chinese boatman to conduct them to Canton. On the 16th Mouteney and Robinson went ashore with a flag of truce, were carried overland a league to the harbour of Lampton "wch is a station for their prime men of warr of the King's armada as Chatton is in England for his Malles shippes." On the 18th, as they were going up the river, they met the Chinese fleet coming down and were requested to anchor. This they did. At first the Chinese admiral "began somewhat roughly to expostulate," and demanded to know what had induced the English "to come thither and discovered p'hibited and concealed pts. and passages of so great Prince's dominions?" To this Robinson replied "that they were come from a potent prince of Europe, who being in amitye with all his neighbours, desir'd likewise the friendship of ye great King of China, and to that end had his order to treat of such capitulacions as might conduce to the good of both princes and subjects hopinge that it might be lawfull for

that the pinnace proceeded no further. The offer was accepted, and Messrs. Mouteney and Robinson and Captain Carter, of the *Ann*, started the same night on their journey. When within five leagues of Canton they were met by a message from the authorities entreat-



ANCIENT VIEW OF CANTON.

(From a print in the British Museum.)

ing them to proceed no further and promising that influence should be used with the "subordinate Viceroy for Trade" to obtain permission to trade if they returned to Macao. Deeming that they would best serve their ends by

free trade and liberty to fortifie upon any convenient (place) without the mouth of ye river." The Chinese ordnance was landed from the fleet and restored to them, and the pinnace was sent to discover some island

without the river which would be suitable for a settlement. On the 24th of August Messrs. Mouteney and Robinson went up the river with stock and presents, and after a delay of two days, attired in Chinese habits, were conveyed to lodgings in the suburbs of Canton. After paying 10,000 "rialls of eight" agreed upon for duties, they bought eighty tons of sugar besides bargaining for ginger, stuffs and other merchandise and provisions. The trade assumed such a promising complexion that Mr. Robinson was despatched to the fleet for six additional chests of money, and twenty Chinese carpenters were employed in making chests to contain the sugar and sugar candy, which we are told by the diarist "costs 1½d. p. lb. and is as white as snow." Meanwhile, "the malicious treachery and base designs of the Portugalls slept not." They insidiously poisoned the minds of the authorities against the English traders, and followed up their secret machinations with an open protest against any concession to the intruders. The outcome of these plottings was that Robinson and two other Englishmen who were accompanying him were arrested in the river on returning to Canton with the additional specie and stock. At about the same time an attack was made on the fleet by sending against it a number of fire junks. Fortunately this manœuvre was detected in time and the junks were avoided.

The party at Canton were left in close confinement in their houses for several days. Eventually, on their threatening to fire the town, their guard was withdrawn. Meanwhile, Weddell, not hearing from the merchants, cruised with his vessels about the mouth of the river pillaging and burning. At last licence was given to the merchants to write, and they did so asking Weddell to forbear.

On the 6th of October the Chumpein at Canton expressed a desire to Mouteney to taste some meat dressed after the English fashion, "whereupon they played the cookes and roasted certain henns &c. which together sent unto him, together with some bisquett, a bottle of Sacke, and some other things they sent unto him, wherewith he seemed much content, and returned them many thanckes assuring them of his friendship; nor did he fayle them therein to his utmost. And at their departure told them he was sorry he could doe noe more for them, beinge the plaine truth that the Portugalls had outbribed them, and had so far p'vayled wth ye great ones, that he alone was not able to oppose soe many." He was, however, he added, soliciting the new Viceroy on their behalf.

Then followed a course of trading marked by repeated intrigues on the part of the Portuguese to nullify the efforts of the English. Finally, the Chumpein caused two "inter-changeable writings," to be subscribed by either party, and so dismissed them on equal terms. The conditions of the agreement arrived at were that the Englishmen should pay a tribute of 20,000 "rialls of eight" yearly, together with four pieces of ordnance and fifty muskets. On their part the Chinese authorities agreed that the English should make a selection of any island near Macao, for the purposes of a settlement, that they should have liberty to fortify it, and that they should have the same freedom of trade with Canton as the Portuguese enjoyed. If Weddell's enterprise had been vigorously followed up there is little reason to doubt that the English might have anticipated the founding of Hongkong by two centuries. But the times were not propitious for colonial adventures of any kind, and least of all for one in such a

remote region as the China Sea. Torn with internecine strife, and with the national finances in a state of great confusion, England turned her face from the path by which later she was to travel to a dazzling position of eminence as a world power.

The next few years were years of humiliation for the English in the Far East. The Dutch strove, and with considerable success, to drive English trade from the China seas. How low the national prestige had sunk may be gathered from the reply made in 1645 by the Surat Council to a proposition emanating from the Spanish Governor of the Manilas that a commerce should be opened between those islands and Surat. The Surat factors confessed their inability to supply the Spanish with the articles they required because of the vigilant eye the Dutch had over their actions. They went on to say that although they might "effect the business through the Straits of Sunda, yet without the Company's positive order," they must decline hazarding the Company's shipping, but "rather propound unto the Court the obtaining from the King of Spain his consent and license for an open and free commerce between us." Apparently

himself for fear of falling into his hands; which disturbances with the Portuguese's poverty had left Macao destitute of all sorts of commodities, there not being to be bought in the city either silks raw or wrought, (nor) China roots other than what were old and rotten; nor, indeed, anything but China ware, which is the bulk of the *Hinde's* lading, the rest being brought in gold; nor could anything at all during the ship's stay there be procured from Canton." The disturbed state of China continued for some time to interrupt the course of trade. Three years after the *Hinde* visited Macao the Company's agent at Bantam supplied a very doleful account of the position of affairs to his employers at home. "The experiment which you desire we should make with one of our small vessels for trade into China," he wrote, "we are certainly informed by those that know the present state and condition of that country very well cannot be undertaken without the inevitable loss both of ship, men and goods; for as the Tartars overrun and waste all the inland country without settling any government in the places which they overcome; so some of their great men in



MACAO, FROM THE SEA.
(From Borget's "Sketches of China.")

the risks were eventually faced, for at the close of the year two of the Company's ships, the *Hinde* and the *Sea Horse*, are mentioned as having been one at Macao and the other at the Manilas. The voyages were not particularly successful, largely owing to the anarchical conditions which prevailed in China at this period. The *Hinde*, the chronicler says, might have done better but for "the extreme poverty of the place, it not appearing the same as it was at the *London's* being there." Its condition was due "to the loss of their (the Portuguese's) former trades to Japan and the Manilas, the former of which they lately attempted to recover by sending a pinnace into those ports, but (they) had their people that voyaged thither all cut off, which makes them more miserable." As for China it was represented in the factor's report on the *Hinde's* voyage as being "wholly embroiled in wars." "One of the chief Mandarins being risen in rebellion is grown so powerful that he possesseth a great part of the kingdom and is likely to be owner of it, the king, after he had slain his wife and two of his children, having hanged

China with a mighty fleet at sea of upwards of 1,000 sail of great ships (as is confidently reported) rob and spoil all the sea coasts and whatsoever vessels they can meet with; and how one of our feeble vessels would be able to defend themselves against such forces is easy to be supposed. As for the Portugalls in Macao, they are little better than mere rebels against their Vice Roy in Goa having lately murdered their Captain General sent thither to them; and Macao itself so distracted amongst themselves that they are daily spilling one another's blood. But put the case, all these things were otherwise, we must needs say we are in a very poor condition to seek out new discoveries; while you will not allow us either factors, shipping or sailors, scarce half sufficient to maintain the trade already you have on foot; and therefore the Dutch but laugh at us to see us meddle with new undertakings, being hardly able to support the old."

The Tartar invasion of China, Dutch hostility, civil war at home, and a general lack of means, were circumstances which combined to circumscribe the operations of the

Company for a considerable period after the inditing of this gloomy report. In 1654 the Dutch appear to have sent two ships to Canton from the Pescadores at the invitation of the authorities there, but the new Emperor who was greatly incensed against the Hollanders and strongly prejudiced against all foreigners, hearing of their presence at the port sent orders that they should be cut off, and cut off they would have been had not the friendly Viceroy given them a timely hint to cut their cables and depart—advice which they promptly accepted. About the same period two private English ships, the *King Ferdinand* and the *Richard and Martha* appear also to have visited Canton. They, too, had to leave precipitately, and they departed in anything but the odour of sanctity with the Chinese, for they omitted to discharge their measureage dues before leaving, a circumstance which was unpleasantly recalled five years later when the next English ship appeared in the Canton River. This vessel was the Company's ship *Surat*, which in 1664 sailed from Bantam with a cargo of pepper, indigo, a quantity of lead, and other produce, amounting in value to Rs. 9,573. They had difficulties as usual with the Portuguese at Macao: "They are low and proud," was the Company's supercargoes' verdict upon them. They found pirates infesting the mouth of the Canton River and exacting blackmail from all whom they could intimidate; and, most discouraging of all, they discovered that there was "no certainty of trade in any part of China under the Tartar Government."

Foiled in their endeavours to create a direct trade with China, the Company sought to achieve their end by indirect means. Their new plan was to establish factories somewhere in the vicinity of China where they could get into touch with Chinese traders. What seemed at the time to be a favourable opportunity offered in consequence of the capture of Tywan,

Formosa, from the Dutch in 1664 by a venturesome Chinese chief Mandarin, who followed up his occupation of the island by establishing something like a regal authority over its inhabitants. This chief was reported to be friendly to traders. It subsequently appeared that his friendliness only consisted in a desire to have in the foreigners' ships a convenient milch cow to supply his warlike necessities. But the Company were too eager at the time to get a foothold in the China seas to examine very closely into the motives which prompted the indirect overture which was made to them. In 1670 they despatched two small ships to Tywan to reconnoitre the position. A friendly reception was given to the Company's representatives, who finally left with a signed permit from the King for the establishment of a factory. The next year two ships, the *Bantam Merchant* and the *Crown*, were sent out to Tywan, but the results of the voyage were only partially successful because, says a naïve communication sent home by the factors, "of some perfidious Chinese and our yett inexperience in those parts." After this an effort was made to open up a trade with Japan by vessels sent direct from England; but the venture was a complete failure. One of the ships was captured by the Dutch, and the other, after a circuitous and protracted voyage, arrived home with little to its account, but a heavy bill of costs. The Bantam agency was anxious to resort to the old Dutch method of capturing junks to compel Japan to open her ports. But the Court with great good sense wrote, "We like not what ye wrote to become robbers or to attempt to p'cure our trade with force, although they (the Japanese) have dealt unkindly with us." The Court at the same time thought that much good might be done by cultivating the friendship of the King of Tywan, for they accounted the establishment at Tywan to be of great importance. Meanwhile, in opposition to this view, it was

reported from Tywan that no great progress was being made. The junks proceeding to Japan refused to have anything to do with the English cloths, and there were few openings in other directions for lucrative business.

Simultaneously with the opening of a trade with Formosa the Company took measures to establish a factory in Tonkin. The Dutch had long maintained an agency there, and it was thought that the Company could not do better than follow their rivals' example, more especially in view of the determination come to to promote a circuitous trade with China. To further the enterprise the *Zant* frigate was sent out in 1672 with a full cargo and a capable crew commanded by W. Gyfford, one of the Company's trusted servants. The ship reached the Tonkin River on June 25th, and on the following day passed up the tideway some 14 miles. Then the frigate was ordered to stop until permission had been procured for it to proceed to Hien, the capital. A Mandarin—one Ung-ja-Thay—came on board while the vessel was lying-to, and the Company's representatives in order to get on good terms with him made him a present of "6 yards of scarlet, 2 sword blades and 2 silver haffed knives." These gifts apparently had not the desired effect, for when the ship was proceeding up the river on July 6th, "the Mandarin being this day aboard, pinioned the captain and threatened to cut off the chief mate's head, because they would not tow the ship against a violent stream." However, "at last they were forced to try but as soon as the anchor was up the tide or current carried down the ship in spite of all help; soe he was something appeased."

"Were it not that we have respect for the Company's affairs," observe the factors in their curious chronicle of the voyage, "we should have resisted any such affront, though we saw but little hopes of escaping, being so far up the river and our ship so full of soldiers."

Mr. Gyfford told the Mandarin that putting such dishonour upon them as to pinion the captain seemed very strange to them, and therefore they desired no other favour from him but leave to go back again, for they believed their honourable employers would not trade there upon such terms. The Mandarin answered "that while we were out we might have kept out; the King was King of Tonquin before we came there and would be after we departed; and that this country had no need of any foreign thing; but now we are within his power we must be obedient thereto; comparing it to the condition of a married woman, who can blame no one but herself for being brought into bondage." The Mandarin, meanwhile, made free of the ship's stores. "He calls for wine at his pleasure and gives it amongst his soldiers and secretaries, forcing them and our seamen to drink full cups only to devour it." Afterwards the Mandarin plundered the ship shamelessly, and later some of the Royal house and leading officials joined in the business. In the absence of the King of Tonkin, who was away fighting the Cochinchinese, letters were delivered to his son asking permission to build a factory.

In a summary of the proceedings Gyfford states the Mandarin "ransacked our ship at his pleasure carrying away all our English cloth, stuffs, lead and guns and anything else that we hoped to make profit by, and told us that the King would buy them—which is true, but it will be at his own rates. . . . With all our industry we have not been able to do more than to unload the ship and procure a chop for settling at Hien and send of our goods during the King's absence."



The old Viceroy of Canton with the Magistrates and attendants sitting behind him, his children standing on his right hand receiving the Dutch Ambassador.

(From a print, of the date 1655, in De Goyer, and De Keyser's "Embassy to China.")

In another report dated, August 7, 1672, the factors further dilate upon their troubles: "Two voyages were made up to the city Catchao, first to procure the prince's chop to land goods and second to make prices of our goods they took from us for the King's use, which was all we hoped to gain by; but they made us such prices as the Company would lose by, except the cloth stuff and guns; and would have forced upon us silk at 40 p.c. dearer than might be procured abroad. . . . It would be of ill consequence to the Company's affairs to allow such an imposition, they at their own rates abating ours and raising their own goods; and measuring our cloth by a false measure contrary to custom, which is barely the Dutch ell to which they added nearly a 20th part. They are the most deceitful, craving and thievish people that ever we came among. But we are encouraged to hope that the King will hear our complaints and remedy all these things for us at his return." On the 12th of August the *Zant* dropped down the river and left on her return voyage. Afterwards Gyfford occupied himself in establishing the factory at Hien. In letters to Bantam and the Court, Gyfford, James and Waite, the factors, enumerated the goods that were likely to be most profitable. They concluded: "Tis not convenient to send much goods hither. Principally send what pieces of eight you can; for the life of this trade is money, and unless the most part of the Company's stock sent hither be in money this factory cannot yield profit."

"It had been far better to have seen a trade opened northward, before we engaged in this expense, as we declared at Bantam."

"It is difficult to recover money from the prince; yet he must not be denied more goods whenever he sends for them; we understand the King pays well, but his son conceives it sufficient that he intends to do the same when he succeeds to the throne. . . . The usual way with the mandarins is to take goods agreeing to pay at the same time and in the same manner as the King; so that being interested, they prevent us paying him so well as he is disposed to do. He this year gave order to pay us in Plate; but the mandarins refused to obey and would pay us only in bad silk at a high price. The Dutch upon a like abuse being unable to get their petition presented to the King, brought their trumpet to the King's gate and obtained immediate access and redress. If your Honours continue here it must be upon such hazardous terms as we have related; and you cannot blame your servants who are in reality no better than slaves."

"It is the policy of the King to repress trade lest the people grow rich and rebel; of which he is very fearful by reason of the great population of the kingdom. He also receives four-fifths of the profits of the land and is very rich in gold and silver. The people if they have anything bury it and are afraid of making any unusual appearance in their houses or apparel lest they should be thought to have money; therefore it is impossible to induce them to wear anything but what they are accustomed to; neither would the King permit it, for all are habited alike according to their rank, in the distinction of which they are very exact, for not only a different title but also a different language is used according to the rank of the person addressed. . . . The Dutch have been settled in Tonquin forty years—for the first four years they suffered great affronts; but they bore all and in all things endeavoured to oblige the King and still continue to do so on account of the great profit they

make on silk in Japan. The Dutch bring very little goods except for presents, and small quantities of such gruff goods as the King will not meddle with; their chief profit is on what they buy. Rich curiosities, instruments, or materials of war, never escape the King. Indeed, he takes whatever he fancies at his own rates. The Dutch take care to supply him with things of this description, but only with such as turn to profit; . . . We must do the same and forbear to furnish him with lead, for which he has only allowed one-fourth the cost and charges."

The factors experienced great difficulty in securing payment for the goods they sold, but in the end by sheer pertinacity they obtained some sort of an adjustment. Despite the discouraging results achieved, the Court in 1676-77 sent out another ship to trade in Tonkin. It was received in much the same manner as the *Zant* had been four years previously. The factors' old friend, Ung-ja-Thay, was early on the scene making himself pleasant in his peculiar way. He first of all wanted to beach the ship in order to inspect the cargo, but on receiving a solatium of 110 dollars he agreed "to let the ship alone and to proceed no further in his ruinous intent." The usual presents were made to the King, but His Majesty proved fastidious and returned some of them as not to his liking. The incident led to the despatch of a letter to the Bantam authorities advising them how to proceed in future in this important matter. "We would request you," says the communication, "to write them (the King and his son) letters in China characters and English or Portuguese sewed up in a piece of China gold stuff, and sealed each apart; and insert (specify ?) your present to them in your letter, which must not be toys, but substantial things; as great guns, broad cloth, serges, large pieces rough amber—the deeper coloured the better, or large pieces of well-polished coral. The present of the Dutch to the King this year was four pieces of cloth, two sacker guns, a corgie of fine cloth, and a chest of rosewater. So in proportion you may order your presents there, and get them up handsomely as those of the Dutch are." That these instructions were not superfluous was shown a few months after the letter was written. About that time the factors were endeavouring to obtain the grant of a site for a factory and, in order to secure his goodwill, had made a present of amber to the King's eldest son. The prince, not finding the tint of the amber exactly to his taste, returned the presents without ceremony. He took care to let it be known that the only amber which would please him must be "as red as fire." Soon after this incident a mysterious message from the King reached the ship, demanding the attendance of the commander, the gunner, and the carpenter. The trio went wonderingly, and on arrival at the palace found that His Majesty wanted to show them a great gun which his subjects had cast to fit some shot which the Company's ships had brought out. The weapon was duly inspected and discreetly commended. But it seemed that the King had not summoned them merely to survey and admire his subjects' handiwork. Clever as the Tonkinese were they had not been able to devise a contrivance for moving the gun, so the Englishmen were commanded to manufacture a crane for the purpose, on the lines of contrivances used on their vessels. The direction was obeyed and the crane duly supplied. "Yet," as the factors, plaintively remark in one of their reports, "we had not so much as thanks

though a man was ordered to oversee the work and did nothing else for near three months together." The King, in fact, took all that he could get and gave little in return. His subjects faithfully copied his example, in many cases indeed improving upon it. Under the strain of an intolerable situation the Company's agents became very despondent. Writing to Bantam about a month after the delivery of the crane they say: "As to the state of the Company's affairs here we know not what to advise, having to do with an unreasonable and untruthful people; for the more we endeavour to oblige them the greater disappointments we find from them." Notwithstanding the discouraging conditions, the negotiations for a site for a factory were continued until August, 1678, when, by dint of bribery, a licence was obtained from the King for the establishment of a factory on a site below the Dutch factory. The plot of ground given, the agent reported, "is not so large as we desire, but need hath no law." The consideration for the site was a brass and an iron gun and shot. The former was returned as defective, and the Tonkinese "would not hear anything alledged in proof of the goodness of the gun, for having once refused it, no replications avail, though they see the gun fired a hundred times." Apparently this allegation of the defectiveness of the gun was only a subterfuge to cover a repudiation of the bargain that had been come to. At all events, in October of the same year the report was made to Bantam that the King would not grant the ground this year "being his climacterical year, wherein he is so ceremoniously observant, that no kind of public affairs has been commenced." The affair of the site dragged on for some years, until after the death of the King. A grant was ultimately made by his successor and a regular establishment formed subordinate to Bantam, until the factory was captured by the Dutch when the control was vested in Surat.

At the station a certain amount of trade was done under restrictions peculiar to the place. One custom which proved very irksome and expensive was for the great men of the country to repair at odd times to the factory for purposes of entertainment. They did not wait for an invitation, but with their women folk dropped in just when the fancy took them. Gratuities had to be given to the women for the exercise of their vocal powers, and there were other charges which had to be defrayed out of the Company's exchequer. We have an account of one of these entertainments in the following entry in the factor's journal under date October 18, 1694: "The Duch Ung came to ye factory a little after noone, bringing with him abundance of women, his mother and severall of his wives; and presently after he had drank a cupp of Tea came about 20 Bandigaes of Tonqueen fashioned victualls of his own, he treating with them all ye factory and his own people. A little before night wee presented our entertainment likewise. He ate not himself, but ye women and his attendants all participated. They danced and sung all ye afternoone, and ye evening at their departure wee gave them 20,000 cassies." The factory lingered on for some little time after this episode, and then in consequence of heavy defalcations on the part of the leading factor and the general unprofitableness of the business the establishment was withdrawn.

All the time that the Company was carrying through this costly experiment in Tonkin it was endeavouring by other means to extend its trade in the China seas. The capture of Amoy by the King of Formosa in 1675

supplied what at the first blush appeared to be a most promising opening for direct business relations with China. The King was not only willing, but anxious for foreign merchants to trade, and as an inducement

all expect the like or think themselves slighted." "Wee as merchants," the Court's letter proceeded, "have hitherto only treated with them by our factors upon the respective places, and shall continue so to doe until

advantage of all the opportunities that offered for commercial intercourse with China. Eventually the Dutch captured the Bantam factory, and the direction of the Company's interests was, as has been stated, transferred to Surabaja, a far too distant point for really effective control. Before this event occurred, in May, 1679, an invitation was forwarded home from the Viceroy of Canton for a ship or ships to go to that port. The Court, in acknowledging the communication, expressed themselves doubtful as to the possibilities of lucrative trade in view of the disturbed condition of China. They added, "Yet forasmuch as China may introduce a very considerable trade and sent for English manufactures, we hope in time when the wars shall be ended and peace restored y^t upon our application to the Emperor, wee may be admitted to a Freedome of Commerce in that country." Afterwards the Court reconsidered the determination expressed in this letter to allow matters to rest. In a communication dated August 12, 1681, they wrote: "Wee have had many conferences concerning the commencement of a trade for Canton, upon which wee have thus far agreed, viz., that it is a very desirable and profitable trade—that the China silk commodities from thence are generally better than from Amoy—as also that it might be a place in time to sent a considerable quantity of our English manufacture, in soe much that wee should now have sent you a ship and cargo proper and purposely for that trade; but wee are in doubt of two things: First, we are not satisfied either by our owne letters or by discourse with Mr. Marshall, English Dacres, and Captaine Nicholson, or any other that you have a sufficient Chop or Phyrmand, from the Vice King or supream person in authority at Canton for the security of our ships estate and servants, which wee may send thither. Our 2nd doubt is lest if wee should send a ship thither the Chinesees at Amoy, being at a kind of enmity with the



AMOY, FROM THE OUTER ANCHORAGE.
(From an engraving.)

he held out an offer of exemption from customs and other duties for three years. The concession in the end proved illusory, but it served the intended purpose of attracting traders to this new centre. In 1676-77, the Company's frigate *Tywan*, as an experiment, was ordered to go to Amoy and there take on board a cargo of silk, and shortly afterwards a factory was established. In October, 1677, the head-quarters of the Company in China was transferred from Tywan to this new centre, the prospects of which seemed at the time to be encouraging enough to justify a special effort on the part of the Company. The Amoy establishment thus organised consisted of Mr. Benjamin Delaune as chief factor, on a salary of £80 per annum, a second factor on a salary of £50, a third on one of £40, and four writers at £10 each per annum. These emoluments appear ridiculously small, but it has to be remembered that the Company's servants were allowed to engage in private trade, and there is ample evidence that they freely availed themselves of the privilege, sometimes to the marked disadvantage of the Company. The hopes entertained of Amoy were doomed to speedy disappointment. When the King of Tywan had got the factors completely in his power he calmly rescinded the concession relative to exemption from customs' duties. In vain the Company's agents protested against what they properly regarded as a gross breach of faith. The King's officials blandly made their demands and would accept no compromise. It was suggested at the time by the Company's agent at Amoy that good might be done by the despatch of a special envoy from the Company to the King. But the Court very emphatically rejected the proposal. While they did not think that the least advantage would accrue from sending such a personage, a mission they considered would be expensive and would "begett a greater expectation from the princes in those parts who would

their be just ground to make an alteration." Bantam was instructed to expostulate against the unreasonable terms imposed, but matters were "to be carried fair at Tywan till a sure settlement is formed at Amoy or some other place in China, where we design the chiefe of our trade." At about this period the Company's operations were greatly hampered by



ENTRANCE INTO THE CITY OF AMOY.
(From Allom & Wright's "China.")

the inefficiency of the Bantam establishment. The officials there so gravely mismanaged affairs that the Company's interests in the Straits were imperilled for the time being, and meanwhile the Dutch were taking full

Tarlars and people at Canton and being themselves a jealous, suspicious people should take such offence at the news thereof, as might in the consequence turne to the great prejudice, hazard, or loss of our affaires,

estate and servants at Amoy; where you will see our concerns are very considerable this year and like in our opinion (if not interrupted) greatly to increase in the next."

The Court nevertheless gave a discretionary power to Bantam to send one of the Company's ships already with them to Canton with £3,000 or £4,000 of stock to make a trial of trade there. They further intimated that they would next year consign a ship direct to Canton with liberty to Bantam to divert her to Amoy if her proceeding to the former should be deemed dangerous. Finally the Court directed that if Bantam had disposed of the ships for the season they might hire one to send to Canton.

Before the instructions could be carried out Amoy had been recaptured from the King of Tywan by the Tartars, and the Company temporarily cut off from its principal base in the Eastern seas. In the circumstances the Court proposed that four vessels which were being sent out to Amoy should proceed in company to Macao and that a fifth vessel should voyage to the Lanpeco Islands, where the Court were informed the Dutch had in one year "laden twenty vessels with goods of those parts, especially from Canton, and rode there in safety and out of command." Although the arrangements here do not appear to have been carried out in their integrity there is a record of the visit of two of the Company's ships, the *China Merchant* and the *Tywan*, to the mouth of the Canton River in 1682. On their arrival becoming known at Canton war junks came out to impede commerce and they were unable to do more than a trifling trade. The supercargoes reported home the reasons for their failure: "That which formerly made the trade of this place to flourish," they said, "was the King of Canton himself being a promoter of it and interested therein," but being suspected of holding a correspondence with the King of Tywan he was put to death by the Emperor's orders in 1680, and the most eminent merchants of the place were treated with "much severity." Since then Canton had been governed "by divers great Manderins," who by their vast extortions practised on the merchants whom they privately permitted to trade to the Macao Islands had "much depressed commerce and discouraged merchants from undertaking great matters."

The Tartar admiral, acting, it was stated, at the instigation of the Portuguese, ordered the two ships to leave their anchorage in the river. Subsequently they proceeded to Lampton or Twa, but finding a Tartar fleet there returned to their previous anchoring ground at Tempa Hebreda, near Macao. Here they landed what cargo they could and left early in 1682-83, for Batavia. In October of the same year the ship *Carolina* was despatched from England with orders to go to Macao and if they were not admitted there to proceed to Tempa Cabrado "where ye merchants of Canton," the instructions said, "will come over and deal with you for ye whole ship's loading." The supercargoes were cautioned to be very wise and circumspect in negotiating "they (the Canton merchants) being a very cunning, deceitfull people." "In standing with them to draw them to the most advantageous terms," proceeded the letter of advice, "pretend that you must speedily go to Amoy or Hockshew, and what other arguments you can think on, to cause them to mend their last rates on both sides of ye account. If you cannot do all your business to your content at Tempa Cabrado, yet if it be possible get admission to settle yourselves a factory at Canton and to have constant residence in

ye citty upon ye best terms you can. The more to induce them to grant you a settlement in Canton upon good terms, you may propound our sending them four or six ships of war, to serve them in their wars against any but European nations at ye rate of 12d. per ton p. diem for twelve mos. They paying half of ye ship's freight or hire to you in hand upon the ship's first arrival at Canton. . . . The Court would rather send eight ships of war than two, as they would be the better able to cope with the Dutch or any other that might obstruct them." If they failed at Canton they were to attempt to found a settlement at Hockchew or Amoy.

The *Carolina*, in spite of the obstructiveness of the Portuguese, contrived, by bribing the Mandarins with the war boats sent out to shepherd her, to do some business. It does not appear from the records that any arrange-

home the ship *China Merchant* was despatched to Amoy to prosecute the trade which it was sanguinely hoped the *Delight* had opened up. On arrival at Amoy the supercargoes were well received by the Mandarins, who doubtless regarded the ship as another pigeon to pluck. A letter left for the newcomers by the supercargo of the *Delight*, however, allowed no room for misconception as to the character of the Mandarins—"these rogues," as the writer styled them. "Gentlemen," the communication said, "these are a people of noe courtesy; they will promise you mountains but not perform a molehill. . . They may chance to wheedle you to give a present to ye Poke of Hocchew and ye Booch and likewise ye Chungisun who is generall of ye military affaires here; he may tell ye a faire story but take this from me, he has nothing to do but give ye Booch an acct



SEELANDIA, ISLAND OF TYWAN.

(From Caron's "Japan and Syam," published 1663.)

ment was made with the Chinese to afford them help in their warlike operations, or that the question was even seriously mooted. The obstinate determination of the Chinese Government to have nothing to do with the foreigner apparently was proof against all representations however attractively presented. At Amoy in 1682 it seemed for a time that the old conditions of trade enjoyed under the rule of the King of Tywan might be restored. A ship, the *Delight*, sent out by the Company two months later than the *Carolina*, put into the port, and after a lavish distribution of presents amongst the ruling Mandarins obtained permission to trade. But before the loading was far advanced peremptory orders were issued for the vessel to leave, and the captain had no alternative but to obey, although to do so meant heavy loss to the Company. Before the news of their contempts could reach

from whence your ship is and ye like." After giving details of the tortuous dealings of the Amoy Mandarins the writer wound up with a general caution telling them to be careful to prevent disputes between the sailors and the natives, not to sell any goods to the great men without the cash in hand; to open every bundle of silk before they paid for it and never to pay for any commodity until the seller had settled the custom dues thereon.

The *China Merchant* appears to have profited by this good advice. It got on passably well with the Mandarins, was actively patronised by the merchants, and finally left "chock full." The reason for the contradictions manifested in the policy pursued towards different vessels of the Company at this period was explained by "the great Padre"—a French Jesuit—to the supercargoes of a ship sent out to Macao in 1684. "He

told them that the best port for trade was Nankin, from whence the finest wrought and raw silk came. To inquiries whether it was possible to procure the Emperor's permission to settle at Amoy, Hockchew, Fochin, or Nankin, he replied that he believed that it might be obtained but that the best mode of trade was by ships 'to and again,' for there was a constant change of Governors and nothing could be done without making them

presents, which retarded the conclusion of business. The Emperor was desirous of encouraging the ingress of foreigners to his ports, for which purpose he had thrown open the trade for three years, half of which was expired, and if all things went on well this freedom was likely to be continued; but the Chinese were very jealous of strangers and did not like factories or settlements. The Padre cautioned the captain not to enter any

river or any way to put himself into the power of the Chinese; and instanced their conduct to the Dutch last year at Amoy, who were imprisoned till half their goods were taken for nothing and were then obliged to make large presents to be allowed to depart. The Emperor did not permit and was ignorant of such conduct, but the officers knowing their time was short 'make hay while the sun shines.'

CHAPTER III.

Efforts to open a Trade with Canton—Troubles of the East India Company with "Interlopers"—A Mission to Cochin China—First English Establishment at Canton—Formation of a Permanent China Council by the East India Company—An Establishment formed in Chusan—Abandonment of Chusan Factory and Foundation of an Establishment at Pulo Condore—Affairs at Canton.

ENCOURAGED by the somewhat qualified success of the Amoy enterprises, and stimulated also by the activity of the Dutch, who after their occupation of Bantam made great efforts to capture the China trade, the East India Company, in 1687, sent out several ships. Two of them, the *London* and the *Worcester*, were despatched to Amoy, and there, in August of the same year, a commencement was made with the establishment of a factory by the hiring of a house. Some days afterwards the fair prospect which

Amoy had its advantages, but there were no delusions at home as to its inferiority as a centre of trade compared with Canton. In 1689-90 the Court despatched the ship *Defence* out with special instructions to attempt to open up trade with that port. On September 1st the vessel arrived at an anchorage about "15 leagues to the Eastward of Macao," and the supercargoes landed "in a fair sandy bay in sight of ye Maccoa Islands." At a town they came to they procured three bamboo chairs and eleven wheelbarrows

His excuse was that he had struck his topmasts and could not get away. But it appeared that there were other and more personal reasons for his reluctance to accept instructions. He seems to have been busy doing an active private trade, "forestalling" the Company's agents in several directions. These delinquencies, however, faded into insignificance by the side of one indiscretion which had a tragic result and eventually wrecked the entire enterprise. While ashore one day the Captain got into an altercation with the Chinese about a mast. After a scuffle the captain's men bore away the trophy in triumph, but as they went off in the boats the natives, irritated at their discomfiture, pelted them with stones. Upon this the captain gave orders to his men to fire, and a volley was directed to the crowd on the shore with unfortunate results, one Chinaman being killed outright and another wounded. The fire was returned and the native pilot who stood by the captain was wounded. But this was not the worst outcome of the business. "In this confusion," says the account sent to the Court by the supercargoes, "ye poore doctor 3rd and 5th mate and 7 Englishmen on shore were not thought on, or neglected, the pinnice and long boat having cut loose ye mast making a way from ye shoar, who had they stay'd but a few minutes longer might have received our poor Doctor, who with some others making towards ye boat was miserably cut down in their sight. Later news was brought that the doctor mortally wounded was drag'd by ye cruell Tartars into their Cajan Watch House, where he lies on ye ground chain'd in his gore most miserably, with ye stinking dead corps (after it had been carried around ye towne ye more to irritate ye Chinese) lay'd by him and none suffered to come near and dress his wounds, and all ye rest of his people (save ye two mates which (I) believe have sheltered themselves amongst ye Portuguez) bound miserably in ye same house."



CITY OF AMOY FROM THE TOMBS.
(From Allom & Wright's "China.")

seemed to have opened up was obscured by a "regrettable incident." A drunken English sailor, wandering about at night, found his way to the Custom House, which he broke open. To accommodate the matter the factors went to the leading official. This person "was kind and civil and all he desired was a due punishment might be given to him (the sailor) by ourselves according (as in our opinion) ye crime merited; wch was inflicted in public view ashore by too stripes with a cat of nine tails and Pickle to their satisfaction."

"much more convenient than our English ones, but somewhat more noisy, for 'twas easy to hear them a league off." On their way to Canton the trio were well received and strangely enough the Mandarins would neither accept presents themselves nor allow their followers to take them. Arrived at Canton the supercargoes without difficulty obtained a chop for the ship to proceed up the river; but to their mortification the captain declined to move from the anchorage to which he had proceeded about six leagues off Macao.

The supercargoes offered 2,800 taels to accommodate the affair, but the Mandarins demanded 5,000, and not receiving this amount they detained one of the supercargoes to enforce the payment. The captain, who throughout had acted in a spirit of absolute independence, finding the turn that events had taken set sail without the supercargo, and so what seemed a most promising opening for securing a foothold at Canton ended in the official classes being turned

once more strongly against the traders. Apart from this unfortunate episode the times were not at this period propitious for the China trade. "Interlopers" had become a source of serious anxiety to the Company. On the one hand they made things difficult in China by submitting to exactions; on the other they injured sales at home by flooding the market with goods at low rates. The Court, writing to Madras in October, 1690, thus explained the situation: "China goods of all sorts are in very low esteem here; we sell them cheaper than ever we did in times of peace. That trade hath been much overlaid of late and must be declined for a while to recover its reputation. Lacqd ware of Tonquin is a great drugg and so is Thea except it be superfine, and comes in pots, tubs or chests that give it no ill scent of the oyl, or any other matter. The custom upon Thea here is about five shillings p. pound, whereas a mean sort of Thea will not sell for above two shillings or two shillings and sixpence (p. pound)." In another communication of a somewhat earlier period the Court, depressed by the failure of their projects in the Far East, made a novel suggestion to their agents at Madras: "We have," they wrote, "no kind of thoughts of spending any part of the Company's stock in any new port or factory at present, except upon the generalls arrivall he and you should resolve to settle some place in or near the South Seas, where the Chieseese may resort to and cohabit with us (without passing by Malacca or Batavia) under the protection of our fortification and plant sugars and Betlenut, keep shops, and do all other business as they do under the Dutch at Batavia, for which we should be content to allow them our encouragement and protection, paying us one fourth part in all respects of what they pay the Dutch, and we should order all our China ships to stop there going and returning for encouragement of the place." This proposal was not acted upon, but the entry is interesting as an indication that the Company so far back as the end of the seventeenth century grasped the importance of the possession of great entrepôts such as Singapore and Hongkong afterwards became.

The Company's fight against trade rivals at this period was of such a character as to leave it little energy for any fresh adventures. A new charter was under consideration by Parliament, and pending its issue "interlopers" were everywhere active, doing their best to capture trade which the Company regarded as its own. How bitterly the Court resented these rival efforts is to be seen in the following order which was issued in reference to trade in the early part of 1693: "We have and do continue and confirm our indulgence for all Bengall and China goods to be sent home by the Armenians and all English merchants, our owne servants and all other persons whatsoever upon the same terms of consignment and indulgence as last yeare; it being of absolute necessity for us so to do untill our Charter be thoroughly settled by Act of Parliament, without which permission and indulgence during the Company's unsettlement it will be impossible soe to curb the avaritious corrupt nature of mankind but that some officers of our owne ships or others of our servants will be tempted secretly at least to assist and countenance interlopers for the very end of sending home by the interloping ships goods prohibited by our Charter Partys—notwithstanding any oaths or other obligations they have entered into to us."

The Company secured its new charter in October, 1693. Under it its exclusive privi-

leges were extended for a period of twenty-one years, and it was empowered to add £744,000 to its stock. The powers conferred brought a welcome addition of strength to the Company, but they did not set the trade of the Far East free from the baneful influence of the wicked interloper. When the Court was despatching the ship *Trumball* to Amoy, in 1697, it gave the supercargo specific instructions to hasten the voyage so as to anticipate a Mr. Gough who was sending out an interloping ship or two. "And if between you," they said, "you could secure to yourselves Amo, or whoever else you find the most considerable merchants on the place by such apt ways, and means, as to hinder his, or their, assisting the interlopers, it will be a very commendable and dexterous piece of service, which we think should not be a very difficult thing to effect, if you can make him or them rightly sensible that the Company are a permanent lasting body, likely to continue, having settlements in diverse parts of India and their friendship worth courting and preserving; whereas the interlopers are a sort of licentious people whose interests often thwart one another, at least run in different channels, and are likely never to come thither again, after having once made a voyage." The interlopers continued to give trouble for long afterwards, and complications were added by "country" ships from India attempting to cut into the trade. The latter class of rivals, however, burnt their fingers so severely over their enterprises, owing to the exactions to which they were subjected, that they speedily dropped out of the running. Meanwhile, the Court, with intent to secure a new trading centre in the China seas, opened up negotiations with the King of Cochin China, for the establishment of a factory in his dominions. This was not the first attempt of the Company to obtain a lodgment in Cochin China. Early in the century a factory had been established in the King's territory, but its life was brief and its end tragic. After numerous disputes with the native officialdom the chief agent one day openly resented the extortions practised upon him. A fight ensued, which resulted in the massacre of the entire establishment. Those were days when British prestige was at a very low ebb, and the outrage went unavenged. More than this, with the story staining its records, the Company, eighty years later, on a hint from the then King, was ready to cringe for favours which His High Mightiness might be pleased in his great condescension to extend to it. In acknowledging a letter from the monarch inviting the Company to trade, Mr. Nathaniel Higginson, the president at Madras, in a strain of exaggerated hyperbole, commended His Majesty for his liberality. The King's ancestors, the letter said, had forbidden trade, but their "luster was confined within their own bounds," but now His Majesty's fame "like the sun would shine throughout the world." Not to be outdone in flattery, the King thus responded: "Supreme Governours and Princely Councillour, who represents ye chief person of ye Western axis, which receives its name from ye Northern Pole hanging over it—the English who perfectly understand whatsoever is contained in ye Book of ye 6 Sheaths and ye Three Orations, so called among us, and containing wholesome doctrine—who have ye strength and courage of ye Bear, ye Tigre and ye Panther—who industriously nourish ye military art, and perfectly understand not only ye Heavens, but ye earth, ye wind, ye clouds and ye airy regions—whose understanding

reaches ye sun, and whose hands are able to sustain ye firmament—who are so very carefull in choosing governours and ruling their subjects; in ye protecting of their people, in giving honour to great and worthy men, in kindness to foreigners—and although ye distance from us hinders our personal conversation, yet our minds are never separated from you in esteem and affection." He proceeded to say that the season was now past for trade, but that if the ship returned next year all requests would be freely granted, and thus would be introduced "a new method of trade, that making use of ye riches that are under Heaven, we may gain ye love of all ye nations of ye Northern and Southern climates."

The reception accorded to the Company's agents was hardly in accord with the unctuously friendly tone of the letter. On arrival off the coast they landed and were entertained at the hut of a fisherman "with boiled snake and black rice." After a considerable delay they were carried across the river to "ye Barre Towne" where they were received by a great company of armed men. After some general questions they were told to stand up, in order, says the factor's narrative, "that their men might feel us (it being their custom) which they did examining our pockets . . . as if they searched for diamonds, &c. A Common Prayer Book and other of like bulk, they must know what was writt in them, and what language with many other imperitences." Eventually the visitors were allowed to depart, but an order was given, and had to be obeyed, for the unloading of the ship in order that the cargo might be inspected. The King took what goods he wanted, but the Company was not much better off for the transactions because of the action of "certain japaners," who priced the goods sold low in their own interests. Here for the moment we must leave the Cochin China enterprise. There was an interesting sequel, but before we come to that we must deal with a rather important development in the China trade. This was the despatch in 1698-99 by the English East India Company, as distinguished from the London Company, of the first ship sent direct to China by them. This vessel, the *Macclesfield* galley, arrived off Macao on August 26, 1699. Soon after the anchor had been dropped a Canton merchant, Sheamea by name, came on board and offered to take the entire cargo. It subsequently proved that his overtures were part of a conspiracy amongst the Cantonese traders to keep down prices. How the affair was worked is described in this interesting passage from the ship's journal: "Sheamea on his departure desired us to try the market and we would then finde that his offers were the best; this was part of the plot, they having agreed to bandy us about from one party to the other, and that each should offer less than the other for our goods, and advance the price of their own, till at last we should be glad to agree with Sheamea who was to make the best offers and finish the contract, in which each party was to have their determined shares. The existence of this combination was further demonstrated by the following circumstances, viz.—Having some suspicion we privately marked the silks and found that all the parties produced the same musters—one party mentioning what another party had enjoined as a secret, and on our going to visit one of them we found them all in consultation, which with other concurring circumstances left no doubt of the combination."



VIEWS AT MACAO.
1. FAÇADE OF THE GREAT TEMPLE. 2. GENERAL VIEW. 3. CHAPEL OF THE GREAT TEMPLE.

The Englishmen, after consulting together, thought that the Company's interest would be best served by their proceeding to Canton and disposing of their goods there. They had previously found the Chinese authorities very courteous, but the chop given them only permitted trade at Macao, and consequently a new permit would have to be obtained before the ship could be taken into the Canton River. In these circumstances two of the supercargoes, Messrs. Douglas and Biggs, were sent to Canton to negotiate with the authorities. They were kindly received on arrival in the city by the two Hoppo, and also met with a friendly reception from M. Bonac, the French agent, who had been a resident since 1698. M. Bonac invited the visitors to stay at his house, but from jealousy of the designs of the French, the factors declined the offer, though they accepted an invitation to dinner. The full permit to trade having been obtained the *Macclesfield* galley entered the river on October 3rd, and anchored at Whampoa near a French ship from Madras and a "Moor ship" from Surat. Six days later, on going ashore to pitch his tent, the captain was attacked by a large armed party from the French ship, and his men were severely beaten. A complaint was made to the chief Hoppo of the outrage, but he, while sympathising with the English, said that as the French ship had come with an ambassador and presents it was beyond his jurisdiction. In the circumstances as the French were overwhelmingly strong there was no alternative but for the captain of the *Macclesfield* galley to pocket the affront. Though this unpleasant occurrence did much to mar the harmony of the Englishmen's early days at Canton there was compensation for them in the progress which they made with their business. Following upon the grant of a right to trade they, on October 9th, laid the foundations of an English factory at Canton by occupying a house which they had rented from a merchant at the modest price of fifty taels for the monsoon season. Their early days in this new home are described in interesting detail in the journal which they faithfully forwarded home for the edification of their employers in accordance with the almost unvarying practice followed by the agents of the Company's ships. Soon after the factors had settled, the two Hoppo invited themselves to dinner. They were advised by their merchant—Hun-Shun-Quin—"to bespeak some tables of victuals from the cook shop, for the two Hoppo and their officers, and that we should allow their servants, soldiers and chairmen, about seventy in number, 5 bandareens each for their dinner." The chief factor accordingly ordered eight tables, one for each Hoppo, one for himself and assistants, and five for the Hoppo's officers. "The chief Hoppo's table was placed at ye upper end of ye roome, upon ye left hand side and ye second Hoppo's on ye right hand side (ye other being ye highest place according to ye Chinese and Tartar fashion) our table was placed in ye same roome, fronting ye Hoppo's, with our faces towards them: ye table for ye Secretarys was in ye next (roome) adjoining to y^t where we satt; and ye tables for ye other officers where below. Every table was served with 5 or 6 dishes, dressed in whole joynts Tartar fashion (according to ye Europe manner) but brought in only one dish at a time; and afterwards severall services of China victualls, brought in after ye same manner, but not removed untill ye whole number was compleat, wch was 16 in all, sett in a peculiar forme and manner and brought in at a considerable

distance of time, drinkeing tea, wine or cordiall waters, between each service according to ye custome." The dinner being over the Hoppo retired until the tables were "clean'd downe, for they use no table cloths." The dessert, consisting of sixteen sorts of fruits, sweetmeats, and pickles, being placed on the tables the Hoppo returned. The chief Hoppo "being an old man drank sparingly but the second Hoppo took his cups freely and urged us to do the same." Afterwards an official inspection was made of the goods. "The chief Hoppo fancied a pair of brass blunderbusses and the second a pair of pistols which they desired to purchase; this the linguist told me was only a genteel way of begging and advised me to give them as a present which I did and they after some pretended difficulty in taking them accepted." Some little time after this entertainment the Chief Hoppo invited the English factors to breakfast. The account given of the function by Mr. Douglas, the chief factor, furnishes amusing reading: "Being arrived,"

tions to the Court, thus concludes: "Ye many troubles and vexations wee have mett with from these subtile Chinese—whose principalls allow them to cheat and ye dayly practise therein have made them dextrus at it—I am not able to express at this time; and however easie others may have represented ye trade of China, nether I nor my assistants have found it so, for every day produces new troubles, but I hope that a little time will put an end to them all." Subsequently Mr. Douglas ascribed the delays and difficulties experienced in realising the sales and investments actually agreed upon to the great fall in the price of Europe goods and the rise in that of Nanking silk after a contract for sale had been made. Owing to the many delays it was not until July 18, 1700, that the *Macclesfield* galley was able to leave Canton. The vessel, after touching at various ports to complete her cargo, arrived off Portsmouth in the July following with "a rich and full cargo." Before the *Macclesfield* galley had left Canton the Court at home had decided upon



A MANDARIN PAYING A VISIT OF CEREMONY.
(From Allom & Wright's "China.")

he wrote, "we were obliged to wait the coming of the French, Captain Goosline and Mr. Fleetwood, the Hoppo having provided a breakfast for us and intending to admit us altogether. In the meantime suspecting that the French might attempt to take precedence I by the linguist informed the Hoppo of my fears, who immediately sent word that he would take care about that and appoint us our places. The expected party being arrived we were ushered into the inner apartment where the Hoppo met us at the door and received us in the most courteous manner. After the usual compliments he ordered three tables to be prepared, one for himself, one for the French, and one for the English; which being done he desired us to be seated, when the French second (the Chief being absent from indisposition) either by design or accident took the place intended for me (Douglas) which the Hoppo observing called me to his own table and seated me on his left hand, treating me with great respect." The trading transactions of the factors were, marked by interminable disputes and delays. Mr. Douglas, writing of his opera-

the formation of a permanent Council to overlook the Company's affairs in the Far East. The Commission, which was dated November 23, 1699, was to Allen Catchpoole, president, Solomon Lloyd, Henry Rowse, John Ridges and Robert Master. In order to give greater prestige to the chief of the Council the Court obtained from the King a commission appointing him and his successors in the presidential office "King's Minister or Consul for the English Nation." With this appointment may be said to begin the career of the British Consular Service in the Far East, and in a measure the commencement of the diplomatic connection of Great Britain with China. The Council's instructions were to attempt to form a settlement at Limpo or at some convenient port near Nanking or at Nanking itself. "We have been greatly encouraged to this Northern Settlement from the hopes we entertained of opening a way into the Japan trade," wrote the Court in explanation of this selection of localities for a factory. As to the *personnel* of the establishment thus constituted, the members of the Council were given the rank of

merchants. It was directed that all the factors' affairs of buying and selling should be managed in Council, for which purpose consultations should be held once a week or oftener and the proceedings regularly entered by a Secretary.

The Council was empowered to dismiss any servant who defrauded the Company or betrayed their interests, or who "should commit any heinous crime as murder, theft, blasphemy or the like,—or should rent any farms or duties of the Emperor of China or his Ministers whereby they might be subjected to their arbitrary powers and the Company's estate under their management hazarded,—or if any Company's servant marry any Mahometan, Genioo or Pagan."

To encourage their servants the Court allowed them to send home yearly what gold they pleased in order that their friends might return the proceeds to them in silver. All salaries in China were, it was stipulated, to be paid at the rate of 5s. the "piece of eight" or dollar. The jurisdiction of the presidency was to extend over the whole Empire of China and the adjacent islands.

The new Council sailed from England in the *Eaton* frigate at the close of 1699, and arrived at Banjarmasin on July 16, 1700. There news was received that the Company's ship, *Trumbull* galley, had left in company with two junks on the 15th of June previously for Chusan, where it was intended to form a settlement. In consequence of this information the *Eaton* directed her course also to Chusan, and arrived off that island on the 11th of October. President Catchpoole met with a friendly reception from the Governors, but he could not obtain permission to form a settlement. When he pressed the matter he was referred to Peking. To approach the Emperor an embassy would have been necessary, and as this would have cost at the least £10,000, the recommendation to memorialise the throne was not unnaturally disregarded. President Catchpoole continued at Chusan in the hope that some change might be effected in the situation by persistent applications backed by gratuities to the hungry officialdom of the Government. In this expectation he was disappointed, and month after month slipped by without the Council advancing an inch in the direction in which it wished to go. Meanwhile, trouble arose through the rivalry

concerned. At the beginning of 1701-2 matters reached a crisis. Through the machinations of Mr. Gough, the agent of the London Company, an edict was issued by the Chinese authorities expelling Catchpoole and his establishment from the island. The terms of the order were so emphatically expressed that Catchpoole had no alternative but to obey, and on the 2nd of February he and his colleagues left in the *Eaton* for



A NATIVE OF PULO CONDORE.
(From a drawing in the Manuscript Room of the British Museum.)

Batavia. In writing home at this period, Catchpoole and his colleagues reverted to their troubles and disappointments since their arrival in China. They stated that they had been "scarce a day free from insults, impositions, or hardships from the mandarins or merchants in respect of trade or government;" but, they went on to say, "nothing thereof have affected us with that concern as the treachery and undermining

material agencies. But it was only to renew the old struggle for ascendancy with obstinate and unreasonably colleagues. On this occasion it was the captains of the Company's ships who caused the trouble. These individuals comported themselves in independent fashion, showing a contempt for authority which was resented by President Catchpoole and his Council. Their worst offence seems to have been to make themselves at home at the factory, utilising rooms which were required by the establishment. Catchpoole, in reporting their delinquencies at home, remarked *à propos* of an unwelcome visit from the captains: "The writers and factors lay up and down on tables. As we now are four writers lie in a room; and yet the Factory rent stands the Company in 100 taels a month. We had trouble to get Captain Palmer out of Mr. Hal's apartment: he left in such a rage that he went on board and broke open Mr. Carleton and Mr. Chitty's, the supercargoes' apartments, and has made the great cabin less. Should your honours think I act too little I must plead for myself that we are in China, where the Governors are so villainous that they embrace any opportunity to confound all, and these captains, to gratify their little pride, fear nothing."

In another communication, after further dissensions, Catchpoole wrote saying that all the captains were unruly, but there were distinctions to be made between them.

"We look upon Captain Palmer's as a giddy headed boyish distraction; but Captain Smith's rudeness grew to so great a height, that in Council we unanimously ordered him not to come into the factory; yet some few days after he did come, and falling into hot and quarrelsome words, he challenged the President out of the Factory; who did go out after him, and to avoid the portly dispute of Boxing, threw a counting board at him and broke his head; and he having in this encounter offered to strike the President, the said Captain was again brought into the Factory and with abundance of violence forced on board the *Liamfo* (one of the three ships in port). Which although it raised a great uproar in the town and amused the mandarins, yet it convinced them that the English Company's President has some power."

President Catchpoole came eventually to the conclusion that the position at Chusan was not worth maintaining. Trade was irregular and at the best not lucrative and the official interferences and exactions made existence almost intolerable. He had long had his eye on Pulo Condore, an island off the coast of Cochin China, which he confidently believed might with due enterprise be made to become a valuable entrepôt for the China trade. Thither he proceeded in 1703 and forthwith commenced to establish a factory. Apparently the King of Cochin China claimed sovereignty over the island, and on hearing of the occupation sent a letter of protest through a local governor. President Catchpoole acknowledged this in a strain of humility worthy of Uriah Heep. Addressing the official as "great and noble sir," he assured him that if they had been wanting in respect it was due to their ignorance of the customs of Cochin China. But now that he had been pleased "to condescend so far as to style me your brother, you shall on all occasions find me to behave with the dutifulness of a younger brother to his elder." Referring to the presence of two of the Company's servants in the King's dominions, he said that he did not doubt his countrymen would return to him "with the welcome news of the conquering King of Cochin China's leave for my settling here with my people. But I shall find some



PULO CONDORE.
(From a drawing in the British Museum.)

of the London East India Company which at this time was actively competing for the China trade, notwithstanding that negotiations were going forward and, indeed, were advancing towards a satisfactory issue, for the amalgamation of the two Companies. There were constant disputes and bickerings between the two establishments, to their mutual disadvantage as far as trade was

practices of our own countrymen and bosom friends; who whilst sitting in Council with us have been privately working the ruin of our fooling with the mandarins and merchants of the place by abetting and encouraging them to force us away in the *Eaton*."

After an absence of about twelve months the Council returned to Chusan, the way for them having been made smooth by the usual

inconveniencing if you are not so bountiful to me as to order about 50 carpenters and bricklayers hither to build me a house and other conveniences; for those already built for the English who can't work in these hot countries, do keep not out the rain. And it will be but like an elder brother, to condescend to order what pay each man shall have." The King of Cochin China himself replied to this letter in an extraordinary effusion dated August 2, 1703. The King stated that his complaint against them was not that they showed no civility by the making of presents, but because of their illegal behaviour.

"Consider ye," he said, "and examine seriously, and fear Heaven with all your heart and all your strength and you will presently become as if we were surrounded by a wall."

"You are pleased to say in your letter that upon another occasion when a ship comes, you (will) send richer presents. How can such sort of things be precious to us? Would you know what it is we highly esteem? Upon goodness and piety we put a great value; friendship and love we reckon of great moment: what regard can we have to pearls and rich silks, if honesty and respect be wanting? But seeing you are very expert in sea and military affairs we are confident you will exert your teeth and hoofs against our enemies; and on this account you will do a considerable piece of service and worthy of you; and so long as you stay and trade in that island we freely forgive you the Customs of the goods and the tribute of the land although the old inhabitants pay both . . ."

"Get everything in good order, that you may come to Court yearly, whereby it will come to pass that we shall mutually, as in the Winter Season, cherish one another, and also increase our fidelity and friendship; which two blessings are so great that they can never be exhausted."

"Now the wind is favourable, the sea calm and the vessel desires to leave the port; and we have written this letter. Although the rivers be as a belt, and although the hills be as stone to rub ink upon; although also the sea be spacious and the Heavens high; nevertheless, piety, concord, gratitude and the remembrance of favours done, shall never have an end."

The immortal Chadband himself—to select another Dickensonian illustration—could not have surpassed the unctuous fervour of this communication. The amusing thing is that the King was a notorious old reprobate who worthily ruled over as thievish a lot as the East India Company ever had dealings with. From beginning to finish the attempts to trade in Cochin China were failures mainly for this reason. The Pulo Condore factory was a particularly bad bargain. The place was unsuited in every way for the purposes for which it was designed, and the establishment, after the expenditure of a considerable amount of money upon the enterprise, was withdrawn. With it disappears from the scene the pompous figure of President Catchpoole, "the King's Consul," and the first official chief of the Company's establishments in China.

The chief centre of interest once more shifts to Canton. Relations of some kind appear to have been maintained with that city by the Company during the period of President Catchpoole's sojourn in Chusan and Pulo Condore. In 1704 an unpleasant new departure was made by the Chinese authorities by the appointment of a functionary known as the Emperor's Merchant, who was invested with authority to monopolise the trade. This "new monster," as he was termed by the indignant English factors in their reports to the Court, was a man "who formerly sold salt at Canton and was whip'd out of the province for being caught defrauding the Emperor of his duties on that commodity,

but not being whip't out of all his money, he had found means to be introduced to the Emperor's son and successor who for a sum of money reported to be 42,000 Taels had given him a patent to trade with all Europeans in Canton exclusive of all other merchants." The discontent aroused by this new and formidable obstacle to trade took shape in a strong representation to the Quang-choo-foo, as to the disastrous results which would ensue if the system were continued. This official set an inquiry on foot and found that the Emperor's Merchant had literally no goods, and that the other traders were debarred from selling goods in consequence of his patent. In the end an agreement was come to by which the Emperor's Merchant allowed others to participate in the trade in consideration of a payment to him of a duty of 5,000 taels per ship. Besides having to bear this heavy imposition trade about this period was penalised by an import duty amounting to 4 per cent. of the value of the goods. In 1704 the charge is spoken of as "an imposition lately crept upon us by the submission of our predecessors the two preceding seasons." The character of the duty is thus explained: "One per cent. of the four is what has been usually given by the Chinese merchants to the linguist upon all contracts, and the linguist was used to gratify the Hoppo out of the sum for his employment. The other three were first squeezed from the China merchant as a gratuity for upholding some particular men in monopolising all the business, and this used to be given in a lump, so that by undervaluing the goods and concealing some part they used to secure half the charge; but to show how soon an ill precedent will be improved in China to our disadvantage, the succeeding Hoppo, instead of the persuasive arguments such as their predecessors used, are come to demand it as an established duty."

CHAPTER IV.

Regular Trade at Canton—Accession of the Emperor Kienlung—Liberal Trade Policy—Commodore Anson and the Mandarins—Trade Confined to Canton—Arrest of Mr. Flint, a Supercargo—Special Mission despatched to Canton by the East India Company—Regrettable Incidents—A British Sailor delivered up to the Chinese and executed by them.

BEFORE the eighteenth century had far advanced the trade with Canton had assumed to a large extent a regular character. The Company's instructions provided that the supercargoes in China should keep but one table, and should meet at least twice a week for consultation upon the Company's affairs. As to the ships, the general practice was for them to await off Macao until the supercargoes had ascertained whether the conditions at Canton were favourable to their approach to that city. If a satisfactory report was made the vessels were taken to Bocca Tigris where the Hoppo's officers boarded them. Through the linguist an intimation was conveyed to these personages that the supercargoes wished to wait upon the Hoppo. Subsequently an interview took place with this high official, and after the exchange of compliments, a demand was made for free trade under stipulated condi-

tions. The main conditions were that the trade should be with all people without restriction; that the Company's servants might entertain in their service what Chinese servants they pleased, and discharge them at their pleasure; that if their English servants committed any fault deserving punishment they should be dealt with by the supercargoes; that they should be at liberty to buy all sorts of provisions for the factory and the ship at their will; that they should pay no custom or other duties for any goods they should bring on shore and not dispose of; that they should have liberty to set up a tent ashore, to mend and fit their casks, sails, and rigging; that their boats should have liberty to pass the several custom houses or boats as often as should be thought fit without being called to or examined on any pretence whatsoever where the British colours were hoisted, and that at

no time should their seamen's pockets be searched; that the Hoppo should protect them "from all insults and impositions of the common people and Mandarins who were annually laying new duties and exactions which they were forbidden to allow of." Finally, it was demanded "that the four per cent. be taken off and that every claim or demand the Hoppo had should be demanded and determined the same time with the measurement of the ship." It was usual for the Hoppo to signify his assent to all the demands, with the exception of the last, which he could not agree to. The supercargoes were accustomed to press the point, and on finding that there was no prospect of concession would discreetly "let that argument drop."

In 1720 a new source of embarrassment to the trade arose in the formation of a combination of native merchants to secure the

fixing of prices at levels which they approved. A movement of the kind was set on foot as we have seen more than twenty years earlier, but this was by no means so formidable a manifestation of the genius of the Chinaman for exclusive dealing as that with which the factors were now faced. Finding how matters stood the supercargoes adopted a bold line. They declined to wait on the Mandarin at Whampoa or to commence the trade until the Co-hong, as the combination was called, was abolished, and they were at liberty as heretofore to trade without restraint. The Isontock, hearing of the dispute, summoned the principal native merchants before him and told them that if they did not dissolve the Co-hong he would find means to compel them to do so. This plain speaking had its effect, and trade dropped into its old channels. But within a year a further source of anxiety arose in one of those episodes with which the history of British trade in China teems. One of the Hoppo's officers was accidentally killed at Whampoa while engaged in the discharge of his duties amongst the shipping. Though no blame attached to any one the local officials

festation. Before many months had elapsed the old tactics were revived and practised with irritating persistency. In 1728, following upon a series of disagreeable incidents, came the levy of an additional duty of 10 per cent. on all goods sold by the merchants. The burden imposed by this charge was so serious that the European trading community decided upon the somewhat bold course of making a personal protest to the Isontock. Assembling at the factories they proceeded in a body to the Isontock's residence. They were admitted after some delay to the Mandarin's presence, and delivered their address to him through one of his officers. After cursorily perusing the document the great man told them, not too affably, that they should deal with responsible merchants and pay their customs. With this advice, with which they could very well have dispensed, they were dismissed. After the interview there was some relief from the more obnoxious of the regulations, but the 10 per cent. duty was maintained in spite of repeated protests and representations to the Court of Peking.

A new and important era in the history of European trade in China was reached in

cessions. On the other hand there was a provision in the imperial decree that all vessels on arriving at Whampoa should land their armament and leave it in the custody of the imperial officials. In due course the edict was promulgated, and the opportunity was availed of by the British traders to make the Isontock handsome presents, in the expectation, afterwards realised, that the order in reference to the delivery of guns, &c., might be dispensed with. Matters proceeded smoothly after this until 1741, when the arrival of Commodore Anson, in His Majesty's ship *Centurion*, the first King's ship to visit the Canton River, caused some excitement and led to a fresh crop of difficulties. Under the Chinese law the admission of warships to the river was forbidden, and obstacles were interposed to the *Centurion's* passage. Finding how matters stood, Commodore Anson hired a boat with the intention of proceeding to Canton to interview the authorities. As he was embarking the Hoppo declined to grant him a permit, and forbade the boatmen to proceed. Not to be thwarted in this fashion, Anson told the Hoppo that if by the next day a permit was not forthcoming he would arm the *Centurion's* boats and force a passage. This had the desired effect of breaking down the opposition to the famous officer's visit to Canton. Elated at his victory, Anson would have insisted upon an interview with the Viceroy at Canton, but he was dissuaded from pressing for this by the British traders, who feared that high-handed action would react unfavourably on commercial relations. After refitting and provisioning his ship, Anson put to sea with the view of intercepting the valuable Spanish ship bound annually from Acapulco and Manila to Lisbon. He succeeded in his venture and took his prize into the Canton River with the, to him, surprising result that the Chinese authorities promptly demanded the customary duties for both vessels. Anson emphatically declined to accede to this demand, and with a view to contesting the matter with the high Chinese authorities, repaired with his boat's crew in full dress to Canton. Actuated by a desire to ensure the safety of the shipment of stores for his vessels, he refrained from seeking an interview with the Viceroy for some days. At length, wearied with the procrastinating policy pursued towards him, he sent a letter by one of his officers demanding to see the Viceroy. This application would probably have met with but scant courtesy but for a happy incident which won the good will of the authorities. Two days after the letter was despatched a serious fire broke out in Canton. It would have ravaged a considerable quarter of the city but for the prompt and efficient aid rendered by the *Centurion's* men, who, by arduous work, were able to confine the outbreak within comparatively narrow limits. In gratitude for this signal service the Viceroy appointed a day for an interview. Anson attended at the time fixed, and, with a sailor's frankness, detailed to the Viceroy the various grievances under which the British traders laboured. He concluded with the expression of a hope that orders would be given which would prevent the recurrence of the events complained of. No immediate reply was given to this bold harangue. After a time the interpreter intimated to Anson that he did not believe that any reply would be given. The audience closed with the expression by the Viceroy of a hope that Anson would have a prosperous voyage.

The deliberate reticence of the Viceroy on this occasion was doubtless only a courteous



THE FOREIGNERS' QUARTER AT CANTON
A VIEW OF THE CANTON FACTORIES IN THE EIGHTEENTH CENTURY.
(From a print engraved in 1789 from a picture painted in China.)

seized two males and four of the inferior officers of the *Cadogan*, one of the Company's ships, who were quietly walking in the street near the factory at Canton. An indignant protest was made to the Hoppo against this despotic action, and a plain intimation was given that unless redress was immediately afforded the Company would be recommended to transfer their commercial dealings from Canton to some other port. As usual when firmly treated the authorities were quite reasonable. The Mandarin who committed the affront was degraded from his office and a promise was given that he should be bamboozed and rendered incapable of being again admitted into the Emperor's service. It may be doubted whether the punishment was ever inflicted, or if inflicted, whether the right person suffered, but the fact that the Hoppo thought it worth while to give even formal expression to his displeasure shows that the Chinese officials at this time had learned to value the privileges which trade brought in its train too highly for them to part with them readily. The sweet reasonableness shown by the Mandarins in this affair was, however, but a passing mani-

1736 on the occasion of the accession to the throne of the Emperor Kienlung. Of all the modern rulers of China Kienlung deserves to be regarded as by far the greatest. He entered upon his long and eventful reign of more than sixty years animated by the highest principles. While performing the customary rites on the day of his installation, the youthful monarch made a vow that "should he like his illustrious grandfather, Kang-hy, he permitted to complete the sixtieth year of his reign, he would show his gratitude to heaven by resigning the crown to his heir, as an acknowledgment that he had been favoured to the full extent of his wishes." Kienlung lived to redeem this pledge, and by so doing gave a remarkable example of royal sincerity. The first public act of the Emperor was to recall from exile all the members of the Royal family who had been banished by his predecessor in consequence of their attachment to the Christian religion. Associated with this tolerant measure was the issue of an edict relative to foreign trade, the general tendency of which was liberal. The rescript abolished the 10 per cent. duty and made other notable con-

way of intimating that the policy pursued hitherto would not be altered, notwithstanding all that had been urged against it. This, in fact, was the attitude assumed later and persisted in in the face of the most strenuous representations from the British trading community. One feature of the administration, which at this period was productive of bitter resentment, was the practice of naming security merchants for each ship. Under the system a particular merchant was held responsible to the Government for the payment of all duties and customs on goods imported in the ship, whether purchased by the security merchant himself or any one else. In like manner he was made accountable for the duties on export cargoes, while he was subjected to heavy financial charges of an irregular character on the strength of his position. The natural effect of the system was to prejudice the Company's business transactions in various ways, but more particularly in enhancing the cost of commodities which its agents purchased. In 1754 the Isontock was approached with a view to the abolition of the practice. These merchants were received courteously, but the Isontock declined to give them a written reply. Afterwards he appointed two security merchants to each ship, in the illusory hope, apparently, that the increase in the number of the sureties would meet the objections of the merchants.

Marked by some vicissitudes, but on the whole showing a satisfactory measure of progress, the trade continued until 1757. In that year a striking change in its conditions was made by the issue of an imperial edict confining the foreign trade of the Empire to Canton. Up to this point, as the narrative has shown, Amoy and Limpo in Chusan had both been the resort of British ships, and though Canton had with the advance of the century become more and more the real centre of the China trade, thoughts were from time to time longingly directed by the Court of Directors towards other ports. At the very time that the edict was being promulgated a vessel despatched by the Company was on its way to China charged with a mission to open up a more regular trade with Chusan. Mr. Flint, who went as supercargo, was instructed to reside if possible for some time at Nanking, and while there to direct attention to the silk trade to which the Company attached great importance. Mr. Flint, on arriving at Limpo, found it impossible to get even common necessities, much less to carry on a trade. This attempt to open a trade after the issue of the edict was keenly resented by the Chinese authorities, who saw in it a deliberate defiance of the imperial orders. On Mr. Flint proceeding to Canton in December, 1759, to report himself, he was summoned to the presence of the Isontock. The supercargoes deemed it expedient that they should accompany him, and accordingly the entire party proceeded to the Isontock's palace. The officials there would have confined admission to Mr. Flint, but the supercargoes determined not to be excluded. They were received by a Mandarin and proceeded through two courts with the apparent acquiescence of the officials. On arrival at the gate of the inner court of the palace, their swords were taken from them and they were hurried into the Isontock's presence. There an attempt was made to compel them to pay homage after the Chinese fashion, and on their resisting they were thrown down. The Isontock perceiving that the supercargoes were resolute in their determination not to humiliate themselves, ordered the attendants to desist. Afterwards

he directed Mr. Flint to advance towards him, and this gentleman having separated himself from his colleagues he was told that an order had been received from the Emperor for his banishment to Macao for three years, and for his ultimate exclusion from China, for going to Limpo after His Imperial Majesty had positively ordered that no ship should trade there. It was further intimated that a man, who had written a petition which Mr. Flint had caused to be publicly displayed at Tientsin with the object of attracting the notice of the Emperor,

upon them as they were fully persuaded he was well disposed to favour them." The sanguine belief here expressed in the ultimate repudiation of the Isontock's despotic behaviour was not justified by events. Mr. Flint was kept in close confinement at a place near Macao for nearly three years. Such was the rigour of his treatment that even letters were not allowed to reach him.

With a view to ameliorating the situation the Court, in 1760, determined to send out a special mission to Canton. To represent them they appointed Captain Skottowe of the



THE GREAT EMPEROR (KIENLUNG).

(From Sir George Staunton's "Lord Macartney's Embassy.")

was to be publicly beheaded that day for treacherously encouraging such a step. The indignation which this extraordinary episode excited found vent at a united meeting of European traders at the British factory three days later. All present agreed to send home for their respective companies a report of the unwarrantable action of the Isontock, and they doubted not that a method would be found and measures taken to make the facts known to the Emperor, "who they were convinced would avenge the affront put

Company's ship *Royal George*, and they entrusted him with a letter from themselves to the Isontock. Elaborate instructions were given to the envoy as to his behaviour in the Far East. He was not to be seen in the shops, &c., purchasing chinaware; if he wanted any goods he was to send for the merchants, and not go for them himself; he was never to appear in undress in the streets, or at home when he received visits; above all he was to be called *Mr.* Skottowe, not *Captain*, and it was to be given out that

he was the brother of His Majesty's Under Secretary of State who had the honour to write the King's letters. The Court might have spared themselves this petty deceit. Captain Skottowe's mission was a complete failure, not a single point of the list of demands he presented being conceded. Thereafter, for some years, events pursued their accustomed course. The only development of interest was the revival of the Co-hong, in 1760, with consequences very detrimental to the Company's trade. The supercargoes were instructed to pay constant attention to this conspiracy and to other restrictions on trade, but at the same time they were told "that in all their proceedings pacific and conciliatory measures only were to be observed, and the utmost care taken not to give any just reason for umbrage to the Chinese government." In 1764 the visit of the British warship *Argo* to the Canton River led to trouble of a new kind. The Chinese authorities, on the appearance of the ship, insisted on measuring her with a view to the payment

a refusal. After due deliberation the captain assented, and the ship was measured, to the great relief of the traders, whose affairs had been at almost a complete standstill during the four months that the dispute continued. In connection with the *Argo's* visit to Canton we find, in a minute of the Court of the Directors of the period, one of the first references to that traffic in opium which was destined, a good many years later, to exercise a powerful influence on the course of events in China. The Court, adverting to the stoppage of trade caused by the incident just narrated, state that they had heard that, besides other goods, opium had been shipped in the *Argo* in the way of private trade, and they requested that a full account might be sent home of the matter, as opium was prohibited and the importation might be most detrimental to the Company's interests. The fact that the Company's ships were the only vessels exempted from search on account of opium no doubt lent point to this instruction.

British ship *Lady Hughes*. On the occurrence becoming known the authorities, accompanied by the native merchants, waited on the President of the British factory to demand that the man who had fired the gun should be given up in accordance with the laws of the Empire. The reply given was that it could not be ascertained who the man was, that in all probability the gunner had absconded, and that they (the supercargoes) had no power over private ships, to which category this vessel belonged. However, the supercargo of the *Lady Hughes* agreed, at the instance of the Select Committee—as the Company's governing body at Canton was styled—to go to Canton in order to explain the circumstances. This individual subsequently accompanied the Chinese officials to their destination, and after an examination for form's sake, he was decoyed away and conveyed by an armed guard into the city. The seriousness of the turn that events had taken was recognised by the European communities of all nationalities. With one accord they agreed to stand by the British in their demand for the release of the supercargo. In order to give emphasis to the protest armed boats of the several ships at anchor at Whampoa were called up to Canton.

Notwithstanding this display of force, the Chinese resolutely declined to hand over the supercargo until the gunner or some substitute had been provided. The Select Committee ultimately weakly conceded the point by delivering over to the custody of the Chinese the man who fired the gun on the fatal occasion. When he was surrendered the Mandarins desired the Europeans present "not to be uneasy as to his fate." This was thought at the time to be reassuring. But the Select Committee were reckoning without the ingrained devotion of the Chinese to the spirit of their law of homicide, under which the causing of death in all circumstances, even the most innocent, is a serious crime. On January 8, 1785, in consequence of an order received from the Emperor, the unfortunate man was put to death by strangling. Afterwards representatives of the various European factories were summoned to attend the Mandarins, and were informed by them that the Emperor was greatly displeased at their having so long delayed giving the man up. The official spokesman commented on the extreme moderation of the Government in demanding the life of only one foreigner while the lives of two Chinese subjects had been lost by the accident. He added that the Government expected a readier compliance with their demands on any future occasion of a similar character. It does not appear that any further protest was made by the British representatives against the arbitrary action of the authorities. Probably it was recognised that such would have been useless. Whether that is the true explanation or not the episode cannot be said to reflect credit on the British representatives of the period. They seem to have blustered at the outset and then to have handed this wretched man over without the smallest guarantee as to his treatment. They might have known from earlier experiences of the same type that the surrender in the circumstances was tantamount to acquiescence in a sentence of death. Reviewing the whole circumstances of the deplorable incident later the Court made some sensible remarks on the general attitude of the Chinese. "Experience had shown," they wrote, "that the Court of Peking would use its power to carry into execution whatever it declares to be the law. Individual Chinese



AN OLD VIEW OF NANKING.
(From a print at the British Museum.)

of the ordinary dues. The captain resented this on the ground that the officials had no power over a king's ship. In consequence of the attitude he assumed the merchants refused to be responsible for the Company's ships, and trade was stopped. To alleviate the situation the supercargoes offered to pay dues for the *Argo* at the same rate as that charged for the largest Company's ship; but this was declined. The Hoppon stated that he intended to proceed to Whampoa to measure the ship, and that if his request was refused she would have to leave. The Isontock took an even higher line. He wanted to know what the supercargoes meant by offering to pay the measure in lieu of the ship being measured? Such procedure, he intimated, was contrary to all custom, and he concluded by saying that if the ship was not measured the supercargoes would have to leave the country, and the merchants would be hamboozed and banished Canton. In view of the official attitude the supercargoes strongly urged the captain of the *Argo* to submit in order to avert the injurious results which would, in their opinion, certainly flow from

By this time the British trade in China had dropped into a regular groove, and it was yearly growing in importance. In order that their interests might be better safeguarded the Court, in 1770, ordered that their supercargoes, instead of going backwards and forwards with the ships, should reside permanently in China. An almost immediate outcome of this change in system was the dissolution of the Co-hong, which the supercargoes were able to effect through an intermediary, though only at the cost of 100,000 taels. The removal of this barrier to trade had a beneficial effect, but in general the position of the British traders did not improve with the lapse of years and the growth of their mercantile relations. Regrettable incidents were still of frequent occurrence. They were not always due to faults on the Chinese side, but in their adjustment the Chinese officialdom invariably put themselves in the wrong by their arrogant and unfair attitude. One of the most important of these imbroglios occurred in 1784 through the accidental killing of two Chinese by the firing of a saluting gun from the



VIEWS IN AND ABOUT CANTON.

1. TEMPLE OF BUDDHA.

2. PAGODA AND VILLAGE ON THE CANAL NEAR CANTON.

3. BRIDGE NEAR CANTON.

4. ON THE CANAL BETWEEN MACAO AND CANTON.

may be, and often are, afraid of Europeans, but the Government was not so. Despotic in itself, ignorant of the power of foreign nations, very superior to the divided and small states that surround it, the Chinese esteem themselves not only the first nation in the world but the most powerful. Such

circumstances and such notions had naturally produced a high and imperious spirit in the government, but no fear." The Court directed that in the event of a casualty like the last unfortunate accident happening to any of the English, the supercargoes should use every means in their power to

stop the business in the first stage by applying to some Chinese merchant of ability to get such a representation made to the Viceroy as might secure the life of the person. Only in the event of a murder were they to deliver the perpetrator up to the Chinese.

CHAPTER V.

Lord Macartney's Mission to China—Friendly Reception by the Emperor—Stately Court Ceremonies—Unsatisfactory Negotiations—Return of the Mission—The Emperor's Letter to King George—Affairs at Canton.

THE cumulative effect of vexatious interferences, the arbitrary displays of authority, the unfair exactions, and the ever present manifestations of jealous exclusiveness which

went to make up the Imperial Chinese policy, was to produce in England a feeling that an organised effort should be made to place matters on a better footing. In the

view of influential authorities, the China trade was too important to be subjected, as it often was, to the caprice of local officials. It had developed in remarkable fashion and would develop to a still larger extent if the heavy restraints put upon it were removed, or even materially modified. Furthermore, there was the consideration that while other nations, through missionaries or scientists, had long been able to maintain direct intercourse with the Emperor, Great Britain, though possessing by far the greatest stake in the country, had never been represented at the Imperial Court. It was suspected that the loss from this absence of contact was a good deal more than the negative one of lack of influence. On the one hand foreign intrigues were promoted, there was reason to believe, by the spirit of aloofness which was maintained by the Court, while, on the other, abuses were created as the direct result of giving local officials practically unlimited powers, and denying all right of appeal to the supreme head of the Government. In all the circumstances it was held that the time was ripe for the despatch of a special mission to China to invoke the imperial protection for British subjects and to attempt to widen the opportunities for trade between the two countries. The idea took definite shape at the beginning of 1792, when the Court of Directors were informed by the Government that they contemplated sending an embassy to Peking for the purpose of placing our intercourse with China on a firmer and more extended footing. Doubts were expressed by the chairman and deputy chairman, who were first consulted, as to the probability of any substantial advantage accruing from the projected step. But in view of confident expressions of opinion in a contrary sense, emanating from other quarters, and of the strong desire evinced to make the experiment, they did not allow their misgivings to go to the extent of opposition to the proposal. The Court subsequently took a very active part, in consultation with Ministers, in perfecting the arrangements for the mission.

The choice of the Government for the office of ambassador fell upon Lord Macartney, a distinguished Ex-Governor of Madras, who had specially qualified for diplomatic work early in life by conducting a successful mission to the court of Catherine of Russia. He was an accomplished man of the world, tactful, dignified, and resourceful, and he had shown in his dealings with Orientals in his Indian appointment that *savoir faire* which of all personal qualities is perhaps the most important in that connection. A better selection indeed could scarcely have been made, and



THE EARL OF MACARTNEY.

(From an engraving by Bartolozzi in the Print Room, British Museum.)

it was approved with something like enthusiasm by the East India Company. The mission sailed from Spithead on September 26, 1792. Macartney and his suite of ninety-five persons embarked on board the *Lion* man-of-war of sixty-four guns, and the East India Company's ship *Hindoostan*, one of the finest of the Company's fleet, accompanied the warship, together with the brig *Yackall*. After calling at Batavia and Turon Bay in Cochin China, the little squadron arrived at Chusan. The Embassy was well received here and at other ports at which the vessels touched, and abundant supplies were furnished by the authorities. On August 5th Lord Macartney and his suite, embarking in the smaller vessels of the squadron, proceeded up the Peiho River, where a yacht was awaiting to convey them to Tongsion, the landing place for Peking. The Ambassador was most favourably impressed, not only with the higher officials who were assiduous in their attentions, but with the common people who thronged the shore at every point. "I was so much struck with their appearance," he writes in his diary, "that I could scarce refrain from crying out with Shakespeare's Miranda in the 'Tempest'—

"Oh, wonder! How many goodly creatures are there here!
How beauteous mankind is! Oh! brave new world,
That has such people in it."

On August 6th the mission landed. They were received with much ceremony and were conducted to the Temple of the Sea God, where they were formally welcomed by the Viceroy of the province. After partaking of tea the party proceeded to business.

"The Viceroy began by many compliments and inquiries about our health, and talked much of the Emperor's satisfaction at our arrival, and of his wish to see us at Gehol,

many persons, and that the presents for the Emperor and our own haggage were so numerous and took up so much room, that we should require very spacious quarters at Peking. That as we found it was the

to the Sovereign of the East by sending the present Embassy, and hoped it would be attended with all the good effects expected from it. That as it was equally my duty and inclination to promote these views to the



CHINESE BARGES OF THE EMBASSY PREPARING TO PASS UNDER A BRIDGE.
(From Sir George Staunton's "Lord Macartney's Embassy.")

Emperor's wish for us to proceed to Gehol, we should prepare ourselves accordingly, but that we should find it necessary to leave a great part of the presents at Peking, as many

utmost of my power, I requested the Viceroy would be so kind as to give me such information and advice as might enable me to render myself and my business, as acceptable to the Emperor as possible."

The Viceroy, who was described by Lord Macartney as "a fine old man of seventy-eight years of age . . . calm, venerable, and dignified," listened with perfect politeness to the Ambassador's representations and expressed in unaffected manner his complete compliance with them. On August 7th the mission commenced their journey to the interior. The entire party were embarked on thirty-seven yachts or junks, "each yacht having a flag flying at her mast head to distinguish her rank and ascertain her station in the procession." The emblems also bore in large Chinese characters these words, "The English Ambassador bringing tribute to the Emperor of China." Besides the boats accommodating the mission were numerous craft conveying Mandarins and officers who were allotted to the service of the visitors. Indeed, as Sir G. Staunton, the official historian of the Embassy, records, "No slight magnificence was displayed, and no expense seemed to be spared." But the mission had not got very far before it had a taste of the unpleasant side of Chinese officialdom. A Tartar Mandarin in high office, styled the Emperor's Legate — one Chin-ta-gin — who had been told off to accompany the Embassy to Gehol, raised difficulties in regard to the disposition of the presents. In somewhat brusque fashion he intimated that the Emperor would expect to have *all* the presents carried to Gehol and delivered at the same time. Macartney answered him "that the Emperor was certainly omnipotent in China and might dispose of everything in it as he pleased, but that as the articles which I meant to leave at Peking would certainly be totally spoiled if managed according to his notions, I requested he would take them



CHINESE BARGES OF THE EMBASSY PASSING THROUGH A SLUICE ON THE GRAND CANAL.

(From Sir George Staunton's "Lord Macartney's Embassy.")

in Tartary (where the Court always resides at this season), as soon as possible. To these we made the proper return of compliment, and then informed the Viceroy that the train of the Embassy consisted of so

of them could not be transported by land to such a distance without being greatly damaged if not totally destroyed. We explained to him the high compliment intended by the first Sovereign of the Western World

entirely into his own hands, for that I must be excused from presenting anything in an imperfect or damaged state, as being unworthy of his Britannic Majesty to give and of his Chinese Majesty to receive." This view of the matter "startled" the Legate and together with the Viceroy's opinion

custom. The reception by the Emperor took place on September 14th. Macartney gives an interesting description of it in his diary. "We alighted at the park gates," he wrote, "from whence we walked to the imperial encampment and were conducted to a large handsome tent prepared for us on one side

prostrations. As soon as he had ascended his throne I came to the entrance of the tent, and holding in both my hands a gold box enriched with diamonds in which was enclosed the King's letter, I walked deliberately up and ascending the side steps of the throne delivered it into the Emperor's own hands, who having received it, passed it to the minister by whom it was placed on the cushion. He then gave me as the first present to his Majesty the Ju-cu-jou or Giou-giou, as the symbol of peace and prosperity and expressed his hopes that my sovereign and he should always live in good correspondence and amity. . . . The Emperor then presented me with a Jeu-cu-jou of a greenish coloured stone of the same emblematic character; at the same time he very graciously received from me a pair of beautiful enamelled watches set with diamonds." Other presentations were made and the members of the Embassy then sat down to a most sumptuous banquet. "The Emperor sent us several dishes from his own table, together with some liquors which the Chinese call wine, not, however, expressed from the grape, but distilled or extracted from rice, herbs, and honey. In about half-an-hour he sent for Sir George Staunton and me to come to him, and gave to each of us with his own hands a cup of warm wine, which we immediately drank in his presence, and found it very pleasant and comfortable, the morning being cold and raw. Amongst other things he asked me the age of my king and being informed of it, said he hoped he might live as many years as himself, which are eighty-three. His manner is dignified, but affable and condescending, and his reception of us has been very gracious and satisfactory. He is a very fine old gentleman, still healthy and vigorous, not having the appearance of a man of more than sixty. The order



APPROACH OF THE EMPEROR OF CHINA TO RECEIVE LORD MACARTNEY.
(Corner's "History of China and India.")

induced him to recede from the position he had taken up. But Macartney "could not help feeling great disquiet and apprehension from this untoward disposition so early manifested by the Legate." Later the Legate and his brother officials essayed to give the Ambassador lessons in court etiquette and more particularly in the ceremony known as the *kotow*. This was done "with a degree of art address and insinuation that Macartney could not help admiring." They said, "they supposed the ceremonies in both countries must be nearly alike, that in China the form was to kneel down on both knees and make nine prostrations or inclinations of the head to the ground, and that it never had been and never could be dispensed with." Macartney replied that the English form was somewhat different and that though he was most anxious to do everything that might be agreeable to the Emperor his first duty was to do what was agreeable to his own king. This ended the discussion for the period, but a few days afterwards the subject was revived. The Mandarins pressed Macartney most earnestly to comply with it, and said it was a mere trifle. "They knelt down on the floors and practised it of their own accord to show me the manner of it, and begged me to try it whether I could not perform it." Macartney remained obdurate, but he subsequently relented to the extent of agreeing to conform to their etiquette provided a person of equal rank with his were appointed to perform the same ceremony before his sovereign's picture as he should perform before the Emperor himself.

After a short stay at Peking en route, the Ambassador entered Gehol in great state on September 8th. Here the old controversy about the etiquette of the reception was renewed. Finally, it was decided that the English ceremony should be used, but that Macartney should not kiss the Emperor's hand, this being deemed repugnant to Chinese

of the Emperor's. After waiting there about an hour his approach was announced with drums and music on which we quitted our tent and came forward upon the green carpet. He was seated in an open palanquin,



CHINESE MILITARY, DRAWN OUT IN COMPLIMENT TO THE
BRITISH AMBASSADOR.

(From Sir George Staunton's "Lord Macartney's Embassy.")

carried by sixteen bearers, attended by a number of officers bearing flags, standards and umbrellas, and as he passed we paid him our compliment by kneeling on one knee whilst all the Chinese made their usual

and regularity in serving and removing the dinner was wonderfully exact, and every function of the ceremony performed with such silence and solemnity as in some measure to resemble the celebration of a

religious mystery. . . . The commanding feature of the ceremony was that calm dignity, that sober pomp of Asiatic greatness, which European refinements have not yet attained. . . . Thus have I seen 'King Solomon in all his glory.' I use this expression as the scene recalled perfectly to my memory a puppet show of that name which I recollect to have seen in my childhood, and which made so strong an impression on my mind that I then thought it a true representation of the highest pitch of human greatness and felicity."

At a later period the visitors participated in the solemn ceremonies incidental to the celebration of the Emperor's birthday. The Emperor did not show himself on the occasion, but remained behind a screen where he could see what was taking place without inconvenience. At first there was slow music. "On a sudden the sound ceased and all was still; again it was renewed and then intermitted with short pauses during which several persons passed backwards and forwards, in the proscenium or foreground of the tent, as if engaged in preparing some grand *coup de theatre*. At length the great band struck up with all their powers of harmony, and instantly the whole Court fell flat upon their faces before the invisible Nebuchadnezzar. 'He in his cloudy tabernacle sojourned the while.' The music was a sort of birthday ode or state anthem, the burden of which was 'Bow down your heads, all ye dwellers upon earth, bow down your heads before the great Kien Lung, the great Kien Lung.' And then all the dwellers upon China earth there present, except ourselves, bowed down their heads and prostrated themselves upon the ground at every renewal of the chorus. Indeed, in no religion, ancient or modern has the Divinity ever been addressed I believe with stronger external marks of worship and adoration than were this morning paid to the phantom of his Chinese Majesty." On September 18th the Ambassador had another opportunity of conversing with the Emperor. The occasion was a theatrical performance in the palace to which the members of the mission were invited. At this meeting the Emperor handed to Macartney a casket which he said had been in his family for eight centuries and which he desired should be presented to the King as a token of his friendship. This and other imperial courtesies showed the old Emperor in a most amiable light. But as far as the great objects of the mission were concerned Macartney was able to make no progress. His efforts to open up negotiations were at first politely ignored, and when he became importunate it was plainly hinted to him that the Emperor regarded the mission at an end. After this the courtesies which had been paid to the Ambassador became less marked. There seemed even a disposition to humiliate him, as, for example, in compelling his attendance at three o'clock on a cold morning to wait for hours for an audience with the Emperor who never put in an appearance. The results of the mission were tersely summed up in the following words by Aeneas Anderson, who accompanied Lord Macartney in a subordinate capacity and wrote an account of the Embassy: "In short, we entered Peking like paupers, we remained in it like prisoners, and we quitted it like vagrants." The mission bore home with it a letter from the Emperor to the King which set forth in unequivocal terms the determination of the Chinese Government to adhere to the exclusive policy which it had hitherto maintained. It stated that the proposals of the Ambassador went to change the whole system of

European commerce so long established at Canton, and this could not be allowed. Nor could his consent by any means be given for resort to Limpo, Chusan, Tientsin, or any northern ports, or to the stationing of a British resident at Peking. He mentioned that the Russians now only traded to Kiatcha and had not for many years come to Peking; and added that he could not consent "to any other place of residence for Europeans near Canton but Macao." In conclusion, after remarking that the requests made by the Ambassador militated against the laws and usages of the Empire, and at the same time were wholly useless to the end proposed, he read his royal correspondent a sort of lecture on the virtue of resignation to his supreme will, "I again admonish you, O King!" he wrote, "to act conformably to my intentions that we may preserve peace and amity on each side and thereby contribute to our reciprocal happiness. After this, my solemn warning, should your Majesty, in pursuance of your ambassador's demands fit out ships

a thing of the past. A shooting incident which occurred in 1800 marked very conspicuously the change which had come over the attitude of officialdom since Lord Macartney's Embassy. On the night of the 11th of February, the officer on watch on H.M.S. *Madras* at Whampoa, having hailed a boat which had been at the ship's bows for some time, and receiving no answer fired into her under a conviction that an attempt was being made to cut the vessel's cable. By the discharge a Chinaman in the boat was wounded and a second man in the course of a struggle with one of the crew of the *Madras* either jumped or fell overboard. The Chinese authorities demanded that the officer who fired the shot should be given up for examination, and that the man who caused the man to fall overboard should be confronted with his accuser. Finally it was demanded that a basket of vegetables stated to have been taken out of the boat should be restored. The Captain of the *Madras* proceeded to Canton and from thence, on the 22nd of



A SCENE IN AN HISTORICAL PLAY EXHIBITED ON THE CHINESE STAGE.
(From Sir George Staunton's "Lord Macartney's Embassy.")

in order to attempt to trade either at Ning Po, Tchu San, Tien Sing, or other places, as our laws are exceedingly severe, in such case I shall be under the necessity of directing my mandarins to force your ships to quit these ports, and thus the increased trouble and exertions of your merchants would at once be frustrated. You will not then, however, be able to complain that I had not clearly forewarned you. Let us, therefore, live in peace and friendship, and do not make light of my words. For this reason I have so repeatedly and earnestly written to you upon this subject."

Regarded in its main aspect as an attempt to open up the trade of China the Embassy was beyond cavil a conspicuous failure. But that it was not without some beneficial effect is a fair assumption from the course of events in the years following the reception of the mission. The vexatious interferences of Mandarins in the conduct of business were abandoned, and the costly and inconvenient practice of stopping the whole trade on the smallest pretext also apparently became

February, addressed a letter to the Viceroy respecting the thievish conduct of the Chinese, and stated that he had no doubt they would meet with proper punishment. He maintained that an attempted theft led to the firing of the shot which wounded the man, and he asserted in regard to the second man that he jumped overboard and was not pushed into the water. The demand for the return of the basket was treated as a trifle but a promise was given, nevertheless, that it should be returned. To the Chinese merchants who were asked to deliver the letter a statement was made that the captain would not give up the man without seeing the Viceroy, and that he would not even be placed in the charge of the Select Committee. The discussion continued for some weeks and eventually was amicably closed, a settlement being greatly facilitated by the recovery of the wounded man and a confession on the part of the second Chinese concerned that he had thrown himself overboard. Owing to this occurrence, the President of the Select Committee applied

for a copy of the laws of China with special reference to the crime of homicide. In reply they received a paper containing extracts from the Chinese code of laws.

The principal clauses cited were :

1st. A man who kills another on the suspicion of theft shall be strangled, accord-

3rd. A man who puts to death a criminal who had been apprehended and made no resistance shall be strangled according to the law of homicide committed in an affray.

4th. A man who falsely accuses another innocent person of theft (in cases of greatest criminality) is guilty of a capital offence ;

severe according to the degree of injury sustained.

6th. A man who, intoxicated with liquor, commits outrages against the laws, shall be exiled to a desert country, there to remain in a state of servitude.

"The foregoing are articles of the laws of the Empire of China, according to which judgment is passed on persons offending against them, without allowing of any compromise or extenuation."

After a long period of immunity from trouble the more or less friendly relations existing between the British factory and the authorities at Canton were rudely interrupted by an incident of the familiar kind. On February 24, 1808, some sailors from the Company's ship *Neptune* got into an altercation with a party of natives near the factory. The men were promptly withdrawn to the factory precincts, but they were followed by a Chinese mob who commenced to throw stones at the factory and at every European passing. Eluding their officers the men rushed out and attacked the mob, causing the death of one of the number. The Select Committee decided to comply with every reasonable demand that might be made upon them in connection with the unfortunate incident, but to resist with firmness anything of a contrary nature. After long discussions between the British and the authorities it was arranged that an examination of 52 men of the *Neptune* should take place at the factory, where the Chinese consented to hold the court of inquiry. At the inquiry the forms of a Chinese Court of Justice were observed, but seats were provided for Captain Rolles of H.M.S. *Lion*, the members of the Committee, and for Sir George Staunton, while two of Captain Rolles' marines with fixed bayonets were posted as sentries at the door of the factory during the whole of the proceedings. The Chinese produced no evidence, but Captain Buchanan and the officers of the *Neptune* admitted that eleven men had been specially singled out by their violence in the affray. It was hoped that the assignment of some punishment to these men would have satisfied the Chinese, but the Chinese officials made it clear that they would not be satisfied until some one person had been named. Eventually the name of the ringleader, Edward Sheen, was given, and there seemed every indication that the payment of a sum of money as compensation would now settle the business. As, however, the members of the Committee were about to leave for Macao a demand was made upon them for the custody of Sheen. The claim was resisted, and it was not until Captain Rolles was about to take the man with him on board the *Lion* that the Mandarins yielded. Ultimately a settlement was effected on the payment of a pecuniary fine. Thereafter trade which had been at a complete standstill during the prolonged discussions was resumed. The Court of Directors were so gratified with the ability and firm conduct displayed on the occasion that they passed a special resolution of thanks and voted a sum of £1,000 to Captain Rolles for his part in the transaction.



THE EARL OF MACARTNEY.

(From Sir George Staunton's "Lord Macartney's Embassy.")

ing to the law against homicide committed in an affray.

2nd. A man who fires at another with a musket and kills him thereby shall be beheaded as in cases of wilful murder. If the sufferer is wounded (but not mortally) the offender shall be sent into exile.

in all other cases the criminals whether principals or accessories, shall be sent into exile.

5th. A man who wounds another unintentionally shall be tried according to the law respecting blows given in an affray, and the punishment rendered more or less

CHAPTER VI.

The effect of the War between France and England—British occupation of Macao—Indignation of the Chinese Government—Peremptory demand for the evacuation of Macao—Stoppage of Trade—Withdrawal of the British Troops—Further Incidents at Canton—Outrageous Conduct of the Chinese Officials—Sir George Staunton protests—British leave Canton—Trade resumed—Lord Amherst's Mission—Arrival in China—Ships of the Mission anchor in Hongkong Harbour—Failure of the Mission—Arrogant Policy of the Chinese—Formal Complaint made by British Merchants to the Select Committee of 1832—Appointment of Lord Napier as Superintendent of Trade—His ill-treatment and death.

THE prolonged state of war between France and England at the close of the eighteenth and the beginning of the nineteenth century from time to time influenced the China trade. The British mercantile ships for a considerable period were regularly convoyed, and in 1804 there was a brisk action in the China seas between a homeward bound fleet of sixteen sail under Sir Nathaniel Dance, and a French squadron under Admiral Linois. The utmost gallantry was shown on this occasion by the British ships with the result that the attacking fleet was beaten off. It was estimated that the value of British property at stake on the occasion reached the high figure of sixteen millions. Consequent upon the frequent visits of the King's ships to the China coast at this juncture negotiations were opened up with the local Chinese authorities for the use of Anson's Bay in the Canton River as an anchorage. The Select Committee were unable to obtain avowed sanction for the use of the bay, but the authorities permitted supplies of provisions to be sent up from Whampoa, and having secured this material concession the Committee were the less anxious on the other points involved as they were convinced that the anchoring of the ships in the bay would be tolerated, and in time become an established privilege.

In 1808 a serious difference arose between the British and the Chinese authorities owing to action that was taken in connection with the war. A vague report having been transmitted to the Bengal Government to the effect that the French contemplated the occupation of Macao a combined naval and military expedition was sent from India to forestall the intended move. A landing was effected in September in opposition to the sentiments of the Portuguese Governor and to the known wishes of the local Chinese. A formal protest was promptly made by the Hoppo against the occupation, and this was followed by a more emphatic remonstrance from the Viceroy. Later, Chinese troops were ordered to the spot to compel the evacuation of the port by the British force, and the threat was held out that in the event of the occupation being continued the ships at Whampoa would be fired. Notwithstanding this hostile attitude on the part of the Chinese a second detachment of troops was landed on the 20th of October. By this time trade was at a standstill, and the usual relations between the authorities and the Select Committee through the Chinese merchants had been broken off. A letter was forwarded by the Committee on the 5th of November to the Viceroy requesting that some person might be appointed to receive their representation. A reply came through a Mandarin that the Viceroy had seen their letter, but did not think a compliance necessary "as the troops must be removed, their remaining on shore being contrary to the law of the Empire." The

Committee intimated that in view of the haughty conduct of the Isontock the Admiral could not remove the troops as such action might have the appearance of fear. The discussion now waxed warmer. As the Viceroy declined to receive a further communication the President stated his intention to order all British subjects to quit Canton in forty-eight hours. To this threat the Viceroy replied on the 21st of November that if they wished to make war on China he was prepared, but that he would not commence. He added that the Committee might, if they pleased, remove the ships, but that if they went they would not be permitted to return. Matters remained in abeyance until

further resistance was useless the President gave orders for the withdrawal of the troops and the evacuation was completed by the 20th of December. The settlement was a distinct triumph for the Chinese authorities. Having made a demand at the outset they never wavered in their determination to enforce it, and in the end they completely carried their point. There can be little question that the incident did much to lower British prestige. An immediate result which flowed from it was that obstacles were placed in the way of the free entrance of the Company's ships to the river. The Court of Directors recalled the President and constituted a new Select Committee and took other



HOUSE OF A CHINESE MERCHANT NEAR CANTON.

(From an engraving.)

the 4th of December, when the Select Committee, then assembled at Macao, received an imperial edict for the withdrawal of the troops. Instead of complying with this the British redoubled their preparations for the defence of the positions they held. As a consequence the batteries at the Bogue forts fired at the ships going up and down the river and the fire was returned. Then came something in the nature of an ultimatum from the Viceroy—a declaration that while there remained a single soldier in Macao and the laws were disobeyed the British should not trade, and that if the Admiral hesitated a moment "innumerable troops would be sent to destroy him." Finding that

measures to efface the unpleasant impression left by the bungling policy of the old Committee. But it was not until the end of October that the Emperor's orders were received for the placing of foreign trade on its old footing. Thereafter events dropped once more into their accustomed groove, though it was not long before new disputes arose to interrupt the course of trade, and the manner in which these episodes were treated by the Chinese officials indicated that they had not forgotten their triumph in the Macao business.

By far the most important of the controversies raised raged around the presence in Chinese waters of H.M.S. *Doris* during the

war with America. In April, 1814, the *Doris* arrived in Macao Roads with, as a prize, the American ship *Hunter*, captured off the Ladrões. A communication was addressed to the President by the Chinese authorities pointing out that the action taken was a

Canton to open up negotiations for a settlement with the Viceroy. In furtherance of the arrangement Sir George Staunton, on the 20th of October, proceeded to Canton accompanied by Sir Theophilus Metcalfe. At the interview which took place Sir George stated

The interview ended with a promise on the part of the merchants that they would consult the Mandarins. They did so, with the result that a meeting was after all arranged and took place without the stipulated prior opening of trade. A series of proposals bearing upon recent incidents were subsequently drawn up for consideration by the Chinese authorities. Some days after they had been submitted the Viceroy's reply was given through Howqua. Most of the demands made were conceded, though in one or two points the language of the reply seemed to be deliberately obscure.

The capricious and vexatious action of the local authorities at Canton in this and other cases, combined with a desire to establish the China trade on a footing of permanent stability, suggested the advisability of sending another mission to the Emperor of China. In the first instance the proposal emanated from a gentleman who had been a member of Lord Macartney's suite, and Lord Liverpool's Government were not disposed to think that there was sufficient to justify the great expense involved in the despatch of the mission. But the Court of Directors adopted the scheme so warmly and brought forward such strong arguments in its favour that the Government ended by extending to the project their hearty support. Lord Amherst was selected to fill the office of ambassador. This nobleman had not the great qualifications for the office which were possessed by his predecessor and in the light of subsequent events it may be questioned whether the Government choice was altogether a wise one. He was, however, no novice in public affairs and had had training in diplomatic work for some time previously as British representative in Sicily. He embodied in his person the average qualifications of a British diplomat of the period. What he lacked was a knowledge of Orientals and their ways—a very serious shortcoming in the circumstances. With



A STREET IN CANTON.
(From Allom & Wright's "China.")

violation of the functions of the Celestial Empire, and desiring that the *Doris* might be directed not to intercept American ships going out of the river. Protracted discussions ensued as to the legitimacy of the course which had been pursued. As the American ship had been taken without the limits of the Chinese jurisdiction the Committee did not consider that the Chinese Government had any *locus standi*. They caused it to be known that the Americans had declared war against the British, and that the British commander had orders to capture American vessels. The Chinese retort was that "if the English and Americans have petty quarrels let them go to their own country and settle them." At the same time the Select Committee were required to order the *Doris* away. While the war of words was at height the Viceroy aggravated the situation by issuing an order prohibiting the employment of native servants at the factory. In vain the Select Committee represented that for one hundred years they had been allowed to employ native servants, and that a change in the custom now would cause great confusion. The Government, finding that their edict was not obeyed as promptly as it anticipated, or at least wished, sent emissaries into the factory with orders to seize all native servants they might find there. A vigorous protest was lodged by the Committee against the outrage, but its only effect appeared to be to stimulate the Chinese authorities to greater insolence. Traffic was suspended, one of the Company's captains on his way from Whampoa to Canton, though travelling with an official pass, was stopped and forcibly carried to the official headquarters, and, finally, the Committee's linguist was seized. The Select Committee, after deliberating over the best course to pursue in the face of this outrageous conduct of the Canton officials, decided ultimately to depute Sir George Staunton to

"that he was charged by the Committee with several communications of importance, but in none of them was anything proposed for themselves more than the prosecution of a fair and equitable commerce under the protection of His Imperial Majesty; that they entertained every disposition to obey his laws; that they sought for no innovations, nor were desirous of interfering in any affairs of Government in which they were not concerned." After a series of meetings the Viceroy suddenly broke off the negotiations. Sir George Staunton therefore quitted Canton, having previously desired all British subjects to leave also. The Company's ships were by his directions removed from Whampoa to a point near the Bocca Tigris. Here they remained until the middle of November, when deputations of the hong merchants came from Canton to request that further movement of the ships might be suspended in view of the fact that the Viceroy was willing to depute a Mandarin to discuss the remaining points in dispute. Sir George Staunton, responding to the representations made by the deputations, returned to Canton; but he had no sooner arrived there than he was informed by Howqua, the leading merchant, that the Mandarin would not be sent until trade was resumed. Incensed at this double dealing, Sir George Staunton announced his intention of immediately quitting Canton and at the same time took occasion to point out "the unparalleled disgrace and dishonour which must fall upon himself (Howqua), his Government, and his country if the promises, upon the truth of which the English gentleman had returned to Canton, were to be so shamefully violated." The hong merchants pleaded that if the Mandarins retracted it was not their fault. Sir George Staunton retorted that such a breach of national faith could not take place without infamy and heavy responsibility attaching somewhere.



WILLIAM PITT AMHERST, FIRST
EARL AMHERST.

(From a print in the British Museum.)

Lord Amherst went as chief assistant Mr. Henry Ellis, who had carried through some delicate negotiations with the Shah of Persia, and the Ambassador's son, the Hon. Jeffery Amherst, also accompanied him. The *Alceste*, a frigate of forty-six guns was set apart for the accommodation of Lord

Amherst and his suite, and in attendance upon it were the East Indiaman *General Hewitt* and the brig *Lyra*. Quitting Spithead on February 8, 1816, the vessels arrived off the Lamma Islands on the 10th

subject. At length, when the controversy had raged for three days, the Ambassador was aroused from his bed one morning to receive a message from the Emperor to the effect that he must either perform the *kotow*

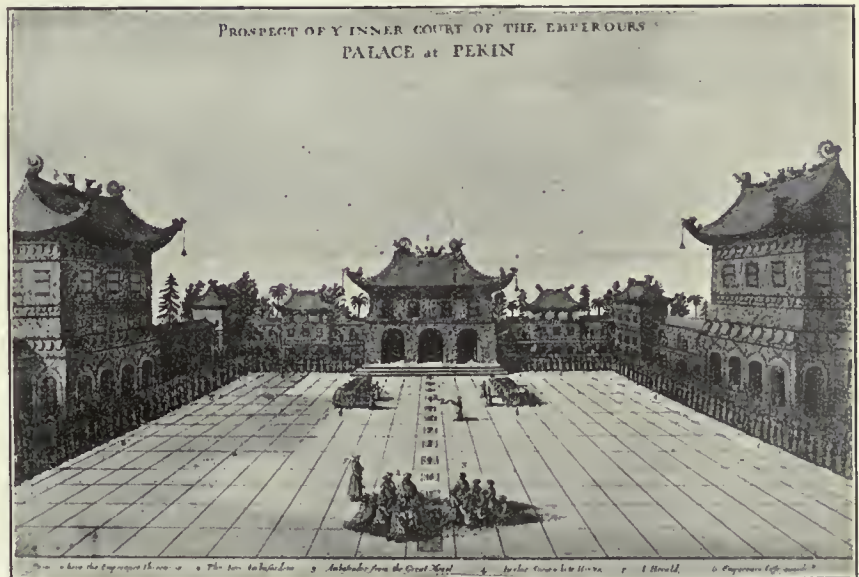
But on the following morning the two Mandarins who acted as conductors of the Embassy stated that two officers of very high rank had been appointed to meet the Embassy at Tung Chow, 12 miles from the capital, to renew the negotiation as to ceremonial, and it was suggested that in the meantime a rehearsal of the ceremony should take place. The proposed rehearsal was declined, but the offer was made of a written promise to perform the ceremony before the Emperor on the terms already stated. The Mandarins seemed to be satisfied with this, and having obtained from the Ambassador the formal document gave orders for the journey to be continued to Peking. Four days subsequently the subject was re-opened by the Mandarins with the object of preparing the way for the reception of the delegates who were to give instruction in the ceremony. It was artfully suggested that the Ambassador might very well yield as "such report as he saw fit might be made to England." The notion that the home authorities should be deceived was promptly spurned, and with renewed emphasis a statement of the limits to which Lord Amherst was prepared to go was made. Some Mandarins who brought the message relative to the conference behaved very rudely in the presence of the mission. They treated the objections raised to the performance of the ceremony with insolent contempt. Their mental attitude is well illustrated by the remark of one of them, "that as there was only one sun in the firmament, so there was only one sovereign in the universe, the Emperor of the Heavenly Empire." The discussions continued until the mission reached the palace of Yuen-ming-Yuen at Peking on the evening of the 29th of August. Prostrate with the fatigues of a long journey, unnecessarily



ANCIENT VIEW OF PEKING.
(From De Goyer & De Keyser's "Embassy to China.")

of July and found awaiting them there two of the East India Company's ships having on board Sir G. Staunton, who was to accompany the Embassy in the important position of interpreter, and other gentlemen who were to discharge various duties in connection with it. Two days subsequent to the meeting the squadron, now numbering five ships, dropped anchor in Hongkong Harbour. The occasion was the first on which the position had been brought into prominence by association with important events in the history of British relations with China, but the harbour had often been used previously by merchantmen trading on the China coast, and its advantages were well known though few at the time could have suspected the great destiny which was marked out for the island. Soon after the squadron's arrival news was brought to Lord Amherst that the Emperor was prepared to receive him. The sojourn at Hongkong was, therefore, cut short, and the vessels sailed on the 12th of July for the mouth of the White River in the Gulf of Pechili, which was reached on the 28th of July. The Ambassador was kept waiting on board his ship for some days pending the arrival of the Imperial Legate. When at length this functionary put in an appearance the mission landed at Tientsin, reaching that port on August 12th. At the very outset the question of the *kotow* was raised. The Chinese put the performance of the ceremony forward as an indispensable condition of an audience, and they had the effrontery to assert that in complying Lord Amherst would only be following the precedent set by Lord Macartney, who had conceded the point. A further argument used was that trade at Canton would suffer if the Ambassador persisted in his objection to the ceremony. Lord Amherst courteously but firmly declined to entertain the proposal for a moment. He understood the immense importance which attached to his maintaining an unyielding attitude, and steadily rejected all proposals made to him on the

or return to England. Lord Amherst's reply was an offer to perform the ceremony provided that he received a formal engagement on the part of the Emperor that any subject of his deputed to England should be ordered to perform the same ceremony to the British sovereign. The Chinese officials declined to



AN ANCIENT VIEW OF THE PALACE AT PEKING.
(From a print in the British Museum.)

entertain this compromise and they formally took their leave while the heads of the boats were turned down the river as if in preparation for a return. Whether this was done in order to test the firmness of the Ambassador, or in obedience to the Emperor's instructions was not made plain.

protracted in its final stage for some purpose not easy to define, Lord Amherst was about to retire to rest when he received a peremptory summons into the presence of the Emperor. The Ambassador was considerably taken aback by having so extraordinary a demand made upon him, and

expressed his intention not to go. One of the leading Mandarins thereupon took him somewhat roughly by the arm with the object apparently of compelling him to proceed. The Ambassador shaking himself free stated that nothing short of the exercise of violence would induce him to wait on the Emperor at that time. Finding that Lord Amherst was inflexible in his determination the Chinese authorities without more ado issued orders for the immediate return of the mission. The instructions were carried out to the letter. Though tired and indisposed the Ambassador and his suite the next day were despatched along the route by which they had travelled with a haste which can only be described as indecent. As was remarked at the time, the Chinese treatment of the mission "comported more with the barbarity of a Tartar camp than with conduct which could have been expected even from the most uncivilised of crown heads." The mission made its way to Canton overland passing down the Grand Canal and over the famous Meling Pass. As it receded from

ing hatred towards the "outer barbarians," and never missed an opportunity of displaying that dislike. Still, there were circumstances in connection with the arrangements for the mission which appeared to indicate that the imperial mind might have been influenced in the right direction if Lord Amherst had humoured the Emperor's whim of summoning him to an immediate interview. Kiaking was so far complaisant that he was willing to receive the Ambassador with the English ceremonial which had marked his predecessor's reception of Lord Macartney, and there is good reason to think that his command for Lord Amherst to attend upon him directly after his arrival was due not so much to an intention to show disrespect to the mission as to a desire to satisfy a curiosity to see the strangers. An opportunity was undoubtedly missed, and though Lord Amherst's action was supported by Sir George Staunton and other expert authorities on Chinese affairs in his suite, it is impossible not to feel that the situation was not handled with the tactfulness which it demanded.

Chinese, and several of the men were wounded. In order to effect the re-embarkation of the party, the officer in command of the frigate fired some round shot and sent two cutters manned and armed to protect the barge conveying the seamen from the shore. The incident on being reported to the Chinese authorities elicited from them a demand that the wounded men should be sent ashore for examination. Very naturally Captain Richardson of the *Tofaze* declined to entertain the proposal, and he further emphatically rejected a suggestion that was put forward that the men who had fired the shots (which had resulted in the death of two men) should be handed over to the Chinese power. The Canton authorities, finding that nothing was to be obtained from Captain Richardson, stopped the trade and endeavoured by coercing the Select Committee to obtain an acceptance of their demands. The position now became so threatening that the Company's treasure was removed from Canton to Whampoa, and preliminary measures were taken for the removal of the English community from the city. Before embarking, the Committee, on the 10th of January, addressed a letter to the Viceroy stating that they had no control over His Majesty's ships, but that as they had been held responsible they had accordingly determined to quit China. The Viceroy in reply to an application for permission to ship goods, stated that he would not allow so much as "a thread of silk or the down of a plant" to be embarked until the foreign murderers were delivered up by the chief. The British traders on leaving Canton proceeded to Chueipee, from which place the negotiations were continued for some little time. On the 8th of February the *Topaze* sailed and with her departure events took a more favourable turn. Finally, on an assurance being given that the whole affair would be reported by Captain Richardson to the Home Government who would apportion the blame, the Viceroy, on February 22nd, issued an edict re-opening trade. Three days later the establishment returned to Canton, their arrival there being followed by the issue of a supplementary edict of considerable length containing a gross travesty of the facts bearing upon the Lintin affair. On a report of the incident reaching England, the Government issued orders that in future during peace none of the ships of the navy should visit any port in China, excepting on a requisition from the Governor-General of India, or from the Select Committee of supercargoes at Canton. The Court, in forwarding a copy of these instructions to Canton, urged that only in a case of extreme necessity should a requisition be made for a warship. They intimated that they intended to give the most express orders to the captains of their ships as to the custody of firearms, with a view to rendering impossible their unauthorised use by members of the crew. It was hoped that with this action the inconvenient spectre of Lintin had been laid, but from time to time rumbling echoes of the affair were heard, and in 1827, on the appointment of a new Viceroy, the question was re-opened, and for a time threatened to give rise to new trouble. The firm attitude assumed by the Committee, however, had eventually the desired effect of bringing the authorities to see that nothing was to be gained by continuing the controversy.

Though for their own reasons Chinese officials might allow a particular incident to pass into oblivion nothing apparently could change their rooted hostility to the foreign



LANDING PLACE AND ENTRANCE TO THE TEMPLE OF HONAN, CANTON.

(From Allom & Wright's "China.")

the capital the bearing of the Chinese officials towards it improved. The Mandarin in charge of it showed the utmost deference and at every military fort that the travellers passed honours were paid them. The Embassy arrived at Canton on New Year's Day, 1817, and it embarked for home on the 20th of January following. Misfortune dogged its steps to the end. On the way through the China Sea, when off the island of Pulo Lat, the *Alceste* struck on a sunken rock and foundered. No lives were sacrificed, but Lord Amherst and his suite lost all their belongings, including the presents which they were conveying home. They arrived in England at last with a very substantial bill of expenses for the nation to liquidate, but with very little else to their record. It is a moot point whether in any circumstances good would have come from the mission. The Emperor Kiaking was a different type of man to Kienlung who had received Lord Macartney. He was a despot of a very narrow type—haughty, cruel, and capricious. He entertained an unrelent-

Whatever degree of responsibility may have attached personally to the Ambassador for the failure of the mission, the result was accepted as decisive at home. "It may, we think, be clearly inferred," observed the Court of Directors in their review of the mission, "that in the event of future disagreements with the Viceroy of Canton, no dependence can be placed on the efficacy of an embassy, though appointed and commissioned by the Crown."

As the previous history of British relations with the Chinese authorities must have led the trading community at Canton to expect, there was no alleviation in the local situation as a result of the mission. On the contrary the condition of affairs grew appreciably worse as the years passed by and it became clearer that no effectual bar could be opposed to the high-handed actions of the Mandarins. After a series of incidents of a familiar character matters reached something like a crisis in 1821. On the 15th of December in that year some seamen from the British warship *Topaze* were attacked while ashore at Lintin by a large mob of

traders. Before very long the situation became worse than ever. A set of new regulations was introduced which placed fresh obstacles in the way of trade, and simultaneously with their promulgation there set in a policy of a deliberately provocative character. A stoppage of trade was precipitated in May, 1831, by a series of acts of exceptional insolence. Early in the morning of the 12th of the month the Foo-yuen, one of the leading officials, with a guard of soldiers forced an entrance into the Company's factory, and entering the public hall directed that the portraits with which it was adorned should be uncovered. When that of George IV. was pointed out to him he ostentatiously ordered the back of his chair to be turned to it, and seated himself in a manner plainly indicating contempt. A more serious outrage perpetrated by this official was the issuing of orders for the removal of an embankment which had been made on the river side of the factory in extension of the Company's premises. This embankment had been constructed from rubbish removed from the factory after a great fire in 1822 which consumed most of the buildings. The work had been carried out with the sanction of the Chinese authorities and though it added a considerable area to the factory enclosure it did so without injury to other interests. The arrogant official, without entering into any explanation, ordered the removal of the rubbish composing the embankment. The excavated material was loaded into boats and conveyed by them to a point about fifty yards below the factory where it was thrown into the river, as if to show that the desire was not to remove a public obstruction but to offer a public insult to the Company's representatives. These measures created much indignation amongst the British community, and they were regarded even by the Chinese mercantile community as outrageous and improper in the highest degree.

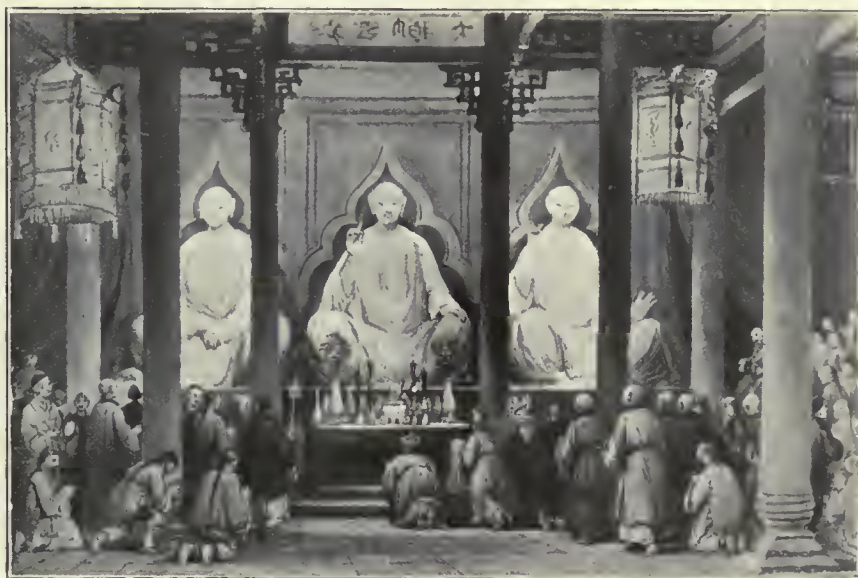
In view of the increasingly hostile disposition shown by the Chinese officials to British traders, and the growing difficulties of carrying on trade it was decided to make a formal representation to the home authorities in order to secure an amelioration of the conditions by Government action. The opportunity of obtaining an effective ventilation of grievances was afforded in 1832 by the appointment of a Select Committee of the House of Commons to consider the question of the future of China trade. A petition embodying the opinions of the British community was drawn up and in due course presented. It displayed a striking picture of the humiliations to which Europeans at that period were subjected. The document referred to "the many studied indignities heaped upon foreigners by the acts of this Government and by contumelious edicts placarded on the walls of their very houses, representing them as addicted to the most revolting crimes, with no other object than to stamp them in the eyes of the people as a barbarous, ignorant and depraved race, every way inferior to themselves."

"No privation or discomfort," the petition went on to say, "is too minute to escape notice in the pursuit of this ever present purpose. Free air and exercise are curtailed by precluding access to the country or beyond the confined streets in the immediate vicinity of their habitations. Even the sacred ties of domestic life are disregarded in the separation of husband and wife, parent and child, rendered unavoidable by a capricious prohibition against foreign ladies residing in Canton, for which there appears to be no known law, and no other authority than the plea of usage."

The petition also stated: "They (the Chinese) subject foreigners to treatment to which it would be difficult to find a parallel in any part of the world"; "they make no distinction between manslaughter and murder as applied to foreigners"; the Government "withholds from foreigners the protection of its laws, and its power is felt only in a system of unceasing oppression, pursued on the avowed principle of considering every other people as placed many degrees below its own in the scale of human beings"; "bribes are openly demanded by low and unprincipled men who possess an arbitrary power of levying the import duties on goods"; and "the local authorities at Canton are a venal and corrupt class of persons who impose severe burdens upon commerce."

This tremendous indictment of the Chinese methods of dealing with British traders had no small influence in bringing about the change which occurred at this period in relation to the China trade. Hitherto the East India Company had enjoyed a practical

position without any preliminary inquiry as to whether they would be received. The natural consequence was that their official character was completely ignored, and they were treated with a degree of disrespect which could not have been exceeded if they had appeared in the character of mere private personages. On their arrival at Canton the tide waiters officially reported that "three foreign devils" had landed without leave. Shortly afterwards the Governor issued an edict declaring that the presence of the British superintendents in Canton was an infringement of established laws, and that "the barbarian eye" (Lord Napier) ought to have awaited orders at Macao. Lord Napier, therefore, addressed a letter to the Governor explaining that he had come in an official capacity, and asking an interview. The missive was returned to the writer unopened, with a contemptuous message that it could not be received because it was not superscribed as a humble petition. In vain Lord Napier requested that his communication might be



GREAT TEMPLE OF HONAN, CANTON.
(From Allom & Wright's "China.")

monopoly of the commercial intercourse with the Far East. What private trade there was was carried on without official recognition and under serious disadvantages. In 1833, on the expiry of the Company's charter, the Government decided to throw the trade open to all, and to appoint official superintendents to act as intermediaries between the Chinese officials and the traders. The highly responsible post of Chief British Superintendent was entrusted to Lord Napier, and as his assistants Mr. (afterwards Sir) J. F. Davis, and Sir G. B. Robinson were sent out. Lord Palmerston, who was Foreign Secretary at the time, drew up the instructions for the three representatives. He was a distinguished public man, thoroughly versed in European diplomacy and statecraft, but he had a profound ignorance of the Oriental character, and he made the glaring mistake of assuming that the punctilio, indispensable in the case of a European power, was not necessary where an Oriental government was concerned. Lord Napier and his colleagues were sent out to fill what was practically a diplomatic

accepted. Not a single person could be found to risk official displeasure by delivering it. The next stage in the business was the issue (in August) of an edict demanding that Lord Napier should return to Macao, and threatening to stop trade in the event of his non-compliance with the order. The edict was ignored by the British representatives with the result that trade was stopped on September 2nd. To emphasise their displeasure the authorities put a Chinese guard on the British factory. Lord Napier's response to this was to call up two British frigates to protect the lives and property of British subjects. These vessels, the *Andromache* and the *Imogene*, on passing through the Bogue were fired upon from the forts and returned the fire. In the engagement there were several casualties on both sides. The two ships forced their way up the river to Canton, where they landed a body of blue jackets and marines at the factory. The energy shown had a salutary effect upon the Chinese officials, who dropped their boasting and insolence, and sought an accommodation. Unfortunately, at

this particular juncture, Lord Napier, overcome by the heat and the strain of the negotiations, became seriously ill. The situation, consequently, did not receive the amount of attention which its importance demanded. The outcome of the negotiations with the authorities was an arrangement which enabled the Chinese to completely turn the tables on the British representatives. It was decided that the frigates should be withdrawn, and that Lord Napier should go to Macao to recruit. The step, in any event, was a measure of weakness, but as it was carried out it was a positive humiliation. Instead of proceeding as he should have done to Macao in one of the frigates, Lord Napier took passage in a native craft provided by the Chinese authorities. The Chinese, seizing the opportunity which the carelessness of the British offered, took good care to make the most of "the barbarian eye." He was represented as a prisoner of offended Chinese

authority who was being sent in disgrace to Macao. The journey was prolonged in every possible way, and all sorts of minor indignities were heaped upon Lord Napier's head. When the British Superintendent did arrive at Macao he was in a state of such extreme prostration that he took to his bed and died within a fortnight. His body was interred with military honours in the Protestant cemetery at Macao, but the remains were afterwards exhumed and taken to England to find a final resting place on his native soil. This deplorable episode in British relations with China did not end with Lord Napier's death. The Emperor, on hearing of the advance of the frigates to Canton, degraded the Mandarins responsible for permitting the outrage upon Chinese authority. Afterwards, on receiving a report that Lord Napier had been driven out and the British warships "dragged over the shallows and expelled" he revoked the edict and restored most

of the Mandarins. In gratitude for favours received, and in order to show that their zeal had not abated, the Chinese authorities carried their crusade against the British intruders to Macao. The Governor of that place put a number of his subordinates to the torture "to ascertain if they had been guilty of illicit connexion with the foreigners," and on his instructions several natives who had printed some papers for Lord Napier were severely bamboozed and thrown into prison. Of all the blunders committed by the British in their dealings with the Chinese the thrusting of Lord Napier upon the Chinese authorities, and the acquiescence in his subsequent ignominious treatment were possibly the greatest. The mismanagement and feebleness shown in this connection gave strength to the reactionary influences in China at this period, and led to a state of affairs from which there was no outlet but war.

CHAPTER VII.

The Opium Traffic—Commissioner Lin's Campaign at Canton against the Trade—Imprisonment of the Superintendent of Trade and Merchants at the British Factory—Surrender of Opium and its destruction by Lin's orders—Withdrawal of the British to Macao and subsequently to Hongkong—Unsuccessful attack by the Chinese Fleet on the British Ships in Hongkong Harbour.

BEFORE the events narrated in the concluding portion of the last chapter had reached their tragic consummation a new factor had come into prominence to add bitterness to the relations between the Chinese Government and the British trading community. This disturbing agency was, it may be readily surmised, the opium trade. For a great many years before this period the drug had been imported into China. There are traces of the traffic well back into the eighteenth century. Until 1773 the traffic was in the

hands of the Portuguese who annually imported 200 chests from Goa. Then English merchants engaged in the trade in a desultory fashion until 1781, when the East India Company took the sale of the drug into their own hands. Thereafter the traffic developed considerably. Indeed, the Chinese had become so addicted to the opium habit by 1796 that the Emperor acting at the instigation of the Canton Viceroy, "an upright, bold and rigid minister," issued a strongly worded rescript expressive of his "deep regret that

the vile dirt of foreign countries should be received in exchange for the commodities and money of the Empire," and expressing fear "lest the practice of smoking opium should prevail among all the people, to the waste of their time and the destruction of their property." This denunciation was followed at irregular intervals by other edicts even more emphatic in language. But the trade increased in spite of the imperial fulminations. Their only perceptible effect was to drive the operations to a certain extent underground. The opium came in in sufficient quantity to satisfy demands, but it came in not as an ordinary import but as a contraband on which a corrupt officialdom levied a heavy toll. In the first instance the smuggling transactions were carried through at Macao, but the rapacity of the Portuguese drove the trade to the island of Lintin. There the drug was stored in armed ships and delivered to the Chinese runners on written orders from the Canton merchants to whom the money for the drug had previously been paid. Such was the perfection of the arrangements that the trade was prosecuted with the utmost smoothness, and as the nineteenth century advanced it underwent a marvellous expansion. The following figures illustrate the position as it developed in the period antecedent to Lord Napier's arrival:—

Year.	Chests.	Dollars.	Total
1821	4,628	average price 1,325	6,122,100
1825	9,621	" "	723 6,955,983
1830	18,760	" "	587 11,012,120
1832	23,670	" "	648 15,338,160

Thus in eleven years the importation increased fivefold. This enormous development attracted anew the notice of the Chinese Government to the habit which from the time of the Emperor Kienlung's edict had been fitfully condemned. Practical rather than moral considerations probably influenced



CHINESE OPIUM SMOKERS.

(From Allom & Wright's "China.")

their action. The payment for the opium being made in silver there was a constant and increasing drain upon the country's resources. The position was not so bad as it actually appeared, because as a set-off to the opium traffic there had grown up with it a trade in tea of almost equal value. But political economy was and is not a strong point with the Chinese Mandarins, and they regarded the money paid out at Canton for opium and European goods as a dead loss to the Empire. The Government strove furiously to repress a commerce which touched them on such a very tender point. "Terrible laws and decrees," says a well-known writer, "were fulminated by the Imperial Court against all smokers, senders or purchasers of opium. They were to be beaten with a hundred strokes of the bamboo, to stand in the pillory, and to receive other punishments. But the very persons charged with the execution of these laws were themselves the most habitual and inveterate infringers of them, and nearly every man on the sea coast was a smuggler of opium." An Imperial State paper gives the official view of the state of affairs at this period in some interesting sentences. "It seems," said the Emperor, "that opium is almost entirely imported from abroad: worthless subordinates in offices, and nefarious traders first introduced the abuse: young persons of family, wealthy citizens, and merchants adopted the custom, until at last it reached the common people. I have learnt on inquiry, from scholars and official persons, that opium smokers exist in all the provinces, but the larger proportion of these are to be found in the Government offices: and that it would be a fallacy to suppose that there are not smokers among all ranks of civil and military officers, below the station of provincial governors and their deputies. The magistrates of districts issue proclamations interdicting the clandestine sale of opium, at the same time that their kindred and clerks and servants smoke it as before. Then the nefarious traders make a pretext of interdict for raising the price. The police, influenced by the people in the public offices, become the secret purchasers of opium, instead of labouring for its suppression; and thus all interdicts and regulations become vain." It is a striking picture that is thus drawn with the imperial pen. But as the writer already quoted points out the denunciation might have been made far more general. "The highest mandarin or prince of the blood smoked his opium pipe, and so did the poorest peasant, when he could get it. At Canton and all the frequented seaport towns there were public houses exclusively devoted to opium smoking. At Peking, in the very palace, the ladies of the imperial harem and their emasculated attendants smoked opium, and would not be without it; and if the Emperor himself had wholly foregone the practice, which is problematical, he had notoriously been an opium smoker."

The throwing open of the China trade had a marked effect in aggravating the controversy which arose over the opium trade. Not only was an impetus given to the importation of the drug, but a sense of irresponsibility in regard to many phases of the commerce was developed which tended to increase the official irritation. An almost endless series of "incidents" occurred of greater or less importance. Captain Elliot, R.N., who had attained to the position of Chief Superintendent of British trade, did his utmost to conciliate the Chinese. By his exertions the trade was practically driven out of the Canton River and the smuggling of the drug

was made a difficult and precarious business. The Chinese, however, were not to be placated by any measures, however energetic or well intentioned. Their objection was not so much to the opium trade as to all foreign trade, and they apparently had come to the conclusion at the time that they would exclude it. Towards this end they unceasingly strove. No overt steps, however, were taken by the Chinese authorities until December 12, 1838, when preparations were made for strangling a native opium dealer in front of the British factory. An emphatic protest was made against this outrage by Captain Elliot, and when the deed had been perpetrated all the foreign flags were struck as a mark of the indignation felt at so extraordinary a proceeding. It was soon made abundantly clear that the authorities were in earnest in their determination to push the opium dispute to extreme lengths. Early in March, 1839, there suddenly descended upon Canton a high imperial official charged with extraordinary powers for the suppression of the opium trade. This functionary, whose name—Lin—was subsequently to become a household word in England, announced himself by a proclamation dated the 18th of March, as a specially appointed Imperial Commissioner with "great irresponsible authority," and as being "sworn to stand or fall by the opium question." On the previous day the hong merchants had received an edict commanding them to inquire into the state of the opium trade. The manifesto declared that the utter annihilation of it was his first object and that, therefore, "he had given commands to the foreigners to deliver up to Government all the myriad chests of opium which they had in their vessels." The merchants were called upon to subscribe to a bond in the Chinese and foreign language jointly declaring that thenceforth "they would never venture to bring opium, and that if any should again be brought, on discovery thereof, the parties concerned should immediately suffer execution of the laws and the property be confiscated to Government." These bonds, it was intimated, were to be obtained by the hong merchants and the same reported to the High Commissioner within three days on penalty of death. On the 19th of March the Hoppo issued an order to the merchants directing them to notify the foreigners that pending the High Commissioner's investigations they were not at liberty to proceed down the river to Macao; in other words, that they were prisoners in the factories. With a view to making the order effective, a strong land and water guard was posted at the factories, furnished with instructions to allow of no egress from them. Captain Elliot, R.N., who was at Macao at the time, took a very serious view of this action on the part of the Chinese Government. He issued a proclamation, dated the 22nd of March, to the following effect:—

"The Chief Superintendent of the trade of British subjects in Canton having received information that Her Majesty's subjects are detained against their will in Canton, and having other urgent reasons for the withdrawal of all confidence in the just and moderate pretensions of the Provincial Government, has now to require that all the ships of Her Majesty's subjects at the outer anchorages should proceed forthwith to Hong Kong and hoisting their national colours be prepared to resist any act of aggression on the part of the Chinese Government." The next day he issued another proclamation in which, after referring to the Chinese war preparations and "the

threatening language of the High Commissioner and provincial authorities of the most general application and dark and violent character," he intimated that he should forthwith demand passports for all such of Her Majesty's subjects as might think fit to proceed outside within the space of ten days. He counselled all Her Majesty's subjects to make immediate preparations for moving their property on board the ships *Reliance*, *Orwell*, and *George the Fourth*, or other British vessels at Whampoa. Captain Elliot followed up his second proclamation by proceeding to Canton in person with a view, in his own words, "to put an end to the state of difficulty and anxiety then existent by the faithful fulfilment of the Emperor's will." On arrival he respectfully asked that the rest of the foreign community might be set at liberty in order that he might calmly consider and suggest adequate remedies for the great evils so justly denounced by His Imperial Majesty. He was answered by a close imprisonment of more than seven weeks, with armed men by day and night before his gates, under threats of deprivation of food, water, and life. "Was this," he asked in one of his remonstrances, "becoming treatment to the officer of a friendly nation recognised by the Emperor, and who had always performed his duty peaceably and irreproachably, striving in all things to afford satisfaction to the Provincial Government?"

Lin was not in the least moved by Captain Elliot's earnest representations. If anything, he put the screw on tighter when he found that his decrees were disregarded. At length he caused not obscure threats to be conveyed to the imprisoned merchants that if they did not yield obedience to his orders he would cause them to be put to death. Captain Elliot now realised that if a catastrophe was to be prevented the Commissioner's demands must be conceded. He therefore demanded of the British merchants in the name of the King that they should hand all the opium in their possession over to the Imperial Commissioner. The opium was at Hongkong, Lintin, and other places beyond the port limits, and yet twenty thousand chests were freely surrendered. Notwithstanding this extensive acquiescence in the official demands, Lin was not satisfied. His calculation was that the importation should amount to 20,283 chests, so that Captain Elliot, in order to meet him, had to make up the balance by purchases, paying with bills drawn on the British Government. The operation of collecting the opium took several weeks, and in the meantime Lin had been in communication with Peking as to the disposal of his capture. Orders were finally received from the Emperor to this effect: "Lin and his colleagues are to assemble the civil and military officers and destroy the opium before their eyes, thus manifesting to the natives dwelling on the sea coast and the foreigners of the outside nations an awful warning. Respect this. Obey respectfully." The opium was destroyed at the rate of three hundred chests a day in an enclosure near the temporary residence of the Imperial Commissioner. In the enclosure were three vats of about 75 by 150 feet, each opening by sluices into the river. The chests of opium, after being re-weighed and broken up in the presence of high officers, were brought down to the vats, and the contents were crushed ball by ball upon platforms and then pushed by the coolies with their feet into the receptacles beneath. When the process was completed the sluices were opened and the muddy compound was emptied into the river. "Every precaution," says a writer who witnessed

the operation, "seemed to be used by the officers to ensure the complete destruction of the drug, the spot being well guarded, the workmen ticketed, &c." This view of the complete destruction of the drug was not universally held at the time. It was affirmed that the whole of the drug was not destroyed, that a goodly portion of the best quality was withdrawn and ultimately disposed of to the great advantage of the horde of officials engaged in the work.

Captain Elliot soon found that the enormous sacrifice which he had made to win over the Chinese officials was a vain one. "The servants," remarked the British Superintendent in an indignant remonstrance, dated

members of the British community had decided to leave Canton.

He added: "The merchants and ships of the English nation proceed to Macao and Whampoa, because the gracious commands of the Emperor for their protection are set at nought; because the truth is concealed from His Imperial Majesty's knowledge; because there is no safety for a handful of defenceless men in the grasp of the Government of Canton; and because it would be derogatory from the dignity of their Sovereign and nation to forget all the insults and wrongs which have been perpetrated till full justice shall have been done, and till the whole trade intercourse has been

removed. Upon this Captain Elliot gave orders for the removal of the entire fleet to Hongkong, the splendid harbour of which had in years immediately preceding been frequently used by British vessels. When Lin heard of this move he issued furious edicts prohibiting all intercourse with the audacious traders and their "barbarian eye." As these did not appear to intimidate the British community, he took overt measures to assert the outraged Chinese authority. Furious proclamations were issued calling all loyal Chinese to assemble and wage a war of extermination against "the red-bristled foreigners." A ship supposed to be British, but actually Spanish, was on September 12, 1839, seized and confiscated. Meanwhile, preparations were made for launching against the British all the naval might of this part of the Chinese Empire as represented by a considerable fleet of war junks. The bolt was shot on the 3rd of November when Admiral Kwan sailed through the Bogue Passage to attack the British frigates *Volage* and *Hyacinth* which were cruising about the entrance of the river. It was a very unequal combat that ensued. With the greatest ease the two war vessels with their well-manned modern guns beat off the Chinese squadron. One of the junks was blown up, three were sunk, and the rest sailed away badly maimed. The engagement caused the greatest consternation in Canton, where a confident expectation had been entertained of a brilliant and easy victory over the barbarians. So serious was the blow that Lin did not dare to send a true report of the episode to his imperial master. The Emperor was led to suppose that the Chinese had won a great triumph, and acting on this belief, he bestowed a titular distinction upon Admiral Kwan. The truth leaked out afterwards, but the honour was not withdrawn as Admiral Kwan was a valuable servant and his imperial master was loth to part with him. Possibly he also had hopes, with Admiral Kwan's assistance, of being able to retrieve the disaster of the 3rd of November. Whether that was the case or not, the early months of 1840 were utilised by the Chinese in making great preparations for a renewal of the combat. Meanwhile, the British had not been idle. In view of the serious turn that events had taken, a considerable armament under Sir Gordon Bremer was despatched from India to reinforce the squadron already at Hongkong. The Chinese authorities, greatly alarmed at the strengthening of the British forces, decided to strike a bold blow for victory. They sent against the intruding vessels a great number of fire ships with the intention of destroying them utterly by this means. This *coup* was even less successful than Admiral Kwan's ill-starred attack. Most of the fireships exploded prematurely, and those which did not were easily sunken before they could do any damage.



BAY AND ISLAND OF HONGKONG.
(From Borge's "Sketches of China.")

June 21, 1839, "were not faithfully restored when one fourth of the opium had been delivered up; the boats were not permitted to run when one half had been delivered up; the trade was not really opened when three fourths had been delivered; and the last pledge, that things should go on as usual, when the whole should have been delivered, has been falsified by the reduction of the factories to a prison, with one outlet, the expulsion of sixteen persons, some of them who never dealt in opium at all, some clerks (one a lad), and the proposing of novel and intolerable regulations," and in consequence of this faithlessness and want of security for life, liberty, and property, the

placed upon a footing honourable and secure to the Empire and to England. That time is at hand. The gracious Sovereign of the English nation will cause the truth to be made known to the wise and august prince on the throne of this Empire, and all things will be adjusted agreeably to the principles of the purest reason." The trade was accordingly stopped. The British merchants repaired in the first instance to Macao, but on a dispute occurring near Hongkong between some English and American sailors and the Chinese, in which one of the latter was killed, an attempt was made by the Chinese authorities to compel the surrender of the seamen concerned in the affair.



CHAPTER VIII.

The First Chinese War—Expeditionary Force under Sir Gordon Bremer occupies Chusan—Operations in the Canton River—Sir Hugh Gough assumes Command—Submission of the Chinese—Temporary Resumption of Trade—Renewed Outbreak of Hostilities—Canton at the Mercy of the Expeditionary Force—Arrangement of Terms with the Chinese—Arrival of Sir Henry Pottinger as Sole Plenipotentiary—Continuance of the War—Occupation of Amoy—Attacks on Chinhai and Ningpo—Attack on Shanghai—Expedition in the Yangtse Valley—Conclusion of Peace—The Treaty of Nanking.

It had now become perfectly clear that the situation had got beyond the reach of diplomatic action. To the force used by the Chinese force must be opposed if British prestige was not to be irretrievably compromised. In the Queen's speech at the opening of the Parliamentary Session in 1840 reference was made to the strained character of the relations between the British and the Chinese in the Far East, and later it was known that an expedition was in preparation, as Lord John Russell explained on behalf of the Government, to obtain reparation for insults and injuries offered to British subjects, to secure for British merchants in China indemnification for the loss of their property incurred by threats of violence, and "to obtain a certain security that persons and property in future trading with China shall be protected from insult or injury and that their trade and commerce be maintained upon a proper footing." The expeditionary force, which was mainly drawn from India, consisted of fifteen ships of war, four steam vessels, and twenty-five transports with four thousand troops on board. Under the command of Sir Gordon Bremer it arrived off the mouth of the Canton River in June, 1840. Lin, so far from being intimidated by this display of power, was only stimulated by it to more outrageous acts. He issued edicts offering rewards proportioned to the rank of the victims for the killing or capture of individual Britishers, and holding out tempting promises to those who would prove bold enough to seize a ship. Inspired by the proclamations, some of the more daring Chinese did capture a number of British subjects, who were handed over to the authorities and carted about the country in cages as proofs of the valour of the all-conquering Chinese. Amongst the number of these unfortunates was a female who it was at first proposed should be dressed up in rich clothes and represented as a sister of the late Queen Victoria. This design was not carried out as it was thought that even the confiding Chinese would not accept quite such an audacious lie, but the wretched woman nevertheless was subjected to the indignity of public exposure in a cage on the ground of her influential status.

Sir Gordon Bremer instead of carrying the war directly into the enemies' country—the particular enemy of the moment being Lin installed in arrogant plenitude of power at Canton—went with his expeditionary force northwards to the beautiful island of Chusan, which he occupied without difficulty on the 5th of July. The island made an admirable depot for the British force, and from this point of view there was no doubt a great deal to be said for its occupation. But the need of the moment was for vigorous action in the vicinity of Canton, and the fact that such was not undertaken led to misconception on the part of the Chinese and undoubtedly stiffened

their opposition to all demands. The idea of Sir Gordon Bremer seems to have been to open up communication with the authorities at Peking at the earliest possible moment, the assumption being that if this could be done a settlement might be made over Lin's head. In furtherance of this idea Her Majesty's ship *Blonde* was despatched to

October the fleet was back at Chusan. While the bulk of the force had been engaged in this barren attempt to force the front door of the Chinese Empire, another section of the fleet had been carrying on active hostilities against the Chinese forces encamped outside Macao. The trouble arose owing to the capture and removal to Canton of Mr.



CAPTURE OF TING-HAI, CHUSAN.
(From Allom & Wright's "China.")

Amoy, but on a boat being sent ashore with a flag of truce it was fired on by the Chinese and the inmates narrowly escaped death. A similar *contretemps* attended a further effort to open communications at Ningpo. Nor did a better late attend an elaborately prepared effort, conducted under the cover of an imposing naval force, to open up negotiations by way of the Peiho River. The squadron arrived off Taku on the 9th of August, and Captain Elliot proceeded by steamer to Tientsin. There he entered into negotiation with Keshen, the Viceroy of the province, who had just been appointed Imperial High Commissioner. Keshen was a wily diplomat, who proved more than a match for the straightforward and too confiding British official by whom he was confronted. The great object of the Chinese was to get the British fleet out of the Peiho at all cost. To this end Keshen beguiled Captain Elliot with visions of a possible settlement if only the negotiations were directed from Canton. The British negotiator fell into the trap, and by the end of

Vincent Stanton, a British subject. As no reply was made to repeated demands for the release of this gentleman, it was decided to attack the Chinese camp. The business was carried through in a workmanlike manner by Her Majesty's ships *Hyacinth* and *Larne*. After a destructive bombardment of the forts and war junks, a force of four hundred bluejackets was landed and the camp was rushed. There were very few casualties on the British side, and the Chinese fled too precipitately to lose heavily. There was, however, a considerable capture of guns and the demolished forts constituted a satisfactory outward and visible sign of British prowess.

The return of the fleet southward was followed by a period of inaction. Lin had fallen under the imperial ban and been replaced by Keshen at Canton, and Mr. Vincent Stanton had been released, but otherwise the position was unchanged. All attempts made to secure an arrangement proved abortive. Keshen substituted for the truculence of Lin an evasiveness which was about as irritating, and as far as the end

sought—the discomfiting of the barbarian—quite as effective. The patience of the British representatives was at length exhausted. Towards the end of 1840 it was recognised that the only way to bring the

foreign factories and Fort Napier. A proclamation was issued on the 6th of March to the people of Canton promising to spare the city from bombardment if the Chinese authorities refrained from offering opposition to the

leading local officials to Captain Elliot appeared to offer a hope of an amelioration of the diplomatic situation. But it soon became evident that the successes of the British, so far from bringing conviction of the necessity of the acceptance of the demands made had only increased the Emperor Taouk-wang's determination to drive the hated foreigner out of his dominions. The officials who had waited on Captain Elliot acted, it was found, without any authority whatever from Peking. The real power was vested in three commissioners and a governor who had been specially charged by the Emperor to inquire into the position of affairs more with a view to the concocting of measures for the driving out of the British than the satisfaction of their claims. It was not long before the British discovered the true position of affairs. Their suspicions were aroused when they found that the new commissioners held studiously aloof from them; and as the days wore on they had reason for serious apprehensions in the fact that ominous preparations were being made all round them obviously with the design of re-commencing hostilities. Captain Elliot's eyes were completely opened on the 11th of May when he paid what was intended to be a friendly visit to the Prefect of Canton. His discourteous reception on that occasion, and the evidences which confronted him on all sides of military arrangements, so impressed him that he proceeded forthwith to Hongkong to concert measures with Sir Hugh Gough to meet the crisis which he felt certain was impending. The storm burst on the night of May 21st. When darkness had set in batteries which had been erected on the river banks by the Chinese opened fire on the factories and the ships, and simultaneously fire rafts were sent in amongst the latter with the hope and intention of destroying them. The British, who were prepared for attack, had no difficulty in frustrating the



BRITISH ENCAMPMENT ON CHUSAN.
(From Allom & Wright's "China.")

Chinese to reason was to give a practical demonstration of British power in a quarter where the weight of the blow would be felt. On January 7, 1841, operations were opened by an attack on the Bogue forts. The outer forts of Chuenpee and Tae-cok-tow were reduced without difficulty, and the rest would have followed had not Captain Elliot, with strange disregard of the teachings of Chinese warfare, accepted overtures for a truce. The cessation of hostilities was followed by numerous excesses on the part of the Chinese. Edicts were issued by the Canton authorities putting a price upon the bodies of Englishmen dead or alive; generally it was made manifest that peaceful measures would not meet the exigencies of the situation. The British held their hand until an opportunity had been afforded for the Chinese to ratify the conditions of peace which Keshen had provisionally accepted; and which included a large indemnity, the cession of Hongkong, and direct official intercourse between the two Governments. But when it became evident that there was no intention on the part of the Chinese Government to confirm the arrangement, the attack on the Bogue forts was resumed. On the 26th of February the assault was commenced, and by the 1st of March the whole of the forts were in our hands. Admiral Kwan and a host of Chinese fell in the bombardment and the subsequent assault, and a vast quantity of guns and war munitions were captured. The British losses were trivial owing to the excellent dispositions made and the cowardice displayed by the Chinese garrison. On the 2nd of March Sir Hugh (afterwards Lord) Gough, who had been sent out from England to take over the command of the land forces, arrived. At this time Canton was practically at the mercy of the British fleet, but yielding to the urgent entreaties of the local officials hostilities were suspended, the British commander contenting himself with the occupation of the

invading force. Meanwhile, a decree arrived from the Emperor ordering Keshen's return to Peking to suffer the extreme penalty of the law. He was subsequently tried and condemned to death, but by an act of special favour the sentence was commuted, and he



ATTACK AND CAPTURE OF CHUENPEE, NEAR CANTON.
(From Allom & Wright's "China.")

was banished to Tibet, where he resumed his official career as resident at Lhasa.

Commercial relations were now resumed at Canton with eagerness on both sides, and some visits of ceremony paid by

designs of the enemy. One ship—the *Nemesis*—burned upwards of sixty of the fire rafts, and some smaller war vessels effectually disposed of the batteries. All the available troops were now called up from Hongkong,

and on their arrival at Canton on the 24th of May operations against the city commenced in earnest. The landing of the troops from the transports took place on the evening of that day, and it says much for the military incapacity of the Chinese that 2,500 men were conveyed to the shore in absolute safety. On the 25th of May the force moved out in two columns on the positions which the Chinese had taken up on the hills above the city. The troops were subjected to a galling fire from the walls of the city as they marched forward, but they kept steadily on, their advance being covered by the artillery. When the British came within about rifle range of the four principal forts



HUGH GOUGH, FIRST VISCOUNT GOUGH, K.P., G.C.B.
(From a print in the British Museum.)

which were the special object of attack the Chinese evacuated a greater part of the position. Only in one fort was anything like a fight made, and there the resistance was easily overcome when the British tars to whom the capture of the fort was entrusted came to close quarters with the defenders. After the occupation of the main defences, Sir Hugh Gough, who personally superintended the operations, gave his attention to the outlying positions. These were soon in our possession, and when night fell the battle was completely won, the British losses amounting only to seventy killed and wounded. Canton was now completely at the mercy of the British, and military policy as well as political expediency suggested the advisability of bombardment as a means of bringing the Chinese Government to reason as well as of conveying a lesson to the local officials that treachery did not pay. But on the morning of the 27th of May just as the gunners stood with their guns loaded and primed ready for firing the shots which would seal the doom of the city, a special messenger arrived from Captain Elliot with the intimation that he had come to terms with the enemy. The conditions that he had made were that the imperial commissioners and all the troops should within six days withdraw to a position not less than 60 miles from the city, and that an indemnity of six million dollars should be paid "for the use of the English Crown." Strong dissatisfaction was expressed by the military at this arrangement, which they regarded as affording another example of Captain Elliot's inca-

capacity to deal with the Chinese in the manner which their peculiar characteristics demanded. But the bombardment would have been a terrible business and would have resulted in immense loss to the very classes of Chinese who were most friendly to foreigners. In the circumstances the decision arrived at had many supporters at the time and it was even justified on military grounds, the smallness of the British force being urged as a sound reason for not perpetrating an act which would have given the whole country over to anarchy. As things were, Canton during this period was the scene of the most ferocious conflicts between the citizens and the lawless soldiery from outside, who occupied themselves after the fighting in which they had played so poor a part in plundering their fellow countrymen. It was stated that in one conflict alone between the factions over a thousand lives were lost. Wise or unwise, the arrangement met with prompt ratification at the hands of the Chinese. Within four days five millions of the indemnity was paid, and though Sir Hugh Gough had to resort to a threat of bombardment to secure the withdrawal of the troops as stipulated, the entire conditions were ultimately satisfactorily fulfilled, and the British forces were withdrawn. The generosity shown to the Cantonese was ill requited by these turbulent and fanatical people. After the departure of the troops there were repeated outrages on foreigners traceable to sheer vindictiveness. Though business was resumed it was conducted as it were under the shadow of the sword. In point of fact no one regarded the Canton Convention as anything more than a temporary provision—a truce and not a peace.

A new turn was given to affairs by the arrival in the Macao Roads on August 10, 1841, of Sir Henry Pottinger, armed with full powers as sole Plenipotentiary to the Court of Peking. This officer found on his arrival increasing dissatisfaction at the conduct of the Chinese. Insulting edicts continued to be issued, there was gross ill-treatment of a number of prisoners who were still retained in the hands of the Mandarins, and the authorities, in defiance of the convention, were busily engaged in re-erecting

the river defences. Sir Henry Pottinger was not the man to allow a situation to be compromised by lack of energy. He had had long training in Oriental methods in that best of all schools—the Indian Government



THE RIGHT HON. SIR HENRY POTTINGER, BART., G.C.B.
(From a print in the British Museum.)

—and he knew that decisiveness was an indispensable quality in dealing with Easterns. His first step, after he had made himself acquainted with the position, was to give a clear intimation to the Chinese authorities that they must either accede to the British demands or take the consequences. The requirements he made were that the opium destroyed by Lin should be paid for, and that certain ports in addition to Canton should be opened to British trade. To enforce his demands he despatched an expedition to Amoy, the famous trade centre which figures



ESTUARY OF THE TAHEA OR NINGPO RIVER.
(From an engraving.)

so conspicuously in the earlier chapters of this work. The squadron detailed for this work arrived off the port on August 26th. Immediately after they had dropped anchor a boat came from shore with an inquiry

on the summit of which is the citadel, a highly important defensive position, surrounded by a strong wall supplied with massive gates. On two sides the citadel is inaccessible excepting at one point where a

roth of October two thousand men with twelve field pieces and mortars were landed to attack the citadel and entrenched camp. Sir Hugh Gough without loss of time divided his little force into three columns, and, assuming the command of the centre column, ordered the advance. The two flank columns, owing to the irregularities of the ground, went forward unobserved from the citadel, and the garrison, thinking they only had to deal with the small centre column, went out boldly to meet them. Before the engagement had barely commenced the flank columns opened fire. So unexpected was the attack that the Chinese broke and fled in all directions. In their flight hundreds were shot and bayoneted and hundreds of others were drowned. To save useless slaughter, Sir Hugh Gough sent out a flag with an inscription in Chinese informing the routed troops that their lives would be spared if they yielded, but not more than five hundred availed themselves of the offer. Altogether not fewer than fifteen hundred of the Chinese fell in this one-sided engagement. While this land encounter was proceeding the ships were engaged in bombarding the town defences on the sea side and driving the soldiers out of the town. The effect of the combined operations was to convince the Chinese commander, Yukien, that the day was lost. In his despair he attempted to drown himself, and, foiled in this effort, he fled to the country, where he terminated his existence in another manner. His determination not to survive his discomfiture was in keeping with high Chinese traditions, which regard suicide as a legitimate means of escape from the dishonour of defeat. It is not improbable, however, that a fear of falling into the hands of the British had some influence in bringing about his decision, for he had put himself beyond the pale by his ferocious brutality towards two foreign prisoners who by his orders had been done to death, one by flaying and the other by burning alive.

As soon as the occupation of Chinhai had been made effective, the British commanders turned their attention towards Ningpo, a city of great commercial importance 12 miles away. The place fell without opposition.



CITY OF NINGPO FROM THE RIVER.
(From Allom & Wright's "China.")

from the leading Mandarin as to the reason for the visit of so many ships, and a request that the commander should specify the commodities he wanted. The childlike curiosity of the functionary was satisfied with a verbal statement to the effect that the fleet had not come to trade; while Sir Henry Pottinger, in a letter addressed to the chief military officer of the province, explained that, differences having arisen between Great Britain and China, it was essential that he should have possession of the town, and requesting its surrender to avoid bloodshed. No direct response was made to the letter, but that the Chinese officials appreciated the character of the crisis that had arisen was shown by the energetic efforts they made to fortify every available position. Finding that the Chinese meant to fight, the British Commander drew his ships up in battle array and proceeded to the attack. The repeated broadsides from the ships made little impression upon the stone wall defences which the Chinese had raised, but a landing force consisting of about twelve hundred troops soon put the defenders to rout. Many of them were killed in their flight, and not a few officers, overwhelmed with the disgrace of defeat, committed suicide. The town was entered by our troops, but was not occupied for more than a few days. At the expiration of that time the occupying force was withdrawn, and after posting a garrison at Kulungsu, a small rocky island forming part of the fortifications of the port, Sir William Parker, the British commander, took his fleet to Chusan, which was re-occupied after a brief struggle. The next point selected for attack was Chinhai, a large and opulent city at the mouth of the Ningpo River. Thither Sir Hugh Gough and Sir William Parker, the joint commanders, proceeded, together with Sir Henry Pottinger, who was ready to take up the diplomatic threads as soon as the opportunity offered. The town occupies a position at the foot of a lofty hill,

narrow path winds from the sea, which skirts the base of the hill. The town itself is encircled by a wall about 37 feet in thickness. It was a position of immense strength, and defended by good troops would have been well-nigh impregnable. When the British expedition reached the town it found every prominent point occupied by batteries and the surrounding hills covered with military encampments. Profiting by the experience at Amoy, the British commanders decided not to waste any time on a preliminary bombardment. On the morning of the



CLOSE OF THE ATTACK ON SHAPOO—THE SUBURBS ON FIRE.
(From Allom & Wright's "China.")

Indeed, the inhabitants were so anxious to avoid giving offence that they helped the British soldiers to scale the walls, and when the troops entered the streets they found painted on the doors of the houses the words *Shun min*, meaning "submissive people." Ningpo offered such advantages that Sir Hugh Gough determined to occupy it as the winter quarters of his troops. The people continued to be friendly and there was no difficulty in obtaining supplies for the large and ever increasing British force. But that the townsmen were not quite happy in the presence of their foreign visitors was shown by a paper which one day was thrown over the wall addressed to the British. This document adduced many arguments to show how much better it would be for the invaders if they would only return home, and wound up with this curious appeal: "You have been away from your country long enough; your mothers and sisters must be longing for your return. Go back to your families, for we do not want you here."

The successive British victories ought to have convinced the Emperor that the time had come for concessions, but Taoukwang's obstinate determination to rid his country of the detested foreigner was unshaken. At his command extensive preparations were made all over the empire for a renewal of the struggle. Meanwhile, fresh edicts were issued calling for the extermination of the barbarians. In March, 1842, desperate efforts were made to recover Chinhai and Ningpo. The attacks were repulsed, but the Chinese forces only retired to establish themselves at a point about 11 miles out of Ningpo, from which they endeavoured to cut off the supplies to the British forces. Their encampment was promptly attacked and the imperial forces were put to flight with the loss of six hundred of their number. At about this time heavy reinforcements of the British forces arrived from India. Lord Ellenborough, the new Governor-General, sent with them fresh instructions which, subsequently adopted, had a marked effect on the course of events. Lord Ellenborough's view was that attacks of positions along the coast were by themselves of little use, and that if the Chinese authorities were to be brought to reason the operations must be extended to the interior. The Yangtse-Kiang, one of the noblest of the world's great rivers, suggested the direction in which the British forces should carry anew the flame of war. Evacuating the positions at Ningpo and Chinhai the expeditionary force, on the 7th of May, sailed northwards. The plan of campaign was to proceed to Nanking and capture that city as a prelude to an advance on Peking, in the event of the Emperor declining to come to terms. Before, however, the objective could be reached it was necessary to reduce several places *en route*. The first of these was Shapoo, the authorised port and landing-place for vessels coming from Japan. Extensive measures of defence had been taken here, and it seemed that the struggle would be a severe one, but under Sir Hugh Gough's able direction a landing force of two thousand men made a completely successful attack on the defending force, driving them from their positions and scattering them in all directions. One body of desperate men, three hundred in number, took refuge in a temple, and under the mistaken idea that they would be given no quarter if they surrendered fought determinedly until they had all been killed but forty. This remnant of the gallant band finally surrendered, and after a period of detention were sent home to their families. In the town, the women

of the men who were killed in the temple, fearing that if caught they would be subjected to a life of perpetual slavery, threw their infants into the tanks and wells and jumped in after them. Many of the poor creatures were rescued by the British troops, but there were melancholy evidences all around that

The arrangements for the attack, however, were so skilfully made by the naval commander that the shore batteries were soon silenced, and a landing was effected on June 16th without serious loss. Subsequently the troops advanced to the important native city of Shanghai which was taken after a slight



LIEUT.-GENERAL LORD SALTOUN.

(From a print after Sir T. Lawrence in the Print Room, British Museum.)

the loss of life from this cause alone was very great.

Leaving Shapoo with its bitter memories of disaster behind, the expedition proceeded to Woosung, the port of Shanghai. Strong batteries guarded the approach to the port, and the intricacy of the channel presented serious difficulties to the invading force.

resistance. The place was occupied only to be evacuated. The more important work in hand claimed the service of the troops and they marched back to Woosung and were re-embarked. Not many days later the fleet entered the Yangtse-Kiang—"the child of the ocean." As the imposing flotilla passed up the great waterway the Chinese flocked

in crowds to the shore to gaze on the then novel spectacle of steamers progressing against the current. On the 20th of July the fleet dropped anchor off Chinkiang-foo, a strongly fortified town, which, having regard

August the fleet arrived off the city, which is one of the most important commercial centres in the Empire. The place was garrisoned by fourteen thousand troops, and there were expectations of another san-

was about to deliver its attack, letters arrived for the British commander informing him that three imperial delegates were on their way for the purpose of negotiating a peace. Confirmation of the satisfactory news was forthcoming shortly afterwards in the arrival of the members of the mission. They were men of high distinction in the empire. Elepoo, the head, was a former governor of Chekeang; Keying, the second, was an uncle of the Emperor; while the third delegate, Niu Kien, was Viceroy of the Two Kiang. There was a protracted discussion of the preliminaries of peace, in which Sir Henry Pottinger took up a very firm attitude. The Emperor found it hard to swallow the bitter pill offered him, but eventually he was reluctantly persuaded by irrefragable arguments to assent to an arrangement on the lines set out by the British Plenipotentiary. The demands which were subsequently incorporated in the Treaty of Nanking, were certainly of a character to cause not a little misgiving and even consternation in the imperial circle. They were the payment of an indemnity of \$21,000,000; the opening of the five ports of Canton, Amoy, Foochow, Shanghai, and Ningpo to British trade, with right of appointing consuls to reside in them; the cession of Hongkong; the establishment of regular tariffs of import and export duties; the unconditional release of all British subjects detained as prisoners; and the granting of a free pardon by the Emperor to all those of his own subjects who had incurred penalties by holding intercourse with the British officers. On the 20th of August the delegates paid a formal visit to the *Cornwallis*, the admiral's flagship, to discuss the terms of peace. They were received with every mark of courtesy, but in order that they might be left in no doubt as to the intentions of the British in the event of the failure of the negotiations they were con-



(From an old drawing in the Manuscript Room at the British Museum.)

to its commanding position at the entrance to the river, is looked upon as one of the keys of the empire. A strong Tartar garrison held the town, and the hills above the river were covered with encampments of Chinese troops. After a careful reconnaissance it was decided to attack the two sections of the opposing Chinese forces simultaneously. The work of dealing with the hill encampments was entrusted to a brigade under Lord Saltoun, and the assault on the town was conducted by the remaining troops under Sir Hugh Gough's personal command. Lord Saltoun's force met with very little resistance, the bulk of the Chinese fleeing immediately they observed the British force approaching. In the town greater resistance was offered by the sturdier Manchu soldiery, who sold their lives dearly in street fighting which, with the severe heat of the day, severely tried our troops. Only as the day closed was the position completely occupied, and by that time our men were so exhausted by their exertions that they were unable to push home their victory. The defenders on their part scorned in many instances to take to flight. They saved their wounded honour by self destruction. The method of the brave Tartar general's exit from the world was characteristic. When he found that the battle had gone against him he retired to his house, and taking his seat in his favourite arm chair ordered his servants to fire the building. The next day his body was found much burned, but retaining the sitting posture in which he had placed himself. The British dropped a sympathetic tear over their gallant enemy, whose defence they had reason to remember, for their losses here were greater than in any engagement during the war. After a fortnight's interval to rest and recruit the troops, the advance on Nanking was resumed. On the 5th of

gunary battle when the ships hove in sight of the far-spreading quarters of the great centre of Chinese power and caught a glimpse of the picturesque outlines of the



NANKING FROM THE PORCELAIN TOWER.

(From Allom & Wright's "China.")

historic Porcelain Tower which was then a dominating feature of the landscape. Happily, however, these expectations were not realised. Just as the expeditionary force

fronted with an imposing display of force, both naval and military. The interview passed off very satisfactorily, and there was a spirit of equal harmony manifested on the

26th of August when Sir Henry Pottinger returned the commissioners' visit and renewed ashore the negotiations which had opened so auspiciously on board the *Cornwallis*. Three days later the signatures were appended to the Treaty on the *Cornwallis*. The three commissioners first signed and then Sir Henry Pottinger inscribed his name. The running up of the flags of Great Britain and China on the mast of the *Cornwallis*, and the firing of a salute of twenty-one guns, announced to the outer world the completion of this most important diplomatic act. Immediately after the signature of the Treaty the ships began to leave the river, and on the payment of the first instalment of the indemnity, the troops were withdrawn from Chusan. By the end of October the expeditionary force had been broken up, the various units having returned to their several stations with the exception of a body of seventeen hundred troops which was left to garrison Hongkong. Several unfortunate incidents occurring shortly after the signature

Keying, the Chinese commissioner, who had conducted the elaborate negotiations with Sir Henry Pottinger, that henceforth trade at the five ports named in the Treaty was open to "the men from afar" without distinction, and the hope was expressed that "the weapons of war being for ever laid aside, joy and profit shall be the perpetual lot of all." There was one important omission in the settlement which was thus completed. No reference whatever was made in the Commercial Treaty to the opium trade. Sir Henry Pottinger had striven to obtain from the Chinese Government the legalisation of the traffic, but the Peking authorities had steadily declined to entertain any proposal of the kind, and failing this the British Plenipotentiary deemed it advisable to leave the matter unsettled. It was an unfortunate decision as it supplied an opening for fresh trouble, and trouble was not slow in coming. Almost before the ink was dry on the official proclamations announcing the com-

measures to prevent the importation of the drug.

With all its imperfections the Treaty of Nanking was an instrument of enormous importance to the commercial interests not of Great Britain alone but of the civilised world. It ushered in a new era of trade—an era fraught with great possibilities for the West and the East alike. No longer were merchants transacting business in China at the mercy of a corrupt and capricious officialdom, carrying on their transactions in daily and almost hourly dread of a crisis which would inflict disastrous injury upon their interests. Thanks to British pertinacity, reinforced by the cordial good will and moral support of the United States and France, the commercial relations of China with the outer world were regularised, and an assured and protected position was given to the foreign commercial community at the five Treaty ports. These had been selected with an eye to the establishment of the new trading con-



THE SIGNING AND SEALING OF THE TREATY OF NANKING, 1842, BY THE BRITISH AND CHINESE PLENIPOTENTIARIES— SIR HENRY POTTINGER, BART., AND HIGH COMMISSIONERS KEYING AND ELEPOO— ON BOARD HER BRITANNIC MAJESTY'S SHIP "CORNWALLIS."

of the Treaty imperilled for a time the peace which had been concluded. In one case the authorities in Formosa massacred the shipwrecked crews of two vessels manned mainly by British-Indian subjects. Shortly afterwards a Cantonese mob made an attack on the British factory, plundering it and setting it on fire. In both instances the Chinese Government showed a very commendable spirit in punishing the offenders, and the episodes were overlooked. But the arrangements consequential upon the Treaty dragged somewhat, and it was not until June 4, 1843, that the ratifications of the Treaty were exchanged at Hongkong, while six weeks further elapsed before Sir Henry Pottinger found himself in a position to issue a proclamation announcing that he had signed the arrangements for the conduct of trade which were the most important provisions of the Treaty. Simultaneously with the publication of the British proclamation a formal announcement was made by

pletion of the Treaty arrangements an acute controversy arose as to whether opium was admissible under the Treaty or not. The mercantile class held that it could be imported under the final clause of the tariff, which provided that all articles not expressly named should be admitted at an *ad valorem* duty of 5 per cent., but this view was promptly repudiated by Sir Henry Pottinger, who issued an official intimation declaring in emphatic terms that such a construction was untenable as "the traffic in opium was illegal and contraband by the laws and imperial edicts of China." The position taken up by the British authority was severely criticised, and it undoubtedly tended to produce an unpleasant impression not only amongst the British traders, but in Chinese official quarters where there was a failure to comprehend the logic and equity of a policy which admitted the illegality of the opium trade as far as China was concerned, and yet took no

conditions on the broadest foundations. Instead of being confined to one corner of the empire trade had now openings in five distinct quarters, each of considerable importance. Canton gave access to the great markets of Southern China; Amoy was an historic commercial centre with important connections with an extended populous area in the province of Fokien; Foochow, the capital of the province of Fokien, and that seated on the Min, one of the great rivers of China, was well placed for the tea industry; and Shanghai was a centre from which the vast Yangtse trade could be tapped. The openings thus afforded were calculated to extend enormously the operations of foreign trade provided only that the Chinese Government had accepted the new situation in good faith. Unfortunately it had not done so, and many years were to pass away before the advantages wrung from the Chinese by Sir Hugh Gough's gallant force reached anything like their full fruition.

CHAPTER IX.

The Acquisition of Hong—Early History of the Island—The building of Victoria—Hongkong declared a Free Port—Dark Days—R. M. Martin's Scathing Denunciations of the Colony—The Select Committee of 1847 and Hongkong.

FROM the exclusively British standpoint the great central fact of the Nanking Treaty was the formal cession of Hongkong. The acquisition of this island gave Great Britain what no other Western nation, save the Portuguese, had in China, a national *piéd à terre*—a station which would supply a rallying centre for her trade, and a strategic point for her navy. The desirability of forming a settlement of this kind had long been contemplated. The occupation of an island off the coast was, as we have seen in the earlier chapters, suggested by Chinese traders as a means of overcoming the difficulties which in the eighteenth century attended the conduct of the trade. Coming to later times, Sir George Staunton, in speaking in the House of Commons in 1833, expressed the view that when the trade was thrown open, if it should prove impracticable to give it the benefit of a national connection emanating directly from the Crown, it might become expedient to withdraw it altogether from the control of the Chinese authorities and establish it in some insular position upon the Chinese coast. In a general way the value of Hongkong harbour as an anchorage had been recognised for a great many years. In the eighteenth century ships occasionally visited it, attracted by the security of the position and the admirable facilities offered for watering ships in the rivulet of purest water—the “Heang Keang,” or fragrant stream—which in old time was perhaps the most conspicuous natural feature of the island. These casual visits familiarised British commanders with the harbour, and during the protracted war with France at the end of the eighteenth and the commencement of the nineteenth century, it was frequently resorted to by vessels of our squadrons. The place came into special prominence on the occasion of Lord Amherst's mission to the Peking Court in 1816-17. The vessels conveying the members of the mission, as has been already noted, anchored in the harbour on their arrival in China, and during their brief stay a careful survey was made of the harbour and island—the former by the naval authorities and the latter by Dr. Charles Abel, who accompanied the mission as medical officer. When the mission returned to England a glowing account was given of the great natural advantages of the position. “In all points, both of facility of egress and ingress, and in its perfectly land-locked situation, this harbour can hardly have a superior in the world,” wrote the official historian of the mission. These words of enthusiastic commendation bore no direct fruit, perhaps because the failure of the mission did not tend to encourage a policy of exploitation. But when the opium troubles occurred at Canton, Hongkong harbour became the resort of all British shipping, and ultimately (in 1837) a settlement was formed on the rocky shore. And so when Captain Elliot got into difficulties with the Canton authorities in 1839, and found the officialism of Macao to accord ill with the British constitution, it was the most natural thing in the world that he should withdraw

to Hongkong, which, though remote enough to be free from Chinese surveillance, was sufficiently near Canton to allow of touch being kept with the authorities. Probably at first the idea was only to use the harbour temporarily, but when Lin, by his violent policy, forced matters to an issue, the formation of a permanent settlement became a definite object of policy. During the operations which culminated in the attack on the Bogue forts in 1841, the island was only used to a limited extent, Chusan then being the principal base for the expedition; but as soon as Keshen had been compelled to sue for peace in the early weeks of the year, the cession of the island was made a prominent condition of the settlement, and on the terms put forward being conceded by the Chinese Commissioner, the troops were removed from that place to Hongkong, and its incorporation in the British Empire was formally notified by Captain Elliot in a proclamation dated January 29, 1841. The act of taking possession occurred four days earlier. It is thus noticed in Sir Edward Belcher's “Voyage of H.M.S. *Sulphur*”: “We landed on Monday the 25th January, 1841, at fifteen minutes past eight a.m., and being the *bonâ fide* first possessors Her Majesty's health was drunk with three cheers on Possession Mount. On the 26th the squadron arrived; the marines were landed, the Union Jack hoisted on our fort, and formal possession taken of the island by Commodore Sir J. G. Bremer, accompanied by the four officers of the squadron, under a *feu de joie* from the marines and the royal salute from the ships of war. On the Kowloong Peninsula were situated two batteries, which might have commanded the anchorage, but which appeared but thinly manned; these received due notice to withdraw their men and guns as agreed by the late Treaty.” Nearly two years were to elapse before the final notification of the Treaty of Nanking placed the occupation of the island on a thoroughly legal basis, but practically January 26, 1841, marks the commencement of the organised life of the settlement.

The important island which had thus become British territory was formerly a part of the Chinese district of Sin-ngan. It was mainly owned by an ancient family of the name of Tang, whose title deeds extended back several centuries. The representatives of this family had paid the land tax for the island for two centuries prior to the occupation to the Chinese Government, and they were recognised by the authorities as the landlords. In the arrangements for the transfer, however, no provision was made for the rights of these proprietors, and though a sum of eight or ten thousand dollars was disbursed amongst the occupants of certain fields, the members of the Tang family do not appear to have benefited. Before the advent of the British the population of the island was confined to a few thousand souls who obtained a precarious living by fishing or tilling the rocky soil. In 1837 the site of the town of Victoria was a mere rugged slope of rock shelving in most places

precipitously to the water's edge, with a narrow pathway winding along the cliff to which the fanciful name Kün-Tai-Lu, or Pellicotat String Path, was given by the inhabitants. To the eye the island was more picturesque than pleasing. There was little or no vegetation, and the only buildings were a number of ramshackle habitations on the shore constructed out of old junks. The inhabitants were friendly, and they seemed industrious, but there were strong grounds for believing that they took a very free hand in the piracy that at that time was rife at the mouth of the Canton River.

When Hongkong was formally occupied in 1841, in the circumstances described, there was not a single European house in existence. The buildings scattered about the foreshore were either the quaint improvised huts just referred to or houses of the usual native type. As soon, however, as it became evident that the British had come to stay a change came over the aspect of affairs. On June 14, 1841, the first land sale* took place, 51 plots being sold at prices which, compared with modern rates, appear ridiculously low. Thereafter building operations were prosecuted with an energy born of the belief that Victoria, as the new settlement had been christened in honour of the Queen, was destined to be no mean city. Dr. Eitel states in his book on the authority of Mr. W. Rawson that the first buildings erected in Hongkong were the so-called Albany Godowns (near Spring Gardens) of Lindsay & Co. “Next rose up the buildings at East Point, where Jardine, Matheson & Co. established themselves. Later on buildings were erected in the Happy Valley and here and there along the hillside as far as the present centre of the town. While the military and naval authorities commenced settling at West Point, erecting cantonments on the hillside (over the site of the present Reformatory and later on above Fairlea) and large naval stores (near the shore in the neighbourhood of the present Gas Company's premises), the Happy Valley was at first intended by British merchants for the principal business centre. However, the prejudices of the Chinese merchants against the Fungshin (geomantic aspects) of the Happy Valley and the peculiarly malignant fever which emptied

* Referring to this sale, Dr. Eitel says: The purchasers of those lots who may be considered as the first British settlers in Hongkong were the following firms or individuals, viz., Jardine, Matheson & Co.; Heerjeebhoy Rustomjee; Dent & Co.; Macrae & Co.; Gemmill & Co.; John Smith; D. Rustomjee; Gribble, Hughes & Co.; Lindsay & Co.; Hooker & Lane; Holliday & Co.; F. Leighton & Co.; Innes, Fletcher & Co.; Jamieson & How; Fox, Rawson & Co.; Turner & Co.; Robert Webster; R. Gully; Charles Harl; Captain Larkins; P. F. Robertson; Captain Morgan; Dirom & Co.; Pestonjee Cowasjee, and Franjee Jamsetjee. This sale was followed by the erection of godowns and houses, and the building of a sea wall, the road alongside of which was thenceforth (in imitation of Macao parlance) called the Praya. The following places were the first to be utilised for commercial buildings and private residences of merchants, viz., West Point, the Happy Valley, Spring Gardens, the neighbourhood of the present Naval Yard (Canton Bazaar), the sites now occupied by Butterfield & Swire, the Hongkong Hotel, by the *China Mail*, the Hongkong Dispensary, the slope below Wyndham Street, Pottinger Street, Queen's Road Central (the Bazaar), etc.



EARLY VIEWS OF HONGKONG AND VICINITY.

- | | |
|-------------------------------------|------------------------------|
| 1. BAMBOO AQUEDUCT. | 2. HARBOUR. |
| 3. HOUSES OF BOATS, BAY OF KOWLOON. | 4. VILLAGE, BAY OF HONGKONG. |

every European house in that neighbourhood almost as soon as it was tenanted, caused the business settlement to move gradually westwards. Hill sites, freely exposed towards the south-west and south-east, as well as to the north, were soon discovered as being less subject to the worst type of malarial fever, and were accordingly studded with frail European houses, mostly covered at first with palm leaves. A number of wooden houses were imported from Singapore and erected on lower stories of brick or stone. But at first the only substantial buildings erected by private parties were a house and godowns built at East Point by order of Mr. A. Matheson, who foresaw the permanency of the colony at a time when most people doubted it. The native stonemasons, bricklayers, carpenters, and scaffold builders, required for the construction of roads and barracks (by the Engineer Corps of the Expedition) and for the erection of mercantile buildings were immediately followed by a considerable influx of Chinese

vided and a cemetery laid out. While this infant Hongkong was growing up steps were taken to perfect the official organisation. Captain Elliot continued to discharge the duties of Chief Superintendent of Trade, and he added to them those of *ex officio* Governor of the island. He appointed Captain Caine Deputy Superintendent of the Colony. On the 1st of May appeared for the first time the *Government Gazette*, a weekly official publication which has continued to this day. Its first number contained a warrant appointing Captain Caine, and, amongst other notifications, rules for shipping frequenting the port. The second issue gave a list of the villages and hamlets on the island, from which it appears that there were twenty places officially recognised by the authorities. At the time of the official occupation Chek-chu was the most important of these places, and Wong-nei-chung was the next. Hongkong itself, a hamlet of only two hundred inhabitants, stood third on the list. The relative

land as soon as the British flag was hoisted was a large proportion of bad characters. They came attracted by the hope of gain or plunder, and they were so protected by secret compact as to defy the ordinary regulations of police for detection or prevention. The respectable shopkeepers who did migrate left the bulk of their property and their families behind, and so, while working in Hongkong, they were almost as much under the control of the Mandarins as if they were in China. These circumstances all militated against the smooth conduct of the administration in the infant days of the settlement, and it did not tend to increase confidence in the stability of the occupation that in March of 1842 a despatch was received from Sir Robert Peel intimating that Her Majesty's Government had not decided upon the tenure upon which land should be held in the island. But perhaps the most unpleasant factor of the situation of all was the unhealthiness of the island. Disease was rife amongst the troops and the mortality reached an alarming figure. The outbreaks were attributable to some extent to inadequate attention to sanitation, a not unnatural result of the bringing together of large bodies of people, the vast majority of them possessing the most rudimentary ideas of hygiene. But the trouble was chiefly due to local causes which at the outset were very imperfectly understood.

Hongkong beyond doubt acquired a terribly bad reputation in its earliest years. When the freshness of the occupation had worn off, and when further the stream of Government money which had flowed so generously at the outset had been reduced to more modest proportions, the inevitable reaction set in. People who had been loud in their commendations of the annexation now could not see anything good in the settlement. The land regulations caused great discontent, and there was much grumbling at the revenue arrangements, which, based as they were on a system of licence fees on salt, opium, bhang, and other articles in common use, were extremely unpopular with the Chinese, and tended to keep away respectable traders. These various complaints found vent in the proceedings of a House of Commons Select Committee which sat in 1847 to consider the question of the Chinese Trade. Several leading Hongkong merchants gave evidence testifying to the highly unsatisfactory condition of the settlement. One of the number stated that most of the firms which had purchased land originally were thinking of relinquishing their premises and returning to Canton. Another mercantile witness described the Colony as in "a condition of extreme decay." But the blackest picture of all was drawn by an official—Mr. R. Montgomery Martin. This gentleman, who filled the office of Colonial Treasurer, seems to have conceived a perfectly insane hatred of the island. He penned a report in which he piled up horror upon horror and scandal upon scandal in order to impress the home public with the ruinous blunder that had been perpetrated in the occupation. The document, which was sent home in July, 1844, described the formation of the island as of "rotten granite strata," and said that the material excavated in the course of building operations "appeared like a richly prepared compost"; it emitted "a fetid odour of the most sickening nature, and at night must prove a deadly poison." He likened the town to the bottom of a crater, and stated that this formation effectually prevented the dissipation of the poisonous gases. The Chinese had ever deemed Hongkong as injurious to health and



TOMBS AND VILLAGE BETWEEN THE BAYS OF HONGKONG AND KOWLOON.

(From Borget's "Sketches of China.")

provision dealers (who settled near the site of the present central market, soon known as the Bazaar), and by Chinese furniture dealers, joiners, cabinet makers, and curio shops, congregating opposite the present naval yard, and along the present Queen's Road East, then known as the Canton Bazaar. The day labourers settled down in huts at Taipingshan, at Saiyogpan, and at Tsim-shatsin. But the largest proportion of the Chinese population were the so-called Tanka, or boat people, the pariahs of South China, whose intimate connection with the social life of the foreign merchants in the Canton factories used to call forth an annual proclamation on the part of the Cantonese authorities warning foreigners against the demoralising influences of these people."

To these interesting details may be added the facts that the first official building to be erected was the Court House, which came into existence within the first year of the occupation, and that a gaol was also pro-

insignificance of the material interests existing in the island when the British took possession may be gauged from the fact that only 250 acres of the entire area was under cultivation.

By far the most important step taken in the second year of the occupation was the issue of a proclamation by Sir H. Pottinger declaring Hongkong a free port. The experience gained at Singapore had no doubt suggested the advisability of this step, but even the most sanguine of those who assisted in the founding of the Colony could not have foreseen the remarkable results which would follow from the adoption of this policy. At the most they probably only hoped to establish an entrepôt which, while it would pay its own way would allow trade to be conducted without interruption. However, it was by no means all plain sailing in the early days of the occupation. Amongst the thousands of Chinese who flocked across the channel from the main-

fatal to life. As for the Europeans, those who survived a brief residence in the climate "generally got a lassitude of frame and an irritability of fibre which destroyed the spring of existence." In the previous year

on the island. "The European inhabitants, independent of those in the employ of Government, consist of the members of about 12 mercantile houses and their dealers, together with several European shopkeepers.

Martin's survey undoubtedly as a whole produced upon the mind an overpowering impression of the unsuitability of the choice that had been made of a settlement. In summing up their conclusions the Committee made this reference to the subject:—

"From Hongkong we cannot be said to have derived directly much commercial advantage, nor, indeed, does it seem to be likely by its position to become the seat of an extended commerce. It has no considerable population of its own to feed or clothe, and has no right to expect to draw away the established trade of the populous town and province of Canton, to which it is adjacent. From the only traffic for which it is fitted, that of a depot for the neighbouring coasts, it is in a great degree debarred, except in regard to the five ports, by treaties, which stipulate distinctly for the observance of this restriction. In addition, however, to these natural and necessary disadvantages it appears to have laboured under others created by a system of monopolies and forms and petty regulations, peculiarly unsuited to its position and prejudicial to its progress."

By the time the Committee's report reached China the condition of things which had led to the expression of the unfavourable views cited in the foregoing paragraph had passed away. The period of reaction had spent itself, and with the improvement of trade a healthier spirit, both moral and physical, pervaded the settlement. Sir John Davis, in some observations upon the Committee's report, penned on January 21, 1848, was able to show how very inadequate a notion the Committee had formed of the Colony's condition and prospects. "The population, exclusive of troops," he wrote, "has gradually increased from less than 5,000 on its first occupation in 1842 to 23,872. This population, instead of consisting of mere vagabonds, comprises in its number contractors for ex-



EARLY VIEW OF VICTORIA, HONGKONG—FROM A PAINTING BY PIQUA.

(1843), though the troops only numbered 1,526, the admissions to hospital reached the high figure of 7,893. In other words, on an average each man went through the hospital more than five times. The total deaths were 440, or 1 in 3½. "Her Majesty's 98th Regiment lost at Hong Kong in 21 months 257 men by disease. One half the men of a company are frequently unable to attend the parade; out of 100 men there are sometimes not more than five or six men fit for duty. . . . General D'Aguliar (in command of the troops) says that the maintenance of a European garrison at Hong-Kong would cost the Crown one regiment every three years." While the deadly climate was creating this havoc the commercial prospects of the island were as bad as they could be. "There is scarcely a firm in the island," continued this very candid chronicler, "but would, I understand, be glad to get back half the money they have expended in the colony and retire from the place. A sort of hallucination seems to have seized those who built houses here; they thought that Hong-Kong would 'rapidly outrival Singapore and become the Tyre or Carthage of the Eastern hemisphere.' Unfortunately the Government of the colony fostered the delusion respecting the colony. The leading Government officers bought land, built houses or bazaars which they rented out at high rates, and the public money was lavished in the most extraordinary manner in building up and pulling down temporary structures, making zig-zag bridle paths over hills and mountains, and forming the Queen's Road of three or four miles long on which about 180,000 dollars have been expended, but which is not passable for half the year. The straggling settlement called Victoria built along the Queen's Road was dignified with the name of city, and it was declared on the highest authority that Hong Kong would contain a population 'equal to that of ancient Rome.'" After three and a half years' uninterrupted settlement there was not one respectable Chinese inhabitant

A few persons have arrived here from New South Wales to try and better their fortune, many of whom would be glad to return thither." Finally Mr. Montgomery Martin delivered himself of a confident declaration that there did not appear to be "the slightest probability under any circumstances that



HONGKONG FROM KOWLOON SIXTY YEARS AGO.

(From Allom & Wright's 'China.')

Hong-Kong will ever become a place of trade."

It is not remarkable that the report of the Select Committee was influenced, by these gloomy vaticinations. The facts were in many instances uncontroversial, and Mr.

pensive works, executed (by the testimony of the engineer officers) as well as they would be in England, and of numerous owners of respectable shops, where almost any of the productions of China can be obtained. Life and property are now acknowledged to be

secure. The revenue, with a single tax upon commerce, has progressively increased since my arrival from £9,534 to £31,078 in 1847; and the civil expenditure diminished from £66,000 to £50,959 in the same year, of this £15,169 has been for public works incidental to a new colony, which being deducted from the total charge for the year leaves £35,790 for the fixed expenditure, being only £4,712 beyond the revenue. The shipping return for 1847 amounts to 229,465 tons for European vessels, and for Chinese junks 840,990 piculs."

After the conclusion of the Treaty of Nanking steps were taken by the Home Government to organise a district Colonial Government at Hongkong by transferring the management of local affairs from the Foreign Office to the Colonial Office. The superintending of trade and the direction of the new Consular service in China were, however, for the present combined with the office of Governor and Commander-in-Chief

of the Colony. On this basis an Order in Council was issued (January 4, 1843) establishing in Hongkong the Court of Justice with criminal and Admiralty jurisdiction, which nominally had existed since the time of Lord Napier in Chinese waters under an Order of the Privy Council of December 9, 1833. This court was now endowed with jurisdiction over British subjects residing within the Colony or on the mainland of China or on the high seas within 100 miles of the coast thereof. Three months later (April 5, 1843) the Privy Council issued letters patent under the Great Seal of the United Kingdom creating the settlement on the island of Hongkong into a Crown Colony by charter, and on the same day a Royal Warrant was issued under the Queen's Signet and Sign Manual appointing the Chief Superintendent of Trade, Sir Henry Pottinger, Bart., K.C.B., as Governor and Commander-in-Chief. When the ratifications of the Nanking Treaty were exchanged on

June 26, 1843, between Sir Henry Pottinger and the Chinese commissioners, who had come to Hongkong for the purpose, the Charter of Hongkong and the Royal Warrant were read out at Government House before a large assembly of residents, and subsequently published (June 29, 1843) by proclamation in the *Gazette*. It is noted by Dr. Eitel as an interesting fact that this proclamation fixed the name of the settlement as "the Colony of Hongkong (not Hong Kong as previously used) and the name of the city as Victoria."

The newly established Legislative Council was somewhat late in getting to work, for it was not until January 11, 1844, that it assembled. But it fully atoned by its activity when it did meet for any lack of expedition there may have been in bringing it together. In the first four months of its existence it compiled, considered, and passed no fewer than twelve colonial and five consular ordinances, some of them of an important character.

CHAPTER X.

The Five Treaty Ports—Early History of Shanghai—Growing Trade of the Settlement—First Consular Appointments—Difficulties at Foochow and Amoy.

WE may leave the early history of Hongkong at this point and turn to survey the five ports thrown open to trade by the provisions of the Treaty. Canton, the oldest and at that time most important seat of European trade in Far Eastern seas, demands first notice. Recalling the history of the place and the

in an emphatic way the feelings they entertained on the subject. First there was a serious attack by a riotous mob on the British factory, culminating in the plundering and burning of the building. Afterwards there was an active agitation set on foot by the secret societies with the deliberate

at a great public meeting held with the cognisance if not the approval of the Mandarins, after a reference to the greatness of the empire, said: "But there is that vile English nation! its ruler is now a woman and then a man, and then, perhaps, a woman again; its people are at one time like birds, and then they are like wild beasts, with dispositions more fierce and furious than the tiger or wolf and hearts more greedy than the great snake or the hog. These people have ever stealthily devoured all the western barbarians and like the demon of the night they now suddenly exalt themselves. During the reigns of the Emperors Kien-lung and Kiaking these English barbarians humbly besought an entrance and permission to deliver tribute and presents; they afterwards presumptuously asked to have Chusan; but those divine personages, clearly perceiving their traitorous designs, gave them a peremptory refusal. From that time, linking themselves with traitorous Chinese traders, they have carried on a large trade and poisoned our brave people with opium. Yes, the English barbarians murder all of us that they can; they are dogs whose desires can never be satisfied; and, therefore, we need not inquire whether the peace they have now made be real or pretended. Let us all rise, arm, unite and go against them. Yes, we here bind ourselves to vengeance and express these our sincere intentions in order to exhibit our high principles and patriotism! The gods from on high clearly behold us: let us not lose our first and firm resolution!" A counter agitation was attempted by a body of merchants and others who plainly realised the folly of these violent courses; but this peace party was small in numbers and it was soon overwhelmed by the spread of the spirit of fanaticism which the emissaries of the secret societies had so assiduously fanned. Outrages were of common occurrence, and property became far less secure than before the war. With strange unwisdom the British Government



SHANGHAI—AN EARLY VIEW FROM A PAINTING BY PIQUA, PRODUCED SHORTLY AFTER THE OPENING OF THE PORT TO FOREIGN TRADE.

unvarying hostility of the official classes to trade, it is not a matter for surprise that the concessions wrung from the Government under the Treaty gave intense mortification to the ultra patriotic inhabitants of this City of Unrest. They were not slow in showing

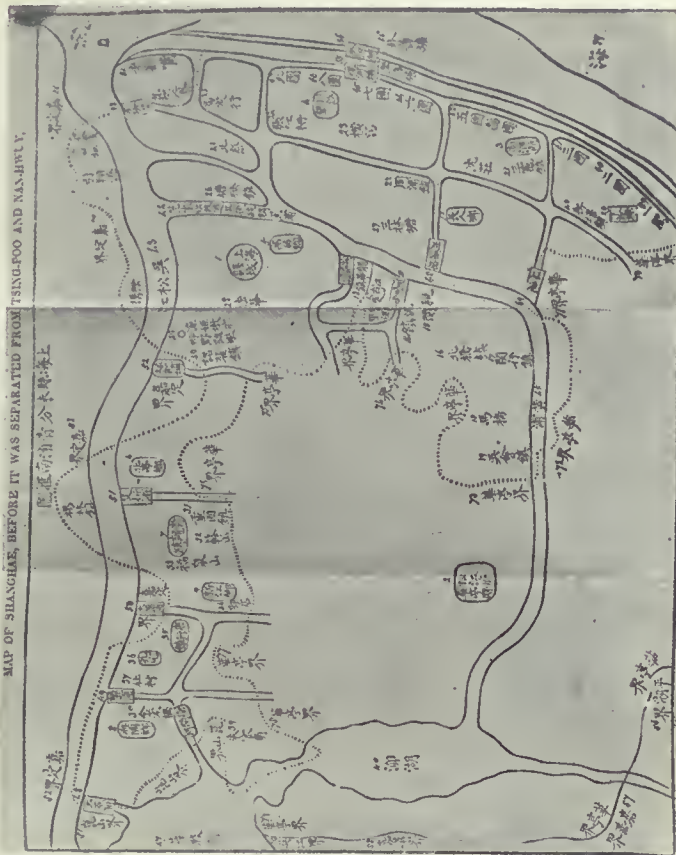
aim of inflaming the populace against the foreigners. An outcome of this movement was the issue of incendiary proclamations calling upon the inhabitants to wreak their vengeance on the insolent barbarians. One of these productions, which was approved

left the Canton merchants for considerable periods without the protection of a single man-of-war. On one occasion in July, 1844, the British community owed their safety to an American brig of war which, on a riot occurring at the factory, promptly went to their assistance from Whampoa. At another period of emergency the situation was saved by the accidental arrival of a Danish man-of-war. Remonstrances were made by the British Cantonese against the apparent lack of consideration shown, but without much effect. The *mot d'ordre* at the time was to do nothing to arouse Chinese resentment, and so the little society of Britishers at Canton were left for a period very much to their own devices. That they could at a pinch very well take care of themselves was

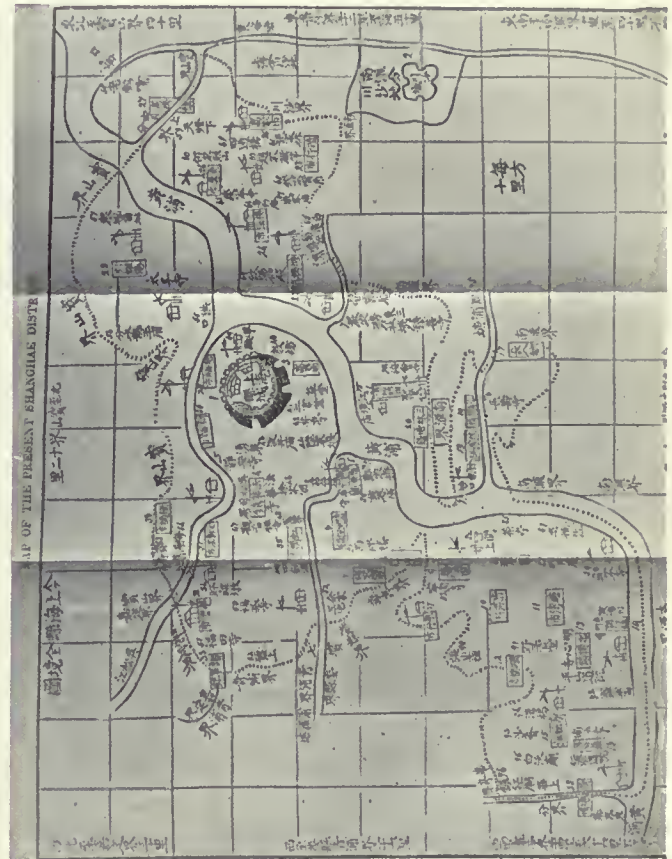
found it easier to ride the storm than to direct it.

Happily the turbulent spirit so conspicuously manifested at Canton found little or no expression at other centres affected by the Treaty. There were difficulties, but they were not of a serious character, and were overcome by the exercise of tact and goodwill on both sides. Next to Canton, Shanghai was the port to which most importance was attached by the mercantile community. Though few at the time foresaw the great position it was ultimately to reach, traders were not slow to appreciate the splendid facilities for the extension of trade in the interior of China which the situation offered. A brief summary of its history may be appropriately given here. Shanghai, or Shanghai,

Company's ship *Lord Amherst*, but with such unsatisfactory results that when Sir James Brabazon Urnston, president of the Company's factory, in 1833 published his "Observations on the China Trade and the importance of removing from Canton," he made no reference to Shanghai. It remained for Admiral Parker and Sir Hugh Gough in their Yangtse campaign of 1841 to discover the advantages of the situation. These officers were greatly struck with the position of Shanghai in its relation to the vast trade of the Yangtse, and its inclusion amongst the ports to be opened to British trade under the provisions of the Treaty of Nanking followed almost as a matter of course. When the ratifications of the Treaty had been exchanged Captain Balfour was sent as British Consul to establish



AN OLD CHINESE MAP OF THE SHANGHAI DISTRICT (1).
(From the Chinese Miscellany.)



AN OLD CHINESE MAP OF THE SHANGHAI DISTRICT (2).
(From the Chinese Miscellany.)

shown on July 8, 1846, when a vigorous attack was made by the mob on the factories. The merchants promptly stood to their arms, and, by shooting down about twenty of their assailants, carried terror into the ranks of the attacking party and saved the factory from destruction. But the policy of allowing outrages to continue practically without check was a mistaken one and bore its inevitable fruit afterwards. The difficulty no doubt was the weakness of the Chinese authority at this period. The local government was powerless against the wave of anti-foreign sentiment which under the stimulating influences of the secret societies was sweeping the province. It probably would have wished in its own interests to do nothing to arouse British anger; but in practice it

the foreign settlement and treaty port, is included in the district of Shanghai in the province of Keeang-so. For a long period before the place attracted European notice it was an important centre of trade. Native vessels discharged here, and their cargoes were taken inland to the great emporium of Soochow, and were thence transhipped to the interior by way of the Grand Canal. The earliest British notice of the place is to be found in a memorandum drawn up in 1756 by Mr. Frederick Pigon, one of the members of the East India Company's service. At that time the Company were looking out for convenient outlets in the Far East for their trade, and Mr. Pigon recommended this port as one well deserving of attention. A good many years later the place was visited by the

the new settlement. "At this time," says a well known writer, "the native city and its suburbs lying on the W. bank of the river were separated by an expanse of some two miles of reedy marshland, partially cultivated and sparingly built upon, from a stream running into the Hwang-fu from the East, just at the point where the river makes an abrupt curve to the Eastward. This stream, known to foreigners as the Soochow Creek, was adopted by the British Consul as the boundary of the British Settlement which extended Southward for three-fifths of a mile to a narrow canal called the Yang-King-pang running parallel to the Northern boundary stream. The river formed the Eastern limit of the Settlement, whilst inland no boundaries were defined. A tract of land within the

elbow formed by the junction of the Soochow Creek with the Hwang-fu was leased as the site of the British consulate, whilst British subjects generally were authorised to purchase the buildings of native landowners within the limits described; but for several ensuing years there was little encouragement for foreigners to establish themselves at this port and the number of residents remained extremely small. As trade developed in later years a French settlement was established on the south side of the Yang-King-pang Creek, stretching thence to the city walls, whilst later still, a consul was appointed by the United States and a settlement planned for United States citizens upon the bank of the river east of the Soochow Creek. Several years elapsed, however, before the expectations that had been formed of a prosperous commerce at Shanghai were fulfilled. Foreign merchants were slow to remove to so great a distance from their establishments then centred at Canton and Hongkong; whilst the dull apathetic character of the natives of the place dis-

such as the maintenance of a police force and the formation of roads and trams, could be voluntarily conducted by subscriptions which the Consul for Great Britain was not empowered to levy upon subjects of other nationalities than his own, and a committee of residents was elected by the votes of all the renters of land, for the purpose of superintending the interests of the community in respect of the above mentioned necessary matters. From this germ has sprung the complicated system of municipal government which now administers the internal affairs of the vast and heterogeneous city into which the British Settlement at Shanghai has developed."

In the foregoing description we have an admirable summary of the history of the Treaty Port of Shanghai in its earliest days. The successful and entirely harmonious establishment of the settlement was, as we have indicated, in a considerable measure due to the cordial relations which existed between the British and the Chinese authorities. The Taoutai—the chief Mandarin—was a man

the port. The shipping had increased by one-fourth since the previous year, but it was noted as a rather disquieting feature of the trade operations that there was the large balance of £541,143 in favour of the Chinese. The total imports, however, reached £1,066,172 in value, and of these, goods worth £898,228, were brought out in British vessels, chiefly sailing direct from England. The export trade amounting in value to £1,517,299 was also mainly in British hands. For example, of 15,863,482 lbs. of tea exported no less than 13,313,519 lbs. went to Great Britain. The United States stood next in the order of importance in the trade returns. More than a fifth of the total tonnage entering the port sailed under the American flag. The development of the settlement showed even more than the trade returns, the confidence reposed by the mercantile community in Shanghai's future. In the four years which had elapsed since the opening of the port, Mr. Alcock remarked, a little town had sprung up on the banks of Hwang-fu which presented the appearance of a British colony rather than the settlement of foreigners on Chinese territory. "The residences of the principal merchants extend a quarter of a mile along the river front from the consulate site, and backwards twice that distance, with gardens, burial ground and racing ground intervening. There are now located at Shanghai twenty-four mercantile firms within the British limits (three of which are American), and twenty-five private residences have also been built on the ground; five shopkeepers' stores, an hotel and clubhouse have all been erected within the last year, showing a degree of prosperity and activity which I trust each year will make more apparent." Mr. Alcock further mentioned that public jetties and roads had been completed along the whole river front and throughout the settlement by a committee of residents appointed at a public meeting, a church had in like manner been built with assistance from Her Majesty's Government, and a new burial ground had been procured—further removed from the residences. Finally, a beginning had been made of the effective lighting of the port by the erection of a beacon on the most dangerous part of the shoal on the north bank of the Yangtse-Kiang. A return appended to this interesting report showed that at the time British subjects held within the limits of the settlement 140 acres of land, which was purchased at an average cost of £85 per acre. Upon the sites thus acquired buildings had been erected to the estimated value of £131,836. Title deeds were issued in January, 1847, for the land thus disposed of. They were signed by the Taoutai and the British Consul jointly, and copies were placed in the Chinese and British archives respectively for future reference.

A reference must be made in dealing with the establishment of Shanghai to the important part that the tea and silk trade played in building up the early prosperity of the settlement. In 1844 the export of the former amounted to 1,558,453 lbs. The next year saw an extraordinary advance to 9,338,422 lbs. In 1846, owing to a native bankruptcy which dislocated business, a check was given to the trade, but the export, nevertheless, amounted to 10,073,578 lbs. By 1847 the consignments of the commodity reached, as we have already noted, the high figure of 13,313,599 lbs., or about one-fourth of the total export of tea. Such was the recognition of the splendid facilities offered by the port for the trade that native merchants at this time set up in Shanghai premises for the preparation of the leaf for export. Arrangements were also



THE CULTURE AND PREPARATION OF TEA.
(From Allom & Wright's "China.")

qualified them from the bustle and energy inseparable from European commerce. At the end of the first year of its history as an open port Shanghai could count only 23 foreign residents and families, the consular flag, 11 merchants' houses and 2 Protestant missionaries. Only 44 foreign vessels had arrived during the same period."

"The facilities which the port offered, notwithstanding, for the growing trade in silk gradually attracted more and more residents to the spot, and the marshy waste ground along the bank of the river was bought up at low prices from the Chinese owners, on whose former holdings of reed beds, paddy fields or garden patches, the residences of large British firms were successively erected in a style of mingled solidity and elegance which has almost entitled Shanghai to contest with Calcutta the designation of the City of Palaces. The influx of foreigners other than British within the limits of territory officially assigned as the British Settlement, led at an early date to the necessity of devising some method by which undertakings for the public good,

of honour and good feeling. He frequently exchanged visits with Captain Balfour, and his example was followed by the lesser officials. The native population also were very friendly. The British occupation of 1842 was conducted with such tact that it left no resentment behind. Moreover, the inhabitants were naturally of a more peaceful type than the turbulent Cantonese with whom the foreign element had formerly mainly had to deal. The only interruptions to peace came from an occasional scurrilousness between intoxicated foreign sailors and the junkmen from Fokien—a noisy and irascible class of native visitors who from their readiness to enter a quarrel were given the name of the Irishmen of China. But these incidents were never allowed to interfere with the general course of trade or to become a source of bickering and strife between the British representatives and the Chinese officials.

Mr. (afterwards Sir) Rutherford Alcock, who succeeded Captain Balfour as consul, in a report on the trade of Shanghai for 1847—the first of its kind issued—gave some extremely interesting details relative to the growth of

made for the sending out of European agents to the tea districts to buy teas direct from the growers—a remarkable innovation on the additional methods of transacting foreign business in China. As regards silk

constituted in every way an agreeable contrast to the ill-placed building at first set apart for the Consulate. After the transfer a better feeling appears to have arisen for a time between the British and the Chinese

character of head gardener, might be seen every day busily superintending the requisite alterations and repairs. The Abbot, also, of an adjoining Taoist temple, with a remarkable absence of bigotry, for a small monthly sum willingly admitted one of the officers of the Consulate as a tenant of a portion of the sacred building.* There was a temporary break in these pleasant relations towards the end of 1845, when a Consulate interpreter was attacked and pelted with stones as he was walking on the wall of the city near the Manchu quarter. A grave remonstrance was made to the authorities in consequence of the incident, and the threat was held out that if satisfaction was not granted a man-of-war would be called up to exact reparation. At the outset the Mandarins were disposed to treat the matter lightly, but when they found that the Consul was in earnest they caused six Tartars to be arrested for the offence, and had three of them bamboozed while the other three were treated to the degrading punishment of the cangue for a month. The novel and unprecedented event of a Manchu Tartar wearing the cangue, from which mode of punishment they had hitherto enjoyed a prescriptive immunity, and the humiliating announcement attached as usual to the wooden plank of the crime for which they were punished, and that, too, an assault committed on a newcomer and a stranger were doubly mortifying to the pride of this arrogant class of inhabitants, as they were also a subject of invidious exultation among the purely Chinese portion of the population.

At Amoy there were also difficulties associated with the introduction of the new régime. The troops remained in occupation of this port as well as of the island of Chusan, pending the payment of the indemnity. The British post was established



AMOY, AS IT APPEARED SHORTLY AFTER THE OPENING OF THE PORT TO FOREIGN TRADE.

striking results were also manifested in the earliest returns of Shanghai trade. The shipments increased from 5,087 bales in 1844 to 18,158 bales in 1847. The value of the trade in 1847 was upwards of a million pounds.

officials. Of their own accord the Mandarins introduced into the contract for the execution of work at the temple to fit it for residential purposes a clause prohibiting work on Sunday, and in the same spirit,

While Shanghai was developing apace in the manner described, the new system was making more moderate progress at other ports. Consular representatives were appointed at an early date. Captain Balfour, as has been stated, was sent to Shanghai; Mr. G. T. Lay was appointed to Canton; Mr. Henry Gribble to Amoy, and Mr. Robert Thom to Ningpo. The interpreters chosen for the ports in the order given were Mr. W. H. Medhurst, jun., Mr. Thomas Meadows, Lieut. (afterwards Sir) Thomas Wade, and Mr. Charles Sinclair. Mr. (afterwards Sir) Harry S. Parkes was at the time an assistant of the Rev. Charles Gutzlaff, who filled the post of Chinese Secretary. No appointment was made immediately to Foochow. It was not, indeed, until the latter part of 1844 that steps were taken to introduce the Consular system there. The duty was then entrusted to Mr. Lay, who as an experienced official was well equipped for what was realised would be a difficult and delicate work owing to the fact that the Emperor had only with the greatest reluctance allowed Foochow to be included in the list of Treaty ports. The anticipations of trouble were abundantly realised. Mr. Lay, on landing, found the officials indisposed to grant him a suitable place for residence, and he noticed symptoms of a disposition to slight his authority. At the outset he had to be content with a site in the insalubrious vicinity of the river suburb. But by tactful negotiations he was ultimately able to acquire the lease for resident purposes of a temple on an eminence known as Black Stone Hill, overlooking the city. This temple was beautifully situated amid pleasant groves and terraced gardens and it



COTTON PLANTATION AT NINGPO.
(From an engraving.)

before paying the Consul a visit, they sent to inquire whether it was a Sunday or not. The temple authorities also showed an agreeable disposition to make their tenants comfortable. Supplies of all sorts were forthcoming, and the Abbot himself, in the

on the island of Kulangsu, and the guns of their fort at the southern end dominated the

* Narrative of an exploratory visit to the Consular Cities of China, by the Rev. George Smith, M.A., p. 332.

city. It proved to be a most unhealthy position, rather strangely so, because before the advent of the British the place had been regarded as salubrious. The island was, however, associated with the early trading transactions of the British, and on that account, as well as from its good strategic position, seemed to be marked out as the site of the future settlement. But it unfortunately happened that Kulangsu, for some reason or other, was not mentioned to the Emperor when the provisions of the treaty were being discussed, and strong opposition was offered to its permanent occupation by the Chinese authorities. The British representatives, influenced doubtless by the insanitary condition of the place, did not strongly press the point. In the beginning of 1845 the occupying force was withdrawn. The few British residents who remained at the time crossed the straits and settled in the city of Amoy, where they found no difficulty in obtaining suitable houses. The Chinese authorities subsequently took drastic measures to obliterate every evidence of the British occupation. "The barracks, the forts, the flagstaffs, and even the framework of the windows and verandahs, were all speedily demolished, and

the materials converted into firewood. The work of destruction continued till no remnants of the foreigners remained and the houses were restored to their primitive condition. The work of purification was vigorously persisted in. The roads were dug up and the fields had again begun to assume the appearance of cultivation. The power of superstition and the aid of heathen priests were duly invoked. Scarcely a day passed without processions of idols, which were to be seen passing in boats through the harbour amongst the fleet of junks, each of which, with loudly sounding gongs, saluted the deity as it passed under the vessel towards the island on the opposite side. The fearful mortality which carried off so many of the British, had continued to prevail to an alarming extent during the previous summer, notwithstanding the gradual resumption of tillage. In one family known to the missionaries, and occupying one house, out of nine persons seven had fallen victims to the prevailing fever. Even those who tilled the ground generally returned after the day's labour to the less insalubrious residence of Amoy to spend the night. The fears of the ignorant imputed the common calamity to the evil

spirits of the English who had been buried on the island. The superstitions of the people magnified every little event; and the villagers were to be heard expatiating on the mysterious scenes which they had witnessed of the ghosts of barbarians running up and down the hills at night and 'talking English fearfully.'**

Ningpo at the outset attracted very little trade. In the official reports for 1847 there is a record which shows that only six small vessels visited the port during the year. The imports reached but £11,785 16s. in value, and the exports stood at the paltry figure of £622 18s. 4d. At the whole of the five ports in 1847 the number of foreign residents was only 470. They were distributed as follows: Canton 312, Amoy 20, Foochow 7, Ningpo 15, and Shanghai 116. It is noted that at Foochow the British community ashore was reduced to the members of the Consulate. The captains of the opium clippers had dwelling houses at Nantai, but they seldom resorted to them.

* Narrative of an exploratory visit to the Consular Cities of China, by the Rev. George Smith, M.A., p. 384.

CHAPTER XI.

Sir J. F. Davis's Administration—Mob attack on Englishmen at Fatshan—British Troops occupy Canton Defences—Chinese Authorities agree to admit Foreigners to Canton City—Murder of six young Englishmen near Canton—Demand for Reparation—Execution of Murderers—Assassination of the Portuguese Governor of Macao—Death of the Emperor Taoukwang—The Taeping Rebellion—Alarm at Shanghai—Formation of Volunteer Corps.

It will have been gathered from the foregoing chapter that before the ratifications of the Treaty of Nanking had been fairly exchanged the storm clouds had once more begun to gather in the quarter in which most of the disturbances of the peace had hitherto arisen. In June, 1844, Sir Henry Pottinger left Hongkong, handing his duties over to Mr. (afterwards Sir) J. F. Davis. The new British Superintendent of Trade and Governor of Hongkong was an experienced Anglo-Chinese official whom we have met before, first as a member of Lord Amherst's staff on the occasion of his embassy to Peking in 1816, and later as successor for a brief period to Lord Napier as the head of the British Commission. He was a ripe Chinese scholar, a writer of acknowledged authority on Chinese questions, and a gifted man of affairs. From every point of view his selection for the principal appointment in China appeared to be an excellent one. He had the advantage of the assistance in the post of Colonial Secretary of Mr. Frederick Bruce, whose distinction it was in later years to be the first to fill the high office of resident minister at Peking. Mr. Davis's administration at the outset was largely occupied, as has been indicated in a previous chapter, with the pressing work which he found awaiting him at Hongkong. The settlement was growing rapidly, and with its development problems were arising which called for the exercise of judicious statesmanship. Therefore, while the new Governor was not unmindful of the larger interests committed to his care, he had no temptation to look outside his immediate

environment for difficult tasks to discharge. There was the less necessity for him to do so as the policy of letting sleeping dogs lie as far as possible was the one which had been deliberately entered upon in view of the great advantages gained under the Treaty of Nanking and the manifest expediency of introducing the new system at the earliest possible moment with a minimum of friction. It was in pursuance of this principle that the ebullitions at Canton were not treated with that seriousness which they seemed to demand. The remonstrances made, emphatic enough as far as the language used was concerned, lacked the one thing necessary to make them really effective—a display of force. As we have seen, so far from making demonstrations, the British Government at this juncture rather ostentatiously refrained from sending ships to the Canton River. Having annexed Hongkong it felt, and with reason, that the ships of the navy were in their right places in the magnificent harbour there rather than in Chinese waters. An untoward incident in the Canton River in the early part of 1847 came, however, to break down this policy of masterly inactivity. A small party of Englishmen made an excursion by boat from Canton to Fatshan, a large manufacturing town situated some little distance up the river. On landing the visitors were received in a distinctly hostile manner. In their alarm they proceeded to the Yamen, or residence of the chief official, for protection, but this individual unfortunately was out at the time, and the move instead of allaying the popular excitement added to

it. The Mandarin, on returning shortly afterwards, readily gave prompt assistance to the strangers. He not only drove off the crowd, but personally conducted the party back to their boat and shielded them at considerable risk to himself from the stones which were thrown by a large mob which had gathered by the riverside in anticipation of the embarkation. No one happily was seriously injured, but Sir John Davis (as he had now become) took such a serious view of the episode that, collecting all the available forces at Hongkong, he descended on Canton in person to demand satisfaction for what he regarded as a gross violation of the Treaty of Nanking. The Bogue forts were seized without a shot being fired and the outer defences of the city also fell an easy prey to the British force. By the 3rd of April Canton was once more completely at the mercy of the British. The advantage gained did not have the expected effect of reducing the population to submission. On the contrary their fanatical hatred of the barbarian was aroused to fever pitch by the spectacle of British troops occupying positions near the city. Ferocious proclamations were issued, calling upon the people to attack the insolent strangers and denouncing Keying, the Imperial Commissioner, as a traitor. The Chinese authorities on their part, while probably sympathising with the mob, realised that if graver trouble was to be averted they must make peace. Accordingly they accepted the British demands, the chief of which were that the city of Canton should be opened to the British

within two years from April 6, 1847, and that the Queen's subjects should be at liberty "to roam for exercise or amusement" in the neighbourhood of the city, conditionally on their returning the same day. After this the troops were withdrawn to Hongkong. It was a well organised, well conducted little expedition, but it did not commend itself to the Government at home, who were exceedingly apprehensive lest the country should be dragged into another costly war. The official wiggling which Sir John Davis received on this occasion led him to turn an even deafer ear than hitherto to the demands constantly forwarded to him from the British community at Canton for protective measures. Apart from this, he seems almost to have been persuaded at the time that the situation really had vastly improved owing to the steps taken in April, 1847, for we find him on November 20th in that year, in a despatch to Lord Palmerston, the then Foreign Secretary, quoting with complacent approval some peaceful sentences from a communication he had received from Keying. The wily old Commissioner had written: "The old habits of the Canton populace are now gradually improving, and we also observe that the (Chinese) guard of the foreign factories proves very effectual so that in this quarter no calamity will take place. If there are one or two loose vagabonds who, without cause, create disturbance I shall order them to be punished. You the honourable envoy will feel no uneasiness on this point. War is disastrous, but peace rich in blessings. If we henceforth on both sides control our merchants and people, we shall ensure a lasting peace and the trade will daily become more flourishing." The Governor of Hongkong, while endorsing these sentiments very heartily, took occasion to refer to the exaggerated statements which had been sent home concerning the position of affairs at Canton by the British merchants resident there. His letter adds another to the many examples which the history of foreign trade with China affords of the danger of optimism. Seventeen days later Sir John Davis received at Hongkong a statement from Mr. Macgregor, the British Consul at Canton to the effect that six young Englishmen, clerks to merchants at Canton, had been murdered while on an up-river excursion. The reports showed that the young men landed near the village of Hwang-chu-ke and were surrounded and attacked by the inhabitants. In the affray which ensued two of the visitors were killed; the others fled but, after a hot pursuit by villagers, they were at last overtaken at a place called Hang-Kaon, where they were overpowered and put to death after a mock trial. Sir John Davis proceeded immediately to Canton and peremptorily demanded from Keying reparation for the outrage which he described as "perhaps the most grievous that England has experienced from the Chinese." Keying promised redress, but as after the lapse of ten days the demands of the British for the punishment of the villagers and the destruction of their villages had not been complied with he fixed a further week as the limit beyond which he could not continue the negotiations. Eventually four of the principals implicated in the murders were executed in the presence of Sir John Davis, who was attended by a strong guard of British soldiers. Sir John Davis considered this very inadequate reparation for a grievous and unprovoked outrage, and continued to press Keying for a more extensive compliance with his earlier demands. Keying temporised after the manner of Chinese

officialdom and under various pretexts avoided any further concessions. Meanwhile, the Canton merchants, greatly incensed and alarmed at the outrages, had memorialised Lord Palmerston to give them the protection which they were entitled to under the Treaty. They reminded the Foreign Secretary of their request in 1846 for a warship to be permanently stationed at Canton, and they recalled the reply they received that "wherever British subjects are placed in

memorialists asked his lordship whether living, as they did, "among a people who had achieved their last bloody triumph in the slaughter of our countrymen," they did not require "the efficient, constant, and present protection of Her Majesty's forces." Lord Palmerston replied to the memorialists that he did not see how a steam vessel stationed in front of the factories could have prevented the outrage, and expressed his regret that the merchants had not used their influence



SIR JOHN FRANCIS DAVIS, BART., GOVERNOR, HONGKONG.
(From an engraving in the Print Room, British Museum.)

danger in a situation which is accessible to a British ship of war, thither a British ship of war ought to be and will be ordered." "It was," they proceeded, "with the utmost surprise and regret, therefore, that we beheld that officer shutting his eyes to the danger that menaced us, overlooking all manifestations of the ill-feeling of the people . . . disregarding the murderous manifestoes of the banded ruffians by whom we are surrounded, and withholding the protection he had been directed to afford." The

amongst the young men of their establishments to induce them to desist, at least for a time, from excursions which were known to be attended with personal risk. The controversy arising out of the incident, after continuing for some time, was settled after a fashion by the promulgation by the Chinese of a series of regulations designed to afford greater protection to foreigners at Canton and its vicinity.

Less than a twelvemonth after the Fatshan incident another outrage of a

similar character was perpetrated at Tsingpu, a town about 30 miles distant from Shanghai. A party of missionaries, three in number, left the British settlement one day in March, 1848, with the intention of conducting their proselytising work at the town. On arrival they commenced to distribute their tracts when they were molested by a party of rowdies. Soon the attack developed into a serious one and the missionaries thought it wise to take to flight. They did so, but were pursued and captured, and were then subjected to severe maltreatment. The officials and respectable classes finally rescued them from their dangerous position and they were helped back to Shanghai, sorely wounded and with the loss of all their possessions. Mr. Alcock on hearing of the occurrence sent a war vessel with the Vice-Consul, and Mr. Harry Parkes as interpreter on board, to Nanking to demand satisfaction. Meanwhile, an embargo was laid upon the sailing of the rice boats. Li, the Viceroy, on being interviewed, proved most anxious to settle

opposed to any concession of the kind. There was no desire on the part of the British to carry matters to extremes, and when the Emperor's decree arrived expressing his opposition to any attempt to force the populace to receive foreigners into the city against their will, it was deemed expedient to acquiesce in the imperial decision. After this there was a brief lull, but the atrocious murder of the Portuguese Governor of Macao in 1850 proved that the Chinese spirit of antagonism to foreigners was as potent for evil as ever. The outrage was a peculiarly dastardly one, and it was committed under circumstances which left little doubt as to the complicity of the Chinese officials. M. Amaral, the unfortunate victim, desirous of restoring the prestige of his country, had introduced several changes in the administration. He did nothing that was not in keeping with the spirit of the recently concluded agreement, but the Canton authorities were greatly incensed at his action and made up their minds to compass his death. Placards

by the execution of the principal murderer. The Portuguese declined to accept this as adequate reparation, and reinforcements were summoned from Lisbon, to impress upon the Canton officials a sense of the infamy of the outrage that had been committed. After months of negotiation several of the real criminals were captured and executed. A number of other men implicated in the crime had met their deserts previously at the hands of British forces engaged in suppressing piracy in the Canton Estuary.

The death of the Emperor Taoukwang on February 12, 1850, gave a new turn to the course of events in China. The old despot's declining days were dogged with misfortune, and he left to his successor, Hienfung, a legacy of infernal trouble and international complications which was to shake the imperial power to its foundations. Hienfung was only a young man of nineteen when he ascended the throne, and his impressionable mind seems to have fallen under the spell of those of the imperial counsellors who were inimical to foreigners. One of his first acts was to disgrace Keying and another Mandarin who had shown in their official career some leaning towards the British. Whether intended as an indication of hostile policy or not the action taken was interpreted in that sense by the great majority of Chinese officials, and indications were soon forthcoming of the change in sentiment. At Foochow difficulties were raised against the British residing in the city, on the ground previously taken up that the concession of trading facilities referred not to the city but to the landing place at the mouth of the river. Lin, the old enemy of the British, was in residence at this time in the vicinity of Foochow, and it was suspected, not probably without reason, that he had a hand in fomenting the agitation which arose on this question. Whatever the truth may have been on that point, the ebullition was thoroughly in keeping with the sentiments which had always inspired him. Moreover, the selection of ground for the dispute showed the mark of his cunning hand; for the British were undoubtedly in the wrong in their interpretation of the terms of the concession. The Treaty conferred permission to the British to reside in the Kiang-Kan, or mart at the mouth of the river, but not in the ching or town. Upon this fact being borne in upon them the British officials withdrew their pretensions, leaving the question open for adjustment afterwards as opportunity might offer.

Hienfung's antagonism to foreigners was peculiarly ill-timed in the circumstances in which he commenced his reign. Throughout the vast limits of his empire there was discontent and unrest. The formidable secret organisation known as the Triads had raised the standard of rebellion in alarming fashion in Kwangsi. In vast bands they ravaged the country, laid siege to towns, and fought pitched battles with imperial troops. The imperial authorities were powerless to make any real headway against the movement. The small advantages gained were more than counterbalanced by crushing defeats. At length the rebels had the audacity to put forward their chief, Tien Wang, as a rival for the imperial throne itself. Tien Wang was a man of low birth and inferior educational attainments, but he had unquestionable genius as a leader, and the common people, impressed by his successes, pinned their faith in his destiny with remarkable devotion. He justified the popular confidence reposed in him after his assumption of royal rank by carrying in the early part of the year 1851



THE TAI-WANG-KOW OR YELLOW PAGODA FORT, CANTON RIVER.
(From Allom & Wright's "China.")

the matter amicably. He gave orders for the removal of the Intendant of Soochow, and appointed another official with special instructions to inquire into the incident. Later, ten men implicated in the outrage were punished with flogging, the cangue and banishment. In this way what had threatened to be a very tiresome and protracted business was concluded to the complete satisfaction of the British community.

If the spirit shown by the officials on this occasion had been manifested in the south no further rupture would probably have occurred, at all events for a good many years. But Canton would not have been Canton if it did not do its best to embitter the relations between the native and the foreign elements. It will be recalled that one of the conditions wrung from Keying by Sir John Davis in 1847, was that the gates of Canton should be opened to British subjects on April 6, 1849. As the day approached for the carrying out of this clause in the agreement it became evident that the population were bitterly

at their instigation were issued, inflaming the native populace against him, and in other ways the path was prepared for the crime. The blow was struck swiftly and remorselessly. M. Amaral when riding out one day, accompanied only by one officer, was attacked, on the outskirts of the town, by a party of ruffians who lay in ambush. He was dragged from his horse and put to death with great cruelty. Afterwards his head was cut off and sent to Canton as a trophy. There it was received with every manifestation of delight. Su, the Governor-General of the province, in communicating the fact of the assassination to the Emperor, said that the barbarian's crimes merited public punishment of the most fearful kind, but that it had pleased the gods to interfere and make an example of him, by allowing his death at the hands of some men who had private injuries to avenge. To throw dust in the eyes of the Portuguese, the same official caused a criminal to be decapitated, and sent his head, with that of the Portuguese Governor, to Macao, with an intimation that the crime had been avenged

the important military station of Nanning and occupying a great tract of country about it. Thereafter he proceeded to attack Kweiling, the provincial capital which commands one of the important roads into the interior of China. Frenzied efforts were made by the Imperial Government to cope with the situation, but by this time the Taeping Rebellion, as it was to be known in history, had assumed such proportions as to be almost beyond the powers which could be exercised from Peking. Instead of Tien Wang being suppressed by the forces sent against him he derived confidence from their ill-directed efforts, and in the end conceived the bold design of marching his forces northwards into Hoonan. It is unnecessary for our purpose to follow the course of events so lucidly described in Mr. Demetrius Boulger's great work on China. Suffice it to say that by the month of April, 1853, the rebels, after a triumphal march, had captured and occupied Nanking and firmly established themselves in the valley of the Yangtse-Kiang.

The course of the rebellion had been watched with intense interest by foreigners in China and by none more closely than by the British community. As a rule sympathy was strongly enlisted on the side of the rebels. In them Britons saw a people struggling for freedom against a desolating despotism, and they attributed to them patriotic virtues which it is to be feared they never possessed. After the astounding successes achieved in the valley of the Yangtse the British authorities deemed it advisable to take special measures to discover the true meaning of this wonderful movement which seemed to be on the point of laying the proud Manchu power in the dust. Consequently in April, 1853, Sir George Bonham, who had succeeded Sir John Davis in the supreme charge of British interests in China, proceeded to Nanking in the warship *Hermes*. The vessel was fired upon by the batteries at Chinkiang and Kwachow, but the compliment was ignored and in due course the party reached Nanking. After a week spent in interviews and negotiations with the Taeping leaders, Sir George Bonham left in the *Hermes*. His mission, there can be no doubt, was a mistake. While it accomplished nothing practical, it had the effect of instilling the jealous and suspicious minds of the Peking authorities with the belief that Britain was for her own purposes fomenting the rebellion. After Sir George Bonham's visit to Nanking a section of the rebel forces marched northwards with the intention of attacking Peking. The enterprise failed for various reasons, and very few of those who left Nanking ever returned to it. But signal as were the imperial successes they had no decisive result on the course of the rebellion. The flame of revolt continued to blaze with fierce intensity at many and widely separated points, and occasional outbreaks in quite new centres pointed the inevitable results of slackened authority. At the British Treaty ports the continuance of the rebellion was regarded with a feeling almost akin to consternation. The effect upon trade was most disastrous, and the proposal was seriously mooted by the Shanghai mercantile community that the custom duties should no longer be paid. Mr. Rutherford Alcock, however, emphatically declined to entertain any such idea, pointing out that the provisions of the Treaty of Nanking must be upheld, and urging that it behoved British subjects to maintain strict neutrality in the crisis through which China was passing. On another point—the putting of the settlement in a condition of defence—

Mr. Alcock was able to enter into hearty co-operation with the mercantile community. Under his auspices an influential meeting of the residents was held in April, 1853, to devise a plan for the protection of the community. The most notable decision arrived at was that the British residents should form a volunteer corps under the direction of Captain Trowson, an officer who had seen service in the Bengal Fusiliers, and that the supreme command and direction of the military preparations should be vested in Captain Fishbourne, the senior officer on the station. At a subsequent meeting the members of the other foreign communities decided to associate themselves with their British *confères* in these protective measures. Events soon proved the wisdom of the action taken. After some preliminary threatenings the rebels in September, 1853, descended upon the native city and with the aid of the local disaffected seized the Taoutai's quarters, killed a number of officials, and assumed the government. The occurrences excited great alarm in the settlement, which from its

and provided daily diversion for Shanghai people, who in the intervals of business went out to watch the operations of the contending forces. In the interests of commerce, which was suffering greatly by the civil distractions, attempts were vainly made to induce the rebels to surrender. Short of intervention, however, there seemed no way of bringing the siege to a close. The British authorities steadily declined to entertain all proposals to this end. But the French, whose settlement was nearest the native city and, therefore, most liable to attack, in December, 1854, elected to throw the weight of their influence into the imperial scale with a view of putting an end to the state of war in which the district had been involved for the past three months. The French guns did a good deal of damage to the city walls, and it seemed that the Triads, as the rebels were locally known, were in for a very bad time. When, however, the French with a force of some four hundred sailors and marines attempted to assault the city in co-operation with the imperial forces, they were met with such a



THE CITY OF NANKING.
(From Allom & Wright's "China.")

proximity to the scene of the disturbances and its open character, was a bait calculated to attract the lawless mob which had so dramatically obtained the ascendancy in the adjacent Chinese district. Every precaution was taken to guard against surprise and to meet an attack. The men-of-war in port trained their guns upon the approaches to the settlement and were ready to land armed parties at a moment's notice. Meanwhile the volunteer force patrolled the European quarter day and night. As time wore on it became evident that the rebels had no intention of provoking an encounter. Apart from the inevitable risks which they would have to face there was the certainty that interference with Europeans would break down the policy of neutrality which had been steadily pursued in regard to them. So what at first had been regarded as a menacing danger assumed the aspect of a somewhat tedious but not entirely uninteresting struggle upon which foreigners could look with an air of detachment. The attempts of the imperial forces to recover possession of the city were ludicrous in their ineffectiveness

determined resistance that they were compelled ultimately to fall back with a loss of four officers and sixty men killed and wounded. This unpleasant reverse had the effect of killing for the time being the idea of foreign intervention. The contending factions were left severely alone and the siege went on in its old desultory way. Before very long the rebels, feeling the pinch of want, made a desperate effort to cut their way out. The bulk of them fell either by the sword of the imperialists or later at the hands of the executioners, who carried out their sanguinary work with a remorseless severity characteristic of Chinese methods. The two leaders, Lew and Chin-ah-lin, escaped, though a heavy price was put upon their heads, and a few of the lesser lights of the rising also got away by taking refuge in the foreign settlement. In other directions at this period the imperial authorities achieved successes over the rebels, and the circumstance undoubtedly tended to stiffen their opposition to demands which shortly afterwards were made upon them by the British Government.

CHAPTER XII.

Sir John Bowring's Administration—He demands an Interview with the Viceroy Yeh—Refusal to grant a Meeting in Canton—Outrage on the British Lorcha "Arrow"—Sir Michael Seymour bombards Canton—Continuance of Hostilities—Troops requisitioned from England—Lord Elgin appointed Special Envoy—Expeditionary Force sent out but diverted to India to deal with the Mutiny Crisis—Ultimate advance on Canton—Bombardment of the City—Capture and deportation of Yeh—Allied British and French Fleets capture the Taku Forts and enter the Peiho River—Conclusion of the Treaty of Tientsin.

MR. (afterwards Sir John) BOWRING in 1853 succeeded Sir George Bonham in the chief control of British interests in China. He was a man who had had a remarkable career. In 1832, when travelling in France, he was arrested as a spy. The intimate friend of Jeremy Bentham, and one of the earliest school of philosophical Radicals, he was the

instructions, on appointment, were to avoid all irritating discussions with China, and when a new Government came into power in England a short time later the instructions were repeated with emphasis. In strict conformity with them Sir John Bowring (as he became soon after his appointment) sought an early opportunity of entering into friendly

he was precluded from pushing the matter by the strict injunctions given to him on appointment and several times repeated. When, however, in the early part of 1854, Lord Clarendon, who had succeeded to the office of Foreign Secretary, addressed him a despatch in which an admission was made of the desirability of securing free and unrestricted intercourse with the Chinese officials and "admission into some of the cities of China, especially Canton," he felt that he might appropriately venture to raise afresh the question of the opening of Canton to the British. The opportunity offered on the appointment of Yeh as Viceroy in succession to Su. Sir John Bowring addressed a communication to the new commissioner notifying his definitive appointment as Governor of Hongkong. Receiving no reply to this he sent a second communication requesting an interview but intimating that such could only take place within the city of Canton at the official residence of the Viceroy. Yeh sent an evasive reply, saying that though he would be pleased to see Sir John Bowring if possible his duties in connection with the management of the military arrangements in the province were such that he could not name a day. The British Governor, not to be put off in this way, sent Mr. Medhurst, his official secretary, to Canton, charged with the duty of fixing an interview with Yeh if such an arrangement could be made. Mr. Medhurst speedily found that his mission would be an abortive one. The Mandarins detailed to meet him were men of inferior rank, and he could get no satisfaction. He gathered, however, that the arrangement made by Keying for the opening of the gates of the city was repudiated by the Viceroy, and that the utmost concession that would be made was that a meeting should take place at the Jinsin Packhouse on the Canton River—a position outside the city limits. Sir John Bowring resolutely declined to entertain this proposal, and finding that Yeh was obdurate he left Hongkong for Shanghai with the view of getting into direct communication with the Peking authorities. On arrival at the northern settlement, he addressed a letter to Eiang, the Viceroy of the Two Kiang, making a complaint of Yeh's discourtesy to him and expressing a desire to negotiate either with him or some other high official of the Empire. Eiang replied in a letter which is a masterpiece of courtly irony. After saying that he could not interfere with Commissioner Yeh, who was a high official specially appointed by the Emperor to conduct the relations with foreigners, he wrote: "I have no means of knowing what kind of treatment your Excellency or your predecessors received at the hands of the Commissioner at Canton. It is, to my mind, a matter of more consequence that we of the central and other



SIR JOHN BOWRING, GOVERNOR OF HONGKONG.
(From the bronze medallion in the National Portrait Gallery.)

first joint editor of the *Westminster Review*, and wrote largely on political and economic questions. He was employed by the Governments of the day on many important commissions, and in 1841 entered Parliament as a Radical. Six years later he went as Consul to Canton. It was from this post that he was transferred to Hongkong. His

communication with the Chinese authorities. The Viceroy Su, in acknowledging his communication, complimented him on his appointment, but begged to be excused a personal interview on the ground that his hands were full of the operations against the rebels. Nothing was done for some little time, Sir John Bowring deeming that

nations have made fair dealing and good faith our rule of conduct, and thus for a length of time preserved entire our amicable relations. Familiarity or otherwise in social intercourse and all such trifles, are, in my opinion, to be decided by the laws of conventionality. As your Excellency cherishes such a dislike to discourteous treatment, you must doubtless be a most courteous man yourself—an inference which gives me sincerest pleasure, for we shall both be able to maintain Treaty stipulations, and continue in the practice of mutual goodwill to your Excellency's everlasting honour." Sir John Bowring let the matter sleep for the best part of a year and then (in June, 1855) prepared an explicit demand for the official reception either of himself or of Mr. Rutherford Alcock, who by this time had been transferred from Shanghai to Canton. Yeh, after taking a month to reply, sent a letter saying that the reception of a consul was out of the question, and that as the Governor himself had refused the meeting outside the city, there was an end of the matter. He added that though the rebel movement had been got well under, he was still largely occupied with military matters. In acknowledging this communication Sir John Bowring intimated that there was little likelihood of British and Chinese relations being put on anything like a satisfactory footing until the city question was satisfactorily settled. Here for the present the controversy ended. Mr. Alcock returned to his old post at Shanghai, and his place at Canton was filled by Mr. (afterwards Sir) Harry Parkes. The attitude of the Cantonese meanwhile, was such as to cause grave anxiety. Following upon a series of minor insults a gross and entirely unprovoked attack was made

The deadlock which had been reached might have continued indefinitely had not, as had often happened before, in the history of foreign trade in China, an event occurred which forced matters to an issue. Early in October, 1856, a lorcha, or fast sailing boat,

no right to interfere. After waiting a few days for an apology which was not forthcoming it was decided to give an additional turn to the screw with a view to bringing Yeh to a more reasonable frame of mind. To Sir Michael Seymour, the Admiral on the sta-



BRITISH WARSHIPS PASSING THE BATTERIES OF THE BOCCA TIGRIS.
(From an engraving.)

named the *Arrow*, British owned and commanded, and flying the British flag, while lying at anchor in the Canton River was boarded by a party of Mandarins attended by a substantial escort. In spite of remonstrances the intruders hauled down the British flag and carried off the Chinese crew prisoners. On the circumstances of the incident becoming known to Mr. Parkes he demanded satisfaction for this "very grave insult," and as a preliminary requested that the captured crew should be released. Yeh sent a reply which was a vindication of the proceedings of the officials. His explanation was that one of the crew was a criminal, and that the others were required as witnesses against him. Moreover, he asserted that the *Arrow* was not a foreign lorcha—a contention which had colourable justification in the fact that through an oversight the boat was not at the time of the affair actually registered at Hongkong, though it was believed that she was so registered, and in any event she was most certainly under British protection. Beyond question the boarding of the boat and the carrying off of her crew was an unwarrantable proceeding, and one which could not possibly be overlooked without grave injury to British prestige.

Failing to obtain redress from Yeh the British authorities decided to institute reprisals. The first step taken was the seizure of a junk believed to be a Chinese Government vessel, by the British Naval Commodore at Canton. When this move had been carried out Mr. Parkes wrote to Yeh telling him what had been done, and reminding him that the question of the *Arrow* still remained unsettled. The Chinese Commissioner affected to be not in the least moved by the British action. The junk seized, he intimated, was not a Government vessel, and as for the matter in dispute it was where it was, the lorcha not being a British vessel the British had

tion, was entrusted the task of applying the pressure. This took the form of battering the Barrier forts and dismantling and spiking the guns. The operation was accomplished on the 23rd of October, with the accustomed facility. Proceeding up the river to Canton the British admiral delivered a communication in the nature of an ultimatum informing Yeh that unless he complied at once with every demand made, the British forces would "proceed with the destruction of all the defences and public buildings of this city and of the government vessels in the river." As no reply was vouchsafed to the message Sir Michael Seymour proceeded to dismantle the forts in the vicinity of Canton itself, and having landed a body of marines for the protection of the foreign factories manœuvred his ships into such a position as to lead to the supposition that he meant to bombard the city. Yeh, so far from being intimidated by the naval menace was only aroused by it to greater fury. He sent a defiant message to the British telling them that the rage of the people who suffered by the operations undertaken would speedily retrieve the injuries that might be inflicted. Meanwhile, he placed a price on the head of every Englishman that might be brought to him. This uncompromising attitude made the adoption of further coercive measures indispensable. For two days the British ships, after due notice had been given to the inhabitants, bombarded those parts of the city in which the Government buildings were situated. Thereafter, a body of marines was landed, and when they had occupied Tsinghai gate, Sir Michael Seymour and Mr. Parkes proceeded to the Viceroy's yamen. This demonstration having been made the positions occupied in the city, which were not easily defensible, were evacuated, and the force was withdrawn either to the ships or to the positions occupied by the river. It was a well-planned and



SIR HARRY PARKES, K.C.B.

(From "The Life of Sir Harry Parkes." By Stanley Lane-Poole.

By kind permission of Messrs. Macmillan & Co.)

in 1856 in the outskirts of Canton upon Mr. Berkeley Johnson and Mr. Whittall, two of the leading British merchants. In spite of the indignant remonstrances of Mr. Parkes, the Chinese authorities took no action whatever to punish the offenders. The utmost that they could be induced to do was to secure the withdrawal of an inflammatory placard directed against Europeans.

well-executed business, but it unfortunately did not bring a settlement a whit the nearer. Nothing further of importance occurred until the commencement of November, when Sir Michael Seymour attacked and destroyed a fleet of war junks which were threatening his communications. On the 9th of November he issued another ultimatum giving notice that hostilities would be prosecuted actively if a settlement was not reached in twenty-four hours. As the only response vouchsafed was an evasive communication in which stress was laid on the growing indignation of the Chinese people at the British action, Sir Michael Seymour on the 12th and 13th of November attacked and captured the Bogue forts, which at the time were armed with four hundred guns. Still there were no overtures for peace from the Chinese. On the contrary the Cantonese showed the greatest activity in perfecting their defensive measures and waging hostilities in their peculiar fashion. Stragglers were cut off and ruthlessly butchered, in some instances after horrible torture; attempts were made

Sir Michael Seymour was to deal with them effectually. Towards the end of January, 1857, the British and American docks and factories at Whampoa were destroyed by fire. Wherever it was deemed safe to attack the property of foreigners the attack was delivered. To deal with the marauding Chinese junks, which were able to avoid encounters by taking refuge in the numerous shallow creeks where the large ships of the navy could not follow them, Sir Michael Seymour manned and armed a number of native ships and carried the war very successfully into the heart of the enemy's country. But these measures had only a local and transient effect. They left Yeh absolutely indifferent, and if they moved the populace at all it was only to add fuel to the flames of their patriotic ardour. In the face of such a situation, Sir Michael Seymour could not do less than apply to the home authorities for that material aid which he needed to carry out a comprehensive plan of campaign. At the close of 1856 he sent home a demand for 5,000 troops and meantime called to his

India with which the China difficulty was by comparison insignificant. While Lord Elgin was on the sea the flames of mutiny were sweeping over Northern India, placing the British power in the deadliest peril it had been in for generations. On arrival at Singapore on the 3rd of June, a letter from Lord Canning, the Governor-General of India, met the Envoy, representing in the most urgent terms the peril of the position in which the paramount power was placed and imploring him to divert the China expedition to the assistance of the sorely tried British forces in the North West Provinces. It was impossible, of course, to resist so pressing an appeal. The necessary orders were given and the British regiments drawn from England and Mauritius were promptly despatched to Calcutta, where they arrived to materially alleviate a very dangerous situation. Meanwhile Lord Elgin resumed his journey to Hongkong, which port he reached in the first week of July, 1857. In the months preceding his arrival, Sir Michael Seymour had been busily occupied in carrying home to the mind of the enemy the fact that war for them was a very costly business. A great fleet of Government junks was destroyed in the Escape Creek, an inlet lying between Hongkong and the Bocca Tigris, smaller expeditions were conducted up the other creeks in the locality, and, most important of all, on the 1st of June the Admiral, with a small force of men, stormed and captured immensely strong positions held by the enemy in and about the town of Fatshan. The latter operations were carried out with a dash and gallantry characteristic of the senior service, and though they resulted in somewhat heavy casualties—thirteen killed and forty wounded—the price was not a heavy one to pay for what was unquestionably a valuable piece of work.

Lord Elgin, on deliberating carefully over the position of affairs which confronted him at Hongkong, came to the conclusion that the operations against Canton with a view to the crushing of Yeh's power must be suspended pending the arrival of fresh troops from home. The decision arrived at caused some discontent amongst the mercantile community, who were naturally anxious that a decisive blow should be struck without delay in view of the certain misconceptions which would arise from a slackening of the operations. But though the arguments used in support of this view were exceedingly weighty, there is little doubt that Lord Elgin was entirely in the right. To attack Canton with a reasonable prospect of success at least four thousand troops, it was calculated, would be required. At Hongkong at that time the total garrison only numbered fifteen hundred, and of these a considerable number were ineffective. The utmost force that could have been mustered with the assistance of the fleet was two thousand men. This body, even if successful in capturing the enemy's positions, was altogether too small to hold them. Moreover, without reserves for the expeditionary force to fall back upon, the British power would have been greatly imperilled in the event of a disaster. Lord Elgin, though opposed to active measures in the Canton River, was not content to sit down and do absolutely nothing. He proposed to the Home Government that he should make a demonstration with the fleet off the Peiho, with the object, if possible, of getting into touch with the Peking authorities. Lord Clarendon, the Foreign Secretary of the period, wrote entirely approving of the suggestion; but local opinion was strongly



TEMPLE AND CANAL OF HONAN.

(From Borget's "Sketches of China.")

to fire ships, and forts were blown up. Finally, successive attempts were made to fire the foreign factories, attempts which in the long run were so successful that the entire foreign settlement was completely destroyed. The position ashore at length became so difficult to hold that Sir Michael Seymour elected to withdraw his men to the ships, and to conduct the negotiations from them. The Chinese, elated at this retrograde move, now redoubled their efforts to annihilate the hated barbarians. Unwary Europeans who happened to be moving about at this period were captured and murdered. In one instance a daring attack was made upon a postal steamer plying between Canton and Hongkong, and the ship captured and destroyed, and the Europeans on board put to death. This deadly activity was stimulated by the rewards offered by Yeh, which at this juncture amounted to as much as thirty pounds a head.

The hostilities went on in desultory fashion for some weeks, the Chinese gaining confidence as they realised how impotent

aid as many of the units of the garrison of the Straits Settlements as could be spared. War by this time was not only in sight—it had arrived.

The Home Government treated Sir Michael Seymour's requisitions with the seriousness that they merited. They saw that whether they liked it or not they had to deal with a difficulty of more than ordinary importance in its military as well as in its diplomatic aspects. They therefore decided to send out the Earl of Elgin as special envoy to direct any negotiations which might be entered into with the Chinese Government. Lord Elgin was a nobleman thoroughly qualified by temperament and experience in public life for the duty. His views were broad and statesmanlike and he had sufficient of the national quality of caution to make it certain that he would not rush the country into reckless courses. He left England at the end of April, 1857, intent on making his way to the seat of disturbances as quickly as possible. But neither Lord Elgin nor the Government at home had foreseen a crisis in

against the adoption of a course which would extend the area of operations. The contention was that the quarrel was with Yeh and that it should be dealt with at Canton. It was impossible to gainsay the force of these views, so Lord Elgin decided to drop his project for the time being and await the course of events with as much equanimity as he could. In order that he might be fully acquainted with the intentions of the Indian Government as regarded the troops diverted from China to the peninsula, he paid a flying visit to Calcutta. What he learned on the way about the gravity of the position induced him to take with him seventeen hundred additional troops which were on the way out to China. These reinforcements were of incalculable value to India, but their despatch destroyed any lingering expectations that the envoy entertained of being able immediately to prosecute a vigorous diplomacy in China. Returning to Hongkong in September, he found, however, that preparations were in active progress for the expedition to Canton, whenever it should be made. The time for action came with the close of the year. By that period the authorities had completed their military arrangements. Their position, furthermore, had been strengthened by the conclusion by the Home Government with the French authorities of a working agreement by which it was arranged that the two powers should jointly prosecute the demand for redress for outrages committed and for freedom of diplomatic intercourse. Altogether a force of six thousand, including nine hundred French, was available for the important business in hand.

The opening step of the war was the transmission on the 12th of December to Yeh of a communication from Lord Elgin informing him of the nature of his mission, and especially demanding the complete execution at Canton of all treaty engagements and compensation to British subjects for injuries and losses incurred in the recent disturbances. Yeh replied in a discursive letter, in which he sought to justify argumentatively the position he had taken up. He suggested, it would seem ironically, that trade relations should be renewed on the basis of each party paying for its own losses. It was obvious from the tenour of the communication that Yeh was still unrepentant. In the circumstances it was decided that Sir Michael Seymour should occupy that portion of the island of Honan which faces Canton. The move was expeditiously carried out on the 15th of December without opposition. Afterwards the main body of troops was brought up the river from Hongkong. By Christmas Day everything was in readiness for the assault. But a chance was given to Yeh to reconsider his position before a shot was fired. He was allowed forty-eight hours to think the matter over, or, if he intended to undertake hostilities, to provide time for the peaceable population to evacuate the city. Whether Yeh did give any serious attention to the ultimatum is not clear. Probably, having found himself in a most difficult position with certain ruin and probably death before him if he assented to the foreigners' demands, and possible defeat and disaster if he held out, he thought it better to leave the matter to the decision of fate. However that may be, he made no sort of reply to the joint British and French declaration. On the 28th of December, therefore, the bombardment commenced in earnest, the fire being directed to a position known as Lin's Fort, on the east side, which offered the most feasible line of advance. After half an hour's firing the Chinese gunners fled,

and the fort was soon afterwards destroyed by the accidental firing of its magazine. Under cover of the guns the troops advanced to the walls of the city, which were assailed from three different points. They were met with a rather feeble resistance, and within an hour and a half of the commencement of the attack the city was in the possession of the allied forces. Meanwhile, another portion of the expeditionary force had captured the fort on Magazine Hill, which is a highly important strategic position as it commands the other eminences about the city. From this centre the

culty was at first experienced in discovering his lair. The official quarter, containing the residences of Yeh and Pihkwei, the Governor, was captured, and with it a considerable amount of treasure, but Yeh was unfortunately "not at home." By dint of assiduous inquiries Mr. (afterwards Sir Harry) Parkes obtained information as to the Commissioner's movements, and he was finally tracked down in a yamen in the south-west part of the city. He had made every arrangement for flight, and was about to escape over a wall in the rear of the premises when the guard of sailors under Captain (afterwards Sir



JAMES, EIGHTH EARL OF ELGIN.

(From an engraving in the Print Room, British Museum.)

Chinese were bombarded out of their positions in Gough Fort and the surrounding hills. In fact, within a very short period the attacking force were absolute masters of the situation. Yeh still was not conquered. Installed in his yamen, in the portion of the city which had not yet been occupied, he issued fiery edicts proscribing citizens who were supposed to have leanings towards the foreigners and made lavish promises of rewards to all who would bring him the heads of foreigners. His course, however, by this time was nearly run. On the 5th of January a move was made with the object of bearding the lion in his den. Some diffi-

Astley Cooper) Key which had accompanied Mr. Parkes, seized him. Yeh, we are told by one of the British present, exhibited great self-possession, and remained perfectly quiet while his boxes, of which the room was full, were opened and examined for papers. The fact that he had been previously assured that his life was safe possibly accounted in some degree for his equanimity, but, even so, his bearing was markedly indifferent, having regard to all that his capture implied to him personally. The only time he seems to have lost his imperturbability was as he was being taken through the streets to the British ship, which was to be his prison.



VIEWS OF CANTON AND VICINITY.

1. TEMPLE OF BUDDHA. 2. WHAMPOA, FROM DANES ISLAND.
3. THE EUROPEAN FACTORIES. 4. SCENE ON THE HONAN CANAL.

On the way a party of the British Coolie Corps was encountered, and these rough fellows seeing him in custody, put down their burdens and indulged in hearty laughter. This open contempt of the despised Hakkas caused Yeh to gnash his teeth in impotent rage. Probably he had never experienced in his whole life a greater insult, but he was not again to be subjected to the cynosure of rude Cantonese eyes, for his humiliating progress on this occasion was his last public appearance in Canton, or even in China. On account of his crimes and misdemeanours against foreigners, and they proved to be many, he was deported to Calcutta, there to spend the remaining two years of his life.

The seizure of Canton and the overthrow of Yeh were important achievements, but they left unsolved the larger problem of establishing direct diplomatic intercourse with the Chinese Government. When therefore, the war had been completed in the south, Lord Elgin and Baron Gros, the French representative, forwarded to the Chinese Government despatches recounting the proceedings adopted at Canton, and setting forth in conciliatory but firm language the demands which they had been commissioned to prefer. It was specifically stated that the official chosen to discuss affairs with them would be required to hold his commission direct from the Emperor. The communications in due course found their way to Peking and elicited a characteristically Chinese reply from Yuching, the Emperor's Chief Minister. In lofty style the missive discussed the position of affairs at Canton, describing the action taken by the allied powers as being "without parallel in the history of the past." But, the letter went on, "His Majesty is magnanimous and considerate. He has been pleased by a decree which we have had the honour to receive, to degrade Yeh from the Governor-Generalship of the Two Kwang for his maladministration and to despatch His Excellency Hwang to Kwantung as Imperial Commissioner in his stead to investigate and decide with impartiality; and it will of course behove the English Minister to wait in Kwantung and there make his arrangements. No Imperial Commissioner ever conducts business at Shanghai. There being a particular sphere of duty allotted to every official on the establishment of the Celestial Empire, and the principle that between them and the foreigner there is no intercourse being one ever religiously adhered to by the servants of our Government of China, it would not be proper for me to reply in person to the letter of the English Minister. Let Your Excellency, therefore, transmit to him all that I have said above, and his letter will in no way be left unanswered." The time had passed when British diplomatists could be diverted from their purpose by the evasive policy of the Peking Government, of which Yuching's letter is a good example. Lord Elgin, who had proceeded to Shanghai at the end of March, sent a reply from there, pointing out the serious character of the infractions of the Treaty of Nanking, and intimating that he proposed to proceed north in order to get into closer communication with the higher officials of the Imperial Government. In pursuance of plans already formed, Lord Elgin and his French colleague, early in April, proceeded to the mouth of the Peiho, the allied fleet meanwhile being directed to assemble at that point with all possible expedition. On arriving at their destination, the plenipotentiaries sent to Yuching a letter

demanding in temperate language the appointment of a minister duly authorised by the Emperor, to discuss questions at issue. An intimation was given that if, at the expiry of six days, a satisfactory reply was not forthcoming, it would be considered that the pacific overtures of the plenipotentiaries had been rejected, and that other measures must be adopted to obtain satisfaction. The reply to this was the appointment of three commissioners of moderate rank, who lacked the requisite powers to negotiate. Some weeks were spent in abortive negotiations which at each successive stage emphasised the fact that the inordinate obstinacy and arrogance of the Chinese Government could only be overcome by the exercise of force. Lord Elgin, on his part, was ready to apply this touchstone to the problem at an early date, but, unfortunately, there was some misunderstanding about the movements of the fleet, and an adequate force was not at hand when wanted. In his irritation at the

the Imperial Government." As the despatch was written after the war he was able to strengthen his position by referring to the course of the final operations, which, in almost dramatic fashion, as we shall see, brought about a settlement. The controversy was decidedly an unfortunate one, and the manner in which it was raised reflected some little discredit on Lord Elgin.

By the middle of May the naval preparations were sufficiently advanced to enable Lord Elgin to put into execution his plan of campaign. On the 19th of the month the allied fleet, under the joint command of Sir Michael Seymour and Admiral Rigault de Genouilly, appeared off the forts and summoned the commandant to surrender. No reply to this demand being received, a bombardment was commenced, and it was so effective that at the end of an hour and a quarter it was possible to land parties to seize the practically deserted forts. Proceeding up the river the allied fleet was attacked in vigorous fashion by the Chinese, who



A VIEW NEAR TIENSIN.

delay Lord Elgin penned a despatch home in which he complained in strong terms of Sir Michael Seymour's lack of energy, and he described the non-arrival of the fleet as "a most grievous disappointment," inasmuch as he believed that if he had had ten or twelve gunboats he would have been allowed by the forts to proceed, unresisted, to Tientsin, and that the Emperor's Government would have yielded at once everything that was demanded of them. Sir Michael Seymour was not directly approached on the subject by Lord Elgin, but when he became aware of the tenor of the allegations made against him he put in a defence which, in the view of all impartial and competent personages, was a complete vindication of his professional character and reputation. He directly traversed the idea that an early move up the river would have served to bring the Chinese to reason. Speaking from an experience of two years of Chinese warfare, he confidently asserted that "nothing but the conclusive evidence of irresistible force will ever fully satisfy

made strenuous efforts to destroy the foreign vessels by means of fire ships. Their plans, however, were completely frustrated, and the invaders were able without much further difficulty to establish themselves firmly at the village or town of Taku. The losses incurred by the allied forces in the course of the operations were slight; they were a small price for the advantages gained, which were of a substantial and, as it proved, conclusive kind. By their victory the allies had free access to Tientsin, and with it the practical command of the Grand Canal and of a safe line of advance on Peking. The results achieved were so striking that even the Chinese Government was convinced. On learning the perilous position of affairs from the three commissioners, the Emperor despatched, with instructions to proceed with all haste, two high dignitaries—Kweiliang and Hwashana—to make terms with the troublesome foreigners. These imperial negotiators on appearing at Tientsin manifested the utmost anxiety to make terms, and as they were endowed with ample

powers and were prepared to make the most liberal concessions, it seemed that peace was well in sight. The fair prospect was momentarily dimmed by the appearance on the scene of Keying, who as a sort of informal extra negotiator showed a disposition to enforce terms which fell considerably short of those which the two other commissioners were prepared to agree to. It appeared later that this was a desperate effort on the wily old Mandarin's part to reinstate himself in the favour of the Emperor. The scheme failed because the allied powers were too much in earnest to be induced to forego any of the fruits of their success. Keying went back to Peking a disappointed and disillusioned man. He was promptly arrested and brought before the Board of Punishment, who found him guilty of acting "with stupidity and precipitancy," and ordered him to be strangled. The sentence was not actually carried out because "as an act of extreme grace and justice" the Emperor sent him an order "to put an end to himself," which he obeyed. Meanwhile, the negotiations at Tientsin with the two approved commissioners were proceeding slowly but satisfactorily. Considerable opposition was manifested to the demand for a resident minister at Peking. Indeed, this was the *crux* of the negotiations. The commissioners represented that compliance with so unheard of a proposal would be perilous both to the minister who might be appointed and the Chinese Government. They also raised difficulties about etiquette, and revived the old question of the *Kolow*. Lord Elgin declined to be moved from the position which he had taken up at the outset, that there must, as an essential feature of any arrangement, be a provision for direct diplomatic intercourse. At length, on the 11th of June, the commissioners in a despatch practically conceded all demands. They suggested, however, that the visit of a British Ambassador to Peking should be

deferred for a time. A treaty was drawn up on the terms of this despatch, and it was formally signed on the 26th of June. The ratifications were exchanged on the 4th of July. Afterwards the important question of the revision of the tariff was taken in hand. Great Britain acted in this matter alone, but there was no question of exclusive privileges, as a most favoured nation clause extended the concessions granted to all powers having treaties with China. The two imperial commissioners who had negotiated the Treaty of Tientsin were joined with the Viceroy of the Two Kiang to conduct the negotiations on the Chinese side, and Mr. (afterwards Sir Thomas) Wade and Mr. Oliphant (Lord Elgin's Secretary) represented the British. The parties met at Shanghai, and there threshed out the details with a commendable amount of expedition. In the result a striking set of regulations was agreed to. A maximum tariff of 5 per cent. *ad valorem* for both imports and exports is the guiding principle of the arrangement. But the most dramatic feature of the regulations was a clause legalising the importation of opium on the payment of a duty of thirty taels per chest. It was a concession wrung without any very serious difficulty from the Chinese. In their practical way they doubtless realised that while they were giving little, since opium was freely introduced in spite of imperial edicts, they were providing themselves with a useful weapon with which to attack the foreigner on the softer side. They were not slow to use it. Before the negotiations had been completed the commissioners reverted to the question of the establishment of a permanent diplomatic representative at Peking. Once more they represented the grave dangers which would attend the carrying out of the proposal, more especially in view of the Taeping Rebellion, and besought the British officials not to press the point. The latter were not insensible to the force of the arguments

used. They also recognised that it was good policy at the moment to be conciliatory; so the question was allowed to stand over, though it was clearly intimated that there could be no falling away from the principle of direct diplomatic intercourse. Thus the Treaty of Tientsin was carried to completion with this one little loophole, which was subsequently to allow of the opening once more of the floodgates of war. Lord Elgin, when he left China on the completion of his work in March, 1859, could not be insensible to the risks which attended the situation. While the negotiations were in progress active steps were taken to restore the efficiency of the Peiho forts, and secret edicts were in circulation invoking the national spirit of the Chinese against the foreigner. At Canton there had been almost continuous trouble from the time of Yeh's deposition. In the city itself martial law rigorously administered by a British commissioner and a native governor repressed to some extent the turbulent instincts of the population. But in the adjacent districts persistent efforts were made, and not without success, to harass the barbarians. Investigations showed that the unrest was the work of the new Viceroy, Hwang, who had been sent to succeed Yeh, supported by a powerful committee of provincial notabilities. Such was the patriotic ardour which directed, or misdirected, the efforts of this combination, that a reward was offered on its behalf of thirty thousand dollars for the head of Mr. Parkes. The occupation was prolonged in consequence of these manifestations, and measures were adopted to convince the Chinese that hostility to the foreigner was a policy which did not pay. In course of time, by means of well-arranged expeditions to centres of disturbance, a more peaceful spirit was infused into the relations between the two races. But the impression was left that the full lesson which the military operations were intended to convey had not been learned.

CHAPTER XIII.

The Third Campaign—Repulse of the British Fleet by the Taku Forts—Despatch of allied British and French Expeditionary Force—Capture of the Taku Forts—Advance on Peking—Mr. Parkes, Mr. Loch, and others made Captives by the Chinese—Attack on Peking—Occupation of the Summer Palace and its subsequent Destruction—The Treaty of Peking.

If the British Government could have had the arrangement of the course of events nothing would have suited it better than to allow trade to pursue the tranquil and prosperous course which was marked out for it under the Treaty of Tientsin. That instrument vastly extended the area of diplomatic and commercial action in China. Access to the fountain head of Government was seemingly assured, the conditions of trade were fixed on a moderate basis, and, perhaps most important of all from the British standpoint, the opium difficulty which had been an obstacle to peaceful relations for generations was removed. So much, in fact, had been gained that there was little that was immediately practicable left to secure. But peace is a blessing which cannot be commanded, and it proved in this instance as in others that the British Government,

though actuated by the most pacific of sentiments, was driven to assume once more an attitude of determined hostility towards the Chinese. The source of trouble was the familiar one in our relations with the Celestial Empire—bad faith in the execution of treaty pledges. And the rupture followed quickly on the heels of the conclusion of peace, arising in fact out of the ratification of the Tientsin Convention. Mr. Frederick Bruce, brother of Lord Elgin, who had acted as secretary to that nobleman during his embassy, had been entrusted with the duty of carrying the final formality through at Peking, and arrived at Hongkong in April for that purpose. His definite instructions were to exchange the ratifications nowhere but at the capital, but he quickly discovered that this was a counsel of perfection in the circumstances of the hour. The rumours which were brought

with every fresh ship from the mainland were of military preparations, and of a determination to resist the indignity to the imperial person of a mission to Peking. Knowing he stood on firm ground Mr. Bruce did not waste any time in futile negotiations in the south. Having despatched a letter formally announcing his pending departure for Tientsin, and expressing a hope that adequate means would be provided for his conveyance to Peking and his accommodation there, he proceeded northwards. At Shanghai he found the imperial commissioners still there, and it was ominous that they manifested a disposition to discuss certain unsettled points of detail which they calmly assumed were still open to debate. Mr. Bruce was not to be drawn into any side issue by efforts however speciously framed. His mission was to get to Peking as quickly as possible and

he faithfully adhered to it. In view of the attitude of the authorities the fleet was ordered to assemble at the Peiho River, and with it went a body of troops from the garrison at Canton. When Mr. Bruce arrived

might be retrieved by a demonstration on land, and the force of marines and engineers which had been sent up from Hongkong was told off to attempt the capture of the forts by storm. The enterprise proved to

reverse was calculated to have on the situation in China. Altogether it was one of the worst days' work to the British account since their first connection with China.

After the fight Mr. Bruce withdrew to Shanghai and Admiral Hope sent his ships to points where he thought they might be useful in the event of anti-foreign ebullitions. A serious outbreak at Shanghai which resulted in the death of two Englishmen, and disturbances at the other Treaty ports showed that the precaution was a prudent one. In point of fact the Taku defeat, doubtless magnified beyond all recognition, had given a dangerous stimulus to the lawless and ultra patriotic element of the Chinese populace. The unrest was the more marked as it was impossible to do anything immediately to wipe out the memory of the rebuff. The Home Government naturally had to decide in the important crisis that had arisen, and as those were days when cable communication was unknown, months necessarily elapsed before their views were known. The decision they took, it would seem with considerable reluctance, was to despatch a military expedition to enforce the realisation of the objects of British policy. It was not until November, 1859, that the arrangements for the new movement were matured. Then it was announced that a joint plan of action had been discussed and agreed upon between France and England, and that the military expedition that was to be sent out would occupy the island of Chusan as an advanced base for the contemplated operations in the Gulf of Pechili.

The new expedition was conceived on a more formidable scale than any that had ever been sent to China to enforce foreign demands. The British force consisted of ten thousand men, afterwards increased to thirteen thousand, mainly drafted from India.



ON THE RIVER OFF TAKU.

of the Peiho, on June 20th, he found a substantial portion of the China squadron under its new commander, Admiral Hope, awaiting him there. Communication had already been opened up with the shore, but with very discouraging results. The passage of the river was found to be barred by a row of iron stakes backed by a formidable boom, and the British boat's crew were warned not to land by an armed and angry crowd. A second attempt to get into touch with the officials elicited an even more uncompromising display of hostility, and was equally unsuccessful. The attitude assumed by the Chinese was felt to leave no alternative to a forcing of the defences. The belief entertained at the British headquarters was that if this were successfully accomplished, and a landing effected, the local officials would be disowned and there would be no further opposition to the passage of the mission to Peking. It was a theory which the previous history of British relations with China justified. But Admiral Hope and Mr. Bruce had reckoned without the spirit of courage which, despite all that detractors may say, is to be found in the Chinese soldiery when properly handled and led. They had not long to wait for a display of this quality. When the attack commenced on the 25th of June, the British ships, on reaching the boom, were subjected to a destructive fire from the forts. Four of the British force of eleven vessels engaged the forts at close quarters, and a fierce fight was waged for the best part of three hours. The fire from the forts then slackened, but the British ships had been so badly damaged that they were unable to take advantage of the lessened resistance. On drawing off it was found that three of the gunboats were in a sinking condition, while there was not a unit in the squadron which had escaped severe injury. The check, it was thought,

be an even greater failure than the sea attack. The men were galled by a dropping fire from the forts on landing, and after struggling on against hopeless odds for some



THE TAKU FORTS.

time they were withdrawn. The net result of the day's disasters was a loss of three hundred men killed and wounded, and a crippled squadron. Over and above this was the damaging effect which the British

The French contingent numbered about six thousand men of all arms. In addition to this large land force there was a powerful naval squadron representing the combined strength in Far Eastern waters of

the allied powers. Sir Hope Grant, a distinguished Anglo-Indian general, who had done good service in the operations around Canton, commanded the British forces, while General Montauban was at the head of the French contingent. The naval command on the British side remained in the hands of Admiral Hope. The diplomatic arrangements were in harmony with the size and importance of the expedition. Mr. Bruce, who had continued to represent the British Government, and, indeed, on the 8th of March presented the ultimatum embodying the demands of the British Government, was superseded by his brother, Lord Elgin, and the French Government again sent out Baron Gros to represent them. Nothing this time was to be left to chance. The instruction given to the plenipotentiaries was to demand an indemnity equivalent to five millions for the losses inflicted upon the two countries by the non-ratification of the Treaty. A reply sent by the Chinese Government to Mr. Bruce's ultimatum clearly showed that there was not the smallest chance of securing peacefully the acceptance of the stipulated conditions. A blank refusal was given to the demand for an indemnity and an apology, and while it was intimated that the British might perhaps be allowed to proceed to Peking by way of Pehtang, it was at the same time announced that in no circumstances would the use of the route by Taku and the Peiho be permitted. It was probably never anticipated that the Peking authorities would make other than an unfavourable reply. At all events, the military preparations were continued without a break as soon as the word had been given for the despatch of the expedition. In view of the advent of the very large body of troops forming the expeditionary force, a lease was obtained in perpetuity of Kowloon and Stonecutter Island, positions which from their greater openness of situation were far more healthy than the

which excited a good deal of criticism then and afterwards, was the occupation of Chusan by a body of two thousand British troops. The island was not subsequently used to any appreciable extent in the conduct of



SIR J. HOPE GRANT.

the operations, and its capture had not the smallest influence on the course of the operations. The really important centre at this juncture was the mouth of the Peiho, where there was a very nasty reverse to be avenged and the conviction to be carried to the head-

opinion between the British and French commanders as to the plan of campaign. Eventually, about a year after the failure of Admiral Hope's effort to force the passage of the river, all was in readiness for the execution of a plan mutually agreed upon to attack and capture Pehtang and take the Taku forts in the rear. The troops, who were led by Sir Hope Grant in person, effected a landing without opposition, and they bivouacked for the night on an elevated causeway near the shore. A reconnaissance the next morning showed that the enemy had evacuated the fort which guarded the spot, but they had thoughtfully left a mine to be exploded by the moving of some gunlocks, which were placed where they were certain to be trodden upon by the incoming troops. Fortunately the trick was exposed in time, with the result that the trap was avoided. Pushing into the country after three days of inaction, reconnoitring parties came across a strongly entrenched Chinese camp, from which a heavy fire was opened, compelling the British to withdraw. As this camp commanded the road leading to the interior it was obvious that it must be carried, but the position presented very considerable difficulties to an attacking force, owing to the circumstance that the country all about was little better than a swamp. The discovery by Colonel (afterwards Lord) Wolseley of a cart track suitable for the passage of troops suggested the possibility of a flank movement and to some extent improved the situation. But with an enemy more enterprising than the Chinese the assault would have been a matter of great danger. As it was the obstacles proved so formidable that it seemed at one time that the movement would have to be abandoned or at least deferred. Describing the march subsequently, Sir Hope Grant wrote: "The horses got bogged, the guns sunk up to their axletrees, and the waggons stuck fast. At last we were compelled to leave the waggon bodies behind us, and content ourselves with the gun and waggon limbers." In the end, however, dogged persistence and pluck carried the day. The enemy's position was vigorously attacked on the flank as well as in front, and after a brief resistance the Chinese defenders broke and fled. But this fight was only a preliminary to another and more stubborn engagement. Beyond the village of Sinbo, which the allied troops had captured, was the far more important position of Tangku, a strongly fortified village protected by well-placed batteries. An attack was made on this by the expeditionary force as soon as a careful reconnaissance had shown the most practicable line of advance. Thirty-six pieces of ordnance were brought to bear upon the fortifications, with the result that the Chinese fire was soon got under. But the defenders, contrary to the usual practice of the Chinese, still held their ground. Nor was it until the guns had been brought almost up to the walls and the men of the attacking force were streaming in that the evacuation was begun. The success at Tangku removed the last obstacle in the way of an attack on the Taku forts. The only question was whether attention should be directed first to the forts on the northern or to those on the southern side. Sir Hope Grant was in favour of an immediate attack on the northern defences, as in his view their capture would render the southern forts untenable. General Montauban took the view that the southern forts should be dealt with first, but he ultimately agreed to accept the plan of campaign proposed by his British colleague. On the 21st of August, after a series of careful reconnaissances, the attack opened with a brief



VALE OF TINGHAI, CHUSAN.

island of Hongkong. Here the troops on arrival from India or England were received, and as the summer advanced an imposing and inspiring spectacle was presented by the various camps. The first move, one

quarters of the Chinese power that Treaty rights must be respected. Thither by-degrees the allied forces were despatched, Shanghai being made an advanced base. There was considerable delay due to differences of

cannonade from the splendid guns of the expeditionary force. The Chinese replied with spirit, and it was soon apparent that the Allies were not to have an easy victory. One of the principal magazines in the fort

Tientsin, was despatched in hot haste to make the best terms he could with the Allies. On notifying his arrival to Lord Elgin he was informed that the three indispensable conditions of peace were an apology for the

to Tungchow, within 12 miles of Peking, a distinctly uncompromising attitude was taken up. Finding that the object of the negotiations was only to gain time, and being anxious to complete the campaign before the approach of the winter season, the allied representatives decided to continue the advance. The first detachment, fifteen hundred strong, accompanied by Lord Elgin and Sir Hope Grant, marched out on the 8th of September and camped at the village of Hosiwu, about half way to the capital. The strength of the advanced force having been brought up to a division, the advance was resumed a few days later. No opposition was encountered until the expeditionary force reached Chan-chia-wan, a point some distance further on the road, when the way was found blocked by a large army.

Throughout the march from Tientsin the semblance of diplomatic courtesy had been kept up. The British leaders were in constant communication with the Chinese officials, and no outward demonstration of hostility had been encountered. So pacific was the outlook that on the day prior to Sir Hope Grant's getting into touch with the Chinese forces, a party consisting of Mr. Parkes, Mr. Henry Loch (afterwards Lord Loch), Mr. De Normann, and Mr. Bowlby (the latter the special correspondent of the *Times*) had been despatched, with an escort of six English dragoons and twenty Sikh cavalry-men, to arrange the final preliminaries for the camping of the expeditionary force at Tungchow, and the interviews with the representatives of the Chinese Government. The members of this body looked forward to some interesting experiences, but they were totally unprepared for the startling adventures which fell to their lot. The journey to Tungchow was made without incident. At one or two points the riders were challenged by military parties, but on



TAKU FROM THE ANCHORAGE.

was exploded by a shell and yet the Chinese gunners fought on. A series of attempts made to scale the wall of the fort were baffled with heavy loss to the Allies. At length by a happy chance the British discovered a drawbridge, and by cutting the ropes which held it up they secured for the attacking party an easy means of access. The Chinese fought to the last and it was computed that out of a garrison of five hundred but one hundred escaped. On the side of the Allies the losses were considerable: the British alone had 22 killed and 179 wounded. The engagement, however, was a decisive one. Four other forts on the northern side were captured without loss, and the southern forts surrendered without a shot being fired. It only remained for the positions to be formally occupied on August 22nd simultaneously with the entrance of the fleet into the river.

Before the affair of Tangku overtures for peace had been received from Peking, but in view of earlier *contretemps* brought about by a too precipitate acceptance of negotiations it was deemed advisable by the representatives of the Allies to settle the business of the Taku forts before bringing diplomacy into play. Even after the positions had fallen the Allies manifested no disposition to abandon the sword for the pen. An immediate advance to Tientsin was commenced. Touch was obtained with that place on the 23rd of August, and in three days the bulk of the expeditionary force had reached the city. No resistance was encountered from the regular Chinese forces, and the inhabitants showed what in the circumstances was an amazing disposition to turn the invasion to account by opening up a brisk trade with the troops. In the meantime communication had been established with the Chinese authorities. The logic of events had driven home into the imperial brain the necessity of action, and Kweiliang, who had negotiated the Treaty of

attack on the British flag at the Peiho, the payment of an indemnity including the cost of the war, and the ratification and execution of the Treaty of Tientsin, including the



A STREET SCENE IN TIENTSIN.

clause which provided for the reception of a British representative at Peking. No great objection was urged to any of the conditions by Kweiliang, but when it became known that it was proposed to march the army

intimating that they were proceeding to the quarters of the imperial commissioners they were at once allowed to pass. There was even a friendliness shown, as, for example, at one point where a Mandarin of high

rank rode up, and announcing himself as the commander of the Chinese troops at Sinho, intimated that there would be peace now, and expressed a desire to take by the hand those who fought him on that day. The visitors had not been at Tungchow long, however, before they discovered that all was not to be plain sailing. The commissioners, whether owing to direct orders from the Emperor, or to the knowledge which was brought them that a great military force had been brought upon the scene, in the place of the former courtesy assumed an arrogant, almost offensive, attitude. They placed all sorts of obstacles in the way of an arrangement, and it was only after four hours' discussion that they could be brought to assent to plans for the accommodation of the expeditionary force. There seems very little doubt now that they were utilising the negotiations simply for purposes of delay—to allow of the advancing Chinese troops to close in more effectually upon the invading force. But Mr. Parkes, though suspicious of the *bonâ*

missioners and extricating from the dubious position in which they were placed the main body of the escort, which, with Messrs. De Normann, Bowlby, and Anderson, had been left there to point out the camping ground to the expeditionary force on its arrival. Mr. Loch performed his task with difficulty, but he was not content that his mission should end there. He thought that his duty impelled him to return to the Chinese lines to help his quondam associates out of their difficulty, so taking Captain Brabazon and an escort of two Sikhs with him, he rode as fast as he could through the enemy's ranks to Tungchow. The party had an uneventful ride, and on arriving at Tungchow they found that the British members of the party were away in the town shopping, in blissful ignorance of the critical position of affairs. There was, however, a letter from Mr. Parkes instructing the officers to prepare for instant flight, and stating that he was himself seeking Prince Tsai. Not long afterwards the entire party met to face what was momentarily

endeavour to get round the right flank of the Chinese force and by a detour reach the British lines. When an attempt was made to give effect to this decision the Chinese immediately interfered. The British were told by a Mandarin that if they persisted they would be fired on, but that if they would accompany him to the general's presence he would procure a safe conduct for them. The offer was perforce accepted, and Mr. Parkes and Mr. Loch, separating themselves from their companions, and attended only by a Sikh trooper, rode off in search of Sankolinsin, the Chinese general. They came suddenly upon a large body of infantry, who attacked them with such ferocity that they would inevitably have been killed, but for the intervention of the Mandarins, who rushed between them and their men and commanded the latter not to fire. Sankolinsin, on being encountered shortly afterwards, treated the representations made to him with scornful flippancy. By his orders the unfortunate Britishers were dragged from their horses and subjected to all manner of indignities, and finally were despatched prisoners to Peking. The remainder of the party were later subjected to similar ill-treatment and followed their companions in misfortune to the Chinese capital.

The battle meanwhile was proceeding rapidly to its inevitable culmination. In the final dispositions for the struggle the French had taken up position on the right, and they early became vigorously engaged with the best portion of Sankolinsin's troops. The Tartar cavalry charged the guns with so much spirit that a battery narrowly missed falling into their hands. This charge was met by a counter charge, which, however, produced little effect on the dense masses of the enemy. Sir Hope Grant, fearing the prolongation of the conflict, decided to assail the enemy's left vigorously. The movement was carried out very effectively, the great feature of it being a brilliant charge by some squadrons of Probyn's Horse. The enemy now began to give ground slowly. Their progress rearwards might have been hastened had not the French been too exhausted to participate further in the fight. Sir Hope Grant, making the best use of available material, was, however, able before night fell to occupy Chan-chia-wan and drive the enemy out of a strong camp one mile on the other side of the town. The British commander was under no misapprehension as to the character of his victory. The Chinese, though beaten, were not demoralised. They had fought bravely and well, and there was no reason why they should not again measure swords with the expeditionary force. In the circumstances Sir Hope Grant considered that prudence demanded that he should strengthen his force with a view to future eventualities. He therefore ordered Sir Robert Napier to join him with all available troops from the Tientsin garrison. On the 21st of September Lord Elgin arrived at the military headquarters, and about the same time the French troops were reinforced by a fresh brigade. The hostilities were then recommenced with vigour. The Chinese, emboldened by the delay, made another stand at the Palikao bridge which crosses the Peiho west of Tungchow; but they were no match for the carefully trained and well equipped troops pitted against them, and on the bridge being brilliantly rushed by the French, they quickly dispersed. Peking was now practically at the mercy of the invaders. That the circumstance was appreciated in the imperial entourage was made manifest the



VIEW FROM THE WALL, PEKING.

fales of the Mandarins, did not divine the true state of affairs until he was on his way back to the British camp on the following morning. Then he realised only too well what the true position was. On every side troops were encountered, obviously collected for the execution of some grand *coup*. Taking in the situation as he passed along, the dense masses of cavalry ready for instant action, the guns being placed in position, and the marching and countermarching of considerable bodies of braves, Mr. Parkes had not the slightest difficulty in understanding that the object of the Chinese was to attack the expeditionary force at a disadvantage. Immediately the truth dawned upon him he took steps which seemed to him to be demanded by the occasion. He first of all despatched Mr. Loch with two Sikhs, to carry to Sir Hope Grant the news of what he had to expect. He himself decided to return to Tungchow, for the double purpose of demanding an explanation of the com-

becoming a more dangerous situation. Mr. Parkes' interview with Prince Tsai left not the smallest doubt that war was intended, and apart from this, there were sufficiently ominous movements visible to show that the sword was to be drawn, if it was not already out of its scabbard. It was speedily decided to make a bold bid for safety. This could only be done by riding with the least possible delay back to the British lines. But the expeditionary force was 10 miles away, and it was known that, according to an understanding arrived at between Mr. Loch and Sir Hope Grant, the British attack would be delivered at the expiration of two hours from the time of the former's departure. With none too confident feelings, therefore, the little band of Britons commenced their journey. All went well until they had passed through Chan-chia-wan. Then they found themselves in the rear of the Chinese army, with the battle already raging in front. After a council of war it was decided not to take a direct course, but to

next day, when Prince Kung, the Emperor's brother, forwarded a letter stating that he had been commissioned to arrange a peace and asking for the temporary suspension of hostilities to allow of a discussion of details. Lord Elgin replied to this communication with a somewhat stern letter in which he intimated that there could be no negotiations for peace until the prisoners in Chinese custody had been set free. Prince Kung was warned that if the prisoners were not sent back in safety the consequences would be most serious for the Chinese Government. Prince Kung was indisposed to accept the view that the prisoners must be released as a condition precedent to negotiation, and as after a week he showed no signs of yielding orders were given for the march of the expeditionary force to Peking. It was decided by the allied commanders to avoid the city itself, and to make the Summer Palace the objective. In pursuance of this plan the advance was continued, but on the way the British and French forces became separated, and though the arrangement was that the French should bring up the rear, they managed to get to the common destination first. Practically no opposition was met with by either portion of the force. The fact that on the approach of the invaders the Emperor had fled to Gehol was no doubt accepted by the complaisant officialdom as a sufficient reason why they should not continue the resistance. Whatever may be the truth on that point the surrender paved the way for the infliction of a blow on the imperial dignity the like of which had never before in its history been experienced. The despoiling of the Summer Palace was the first step in this humiliating process. Immediately the French arrived they promptly proceeded to sack the beautiful pavilions, scattering and destroying such of their contents as they could not take away. "It was pitiful to see the way in which everything was being robbed," wrote Sir Hope Grant in describing the scene which he witnessed on arrival at the Palace. The work of destruction once begun in this fashion could not be stopped, and soon little was left that was worth taking away. But even when the Palace had been stripped and left in a condition of forlorn desolation the heavy hand of the conqueror was not removed. The reckoning had to be paid for the outrage perpetrated on Mr. Parkes and his party. After the Allies had entered Peking an intimation was received through Mr. Parkes that he and his fellow prisoners, French and English, who had been detained in the Kaon Meon Temple, near the Tehshun Gate, were to be surrendered on the 8th of October. The story they told was one which was calculated to fire the indignation of their countrymen. Insult upon insult had been heaped upon them, and outrage upon outrage, and no artifice was spared to induce them to be false to their country by furnishing information or using their influence to its disadvantage. Still, their lives had been spared, and in view of this fact and of the extreme anxiety displayed by Prince Kung, the representative of the Chinese Government with whom he had to deal to arrange a peace, Lord Elgin deemed it expedient not to press the matter too far. He did not know then the story of the other prisoners who had been separated from Mr. Parkes and Mr. Loch. That was a melancholy sequel reserved until the arrival of eight Sikhs and a Frenchman who were of the party which had been made captive after the seizure of Mr. Parkes and Mr. Loch. It appeared from the accounts of the Sikhs that the five Englishmen who were of the

number had been bound with ropes and maltreated with fiendish ingenuity. Under the terrible strain Lieut. Anderson, one of the Dragoon officers, became delirious, and died on the ninth day of the captivity. A week later Mr. de Normann died, and he was followed to the grave at short intervals by the other Europeans. Such a monstrous crime against civilisation and humanity called aloud for vengeance, and Lord Elgin, though extremely anxious to conclude peace, decided that before terms could be settled some signal step must be taken to indicate to the Chinese populace the detestation in which the treatment of the prisoners was held by their countrymen. When the question of the character of the punitive act came to be considered there was no doubt entertained by the British representatives that the most striking and appropriate retribution which could be exacted was the destruction of the Summer Palace. Strangely enough, having regard to the earlier action of the French troops at the Palace, the French commander declined to be associated with this measure,

of the palace. The circumstances under which the settlement was concluded were such as to leave an indelible impress upon the mind of the Chinese populace of the completeness of the victory won. To Mr. Parkes and Mr. Loch was entrusted the duty of selecting a suitable place for the ratification of the treaty. Riding through the streets of the city at the head of an escort of British and Sikh cavalry, they decided that the Hall of Ceremonies was the building best adapted for the purpose. The Chinese, who had recently seen the two officials as helpless captives, could not fail to have read in this triumphal entry, in which they figured as the leaders, a lesson not readily to be forgotten. Nor were they likely to have missed the significance of the selection by Lord Elgin and Baron de Gros as their place of temporary residence in Peking the palace of Prince Tsai, whose hostile action and attitude towards the Allies throughout had been particularly marked.

The ceremony of ratification took place on October 24th, amid every circumstance which



A VIEW IN PEKING.

the necessity for which he failed to recognise. Lord Elgin and Sir Hope Grant, however, were quite prepared to accept all responsibility, and in due course—on the 18th of October—the Summer Palace was set on fire and utterly destroyed. Nothing in the whole of the campaign more impressed the Chinese mind than this act of vengeance. "It was," wrote Lord Wolseley in his narrative of the war, "the stamp which gave an unmistakable reality to our work of vengeance, proving that Lord Elgin's last letter was no idle threat, and warning them of what they might expect in the capital itself unless they accepted our proffered terms. The Imperial Palace within the city still remained untouched; and if they wished to save the last remaining place for their master it behoved them to lose no time. I feel convinced that the burning of Yuen-min-yuen considerably hastened the final settlement of affairs and strengthened our ambassador's position." The arrangement of the peace terms, at all events, followed swiftly on the destruction

could lend it importance. Lord Elgin proceeded in a chair of state to the Hall of Ceremonies accompanied by a brilliant suite, and also by Sir Hope Grant with an escort of one hundred officers and five hundred troops. Prince Kung, with an imposing body of Mandarins, attended to submit the necessary imperial authorisation to the conclusion of peace and to affix the imperial seal to the treaty. He was extremely nervous—"anxious and hesitating" was Mr. Loch's description of his attitude—but the general impression left was of an amiable young man who had passed through a trying ordeal with dignity. The work in connection with the treaty was not considered to be at an end until the Emperor's edict for its publication had been received from Gehol. That, however, only entailed a delay of a few days, and by the 9th of November the last of the allied troops had left Peking on their homeward journey. Lord Elgin also departed about the same time, leaving Mr. Frederick Bruce behind as first Resident

Minister to the Chinese Court. The Treaty of Peking, besides providing for the making of reparation for the outrages upon British subjects and the payment of an indemnity of eight million taels to cover the expenses of the war, amplified and extended in important directions the facilities for trade. One of its clauses threw Tientsin open to foreign trade; another provision ceded to the British the Kowloon peninsula at Hongkong, which, as has been noticed, was already

leased to the Hongkong Government; and a further stipulation which was to have a powerful influence on British trade was that there should be freedom granted to Chinese subjects to emigrate to British colonies. But, of course, the greatest achievement of all of the Treaty was to settle for ever the long discussed question of direct diplomatic intercourse with the Chinese Government. The liberty granted by the Treaty to send representatives to Peking was

not confined to the Allies. Like other concessions wrung from the Chinese Government by force of arms it was of general application, and it was not long before Mr. Bruce and his French colleague had to keep them in countenance in the Chinese capital representatives of other foreign powers. A new era, in fact, was opened up by the Treaty—an era fraught with much prosperity for foreign trade, and not a little peril for the imperial Chinese authority.

CHAPTER XIV.

Progress of Hongkong—Popular Element introduced into the Legislative Council—Stormy closing days of Sir John Bowring's Administration—Sir Hercules Robinson's Administration—The Kowloon Peninsula—Prosperous Days followed by a Period of Depression—Sir R. G. MacDonnell's Administration—Financial Reform—The Stamp Act—Disputes with the Colonial Office over the Gambling Licences—"The Blockade of Hongkong"—Prosperous Trade—Sir A. E. Kennedy's Administration—Sir J. Pope-Hennessy's stormy Rule.

IN tracing the history of Anglo-Chinese relations in the important period which concluded with the ratification of the Treaty of Peking, we have necessarily had to overlook the development of the great colonial experiment which was entered upon with the occupation of Hongkong. Our last glimpse of the Colony was a sombre one. A small community was maintaining an arduous struggle against heavy odds with only a faint prospect of ultimate success. The commercial position, which, as we have seen, was gradually improving in 1847, continued to gain strength, though slowly, in the administration of Sir George Bonham. In other respects progress was made. It is to this period that is to be dated the introduction of the popular element into the government of the Colony. At the end of 1849 Sir George Bonham selected fifteen of the unofficial Justices of the Peace and summoned them to a conference. He informed them that Earl Grey had sanctioned his proposal for the admission of two members of the civil community into the Legislative Council, that the nomination rested with him, but that he thought it better for the justices themselves to elect two of their number. At a meeting of the justices held at the club on December 6, 1849, Messrs. David Jardine and J. F. Edger were nominated as the first unofficial members of the Legislative Council. Another important matter discussed at the same conference was the question of Municipal Government. Sir G. Bonham, while agreeing with the principle that taxpayers should have control of their municipal affairs, doubted whether such a scheme was practicable in Hongkong. However, he requested the justices to consult on the question of a Municipal Committee of Police Commissioners. The justices passed a resolution to the effect that no advantage could be derived from having a Municipal Council unless the entire management of the police of the streets and roads within the limits of the town, and of all other matters usually given to corporations, were confided to it, and that the amount raised in land rents, together with the sums derived from licences and rents, should, with the police assessments, be applicable as far as possible for municipal purposes. The demands made were impossible ones in the then circum-

stances of the Colony, and they were rejected. But in January, 1851, Sir George Bonham offered to place the whole management of the police under a Municipal Committee on the condition that the entire expense of the police force was defrayed by an adequate police tax. He also agreed to hand over to a municipal authority the management of streets, roads, and sewers on condition that the requisite funds were provided either by an assessed tax on real property or by a tax upon horses and carriages. Both offers were declined by the justices, and here the matter ended for the time.

Sir John Bowring's administration witnessed the steady growth of the community in influence and importance, but unhappily during the later years of his term of office the Colony was torn with internecine disputes—"an internal chronic warfare, the acerbities of which beggared all description" is Dr. Eitel's picturesque but absolutely accurate description of the condition of affairs. The initial disturbing element was a newspaper published under the title of *The Friend of China* and edited by a discharged civil servant. This journal delivered a series of attacks spread over a long period on the official classes and particularly on the Lieutenant-Governor, against whom an allegation of complicity in corruption was not obscurely advanced. For years these insinuations were made without any action being taken, but ultimately the editor was prosecuted, and on September 21, 1859, sentenced to a term of imprisonment for libel. Before this drastic retribution had been meted out a charge had been made by another paper—*The Daily Press*—against the Registrar-General, who was accused of being the tool of unscrupulous conspirators and in league with pirates. The Registrar-General, consequent upon the charge, sent in his papers, but the Government, having perfect confidence in him, induced him to withdraw his resignation. This event happened in 1856. Less than two years later *The Daily Press* again distinguished itself by charging the Governor with corruptly favouring the firm of Jardine, Matheson & Co. in the matter of public contracts, but this time it had reckoned too much on the official tolerance of scurrility, for Sir John

Bowring caused a prosecution to be instituted against the paper, with the result that the editor was sent to gaol for six months. An Attorney-General, a politician who had been sent out from home for the not uncommon reason that he was a nuisance there, added to the liveliness of the situation by quarrelling with nearly everybody, and capping all by charging the Acting Colonial Secretary with collusion with the new opium farmer, from whom he accepted a retainer. A commission appointed to inquire into the matter exonerated the accused official of any dishonourable conduct, though it held that some slight blame attached to him. Fresh charges arising out of this incident were brought by the Attorney-General, notably one which attributed to him the burning of the account books of a convicted pirate to screen himself and the Registrar-General from a charge of complicity with pirates. The outcome of the business was the suspension of the Attorney-General by the Governor and the reference of the matter to England. The Secretary of State in his reply exonerated the Acting Colonial Secretary, but that officer voluntarily resigned his office on August 28, 1858. An action subsequently brought against *The Friend of China* for libel in connection with the repelation of the charge against the burning of the pirate's books, resulted in a verdict of not guilty and the awarding of costs against the Government. An incident which heightened the public interest in the proceedings was the hurried departure of Sir John Bowring to Manila to avoid service of a subpoena in the case. The scene of the conflict was now transferred to England, where the Attorney-General started an agitation with a view to compelling the Government to take action for the vindication of the national honour, which was supposed to have been impugned by the conduct of the Registrar and the Acting Colonial Secretary. The movement, though skillfully directed, came to very little. The Government spokesman in the House of Commons, while promising a careful inquiry into the facts, stated that a dispassionate consideration of the papers induced the Government to come to the view that the Governor's decision as to the suspension of the Attorney-General must be confirmed.

The Times on March 15, 1859, caustically commented on the state of affairs at Hongkong which the controversy disclosed. "Hongkong," it said, "is always connected with some fatal pestilence, some doubtful war or some discreditable internal squabble; so much so that, in popular language, the name of this noisy, bustling, quarrelsome, discontented little island may not inaptly be used as a euphemous synonym for a place not mentionable to ears polite. Every official's hand is there against his neighbour. The Governor has run away to seek quiet or health elsewhere. The Lieutenant-Governor has been accused of having allowed his servant to squeeze. The newspaper proprietors were, of late, all more or less in prison or going to prison or coming out of prison on prosecutions by some one or more of the incriminated and incriminating officials. The heads of the mercantile houses hold themselves quite aloof from the local disputes and conduct themselves in a highly dignified manner, which is one of the chief causes of the evil. But a section of the community deal in private slander, which the newspapers retail in public abuse. Of the Hongkong Press, which every one is using, prompting, disavowing and prosecuting, the less we say the better. A dictator is needed, a sensible man, a man of tact and firmness. We cannot always be investigating a storm in a tea pot where each individual leaf has its dignity and its grievance."

Sir John Bowring was not happy in his administration in other respects than those to which particular reference has been made. He entered into a quarrel with the Legislative Council over the construction of a praya or sea wall, which was to extend along the whole front of the town from Navy Bay to Causeway Bay and to be named the Bowring Praya. The project aroused determined opposition from the mercantile community, the property of individual members of which was likely to be adversely affected by the construction of a wall. A draft bill legalising the scheme passed its first reading with only one opponent. But when the Council assembled on February 4, 1859, to discuss the second reading of the measure the Chief Justice and the Lieutenant-Governor were absent and to the Governor's intense mortification a motion that the Praya scheme be deferred *sine die* was carried by six votes against three. The only votes cast in favour of the bill were those of the Acting Attorney-General, the Colonial Treasurer, and the Auditor-General. The Colonial Secretary, the Chief Magistrate, and the Surveyor-General all exercised the luxury of voting against the Government. The Governor did not question the right of the official members to vote according to their convictions, but he gave a plain indication of what he considered to be the mainspring of their action by attacking the system under which public functionaries like the Attorney-General and the Surveyor-General were allowed to accept private practice. In a despatch he wrote:—"The enormous power and influence of the great commercial houses in China, when associated directly or indirectly with personal pecuniary advantages which they are able to confer on public officers, who are permitted to be employed and engaged by them, cannot but create a conflict between duties not always compatible. . . . One of the peculiar difficulties against which this Government has to struggle is the enormous influence wielded by the great and opulent commercial houses against whose power and in opposition to whose personal views it is hard to contend."

When Sir John Bowring retired in 1859

the Chinese, as a mark of the genuine esteem in which he was held among all classes of the native population, tendered him some magnificent presents, including a roll of satin inscribed with two hundred names. In his autobiographical recollections Sir John Bowring thus refers to his period of service in Hongkong:—"My career in China belongs so much to history that I do not feel it needful to record its vicissitudes. I have been severely blamed for the policy I pursued, yet that policy has been most beneficial to my country and to mankind at large. It is not fair or just to suppose that a course of action, which may be practicable or prudent at home will always succeed abroad."

Sir Hercules Robinson, who succeeded Sir John Bowring in the office of Governor on September 9, 1859, and administered the affairs of the Colony for nearly six years, was an official in every respect qualified for the difficult post which he had to fill. A man of strong character, shrewd, tactful, and with more than a common share of



SIR HERCULES ROBINSON
(Afterwards Lord Rosmead).

intellectual attainments, he was precisely the type of administrator to unravel the discreditable tangle into which affairs in the Colony had got under the rule of his predecessor. His administration was a brilliantly successful one and marked the turning point in the fortunes of the Colony. His earliest efforts were directed to a much needed reform of the civil service. In some matters he was unable to carry his Council with him, but he nevertheless contrived to evolve a new system the main feature of which was a cadet scheme introduced for the better government of the Chinese portion of the inhabitants. Side by side with these reforms were formulated proposals calculated to induce the Chinese inhabitants to take a more intelligent interest in the affairs of the Government. A Chinese edition of the *Government Gazette* was issued, a translation office was organised to secure the correct publication of all Government documents, and, finally, the old system of governing the Chinese through their own headmen was abandoned in favour of a

system of direct control by the Registrar-General. Another innovation which met with less general approval was the introduction of rules designed to deprive the official members of the privilege of independent voting which they had exercised to Sir John Bowring's marked discomfiture. The power is probably one which cannot be dispensed with in a crown colony system of government in which the autocratic principle necessarily is in the ascendant, but the position was not so well understood a half century ago as it is to-day, and there was much grumbling at the limitations imposed on the Council. Sir Hercules Robinson, however, pursued his course undeterred by hostile criticism and the proceedings of the Council were kept by him in a groove which left little room for the violent surprises which had characterised its history in an earlier period. There was only one occasion on which the Governor had any difficulty in enforcing the rule of official solidarity in voting. This was in 1865 when the question of the payment of a military contribution to the imperial funds came up for consideration. Owing to the improvement in finances brought about by Sir Hercules Robinson's strong administration the Home Government deemed that the Colony was prosperous enough to contribute something to the upkeep of the garrison, and in 1864 put in a demand for £20,000 a year for five years. The claim was strongly resisted by the Government on the grounds that Hongkong was an imperial rather than a local station, that owing to its insular position it required no military protection, that its finances were not equal to the strain which such a contribution would make upon them; and that the Colony had already contributed in the shape of land for naval and military purposes to the cost of the military garrison. In spite of these representations, however, the demand was insisted upon, and the Governor had no alternative but to include the military contribution asked in the estimates for 1865. On the proposals being brought up for decision, they were opposed by all the unofficial members and also by the Colonial Treasurer, and in the end were only carried by the casting vote of the Governor. The Colonial Treasurer got a severe wiggling subsequently from the Secretary of State for his independent action. But that he had strong sympathies on his side was shown by the action of the Council in passing a resolution subscribed to by all the official members (excepting the Chief Justice) apprising "that the maintenance of troops in Hongkong is not necessary purely for the protection of Colonial interests or the security of the inhabitants, and that the Colonial revenue cannot fairly be charged with any contribution towards the Imperial military expenditure in China and Japan."

The cession of the Kowloon Peninsula under the terms of the Peking Convention was one of the leading events of Sir Hercules Robinson's administration. The ceremony of handing over the territory took place on January 19, 1861, amid much pomp. At the outset a Mandarin tendered to Lord Elgin a paper containing soil in token of the cession. Then the Royal Standard was hoisted amid the salutes fired by the men-of-war in harbour, and by a battery on Stonecutter's Island. An acute controversy arose out of the cession of Kowloon between the military and the civil authorities. The former urged that the idea of appropriating the peninsula had originated with them, that the Colonial Office had approved of its appropriation for military

purposes, and that consequently it should be converted into a purely military cantonment. To this view Sir Hercules Robinson on behalf of the Government offered strenuous opposition. He maintained that the civil

had been prosecuted in a desultory way, and a good proportion of wall was completed in 1862, but the masonry was deficient in solidity and palpably would not stand the strain of a storm. Sir Hercules Robinson

lower sense of dignity and discipline, the position might have been a very different one to what it was when he quitted Hongkong in 1865. Sir Hercules Robinson's influence is seen in the financial statistics of the Colony. When he went to the island the revenue was only £65,226; on his departure the exchequer receipts were more than double that sum. The position is best illustrated by the following figures, showing the revenue and expenditure of the Colony over a series of years from the time of the occupation:—



FORT VICTORIA, KOWLOON.
(From Allom & Wright's "China.")

authorities originally mooted the question of the acquisition, and that in doing so they had in view the necessity of providing for the wants of the general population as well as of the military garrison. He strongly urged that the peninsula was indispensable to the welfare of the Colony, inasmuch as it was required to keep the Chinese population at some distance, and to preserve the European and American community from the injury and inconvenience of intermixture with the Chinese residents. The Imperial Government, with a strange disregard of colonial interests, decided in favour of the military view. The ultimate decision given in 1864 extended the military occupation over the bulk of the peninsula and gave them prescriptive rights over the remaining area, which was divided between the Colony and the navy.

The construction of public works occupied a leading place in the work of Sir Hercules Robinson's administration. Early in his term of office he invited plans for a scheme of water supply, which had been tentatively discussed in his predecessor's time. Elaborate plans were sent in by several competitors, and ultimately those of Mr. S. B. Rawling, Clerk of the Works of the Royal Engineers, were selected by the committee appointed to adjudicate in the matter. Tenders were immediately called for, and an ordinance was passed empowering the Governor to appropriate from current revenues the sum of £30,000 as the works proceeded, and to supply any deficiency of funds if necessary by mortgaging the water rate at 2 per cent. on the gross annual value of house property according to assessment. In 1863 the work was completed and was hailed as a great success. But events soon proved its inadequacy for the needs of the Colony. Another project with which Sir Hercules Robinson closely identified himself was Sir John Bowring's much criticised scheme for the construction of a sea wall. The work

decided to rebuild the whole praya wall, and to use the opportunity which the works afforded of extending the praya seawards by reclaiming from the sea a further strip of land 100 feet in width. He soon found, as his predecessor had done, that he had to reckon with a determined opposition from the marine lot holders. Eventually Sir Hercules Robinson so far yielded as to intimate that the extension would not be enforced where not desired by the lot holders.

In many ways Sir Hercules Robinson left a vigorous impress upon the Colony. During his administration it advanced to a very marked extent on the path of prosperity. This was not altogether due to his work, but there can be no question that with a less able man at the helm or one who had a

The progressive increase in the revenue it will be noted dates from 1857—two years before Sir Hercules Robinson appeared on the scene. While this fact indicates that the tide of good fortune had already set in strongly when he was appointed, the greatly accelerated pace at which the revenue increased during his administration may fairly be attributed in considerable measure to his successful government and the confidence it inspired in quarters where confidence implied commercial support.

The spell of prosperity which marked Sir Hercules Robinson's term of office was unfortunately not maintained. Almost as soon as he had left the Colony black clouds began to fill the financial horizon. The effect of the monetary crisis in Europe was felt in Hongkong. Property was seriously depreciated and commercial transactions on all sides were restricted. "Yet," says Dr. Eitel, "public works, the praya, the new gaol, the mint, the waterworks, the sea wall at Kowloon, commenced or constructed in a period of unexampled prosperity, had now to be carried on, completed, or maintained, from the scanty resources of an impoverished and well-nigh insolvent treasury." Nor were financial difficulties alone the obstacles with which the Government had to contend. "New laws were clearly needed for the regulation of the Chinese, whose gambling habits were filling the streets with riot and honeycombing the police force with corruption. Crime was rampant, and the gaols overflowing with prisoners. Piracy, flourishing as ever before, was believed to have not only its secret lairs among the low class of marine store dealers, but the support of wealthy Chinese firms, and to enjoy the connivance of men in the police force. A sense of insecurity as to life and property was again, as in days gone by, taking possession of the public mind." In these depressing circumstances Sir R. G. MacDonnell, who

Year.	Revenue.	Expenditure.
	£	£
1846	27,046	68,351
1847	31,078	50,959
1848	25,091	62,658
1849	23,616	38,986
1850	23,526	34,314
1851	23,721	34,115
1852	21,331	34,765
1853	24,700	36,418
1854	27,054	34,635
1855	47,973	40,813
1856	35,500	42,426
1857	58,842	65,497
1858	62,486	62,979
1859	65,226	66,109
1860	94,182	72,390
1861	127,241	109,632
1862	131,512	122,223
1863	120,028	121,888
1864	132,884	259,022
1865	—	—



SIR ROBERT G. MACDONNELL, C.B.
(Governor, Hongkong, 1866-71.)

had been appointed Sir Hercules Robinson's successor, took up the reins of office on March 11, 1866, after an interregnum of twelve months, during which the Hon. W. T. Mercer, a former Colonial Secretary, administered the Government. The new Governor was greatly surprised at the state of affairs which confronted him, as he had been led to expect to find a colony with an overflowing treasury and a prosperous and contented community. He set to work with energy to straighten things out once more. As the stress was to a large extent the product of monetary trouble, it was to finance that he gave his first consideration. The position with which he had to deal was no ordinary one. In 1865 there was a surplus of assets over liabilities of \$298,000, but the next year this had fallen to \$184,000, and in January, 1867, there was a mere nominal surplus of \$24,000 made up of unavailable assets. In 1865 there was an excess of expenditure over revenue of \$94,361, and in 1866 this had increased to \$167,877. Sir Robert MacDonnell effected sensible economies by readjusting offices in the Civil Service, and by cutting down redundant expenditure in all directions. In this way he at once reduced the outgoings from \$936,954 to \$730,916, though the full reduction was only effected by leaving the military contribution in arrear. On the revenue side he devised a lucrative new source of income by putting in force a stamp act. The measure was strongly opposed by the commercial community, and the Chinese traders, as far as they dared, ignored the enactment when it was enforced, but as the need of a new source of revenue was imperative the scheme was persisted with, and eventually it came to be recognised as a legitimate and innocuous means of revenue production. As far as the finances of the Colony were concerned its effect was immediate and marked. In 1868, the first year of its enforcement, the tax brought in the large sum of \$101,000. The income for the year generally was good, the revenue reaching the unprecedented sum of \$1,134,105. As the expenditure for the period was no more than \$991,811 there was a surplus of \$140,000. The finances of subsequent years were seriously embarrassed by a difficulty which arose between the Governor and the Colonial Office in reference to some measures for the regulation of gambling houses in the Colony which the Government introduced. Sir Robert MacDonnell, conceiving that gambling was an ineradicable vice of the Chinese, deemed it better to regulate it than to make futile efforts to suppress it. He accordingly decided to introduce the farming system, under which the right to keep gambling houses was let out to licensees for a sum of money. The system was in force at the Portuguese Colony of Macao, and it prevails to this day in the Federated Malay States under quasi British rule. But at home the idea of any part of the Colonial revenue being derived from vice was received with disfavour, and the Colonial Secretary (the Earl of Carnarvon), while reluctantly giving permission to a trial of the system, stipulated that the licence fees must not be farmed out but treated as matters of police and not as revenue. Sir Robert MacDonnell in a despatch pointed out the impossibility of proceeding by any other method than farming the licence, and suggested that a discretionary power should be given to the Governor in Council to exercise authority under the ordinance as circumstances might render expedient. The Duke of Buckingham, who had succeeded Lord Carnarvon, concurred in his predecessor's instructions, and expressly

declined to sanction the farming system. In another despatch he intimated that the licence fees should be limited to an amount covering police arrangements connected with the system. The ordinance having been confirmed, with the qualifying conditions indicated, Sir Robert MacDonnell proceeded to enforce it. The licence fees were, to meet the demands of the home authorities, placed in a distinct special fund, which amounted to \$155,000 on May 23, 1868, to \$221,733 on June 28, 1869, and to \$277,334 on December 31, 1869. When the scheme had got fairly under way there was a strong outburst of indignation from a section of evangelical churchmen who regarded with horror the fact that the Government had had anything to do with the unclean thing. The agitation commenced in the Colony was carried to England, and the flames of sectarian fanaticism were assiduously fanned by the ex-Attorney-General and the former editor of the *Daily Press*, who were glad of the opportunity afforded of having another fling at the administration. While this agitation was proceeding, Sir Robert MacDonnell was conducting a very lively controversy with the Colonial Office in reference to the manner in which he had interpreted his instructions. The Duke of Buckingham, realising the extent to which the Government had been committed, expressed his entire disapproval of the proceedings, and threatened "to stop the licensing altogether." Sir Robert, replying to this despatch to Earl Granville, who had succeeded the Duke at the Colonial Office, alluded to the ducal despatch as embodying "sweeping comments which implied a general censure on the Hongkong Government." Earl Granville thereupon lectured the Governor upon the peculiarly unbecoming tone of his remarks, and at a subsequent date passed heavy censure upon Sir Robert for his dealings with the money in the special fund and ordered him to pay back into the fund all unauthorised appropriations amounting to \$129,701. The end of the controversy was that the scheme had to be abandoned and drastic measures of economy adopted to make up for the deficiency in the revenue caused by the withdrawal of the appropriations.

Apart from domestic questions, Sir Robert MacDonnell's administration was of some importance, in that it coincided with the raising of some notable controversies affecting the relations of the Colony with the Chinese Empire. The chief of these was the question of what came to be known as "the Blockade of Hongkong" by the Chinese authorities. The measure referred to was an effort made to regulate the junk trade between the Colony and Chinese ports. The first exercise of the supposititious power was experienced about the middle of October, 1867, when the steam cruisers of the Canton Customs, aided by some gunboats, stopped and searched several native craft leaving the harbour. Subsequently, the blockade was rigorously enforced, every junk quitting or entering the harbour being boarded and overhauled. In cases where the papers were not in proper order the junks were detained and double duty was levied in the case of goods shipped at Pakhoi and Canton, or other Treaty ports, by junks which, *en route*, touched at Hongkong. The ostensible object of the blockade was the prevention of smuggling, but the effect of it was to impose heavy disabilities upon the native trade by driving the shipments made into foreign bottoms, the freight charges of which were heavier than those of the junks. Great indignation was excited amongst the mercan-

tile community at the action of the Chinese Government, but it was found that the hands of the Hongkong Government were to some extent tied, by the fact that the scheme was suggested to the Chinese Viceroy at Canton by the British Consul—Mr. (afterwards Sir) D. B. Robertson. Nevertheless, the Governor took energetic action within the limits of what was possible and expedient. He strengthened the water police force, and obtained a steam launch to assist the Colonial gunboat *Victoria* in patrolling the Colonial waters to prevent trespass by the Chinese craft on the Colonial territorial limits. He also compelled the Chinese warships to fly a special official flag as a condition of their being allowed to anchor in the harbour. Discovering that the object of the Chinese Government in instituting the blockade was to levy a special war tax, called *likin*, which was not only applied to opium but to a large list of ordinary goods, Sir Robert demanded of the Canton authorities a copy of the tariff upon which the charges were based. His request in this matter was not complied with, but his energy had unquestionably a salutary influence in curbing the excessive zeal of the Chinese officials. Meanwhile, the local mercantile community had adopted a strongly worded memorial to the Secretary of State protesting against the blockade, and demanding its withdrawal. The agitation was kept alive by the Chamber of Commerce, and from time to time vigorous philippics were delivered against what was regarded as a subversion of the rights of the Colony. But the representations had little effect on the authorities at home, who, animated by what seemed to Hongkong people as an overweening desire to keep on good terms with the Chinese Government, refrained from taking steps to secure the removal of the blockade. In the end the Chinese merchants deemed it wise to pay the imposts demanded of them, and the system, having been thus acquiesced in by the parties most affected, was continued until it became an established institution. Another matter of diplomatic interest which agitated the public opinion of Hongkong at this period was the appointment of a Chinese consul in Hongkong. When the proposal for the establishment of a Chinese consulate in the Colony was made, strong objection was taken by the local merchants on the ground that the power which a Chinese consul would gain over the local Chinese population would constitute a veritable *imperium in imperio*, and subject the native community to an intolerable system of official espionage, and to the insalubrious rapacity of a corrupt officialdom. Sir Rutherford Alcock, then British Minister at Peking, dismissed these objections lightly as "fears more or less chimerical and exaggerated," and the Earl of Clarendon, Foreign Secretary at the time, concurred in the main with his views. But though the establishment of a Chinese consulate in Hongkong was accepted in principle, no steps were taken to give effect to the proposal.

All this time the trade of Hongkong was advancing rapidly. Many causes contributed to bring about this result. The opening of the Suez Canal in 1865 was one important factor. This important measure gave new life to the trade of the Far East, and especially to those forms of trade which from the outset have flourished at Hongkong. The establishment of bonding houses and the formulation of a liberal tariff in Japan in July, 1866, was another contributory cause of some moment. Furthermore, the connection of San Francisco with Hongkong

by a regular line of large fast steamers added greatly to its prosperity. The evidences of these improved conditions are to be found in the opening on June 15, 1867, of a new dock at Aberdeen and the formation of various joint stock enterprises for the improvement of port facilities. There was a temporary check to the Colony's prosperity at the close of 1866 and in the beginning of 1867, but the crisis, though severe while it lasted, passed away without leaving any permanent ill effects, and in 1870 there were abundant proofs forthcoming that the Colony was commercially quite itself again. The next year was remarkable for the establishment of cable communication between the port and distant parts of the world. Shanghai was brought into direct touch with the Colony on May 26th; New York and London were coupled up on June 9th, and Saigon and Singapore on August 1st.

Sir Robert MacDonnell's successor in the Governorship was Sir Arthur E. Kennedy, who had previously served in leading administrative capacities in Western Australia and West Africa. His administration, which extended from April 16, 1872, to March 1, 1877, was an uneventful one. The matters of chief interest which occupied the attention of the community were a series of incidents arising out of the Chinese blockade of the port which was continued with, if anything, increased rigour. Yielding to mercantile pressure the Governor appointed a commission to inquire into abuses connected with the action of the Chinese maritime customs. The report supported the views of the local community but it had no influence on the Home Government, which was too definitely committed to a policy of non-interference to take action in the direction desired. The arrest, in May, 1874, of a Chinese revenue junk caught in the act of firing at fishing boats in colonial territorial waters seemed to promise a new development, but the Chinese Government having tendered ample apologies for the incident, and promised to punish the offenders, the Attorney-General was ordered to enter a *nolle prosequi* in the proceedings which had been instituted in the High Court against the men, and the episode was thus quietly closed. Memorials continued to be sent home against the system, including one from the Chamber of Commerce on August 3, 1874, in which the blockade was condemned as an organised invasion of the freedom and sanctuary of the port. Lord Carnarvon, the then Secretary of State, in replying to these representations, while admitting that abuses had occurred in connection with the action of the Chinese revenue cruisers, denied that the exercise of the right of search in close proximity to Hongkong affected the freedom of the port and afforded valid excuse for diplomatic remonstrance. Lord Carnarvon subsequently saw fit to modify these views, and it was announced in January, 1876, that the Home Government were of opinion that the community of Hongkong really had a grievance and were entitled to relief. Sir Arthur Kennedy afterwards submitted a series of proposals for the future regulation of the junk trade. These were (1) that all Chinese cruisers should be prohibited interfering with Hongkong junks, except those of the Hoppo; (2) that a definite Chinese tariff of import and export duties, applicable to Hongkong junks, and fixed regulations for the Hoppo's dealings with Hongkong junk masters be published and adhered to; (3) that a joint board should be appointed to investigate all complaints of illegal seizure. The suggestions, which were endorsed

by the Chamber of Commerce, were sent home, and ultimately formed the basis of discussions which were conducted between Sir Thomas Wade, the British Minister at Peking, and the Tsung li Yamen. The two first proposals were rejected by the Chinese Government and a modification of the third was embodied in the Chefoo Convention in the form of an arrangement for the creation of a mixed commission consisting of a British consul, a Hongkong officer, and a Chinese official to arrange a set of regulations calculated to benefit the revenue collection of China without interfering with the commercial interests of Hongkong.

A tremendous typhoon, which is accurately described by Hongkong's historian as "the severest disaster that ever befell the Colony of Hongkong," burst over the island on the evening of September 22, 1874. "On the morning of September 23, 1874," says Dr. Eitel, "the town looked as if it had undergone a terrific bombardment. Thousands of houses were unroofed, hundreds of European and Chinese dwellings were in ruins, large trees had been torn out by the roots



SIR ARTHUR KENNEDY.

and hurled to a distance, most of the streets were impassable, being obstructed by fallen trees, roof timbers, window frames and mounds of soil thrown up by the bursting of drains. Business was at a complete standstill for several days. The praya was covered with wrecked sampans and the *debris* of junks and ships, whilst in every direction dead bodies were seen floating about or scattered along the ruins of what was once the praya wall. Thirty-five foreign vessels, trusting in their anchors, were wrecked or badly injured. Over two thousand lives were lost in the harbour within the space of about six hours, during which time the screams of the Chinese in distress on the water were heard by residents on the upper levels of the town, to rise above the terrific din of the storm. . . The amount of property destroyed in Hongkong within those terrible six hours was estimated at five million dollars."

Chequered as had been the history of Hongkong, the period upon which it entered after the retirement of Sir A. E. Kennedy was to be memorable for its unrest and excitement. The new Governor was Mr. (afterwards Sir) John Pope-Hennessy, an

Irish Conservative who, as a member of the House of Commons from 1859 to 1865, attracted Disraeli's notice, more because of his political views than from any great regard for his personality. Mr. Pope-Hennessy entered the colonial service as Governor of Labuan and Consul-General of Borneo in 1867, and he subsequently served as Governor of the West African Settlements, of the Bahamas, and of the Windward Islands. He was a man of peculiar temperament and endowed with more than a common share of the pugnacity which is traditionally attributed to his race. Both at the Bahamas and the Windward Islands he was in continual hot water, owing to his indiscreet championing of the interests of the native community. So bad did the relations between himself and the European community at length become that a strong movement was set on foot for his recall, and ultimately he was withdrawn. In Hongkong he was received (on April 22, 1877) without prejudice, though with no excess of enthusiasm. But he had not been in office long before he gave a taste of his peculiar qualities. In October, 1878, after a series of minor incidents illustrative of the Governor's facility for creating trouble, the community were startled and outraged by the announcement that the selection of an acting successor to Mr. C. C. Smith, the Registrar-General, who had been promoted to the Colonial Secretaryship of the Straits Settlements, had fallen upon Mr. J. A. da Carvalho, a Portuguese clerk in the Treasury. The indignation was the greater because Mr. Carvalho was not even a British subject. The protests made would probably not have had much effect had it not been for this circumstance. As it was, the appointment was revoked because of the inability of Mr. Carvalho to qualify by taking the oath of allegiance. Another appointment which created much dissatisfaction at the period was the nomination on January 22, 1880, of Mr. Ng Choy, a Chinese barrister, to a vacant post on the Legislative Council. The position had been held previously by the Hon. Mr. H. B. Gibb, and if the ordinary rule had been followed the choice of his successor would have been a European colleague of his. But it was not merely in personal matters that the Governor showed the cloven hoof. His entire administration was tinctured with a prejudice which did not favour the predominant section of the community. Even when he acted rightly he so contrived matters as to invite condemnation. One of his pet official hobbies was a scheme of criminal reform based in the main on the philanthropic ideals which obtained in England. Whipping, branding, and deporting—features of the penal system of the Colony as he found it—were strongly condemned and eventually abolished by him, and he made other changes in the direction of greater leniency. The Chinese lower classes were naturally grateful for the favours received, and dubbed the Governor "the merciful man"; but the European community, with a profounder knowledge of the springs of Chinese criminal nature, were profoundly dissatisfied at what they regarded as the dangerous workings of the policy adopted by the Governor. A great outburst of serious crime which took place in 1878 lent point to the indignant representations of this important section of the population, and as month succeeded month and the crimes increased in seriousness it was determined to hold an indignation meeting to protest against the action that had been taken. The demonstration took place on October 7, 1878,

on the cricket ground. It was one of the most important gatherings of the kind ever held in the history of the Colony. Mr. H. B. Gibb was in the chair, and he was supported by practically all the leading merchants of the Colony excepting the senior unofficial member of the Legislative Council (the Hon. Philip Rylie), who for particular reasons held aloof. With practical unanimity resolutions were passed affirming that life and property had been jeopardised by the policy of undue leniency that had been adopted, and asking that a commission from outside the Colony should be appointed to investigate the application of criminal laws, the carrying out of sentences of the courts, and the relation between the Governor and his officials. This European protest evoked a counter demonstration from the Chinese inhabitants, who organised an address to the Queen expressive of confidence in the Governor. The resolutions and the address were duly forwarded, and, after taking nearly twelve months to reply, the Colonial Secretary (Sir Michael Hicks-Beach) in a despatch admitted the reasonableness of the alarm felt in the Colony, but declined

sending out a commission, on the ground that the action of the Governor had removed all cause for fear. The reference was to the introduction of a more stringent system of dealing with criminals by the Governor. The system of deportation was resumed and old offenders, instead of being tried before magistrates, were sent to the Supreme Court, where they received punishment commensurate with their crimes. On the main points—the question of flogging and branding—Sir J. Pope-Hennessy carried the day, for in November, 1880, Lord Kimberley (who had become Colonial Secretary) sent out a despatch directing the permanent discontinuance of branding and prohibiting flogging, excepting in cases of the class in which it would be inflicted in the United Kingdom.

As the years of Sir J. Pope-Hennessy's administration went on the tide of his unpopularity increased in volume. The breach between him and the European community ultimately became irreparable, and the strange prospect was seen in Hongkong of the Queen's representative living an existence of isolation from the great bulk of his fellows.

The effect of such a state of affairs upon the Colony's interest could not fail to be extremely bad, and only the natural strength of its position enabled it to come through the period of stress and trouble without marked injury. A great sigh of relief went up when it was announced in March, 1882, that the Governor was shortly proceeding to Europe on six months' leave. The statement was interpreted to mean that Sir J. Pope-Hennessy was leaving finally, and there was no disposition shown to resent the valedictory compliments subsequently paid to him by the Chinese and Portuguese communities. The general feeling was one of gladness that the period of turmoil and bitterness was at length at an end. Afterwards there was a disturbing rumour that Sir J. Pope-Hennessy was returning to Hongkong, and in hot haste strong remonstrances were sent by the leading merchants to Downing Street. Then it was made known that the incubus of a discredited and unpopular Governor was not to be inflicted on Hongkong, Sir J. Pope-Hennessy having been appointed to the Governorship of Mauritius.

CHAPTER XV.

Development of Shanghai—The Establishment of the Chinese Maritime Customs Department—New Municipal Constitution—Operations of the "Ever Victorious" Army around the Settlement—Land Speculations.

THE conclusion of the Treaty of Peking was the signal for a great development of mercantile activity throughout the Treaty ports. Perhaps its influence was most marked at Shanghai, which, from its proximity to the new fields of enterprise opened up in Northern China by the Treaty and its immediate predecessor—the Treaty of Tientsin—was best placed to reap the advantages of the new order of things. "The model settlement," as it was and is still called without excess of modesty, in its earliest years showed the disposition which all new trade centres have to hang fire somewhat. It developed, but its growth was, comparatively speaking, slow. There was nothing in the nature of a "boom"—to adopt a modern phrase. The disturbed condition of the country owing to the Taeping Rebellion no doubt militated against its complete success. But it was not alone that factor which kept Shanghai from marching to its inevitable destiny of a great port and commercial entrepôt. The restricted character of the openings for trade and the repressive and obstructive policy pursued by the Chinese Government had an even wider influence on the settlement's fortunes. All this, however, was changed by the two treaties. Under the Treaty of Tientsin that great waterway, the Yangtse-Kiang, was opened up to British trade, and a regularised status was accorded to merchants at the important riverain towns of Chinkiang and Hankow. The same instrument allowed British merchants access to Newchwang, Tangchow, Taiwan (Formosa), Chanchow (Swatow), and Kiungchow (Hainan); while the Peking Convention had given further significance to these widened facilities by adding Tientsin to the list of Treaty ports. Thus, for the first time in history, a real opening was afforded to the vast markets of Central and Northern China.

No port was better placed to take advantage of the situation than Shanghai. On the one side the broad bosom of the Yangtse was open to it; on the other was easy access to the capital and the great districts of the north; while in the country behind were some of the greatest trade markets of the Celestial Empire. It seemed to many that at last Shanghai's day had really come.

Before an account is given of the stirring times which followed the conclusion of the Treaty of Peking it may be desirable to take a brief glance at Shanghai as it was in the years preceding that event. Even at that early period, says an old resident in a description of its early life, the settlement was a striking-looking city. "The magnificent hongs which thronged the riverside with their compounds, their flags flying (for nearly every hong represented some consular dignity) and the fine broad terrace fronting the river, and commonly called the 'Bund,' had a grand and imposing appearance, which was truly astonishing in a place of such recent growth. The bund was the most wonderful scene of business and bustle. Chinese coolies or labourers were everywhere hurrying to and fro with burdens slung to bamboos carried upon the shoulders of these indefatigable beings who uttered a sort of monotonous 'Hee Haw' song as they moved along. In the centre of the bund was situated a striking looking Chinese building, the Custom House, in those days managed by Chinese with the assistance of two European gentlemen. . . . So little were these customs officials heeded that the captain of an American steamer who was about to export a cargo of rice, which is strictly forbidden both by Chinese law and treaty stipulations, is actually stated to have pitched one of them overboard for attempting to interfere with him."

The Custom House organisation referred to by the writer came into existence as a direct result of the complications arising out of the Taeping Rebellion. A brief reference made to the matter in an earlier chapter may be supplemented by a more detailed statement of the origin of this important institution. In March, 1853, when Nanking and Chinkiang had fallen into the hands of the rebels, and there was a report that the rebel fleet proposed to attack Woosung, there was a complete cessation of business in Shanghai. The Chinese customs officials were all scattered or in hiding, and for a time there was no apparent machinery in existence for the collection of customs. "One morning," says the author of an interesting sketch of Shanghai history, published on the occasion of its jubilee celebrations in 1873, "it was found that a Weiyman had established himself during the night in a mat-shed, amongst the ruins of the Customs House, and hung out a flag and chop sealed by the Taotai authorising him to receive customs dues, but the foreign consuls concluded that this gentleman's position was not exactly legal, and Mr. Alcock, the British Consul, therefore, consulted with the captain of the *Spartan*, the result being that a squad of English men-of-war's men hustled the poor Mandarin and his assistants ignominiously out of his improvised custom house. The Weiyman then attempted to get over the difficulty by saying that he would receive the duties on board a junk which was moored in the river opposite the French concession, and Mr. E. Cunningham, who was acting as American Vice-Consul, fell in with the suggestion and ordered his nationals to pay their dues on board this floating collectorate, but the Americans promptly

objected that they could not find her. . . In this dilemma Mr. Alcock and Mr. Cunningham sent round a notification to the effect that they would undertake the collection of duties, and would not clear any British or American vessels in respect of which duties had not been paid, or undertakings to pay given. This was at once strongly opposed by the merchants, who argued that they could not be called upon to pay duties to a government that was unable to give them any protection, and that had no proper, visible machinery available for collecting the revenue, and that the British and American Consuls had no right to usurp any functions of the Chinese Government which had not been legally delegated to them. The Consuls of the other powers represented adopted the same view, and the French Consul took the lead in declaring that he would clear any French ship that applied to him, without the payment of any duties whatsoever, until the Imperial Chinese Government re-asserted its authority. . . . The British Consul and the American Vice-Consul were left almost alone on one side in the struggle to uphold the claims of the Chinese Government, while the representative of the Chinese Government, the Taotai, Sam Qua, from his safe retreat in the Keechong hong, contented himself with issuing exhortative notices to his countrymen to do right in the matter of paying customs dues, while, with reference to the foreigners, he was only too thankful to them for whatever small quotas of these dues they were content to pay him."

In the face of the division of consular opinion the British and American Consuls found it impossible to maintain the position they had taken up. Several ships, American and British, got away without the payment of any duties, and in 1854 the principle of clearance without payment of duties had been tacitly accepted. The Chinese Government, however, was naturally not content to allow a lucrative source of revenue to be diverted from it without a struggle, and about the middle of 1854 consular intervention was invoked to secure a restoration of Chinese rights in the matter of the levy of customs. A conference took place at which the Taotai, Sam Qua, with the Consuls of Great Britain, America, and France assisted, and as the outcome of it, it was decided to introduce an entirely new system. Under the arrangement the duty of collecting the customs dues was vested in three officers nominated by the three Consuls participating in the conference. The Chinese officials were left to discharge the ordinary duties of supervision. It was a tentative measure devised to meet a sudden emergency which had arisen, but the system worked so satisfactorily that it ultimately broadened out into a great organisation, which under a name to become familiar throughout the civilised world—the Chinese Maritime Customs—extended its operations to the whole of the Treaty ports.

Another important Shanghai institution which was emerging from the chrysalis stage at this period was the Municipal Council. As originally instituted the body was known as the Committee of Roads and Jetties. Its income was as modest as its designation, for altogether the municipal collections in 1852 did not amount to more than \$5,000. Of this sum \$2,400 came from wharfage dues, and the balance from a tax of $\frac{1}{4}$ per cent. on land and 1 per cent. on houses. The expenditure for the year was \$8,000, that amount including the repayment of a loan of \$2,000 which had been borrowed at 10 per cent. But the exigencies of the situation created by the

Taiping Rebellion necessitated some more comprehensive arrangement, and about the middle of 1854 there were frequent consultations between the Taotai, Sam Qua, and Messrs. Alcock, the British Consul, R. C. Murphy, the United States Consul, and M. B. Edau, the French Consul with a view to devising a new system of local control. The upshot of the deliberations was the issue on July 5, 1854, of a notification to the foreign community to the effect that a new code of municipal and land regulations had been drawn up, and would henceforth govern the residence of foreigners in the three concessions. The regulations thus promulgated with some subsequent changes and additions are practically the constitution under which the settlement is governed. Under the rules the local authority designated for the first time a Municipal Council was to consist of a chairman and six members elected by the land-renters instead of the "three upright British



*Very truly yours,
Rutherford Alcock*

SIR RUTHERFORD ALCOCK, K.C.B.

merchants appointed by the British Consul," of whom the first early Committee of Roads and Jetties consisted. Another important change was the substitution for the old methods of raising revenue of a regular assessment based on the value of property and area of land, on residences and wharfage within the settlement. The new system was found to work most satisfactorily. Henceforward there was no looking back in matters municipal in Shanghai. In 1863 the administration lost its exclusively British character by the interests of the British concession being merged with those of the American settlement at Hongkew on the north of the Soochow Creek. The French, who, as has been stated, occupied a strip of territory adjacent to the native city, elected to maintain their separate jurisdiction, and they have done so to this day, with the result that there is a marked distinction between the two sections of what is in reality one settlement.

While Shanghai was preparing to avail itself of the openings offered by the Treaty of Peking, the developments of the Taiping Rebellion were once more furnishing her citizens with excitement of a varied kind. The rebels, encouraged by the weakness of the imperial authority, had during the years from 1857 to 1860 enormously extended their sphere of influence. They continued in possession of Nanking in spite of all efforts to dislodge them, and by the end of the last named year their authority was established almost to the sea. Such was the gravity of the situation that, prior to the advance on Peking, the Governor-General of the province of the Two Kiang actually invoked the aid of the British and French in support of the imperial power. The French representative was willing to render the assistance, and offered fifteen hundred troops if the British would send five hundred; but Mr. Bruce prudently declined to allow the British authority to be mixed up with the internal troubles of the Chinese Empire. A proclamation, however, was issued on May 26, 1860, in the name of all the foreign representatives, intimating that Shanghai would not a second time be allowed to fall into rebel hands.

Though official foreign aid was denied the Chinese authorities, they were not to be without European assistance in their efforts to suppress the rebellion. A movement set on foot by patriotic Chinese merchants, and encouraged and supported by European firms, resulted in the getting out at Shanghai of a foreign contingent for service in the disturbed area. Ward, an American subject, was the leader of the organisation, and he had as his chief lieutenant and quartermaster a fellow countryman named Burgevine. Ward was a swashbuckler of a pronounced type—unscrupulous, rapacious, and cruel. He had been a mate on an American sailing vessel trading to China, and had served on a flotilla fitted out some time previously by the Taotai to operate against the rebels on the Yangtse. In that capacity he had attracted the attention of the wealthy Chinese merchants, and his selection to command the foreign legion was the result. A pretty free hand was given to him in the matter of the engagement of recruits. Pay at the rate of £20 per month was offered, and in addition the prospect was held out of a share of loot. About one hundred Europeans in all were collected, together with about double that number of Manila men. The Europeans were a nondescript lot of adventurers drawn from the shipping and the local stores and offices. They were bound by the loosest ties of discipline and were ignorant in many cases of the rudiments of military science. The initial operation of the contingent was an attack on Sunkiang, a large walled town about 20 miles south-west of Shanghai. It was for various reasons a conspicuous failure. Ward, however, was not to be discouraged by a single rebuff. Collecting reinforcements, he renewed the attack with a successful result. The town through his exertions was given over once more to the possession of the imperial forces. The achievement brought him passing fame and, what was more to his purpose, a considerable accession of Chinese confidence and support. Ward was soon invited to try his skill in another direction. The new task allotted to him was the capture of Tsingpu, a walled town of some little importance. Having recruited a fresh body of men, including 25 Europeans and 280 Manila men, Ward marched out of his camp at Sunkiang. On arrival outside Tsingpu he speedily found that he could accomplish little, owing to

the lack of suitable guns. He had only two 6-pounders with him and these were quite powerless against the Taeping position, which was one of considerable strength, and defended, moreover, by the rebels under the direction of an Englishman named Savage. Nevertheless, the attack was delivered on the night of August 2, 1860. It ended in a disastrous repulse, in which all the Europeans save six were either killed or wounded. Ward, though himself wounded in the jaw, elected to make another attempt to win the great reward which was offered for the capture of the position. Proceeding to Shanghai, he enlisted a fresh force of 150 Europeans, purchased two 18-pounder guns and ammunition, and replenished his stores. He then returned to Tsingpu and commenced a vigorous bombardment of the town. Fortune favoured him even less on this occasion than it did previously. After the attack had proceeded some days Ward's force was surprised by a body of the rebels under Chang Wang, a famous leader, and put to utter rout. The contingent lost its guns and most of its stores, and had the enemy been enterprising the entire body would have been annihilated. Encouraged by the success, Chang Wang made an effort to recapture Sunkiang, and, being foiled in the attempt, turned his attention to the city of Shanghai. The Allies, acting up to their proclamation, took measure to assist the Chinese imperial authorities in their defence. The rebels, therefore, had a very warm reception when they appeared outside the city. They persevered, however, in their enterprise, returning again and again to the attack. Eventually, when the best part of a week had elapsed, Chang Wang drew off his forces, sending previously a valiant message in which he blamed the French for his discomfiture, and said that but for the foreigners he would have been triumphant.

As a result of the attack on Shanghai the British authorities deemed it expedient to have a clear understanding with the Taipings as to the precise limits of their operations. For this purpose the British Naval Commander, Admiral Sir James Hope, as previously narrated, proceeded to Nanking and opened up communications with Tien Wang, the rebel chief. The outcome of the negotiations was an arrangement under which the Taipings pledged themselves not to make any attack on Shanghai in the next twelve months, and that the Taeping forces should not advance to any point within a radius of 20 miles of that city. A further development of the situation at this period was the arrest, in May, 1861, of Ward in Shanghai, as a disturber of the public peace. Ward subsequently obtained his release by declaring himself a Chinese subject, but his career at Shanghai was nearing its close. His fate as a commander of European auxiliaries and that of the force which he had got together were sealed by another disastrous failure before Tsingpu, in which out of 80 men 23 were either killed or wounded. Ward and Burgevine, after a temporary period of inaction at Shanghai, turned their attention to the drilling of Chinese after the European method. Their operations were destined to bear noteworthy fruit, for out of the little band of men they trained developed the Ever Victorious Army, which was to win back for the Chinese Government the authority which had so narrowly missed slipping altogether from their hands.

In the closing months of 1861 the Taipings achieved some conspicuous successes against the imperial forces. The important cities of

Ningpo and Hangchow fell into their hands, and there were minor triumphs which greatly enhanced their prestige and brought thousands of recruits to their standards. The occupation of the first named place without British opposition seems to have encouraged the belief at the rebel headquarters that Shanghai might now be taken in spite of the arrangement come to between Admiral Hope and Tien Wang. The victorious Taeping forces appeared outside the city and settlement at the end of the second week in January, 1862. Before them were driven great numbers of Chinese who sought refuge in flight from the horrors which almost invariably marked the onward rebel march. Thousands of these unfortunates invaded the foreign settlement in the expectation of finding an asylum there from the dire woes which menaced them across the border. The best that was possible was done for them, but there was much inevitable suffering, an exceptionally severe winter adding to the horrors of the situation. Meanwhile the flagrant infraction of the Yangtse under-



SIR JAMES HOPE, G.C.B.
(From a print in the British Museum.)

standing by the rebels was being met by the British authorities in the only possible way—by retaliating. The military force at Shanghai at the time—two native regiments and some artillery—was too weak to allow at the outset of more than defensive measures, and encouraged by the inactivity the rebels showed great boldness, plundering and burning on the outskirts of the settlement, and at one time even threatening Woosung, the port at the mouth of the river. The French made a successful onslaught on a body of rebels which appeared outside their concession, and on the arrival of Sir John Michel with a small body of English troops as a reinforcement of the garrison, a regular plan of campaign was instituted against them by the British and the French. The operations commenced on February 21st, when a mixed British and French force, about 500 strong, with 600 of Ward's newly disciplined troops, marched out under the command of Admiral Hope to the village of Kachiao, where the Taipings had a strong position. On coming into contact with the enemy there was some sharp fighting, but nothing

could withstand the ardour of the attacking force, who, with Ward's men leading, carried the village in gallant style. The Taipings, undismayed by this reverse, gave a considerable amount of trouble to Admiral Hope, and even at one time compelled him to retire. But on his receiving a substantial reinforcement of 450 Europeans with 700 of Ward's Chinese and 7 howitzers, he was able to very effectively continue his little campaign. Tseedong, another strong position of the rebels, was attacked, and while the British sailors operated in front Ward's men made a detour and came upon their rear. Between the two fires the rebels suffered terribly, more than seven hundred being killed. The steadiness shown by Ward's disciplined levies on the two occasions they were under fire, led the British authorities to take a very favourable view of their capacity and usefulness and to give support both diplomatic and practical to measures for their increase. For some weeks following the Tseedong affair, there was, however, a lull in the operations. It was not, in fact, until the end of March, when General Staveley arrived from Tientsin with the 31st and 67th British regiments that any further serious effort was made to deal with the rebels. Then was commenced the task of clearing the country for 30 miles around Shanghai in accordance with the terms of the agreement. In pursuance of this plan the village of Wongkadsa, about 12 miles west of Shanghai was captured, but on an attempt being made by Ward's men to carry a stockade to which the rebels had retired, the attacking party was repulsed and Admiral Hope, who had accompanied it, was wounded. The next day this failure was wiped out and the enemy were subsequently driven out of Tsipoo. Next, attention was turned to Kahding, a strong walled city, which was captured with little loss. A desperate attempt to fire Shanghai, happily frustrated, caused a brief interruption in the operations, but early in May the train was ready laid for an important series of movements, in which a powerful body consisting of 1,429 British troops and 20 guns and mortars, 380 men and 5 guns, Naval Brigade, and 800 French troops with 10 guns took part. The allied force proceeded first to Tsingpu, the journey being made from Sunkiang by boat owing to transport difficulties. A bombardment with the powerful guns carried by the force soon paved the way for an assault which was completely successful, though the Taipings fought well. Afterwards Nanjao was captured and a brilliant little series of movements was closed with an engagement at Cholin which terminated in the complete discomfiture of the rebels. The good effects of this campaign was unfortunately almost completely wiped out by a disaster which overtook an imperialist force about the middle of May at Taitsau, to the north-west of Shanghai. Such was the impression made that General Staveley deemed it expedient to withdraw his forces to Shanghai, Kahding being given back to the rebels. As a set off against this serious state of affairs the imperialists had to their account the recapture of Ningpo which had about the same period fallen into their hands after a desperate conflict. Chung Wang now threatened both Tsingpu and Sunkiang, and as there was nothing to be gained in the circumstances in holding the former place, it was evacuated. Ward after this devoted himself energetically to the training and equipping of a force to recover the lost ground. He soon had a body of five thousand men under his command, and with these carried the war into the enemy's

country. After an unsuccessful attempt Tsingpu was retaken, and probably this would have been the starting point of a new career for Ward had he not been mortally wounded in an attack on Tseki, near Ningpo, whither he had proceeded at the call of the Government. On a refusal of the post by Colonel Forrester, Ward's chief lieutenant, the command of the Ever Victorious Army devolved upon Burgevine, who was little adapted either by temperament or capacity for so responsible an office. Li Hung Chang, to be famous in later years as one of China's greatest statesmen, had about this time succeeded to the chief control on the Chinese Government side and he seems very early to have formed a very unfavourable impression of the new commander. Burgevine, indeed, was generally distrusted by the leading Chinese officials and merchants. They disliked his dictatorial ways, and they doubted his loyalty to the cause which they had at heart. Furthermore, what little they knew of his capacity for military leadership did not impress them. In the circumstances it is not surprising that difficulties should soon have arisen between the American and the Mandarins. The latter were so seriously dissatisfied with Burgevine that they went the length of asking General Staveley to remove him from the command and supply his place with an English officer. The British commander declined to interfere at the moment, but when in the first week of January, 1863, Burgevine's force openly mutinied, and Burgevine himself perpetrated a grave outrage by using personal violence to Takee, a leading Shanghai merchant, who was the life and soul of the patriotic movement, the summary dismissal of the adventurer by the Chinese Government was acquiesced in. The direct result of this disciplinary action was to bring into the scene of perhaps his greatest triumphs the hero of Khartoum—Charles Gordon—then a practically unknown officer of Engineers. Gordon did not actually take up the command until March 24th, as the Home Government's approval to his nomination by General Staveley had to be received, and, moreover, he wished to complete the survey of the country around Shanghai upon which he was then engaged before assuming active military work. But he interested himself informally in the duties pertaining to his new post and may be said practically to have commenced his connection

with the force on Burgevine's dismissal. The story of his skilful organisation and direction of the Chinese forces, of his indomitable courage and perseverance in combating the rebel forces, and finally, the complete reassertion of Chinese imperial authority, through the exertions of the Ever Victorious Army under his leadership, is too familiar to need recapitulation here.

The crisis in Shanghai's life came, as we have stated at the commencement of the chapter, after the conclusion of the Treaty of Peking. One of the earliest symptoms of it was an inflation of land values due to the belief that the settlement was bound to undergo enormous expansion. The theory was sound enough, but, as often happens in these cases, an altogether exaggerated conception of the possibilities of the situation was formed. The period of speculation with its ups and downs and its various manifestations is vividly described by the writer already quoted. "The site of the old racecourse was put up and sold at fabulous prices, and the cricket ground was treated in a similar manner, a very small proportion of money sufficing to supply their places at a short distance beyond, and the balance of the funds being reserved for purposes of public improvement or recreation. Land had become the great subject for speculation, and was being bought up in every conceivable direction with the greatest avidity. Plots which a few months previously had been purchased for garden purposes at fifty taels per mow, equal to about £100 sterling per acre, now realised at least a thousand taels per mow and even more, and for a long time this remained the standard value of the land. For miles in the country upon purely Chinese territory, and for miles down the river upon both its banks, did speculators buy up every available inch of ground at daily increasing prices in the most visionary manner. Fortunes upon fortunes were made upon its re-sale to still more reckless gamblers, but only to be re-invested in the same unsound manner and eventually to culminate in loss. But it was not alone in land that speculation ran wild. Chinese houses sprung up in every direction, and Shanghai in a couple of years from the modest 'model settlement' had become a very London."

"Joint stock companies now commenced to be started, and shares were eagerly

applied for. The number of banks which established agencies was perfectly fabulous. The shores of the river for miles down the stream were covered with newly-erected wharves and as many as 300 foreign vessels were in the harbour at one time. New local improvements were commenced, regardless of expense. The New Club, a magnificent building, and conducted on the most extravagant scale, was hurried on. The new racecourse and the cricket ground were completed; roads were constructed for miles out into the country, and villa residences and model farms began to abound. The municipal institutions were constructed on a scale of extravagance hitherto unknown; and professional jockeys and trainers, sparring matches, badger baiting and rat pits became the fancy. Shanghai had gone perfectly mad."

At this time the population of Shanghai was estimated at 420,000, of whom 6,000 were foreigners. It was, as far as the foreign element was concerned, a mixed community, but was full of enterprise and virility. Its spirit was manifested in a rather striking way when the Chinese Government, having disposed of the Taeping rebels, thought it might recover some of its losses by imposing a *likin*, or war tax, upon those of its subjects who resided in the settlement. To this proposition the Municipal Council offered emphatic opposition. It was pointed out that, as the responsibility of protecting such an enormous concourse of refugees fell upon the foreign municipalities and their British and foreign protectors, it was only right that the Chinese inside should bear their proportion of the regular expenses. The argument had no effect on the Chinese officialdom, and as their claim was backed by the British Minister, the tax had to be allowed. Feeling on the subject ran very high in the foreign community and a scheme was seriously mooted, by an influential section, for repudiating all Chinese rights and constituting the settlement a free city, somewhat on the lines of the Haue towns. The idea, of course, was absurdly visionary, and it was laughed out of existence almost as soon as it was mooted. But the fact that it was suggested indicates the extent to which even business men had been carried off their feet by the wave of speculation which was sweeping over the port.

CHAPTER XVI.

Last Days of the Emperor Hienfung—*Coup d'état* at Peking—The New Régime—The Young Emperor Tungche assumes the Reins of Government—Reception of Ministers at Peking—Death of Tungche and Accession of Tsai Tien—Murder of Mr. Margery—The Chefoo Convention.

As immediate outcome of the Treaty of Peking was the establishment in the Chinese capital of a body known as the Tsung-li-yamen, to deal with the foreign affairs of the empire. Up to this time there had been no provision in the Chinese Governmental system for conducting intercourse with foreign nations, and the absence of machinery had tended more than anything else to create difficulties. To a very large extent, therefore, the change was an advantageous one. But it was very far from being a sign of grace on the part of the imperial authorities. The Em-

peror himself showed at this time, indeed, a marked disposition to emphasise his dissatisfaction with the new order. He retired to Gehol and surrounded himself there with the most bigoted and fanatical Mandarins, chief amongst whom was Tsai, the hero of the disgraceful episode of Tungchow described in the previous chapter. It was believed at the time that the main purpose of his withdrawal was to avoid lending by his presence any countenance to the establishment of the diplomatic system at Peking. Whether that was the case or not when Mr. Bruce took up

his residence at the Chinese capital towards the end of March, 1864, he had to be content with such maimed rites as could be extended to him by Prince Kung, the enlightened brother of the Emperor, upon whom the burden of arranging matters with the Allies had fallen. The Emperor's absence was the cause of much discontent amongst the Pekingese, and it was condemned even by members of the imperial family, who suffered heavily in pocket owing to the cessation of their allowances during the period that the court was at Gehol. It is probable that

trouble would have arisen out of the imperial action had not matters been brought to a sudden issue by the serious illness and subsequent death of the Emperor. This event, which took place on August 22, 1864, was followed by the circulation of a proclamation announcing the accession of Hienfung's son, a child of six years of age, and of the appointment of a Board of Regency consisting of eight members, with Prince Tsai at their head, to control matters during his minority. Prince Kung and his associates at Peking were left entirely out in the cold in the arrangements for the succession, and it soon became obvious that they did not intend to sit down quietly under the exclusion. The day following the state entry of the young Emperor into Peking (the 2nd of November), Prince Kung appeared at the palace with an imperial edict, which he had secured from the Empress Dowager, ordering the dismissal of the Council of Regency. Prince Tsai and his colleagues made an attempt to obtain the reversal of the decree, but the only effect of their action was to bring about their arrest and the issue of a second decree directing their degradation from their official and hereditary rank and their punishment for "outrageous conduct." Later on the entire party were brought to trial before Prince Kung, with the result that all were condemned to death. One regarded as the leader was publicly executed, but the others were, as a special favour, given a silken cord with which to put an end to their existence. Under the new régime the power was vested in the Empress Dowager and the Emperor's mother, and Prince Kung occupied the supreme ministerial positions with vast powers of control. Prince Kung directed affairs ably and skilfully, showing an enlightened regard for foreign opinion which tended to smooth the paths of diplomacy. Apparently he soared too high, for in April, 1865, to the surprise and even consternation of the British Minister and his diplomatic colleagues, an edict appeared in the name of the two Empresses degrading him for having grown arrogant and assumed privileges to which he had no right. It was feared that the incident might seriously prejudice foreign interests, but to the satisfaction of the European community Prince Kung was, after the lapse of five weeks, restored to favour, though he was no longer allowed to hold the post of President of the Council. Some little time after this incident Sir Frederick Bruce's term of office as minister at Peking expired. His successor was Sir Rutherford Alcock, the erstwhile consul at Shanghai, whose services prior to his going to Peking had been utilised as minister to Japan. Sir Rutherford Alcock in his turn was succeeded at Yeddo by Sir Harry Parkes, another eminent Anglo-Chinese official who figures conspicuously in our narrative.

During the entire period of Mr. Bruce's service at Peking the relations between the British and the Chinese were most cordial, largely owing to the admirable tact of the minister on the one side and the broad-mindedness of the chief minister on the other. One awkward question, however, arose which might have been productive of considerable danger to the peace if it had not been properly handled. Mr. Horatio N. Lay, who had some time before been appointed by the Chinese Government to assist in the collection of customs in the Shanghai district, was in 1862 commissioned, in conjunction with Captain Sherard Osborn, to go to Europe to purchase a fleet of gunboats of small draught for the suppression of piracy on the Chinese coasts and the policing of the shallow estuaries and creeks there-

abouts. The vessels—seven gunboats and one storeship—were purchased and taken out by Captain Osborn. Meanwhile, Mr. Lay proceeded direct to Peking to complete the arrangements for the disposal of the embryo Chinese fleet. He was greatly concerned to find that Sir Frederick Bruce would have nothing whatever to do with his enterprise without specific instructions from home; while, what was more disconcerting, Prince Kung raised difficulties as to the arrangements Mr. Lay proposed for the working of the new system. The points of difference developed between the Minister and Mr. Lay had reference to the control of the squadron. The former, perhaps not unnaturally, considered that the power should be vested in the Government in the ordinary way; but Mr. Lay claimed that he should be directly responsible under the Emperor for the administration and movements of the fleet. He flatly declined to entertain a proposal that a Chinese official should be appointed as joint commander, and he as resolutely

of bad faith, as the conditions they were called upon to ratify are not such as the authority given to Mr. Lay entitled him to assent to in their name. Mr. Lay mistook his position and overrated his influence when he resolved on starting this flotilla, without having previously ascertained that the terms agreed upon with Captain Osborn would be accepted." Mr. Lay retired with a handsome monetary solatium, and in his place there succeeded to the control of the Imperial Maritime Customs, Mr. (now Sir) Robert Hart, the able official whose long and honourable service in China is, as these pages are passing through the press, receiving such widespread and honourable recognition in Europe. Another well-known Anglo-Chinese who came to the front about this time was Sir Halliday Macartney, a gentleman who in later life played a conspicuous part in the domain of Chinese diplomacy in Europe, as the English Secretary to the Chinese Embassy in London. Macartney went out to China in the first



PAVILION AND GARDEN OF A MANDARIN, NEAR PEKING.
(From Allom & Wright's "China.")

rejected a suggestion that he should act under the orders of the provincial authorities. In the circumstances it is not altogether surprising that Prince Kung should have manifested an indisposition to take over the fleet. The ships remained idly at anchor all through the period during which they would have been useful against the Taepings, and when the crisis had passed away the Chinese Government considered they could do without them. Finally, in November, 1863, Mr. Lay was dismissed from the Chinese Government service, and orders were given for the return of the ships to Europe for disposal. Mr. Lay was very wroth at the treatment meted out to him, and invoked the powerful aid of friends at home to obtain redress. But he gained very little support in official quarters in his campaign against Chinese officialdom. The points in the controversy were very concisely put by Sir Frederick Bruce in a despatch which he penned on the subject. "I do not think," the British Minister wrote, "that the Chinese Government are open to the charge

instance as Assistant-Surgeon to the 90th Regiment, and served through the Peking Campaign. Afterwards he drifted into the employ of the Chinese Government, which he assisted in various capacities. His most important service was as organiser of the first Chinese arsenal at Soochow. He manifested great ability in the prosecution of this undertaking, but, owing to the development of defects in some of the guns manufactured at the establishment, he had differences with Li Hung Chang, with the result that he resigned his office. The enterprise which he had initiated was continued under other direction and paved the way for an extensive organisation for the manufacture of munitions of war.

The decade following the conclusion of the Treaty of Peking was a period of comparative tranquillity in the relations between the Chinese Government and the European powers. For this state of affairs thanks were largely due to the wisdom and moderation of Prince Kung, who continued to direct the

councils of the empire; but some credit also attached to the British representatives who in their dealings with the Chinese Government resolutely set their faces against the pushing of extravagant claims and the multiplication of points of difference. The two great Mahomedan rebellions in the provinces of Yunnan and Shensi and Kansuh, the suppression of which taxed to the utmost the resources of the Chinese Government during a greater portion of the decennial period, also was a factor which made for harmony between the Peking authorities and the Western powers. The only unsatisfactory phases in the situation were occasional outbursts of popular feeling against the missionaries who at this time were actively prosecuting their propaganda in various parts of China. At Yangchow and Formosa, and later at Swatow and Foochow, there were outrages more or less serious. But in each instance reparation was promptly made and it was manifested that the Chinese Government was sincere in its desire to ensure

mission to France to offer what amends it could for the outbreak. Chung How, the Superintendent of Trade for the three northern ports, who was present at Tientsin at the time of the riot, and whose lack of initiative was indirectly responsible for the occurrence, was selected to head the mission. It otherwise lacked nothing which could lend it importance as a manifestation of the Government's regret at the event. In Paris the mission was received in a not unfriendly spirit, but the intimation was given that as a recognition of the moderation shown in the matter the French Government would expect that the right of audience would be conceded to the French Minister at Peking. The demand was received with mingled feelings in Peking, where the old jealous feeling of exclusiveness was still in the ascendant. The question remained in abeyance until the young Emperor Tungehe, four months subsequent to his marriage, was, in February, 1873, invested with full powers of government. Then, the time being ripe for pressing the

which they had occupied to bring pressure to bear on the Peking authorities. Another episode of a more personal character which was the subject of diplomatic representations was an attack by pirates in August, 1874, on the river steamer *Spark* while on her way from Whampoa to Macao. The vessel was plundered and the only English passenger, Mr. Walter Mundy, was seriously wounded and left for dead on the deck. Mr. Mundy was permanently injured by the treatment he received; but the Home Government declined to support his claim to compensation though there was no question that the piratical attack was due to the failure of the Chinese authorities to carry out the provisions of one of the principal clauses of the Treaty of Tientsin.

The death of the Emperor Tungehe on January 12, 1875, seemed to offer promise of serious internal trouble, but eventually the succession was peacefully arranged by the selection of Tsai Tien, a child of tender age, the son of Prince Chun or the Seventh Prince. The new Emperor was proclaimed on the 13th of January with the name of Kwangsu, and he commenced his reign under the auspices of the two Empresses and Prince Kung, who, by their judicious direction of affairs were able to look forward to a further spell of uncontrolled power. Before the new ruler had been many weeks on the throne an event occurred which rudely threatened the peaceful relations which had grown up between the Chinese and the British Governments. Towards the close of 1874 the Government of India decided to despatch a special mission of exploration under the command of Colonel Horace Browne to Yunnan, the extreme western province of China. The enterprise was promoted with the approval of the Peking authorities, who issued special orders to the local authorities concerned to give the mission every assistance. Mr. Raymond Augustus Margery, a talented Chinese scholar, and an official thoroughly versed in Chinese ways, was appointed to accompany the mission as a coadjutor of Colonel Browne. He journeyed through the interior of China from Peking and joined his chief at Bhamo, on January 26, 1875. Three weeks later the mission started on its way. As it approached the Chinese frontier it was met by rumours of opposition to its advance on the part of Lisitai, a Chinese commander who had control of the frontier. In order to ascertain the true state of affairs, Colonel Browne despatched Mr. Margery on an expedition of inquiry across the frontier. Riding out on the 19th of February, Mr. Margery reached Momein, a town on the Chinese side of the border, the same day, and sent from thence a letter saying that all was quiet at that place. Nothing further was heard from him or of him until several days later, when the news was spread that he and his attendants had been treacherously murdered at Manwein, a place some little distance to the eastward of Momein. The startling information was supplemented by a statement that a large Chinese force was advancing with the intention of attacking the expedition. Any doubts that may have been entertained as to the accuracy of the news were dispelled on the 22nd of February by the appearance of a hostile body of Chinese troops on the heights near the camp of the expedition. Preparations were made by Colonel Browne to meet the threatened danger, but the Chinese general, seeing the bold front that had been assumed, thought better of his enterprise and withdrew his force. When news of the outrage reached the outer world, a great cry of indignation



ANCIENT TOMBS NEAR AMOY.

(From an engraving)

protection for the foreigner to the utmost of its ability. The worst episode was one which occurred at Tientsin in 1870 and which, but for the outbreak of the Franco-German War, might have involved China in war with France. On the 21st of June in that year a disorderly mob gathered outside the Roman Catholic Mission House in Tientsin, murdered M. Fontanier, the French Consul, who endeavoured to restrain them, and subsequently attacked the Mission House, murdering its inmates, who included M. Simon, a member of the French Legation at Peking, and his wife, a French storekeeper and his wife, three priests, ten sisters of charity, and a Russian merchant and his wife. A great sensation was created by this crime, which surpassed in horror any that had hitherto been perpetrated against the foreign community, and on the one hand there was an insistent demand from Europeans for retribution and on the other a wave of anti-foreign exultation. The Chinese Government fortunately recognised the extreme gravity of the crisis and decided to send a special

claim, the Foreign Ministers in a joint note preferred a request to be received in audience. At the outset the old question of the *Kotow* was raised, but on a clear indication being given that there would not be the slightest concession on this point, Prince Kung and the ministers yielded, and the young Emperor duly received the ministers of the foreign powers in audience on June 29, 1873. The event marked an epoch in the history of the diplomatic relations of the European nations with China. Once and for all the claim to superiority so arrogantly and insistently put forward on behalf of the Chinese Emperors was abandoned.

After this for some little time the course of Chinese history ran, if not smoothly, at all events with less serious incident than heretofore. In 1873 trouble arose between Japan and China over the murder of the crew of a junk wrecked on the Loochoo Islands some years before, but thanks to the mediation of Mr. Wade an amicable settlement was reached by the terms of which China paid an indemnity, and the Japanese evacuated Formosa,

went up from the British organs of public opinion, and the amplest backing was given to the demand promptly made at Peking by the British Minister (Mr. Thomas Wade) for reparation. The Chinese Government showed at the outset very little disposition to satisfy the claims preferred, which primarily were for an investigation into the circumstances of the murder by a mixed commission of British and Chinese officials. At length, however, it agreed to the proposed inquiry and appointed Li Han Chang, Governor-General of Honkwang, and brother of Li Hung Chang, to conduct the investigations. This functionary, with the British members of the commission, Messrs. Grosvenor, Davenport, and Baber, met in the closing days of the year in the district which was the scene of the outrage and commenced their inquiry. It was soon discovered by the British commissioners that as far as the infliction of punishment on the really guilty parties was concerned their mission was likely to prove futile. Li Han Chang temporarily suspended the Futai for neglect of duty, but this was the extent of the censure of the local officialdom he would permit himself. The responsibility for the murder was thrown upon the lawless frontier tribes, and to lend colour to the view several miserable villagers were seized, on the ground that they were accessories to the murder, and their lives were offered as an atonement for the offence. Very naturally the British Government resolutely declined to accept the course proposed as adequate redress. Sir Thomas Wade (as he had now become) was instructed to bring home to the Peking authorities the seriousness of the situation which had been created by this shameful outrage on a British expedition, and this he did in the most emphatic way by intimating that diplomatic relations must be broken off until the Chinese Government were prepared to satisfy the just demands made upon them. Sir Thomas Wade subsequently quitted the Chinese capital, and his withdrawal coincided with the appearance of a strong British fleet off the Peiho. Alarmed at these evidences of

offended British honour, the Peking officials at length consented to discuss under satisfactory conditions the question of redress. Chefoo was selected as the scene of the negotiations, and there the British and Chinese representatives (Sir Thomas Wade and Li

of the regret felt by the Chinese Government for the murder. An important article of the Convention was a provision calling upon the different Viceroy and Governors to respect and afford every protection to all foreigners provided with the necessary passport from



CHEFOO FROM THE SEA.

Hung Chang acting as principals) assembled in August, 1875. The result of the deliberations was the agreement known as the Chefoo Convention. This document provided for the payment of an indemnity to Mr. Margery's relatives and for the despatch to England of a special mission bearing a letter expressive

the Tsung-li-yamen, and warning them that they would be held responsible in the event of such travellers meeting with injury or ill-treatment. There were also embodied in the arrangement a series of regulations with reference to trade, and notably one relative to the *likin* or transit duties.

CHAPTER XVII.

The Development of Shanghai—Chinese Commercial Enterprise—The Shanghai-Woosung Railway—Establishment of a Native Cotton Mill—New Municipal Constitution—Later History of Hongkong.

AT the period of the conclusion of the Chefoo Convention, Shanghai trade, in common with Chinese commerce generally, was passing through a somewhat serious crisis. The financial stress was mainly due to over speculation consequent upon the opening of the Suez Canal and the establishment of direct telegraphic communication with Europe. With the completion of those great enterprises dawned a new era in Far Eastern commerce—an era rich in promise for European trade—but merchants, in their impatience to reap the harvest which they confidently expected awaited them, did not take sufficient account of the fact that a period of ripening was essential. As a result serious losses were incurred, which for the time being crippled the resources of a good many of the leading firms, particularly in Shanghai. While European activity was

somewhat circumscribed owing to the untoward course that commerce had taken, the Chinese at this period gave evidence of remarkable enterprise. In 1872, under the direct patronage of Li Hung Chang (at that time Governor-General of Chihli) was formed at Shanghai a company under the name of the Chinese Merchants Company, for the purpose of owning and running steamers. Ostensibly the company was established for the purpose of carrying tribute rice to Tientsin *en route* for Peking, but it soon became evident that its real object was the far more ambitious one of competing with European owned vessels for the trade of the coast and of the Yangtse. Furthermore, the arrangements indicated that the floating of the company was designed for political as well as commercial ends. One of the articles of the company prohibited the holding of shares

by foreigners. The offices established at Shanghai, Hankow, Tientsin, Hongkong, and Canton were under Chinese managers; and the only foreigners employed in the company's service were the masters of vessels. Finally, as evidence of the determination to give a purely native aspect to the venture, was the fact that two of the earliest vessels in the company's service were built at the Foochow Arsenal.

In another direction at this juncture was demonstrated in a striking way the determination of the Chinese to slay the march of foreign encroachment. In December, 1872, was formed in Shanghai, by a number of leading residents, a small private company, under the title of the Woosung Road Company. It seemed an innocent, non-committal kind of venture, but its simple title covered a project of deep significance, the

real object of the promoters being nothing more nor less than the introduction of railways into China. The idea of giving the blessings of railway communication to the empire was not new. As far back as July, 1863, an application had been made to the Chinese authorities for permission to construct a line between Shanghai and Soochow, but the reception given to the proposal was such as to indicate that the Government were not likely to readily sanction the innovation. When, therefore, the idea was taken up again it was decided not to approach the Chinese governing power, but to seek to reach the goal indirectly. The company's object was stated to be the improvement of road communication, and to give effect to their aims they purchased a strip of land about fifteen yards wide extending from Shanghai to Woosung, a distance of about nine and a quarter miles. Almost simultaneously, at their instigation, the district magistrate, under the direction of the Taoutai, issued a proclamation, giving notice that they had acquired posses-

to proceed, and half the line, viz., that portion from Shanghai to Kangwan, was opened for public traffic, the inaugural trip being run on June 30, 1876. Subsequently the Chinese authorities, who had been much displeased at the laying down of a railway without their previous permission, made an arrangement with Her Majesty's Minister, through the medium of his Chinese secretary, Mr. Mayers, to the effect that they should buy the railway, and certain articles of agreement for carrying out this arrangement were drawn up at Nanking. These articles were afterwards agreed to by the company, subject to certain conditions, and the payment of 285,000 Shanghai taels was arranged between the two parties as the price of the property. It was further settled that this sum should be paid in instalments, extending over one year, during which time the company were to retain possession of the line and work it to their own profit. The running of trains, which had been stopped for a time, recommenced on December 1, 1876. During July and August the

official writer of note in 1877 as "the greatest statesman China has produced during the present century." "If," observed Tseng, "small steamers be allowed on inland waters, native craft of every size, sailors, and pilots will suffer; if foreigners are allowed to construct telegraphs and railways, owners of carts, mules, chairs, and inns will suffer, and the means of living be taken away from the coolies. The same may be said of all demands of foreigners, except the working of coal mines; it would enrich China to borrow foreign appliances for the extracting coal, and it would appear to deserve a trial. If foreigners are allowed to introduce small steamers, railroads, &c., they will monopolize the whole profits of the country; if our people are allowed to join with them in introducing them, the rich will benefit at the expense of the poor—neither plan is practicable. With respect to the points which are not highly obnoxious we should grant them if asked; it is only as to railroads, steamers, salt, and residence in the interior for trade, as destructive to our people's interest, that a strenuous fight should be made." Here we have the guiding spirit of the most enlightened Chinese policy at this period. The foreigner was to be tolerated where it was thought he would do no mischief, but he was to be kept at arm's length where the means of communication and residence in the interior were concerned. It may seem to our view an essentially narrow way of looking at things; but recalling the later history of railway concessions in China, who shall say that Tseng's opinions were not from his patriotic standpoint absolutely sound?

There was no doubt in the years following the conclusion of the Treaty of Peking a ferment in the Chinese mind which led to developments calculated to cause anxiety in the ranks of the Peking autocracy. An example of these tendencies is the drift to the foreign settlements and notably to Shanghai, of well-to-do Chinese subjects. Referring to this movement the British Consul at Shanghai, in his report for 1876, says: "From a vague apprehension of future calamities many men of substance have removed here with their families from the interior and in several instances have even taken foreign houses in preference to Chinese hongts. The shopkeepers have also improved in their style of buildings, and as the old rickety tenements are from time to time swept away by fires they are invariably replaced by buildings superior to the ordinary run of Chinese houses. The natives are likewise learning the value of brick walls and adopt them in the capacity of fire walls." Meanwhile the foreign residents were showing more and more a disposition to leave their houses in the heart of the settlement and establish themselves in the country. The Consul speaks in his report for 1874 of villa residences springing up like mushrooms in various directions beyond municipal limits, and he reverts to the tendency towards a substitution of Chinese tenements for foreign houses in the heart of the settlement, and the consequent depreciation in value of the larger houses.

Another sign of the times upon which stress is laid in the communications of the British officials of the period is the growth of the purely native press. In referring to the opening of the Chinese Polytechnic Institution in 1875 the Consul at Shanghai mentions that at the period there were no fewer than five Chinese daily papers, and that in addition there were a number of weekly and monthly organs—most of them very popular and



FESTIVAL OF THE DRAGON BOAT (FIFTH DAY OF THE FIFTH MOON).

sion of the land, and that they had a right to build bridges, cut ditches, erect fences, and construct roads suitable for the running of cars.

The scheme having now assumed a practical shape, a new company was formed and registered July 28, 1874, under the Limited Liability Act, as a company having its head office in Canton, with a capital of £100,000. This new company took over the lands and rights of the old company, bought a considerable amount of extra land, and formed an embankment along the entire length of the route, the whole of the area being about the level of high water spring tides, and under the level of exceptionally high tides. The agents of the company in China were Messrs. Jardine, Matheson & Co., with whom Mr. J. Dixon of London entered into a contract to construct a light railway on the embankment referred to, and work was commenced in January, 1876. Some difficulties hereupon ensued with the Chinese authorities, but on the company's making certain concessions as to the deviation of the line at some points, the work was allowed

traffic amounted to a total of 16,894 passengers. During December the number of passengers was 17,527, of which number 15,873 were third class. When the Chinese entered into occupation of the railways they discontinued the running of trains and proceeded to tear up the rails. Subsequently the entire plant was despatched to Takow, in the island of Formosa.

Thus ended the pioneer effort to introduce railways into China. The project was a bold one, and its results during the brief period during which the railway was working showed that commercially the prospects were good. But the scheme was born out of time. China at that juncture was not ready for railways. Moreover, foreign action was deeply distrusted, owing to the events of the previous decade, and Chinese statesmen realised that they must at all costs keep the control of matters in their own hands. As evidence of the spirit which was in the ascendant we may quote a few passages from a memorial sent to the Throne by Tseng-Kwo-fan, sometime Viceroy of the Two Kiang, who was described by a British

increasing in circulation. It should be mentioned, however, that side by side with this literary activity so characteristic of the new spirit was revealed a jealous adhesion to the old economic ideals. In 1876 an attempt was made to establish a steam cotton mill company at Shanghai for the purpose of manufacturing cotton piece goods from native grown cotton of a similar quality and weight to the goods manufactured by the Chinese. The scheme at the outset received the support of influential natives. But after a time the Cotton Cloth Guild took the alarm and instituted in the native press a crusade against the project. The idea was circulated that the hand cloth trade would be immediately ruined if the mill started working, and when the apprehensions of the native community had been sufficiently aroused the Guild passed a resolution to the effect that no cloth made by machinery would be permitted to be purchased. About the same time that this declaration was made there appeared on the scene a well-known native resident named Peng with a project for prosecuting a Chinese Joint Stock Company with the same object. It was stated at the time that this gentleman obtained one of the prospectuses of the British Company, and after altering it to suit his purpose presented it to the Superintendent of Foreign Trade as a venture deserving of support. His scheme was approved by the authorities and was duly launched with a respectable native backing. In 1879 the foundations of the mill were laid and an agreement was entered into with a British merchant for the supply of the requisite machinery for an eight hundred loom mill. But the enterprise, owing to the incapacity of the directorate, soon got into difficulties, and operations were suspended for two years. At the expiration of that period a new company was formed under the patronage of the Government, and Peng was removed from the chairmanship of the directorate, and Tai, another influential resident and an expectant Taoutai, appointed in his place. In the reorganised company the capacity of the factory was reduced to two hundred looms, and orders for the machinery were placed in America. Meanwhile, the original contract was annulled, Tai paying the stipulated forfeit of fifteen thousand taels. It is unnecessary at this point to follow the fortunes of the venture further. The facts as they stand are sufficiently complete to illustrate the point which was being emphasised—that the traditional Chinese exclusiveness was taking the new form of an endeavour to supplant the foreigner in his own sphere.

Shanghai all this time was developing rapidly into the fine city it ultimately became. In 1873 the report of the British Consul embodied the enclosed table showing the value of the assessments of land and houses in the settlement and the number of inhabitants:—

LAND ASSESSED.		
English settlement—		Taels.
Foreign ... ..	...	4,812,000
Native ... ..	...	100,000
Hongkew—		
Foreign* ... ..	...	530,000
Native. No assessment yet made	—	—
		5,442,000

* Actual value supposed to be double.

HOUSES.		
English settlement—		Taels.
Foreign ... ..	...	450,000
Native ... ..	...	503,000
Hongkew—		
Foreign† ... ..	...	73,000
Native ... ..	...	70,000
		1,096,000
CENSUS AVERAGE.		
Chinese, resident ... ..	...	62,844
„ employed in foreign hongs ... ..	...	5,556
„ boat population and vagrants ... ..	...	9,957
Foreigners ... ..	...	2,000
		80,367



DYEING AND WINDING SILK.

As an indication of the progress made in the years which followed the issue of this table, it is to be noted that in February, 1881, the Chamber of Commerce published a report which gave the estimated value of property in the united settlements at £14,250,000. Trade all the time was increasing with great rapidity. More than three-fourths of it was with Great Britain, and the bulk of the shipping which entered and cleared the port was British. Germany at this time was practically nowhere. Indeed, she seemed to be actually slipping behind in the race. Of 4,248 vessels which visited the port in 1878 only 154 were German, and the Acting Registrar of shipping in his report for the year spoke of German interests as "steadily declining." He added: "Of the many famous German business houses which used to do a large business here, only one or two remain." Twenty years later a very different tale was told, and to-day no one speaks of German commercial decay in the Far East.

The rapid development of Shanghai, and with it the increase of the European popula-

† Under new assessment will be 80,000 taels.

tion, suggested the desirability of a reform of the municipal constitution. The discussions on the subject led to the appointment, towards the end of 1879, of a committee, with Mr. F. B. Forbes as chairman, to consider the question. A report was forthcoming suggesting various changes, the result of which, if carried out, would have been to increase the electorate from 403 to 508, and to swell the number of resident voters from 255 to 360. The report was considered at a ratepayers' meeting in March, 1881, and approved. Subsequently, the revised regulations were sent to Peking for ratification by the foreign ministers; but for some reason or other the requisite assent was withheld at the time. Not until November, 1898, after a fresh demand had been made by the ratepayers, did the diplomatic body at Peking pass the new constitution. In addition to the reforms recommended by the committee of 1879, a number of changes suggested by widened experience of municipal administration in the settlement were introduced. The principal of these had reference to the

compulsory acquisition of land, promotion of sanitation, and the regulation of building operations. There was also a provision for the appointment of a Board of Land Commissioners to safeguard the interests of foreign renters and native owners. These reforms, it should be stated, applied only to the joint British and American settlement. The French concession has its own municipal constitution, which, in its present form, dates back to 1868.

The later history of both Hongkong and Shanghai is so largely covered in other portions of the work that it is only necessary to touch upon the more prominent points. At Hongkong, after Sir John Pope-Hennessy's troubled régime there was a brief interregnum, during which Mr. (afterwards Sir) William Marsh, the Colonial Secretary, officiated. In March, 1883, Sir George Bowen arrived to take charge of the administration, and directed the affairs of the Colony on healthy progressive lines for close upon three years. When he left Hongkong, on December 19, 1885, Mr. Marsh again temporarily assumed the control of affairs and continued to discharge the duties until his retirement in April, 1887.

He handed over charge to Major-General Cameron, who officiated until Sir William G. des Voeux, the new Governor, arrived in the October following. The next four years, during which this official held office, though not particularly eventful, were fruitful of useful work. Amongst other improvements the praya reclamation scheme was carried



SIR GEORGE FERGUSON BOWEN.

(From "Thirty Years of Colonial Government."
By Mr. Stanley L. Poole. Macmillan & Co.)

out. Besides contributing materially to the attractions and conveniences of the city the project added 57 acres to the available land of the island at a point where space was greatly needed. The execution of the work was the more welcomed as it synchronised with a period of remarkable expansion in Hongkong. So rapid indeed was the increase of population that some of the most difficult problems of the administration were connected with the housing of the people, who were crowding into the already congested districts of the city. Sir William des Voeux, dealing with the subject in his report for 1888, spoke of relief having to be sought by the opening up of the interior of the island by tramways, and with prophetic vision he foreshadowed a time when the whole of the island would be covered with dwellings or manufactories. In the same report Sir William des Voeux drew an interesting comparison between the Hong-

kong of that period and the island as it was before the occupation. In place of "a bare rock with a fisherman's hut here and there, as the only sign of habitation, and a great sea basin only very rarely disturbed by a passing keel," was "a city of closely-built houses, stretching for some four miles along the island shore, and rising tier over tier, up the slopes of the mountain, those on the upper levels interspersed with abundant foliage; while, on the opposite peninsula of Kowloon . . . and along the whole seaboard, are numerous houses, together with docks, great warehouses, and other evidences of a large and thriving population. Again, the silent and deserted basin has become a harbour, so covered with shipping that even if a visitor has been round the whole world, he could never before have seen so much in a single *coup d'œil*. At anchor or moving are some forty to fifty ocean steamers, including ships of war, large European and American sailing vessels, and hundreds of sea-going junks; while in the space intervening and around, are many thousand boats, for the most part human habitations, with steam launches rushing in all directions." This picture of a prosperous Hongkong was not a bit over-coloured at the time it was painted, but after Sir William des Voeux had retired, in May, 1891, a period of depression and public misfortune set in, which left its mark on the record of the Colony. First there was commercial trouble, the product of overspeculation and uncertain exchange, and then, in 1894, loomed up that ghastly spectre of the plague, which unhappily, has never yet been completely exorcised from the island. The history of the epidemic, or series of epidemics, which have afflicted the inhabitants is told elsewhere. It is only necessary to say here that the visitations called forth the highest administrative and scientific skill and that though, in the fight, the authorities have had some disappointing checks, they have brought about an enormous improvement in the condition of the Colony. The heaviest and most notable work in connection with the epidemics occurred during the governorship of Sir William Robinson, who arrived in the Colony on December 10, 1891, and who served continuously until February 1, 1898. But it was left to the administration of his successor, Sir Henry Blake, to apply the chief remedies which were recommended by two sanitary experts, Mr. Osbert Chadwick and Dr. Simpson, who were specially sent out from England for the

purpose of investigating the matter. The term of office of Sir Matthew Nathan, who followed Sir Henry Blake in the governorship, was, unfortunately, not free from serious plague troubles. His administration, however, will always be memorable from the fact that it covered the period of the memorable typhoon of September 18, 1904—a catastrophe of appalling, and as far as Hongkong is concerned, unprecedented magnitude. Over ten thousand lives were lost in the disaster, and property to the value of many millions of dollars was destroyed. Amongst the victims was the Right Rev. J. C. Hoare, D.D., Bishop of Victoria, who was drowned in the harbour. Another event, of more cheerful import, which marked Sir Matthew's term of service, was the inauguration of the Kowloon-Canton railway scheme—an enterprise which, when completed, as it will be,



SIR WILLIAM G. DES VOEUX.

it is expected, in 1910, will bring Hongkong into direct land communication with the great markets of Southern China. After a busy and useful administration Sir Matthew Nathan handed over the reins of office to his successor, Brigadier-General Sir F. D. Lugard, in April, 1907.

CHAPTER XVIII.

The War between China and Japan—Intervention of Russia, Germany, and France—German Occupation of Kiaochau—Russian Occupation of Port Arthur—The British at Weihaiwei—Railway Concessions—The Boxer Rising—The Siege of the Legations at Peking—The International Expedition—The Peace Protocol—The Russo-Japanese War—Conclusion.

IN recent years the general course of Chinese history has been prolific of dramatic surprises and events of the deepest international import. The story of this memorable period is too fresh to need more than brief recapitulation here. A convenient starting point is the war waged by Japan on China in 1894. That struggle arose

over a dispute as to the government of Korea. Disturbances having occurred at Seoul, the Korean capital, Japan and China sent troops for the protection of their respective subjects. Afterwards the Japanese Government put forward a scheme for the execution of reforms under the joint supervision of the two powers, but China declined

to entertain the proposals on the ground that her traditional policy was not to interfere in the internal affairs of a vassal state. The refusal led to strained relations between the two Governments and finally, after a series of incidents, to actual warfare. Japan was triumphant on both sea and land. Her army, commanded by Field Marshal Count

Yamagata, inflicted a signal defeat on the Chinese forces in North Korea on September 17th, and the same day the Chinese fleet was badly worsted in an engagement at the mouth of the Yalu River. The tide of war thereafter swept into Manchuria, and Port Arthur was besieged and captured. A similar fate befell Weihaiwei, where the Chinese fleet, under Admiral Ting, was either sunk or taken; the capture of Yingkow placed Newchwang at the mercy of the invaders. Recognising the logic of events, the Chinese Government made overtures for peace, and a treaty of peace negotiated by Li Hung Chang at Shimonosaki was concluded on April 17th and ratified on May 4th. By the terms of the arrangement China recognised the independence of Korea, ceded to Japan the Liaotung peninsula together with Formosa and the Pescadore Islands, and agreed to pay an indemnity of 200,000,000 taels in eight instalments. It was arranged that Japan should occupy Weihaiwei temporarily pending the execution of the provisions of the treaty. Barely was the ink dry on the treaty before it was made evident that Japan was not to be permitted to enjoy the complete fruits of her victory. A movement projected by Russia, France, and Germany was set on foot with a view to nullifying the provision relative to the cession of the Liaotung peninsula. The principal ground put forward to justify this intervention was that the territorial integrity of China must be maintained. It was a hypocritical reason—but it served. Recognising the force of the combination against her, Japan sullenly agreed to forego the prize she had won in consideration of the payment of an extra indemnity. A decent interval was allowed to elapse before the true meaning of this manoeuvre on the part of the three European powers was revealed. The first indication of it was conveyed by rumours which were set afloat at the close of 1896 in reference to the conclusion of a treaty between China and Russia giving the latter power the right to extend the Siberian Railway to Manchuria and to occupy and fortify Kiaochau, while she on her part agreed to defend Port Arthur and Talienswan. As events proved, the stories in circulation were well founded as far as the main fact of the conclusion of a treaty giving Russia wide powers in Manchuria was concerned. But in the working out of the details there was a striking change made by the substitution of Germany for Russia at Kiaochau. The ostensible cause of the German occupation was the murder of two missionaries, subjects of the Kaiser. It has always been suspected, however, that the move was part of an understanding entered into with Russia, under which Kiaochau was to fall to Germany as her share in the proceeds of the Russian Treaty. However that may be, Germany's appearance at Kiaochau was quickly followed by the advent of Russia at Port Arthur and by the adoption of measures for the consolidation of Russian power in Southern Manchuria. The course of events was watched with anxious interest by friends of China, who saw in these acts a situation full of menacing possibilities for the future. Great Britain, in accordance with an agreement arrived at at the time that the Japanese evacuated the port, on May 24, 1898, occupied Weihaiwei as a counterpoise to the German and Russian encroachments, and it also availed itself of the opportunity to secure an extension of its territory on the Kowloon peninsula and the adjacent mainland. But these measures had little influence on the general situation in China which rapidly became worse as Russian

ambitions were the more plainly revealed by successive acts.

The period to which these events refer was one of great diplomatic tension. The Chinese Government, staggering under the successive blows inflicted upon its authority, became a mark for the attentions of aspiring European powers. Efforts made to stay the process of disintegration only served to bring into prominence the magnitude of the pretensions, which were set up. It seemed to observers that the break-up of the Chinese Empire was rapidly impending. One form which the unequal war waged at Peking between the weak and effete Chinese officialdom and the bold, self-assertive diplomacy of Europe took was a struggle for commercial concessions—chiefly railway concessions. When the Chinese tore up the rails of the Shanghai-Woosung Road it was thought that they had washed their hands for a long period of railways. But the question, though thrust into the background, was never out of sight of the trade representatives of the various European powers, who were alive to the vastness of the possibilities which centred in railway expansion in China. From time to time timid and tentative efforts were made to re-open the question, and they were so far successful that in one or two directions small lengths of line were built, the most notable of these being the railway from Peking to Tientsin (which was opened in 1897), and a line connecting Tientsin and Taku on the one hand and Kinchow and Newchwang on the other. These lines together are part of what is now known as the Northern Railway, and from their position they are of great importance. But they touch only the outer fringe of the empire and the real exploitation of railway schemes was left to the period referred to. Then the matter was pushed in sober earnest. It seemed a point of honour with each of the rival European powers to obtain as large concessions as possible. Great Britain, Russia, France, and Germany were the principal figures in the struggle, but the United States also took a hand in it, while Belgium, pushed forward and backed by Russia, cut in as occasion offered. The net result of it all was that by 1900 concessions for the construction of upwards of 5,000 miles of railway had been made, while grants for more than 2,000 additional miles were under consideration. One of the earliest of the schemes sanctioned was a railway 700 miles long connecting Peking with Hankow in the Yangtse basin. The concession for this line was obtained in 1896 by a Belgian syndicate which had strong support in France. A second project for linking up Hankow and Canton, practically a continuation of the Peking-Hankow railway, was launched by an American syndicate. In the French sphere of interest schemes embracing a mileage of 800 were sanctioned, while Germany had concessions for the construction of 845 miles of line in Shantung, and Russia (apart from Manchuria) was interested in enterprises north of Peking, the mileage of which aggregated 150. Besides these great railway undertakings commercial enterprises of a highly important character were launched in these busy days in Peking. The most conspicuous of the number, perhaps, are those embodied in the concession of the great British financial group known as the Peking Syndicate. This body secured in 1897 the valuable right to work coal and iron mines in the province of Shansi—an area containing much undeveloped mineral wealth. Included in the grant obtained from the Government was a concession for the construction of branch railways to connect the mines with the river

navigation in adjoining provinces and with main lines of railways. The project, as representing the first real effort that had been made to develop the magnificent material resources of China on scientific lines, was of more than common interest and importance. Later, when the concessionaires got to work, they were impeded in their operations by the obstructiveness of the Chinese Government, which put obstacles in the way of the execution of the railway clauses of the agreement. Nevertheless, the operations of the syndicate have been on an extensive scale, and have done much to infuse a spirit of scientific commercial enterprise into the Chinese of the area in which the mines are situated.

Not without indifference were these startling evidences of the growth of foreign influence regarded by the Chinese masses. The patriotic sentiment was outraged by the apparent inability of the Government to withstand the pressure put upon it by the foreign representatives. The Chinese saw in these concessions, with the occupation of Port Arthur, Kiaochau and Weihaiwei, a deep-seated conspiracy against the integrity of the Empire and the independence of the race. For a time there was merely vague discontent, but gradually there came into existence a movement which gave vent to the popular feeling in a prolonged orgy of riot and outrage which was destined, before its end, to bring the Chinese dynasty to the verge of ruin, and to involve China itself in incalculable damage. A factor which lent strength to the movement—if it was not in intimate relation with it, was a *coup d'état* which in 1898 led to the relegation of the young Emperor Kwangsu to retirement, and the placing of supreme power once more in the hands of his aunt, the Dowager Empress. The Dowager Empress was supported by the most reactionary elements in the country, and she personally manifested a bigoted hatred of all foreigners and the innovations which they brought in their train. Outwardly, however, the movement to which we have referred was a popular ebullition, with aims which ran counter to governmental authority. The motive force was supplied by a secret society, known by the name of I-ho-chuan, literally, Patriotic Harmony Fists, or to adopt the most expressive English synonym—Boxers. The organisation has a ritual in which gymnastic posturing plays a considerable part, and upon this for special purposes of the anti-foreign crusade was cleverly grafted a cult of occultism, well calculated to attract the ignorant and superstitious. Full membership was held to confer immunity from bullets, to enable initiates to walk on air, and to do many miraculous things. The propaganda, with this attractive embroidery, soon made itself felt in the fertile soil of Chinese nationalism. Numbers flocked to the Boxers' standards wherever they were raised, and soon the outside world had evidence of the tendencies of the movement.

The first symptom of the outbreak was rioting in Southern Pechili in January, 1900. No steps were taken by the authorities to quell the disturbances, and as they were gradually assuming a more serious aspect, the diplomatic representatives at Peking, on January 27th, made a joint protest to the Tsung li Yamen, demanding the publication of an edict proscribing the Boxer organisation and their doctrines. The Chinese authorities after their usual manner, attempted to evade responsibility, but, finding that the European powers were in earnest, they intimated that they would issue the required edict. A proclamation of some kind was made, but it

was utterly futile, and the revolutionary movement gained new strength and activity with the immunity it enjoyed. Towards the end of April outbreaks occurred at Tientsin, directed by a branch organisation known as the Sect of the Red Fish. Native Christians were the special objects of attack, and property belonging to the French missionaries greatly suffered. Urgent protests were lodged against the lawlessness of the mob, but the authorities either would not or could not control the disruptive forces which had been let loose. Soon the outbreak extended to Peking, and the streets became full of roughs who attacked native converts and insulted every foreigner they met. At length the rioting took the alarming form of tearing up the rails, and so severing communication with the coast. Impressed with the growing seriousness of the situation, the diplomatic representatives called for assistance from their respective squadrons, and some four hundred and fifty men were sent up. The trouble now assumed an even graver form. Violent outbreaks occurred in North China,

the foreigners with increasing violence and determination, murdering and destroying wherever the hated influence was apparent. An urgent call from the Legations to the Admirals for reinforcements led to the prompt despatch from Tientsin, on June 10th, of a mixed force of fifteen hundred sailors, under the personal command of Admiral Sir Edward Seymour, the senior naval officer on the station. The detachment entrained for Peking, but at Lo-Ja they found that the permanent way had been destroyed, and that the route was barred by a large body of Boxers. As he had with him only three obsolete field pieces, and a badly equipped commissariat, Admiral Seymour deemed it advisable not to attempt to proceed. He conducted a masterly retreat to a point outside Tientsin where he remained entrenched until his little force was relieved by a column of allied troops on June 23th. On the following day the united force marched into the foreign settlements, taking their wounded with them in safety. While Admiral Seymour's expedition was proceed-

influenced in their decision by the palpable inability of the Chinese Government, even if its good faith were beyond reproach, to afford adequate protection during the journey to the coast, and by the unavoidable necessity which would arise of leaving thousands of native Christians who had taken refuge in Peking to be slaughtered by the Boxers. When it became known that the Legations intended to remain, the situation swiftly advanced to a tragic *dénouement*. On the very next day the German Minister, Baron Von Kelteler, was brutally murdered in the Peking streets while on his way to interview the Chinese Ministers. The attack made on him was the work of imperial soldiers, and there can be little doubt of the direct complicity of high-placed officials in it. Its grave significance was too obvious to be ignored by the greatest optimist amongst the foreign ministers. Immediately measures were taken to place the Legations in a condition of defence to withstand the attacks which it was clearly seen were impending. Before twenty-four hours had elapsed the historic siege of the Legations had been entered upon. The details of that thrilling episode in Chinese history are too fresh in public memory to require to be related here. It is only necessary to say that after weeks of almost continuous fighting, during which the defending force showed a splendid spirit of valour and endurance, the Legations were relieved by an international relief column, which, leaving Tientsin on August 3rd, and pushing steadily onwards, arrived before Peking on August 13th, and almost immediately raised the siege. On the day previously the imperial family had taken flight into Shansi *en route* for Si-an-fu, where it was to remain for many months in a not too honourable exile. The foreign military occupation of the Chinese capital continued for a rather lengthened period, and even when the main forces were withdrawn strong detachments were left behind as a permanent measure of protection. Apart from the humiliation involved in this measure the Chinese Government had to pay dearly for the ineffaceable infamy of its conduct. The Peace Protocol, finally arranged between the envoys of the Treaty Powers and Prince Ching and the late Li Hung Chang, provided for the payment of an indemnity of £65,000,000, spread over a period of 39 years, and for a revision of commercial treaties on lines which were little to the taste of the reactionary Chinese officialdom. Eventually three new treaties were concluded, one with the United Kingdom, the second with the United States, and the third with Japan. Under the British Treaty Changoha in Hunan was opened to foreign trade, and the arrangements with the United States and Japan provided for the inclusion of Mukden, Tatunkow, and Antung, in Manchuria, amongst the Treaty ports.

China was not involved as a belligerent in the Russo-Japanese War of 1904-5, but the titanic struggle between the giant power of the north and the little island empire profoundly affected her interests directly, and indirectly it has exercised, and still is exercising, a powerful influence on her people. The stirring of the dry bones of Chinese life, which is one of the remarkable international phenomena of the day, is, there can be little doubt, an aftermath of the war. The spectacle of the Japanese triumphing over the colossal might of Russia by virtue of her thoroughgoing adoption and intelligent application of Western principles of life and government, has created in the minds of the



A PONTOON BRIDGE, TIENTSIN.

and to the destruction of the railway at Paoting Fu, was added the murder of Messrs. Norman and Robertson, two missionaries at Yunching, and the wholesale assassination of native Christians wherever met with. A culminating feature of the occurrences was the murder of the Chancellor of the Japanese Legation in the streets of Tientsin. The seriousness of the situation had by this time impressed itself upon the foreign Governments, and soon a strong fleet—the largest ever seen in Chinese waters—was assembled at Taku. But the crisis had now got beyond the point when any naval demonstration, however imposing, could ameliorate it. The Boxers caught up in their movement all classes of the population. In some places the officials openly identified themselves with it; in others they were powerless to resist it. Later it became perfectly evident that the Government itself was deeply involved in the propaganda. At Peking, as June advanced, the position of affairs, owing to the calculated inactivity of the authorities, became alarming. The Boxers carried on their crusade against

ing, momentous events had occurred elsewhere. On Saturday, June 16th, owing to the menacing character of the situation in Chihli, the Admirals sent in a demand for the cession of the Taku forts before the next morning. The Chinese not only rejected the ultimatum but commenced hostilities against the fleet. The inevitable result followed. The forts were successfully attacked by the fleet, and finally occupied by the allied forces. Two days after these occurrences the Tsung li Yamen sent a notification to the Embassies demanding their withdrawal by 4 p.m. the following day. The reason assigned for this step was the attack by the Allies on the Taku forts, but the general consensus of opinion of those who had opportunities of watching on the spot the development of the crisis, is that the Chinese authorities were already at this period so deeply involved in the anti-foreign movement that the Taku affair only indirectly influenced their action. However that may have been, the foreign ministers declined to entertain the demand of the Yamen. They were

Chinese people a divine discontent with the old order of things, and from one end of the empire to the other the spirit of reform is abroad. Men who formerly shouted arrogantly with the crowd that China was all-sufficient and needed nothing from without, are now crying aloud in the market places for the introduction of the features of European civilisation, which has enabled to be performed what seems to the Eastern mind to be the greatest miracle of the age. He would be a bold man who would prophesy how far the movement will go. Chinese conservatism, though it has been driven from its entrenchments by the events of the past few years, is still lurking in the background, and circumstances may in the future, as in the past, bring it into active life once more. Looking, however, at the depth and intensity of the popular desire for changes designed to be a buckler against the assaults from without, which aforetime have

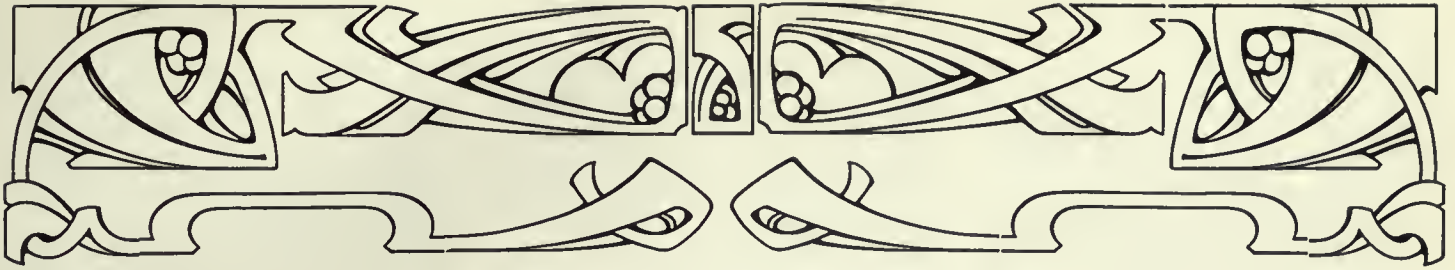
brought such lamentable humiliation upon the empire, it would appear that China has at last really reached the parting of the ways. The telegraphs, the posts, and the railways, which are covering the vast dominions with a network of civilised organisation, are infusing new blood into the outworn arteries, and the rapidly growing native press is educating the inhabitants to new conceptions of life. Official policy, too, is taking to itself more and more of the progressive views which dominate the best systems of Western government, while the machinery of government is being in many respects improved by the mere elimination of old abuses. In time there is hope for China—hope that she may yet rise to the full height of her greatness and take her position in the world as one of its mightiest forces. The fears entertained in some quarters that a real awakening on her part would be of disastrous import to the peace of the world are probably chimer-

ical. The Chinese are traditionally an unaggressive race, and there is no reason to suppose that the adoption of Western ideas would work a change within their nature.

Whatever danger there may be for Western nations in the regeneration of China lies probably exclusively in the industrial sphere. There, indeed, we may look for startling results when the teeming population of the empire is organised on scientific lines and its energies are turned to the production of manufactures of which Europe and America have now practically the monopoly. But the competition, strenuous though it will be, will not necessarily be destructive, for we may rely upon Western energy, aptitude and pliability of thought, providing means by which the handicap of cheap Eastern labour will be met. In any event there will be no disposition to place obstacles in the way of Chinese progress if her victories are sought exclusively in commercial fields.







CONSTITUTION AND LAW.

THE LOCAL LEGISLATURE.



HONGKONG was created a Crown Colony by Royal Charter bearing date April 5, 1843, and on the same day a Royal Warrant was issued appointing the Chief Superintendent of Trade in China, Sir Henry Pottinger, Bart., K.C.B., Governor and Commander-in-Chief of the Colony and its Dependencies. The Charter provided for the constitution of a Legislative Council, with whose advice the Governor was empowered to enact Ordinances "for the peace, order, and good government of the Colony," that would have the force of law, subject, of course, to the Royal veto. The constitution of the Government was subsequently amended several times by the issue of Letters Patent, but the alterations were of a minor character, extending the Governor's power of granting pardons to criminals and remitting fines, and providing for the administration of the Government in the event of the Governor's death, incapacity, or absence.

Upon the receipt of the original Charter of 1843, a Government was promptly organised, and an Executive and Legislative Council were formed, each consisting of three Official members, exclusive of the Governor. On January 11, 1844, the newly appointed Legislative Council commenced their sittings, and in the next four months passed on an average one Ordinance a week. Dissatisfaction soon arose owing to the exclusively official character of the Legislative Council, which, a local journalist declared, had no real power. "Such a Council," he added, "may suit the Pacha of Egypt, but in a British Colony it is shameful."

Various changes took place in the constitution of the Councils during the next year or two, but in spite of the continuous demands of the British community for representation, Sir John Davis refused during his Governorship (1844-48) to make any concession. The leading merchants of the Colony drew up a petition to the Home Government in January, 1849, praying for some form of popular representation on the governing body—a privilege which, it was pointed out, had not been withheld from any other British Colony. Nine months later, Sir George Bonham, who was then Governor, invited the Justices of the Peace to select two of their number for admission to the Legislative Council.

When Sir J. Bowring became Governor in 1854, the Legislative Council was presided over by the Lieut.-Governor, and consisted of six members—four officials, including the President, and two non-officials. In the following year a proposal was submitted to Mr. Labouchere, the Secretary of State for the Colonies, for enlarging the basis of the Legislative Council by introducing four additional official and three non-official members, giving a total of thirteen members, exclusive of the Governor. Mr. Labouchere demurred to so great an enlargement, but sanctioned a moderate addition, and at the same time expressed his approval of the steps which had been taken in laying the estimates before the Legislative Council, and inviting their observations upon the items of public expenditure. The Colonial Treasurer and Chief Magistrate, and a third representative of the general community were accordingly introduced, the relative proportions of officials and non-officials being thus preserved—the Council consisting of six members of the Government and three representatives of the community.

Sir J. Bowring subsequently added the Surveyor-General and then the Auditor-General to the Council. This evoked a spirited protest on December 4, 1858, from the unofficial members, who pointed out that His Excellency had now arrived at the number of official members (8) proposed by him and disapproved by Mr. Labouchere, whereas the unofficial element, during the same period, had been increased by only one. The protest appears to have had no effect beyond eliciting an expression of opinion from Sir H. Robinson, who succeeded to the Governorship shortly afterwards, that for the future the official members should never bear to the unofficial members a greater proportion than two to one.

In the meantime, in consequence of the independent attitude which was adopted by some of the officials—notably by the Attorney-General and the Chief Magistrate—it was provided in 1858, by order of the Home Government, that henceforth they must either vote in favour of Government measures or resign their seats. The censure of the Colonial Treasurer, under this order, in 1865, for seconding the motion of an unofficial member to eliminate from the estimates the item relating to the military contribution of the Colony brought a protest from the general community, who urged that

their three representatives were practically powerless when opposed to seven officials acting in concert. In deference to this representation, Sir R. MacDonnell, the Governor, on August 27, 1869, appointed another unofficial member to a seat vacated by an official, thereby reducing the disparity from 7-3 to 6-4.

Subsequently, however, the proportion fell to five officials and three unofficials, and, on February 26, 1880, the Hon. P. Ryrie asked whether the Governor would recommend an addition to the number of unofficial members on the ground that the proportion of three unofficial members to five official members, besides the Governor, was unsatisfactory. Sir J. P. Hennessy answered that he had already suggested to the Secretary of State that the number of unofficial members should be raised to four or five, and in the following year another unofficial member was added.

A small measure of popular representation was conceded by the Home Government in 1883, in deference to the advice of Sir George Bowen, the Governor, and the right of nominating one member each was accordingly given to the Chamber of Commerce and the Justices of the Peace. In opening the first meeting of the newly constituted Legislative Council, on February 28th of the following year, the Governor used these memorable words: "It will always be one of the most satisfactory reminiscences of my long public career that I have been able to procure a more adequate representation in this Council of the community at large. I am confident that the Government will derive valuable aid from the local knowledge and experience of the unofficial members, and I also believe that you will agree with me that there neither is, nor ought to be, any antagonism between the official and the unofficial element in the Legislature. All the members can have no other object but to secure the general welfare, and to advance the progress of the Colony." His Excellency went on to point out that the debate on the Governor's address at the opening of each annual session would afford the members the usual constitutional opportunity of expressing their opinion on the conduct and proposals of the Government, and he recommended the appointment of a Committee of Finance (consisting of the whole Council), a Committee of Laws, and a Committee of Public Works to examine,

in the first instance, the details of every proposed vote and measure.

By royal instrument, in 1886, the number of official members of the Legislative Council was fixed at seven, and that of the unofficial members at five.

In 1894 an appeal was addressed to the House of Commons by the residents of the Colony, in favour of (1) the majority of the Legislative Council being composed of elected representatives of British nationality; (2) perfect freedom of debate for the official members, with power to vote according to their conscientious convictions; (3) complete control in the Council over local expenditure; (4) the management of local affairs, and (5) a consultative voice in questions of an imperial character. The Marquess of Ripon, in replying to the petitioners, expressed the opinion that the Colony had been well governed. The fact that such a politically timid race as the Chinese had settled in the Colony in such large numbers was practical and irrefutable evidence that the Government must at least have possessed some measure of strength and of justice. Though holding out no hope that Hongkong would cease to be a Crown Colony, and stating that he was not inclined to add to the numbers of the unofficial members of the Legislative Council without increasing also the number of official members, the noble Marquess went on to suggest that "some understanding might be come to, that, in the case of discussion of specified local subjects—at any rate so long as there was no municipality in existence in Hongkong—one or more unofficial members should be summoned to take part in the proceedings in the Executive Council, without giving them seats on the Council for all purposes." On May 29, 1896, Mr. Chamberlain, who had meanwhile succeeded the Marquess of Ripon as Secretary of State for the Colonies, wrote, in continuation of the same subject: "As Hongkong is to remain a Crown Colony, no useful purpose would be served, but, on the contrary, a considerable amount of needless irritation would be caused, by balancing even the unofficial members and the officials. But, having regard to the fact that, in the absence of the Governor, the officer commanding the troops will in future administer the Government, I consider that it would be of advantage that he should be a member of the Legislative Council, and, if he is added to it, I am willing to add one unofficial member to the unofficial bench. Who the latter should be, and what special interest, if any, he should represent, I leave to the Governor to determine. I may observe, however, that the Chinese community is the element which is least represented, while it is also by far the most numerous, and that I should regard as valuable any step which tended to attach them more closely to the British connexion and to increase their practical interest in public affairs." Mr. Chamberlain added that, "in view of the fact that the Colonial Government was discharging municipal duties, representatives of the citizens might fairly be given a place on the Executive." He therefore proposed that "the Executive Council shall in future include two unofficial members to be selected at the discretion of the Governor. It is obviously desirable," he proceeded, "that they should, as a rule, be chosen from among the unofficial members of the Legislative Council, and the choice should, and no doubt will be, inspired by consideration of personal merit, and have no reference to the particular class or race to which the persons chosen belong."

In accordance with the terms of this despatch, the number of public representatives upon the Legislative Council was increased to six, and two unofficial members were added to the Executive Council. At the present day the Executive consists of eight members, and the Legislative Council of thirteen members, not including the Governor, who presides.

Concurrently with the demand for some measure of popular representation on the Legislative Council in January, 1849, an agitation arose in favour of a system of Municipal Government. In reply to a clause urging this reform in the petition submitted to the House of Commons by the leading merchants of the Colony, Earl Grey, in the following October, wrote that he could see no general objection to the proposal, but he hesitated to pronounce upon it until some definite scheme was formulated. Accordingly, in November, Sir George Bonham, the Governor, after expressing his agreement with the principle of giving the ratepayers some form of Municipal Government, although doubting the practicability of its application to Hongkong, requested fifteen unofficial Justices of the Peace, whom he summoned to a conference, to consult together upon the organisation of a "Municipal Committee of Police Commissioners." At their first meeting on December 6, 1849, the Justices of the Peace passed the following resolutions:—First, that no advantage could be derived from having a Municipal Council unless the entire management of the police, of the streets and roads within the precincts of the town, and of all other matters was given to the Corporation or confided to it; and, secondly, that, whereas the mode of raising so much of the revenue from land rents is only retained as being the most convenient and is in lieu of assessment and taxes, consequently the amount raised from that source, together with the £3,000 or £4,000 raised from licences and rents, should, with the police assessments, be made applicable, so far as may be required, for municipal purposes.

In response to this, Sir George Bonham, being desirous of meeting the wishes of the community as far as possible, offered, on January 10, 1851, to place the whole management of the police under the control of a Municipal Committee, on condition that the entire expense of the force was met by an adequate police tax. He further proposed to hand over to this Committee of Management all streets, roads, and sewers, on the understanding that the necessary funds were provided, either by an assessed tax on real property, or by a tax upon horses and carriages, as the general revenue of the Colony would prove insufficient for the purpose. The Justices replied declining both the Governor's offers. Whilst expressing their willingness to undertake the duties of a Municipal Committee, they objected, first, that any further tax would be injurious, as the cost of living was already exorbitant; and, secondly, that the police tax would not be sufficient to provide the necessary funds, because, whilst the Colony remained a rendezvous for pirates and outlaws, the police force was too small, and was composed of too untrustworthy and ill-paid material. The discussion closed with the Governor's declaration, on March 15, 1851, that "As the Justices objected to any further taxes, and as application to the Home Government for further grants would, in view of recent discussions in the House of Commons, be of no avail, it was impossible for him to meet the views of the Justices."

From this date the matter seems to have lain dormant in the minds of the local

community until 1894, when a memorial on this and cognate subjects was addressed to the Home Government, as previously stated. The Marquess of Ripon replied that, although he would like to see a Municipal Council established in Hongkong, he was not prepared to sanction any important change of administration "until the necessary measures for protecting the health of the Colony had been finally decided upon and brought into operation." Moreover, his Lordship foresaw the difficulty of separating Municipal from Colonial matters. Referring to the subject in his famous despatch of May 29, 1896, Mr. Chamberlain, who was then Secretary of State for the Colonies, declared that it seemed to him impracticable to grant a Municipal Council to Hongkong, "for this reason, among others: that the Colony and the Municipality would be in great measure co-extensive, and it would be almost impossible to draw the line between Colonial and Municipal matters." In these circumstances, as has been seen, the right hon. gentleman advocated the inclusion of two unofficial members in the Executive Council.

In the meantime, that is to say in 1883, as the result of a report made by Mr. Osbert Chadwick on the deplorable sanitary condition of the Colony, a permanent Sanitary Board, consisting of eight members, had been established with a nominated unofficial element. This Board was reconstituted under the Public Health Ordinance of 1887, and the public were granted the right of electing two representatives, an unofficial majority being also conceded. In 1895, the Medical Officer of Health was appointed to a seat on the Board, whereupon all the unofficial members, save one, resigned as a protest. Eventually the storm subsided, and, in deference to the opinion of the general community ascertained by a plebiscite taken by the Chamber of Commerce, an ordinance was passed in 1901 fixing the official representation at four, and the unofficial at six. Two years later, however, the Sanitary Board was converted into a Sanitary Department of the Government, presided over by the Principal Civil Medical Officer, who was held directly responsible for the administration of sanitary matters. By this change, which was based upon a report presented by Mr. Chadwick and Prof. Simpson, the Board became little more than an advisory committee. In 1907 a Commission deplored this practical disfranchisement of the public, and recommended that any matters relating to sanitation (except control of the water supply, public roads, and sewers), building nuisances, and the construction or alteration of buildings which were then dealt with by the building authority should be transferred to the Sanitary Board, to be hereafter designated the Sanitary and Building Board—composed of four official and six unofficial members—which should elect its own president, have the complete ordering of its own affairs, and be accountable to the Governor for the expenditure of funds voted by the Legislative Council, on estimates furnished by the Board.

In response to these recommendations, the Government introduced a Bill in March, 1908, which provided for the transference of the duties of the Board, under the Building Ordinance to the Public Works Department, as a means of ending the division of authority, of which complaint had been made. The constitution of the Board it was arranged should be altered by the withdrawal of the Principal Civil Medical Officer, and the Captain Superintendent of Police, in whose stead a cadet, with experience of the Chinese, and the Medical Officer of Health should

be appointed. The cadet was to act as administrative head of the department, and be responsible to the Government, and not, as the Commission suggested, to the Sanitary Board. In regard to the other points raised, it was proposed that the head of the department should, before March 31st of each year, lay the estimates before the

Sanitary Board for discussion, together with any proposals which he might have to make regarding works of a sanitary nature included in the vote for public works extraordinary; that he should consult the Sanitary Board on all changes giving effect to sanitary by-laws; that he should inform the Board of any change in the organisation of the staff;

that he should inform them regarding any recommendations for appointment or leave or dismissal of the European staff; and that he should lay before them any complaint of the public regarding the staff. This measure encountered strong opposition, but it passed into law in substantially this form on July 3, 1908.

THE COURTS.

WHEN the East India Company's monopoly of trade in China ceased, an Act was passed in the third and fourth years of the reign of William IV., conferring upon the Crown the power of appointing Superintendents of Trade and of governing by Orders in Council all British subjects within the dominions of the Emperor of China. Under the powers granted by this Act a Court of Justice was appointed in Canton, with criminal and admiralty jurisdiction, for the trial of all offences and the settlement of all cases that might be brought before it. Of this court the Superintendent of Trade was president. When, under the Treaty of Nanking in 1842, Hongkong was ceded to Great Britain, and four other ports were thrown open to trade, the Emperor of China renounced all authority over British subjects, and, accordingly, in the sixth and seventh years of the reign of Queen Victoria Acts were passed empowering the Superintendent of Trade, at that time the Governor of Hongkong, to enact, with the advice of the Legislative Council of the Colony, such laws and ordinances as might seem "necessary for the peace, order, and good government of Her Majesty's subjects within the dominions of the Emperor of China," and "within any vessel not more than 100 miles from the coast."

By an order of the Privy Council dated January 4, 1843, the Criminal and Admiralty Courts, which had been held at Canton since 1833, were removed to Hongkong, and they were granted jurisdiction over British subjects in the "island and within the dominions of the Emperor of China, and the ports and havens thereof, and on the high seas within 100 miles of the coast of China." It was further directed that the Court should be held by the Chief Superintendent of Trade.

In the meantime formal official possession had been taken of the island of Hongkong, and on April 30, 1841, Captain Elliott, the British plenipotentiary in China, issued a warrant appointing Major Caine Chief Magistrate, requiring him in the case of natives to exercise authority "according to the laws, customs, and usages of China," and in the case of all others "according to the customs and usages of British police law." The proviso was added that the head of the Government should be consulted in any case where the crime, according to Chinese law, involved imprisonment for more than three months, penalties exceeding \$400, corporal punishment exceeding a hundred lashes, or capital punishment. On the same date were published "rules and regulations for the British merchant shipping and for the marine magistrates." In the following year the powers of the Chief Magistrate and of the Marine Magistrate were increased in certain respects, the jurisdiction of the Chief Magistrate in

civil matters being raised to \$250, with power to confine debtors if necessary.

In the Charter under which Hongkong was created a Crown Colony in 1843, clauses were contained authorising the establishment of properly constituted courts to administer the law, the Governor being empowered to remit any fine not exceeding £50, to suspend the payment of penalties above that amount until the Royal pleasure was ascertained, and to grant a free and unconditional pardon to any convicted person. The Chief Magistrate remained the chief judicial officer in the Colony until 1844, when a Chief Justice was appointed. In October of the same year the Supreme Court was opened, and, except for the Criminal and Admiralty Court presided over by Sir Henry Pottinger, the Governor and Chief-Superintendent of Trade under the old law, this was the first time that a regularly constituted Criminal Court for trial by jury had sat in China.

It was enacted that the law of England should be in full force except where it might be inapplicable to the local circumstances of the Colony or its inhabitants, and that in all matters relating to the proceedings of the Supreme Court the practice of the English courts should obtain unless, and until, otherwise ordered by rule of the Court. The same jurisdiction as that which was lawfully held by the judges in England, both on the Common Law and Chancery side, was conferred upon the Supreme Court of Hongkong, and express power was given to the Court to admit and enrol barristers and solicitors to practice their profession in the Colony. Power, also, was given to the Chief Justice to order the arrest of absconding debtors.

A court with Admiralty jurisdiction within the Colony was created by Letters Patent of January 10, 1846. It was composed of the Governor, the Chief Justice, the Officer Commanding the Troops, the Colonial Secretary, the Chief Police Magistrate, and the flag officers or captains of ships of war in the harbour. Either of these commissioners could examine or commit those charged with piracy. Trials could be held by three of the commissioners, including the Governor or the Chief Justice. The Court was opened on January 14, 1847, with a grand jury and petty jury in attendance. It was abolished in 1850, and its functions were transferred to the Supreme Court.

In 1847, the Supreme Court was so overburdened with trivial cases that the powers of the Magistrates and Justices of the Peace were extended. With the object of further relieving the congestion, a Court of Petty Session was established in 1849. This court sat once a week, and was composed of a

Magistrate, who occupied the chair, and such of the Justices of the Peace as cared to attend. Although this change was a step in the right direction, the Ordinance under which it was effected unfortunately left the stipendiary during the remaining five days of the week invested with powers which were formerly exercised only by a judge and jury.

This arrangement continued in force until 1862, when a Court of Summary Jurisdiction, presided over by a judge called the Judge of the Court of Summary Jurisdiction, was established, with power to deal with cases in which the amount involved did not exceed \$1,000. In order to make provision for the salary of the new judge, the salaries of the Chief Magistrate and the Assistant Magistrate were abolished, and two Police Magistrates were appointed in their stead. From this date the Justices of the Peace ceased to have any criminal jurisdiction, and at the present day their powers are confined to granting licenses, visiting the gaol, hospitals, and asylums, and awarding punishment to refractory prisoners when the power of the Superintendent of the Gaol is not sufficient to deal adequately with the case. The Court of Summary Jurisdiction was abolished in 1873, its powers being transferred to the Supreme Court, over the summary jurisdiction of which a puisne judge was appointed to preside.

By an Order in Council dated April 17, 1844, Her Britannic Majesty's Consular Officers residing at the several ports were invested with jurisdiction over British subjects within their respective districts for the repression and punishment of crime, and for the settlement of disputes and contentions. In the exercise of this authority it was stipulated that they were to be governed by the laws and ordinances promulgated by the Superintendent of Trade (who was at that time, and for many years after, the Governor of Hongkong) with the advice of the Legislative Council of Hongkong. The right of appeal to the Supreme Court of Hongkong in certain cases was allowed. By an Order of the Queen in Council in November, 1853, the powers of the Consular officers and Superintendent of Trade were extended, authority was vested in the Chief Superintendent of Trade (as distinct from the Governor of Hongkong), and in the Consuls and Vice-Consuls in their respective districts, subject to the approval of the Chief Superintendent, to make and enforce by fine and imprisonment rules and regulations for the observance of treaties, and for the peace, order, and good government of British subjects within the dominions of the Emperor of China. The Consuls were further authorised to hear and decide all civil suits between British

subjects or between British subjects and Chinese, subject in the former case to appeal to the Supreme Court of Hongkong should the sum in dispute exceed \$1,000, and to the Chief Superintendent in a suit for less than that amount. The Consuls were empowered to inquire into all crimes and offences charged against any British subject, and, on conviction, to inflict the punishment provided for under the Order. They were also invested with the power of deporting refractory subjects. Appeals from the decisions of the Consular Court relating to breaches of rules and regulations lay to the Chief Superintendent. For all other crimes and offences recognised as such under the law of England, the Chief Superintendent, Consuls, or Vice-Consuls were empowered to impose a fine not exceeding \$1,000, to inflict a sentence of twelve months' imprisonment, or to send the case for trial before the Supreme Court of Hongkong.

The new régime was not altogether satisfactory. In the case of murder or arson the maximum punishment which the Consuls could award was inadequate, yet it was the only one that could with certainty be applied. To send a criminal to Hongkong for trial was, as a general rule, equivalent to acquitting him, for in the case of serious crimes against Chinese it was impossible to adduce sufficient evidence to obtain a conviction from a Hongkong jury. In civil suits, which were increasing daily in number and importance with the growth of trade, the Consular Officers were without that knowledge of the law which alone could ensure a proper respect for their decisions, and merchants and others were put to great expense by being obliged to take their cases either directly, or indirectly by appeal, to the Supreme Court of Hongkong, where the judgments of the inferior courts were invariably reversed.

After 1859 the Governor of Hongkong had no jurisdiction beyond the territorial limits

of the Colony. The Minister Plenipotentiary and Chief Superintendent of Trade at the Court of Peking had power to make and enforce all such rules and regulations as appeared to him necessary or expedient for the preservation of peace and order among British subjects of all classes in China, and for the maintenance of friendly relations with the Chinese. In all cases that arose under these rules and regulations he was the judge of appeal. Her Britannic Majesty's Minister in Japan was granted similar power in that kingdom.

On March 9, 1865, a Queen's Order in Council was passed which finally severed the British communities in China and Japan from the Colony of Hongkong by giving them a Supreme Court of Civil and Criminal Jurisdiction at Shanghai, with subordinate tribunals at the various courts. Shortly after this there was an agitation in favour of making the Supreme Court of Hongkong the head Court of Appeal. This agitation arose in consequence of different decisions which had been given with regard to the bankruptcy laws by the Chief Justice of Hongkong and the Chief Judge of Shanghai. The one insisted that before a firm could file a petition in bankruptcy it was necessary for all the partners to be present, whereas the other held that the attendance of the resident partner or partners was sufficient. Nothing, however, resulted from the agitation or from the demand which was put forward in 1878 for the creation of a Court of Appeal intermediate between the Supreme Courts of Hongkong, China, and Japan and the Privy Council.

The constitution of the Supreme Court of Hongkong was amended in 1873 by an ordinance which enacted, *inter alia*, that a puisne judge should be appointed to perform any judicial or other act which the Chief Justice was authorised to perform; and that there should be an appeal from every decision of either of the judges, or from the decision of a

magistrate, to a full court, consisting of the Chief Justice and the Puisne Judge, the former possessing a double or casting vote in the event of there being a difference of opinion.

This Ordinance remains in force to-day. Criminal Sessions are held monthly, and they are presided over by the Chief Justice, or, in his absence, by the Puisne Judge. When there is a heavy calendar both Judges hold courts, and have power to pass sentence of death subject to the veto of the Governor in Council. In normal circumstances the principal duties of the Puisne Judge are to preside over the Court of Summary Jurisdiction, which is analogous to a County Court in Great Britain. For obvious reason the constitution of the Court of Appeal is regarded as capable of improvement, and for some time there has been a demand for the appointment of a third judge, for which the pressure of work in the Supreme Court alone furnishes ample justification. In the case of a suit involving not less than £500 there is a final appeal to the Privy Council.

Barristers and attorneys who have qualified in the United Kingdom are alone entitled to practise before the courts. In the early days both branches of the legal profession were amalgamated, but later on, when the number of legal practitioners increased, they were kept distinct, in spite of the protests of the general community. By an Ordinance passed in 1856 it was provided that any person who had served for not less than three years as Registrar, Deputy Registrar, Clerk, or Interpreter of the Supreme Court, or of a judge of that court, as a clerk to the Attorney-General, or as a clerk of the peace, should be eligible to practise as an attorney, solicitor, or proctor upon satisfying a Board of Examiners, consisting of the Attorney-General, a Barrister or Registrar of the Supreme Court, and two practising attorneys, of his fitness. This Ordinance, however, was repealed in 1871.

THE LAWS.

BY C. D. WILKINSON, Solicitor, Hongkong.

By the first Charter of the Colony of Hongkong in 1843, it was provided that the laws then existing in England should be in force in Hongkong, except so far as they were inapplicable to the local circumstances of the Colony or of its inhabitants. The local circumstances necessarily rendered inapplicable certain laws then, and still, in force in England; such, for instance, as the Mortmain Act, which, although the question of its applicability to Hongkong has never arisen in the Court of this Colony, was declared by the House of Lords in the case of *Whicker v. Hume* (7 H.L., 124) not to be applicable to any of the colonies. It would appear never to have been definitely settled by the Supreme Court of Hongkong that any particular statute or statutes in force in England, prior to 1843, has or have no application to this Colony. The question seems to have arisen but once, when two persons were convicted by the magistrate of the criminal offence of champerty and maintenance. The defendants in this case appealed to the full Court against the magistrate's decision, and on their behalf it was

argued, upon the strength of the judgment of the Privy Council in the case of *Ram Coomar Coondoo and Anor v. Chundar Canto Mookerjee* (2 Ap. Ca.: 186), that the old English laws with regard to champerty and maintenance, which, though unaltered, had fallen into desuetude in England, were as much inapplicable to the inhabitants of Hongkong as, it was held in the case cited, they were to the inhabitants of India. The full Court did not decide the point, but allowed the appeal on other grounds.

The provisions of the Ordinance of 1845 that "the law of England shall be in full force" made it appear that all statutes already enacted in England after April 5, 1843, and thereafter to be enacted, were by that Ordinance extended to the Colony; but this not being the intention of the Legislature, an Ordinance (No. 2 of 1845) was in the following year passed, which provided that such of the laws of England only (subject to the exception of their applicability to the circumstances of the Colony and its inhabitants), and such portion of the practice of the English

courts, as existed on April 5, 1843, should be in force in the Colony from thenceforth. However, although many statutes of importance were enacted in England after 1843, the provisions of which might have been usefully introduced into the Colony, very little trouble, apparently, was taken for many years by the Legislature to amend the law in this Colony as it had been amended in England. Occasionally, necessary ordinances were passed relating to procedure, adopting the methods provided by English statutes then recently enacted. Of course no provision made by a local ordinance of a Colony could deprive the Home Government of power expressly to extend to the Colony the provisions of any statute enacted subsequently to 1843. Moreover, the right of our Sovereign to make all such laws as might appear necessary for the peace, order, and good government of the Colony was expressly reserved by the Charter.

The first Ordinance of any particular importance which was passed after the Colony obtained a local legislature by virtue

of its Charter, was one which provided for the registration of deeds, documents, and judgments affecting landed property in Hongkong, Ordinance No. 3 (now styled No. 1) of 1844, whereby a land office was established, in which, it was provided, all such deeds, documents, and judgments should be registered within the period of time mentioned—one month after execution in the case of all documents executed in the Colony, or twelve months if executed in any other place. Neglect to obey the provisions of this Ordinance, it was further provided, should render such deeds and documents absolutely null and void to all intents and purposes as against any subsequent *bonâ fide* purchaser or mortgagee of the property affected.

The establishment, by this Ordinance, of a register of titles to landed property rendered conveyancing a comparatively easy matter, although considerable difficulties have occasionally been experienced by reason of the custom among the Chinese of purchasing property in a "Tong" name, that is to say, a name invented to represent a family, or a body of persons descended from a common ancestor. In the early days of the Colony this custom was apparently unknown to legal practitioners, with the result that titles to some properties were subsequently found to be much complicated. Of late years, however, the Chinese themselves have come to understand that in dealing with landed property in this Colony, use must not be made of a "Tong" name.

The tenure of practically all the land in Hongkong and its dependencies is under lease from the Crown for a term of either 999 years or 75 years, the Colony deriving a very large part of its revenue from the Crown rents payable under these leases. Crown leases for the shorter term usually contain a provision giving the lessee a right of renewal of the lease upon the expiration of the term, when, however, the Crown rent may be readjusted.

In the early days of the Colony by far the greater number of residents were not British subjects, but Chinese. Many, as at the present time, were aliens from European countries. For some reason, which is by no means clear, doubts arose regarding the rights of other than natural-born British subjects to hold and transfer landed property within the Colony. Accordingly an Ordinance was passed in 1853 for the purpose of removing these doubts, and it was provided that it should be lawful for any alien to acquire, hold, sell, and transfer any lands, or other immovable property in the Colony as fully and effectually to all intents and purposes, as if he were a British subject residing in the Colony. Recently similar doubts have arisen with regard to foreign corporations, and, although it is conceived that the necessity for such provision does not arise, inasmuch as the Mortmain Acts do not apply, and a foreign corporation is for all other purposes

regarded by our law as an entity, it has been considered advisable to provide expressly by Ordinance that a foreign corporation shall be entitled to hold and transfer land in the Colony. The transmission and devolution of landed property in the Colony is governed by the laws of England as they existed prior to 1843. The Statute of 8 and 9 Vict., c. 106, not having been expressly extended to the Colony, and its provisions not having been introduced here by any Ordinance, it is unnecessary for the purpose of rendering valid at law a lease of landed property for a term of over three years, to make such lease by deed. Nevertheless, it has been the invariable practice in the Colony to follow the home practice in this respect, and also in regard to assignments of property. The Conveyancing Act of 1881 not being in force in Hongkong, deeds relating to land are necessarily more lengthy than they are now required to be in England.

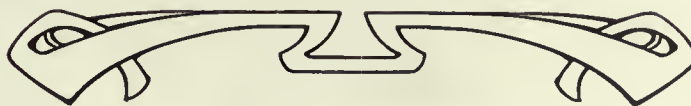
On the death intestate of the owner of landed property in the Colony, the land, being leasehold, devolves upon his administrators in trust for his next of kin. Should the owner of property die leaving a will, the terms of that will govern the devolution of such property, provided the will is executed in due form, according to English law. But in the case of a will made by a Chinese testator, whether a native of, or domesticated in, Hongkong or the Empire of China, special provision was made by Ordinance in 1856 to the effect that if the same be proved to have been made according to Chinese laws and usages, it shall be treated as a valid will for the purpose of transmitting property in the Colony. At the time of the passing of the Ordinance it was evidently not comprehended by the Legislature that there were not then, as there are not now, laws and usages in China with regard to wills; but that property in that country devolves upon the next succeeding head of the deceased's family, who, however, is supposed to have a certain regard for the wishes of the deceased, expressed verbally or in writing, and whose conduct will be, to some extent, regulated by the elders of the village. The Ordinance, therefore, is practically of little or no use.

In by far the greater number of instances where a Chinaman has amassed property in Hongkong and died, he has learned the advisability of making a will, and the necessity for having two attesting witnesses to it. If he has omitted to make a will it is believed, though the fact can seldom be proved, that after his death a will is prepared, appointing executors, which purports to have been executed by him, and to have been duly attested. Such a will, however, is generally a perfectly just one according to Chinese ideas, and is therefore not disputed, the sole object in propounding it being to avoid the necessity for finding the security which is required to be found by the admini-

strator of an intestate's estate. The Chinese are a business people, and a Chinaman becoming surety for another always requires, and is considered to be entitled to, payment for his services.

The Married Women's Property Acts in England not having been extended to Hongkong, the old law at home remained in force here until quite recently, a married woman being incapable of entering into valid contracts, or of suing or being sued, except under the special provisions (Section 8) of the Supreme Court (Summary Jurisdiction) Ordinance, 1873, which provides that no person shall be exempted from suing or being sued for any debt or damages not exceeding \$1,000 by reason of coverture where the husband is not resident in the Colony. However, in 1906 it was considered advisable to amend the law in this respect, and to place married women in Hongkong in the same position as their sisters in England. Accordingly an Ordinance was passed introducing into the Colony practically all the provisions of the Married Women's Property Act, 1882, whereby it is provided that a married woman may acquire, hold, and dispose of property, and may sue and be sued as if she were a *femme sole*.

The tendency in the Colony at the present time is to assimilate its laws, so far as it can conveniently be done, to those of England. Undoubtedly this assists very much the administration of justice, rendering it comparatively easy for the judges of the Hongkong Court to arrive at a correct conclusion in most cases in which points of law are involved, guided as they are by the decisions of the High Court in England on similar subjects. Unfortunately, however, in some branches the law of the Colony differs from the law in England, although it has been intended to assimilate it. The law in the Colony with regard to trade-marks is a case in point. An Ordinance was passed in 1898 which had been prepared on the lines of the Trade-marks Acts in England; and it was believed by many, and was probably intended, that such Ordinance conferred the same rights upon registered proprietors of trade-marks as had been conferred on those proprietors in England by the Home Acts. Nevertheless, it has been held by the Hongkong Court that a registration of a trade-mark does not confer any actual rights, but merely gives to the person registering the mark easy means of proof of such rights as he may possess at common law, by making registration *prima facie* evidence of such rights. The law, however, with respect to trade-marks will, it is understood, shortly be amended by the introduction of an Ordinance framed upon the existing Trade-marks Act in England, and by expressly conferring upon the registered proprietors of trade-marks in the Colony such rights as are possessed by registered proprietors in England.





MEMBERS OF THE EXECUTIVE AND LEGISLATIVE COUNCIL, HONGKONG.

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| | | 16. HON. MR. EDWARD OSBORNE. |

* Members of the Executive Council. All except Hon. Sir Paul Chater are members of the Legislative Council.

EXECUTIVE AND LEGISLATIVE COUNCILS:

BIOGRAPHIES OF MEMBERS.

HIS EXCELLENCY THE GOVERNOR.—His Excellency the Governor of Hongkong, Colonel Sir Frederick Dealtry Lugard, K.C.M.G., C.B., D.S.O., has spent thirty eventful years in the service of his country, and his career as a soldier and administrator has been one unbroken series of successes.

The son of the Rev. F. G. Lugard, and nephew of the Right Hon. Sir Edward Lugard, P.C., G.C.B., he was born on January 22, 1858. From Rossall he proceeded to Sandhurst, and in May, 1878, obtained his first commission as a second-lieutenant in the 9th Foot, or Norfolk Regiment. He received his baptism of fire in the "affair at Saidabad" during the Afghan War of 1879-80, and for this campaign received his first medal. On January 1, 1881, he was promoted lieutenant, and in August, 1885, was given his company. In the same year he was employed with the Indian contingent in the Soudan Campaign. He was present at "Tofrek," better known as "McNeill's Zareeba," and was "mentioned in despatches." For his services he was awarded the medal with two clasps and the Khedive's star.

He was again on active service in Burmah in the following year, where he acquitted himself with such distinction that he was thrice mentioned in despatches, and, in addition to receiving another medal with two clasps, was awarded the Distinguished Service Order, then newly instituted. From Burmah he returned to England, shattered in health, and obtained temporary half-pay leave on medical certificate. Receiving permission to travel, he visited the advance camp of the Italians at Saati and offered his services to them in their campaign against the Abyssinians. Negotiations were, however, being conducted by a mission under Mr. (afterwards Sir Gerald) Portal, and, since there was no prospect of active service, Captain Lugard left for Zanzibar. Thence he proceeded to Lake Nyasa, where he heard that the small British trading station of Karonga, at the north end of the lake, was invested by slave-raiders, who had devastated the whole surrounding district. A relief expedition was being formed, and he was unanimously requested by the British residents and by Her Majesty's Consul to take command of it (May, 1888). It was during this expedition that he received his most serious wound—a gunshot wound in both arms and chest—of which he gives an account in his book, "Our East African Empire." The trading company (African Lakes) who had organised the defence of Karonga, were now in straitened circumstances, and declared their inability to continue the struggle unless they received pecuniary assistance. Difficulties had also arisen with regard to the import of the necessary munitions through Portuguese territory. In these circumstances, Captain Lugard returned to England to make known the critical situation, for he was convinced that the slave-traders had no less a scheme in view than to join hands across the lake and to oust the British, and establish their supremacy in Mid-Africa. Mr. Cecil Rhodes

was anxious to adopt the scheme drawn up by Captain Lugard for patrolling the lake by steamers, and was desirous that Captain Lugard should himself return and take charge of it, which he was quite willing and eager to do, but meantime Her Majesty's Government had intervened, with the final result that Nyasaland was declared a British Protectorate and added to the Empire.

Towards the close of the year (1889), therefore, Captain Lugard was free to accept service with the newly-formed British East African Company, and, after some months of exploration and survey work on their behalf, he accepted the difficult mission of trying to forestall the Germans, and of concluding a treaty with Uganda. It was not without great difficulty and some danger that this treaty was obtained, for the country was divided with factions who called themselves British, French, and Mahomedan, and all were armed with rifles. With the aid of the two Christian factions, Captain Lugard defeated the Mahomedans, whom he repatriated later in Uganda on friendly terms. He then proceeded through the unexplored and hostile country of Unyoro, whose army he defeated, and reached the distant Albert Lake by way of Ruwenzori (the Mountains of the Moon). His object was to engage in his service the troops of Emin Pasha, who had left the Equatorial Province after many battles with the Madhi and were now on their own account devastating the region in which they had settled. With much difficulty he succeeded in this task, and brought them with him to the number of over eight thousand (men, women, and children). Most of these he established in South Unyoro for the protection of the district of Toro, whose king he had reinstated; and, proceeding with comparatively few fighting men, he reached Uganda early in 1892. In his absence the hostility between the French (or Roman Catholic) party and the British (or Protestant) had reached a climax, and very soon afterwards broke out in open war. The "French" included Captain Lugard with the British and he had, therefore, unwillingly to fight. The French party were defeated, and thereupon he made a re-settlement of the country, repatriating both the French and the Mahomedans. As before at Nyasa, so now again in Uganda, at the critical moment the Company in whose behalf he was acting declared themselves unable to bear any further expense, and ordered Captain Lugard to evacuate Uganda. This he declined to do, but, leaving the country in peace under his second officer, Captain Williams, he returned to England to prosecute a more difficult campaign for the "Retention of Uganda." Though little used to public speaking, he found himself compelled to address audiences throughout England and Scotland, and though the Cabinet had decided to abandon the country, the feeling became so strong that the decision was reversed, and Uganda was included in the Empire.

Later, Mwanga, the king of Uganda, who had originally been very hostile, wrote to Queen Victoria: "I want you to send this

same Captain Lugard back again to Uganda that he may finish his work of arranging the country, for he is a man of very great ability, and all the Waganda (natives) like him very much; he is gentle, his judgments are just and true, and so I want you to send him back to Uganda."

However, the country was now under the British Government, and the Foreign Office, for political reasons, considered it better that Captain Lugard should not return. In 1894, the Royal Niger Company, who had concluded treaties with the kings of Borgu and Gurma, learned that the French were about to make overtures to the king of Nikki whom they regarded as the rightful king of Borgu. The Company decided to protect themselves doubly by securing a treaty before France could do so. France, however, got the start, Captain Decoeur, leaving for Dahomey on July 24, 1894. Four days later Captain Lugard left England, determined to reach the king of Nikki first. On November 10th, he saw the king of Nikki, and had the treaty signed five days before Captain Decoeur arrived. It was a signal victory, and assured the position of the Royal Niger Company. Just after this Captain Lugard received his C.B. In April, 1895, he returned to England having been wounded by an arrow.

In 1896 he led an expedition across the Kalahari Desert for the British West Charter Land Company, who had engaged his assistance because of the difficulties—considered by many to be insuperable—of crossing the desert without oxen, the oxen having died of rinderpest. He concluded a treaty with Sekomi, the chief, and established the Company's agents there. He was recalled thence by a letter from Mr. Chamberlain.

There was a "crisis" in West Africa between ourselves and the French, which seemed likely at any moment to develop into war. Major Lugard accepted the post of Commissioner and Commandant in the Hinterland of Lagos, and took command of the troops there. He proceeded to raise the West African Frontier Force (eventually some three thousand strong), and upon the organisation of this force the whole of the troops of the various colonies in West Africa have since been modelled. The crisis with France was fortunately brought to an end by the Convention of June 14, 1898, but not before the hostile forces on the spot had been on the very verge of hostilities.

He now became a Lieut.-Colonel on half-pay, and received the medal and clasp awarded for these operations. He returned to England to assist the Colonial Office in the negotiations with the Royal Niger Company, which resulted in the transfer of Nigeria to the imperial administration on January 1, 1900. Then he returned as first High Commissioner (with the rank of Brigadier-General), with the task of creating an administration.

When the vast area known as Northern Nigeria (about 300,000 square miles), was taken over by the Imperial Government from the Royal Niger Company, it was for the most part wholly independent of British

control. The dominating race were Mahomedans (Fulani), who raided the pagan tribes for slaves, and had depopulated vast areas. During the first year, 1900, the troops of the protectorate (the West African Frontier Force) were lent to Sir J. Willcocks for the Ashanti War. In 1901 two of the principal and most aggressive Emirs and slave-raiders were subdued, and their provinces organised under residents. In 1902 the kingdom of Bornu was annexed, and several Fulani Emirs were conquered who would not consent to desist from sending their armies to raid for slaves. Early in 1903 the kingdoms of Sokoto and Kano were organised under British administration. Thus, the whole of Nigeria became amenable to British rule, and slave-raiding was entirely stopped. Before General Lugard left Nigeria in June, 1906, he was able to report that the country was entirely peaceful, and that even slave-dealing was almost extinct. The administration had meanwhile been organised.

Sir Frederick Lugard arrived in Hongkong and assumed the office of Governor in succession to Major Sir Matthew Nathan, K.C.M.G., in July, 1907.

In 1902 Sir Frederick married Miss Flora Shaw, daughter of the late General Shaw, C.B., and formerly head of the colonial department of *The Times*, for which newspaper she undertook special commissions to South Africa, Australia, Canada, and Klondyke. Lady Lugard has published several works, including "Castle Blair" (1878), "Hector," a tale for young people (1883), and "A Tropical Dependency" (1905).

Sir Frederick and Lady Lugard's English residence is "Little Parkhurst," Abinger Common, Surrey. His Excellency's clubs are the Athenæum (special election), St. James's and Royal Societies', and he is a gold medallist of the Royal Geographical Society, a silver medallist of the Scottish Royal Geographical Society, and was elected a life fellow of the Royal Colonial Institute.

CAPT. PERCY HENRY MITCHELL TAYLOR, 32nd Lancers, I.A., Aide-de-Camp to His Excellency the Governor, was the only son of the late Lieut.-Colonel A. M. Taylor, commanding the 10th Hussars. Educated at Wellington and Sandhurst, where he distinguished himself in gymnastics and fencing, he received his first commission on August 5, 1896, and for a year was attached to the Dublin Fusiliers. He then joined his present regiment, receiving his captaincy in August, 1905. He went to South Africa in 1900-1, and was present at several engagements, including Paardeburg, the relief of Kimberley, Driefontein, and Wittebergen, being awarded the Queen's medal with six clasps. His present appointment as Aide-de-Camp to the Governor dates from June, 1907.

CAPTAIN WILLIAM ARMSTRONG, Hon. Aide-de-Camp to His Excellency the Governor, is Senior Captain of the Hongkong Volunteer Corps, to which he has belonged since 1893. When in that year the Corps was disbanded and reformed, he served in the ranks as a gunner. He received his commission in May, 1899, and was appointed Captain on October 15, 1903. He was one of the officers who accompanied the Coronation contingent from Hongkong. At the present time he is

Captain of right half No. 2 Company Volunteer Artillery, the section which in 1907 won both the maxim and fifteen-pounder competitions, and the cup for the highest efficiency. Captain Armstrong was Hon. Aide-de-Camp to His Excellency Sir Matthew Nathan and to the Hon. Mr. F. H. May when the latter was administering the Government.



CAPTAIN W. ARMSTRONG, HON. A.D.C. TO HIS EXCELLENCY THE GOVERNOR AND SENIOR CAPTAIN HONGKONG VOLUNTEER CORPS.

MR. ARTHUR JOCELYN BRACKENBURY, Private Secretary to His Excellency Sir F. Lugard, Governor of Hongkong, is a nephew of Lady Lugard. He was educated at Clifton College, where he obtained his cricket and running colours. When the war broke out in South Africa he served his country for eighteen months, receiving the Queen's medal and three clasps. In 1901 he joined the Transvaal Civil Service, and in the following year was appointed Secretary to the Inspector of Mines, Pretoria district. He acted in a similar office in the Krugersdorp district from 1906 until March, 1907, when he left the Transvaal Civil Service. He received his present appointment on June 20, 1907.

HIS EXCELLENCY MAJ.-GENERAL ROBERT GEORGE BROADWOOD, C.B., came to the Colony in 1906 to take command of His Majesty's Forces in South China and Hongkong. Prior to that date he had held command of the troops in Natal (1903-4), and, as Brigadier-General of the troops in the Orange River Colony district (1904-6). A son of the late Mr. Thomas Broadwood, of Holmbush Park, Surrey, he was born on March 14, 1862, and commenced his military career in the 12th Lancers in 1881. He has seen much active service. In 1896 he took part in the expedition to Dongola, being present at the operations of June 7th and September 10th. He was mentioned in despatches, received the Egyptian medal with two clasps, and the British medal, and was

given the brevet rank of Lieut.-Colonel. In the following year he took part in the Nile Expedition, and was present at the action of Abu Hamed and the subsequent occupation of Berber, gaining two further clasps to the Egyptian medal, and the 4th class Osmanieh. He was present at the cavalry reconnaissance of April 4, 1898, and at the battles of Atbara and Khartoum. Twice he was mentioned in despatches, and in recognition of his services the brevet rank of Colonel was bestowed upon him, whilst he received two additional clasps to the Egyptian medal and was awarded the British medal. During the South African War, 1899-1902, when he raised "Roberts' Horse" and afterwards commanded the 2nd Cavalry Brigade he was five times mentioned in despatches, including two special mentions by Lord Roberts. He was made Aide-de-Camp to His Majesty the King, and was awarded the Queen's medal with six clasps and the King's medal with two clasps, while the order of C.B. also was conferred upon him. His addresses are the Military Headquarters, Hongkong; and 94, Piccadilly, London, W.

THE HON. MR. FRANCIS HENRY MAY, C.M.G., the Colonial Secretary, completed twenty-six years' service under the Government of the Colony in November, 1907, and a quarter of a century's service in the Colony and China in February, 1908. The fourth son of the late Right Honble. G. A. C. May, Lord Chief Justice of Ireland, and of Olivia, daughter of Sir Matthew Barrington, Bart., of Glenstal, Co. Limerick, he was born on March 14, 1860, at Dublin. After being at Harrow he proceeded to Trinity College, Dublin, where he took the B.A. degree, and was first honoursman and prizeman in Classics and Modern Languages in 1881. In the same year, he was appointed, after a competitive examination to a cadetship in Hongkong, but before coming out to the East served in the Colonial Office for twelve months. He studied the dialect at Canton for six months, and has since written a "Guide to Cantonese." From the end of 1883 until the beginning of 1886 he was in Peking learning the Mandarin dialect, and at the end of that period passed the higher examination for interpreters in the Consular service. Upon returning to Hongkong, Mr. May was employed as Assistant Registrar-General and as interpreter for the Governor at interviews with, and receptions of, high Chinese officials. His subsequent appointments included those of Assistant Colonial Secretary, private secretary to His Excellency Sir W. des Voeux, to Sir F. Fleming, and to Major-General Barker; Acting Colonial Treasurer; Vice-President of the Sanitary Board; Captain Superintendent of the Police and Fire Brigade; and Superintendent of Victoria Gaol. In 1895 he was awarded the Companionship of the Most Distinguished Order of St. Michael and St. George in recognition of special services rendered during the plague of 1894, and in suppressing a strike in 1895 which, while it lasted, paralysed business connected with shipping. In 1897 he succeeded in bringing to light widespread corruption in the police force under his command, and for two years he was engaged in purging the force of dishonest members and in reorganising the Criminal Investigation Department, which he kept under his personal control. In 1899 Mr. May organised the police administration of the New Territories, and for two years subsequently was actively employed in suppressing the lawlessness which was very rife

in the newly-acquired area. As Superintendent of Victoria Gaol—a post which he held in conjunction with that of Captain Superintendent of the Police and Fire Brigade—Mr. May placed the whole of the prison on the separate system, and, while increasing thereby the deterrent effect of imprisonment, he greatly developed the means of affording industrial employment to the prisoners, by whom much of the printing work required in the various Government departments is now carried out. It was in 1902 that Mr. May received his present appointment, but his acquaintance with the Colonial Secretary's office extends as far back as January, 1887, when he was Acting-Assistant Colonial Secretary, a position in which he was confirmed four years later. Mr. May has been a member of the Legislative Council since 1895, and, by virtue of his office, he has now a seat also on the Executive Council. Upon three occasions Mr. May has administered the Government of the Colony—for eight months in 1903–4 between the departure of Sir Henry Arthur Blake, and the arrival of Sir Matthew Nathan; for five weeks at the close of 1906 and the beginning of 1907 during the absence on sick-leave of Sir Matthew Nathan after an accident at polo; and for three months in 1907 between the departure of Sir Matthew Nathan and the arrival of the present Governor, Sir F. D. Lugard. As might naturally be expected in view of his official position and long residence in the Colony, Mr. May is connected in one capacity or another with a number of local institutions. He is Rector of the Hongkong College of Medicine; Chairman of the Governing Body of Queen's College; Chairman of the Board of Examiners; President of the Y.M.C.A.; a member of the Colonial Church Council; a steward of the Jockey Club; Commodore of the Royal Hongkong Yacht Club; and a member of the Committee of the Volunteer Reserve Association and of the Hongkong Gymkhana Club. An all-round sportsman, his favourite recreations are hunting, shooting, fishing, and yachting. He is the author of several publications, including manuals for use in the police force and a history of yachting in Hongkong. Mrs. May is a daughter of General Sir George Digby Barker, K.C.B., of "The Priory," Clare, Suffolk.

THE HON. MR. WILLIAM REES-DAVIES, J.P., D.L., who was appointed Attorney-General for the Colony in 1907, was born on May 11, 1863, and is the eldest son of the late Sir William Davies, of Scoreston, Pembrokeshire, who represented his county in Parliament from 1880 to 1892. After being at Eton, Mr. Rees-Davies proceeded to Trinity Hall, Cambridge, where he graduated B.A. in 1885. Two years later he was called to the Bar at the Inner Temple, and joined the South Wales Circuit. In 1892 he succeeded his father in the representation of Pembrokeshire, in the Liberal interest for six years. During this time he was private secretary to the late Sir William Harcourt, who was Chancellor of the Exchequer from 1893 to 1895. Mr. Rees-Davies is a Magistrate and Deputy Lieutenant for Pembrokeshire. He was Attorney-General in the Bahama Islands from 1898 to 1902, acting during a portion of that time as Chief Justice, and was King's Advocate at Cyprus from 1902 to 1907. His position now, at Hongkong, entitles him to a seat upon the Legislative Council. He is also on the Executive Council and the Standing Law Committee. He is

a member of the Reform Club, London, and of the Hongkong and various local sporting clubs. His chief recreations are riding and shooting. Mr. Rees-Davies married, in 1898, Florence Beatrice, the second daughter of Mr. John Birkett, of Kendal, Westmoreland.

THE HON. MR. ALEXANDER MACDONALD THOMSON, the Colonial Treasurer of Hongkong, is, *ex officio*, a member of the Executive and Legislative Councils with a seat on the Finance and Public Works Committees. The second son of Mr. J. W. Thomson, M.A., schoolmaster and Isabella, the eldest daughter of the late Mr. Alexander Macdonald, of Kindrought, Portsoy, N.B., he was born on September 27, 1863, at Turriff, Scotland. He had a successful career at Aberdeen University, taking his M.A. degree, with first-class honours in mathematics, in 1883. For the following two years he was lecturer in mathematics at Naini Tal College, North-West Provinces, India, but in 1887 returned to Scotland, and, later, took up the appointment of Assistant-Professor of Mathematics at Aberdeen. In the same year he entered the Hongkong Civil Service by the usual competitive examination. After spending twelve months in the Colonial Office, during which time he won the Bacon Scholarship at Gray's Inn, he came out to the Colony, arriving in October, 1888. Having attained the necessary proficiency in the Chinese language, he was appointed, in October, 1890, to fill the temporary vacancy of Chief Clerk in the Colonial Secretary's office. Since then he has occupied numerous administrative positions, including those of Clerk of Councils, Superintendent of Victoria Gaol, Assistant Colonial Secretary, Registrar-General, Postmaster-General, and Colonial Secretary; and in July, 1898, was appointed permanently to his present post. During his residence in the Colony he has served on the Tung Wah Hospital Commission, the Registry of the Supreme Court Commission; and has presided over the deliberations of two Committees which have been appointed with regard to the subsidiary coinage question. He was an original member, and for some time honorary secretary of the governing body of Queen's College; was a trustee of the Bellios Scholarships; and has been vice-president, and has acted as president, of the Sanitary Board. For his services in compiling the first edition of the General Orders he received the thanks of the Secretary of State for the Colonies. Mr. Thomson is a member of the Hongkong Club, but does not now belong to any other club, having ceased for some years to take any active interest in sport, his chief recreation being reading.

THE HON. MR. WILLIAM CHATHAM, C.M.O., M.I.C.E., Director of Public Works, a member of the Executive and Legislative Councils, and vice-president of the Sanitary Board, has been associated with the development and progress of the Colony for seventeen years. He was born in July, 1859, and was educated at the Royal High School, Edinburgh, and at Edinburgh University. He went first as assistant to Messrs. Thos. Meik & Sons, the well-known firm of civil engineers, Edinburgh, and afterwards to the engineer of the Bristol Docks. He came to Hongkong as Executive Engineer in 1890, and in 1893 received the acting appointment of Director of Public Works. On his return

from leave in 1897, he received the additional appointments of Water Authority and member of the Legislative Council. In 1901 he acted also as president of the Sanitary Board, and in October of the same year was confirmed in the appointments which he now holds. Mr. Chatham was a member of the Queen's Jubilee Committee, acting as honorary secretary for some years, and taking a leading part in carrying out, at a cost of £20,000, the construction of the Jubilee Road and the Hospital for Women and Children. During 1907 he was created a Companion of the Order of St. Michael and St. George in recognition of his long service in the Colony. Mr. Chatham, who lives at the Peak, is a member of the Hongkong Club.

THE HON. DR. JOHN MITFORD ATKINSON, the principal Civil Medical Officer of Hongkong, was born in 1856, and is the son of the late Rev. S. Atkinson, M.A. He was educated at Woodhouse Grove School and at Queen's College, Taunton. His medical training was sound and comprehensive. He was prizeman at the London Hospital Medical College, and holds the degree of M.B. London, and the diplomas of M.R.C.S. Eng., L.S.A. Lond., and D.P.H. Cantab. For nearly eight years he was the Resident Medical Officer of St. Mary Abbott's Infirmary, Kensington, and for two years the Medical Officer of one of the districts in that locality, before coming, in 1887, to take up the appointment of Superintendent of the Government Civil Hospital, and Medical Officer to the Small Pox Hospital and the Government Lunatic Asylums, Hongkong. Seven years later he was acting as Colonial Surgeon, and in 1897 he obtained his present post. During the plague epidemic of the following year his services in preventing the spread of infection, and stamping out the disease, were acknowledged in a letter of thanks from the Secretary of State. Dr. Atkinson, who has been president of the Sanitary Board since 1897, and a member of the Executive Council since 1903, has from time to time contributed articles to the *Lancet* and other British medical journals. He is a Fellow of the Royal Colonial Institute and of the Society of Tropical Medicine and Hygiene; and is an honorary life member of the St. John Ambulance Association. He resides at Victoria Hospital, Barker Road, the Peak.

SIR C. PAUL CHATER, Kt., C.M.G.—Probably no other man has done so much for the commercial advancement of the Colony as Sir Catchick Paul Chater, Kt., C.M.G. To him Hongkong owes many of its most prosperous public companies, some twenty of which still include him on their directorate. The son of Mr. Chater Paul Chater, of Calcutta, Sir Paul was born in 1846, and arrived in Hongkong in 1864 as an assistant in the bank of Hindustan, China, and Japan. He resigned this position, in 1866, to start business as an exchange and bullion broker. In 1886 he was chosen by his fellow Justices of the Peace to fill a vacancy on the Legislative Council caused by the absence on leave of Mr. F. D. Sassoon, and when, in 1887, Mr. Sassoon resigned his seat, Sir Paul, who was then taking a holiday in India, was unanimously elected in his stead for a term of six years. He was re-elected for a further period of six years in 1893, and again in 1899, retiring upon the expiration of his

third term of office in January, 1906. While Sir Paul was a member of the Legislative Council a petition from the leading residents was sent to the Secretary of State in favour of the formation of a Municipal Council. The Secretary of State, however, would not entertain this idea, but suggested as a sort of compromise that two unofficial members should be placed upon the Executive Council. This suggestion was acted upon, and Sir Paul Chater and Mr. J. Bell Irving were appointed. Sir Paul still retains this appointment, though he has relinquished the duties of the Legislative Council.

In 1884 Sir Paul started a wharf and godown business at Kowloon, purchasing the necessary site on the sea shore from the Government. He established the existing Hongkong and Kowloon Wharf and Godown Company, and, to provide facilities for carrying on the business, reclaimed some of the foreshore and erected the present godowns and wharves. Four years later the business was amalgamated with that carried on at Messrs. Jardine, Matheson & Co.'s wharf. He originated the Praya Reclamation, in 1887, by writing to the Government and submitting a scheme which was accepted by marine lot-holders. Later, he visited England and received the Secretary of State's sanction to carry out the work. The foundation stone was laid, at the corner of the cricket ground, by the Duke of Connaught, in 1890, Sir Paul Chater presenting a statue of His Royal Highness to the Colony in commemoration of the event. The work was concluded in 1905, and the result has been an addition to the Colony of considerable foreshore upon which have been erected some of the finest hongs in the East. In 1892 he rendered a signal service to the French Government in Tonkin by opening up coal mines in that country. He formed the Société Française Charbonnages de Tonkin, and in recognition of his services he received that much-coveted decoration, the Legion of Honour. Sir Paul was the first to advocate the acquirement of the new territory on the mainland of China. He wrote to the Government upon the subject four years before the actual lease was executed. He again urged the matter upon the authorities at the time of the Chino-Japanese War, and secured the support of the Chamber of Commerce, the China Association, and the unofficial members of the Legislative Council. Indeed, he has been identified with most public movements since his arrival in the Colony. He was treasurer, and afterwards chairman, of the Queen's Jubilee Committee, and in 1897 was chairman of the Diamond Jubilee Committee. At this period, in recognition of his numerous public services, he was created a C.M.G. A man of great wealth, his purse has ever been at the disposal of any good cause. To take but one example of his generosity, the first Anglican Church at Kowloon, St. Andrew's, was erected and presented by him to the Colony. In 1902 he received the honour of knighthood. His life has been one ceaseless round of activity, and his energies seem only to increase with advancing years. A short time since he commenced operations in a new sphere—mining. After spending a great deal of money prospecting in the new territory for minerals he was rewarded by a rich discovery of iron. The Hongkong Mining Company was formed to work this deposit, which promises to be an immense source of wealth to the Colony. Sir Paul is interested in all kinds of sport. He has been a steward of the Jockey Club for a quarter of a century and has been its president for many years. He is a mem-

ber of the Hongkong Club, and is the owner of one of the finest private residences in the Colony, Marble Hall, Conduit Road, where he has gathered together a collection of curios and works of art that is unapproached by any other collection in the Far East.

THE HON. MR. EDBERT ANSGAR HEWETT is one of those men who, coming from old county families and choosing business careers, have settled in some far country, and, by their innate ability, their enterprise, and their steadfast perseverance in face of all obstacles, and rigid adherence to the highest principles of commercial integrity, have done much to earn England's reputation as a colonising power. Mr. Hewett, who was born on September 5, 1860, is the second son of the late Sir George J. R. Hewett, Bart., of The Old Hall, Neatherseale, Leicestershire. Owing to the state of his health, which was by no means robust in his younger days, he was educated mainly by private tutors. At the age of seventeen he joined the Peninsular and Oriental Service at their head office in London, and two years later (in 1880) came to Hongkong. He acted as agent for the company in Shanghai for seven years, was at Yokohama for two years, and at Kobe for six months. For the last six years he has been at Hongkong, and has had the superintendence of the whole of the Company's traffic in the Far East from Yokohama to Penang. Two years ago Mr. Hewett went home on a short trip to England. This was his second holiday only during a period of twenty-seven years, so unwilling has he been to absent himself from his office and public duties. It is but natural, therefore, that the whole of his interests should now be centred in the Far East. Public affairs he has always followed with the greatest attention, and in the public service has held numerous positions. He was a member of the Shanghai Municipal Council from 1897 to 1901, and occupied the chair for two years. During the trying period of the Boxer Rising entire confidence was reposed in him by the community, and he achieved a high reputation as an organiser and administrator. Throughout the whole of that anxious period he made active preparations for the defence of the town. The fleet had sailed north, and there was a population of some twelve thousand whites and nearly half a million Chinese under his charge. As Civil Commandant of the volunteers he enrolled all the able-bodied men, and had a force of nearly twelve hundred whites under arms. He organised the first company of Japanese volunteers that had ever been raised outside of Japan, and the highest encomiums were passed upon him subsequently by both the naval and military authorities. For these services and for the work he did for the army and navy he received the English medal for China, the fourth class Sacred Treasure of Japan and the Iron Crown of Austria, and was decorated as a Knight of the Orange-Nassau of Holland. For several years he served on the committee of the Chamber of Commerce, Shanghai, and made two special visits to Peking in 1901 as the representative of the Chamber, in order to urge upon the diplomatic body the necessity for pushing forward the conservancy of the Whangpoo River, a work of vital importance to the prosperity of the town. Mr. Hewett took the greatest interest in this scheme and urged its importance in season and out of season during the whole period

of his residence in Shanghai. As the result of his efforts a special committee was formed, consisting of the English, German, American, French, and Dutch Ministers. They discussed the whole question, with Mr. Hewett present as the Chamber's representative, and adopted the proposals of the Chamber of Commerce, which were embodied in the Peace Protocol of 1901. The scheme was not carried out owing to Chinese opposition, but now the Chinese themselves are doing the work entirely at their own expense, under the supervision of a very capable Dutch engineer. The improvements, when effected, will be in no small measure due to Mr. Hewett's initiative, and they are largely on the lines originally suggested by him. Almost immediately after his arrival in Hongkong Mr. Hewett was elected vice-chairman of the Chamber of Commerce (1902), and has been chairman since 1903. On April 26, 1906, he was chosen to represent the Chamber of Commerce on the Legislative Council, and immediately afterwards the Governor appointed him to one of the two seats held by unofficials on the Executive Council. In addition to holding these important offices Mr. Hewett is a member of the Sanitary Board, of the Governing Board of Queen's College, and of the committee of the Diocesan School. He was appointed a member of the Medical Board in May, 1904, and was chosen by the Governor to act as chairman of the commission to inquire into the administration of the sanitary and building regulations, enacted by the Public Health and Building Ordinance of 1893, which commission sat from May, 1906, to March, 1907. Mr. Hewett is a member of a number of clubs, including the Hongkong; the Peak; the United, Yokohama; the Shanghai; the Country, Shanghai; and the Wellington, London. He resides at "Craig Rynie," the Peak, Hongkong.

THE HON. MR. ARTHUR WINBOLT BREWIN, the Registrar-General, has spent practically the whole of his life in the service of the Colony. Born at Settle, Yorkshire, in 1867, he was educated at Winchester, and, entering the Civil Service as the result of the usual competitive examination, he came to Hongkong in December, 1888. He went through the ordinary routine as a cadet, and studied Chinese for two years at Canton. On passing the final examination he was attached to the Registrar-General's office. In May, 1891, he was appointed to act as Assistant Registrar-General, and, with the exception of four years, during which he held the post of Inspector of Schools, he has been almost permanently connected with this department. In 1901 he was appointed Registrar-General, by virtue of which office he became a member of the Sanitary Board, and in the same year was given a seat on the Legislative Council. Mr. Brewin is a Justice of the Peace for the Colony, and a member of the Board of Examiners.

THE HON. MR. FRANCIS JOSEPH BADELEY, B.A., Captain Superintendent of Police in Hongkong, was born on March 27, 1868, and was educated at the Clergy Orphan School, Canterbury, and at Jesus College, Cambridge, passing senior optime in the Mathematical Tripos of 1889. He came to the Colony as a cadet in 1890, and three years later, having passed in Cantonese and Hindustani, he was

appointed Acting Deputy Superintendent of Police. He has since that time filled various acting appointments, including those of Assistant Registrar-General, Assistant Postmaster-General, and Assistant Colonial Secretary and Clerk of Councils, but for the most part his duties have been in connection with the police force. He was appointed Deputy Superintendent of Police and Assistant Superintendent of the Fire Brigade in 1895, and took up his present appointment as Captain Superintendent of Police and of the Fire Brigade, and Superintendent of Victoria Gaol in 1902. He has made a special study of the finger-print system of identifying recidivists. In October, 1906, he was appointed to a seat on the Legislative Council, and is a member of the Standing Law Committee. Mr. Badeley, who is a member of the Hongkong Club, lives at "Ardsheal," the Peak.

THE HON. DR. HO KAI, C.M.G.—Among the Chinese there are many who have profited by a thoroughly sound and high-class European education, but there are few who have had a more distinguished academical career, or who have used their advantages to better purpose than Dr. Ho Kai. Born at Hongkong in 1859, he is the fourth son of the late Rev. Ho Tsun Shin, of the London Missionary Society. He was educated at the Government Central School in Hongkong and subsequently in England at Palmer House School, Margate; at Aberdeen University; at St. Thomas's Medical and Surgical College, and at Lincoln's Inn. He took the degrees of M.B., C.M., Aberdeen, became a member of the Royal College of Surgeons, England, and was Senior Equily Scholar, Lincoln's Inn, in 1881. Upon returning to the Colony he started to practise medicine, but found that the Chinese were not yet prepared to avail themselves of Western treatment unless it was offered free. Dr. Ho Kai therefore presented the Colony with the Alice Memorial Hospital, named after his late wife, Alice, eldest daughter of the late Mr. John Walkden, of Blackheath. Dr. Ho Kai then commenced practice as a barrister-at-law, and has been so engaged since 1882. He served as a member of the Sanitary Board for over ten years, and on the Public Works Committee for five years. He is now senior unofficial member of the Legislative Council, and has been for many years a member of the following public institutions:—The Standing Law Committee; the Examination Board; the Medical Board; the Po Leung Kuk Committee; District Watchmen's Committee; the governing body of the Free Hospitals; the Tung Wah Hospital Advisory Committee; the governing body of Queen's College; the Qualified Architects' Advisory Board; the Interpretation Committee and the Advisory Committee of the Hongkong Technical Institute; and Rector's Assessor of the Hongkong College of Medicine, of which he was one of the founders. In short it may be said that he has had the distinction of serving on the committee of almost every public board appointed during the last twenty-five years, and that his time has always been given ungrudgingly in the public service no matter at what sacrifice to his own interests as a professional man. For upwards of twenty-six years he has been continuously resident in the Colony; for twenty-six years he has been a Justice of the Peace for Hongkong, and for three terms (eighteen years) has represented the Chinese community on the Legislative Council. Hence it is not a matter for surprise that he is looked to by his fellow country-

men for advice in their dealings with the Government, and is also often consulted by the Government in their transactions with the Chinese community. On the occasions of both visits of the Duke and Duchess of Connaught and of Prince Arthur to the Colony, he received and welcomed their Royal Highnesses on behalf of the Chinese, and in recognition of his many public works and services he was created a C.M.G. in 1892. Among his publications are:—"A Critical Essay on China"; "The Sleep and Awakening"; a letter addressed to Lord Charles Beresford on "The Open Door"; "An Open Letter to John Bull on the Boxer Rising"; articles on Sir Robert Hart's Memorandum on the Land Tax of China and his army and navy scheme, 1904; the "Foundation of Reformation in China"; criticisms of the views of Kang Yau Wei, 1898; criticisms of the views of Viceroy Chang Chi Tung, especially on his recent work, "Encouragement to Learning," 1899; Persons responsible for Reformation in China; and Two Critical Essays on the Progress of Reformation in China. Dr. Ho Kai's address is 7, West Terrace, Hongkong.

THE HON. MR. WEI YUK, C.M.G.—As a conscientious worker on behalf of the Chinese community of Hongkong, and as a man who has done a great deal to produce the present good relations existing between the Government and the Chinese, the Hon. Mr. Wei Yuk's name deserves to be specially remembered by all sections of society in the Colony. On many occasions he has been of invaluable assistance to the officials, and his counsel has been largely instrumental, notably at times of riots and strikes during the past quarter of a century, in settling matters amicably before they assumed the serious proportions which they threatened to do in several instances. Mr. Wei Yuk is a Cantonese (Heungshan District), born in Hongkong in 1849, and comes of excellent family. His father, the late Mr. Wei Kwong, was a well-known banker, and formerly compradore to the Chartered Mercantile Bank of India, London, and China, in Hongkong. After ten years' study of Chinese, under private tutors, Mr. Wei Yuk commenced his English education at the Government Central School, under the late Dr. Frederick Stewart, LL.D., and in 1867, at the age of eighteen years, he proceeded to England and attended the Leicester Stonegate School for twelve months. In 1868 he went to Scotland, and studied for four years at the Dollar Institution. He soon became a favourite with both masters and fellow pupils, and the impression regarding his nationality that he made and left behind him became a tradition in the school, ensuring to others from the Far East a most friendly reception at that institution. Mr. Wei Yuk was one of the first Chinese to go abroad for Western education. On his return to the East in 1872, after a European tour, he entered the service of the Chartered Mercantile Bank of India, London, and China (now the Mercantile Bank of India, Limited), in Hongkong, and on the death of his father, in 1879, he (after a temporary retirement, according to Chinese custom) took up the vacant position of compradore. This position he still holds. Mr. Wei Yuk and his father have served the bank for fifty-three years in Hongkong—that is to say, since it was first opened. In 1883 Mr. Wei Yuk was appointed a Justice of the Peace, and, in 1896, became an unofficial member (representing the Chinese community) of the Hongkong

Legislative Council. He works in the greatest harmony with his colleague, the Hon. Dr. Ho Kai, C.M.G., M.B., C.M., M.R.C.S., and while not noted for long speeches, is regarded as an invaluable adviser in connection with all legislation in any way touching the interests of his fellow countrymen. In many other capacities also he has striven for the public good. He has held numerous appointments, and has served on many committees, for when his help has been required for the furtherance of the public weal it has never been withheld. It is impossible to give a complete list of his appointments in a brief biographical sketch such as is here essayed, but a few of his appointments may be mentioned. He was chairman of the Tung Wah Hospital (Hongkong's leading Chinese charitable institution), 1881-83 and 1888-90; a permanent member of the committee of the Po Leung Kuk for the protection of destitute women and children (of which he was one of the founders) since 1893; a permanent member of the Hongkong District Watchmen's Committee (which was formed on his suggestion); and a member of the Standing Law Committee since 1896. Moreover, he has served on all the commissions appointed by the Government to inquire into matters affecting the Chinese since the commencement of his public career. The Chinese Government is indebted to him in no small degree for the assistance he has rendered in bringing to justice Chinese criminals who have fled from Chinese territory to Hongkong and elsewhere. For the services which he rendered during the plague epidemic of 1894, the general public of Hongkong presented him with a gold medal and a letter of thanks, while the Chinese community also addressed to him a letter of thanks. Mr. Wei Yuk may be regarded as the father of the Sanitary Board. For many years, previous to the formation of the present body, he took the greatest interest in sanitary matters, and he was the friend and adviser of Professor Chadwick when that well-known authority visited the Colony to report on the sanitary condition of the city of Victoria. Seventeen years ago he suggested the construction of a railway from Kowloon to Canton, and thence to Peking. He spent large sums in furtherance of the scheme, which failed, however, owing to the obstacles placed in its way by Chinese officials, who at that time strenuously opposed the introduction of anything from the West. During the past six or seven years, however, several lines of railway have been constructed, or are in course of construction, between the places named, and they follow closely Mr. Wei Yuk's original plans. In 1872 Mr. Wei Yuk married the eldest daughter of the late Hon. Mr. Wong Shing, the second Chinese to be appointed to the Hongkong Legislative Council. Mr. Wei On, M.A., solicitor, and Mr. Wei Piu, barrister-at-law, both distinguished Chellonians, are the Hon. Mr. Wei Yuk's brothers. Mr. Wei Yuk's name figured in the last list of Birthday Honours as a recipient of a Companionship of the Order of St. Michael and St. George.

THE HON. MR. HENRY EDWARD POLLOCK, K.C., an unofficial member of the Legislative Council, has been connected with the Colony for nearly twenty years, and, during that time, has become intimately associated with all the more prominent phases of its life. Born in December, 1864, and educated at Charterhouse, he was called to the Bar by the Inner Temple in November, 1887. He was admitted

to practise in Hongkong in April of the following year, and from September, 1888, until August, 1889, he acted as Police Magistrate. In June, 1892, he was appointed Acting Puisne Judge, and continued as such until December, 1892. During the plague epidemic of 1894 he rendered signal service to the authorities, and in recognition of this was awarded a gold medal. For nearly three years, at intervals between 1896 and 1901, he acted as Attorney-General. In 1900 he was appointed Queen's Counsel, and since the death of Mr. J. J. Francis, K.C., in 1901, he has been the senior practising counsel in the Colony. He went to Fiji as Attorney-General in January, 1902, but left in the following April and resigned the appointment two months later, returning to Hongkong in October of that year. In 1903 he temporarily represented the Chamber of Commerce on the Legislative Council, and in 1905 he was elected to represent the Justices of the Peace on that body upon the retirement of Sir Paul Chater, C.M.G. He is one of the members of the Standing Law Committee. Mr. Pollock was elected a member of the Sanitary Board in March, 1903, and held office until January, 1906. He is president of the Hongkong Branch of the Navy League and of the Chess Club, secretary of the Odd Volumes Society, and a member on the committee of the Royal Hongkong Yacht Club. Mr. Pollock, who married in March, 1906, Lena Oakley, lives at "Barrington," the Peak.

MR. WILLIAM JARDINE GRESSON is a son of the late Colonel Gresson, of the 27th Inniskillings and 65th Regiment. Upon the completion of his education at Bedford School he entered the London office of the Chartered Bank. In 1892 he came to Hongkong to join the firm of Jardine, Matheson & Co., Ltd., of which his uncle, Sir Robert Jardine, was the head. Since that date he has represented the firm both at Hongkong and Shanghai. To his duties as an unofficial member of the Legislative Council are added those of a member of the Public Works Committee. He is a thorough sportsman, and, as a steward of the Hongkong Jockey Club, takes an especially keen interest in racing. Mr. Gresson was recently married.

THE HON. MR. EDWARD OSBORNE, J.P., the Secretary of the Hongkong and Kowloon Wharf and Godown Company, is one of the men of whom the Colony has great reason to be proud. During his twenty-six years' residence in Hongkong he has made himself master of many of the more difficult problems which have confronted the prime movers in commercial enterprise, and his opinion, based upon shrewd observation, is widely sought. Born in 1861, and educated at St. Anne's, Streatham Hill, Mr. Osborne entered the service of a Durham firm of solicitors, and then went into the London office of the Peninsular and Oriental Company. In 1882

he came out to the Company's Hongkong office, where he remained seven years, until the formation of the Hongkong and Kowloon Wharf and Godown Company. Since 1889 he has been closely identified with the Wharf Company's progress, and, as secretary, he has encountered innumerable difficulties arising out of the organised opposition of the Chinese guilds to the competition of the foreigner. It has been a long, uphill fight on his part against the co-operated exactions of the Chinese and in favour of European interests. As a member of the Sanitary Board, to which he was elected in 1900, Mr. Osborne devoted considerable time and labour to fighting the plague, and, so far as concerned the Wharf Company's employees, found that the most effective measures were the extermination of rats and the enforcement of simple rules of health and cleanliness. With a few other gentlemen he was instrumental in bringing about the erection of the new Hongkong Club building; whilst, at the request of the Hongkong and Shanghai Bank and of the mortgagees of the Hongkong Hotel property, he was, some twelve years ago, largely responsible for rescuing the Hotel Company from imminent bankruptcy and placing it upon a dividend-paying basis. He also assisted in bringing about the formation of the Star Ferry Company, and placing double-ended boats on the service between Hongkong and the mainland. He is a director of the Dairy Farm and of the Steam Laundry Company, and has a seat on the Consulting Committees of A. S. Watson & Co., Ltd., and the China-Borneo Company. In May, 1906, he succeeded the Hon. Mr. Gershom Stewart on the Legislative Council, and is a member of the Finance and Public Works Committees. A lover of outdoor sports, with a leaning especially towards rowing, riding, and shooting, Mr. Osborne is also extremely partial to pedestrian exercise. He has seen in this way a good deal of the mainland adjacent to Hongkong, and was in Peking just after the Boxer troubles. He has walked across Korea, through parts of Japan, and recently went on foot from Hankow to Canton by way of Kweilin. In February, 1904, he was married to Phyllis Eliza, a daughter of Mr. G. Whittey, of Weybridge, by whom he has three children. He lives at the Peak, where he went to reside many years ago in the hope—since completely justified—of securing immunity from malarial fever.

THE HON. COMMANDER BASIL REGINALD HAMILTON TAYLOR, R.N., who is acting as a member of the Legislative Council during the absence on leave of Mr. Badeley, the Captain-Superintendent of Police, has been connected with the Harbour Department of the Colony since July, 1899. His father was the late Colonel Thomas Edward Taylor, Chief Conservative Whip for many years, and for forty-two consecutive years Member for County Dublin. He was Chancellor of the Duchy of Lancaster in Lord Derby's last Cabinet, and in Lord Beaconsfield's Cabinet of 1874. Commander Taylor's grandfather

was the eldest son of the Rev. the Hon. Henry Edward Taylor, a son of the first Earl of Bective, and brother of the first Marquis of Headfort. Born on April 8, 1865, and educated at a private school at Cheam, in Surrey, Commander Taylor entered the Royal Navy in 1878. He served in the Egyptian War of 1882, and was present at the bombardment of Alexandria in July of that year, subsequently landing with the Naval Brigade at Alexandria and Port Said for police and guard duties. For his services he was awarded the Egyptian medal, Alexandria clasp, and bronze star. He was commissioned a lieutenant in 1888, and served on the Mediterranean, North American, China, and Home Stations. He resigned his commission in 1898, and in the following year was appointed Assistant Harbour Master of Hongkong. Since that time the total tonnage of vessels entered and cleared has doubled. Great improvements have been made in lighting and much of the foreshore has been reclaimed. Besides being Harbour Master, Commander Taylor is Marine Magistrate, Emigration and Customs Officer, Registrar of Shipping, Superintendent of the Gunpowder Depot, Collector of Light Dues, Superintendent of Imports and Exports, and Board of Trade Agent for Commercial Intelligence. He was confirmed in these appointments on his return from leave in February, 1907. For a while he acted as Assistant Superintendent of the Water Police, but, the arrangement by which that force was placed under the Harbour Department proving unsatisfactory, it was discontinued. In 1903 Commander Taylor was married to Harriet, a daughter of Brigadier-General H. B. Osgood, of the United States Army, and widow of the late Major Paul Clendennis, of the United States Army. He is a member of the Carlton, Bath, and Hongkong Clubs.

MR. HENRY KESWICK, who is acting as a member of the Legislative Council during the absence of Mr. Gresson from the Colony, is the eldest son of Mr. William Keswick, M.P., of Beech Grove, Dumfriesshire. He was born in Shanghai in 1870, and was educated at Eton and Trinity College, Cambridge, taking his B.A. degree in 1892. Mr. Keswick went to New York in 1893 for the firm of Jardine, Matheson & Co., Ltd. Two years later he came East and remained until the outbreak of the Boer War in 1900, when he went to South Africa and served as a captain in the 3rd King's Own Scottish Borderers. In the following year he returned East to take charge of the firm's branch at Yokohama, and in 1904 he entered upon a similar position in Shanghai. He was chairman of the Chamber of Commerce, and chairman of the Municipal Council in Shanghai during 1906-7. Early in 1907 he was given charge of the head office in Hongkong. He is a member of the committees of the Chamber of Commerce, the China Association, and the Royal Hongkong Yacht Club, and a steward of the Jockey Club.

LEGAL AND JUDICIAL BIOGRAPHIES.

THE CHIEF JUSTICE OF HONGKONG, His Honour Sir Francis Taylor Piggott, has been from his early years in the profession a writer on International Law, and he is recognised as an authority upon the rules which govern the relationships and control the intercourse of one country with another. His career has furnished him with many opportunities of perfecting his knowledge in this particular direction, and his opinions, based upon facts, many of which have come within his personal experience, are embodied in several sturdy volumes and held in high repute by the members of his profession. Born in London on April 25, 1852, he is the son of the Rev. Francis Allen Piggott, of Worthing. His early education was obtained first at Worthing College, and then for some time in Paris, and afterwards at Trinity College, Cambridge. Always an enthusiastic rifle-shot, he represented his University on three occasions in the Inter-Varsity shooting contests at Wimbledon, and, one year, was a member of the English eight in the competition for the "Elcho" Shield. Still retaining his interest in the sport Sir Francis is now a member of the Hongkong Rifle Association. Having graduated, and taken the degrees of Master of Arts and Master of Laws, he was in 1874 called to the Bar by the Inner Temple. In 1887 he attended the Colonial Conference, in connection with a scheme for the enforcement of Colonial judgments in England, which he had put forward, and in the same year was employed by the Foreign Office to draft a convention with Italy for the mutual execution of judgments, the negotiations in connection with this subject being carried on in Rome. Afterwards he was selected by Sir Julian Pauncefote, on the application of the Japanese Government, as legal adviser to the Prime Minister of Japan, in connection with the drafting of the constitution. He resided in Tokyo from 1888 to 1891, and named his second son, who was born in Japan, after his chief, Count (now Prince) Ito. During his stay in the Island Empire Sir Francis collected the data for his books, "The Garden of Japan" and the "Music and Musical Instruments of the Japanese," published a few years later. In 1893 he assisted Sir Charles Russell, then Attorney-General, in drafting the British argument for the Behring Sea Arbitration, and as secretary to Sir Charles attended the sittings of the Tribunal in Paris, and a series of letters from his pen, on the subject of the arbitration, appeared in *The Times*.

Appointed Procureur and Advocate-General for Mauritius in 1894, he held that position until 1905, acting for two years as chief justice during 1895-96. In 1897 he revised the laws of the Colony, and completed a second and more comprehensive revision before leaving the Colony. He also published, in two volumes, a complete and revised collection of the "Imperial Statutes applicable to the Colonies." After coming to Hongkong as Chief Justice, he received the honour of knighthood in 1905. Besides those works already mentioned, Sir Francis has published a series of books on foreign judgments: "Principles of Law of Torts," 1885; "Exterritoriality and Consular Jurisdiction," 1892; "Service out of the Jurisdiction," 1892; "Nationality and Naturalisation and the Eng-

lish Law on the High Seas and Beyond the Realm," 1904. In Hongkong his chief recreation has been golf; he is a member of the Golf Club, the Hongkong Club, and the "Thatched House," London. Sir Francis married Mabel Waldron, eldest daughter of Jasper Wilson Johns, J.P., D.L., and has two sons.

HIS HONOUR MR. ALFRED GASCOYNE WISE, Puisne Judge of the Supreme Court, Hongkong, was born at Colombo, Ceylon, on August 15, 1854, and was a son of the late Mr. Alfred Wise, a well-known planter. Educated at Repton and at Trinity College, Cambridge, he was called to the Bar by Lincoln's Inn in 1878, and at the age of twenty-eight came to Hongkong, and on January 1, 1884 was appointed Police Magistrate. In 1892 he became Registrar, Official Administrator, Official Trustee, Registrar of Companies, and Registrar in the Colonial Court of Admiralty, and three years later he entered upon his present appointment. Twice he has acted for the Attorney-General and twice for the Chief Justice. In 1902 he was elected chairman of the Squatter's Board. He is married to Augusta Frances, a daughter of Mr. A. N. C. R. Nugent. He is a member of the Conservative, Thatched House, and Hongkong Clubs.

MR. ARATHOON SETH, I.S.O., the Registrar of the Supreme Court, Hongkong, was born in 1852. When only sixteen years of age he was appointed Hindustani interpreter to the Magistracy, Hongkong, having acquired a knowledge of the language in Hongkong, and, except for a comparatively short interval when he was attached to the Peninsular and Oriental Company, he has been in the Civil Service ever since. He re-entered the Magistracy as third clerk in September, 1872, and received steady promotion, becoming first clerk in 1875, and Clerk of Councils and chief clerk in the Colonial Secretary's office six years later. He was created a Justice of the Peace in 1882, and was called to the Bar by Lincoln's Inn in 1893. After serving as Superintendent of the Opium Revenue and of Imports and Exports, was appointed Secretary to the Board, under the "Taipingshan Resumption Ordinance," and subsequently received the thanks of the Government for his services. He has held a variety of other posts from time to time, including those of Acting Assistant Registrar-General, Official Receiver in Bankruptcy, Acting Registrar of the Supreme Court, Acting Land Officer, Acting Registrar of Companies, Official Administrator, and Official Trustee; was appointed to his present position in October, 1903. Mr. Seth is a member of the Hongkong Club and lives at Norman Coltage, Peak Road.

MR. HENRY HESSEY JOHNSTON GOMPERTZ, the first Police Magistrate and Coroner of Hongkong, has spent nearly twenty years in the Civil Service, his ap-

pointment as a cadet dating from 1890. For nearly seven years he was in the Straits Settlements, and during that time he acted in a magisterial capacity on several occasions, and also as Deputy Registrar of the Supreme Court, Penang. He came to Hongkong in August of 1897 as Assistant Registrar-General, and served on the Commission appointed to report on the interpretation scheme. Before receiving his present position, in October of 1907, he was for two years president of the Land Court, and had acted as Police Magistrate, Attorney-General, and Puisne Judge. He is a Bachelor of Arts of Oxford and a member of the Bar (1899). He speaks the Tie-Chin, Hok-kien and Cantonese dialects.

MR. FRANCIS ARTHUR HAZELAND, the second Police Magistrate of Hongkong, was appointed Clerk to the Puisne Judge in November, 1878, and subsequently discharged the duties of First Clerk of the Supreme Court and Marshal of the Colonial Court of Admiralty, Acting Chief Clerk in the Colonial Secretary's office and Acting Clerk of Councils, and Deputy Registrar. While on leave in 1899 he was called to the Bar by Lincoln's Inn. Since his return to the Colony in the following year he has served for several long terms as Acting Police Magistrate and Coroner. His present substantive appointment dates from 1901.

THE ATTORNEY-GENERAL.—A biographical sketch of Mr. William Rees-Davies, the Attorney-General, will be found under the heading "Executive and Legislative Councils."

MR. FRANCIS BULMER LYON BOWLEY, Crown Solicitor and Notary Public, was born in 1868, at Bristol, and received his education at the Bristol Grammar School. He was admitted a Solicitor in London in 1890, and in 1893 came to Hongkong to join Mr. H. L. Dennys. Seven years later he was appointed Crown Solicitor in succession to Mr. Dennys, and at the same time undertook the duties of Secretary, Librarian, and Curator at the City Hall, which he fulfilled for six years. He is on the committee of the Hongkong Law Society.

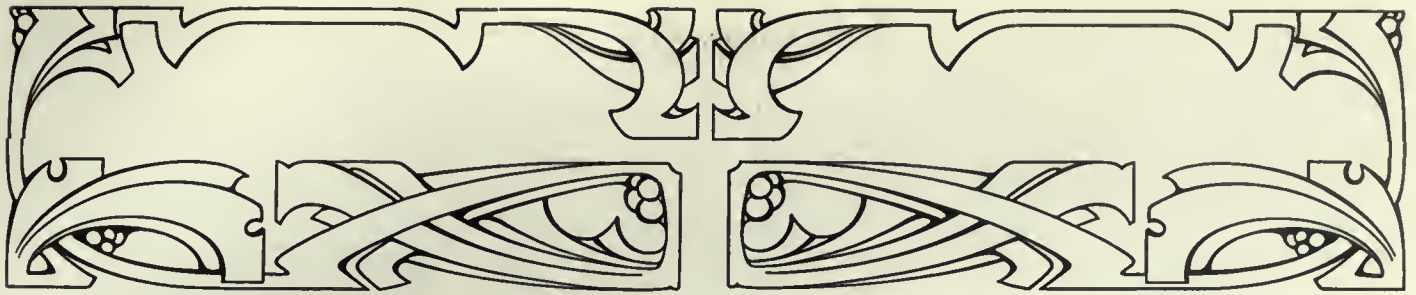
MR. GEORGE HERBERT WAKEMAN, who has been in the Hongkong Government Service for about seven years and has held the position of Land Officer and Official Receiver in Bankruptcy since August, 1905, was born on June 15, 1866, and educated at Caius College, Cambridge. He was appointed Assistant Land Officer on June 29, 1900, and was made a Justice of the Peace in the same year. Mr. Wakeman is an enthusiastic rifle-shot, and in 1906-7 was honorary secretary of the Volunteer Reserve Association, founded by Sir Matthew Nathan.



HONGKONG LEGAL GROUP.

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| 1. O. D. THOMSON, ESQ.,
Solicitor. | 2. PAUL M. HODGSON, ESQ.,
Solicitor. | 3. H. W. LOOKER, ESQ.,
Solicitor. |
| 4. F. A. HAZELAND, ESQ.,
Second Police Magistrate. | 5. F. B. L. BOWLEY, ESQ.,
Crown Solicitor. | 6. H. H. J. GOMPERTZ, ESQ.,
First Magistrate. |
| 7. J. SCOTT HARSTON, ESQ.,
Solicitor. | 8. MR. JUSTICE WISE,
Puisne Judge. | 9. SIR F. T. PIGGOTT, KT.,
Chief Justice. |
| 11. ARATHOON SETH, ESQ.,
Registrar. | 12. F. X. D'ALMADA E CASTRO, ESQ.,
Solicitor. | 13. SIR HENRY S. BERKELEY,
Barrister-at-Law. |
| 14. G. C. C. MASTER, ESQ.,
Solicitor. | 15. C. D. WILKINSON, ESQ.,
Solicitor. | 16. G. A. HASTINGS, ESQ.,
Solicitor. |
| | | 17. P. W. GOLDRING, ESQ.,
Solicitor. |

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FINANCE.

BY THE HON. MR. A. M. THOMSON, Colonial Treasurer.



HE Colonial Treasurer is the officer in charge of all financial operations, subject to the Financial Instructions and such orders as may be transmitted to him from time to time. He is also Collector of Stamp Revenue. The staff of the Treasury is of the usual clerical nature, and heads of departments are regarded as sub-accountants under the Treasurer so far as they are required to transact financial business.

In the early days the Imperial Government bore practically the whole of the expenses of the Colony, voting a sum annually for the purpose of carrying on the business of the Government. During the Governorship of Sir George Bonham (1848-54) this grant, which had been reduced to £25,000, was further reduced to £9,200, and soon afterwards was withdrawn altogether. Two grants of £10,000 each, however, were rendered necessary by public works in 1857 and 1858. Since that time the Colony has been self-supporting.

The revenue for 1907 amounted to \$6,602,280, of which the principal portions were derived from the opium farm and assessed taxes. The former is now let at \$1,452,000 per annum, and the latter item is practically a general charge of 13 per cent. on rateable property in the Colony, yielding something like \$1,397,730 per annum. Land sales form an item of extraordinary revenue, but the amount derived from them in 1907 was only \$159,750. Two factors have contributed to the decline in the receipts from this source. In the first instance, most of the valuable land in the business centres has been alienated; and, in the second, owing to the general depression of trade during the last two years very little capital has been put into new enterprises for which land might have been required, though there are plenty of suitable factory sites available. For the first few years of the Colony's existence leases were granted for a term of 75 years, but, in accordance with the general wishes of the community, a change was made, and leases were granted for 99 years. About ten years ago, however, the Secretary of State issued a new rule to the effect that the original term of 75 years should again be introduced, and that rule remains in force at the present day. All Crown leases are sold by auction. Hongkong being a free port, there are no customs or excise duties in the Colony.

The rateable value of the city of Victoria for 1907-8 was \$8,892,205, a decrease of

3.42 per cent. on that of the previous twelve months, while that for the whole Colony, \$10,654,338, showed a falling-off of 2.52 per cent.

The expenditure for 1907 came to \$5,757,203, including a sum of \$728,650 spent on extraordinary public works, exclusive of the railway to Canton, which is being provided for by advances from a special fund to a special account. The Colony pays a military contribution of 20 per cent. on its annual revenue, exclusive of land sales.

The following table shows the revenue and expenditure of the Colony during the last ten years:—

STATEMENT OF REVENUE AND EXPENDITURE
FROM 1898 TO 1907.

	Revenue.		Expenditure.	
	\$	c.	\$	c.
1898 ...	2,918,159	24	2,841,805	20
1899 ...	3,610,143	25	3,162,792	36
1900 ...	4,202,587	40	3,628,447	13
1901 ...	4,213,893	22	4,111,722	49
1902 ...	4,901,073	70	5,909,548	51
1903 ...	5,238,857	88	5,396,669	48
1904 ...	6,809,047	99	6,376,235	30
1905 ...	6,918,403	85	6,951,275	26
1906 ...	7,035,011	78	6,832,610	68
1907 ...	6,602,280	25	5,757,203	47

At the end of 1907 the excess of assets over liabilities, exclusive of loan liabilities, was \$1,444,738, as will be seen from the following statement:—

ASSETS.		\$		c.	
Balance in bank ...	...	393,541	38		
Advances ...	...	168,501	50		
Crown agents' deposit ...	...	569,897	96		
Subsidiary coins in stock	...	645,521	75		
Profit on Money Order Office...	...	10,000	00		
Suspense account (advanced for railway construction) ...	...	863,271	40		
Total ...	...	\$2,650,733	99		
LIABILITIES.		\$		c.	
Bills on Colonial Office in transit	...	395,876	29		
Deposits not available ...	...	656,505	90		
Military contribution in excess of estimate ...	...	64,590	00		
Pensions not paid ...	...	30,400	00		
Balance overdrawn in London	...	27,503	71		
Miscellaneous ...	...	31,119	23		
Total ...	...	\$1,205,995	13		

The above does not include arrears of revenue, amounting to \$88,978.33.

The first loan ever raised by the Colony was negotiated in 1886, when £200,000 was borrowed for public works—chiefly the Tytan Waterworks. In course of time this loan was repaid. The existing consolidated loan amounts to £1,485,732. There is a credit of £60,704 (present market value of securities) at sinking fund account, and it is expected that the whole liability may be extinguished about 1943, including the amount which may be advanced from the special fund for railway construction. The first portion of the consolidated loan was raised in 1893, when £342,000, approximately, was borrowed at 3½ per cent. for the purpose of extending the Praya Reclamation, constructing the Central Market, and carrying out other public works extraordinary, in addition to paying off the balance of the 1886 loan, amounting approximately to £142,000. The remaining portion, borrowed in 1905, costs the Government £3 13s. per cent. for interest annually, but this last loan was raised to provide an advance of £1,100,000 to the Viceroy of Wuchang, repayable by him in yearly instalments of £110,000, and bearing interest at 4½ per cent. These repayments and the interest on the balance, form the special fund above referred to.

There is a Widows' and Orphans' Pension Fund in existence, on the same lines as in other Colonies, the finances being managed by the Treasurer. There is no Government Savings Bank.

THE COLONIAL TREASURER.—A brief biographical sketch of the Hon. Mr. A. M. Thomson, the Colonial Treasurer, will be found under the heading "Executive and Legislative Councils."

MR. HUGH RICHARD PHELIPS, who has been in the service of the Hongkong Government as Local Auditor since December, 1904, was born on January 6, 1869, and was educated at Weymouth College and at Queen's College, Oxford. He was appointed Local Auditor for the Niger Coast Protectorate, West Africa, in October, 1894, and two years later became Assistant-Auditor of the East Africa Protectorate. He was Local Auditor of Uganda in 1897, and held a similar position in the East Africa Protectorate in 1901. For services rendered to the Government in 1897-9 he was awarded the Uganda Mutiny medal and clasp. Since his arrival in the Colony Mr. PHELIPS has been made a Justice of the Peace. He is attached to Somerset

House, and is a member of the Sports Club, London. Mr. Phelps married, in 1903, Jacquette Edith, youngest daughter of the Rev. George Lambe, of "Highlands," Ivybridge, Devon. He resides at No. 72, Mount Kellet, Hongkong.

THE ASSESSOR OF RATES.—A short biography of Mr. A. Chapman, the Assessor of Rates, appears in the Volunteer section of this work.

CURRENCY.

The currency of Hongkong consists of the dollar, half-dollar, twenty-, ten-, five-, and one-cent pieces, and of cash (or mil) representing the thousandth part of a dollar. The one-cent piece and the cash are of copper,

the rest of silver. The cash is practically never used. Notes of seven denominations, ranging in value from one dollar to \$500 each, are issued by the Chartered Bank, the Hongkong and Shanghai Bank, and the National Bank of China. These notes had an average circulation in December, 1907, representing \$16,916,166.

Two kinds of dollar are in circulation, namely the British and the Mexican. Formerly coins were issued from a mint that was opened in Hongkong in 1866 on the site now occupied by the Sugar Refinery at East Point, and run for two years at a cost of £9,000 a year, but they are never met with at the present day.

The value of the dollar is not fixed, but varies in accordance with the prevailing rate of silver. The highest point that it has touched during the last twenty years is 4s. 3½d., in 1877, and the lowest is 6½d., in 1902. The greatest variation in any

twelve months occurred in 1890, when the price fell from 3s. 10½d. to 3s. 0½d.

This liability to fluctuation introduces, of course, a serious speculative element into the commercial operations of the Colony, and suggestions have been made from time to time for fixing the value of the dollar, as it has been fixed recently in the Straits Settlements. The insuperable difficulty in the way of carrying out this very desirable reform lies in the fact that Hongkong is little else but a shipping centre between China and the rest of the world, and in China there is no fixed currency. Indeed, in the Chinese Empire taels, or weights of silver equal to an ounce and a third, and dollars that have been cut into sections are accepted at their intrinsic value as a medium of exchange. Silver dollars, therefore, may be regarded merely as a commodity whose value is determined by supply and demand. In these circumstances, even if the dollar were fixed in Hongkong it would not be accepted at its face value in China, and therefore the responsibility of dealing with the exchange question would only be transferred from commercial houses in Hongkong to their representatives in Canton. Under existing conditions, prudent merchants engaged in transactions between Canton and, say, London make arrangements with the local banks for a fixed dollar from time to time, and are thus enabled to quote on a safe basis. As a rule the banks will allow their offers to remain open for twenty-four hours. Although by this arrangement it is often impossible to compete with the trader who is ready to gamble by quoting at the current rate of exchange and calculating upon a fall in the value of the dollar, it is the only safe method of carrying on business.

Since 1863 quantities of subsidiary silver coinage have been minted in London and issued by the Hongkong Government for use in the Colony. The Chinese, finding this subsidiary coinage a much more convenient form of exchange than long strings of copper cash, about 1,000 of which went to the dollar, used it extensively; indeed it is estimated that not more than 10 per cent. of the coins minted by the British authorities remain in the Colony at the present day. In course of time the Chinese Government, recognising the demand that existed for these small coins, began minting them, with the consequence that the importation of British coins received a serious check and the Colony was flooded with the Chinese coinage, which, although of the same weight and fineness as Hongkong coins, are not fractions of a legal standard as the latter are. At the time of writing, both the British and Chinese subsidiary coins are at about 5 per cent. discount; in other words, a British or Mexican dollar will buy 10½ ten-cent pieces. The consequent disarrangement of local trade and the injustice which Chinese coolies suffer by being paid by their headmen in small coinage at the rate of 100 cents to the dollar engaged the attention of a specially appointed committee in the latter part of 1907. While agreeing that the only effectual method of dealing with the question was by Government intervention, since concerted individual action was, in practice, impossible, the committee found themselves hopelessly divided when they came to the formulation of a definite scheme. The majority advocated the prohibition of the importation and circulation of all alien subsidiary coinage; while the minority, fearing that this might bring about a further depreciation in the value of Canton coins and lead to financial disabilities, if not to



THE PREMISES OF THE CHARTERED BANK OF INDIA, AUSTRALIA,
AND CHINA. [See page 118.]



HONGKONG AND SHANGHAI BANK.



INTERIOR OF HONGKONG AND SHANGHAI BANK.

[See page 118.]

measures of retaliation by the Chinese authorities, adversely affecting the trade of the Colony, urged that the Chinese Government should be pressed to reform its currency in the terms of the Mackay Treaty, and that an attempt should be made to secure an undertaking that the Canton Mint would cease coining subsidiary coin until Hongkong and Canton subsidiary coins reached par value, and that thenceforward both parties should agree to restrict minting to actual requirements.

BANKING.

THE first mention of Banking in the official summary of the history of the Colony is that a branch of the Oriental Banking Corporation was established in April, 1845—the year in which the first unsuccessful attempt was made to place the currency of the Colony

on a gold basis. The establishment of this institution was welcomed, it being regarded as indicative of the sanguine expectations entertained by the community as to the island's commercial future. Two years later, and before it was chartered, this bank put into circulation over 56,000 dollars' worth of notes, "to the great relief of local trade," as the historian informs us.

The subject of banking from that date onwards, for a period of nearly twenty years, is practically ignored by the records, though there are frequent references to the currency question. The issue of the prospectus of the Hongkong and Shanghai Banking Corporation in July, 1864, is the next mention, and, incidentally, Dr. Eitel alludes to the existence at that time of six banking institutions—the Oriental Bank already referred to, the Agra and United Service Bank; the Central Bank of Western India; the Chartered Bank of India, Australia and China; the Chartered Mercantile Bank of India, London, and China; and the Commercial Bank of India. This list

does not appear to be a complete one, however, for some of the older inhabitants of the Colony well remember that there were also in operation the Comptoir Nationale d'Escompte de Paris; the Bank of Hindustan, China, and Japan; the Asiatic Bank; and the Bank of India. In fact, the manager of the French bank, Mr. Victor Kresser, became the first manager of the newly formed Hongkong Bank, and the accountant of the Bank of Hindustan, Mr. John Grigor, its first accountant.

Of all these institutions only three—the Chartered Bank of India, the Mercantile Bank of India, and the Hongkong Bank—actually survive to-day, whilst the financial interests of a fourth, the Comptoir Nationale d'Escompte de Paris, were taken over in 1896 by the Banque de l'Indo Chine. The exact fate of the others has hitherto escaped record for the most part, but they were all severely shaken by the great Bombay crisis of 1866, brought about by the failure of Premchand Roychand's "Back Bay" scheme of reclamation, and of many other companies floated by him, in which millions of money were lost. In the same year the failure of Overend, Gurney & Co., a big London firm, created widespread panic, and in consequence, there was a run on the various banks in the Colony. There was something of a scandal at the time, for in those days, before the advent of the cable, news filtered in slowly, and, in the excitement of the moment, some of the earliest recipients took matters into their own hands, grabbing notes from the bank counters, and in some cases landing themselves by their unseemly behaviour, in the police court. These causes, with the failure of Dent & Co., Lyall, Still & Co., and other firms, added to the general depression in the trade of the Colony which characterised the years 1866-69, led ultimately to the failure or closing of the Commercial, the Central, the Hindustan, the Asiatic, the Agra, and probably other of the banks. Even the Hongkong and Shanghai Bank, with its capital of two and a half million dollars and its influential directorate, passed through unpleasant vicissitudes of fortune, culminating in 1874-75 in its inability to pay a dividend; and it was not until Sir Thomas Jackson, probably the greatest financier the Colony has ever known, assumed the management of its affairs, and there was a revival of local prosperity, that the shareholders' fears were allayed, and the bank fulfilled the promises of its early years.

The banks in existence in the Colony at the present day are the Hongkong and Shanghai Bank (attached to which is the Hongkong Savings Bank), the Chartered Bank of India, Australia and China, the National Bank of China, the Mercantile Bank of India, the International Bank, the Banque de l'Indo Chine, the Russo-Chinese Bank, the Nederlandsch-Indische Handelsbank, the Deutsch-Asiatische Bank, and the Bank of Taiwan. The premises of the more important banks are in close proximity to one another, and are amongst the most imposing buildings in a city remarkable for its architectural features. That Hongkong should have risen to such eminence in the financial world is due, as Alexander Michie points out in his well-known work, not to its local resources, but to its strategic position which has enabled it "to retain the character of a pivot upon which Far Eastern commerce turns."

The circulation of bank-notes in the Colony, first started by the Oriental Bank in 1847, has risen to an average of something like 17,000,000 dollars' worth, the majority being notes issued by the Hongkong and Shanghai Banking Corporation. The history of their gradual introduction is marked by a curious



PREMISES OF THE BANQUE DE L'INDO CHINE. [See page 110.]

passage, as recorded by Dr. Eitel. In 1873, when the value of the notes in circulation had reached three and a quarter million dollars, "the Governor (Sir A. E. Kennedy) received an intimation that the Lords Commissioners of Her Majesty's Treasury disapproved of the issue of one dollar notes on the ground that the notes would be largely in the hands of the poorest Chinese, who might be even more subject to panics than the mercantile classes. The Governor was instructed to order the withdrawal of these notes unless serious public inconvenience should result from such a course. When the Governor accordingly called upon the bank (February, 1874) to show cause why the one dollar notes should not be called in, the whole community took up the matter, and a numerously signed memorial, supported by a special resolution of the Chamber of Commerce, was forwarded to Her Majesty's Government (March, 1874) in favour of the retention of these one dollar notes."

The Hongkong and Shanghai Bank is authorised, in accordance with its Ordinance of Incorporation, to issue up to 10,000,000 dollars' worth of bank-notes, including notes issued in Hongkong as well as by any of its agencies in any part of the world. Beyond that the Corporation may issue notes to any extent, provided that the actual bullion is deposited previously in the joint custody of the Colonial Secretary and the Colonial Treasurer. The Chartered Bank of India, Australia, and China, is the only other bank in Hongkong authorised to issue notes by charter from the Home Government. Their limit for the Colony of Hongkong under the charter is 4,000,000 dollars' worth. At the same time if they deposit, dollar for dollar, bullion value, they also may issue in excess of that amount. In 1895 the National Bank of China began to issue notes, unauthorised by the Government either by ordinance or charter, and the result of this was the passing, at a special sitting of the Legislative Council, of Ordinance No. 2 of 1895, prohibiting the issue of notes in the Colony except by permission, but allowing the circulation of any notes actually in circulation before March 20, 1895, a schedule of which had to be supplied to the Colonial Treasurer on application. The National Bank has, therefore, 450,000 dollars' worth of notes in circulation, though these notes are not recognised by the Hongkong Government.

Two big bank robberies are recorded in the earlier annals. In July, 1862, a huge fraud was perpetrated upon the Chartered Mercantile Bank by an Indian merchant, who, with the assistance of an Englishman in charge of the opium stored in the receiving-ship *Tropic*, forged opium certificates to a total of \$2,000,000. In 1864 and 1865 there was great activity on the part of certain ingenious Chinese burglars who came to be known as "drain gangs." The godowns of Smith, Archer & Co., and the jewellery store of Douglas Lapraik were raided in 1864, and, emboldened by these successes, a master-stroke was planned early in the following year. The story cannot be better narrated than in the words of Mr. Norton-Kyshe, in his "History of the Laws and Courts of Hongkong." He writes: "A serious bank robbery took place between the evening of Saturday the 4th and the morning of Monday the 6th of February, when the Central Bank of Western India was robbed of \$115,000 in notes, gold, and silver, by thieves who entered the bank's treasury vaults from the drains. The principal labour seems to have been that of tunnelling a passage of twenty yards from

an adjacent drain to a spot exactly below the treasury vault. A perpendicular shaft, ten feet in length, of sufficient diameter to allow the passage of one man, was next made, and this brought the borers to the granite boulders on which the floor of the vault rested. These naturally sank down as they were undermined, and nothing remained but to force up a slab, when ingress became free. Sixty-three thousand dollars in mixed notes were carried off, along with £11,000 in gold ingots marked with the stamp of the bank." As far as could be ascertained, the gang consisted of nine men, of whom three only were brought up for trial—one being discharged, and the others being sentenced to four years penal servitude. They would be

£100, plus, of course, his profit and the cost of freight, which may be ignored for the purpose of this illustration. On arrival of the goods in London six weeks or so later the dollar might have risen to 2s. 2d., which, in the ordinary way, would mean that when the £100 was cabled out to him he would receive only about \$923. In order to guard against this, merchants arrange with their bankers for a fixed rate of exchange, and are thus guaranteed a specified number of dollars whatever may be the fluctuations of exchange. An importer of European goods for the Chinese market, adopts of course, a similar method of insuring himself against loss. The bank's quotations in such cases depend upon whether the dollar is considered likely to become cheaper or dearer.



PREMISES OF THE YOKOHAMA SPECIE BANK, LTD. [See page 119.]

smart thieves who could effect such a burglary at the present day!

Owing to the fluctuations of the dollar the Hongkong banks do an immense business in exchange quotations. A merchant who purchases in Canton goods for export to England, must have some firm basis upon which to make his calculations, otherwise, if pending delivery of the goods the dollar increase in value, the sterling remitted to him on the completion of the transaction will represent in the local currency something less than he anticipated. For example, if at the time of making the purchase the dollar stood at 2s., the merchant would have to pay \$1,000 in Canton for silk which he agreed to sell in London for

In the European banks the whole of the Chinese business is controlled by a compradore, a Chinaman of considerable financial standing, who has to lodge a large sum of money with the bank as guarantee. The compradore acts as an intermediary between the bank and its Chinese clients. If a native bank or a substantial Chinese Government official or merchant wants a loan, the compradore, having satisfied himself as to the financial soundness of the applicant, negotiates with the manager of the bank for the required amount, and enters himself as surety for its repayment. In other respects the compradore has much the same functions as an ordinary general broker, buying and selling sterling bills, sovereigns,

telegraphic transfers, &c., always standing as guarantee to the bank for the bona fides of the contracts.

In addition to the European banks, there are upwards of thirty native banks, chief among them being the Yuen Fung Yan, the Soy Kut, the Hong Yue, the Shing Tak, and the Yue Fung. Some of them are substantial concerns, having their own compradores, and capital sums ranging up to two or three lakhs of dollars. Their business lies chiefly in receiving money on deposit and in lending money against security of goods. They also conduct a large remittance business between Hongkong, Canton, and the interior of China, where none of the large European banks have agencies; indeed, as far as Chinese business is concerned, they act to a large extent as feeders of the European banks. Like all the other establishments they speculate a little on exchange.

THE CHARTERED BANK.—The distinction of being the oldest established banking institution in the Colony belongs to the Chartered Bank of India, Australia, and China, its Hongkong branch having been founded nearly half a century ago. Its business is that of an exchange bank. The head office is in London, and there are branches in New York, Hamburg, and numerous places in the East. The paid-up capital is £1,200,000, and the reserve liability of the proprietors is £800,000. No less a sum than £1,475,000 has been set aside as a reserve fund, so that the financial soundness of the concern is assured. The manager of the bank is Mr. John Armstrong, who has been in the service of the bank in the East for about twenty-four years. The bank's premises form part of the handsome row of similar institutions

in Queen's Street Central, and the site on which the building stands is the property of the Corporation.

HONGKONG AND SHANGHAI BANKING CORPORATION.—Largely owing to able management and to the foresight of successive directors, the Hongkong and Shanghai Banking Corporation is to-day the premier bank of the East. Its history is one of extraordinary prosperity, and though at one time heavy losses were encountered, the tide soon became once more favourable, and upon it the Corporation has been carried to its present strong position in the financial world.

The bank was started in 1864 with a paid-up capital of \$2,500,000, in 20,000 shares of \$125 each, and amongst its founders were men whose names are associated with some of the largest undertakings of the last half century. Business was commenced in 1865, shortly before the opening of the Suez Canal revolutionised the trade of the Far East, and incorporation was granted in 1866. The prosperity anticipated by the shareholders was fully realised for some years; then came losses, and for 1874 and the first half of 1875 no dividend was paid. In 1876, Mr. Jackson (now Sir Thomas Jackson, Bart.), was appointed chief manager, and from that time onward the progress of the bank has been most marked.

In 1874 the Imperial Chinese Government contracted a loan with the bank of £600,000. Since then the Hongkong and Shanghai Banking Corporation has been the means of placing many Chinese Government loans on the markets, and has also assisted in the flotation of Government loans for Japan and Siam.

Sir Thomas Jackson finally retired from the chief managership in 1902, and was succeeded by Mr. J. R. M. Smith, the present chief manager.

To-day the paid-up capital of the Corporation is \$15,000,000. The authorised note issue is \$15,000,000. The sterling reserve fund amounts to £1,500,000, which at exchange of 2/- is equal to \$15,000,000, invested in sterling securities (mainly Consols standing in the books at 82), and the silver reserve fund to \$13,500,000—a total of \$28,500,000. The reserve liability of the proprietors is \$15,000,000.

The Court of Directors is composed of Mr. G. H. Medhurst (of Messrs. Dodwell & Co., Ltd.), Chairman; the Hon. Mr. Henry Keswick (of Messrs. Jardine, Matheson & Co., Ltd.), Deputy Chairman; Messrs. G. Friesland (of Messrs. Melchers & Co.), A. Fuchs (of Messrs. Siemssen & Co.), E. Goetz (of Messrs. Arnhold, Karberg & Co.), C. R. Lenzmann (of Messrs. Carlowitz & Co.), A. J. Raymond (of Messrs. E. D. Sassoon & Co.), E. Shellim (of Messrs. David Sassoon & Co., Ltd.), R. Shewan (of Messrs. Shewan, Tomes & Co.), H. A. W. Slade (of Messrs. Gilman & Co.), and H. E. Tomkins (of Messrs. Reiss & Co.).

Branches and agencies of the bank are established at Anoy, Bangkok, Batavia,



PREMISES OF THE NETHERLANDS TRADING SOCIETY (SECOND FLOOR).

[See page 119.]

Bombay, Calcutta, Colombo, Foochow, Hamburg, Hankow, Kobe, London, Lyons, Manila, Nagasaki, New York, Peking, Penang, Rangoon, Saigon, San Francisco, Shanghai, Singapore, Sourabaya, Tientsin, Yloilo, and Yokohama.

The London and County Banking Company, Ltd., act as the London bankers of the Corporation.

The bank premises occupy one of the best business sites in the Colony. The main entrance is in Queen's Road, Central, to which the bank has an imposing frontage, whilst the back of the premises opens on Des Voeux Road. The banking hall is one of the finest in existence, with desks and counters on either side, and covered by a spacious dome of pleasing proportions.

The Corporation also conducts the business of the Hongkong Savings Bank.

BANQUE DE L'INDO CHINE.—The Banque de l'Indo Chine, which represents French interests in the Colony of Hongkong and throughout the Far East generally, was established in the Far East in 1875, by special charter from the French Government, with a capital of Fr36,000,000 and a reserve fund of Fr24,000,000. The Hongkong agency was opened in 1896, and took over the financial interests of the Comptoir Nationale d'Escompte de Paris. In 1900 an agency was also started in the neighbouring Chinese city of Canton. The Hongkong branch is managed by Mr. L. Berindoague, and the Canton agency by Mr. G. Garnier. There are other branches and agencies of the bank at Saigon, Haiphong, Hanoi, Tourane, Pnom-Penh, Nouméa, Shanghai, Hankeau, Bangkok, Pondicherry, Battambang, Peking, Tientsin, Papéete, and Singapore.

THE YOKOHAMA SPECIE BANK, LIMITED.

—When Japan forsook her policy of isolation and allowed her subjects to have free intercourse with the outside world, a tremendous impetus was naturally given to the trade and commerce of the country. Great business corporations sprang into being, and the rapid advance made, from the commercial and industrial point of view, by the people of the Empire has been a cause of astonishment to all nations. There are many financial houses now conducting operations upon an extensive scale, and one of the most important of these is the Yokohama Specie Bank (Yokohama Shokin Ginkō). Founded in 1880 with an authorised capital of Y3,000,000, it was entrusted with the management of several million yen of the Treasury reserve, and thus had an ample capital at its disposal for discounting foreign bills of exchange. In 1889, however, this support was withdrawn, and in place of it, the Bank of Japan was ordered to re-discount foreign bills of exchange on demand of the Specie Bank, to an amount not exceeding Y20,000,000, at

the rate of 2 per cent. per annum. In 1887, when the special ordinance respecting the Specie Bank was promulgated, the capital of the bank was raised to Y6,000,000. The consequent extension of business necessitated in the same year, a further increase of capital to Y12,000,000, and in 1899 the capital was again doubled. The business carried on by the bank consists of foreign exchange; inland exchange; loans; deposit of money and custody of articles of value; discount and collection of bills of exchange; promissory

Chang-Chung, Hongkong, and Shanghai. The London office is the agency of the Bank of Japan. At the fifty-fifth half-yearly ordinary general meeting held in Yokohama in September, 1907, it was reported that the paid-up capital amounted to Y24,000,000, and the reserve to Y15,050,000. The gross profit for the half-year was Y12,171,077, from which Y9,266,018 were deducted for current expenses, interest, &c., leaving a balance of Y2,905,058 for appropriation. An additional Y500,000 was added to the



PREMISES OF THE NEDERLANDSCH-INDISCHE HANDELSBANK.

[See page 120.]

notes and other cheques; and exchange of coins. The bank has authority to buy and sell public bonds, gold and silver bullion, and foreign coins. It is also entrusted with matters relating to foreign loans and with the management of public moneys for international account. The head office is at Yokohama, and there are branches and agencies in Tokio, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Hankow, Chefoo, Tientsin, Peking, Newchwang, Dalny, Port Arthur, Antung, Liouyang, Mukden, Tieling,

reserve fund, a dividend of 12 per cent. was declared, and a balance of Y1,055,058 was carried forward to the credit of the next account. The Hongkong branch of the bank is situated in Prince's Buildings, and is managed by Mr. Takeo Takamichi.

THE NETHERLANDS TRADING SOCIETY.

—The Netherlands Trading Society (Nederlandsche Handel-Maatschappij), which has had a branch at Singapore for about half a



THE BANK OF TAIWAN, LTD.

century, extended its operations to Hongkong in February, 1906, taking offices in Queen's Buildings. The bank was established at Amsterdam in 1824, and has a capital of £3,750,000 with a reserve fund of £417,000.

The head office in the East is at Batavia, but a large business in the Far East is transacted through the Singapore office. In its early days the Society was more interested in trading than in banking, but at the present

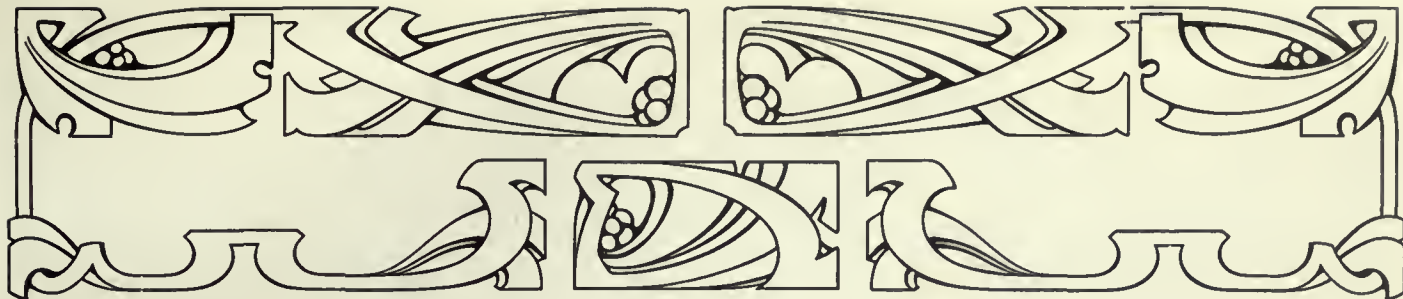
time it is concerned only with banking and exchange business. The manager at Hongkong is Mr. J. L. Van Houten, who served with the bank for several years in the Straits Settlements and Sumatra.

NEDERLANDSCH-INDISCHE HANDELSBANK.

—This financial house—the Netherlands-India Commercial Bank—which has its head office in Amsterdam and its chief agency in Batavia, was established in 1863 with an authorised capital of £1,250,000 (£1,040,000 paid up). Since its formation it has been largely concerned in the sugar industry of the Dutch colonies, especially in Java. It owns eight large plantations with factories, and finances about fifteen others. The eight plantations and factories referred to are operated by the *Nederlandsch-Indische Landbouw-Maatschappij*—Netherlands-India Agricultural Company—the whole of the shares in which are held by the bank. During recent years the sugar trade of Java with Japan and China has been very large, and with the object primarily of facilitating business the bank extended its operations to Hongkong and established a branch at 16, Des Voeux Road, Central, on November 1, 1906. Mr. J. Boetje, who has been for ten years in the bank's service, is the manager at Hongkong.

THE BANK OF TAIWAN, LTD.

—Any account of the financial institutions of the Colony would be incomplete without some reference to the Bank of Taiwan, Ltd., a large and influential house with its headquarters at Taipei, Formosa, and branches and agencies at Amoy, Swatow, Newchwang, Darien, Foochow, Keelung, Kobe, Osaka, Tokio, Yokohama, Moji, Nagasaki, London, New York, San Francisco, Shanghai, Taichu, Tainan, Takow, Tamsui, &c., established some eight years ago, it is the Government bank in Formosa, and is incorporated by special imperial charter. Two years after its foundation it extended its operations to Hongkong, and the business carried on under its auspices has increased steadily month by month, until now it holds a prominent place in the commercial life of the Colony. The capital amounts to Y5,000,000, of which Y3,750,000 is paid up, and there are reserve funds amounting to Y830,000. The statement of accounts published in June, 1907, showed a net profit for the half-year of Y299,450. Mr. Kazuyoshi Yagi is the president, Mr. Totaro Shimosaka, is the vice-president, and Messrs. Muneyoshi Tatsuno and Isotatsu Kajiwara, are the directors of the Company. The Hongkong offices are in Princes Buildings, and the branch is managed by Mr. D. Tohdow, who has been in the service of the bank since its formation. He has the assistance of an excellent general staff and a Chinese compradore.



EDUCATION.

BY G. H. BATESON WRIGHT, D.D. (OXON.), Headmaster of Queen's College, Hongkong.

HONGKONG is *sui generis*." Thirty years ago this was the war cry of the eloquent Hon. Mr. Phineas Ryrie, locally known as the Rupert of Debate. He never wearied of endeavouring to impress upon the Government that it was futile to attempt to apply the experiences of England and India to the conditions of Hongkong. Few people will be found ready to deny that a sound substratum of fact underlies the idea; but it is equally certain that for many decades Hongkong suffered from undue regard to the conviction that English methods could not solve Chinese problems.

Prima facie, it would appear probable that Education would naturally be one of those subjects in which great, if not insuperable, difficulties would be encountered in dealing with a large, mixed, cosmopolitan community, the bulk of which belongs to the most conservative of nations on the face of the earth—the Chinese. Despite the hindrances engendered by this conception, a cursory review of the history of Education in this Colony will show that, after all, a greater similarity obtains between the conditions existing in the mother country and this little Colony than might at the *coup d'oeil* be supposed possible.

In England, from 1850 to 1870, the only elementary schools were the National Schools, under the regis of the Established Episcopal Church, the British Schools supported by the Nonconformist denominations, and the Roman Catholic Schools, all of these receiving bonuses from the Government, with special consideration to the Established Church. We need not be surprised, then, to find that for the first twenty or thirty years the Hongkong Government contented itself with aiding missionary efforts by grants and by the establishment of Grant-in-aid Schools under the control of an Educational Committee, of which Bishop Smith, and subsequently Dr. Legge, was chairman. When Board Schools were instituted in England the Forster Code was introduced into Hongkong, with the modifications required by local conditions. At intervals new editions of the local Code were published, generally increasing both the value of the grant and the severity of the standard. Last of all, Hongkong, following the lead at home, abolished the necessity of an annual examination of all the scholars in the Grant-in-aid Schools, leaving the assessment of the proficiency of each school, and the extent

to which it shall be subject to examination, to the discretion of the Inspector of Schools.

So far, it will be observed, nothing has been recorded indicative of any necessity for peculiar treatment of educational matters in Hongkong. Naturally, however, linguistic and racial problems unknown in Great Britain arise in this Colony. Of a total population of 361,000, no fewer than 340,000, or 94 per cent. are Chinese. The importance to these of the study of their own language would appear to be self-evident, and was immediately recognised by the local Government without discussion. Under Sir J. Pope-Hennessy's régime (1877-82) it was first suggested that the entire time of Chinese students ought to be devoted to the acquisition of the English language. The supporters of the then existing state of affairs appealed successfully to the famous dictum of Macaulay relative to the maintenance of vernacular instruction in India. The matter dropped for the time to be revived under more propitious circumstances during the governorship of Sir William Robinson (1891-97), when notice was given that the study of Chinese was removed from the curriculum of all Government Schools, and that in future no new Grant-in-aid School teaching Chinese would be accepted. Later, the Government reverted to the former practice, and more recently advanced to the position that no grant would be given to a school attended by Chinese unless adequate provision were made for instruction in the vernacular.

Next to the consideration of whether the Chinese language should be taught, came the question of the method to be employed in teaching it. At first sight it would appear somewhat presumptuous for foreigners to undertake to devise an improvement upon the native system which had been in vogue for several centuries. But common-sense and utilitarianism prevailed. It is the custom in China for the first two or three years of a child's school-life to be spent in the acquirement by heart of several volumes of native literature, without any explanation whatever of the subject-matter, which is perfectly unintelligible to the scholar. Even when instruction comes later, its educational value, apart from moral lessons such as filial piety, &c., is confined to the composition of stilted essays in stereotyped style upon topics of a very limited scope. To meet the requirements of a scheme for teaching the Chinese their own language on a rational system several series of books have been compiled and pub-

lished by missionaries at Shanghai. Following the plan of English Readers, they begin with the use of the simplest characters possible, and treat of subjects within the everyday ken of the infant. Lessons are given on animals, plants, history, and geography, while not the least interesting and instructive is a work dealing with the composite parts of various characters and their meaning, hitherto a sealed subject to the average Chinaman. All this, an entirely new departure for Chinese students, is of high educational value; and at the end of three years, instead of being on the threshold of learning, as by the native system, the pupils have acquired a variety of useful information and are able to write short letters and essays, formerly an impossible feat at this stage. These useful books have been introduced into Hongkong Government Schools within the last half-dozen years, and, though some are too childish in sentiment for boys twelve years of age, are highly appreciated.

Beside British and Chinese, there are in Hongkong boys of all nationalities—American, Hindu, Japanese, Parsee, Portuguese, &c. For many years there was a great agitation amongst the British ratepayers to found a separate school for the exclusive use of boys and girls of British parentage. Their prayer has now been granted. The first opportunity was afforded by a new school-building erected by the munificence of Mr. Ho Tung, with the proviso that no boy should be excluded on the ground of race or creed. As this school was conveniently situated for the children of residents in the Kowloon Peninsula opposite Victoria, Mr. Ho Tung was induced to consent to his school being converted into a school for British children only, on the understanding that the Government would erect in Yaumati, a mile distant on the same side of the water, a school for Chinese under the charge of an English headmaster. Mr. D. James, formerly assistant master at Queen's College, Hongkong, and second master of the King's School for Siamese Princes at Bangkok, was appointed headmaster, and Kowloon British School was formally opened in 1902. Soon afterwards, owing largely to the instrumentality of Mr. Irving, a similar British School was opened in the island to the east of Victoria and called the Victoria British School, under the care of Mr. W. H. Williams, headmaster. Both these are mixed schools, but a somewhat grotesque arrangement has been made by the terms of which, boys over sixteen may not attend Kowloon School, but

must cross over to Victoria, and girls over sixteen must leave Victoria School and cross to Kowloon, which seems to suggest that the Inspector of Schools has not the full courage of his convictions.

In this connection, while admitting that for other reasons the establishment in a British colony of schools for British boys and girls is highly desirable, it is only just to the denizens of the ancient and enormous Empire of China to put on record that one of the reasons urged by the parents for this segregation, viz., the fear of moral contamination of their children from association with Chinese schoolmates, is based on popular prejudice, which is not supported by the evidence of those competent to form an opinion founded upon experience. On the occasion of a visit to the Central School in 1885, General Cameron, then administering the government, asked the headmaster his opinion of the morals of his Chinese pupils, and received the answer: "About the same as those of school-boys of other nations, certainly not worse." Dr. Stewart, the previous headmaster, on being appealed to, corroborated the statement. Dr. Eitel, the Inspector of Schools, whose experience was still more varied, as he had been for many years a missionary among the Hakka population on the mainland, then made the following important pronouncement: "Taking them class by class, Your Excellency, the Chinese compare very favourably with Western nations in the matter of morality." The General laughed, and said "That is your opinion, gentlemen. Well, nobody will believe you." Here we have the whole affair in a nutshell. Popular prejudice is tenacious of life. Nobody will accept an actual fact opposed to the belief of the man in the street.

When Inspector of Schools, Dr. Stewart endeavoured to induce the Government to favour a policy of compulsory education, then exploited in England. All succeeding inspectors of schools have concluded, and justly so, that it is absolutely impracticable to dream of introducing compulsory education into Hongkong. The enormous army of school attendance officers necessary to render the scheme in the least degree efficient, is in itself sufficiently appalling; to say nothing of the time that would be wasted at the magisterial court in warning and fining offenders. The discrepancy between the estimated number of children of school age in the Colony, and those attending school is largely accounted for by the boating population; though even these are not indifferent to the advantages of Western education, as Queen's College and Yaumati Government School can testify. From whatever cause, however, there has been in the last few years a very perceptible decrease in the number of children seen toiling up the hillside with loads of brick and earth.

Chinese boys are for the most part docile, well-behaved, and, to some extent, eager to learn. They have, however, a disposition to be eclectic. If, for instance, they do not see the present advantage of the study of geography or geometry, they neglect these subjects as far as the rules of the school may permit. They do not recognise that in a commercial career, a correct knowledge of cities and countries, of their manufactures and products, may be of real service in after life; nor do they appreciate the fact that the average Chinaman is incapable of sustaining an argument, starting with false or indeterminate premisses and cheerfully pursuing a circuitous course to the point from which he started, the only cure for which is a rigid course of geometrical study.

There is, perhaps, no characteristic of the Chinese nation more universally admitted than their possession of a marvellous memory. But the questions arise: Is it a serviceable memory? Is it not rather an agent for cramming? Are there not, as a matter of fact, nearly 99 per cent. of them incapable of remembering, after the lapse of a year, the salient points of any subject (say history) in which they have passed an examination successfully? Again, though like most Eastern nations, the Chinese show a greater aptitude for the acquisition of knowledge in arithmetic, algebra, and trigonometry, than is possessed by the average Western school-boy, they can hardly be credited with the mathematical genius accorded to them by popular opinion. Their memory is not accretive; too often will they be found to have forgotten elementary principles, with which they were acquainted two or three years previously. As a rule they are lacking in initiative; they can repeat the same mathematical exercise provided the conditions are the same, but will be at a loss if a slight change is introduced requiring the exercise of independent thought. In spite, however, of these points of adverse criticism, Chinese, taking them all round, are more apt and willing pupils than European boys.

THE INSPECTORATE OF SCHOOLS.

The growth of education in this Colony has been unostentatious and slow. Like a germinating plant, it at first followed the lines of least resistance, but as it matured it became firmly rooted, and the buffets of conflicting circumstances have only proved beneficial. It is now hardy and weather-proof. As we have seen, the Government began by encouraging missionary efforts. It remained for a missionary to be the prime factor in rousing the Government to a full sense of its responsibility in the matter of taking a lead in the education of the Colony. Dr. James Legge, of Aberdeen, the celebrated Sinologue, Senior Missionary of the London Missionary Society, was at the time chairman of the Government Educational Board, and he was successful in inducing the Government to agree to the foundation of the Government Central School in Gough Street, and to the appointment of Mr. (later Dr.) Frederick Stewart, also of Aberdeen University, to be the first headmaster, combined with which office were the additional duties of Inspector of Schools. Mr. Stewart arrived in 1862. He had many difficulties to cope with, prominent amongst them being the indifference of the Chinese of those days to the advantages of Western education. In a few years, however, he had various Government schools established in sundry villages of the island and at Kowloon, in addition to two more important schools—Government Schools at Wantsai and Saiyingpun. As soon as Dr. Legge saw Mr. Stewart firmly seated in the saddle, he generously recommended to the Government the complete emancipation of the former from the Educational Board, and this was immediately granted. For nineteen years Dr. Stewart remained Inspector of Schools, during which time the number of Government and Grant-in-aid Schools swelled considerably, and the increase in school attendance and the extension of proficiency in English were thoroughly satisfactory. Attacks on the educational system were made during the Governorship of Sir

J. Pope-Hennessy. Dr. Stewart first begged to be relieved of the onerous duties of Inspector of Schools, Dr. Eitel being at once appointed to the vacancy. In 1881, Dr. Stewart successfully made application for the post of Police Magistrate. He subsequently became Registrar-General, Acting Colonial Secretary, and, at the time of his death, in 1889, was Colonial Secretary. The Chinese evinced their high appreciation of Dr. Stewart's services by founding a scholarship at Queen's College in his memory. A large coloured window in a transept of St. John's Cathedral permanently records the sentiments of the general public.

Dr. Eitel was Inspector of Schools from 1879 to 1897. Education continued to flourish during his tenure of office, the chief features of which were the impetus given to female education, the removal of religious disabilities in schools, and the reduction in the number of school days annually necessary for the Government grant. The arrival of Sir George Bowen in 1883 was signalled by a burst of educational ardour. Scholarships were granted giving free education at the Central School to boys from the Government District Schools, and an annual Government scholarship of £200 a year for four years was founded to enable Hongkong boys to proceed to England for the further study required for a professional career. To the enterprising courage of Mr. C. J. Bateman was due the starting of the Cambridge Local Examinations in Hongkong. A year or two later Hongkong was made a centre for the Oxford Locals, with Mr. Wright as local secretary, Oxford proving more amenable than Cambridge in granting concessions to Hongkong on account of its great distance from England. The Chinese College of Medicine was inaugurated, and proved an unqualified success. With the exhibition of so much educational energy, a friendly spirit of rivalry was excited amongst the schools of the Colony that continues to the present day with very beneficial results. School sports, which previously had been confined to individual schools, were re-organised and amalgamated into one annual function known as the Hongkong Schools' Sports. Dr. Eitel spent considerable time and energy in the formation of a cadet corps in connection with all the leading schools. One combined and rather imposing general parade was held on the cricket ground, but, like most new ideas in Hongkong, it was doomed to early extinction. To the great grief of all the headmasters concerned Dr. Eitel succeeded during Sir William Robinson's régime in inducing the Government to abolish the Government scholarship to England, and the local free scholarships founded ten years previously. The latter alone have been restored.

On the retirement of Dr. Eitel in 1897, the Hon. Mr. A. W. Brewin (now Registrar-General) was for a brief period Inspector of Schools. He was followed by Mr. E. A. Irving, the present inspector, in 1901. The past six years have shown a great stimulus in education, especially during the short time that Sir Matthew Nathan ruled the Colony. In fact, it would appear just to say that of the three Governors who most bestirred themselves about educational matters—Sir J. Pope-Hennessy, Sir George Bowen, and Sir Matthew Nathan—the efforts of the last are the most likely to provide permanent benefit to the Colony. The school study of hygiene was, it is true, made part of imperial policy by the Secretary of State for the Colonies, but it is no less true that its zealous adoption in Hongkong was due to the late Governor, while the institution of the Evening Continuation Classes

was His Excellency's own idea. These classes have proved so successful that they have recently been re-christened "Hongkong Technical College," and made a sub-department of the Inspectorate of Schools, with an Advisory Committee, the chairman of which, the Hon. Mr. A. W. Brewin, has done yeoman service during the past eighteen months. Besides being an active member of the League of the Empire, connected with whose agency is visual instruction by lectures and magic lantern exhibitions on the subject of the British Empire, the Inspector of Schools, Mr. Irving, has been particularly successful in promoting in the Government District Schools the improvement of English conversation by the Chinese, and in urging throughout the Colony the acceptance of vernacular instruction on a Western, as contrasted with a Chinese, system.

EDUCATIONAL ESTABLISHMENTS.

A brief reference must now be made to the various Hongkong educational establishments not alluded to above. Queen's College will be dealt with separately below. Of the oldest, St. Paul's College, the Diocesan School, St. Joseph's College, the Italian Convent, L'Asile de la Sainte Enfance, the Berlin and Basel, and the Baxter Girls' Missions at once claim attention. The work of the London Mission in early times has already been referred to, and still briskly flourishes. St. Paul's College, originally, intended for a missionary training school, has reverted to its purpose, after various

side attempts at educating the British population. The Diocesan School, at first a mixed school, devoted itself to the exclusive education of boys some twenty years ago. Its school building has been considerably enlarged, and its educational successes have been conspicuous. The Roman Catholic School of St. Saviour's migrated to St. Joseph's in about 1880. A new storey has recently been added to the building, in itself evidence of the success which marks the generous unpaid zeal of the Christian Brothers, who, in a truly catholic spirit, admit Jews, Turks, Heretics, and Infidels to the benefit of their high-class education. The Italian Convent, L'Asile de la Sainte Enfance, Berlin, Basel and Baxter Missions, are some of the oldest institutions for girls; the first two mentioned proving, also, of educational service to the community at large, and the last having risen from an enrolment of eleven in 1883 to its present number of sixty. Amongst more recently started schools we must note the Belilios Public School for Girls, the Diocesan School for Girls, Ellis-Kadoorie School (now called Hongkong College), St. Stephen's College for the sons of the better-class of Chinese, and, at Kowloon, the Home for Girls and a Blind School. Outside the Education Department are a number of private schools where a good education is provided in English and Portuguese. In this category are also the Kaifong schools, promoted by the native gentry, for the study of vernacular by the poorer classes; and schools for the study of English, endowed by the liberality of gentlemen like Messrs. Ho Kom-tong and the late Chan He-wan. To the names of these gentlemen as public benefactors should be added those of the late Mr. E. R. Belilios, Mr.

Ellis Kadoorie, and Mr. Ho Tung, who have built schools referred to *passim* above.

Hongkong is a centre for the London University Matriculation, the Oxford Local Examinations, and the Royal College of Music, and, on leaving the Colony, its students have distinguished themselves in England and the United States of America. It may, therefore, be admitted that, however *sui generis* Hongkong may have been thirty years ago, it can now lay claim to have entered the educational comity of nations.

The following table of statistics shows the steady growth of educational progress in the Colony, remarkable in the case of female education, which was, at first, naturally opposed to Chinese ideas:—

Year.	No. of Schools.	Scholars.	Girls only.	Percentage of Girls.
1866	16	1,870	45	2.4
1876	41	2,922	543	18.5
1886	90	5,844	1,683	28.8
1896	120	7,301	2,702	37.0
1906	85	7,642	3,289	43.0

QUEEN'S COLLEGE.—Like the Royal College at Mauritius and the Harrison College at Barbados, Queen's College, Hongkong, is an entirely separate Government department, independent of the Inspectorate of Schools. Its history, therefore, demands individual treatment.

When Dr. Stewart in 1862 opened the Government Central School in Gough Street, that district, though in close proximity to the Queen's Road, was semi-rural, being occupied by villa residences, interspersed with trees



and bamboo groves. The site was admirably adapted to the purpose, being equidistant from the two extremities, east and west, of the city of Victoria, to supply whose educational needs was its object. A building in the shape of a letter H was erected, affording accommodation for about 350 boys. The central bar was a sort of hall, in which rows of benches rose one above another, tier upon tier. Two classes were taught here, and three in each of the adjoining wings. Screens were impossible, so that instruction, under the conditions, suffered considerable disadvantage.

There was at first some difficulty in inducing Chinese to see the benefit accruing from Western studies. Fees, of course, were quite out of the question, and a few years later the charge of fifty cents a month was not made without much apprehension. However, in four years 222 boys were on the annual roll. In 1876 this number had risen to 577. It became necessary to use the four basement rooms of the headmaster's and second master's quarters as class-rooms, and the need for erecting a much larger building providing a separate room for each class became apparent.

Though only reaching the borders of what is understood by Secondary Education, the Central School turned out an immense number of well-educated pupils of all nationalities, as can be testified by many Chinese, English, Indian, Parsee, and Portuguese gentlemen now in the Colony upwards of forty-five years of age. In 1877 an attack was made on the work done at the Central School in a pamphlet, popularly ascribed to the pen

of the late Mr. J. J. Francis, Q.C., and entitled "Does the Central School fulfil its *raison d'être*?" A commission was appointed by Sir John Pope-Hennessy to inquire into the possibility of providing a better system, and to consider whether the erection of five Government schools under European headmasters, one being a collegiate establishment, would not prove more beneficial to the needs of the Colony than one new large building. The report was published in 1882, the commissioners disapproving of His Excellency's scheme, which later experience, however, would seem to have shown highly commendable. The Government thereupon resolved to build what is now known as Queen's College, the foundation of which was laid by Sir George Bowen in 1884.

In 1881 Dr. Stewart, at his own request, was transferred to the post of Police Magistrate, and in November of the same year the present headmaster, Mr. (Dr. in 1891) G. H. Bateson Wright, was appointed by Earl Kimberley. Immediately on his arrival in January, 1882, Mr. Wright held the annual examination of the Central School, and, though not in a position to write a report on a year's work with which he had no personal acquaintance, he stated in a speech to Sir John Pope-Hennessy at the prize distribution that he was much struck with the attainments in the English language of the Chinese boys, and that the results of the examination reflected great credit on the management of the school and the labours of the masters.

The following changes were immediately effected. A half-yearly examination was instituted and has been maintained ever since,

to secure the efficiency of the work in the first half-year and to minimise the evils of cramming in the second half. The power to administer corporal punishment was restricted to the headmaster, and all forms of assault were strictly prohibited. The study of grammar and geography was extended to two lower classes, and algebra, geometry, and mensuration were restored to the curriculum. In the preparation of examination questions every care was taken to obviate the possibility of answers that were simply feats of memory without any evidence of the exercise of intelligent effort. The consequence was that for the next eight years, while the headmaster (in so small a school) was able to take an active part in tuition, the Inspector of Schools, who held the office of Annual Independent Examiner, in his reports published in the *Government Gazette*, spoke in the most complimentary terms of the work done at the Central School. In 1884 Walter Bosman was elected the First Government Scholar, and proceeded to England, where he had a brilliant career at the Crystal Palace Engineering Institute. He has since been in the Government service at Natal as Director of Public Works at Eshowe and Durban. The thanks of the Imperial Government were accorded to him for delimiting the Portuguese frontier, and a couple of years ago he was aide-de-camp to the Colonel in charge of the expedition to suppress the rising in Natal.

In July, 1889, the premier Government institution migrated from the old Central School to Queen's College, erected on an open spot, insulated by four roads, a little higher up the hill. In January, 1889, there



ST. JOSEPH'S ENGLISH COLLEGE.
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were 438 boys on the roll at the Central School; in July and September of the same year there were at Queen's College 510 and 796 respectively. By this sudden practical doubling of the number of students, the vast majority of whom were naturally admitted to the bottom classes, one would have thought it self-evident that the work of the next three or four years would be exceptionally arduous, and that the steady progress of the previous eight years must, as a matter of course, be retarded. Sir William Robinson, however, after a residence in the Colony of six months, caused considerable astonishment, and in some quarters indignation, by the public announcement at the Queen's College Prize Distribution in January, 1892, that Queen's College was a failure. This dictum, which would have been the ruin of a private school, did not affect the popularity of Queen's College with the Chinese. It is, indeed, very instructive to note that during the very six years that the college was suffering from the gubernatorial frown, Chinese masters and pupils were urgently required at the Imperial Tientsin University, where their excellent proficiency in English secured them a hearty welcome and rapid promotion. Of these sixty young men, at least four are now Taoutais, Wen Tsung-yao is Secretary to the Viceroy at Canton, Dr. Chan Kam-to is in the Finance Bureau at Peking, and Wong Fan and Leung Lan-fan are on Railways and Telegraph Service respectively. Verily, it may be said of Queen's College, as of the prophet, that it is not without honour save in its own country.

In 1894 the constitution of the college was changed by the appointment of a governing body, whose first act in 1895 was to abolish the vernacular school, restoring it, however, nine years later. In 1896 independent examiners were nominated by the governing body to hold the winter examination and report on the college. With only two exceptions this practice was continued annually till 1903, when the governing body resolved that an annual inspection in July and report by the independent examiners would be of greater service than the examination of a thousand boys in January, the conduct of which was left in 1904 and onwards (as prior to 1896) to the control of the headmaster. A very wide gulf sunders the conditions of these two examinations. In January every boy is examined, and the whole year's work is under review; in July the boys are tested in new work upon which they have been engaged for only four months, and about 20 per cent. are taken by the sample method.

Queen's College is fortunate in the possession of an excellent staff. Of the English staff, apart from the headmaster, there are three trained certificated masters, the remainder are graduates of universities—three from Cambridge, two from Trinity College, Dublin, one from Oxford, and one from Aberdeen. The senior Chinese masters leave nothing to be desired, and most of the junior are satisfactory. The native masters are trained under the charge of a normal master. Twenty years ago, when the salary was only \$4 a month, the head boys of the school were eager to be monitors, now that they receive \$20 rising to \$35 a month great difficulty is experienced in finding suitable boys to be articulated pupil teachers, though by this course of training their market value is considerably enhanced on account of their greater proficiency in English.

The Oxford Local Examinations, which have been held at Hongkong as a centre for twenty years, during which time 1,400 candidates, boys and girls, have been examined, have

proved of inestimable value. Besides providing an impartial test of the educational work done in the Colony, unmarred by local bias on either side, they have been of great service to Hongkong boys in procuring for them admission to English and American schools and universities, and in obtaining exemption from professional preliminary examinations. Queen's College has always had a difficulty to cope with in presenting candidates. The majority of these boys after promotion at the commencement of the school year have in March to begin to prepare for the examination in July. They are, therefore, practically examined upon their knowledge gained in ordinary school routine, and very little on the special requirements of the locals. In spite of this drawback, however, they have done very creditably. Third Class Junior Honours were obtained in 1907, and distinctions as follow:—1895, Senior Mathematics and Preliminary History; 1898, Junior English; 1899, Senior English.

In an ambitious upward course Queen's College is hindered by the following considerations. It is a day-school, so that all attempts to teach English conversation are necessarily confined to school hours, after which all the boys immediately revert to Chinese thought and expression, and no supervision can be given to preparation of work. Again, fully one-third of the boys change annually, and this has always been the case from time immemorial. Four hundred boys leaving and four hundred new boys being admitted annually is a very serious obstacle in the way of obtaining a large and efficient upper school. In this connection it is to be observed that there is no external system for feeding the upper classes of Queen's College such as exists in any large town in England, for the half-dozen boys from the Government district schools are lost sight of when the number of seats available (420) is borne in mind.

The following table serves to illustrate the



ST. JOSEPH'S ENGLISH COLLEGE.

(Group of Scholars.)

slow but steady progress of Queen's College. "The day of small things" is past. Gradually the number of subjects in the curriculum has increased, and the increase in the number of scholars taking those subjects is enormous. Queen's College has justified the high reputation it enjoys in the neighbouring vast Empire of China, and, with due encouragement, its future prospects are practically limitless.

Total number of boys examined in each subject.

	1881	1885	1889	1907
English to Chinese...	301	379	676	771
Chinese to English...	301	379	676	771
Grammar ...	172	312	547	1,085
Geography ...	144	253	477	1,085
Composition...	83	127	360	771
History ...	30	75	143	322
Geometry ...	—	75	143	557
Algebra ...	—	75	143	557
Mensuration...	—	25	24	118
Latin ...	—	—	117	—
General Intelligence	—	—	83	34
Shakespeare...	—	—	24	34
Trigonometry ...	—	—	17	14
Hygiene ...	—	—	—	771
Book-keeping ...	—	—	—	118

THE REV. G. H. BATESON WRIGHT, D.D. (Oxon.).—Seated quietly at his desk, or presiding over his classes, the gentleman who, for upwards of twenty-six years, has been the headmaster of Queen's College, has, perhaps, done more than any of his contemporaries towards the formation of that sterling character which so distinguishes the educated Chinese of Hongkong. The histories of many of the Colony's greatest men may be read in her stones and thoroughfares, in her docks and wharves, in the innumerable outward and tangible evidences of her commercial prosperity; but the history of Dr. George Henry Bateson Wright is writ even more legibly upon the lengthening human scroll issuing from Hongkong's leading academy. The second son of the late

George Bache Wright, of the Peninsular and Oriental Steam Navigation Company's London office, and grandson of Augustus Wright, storekeeper of the magazine, Priddy's Hard, Gosport, during the Crimean War, Dr. Wright was born in 1853. He was educated at Queen's College, Oxford, where he graduated B.A., with second-class Theological Honours, in June, 1875. He gained the Denyer and Johnson Scholarship and the Kennicott

1881 he was appointed headmaster of Queen's College. He proceeded to the degree of B.D. in February, 1891, and by grace of Convocation was allowed to take the degree of D.D. in May of the same year, when he was only thirty-eight years of age. In 1884 he published a work entitled "A Critical Edition of the Book of Job," whilst in 1895 he published "Was Israel ever in Egypt?" Dr. Wright is married and lives at "Ladbroke," No. 9, Conduit Road. His recreation lies in his work.



DR. G. H. B. WRIGHT, QUEEN'S COLLEGE.

Hebrew Scholarship in 1876, and, in the following year, the Syriac Prize and the Pusey and Elerton Scholarship. He was ordained at Worcester a Deacon (Gospel) in 1877, and became Curate of Ladbroke, Warwickshire. In the following year he was admitted to the priesthood, again heading the list of candidates, and subsequently held the curacies of Christ Church, Bradford, and St. Peter's, Bournemouth. For a time he was a private tutor at Oxford, and in

ST. JOSEPH'S ENGLISH COLLEGE.—This well-known institution is conducted by the Brothers of the Christian Schools, and is under the patronage of the Right Rev. Domenico Pozzoni, D.D., Vicar Apostolic of Hongkong. The work of the Brothers is too well known to need any comment here; suffice it to say that their name is familiar in every country, and at present they control over two thousand large educational establishments, where well-nigh four hundred thousand pupils are being equipped for the great struggle of life.

When the Brothers came to Hongkong thirty years ago, they took charge of a small school in Caine Road where they had but seventy pupils. The number steadily increased, and in two years they had one of the most flourishing schools in the Colony. To accommodate the ever-increasing number of boarders and day scholars more room was required, and in 1881 the foundation of the present building was laid by Sir John Pope-Hennessy, then Governor of Hongkong. In 1898 it was found necessary to add a third storey for the accommodation of the boarders, and three years afterwards the building was still further enlarged by the addition of two wings.

To-day the school is one of the most up-to-date educational establishments in the Far East. The building, surrounded by trees and pleasant patches of green, is delightfully situated on a height which commands an extensive view of the city and harbour of Victoria. Ample accommodation is provided for five hundred scholars, and in the boarding department there is room for eighty. The dormitory, which occupies more than half the third storey, is very well lighted and ventilated. It is surrounded by verandahs which greatly enhance the comfort of the place both in summer and in winter. Adjoining the dormitory are private rooms for students who wish to devote more time to their studies. On the second floor is the boarders' study hall—a spacious apartment, capable of affording sitting accommodation for over 120, and in which are held public meetings on certain occasions during the year. It is lighted by numerous electric lamps, and the walls are freely hung with maps and pictures. There is a handsome stage at one end of the hall, where the students have an opportunity of developing their debating powers. The majority of the classrooms are on the ground floor, and can accommodate forty pupils each. They are furnished with all teaching requisites and have a very cheerful appearance. On the third storey are three class-rooms specially set apart for Chinese boys, and these are also equipped with the necessary appliances for the instruction of the pupils.

The aim of the institution is to give Catholic youths and others, without distinction of creed or persuasion, a thorough moral, intellectual, and physical education. The staff consists of twelve thoroughly trained European masters, who have devoted their lives to the work. There are also two competent Chinese teachers to give a regular course of instruction to Chinese boys in their own language.



ELLIS KADOORIE CHINESE SCHOOLS SOCIETY.

When these boys leave school they will have the advantage of knowing both English and Chinese. To facilitate the imparting of instruction, and to enable the pupils to derive full benefit from it, the Chinese boys of the lower standards are separated from the others, and receive instruction suited to their capacity. In the higher standards, the boys are prepared for the Oxford Local Examination, in addition to receiving a sound commercial training.

Shorthand and typewriting are taught with great success, and several of the students have already obtained first-class certificates in these subjects. Book-keeping, commercial geography, commercial arithmetic, and correspondence also occupy a prominent place in the school syllabus. In all the classes great importance is attached to the teaching of English. It is the only language tolerated both on the playground and in the classroom, except in the lower standards of the Chinese department. High marks are generally obtained by the boys of the college at the Oxford Examination for this most important subject. The school curriculum also includes religious instruction, French, arithmetic, algebra, geometry, history, and hygiene. In addition the boys receive a special course in freehand, model, geometrical, and architectural drawing, from a thoroughly competent master, and the school has always enjoyed a high reputation for the success it has achieved in the teaching of this branch of education.

The physical training of the pupils receives due attention. A regular course of physical drill is given by a sergeant specially appointed by the Government for that purpose. On certain occasions during the year the boys are called upon to perform some of these exercises on the stage, and the skill and exactitude with which they go through them elicits the hearty applause of the onlookers. A keen interest is taken in out-door games, and in the shield competition every year the school holds a high place. A football and cricket club has been established in the college with a view to encouraging these games, the teachers recognising that "all work and no play maketh a dull boy." When unable to pursue their accustomed out-door amusements, owing to bad weather, the pupils retire to the club-room, where the time may be passed pleasantly at a game of billiards or chess, or in the perusal of interesting literature.

Hundreds of young men educated in the college have attained honourable and lucrative positions in different parts of the world by the application of that knowledge and of those principles of right and honesty which were instilled into them during their early days.

ST. PAUL'S COLLEGE.—This institution, situated in the Lower Albert Road, Hongkong, was founded in 1843 by the first Colonial Chaplain of the Colony, with the object of providing men as native teachers and preachers. It is now the Training College of the Church Missionary Society's South China Mission, and comprises two departments—one for boys and the other for men. In that for boys the sons of Christian parents are received at the age of sixteen, and, after three years training, if they are found suitable, they pass into the day or boarding schools of the mission as schoolmasters, under the supervision of English or Chinese clergy. In the student class, under a separate organisation, men not under the age of twenty are trained as native preachers and catechists. This department was commenced in 1899 by

the Rev. C. Bennett, at Shiu-Hing, and later in the same year the students were moved to Canton. In 1900 it was found that Hongkong would be a more suitable centre, and the college was ultimately transferred to its present premises, placed at its disposal by the late Bishop Hoare. Recently there has been established in connection with the college a preparatory school at Kowloon, where an old official yamen is held under the Colonial Government on a repairing lease.

The Archbishop of Canterbury is hon. visitor to the college, and the Bishop of Victoria is the warden. The Sub-warden and Principal is the Rev. G. A. Bunbury, M.A., who is loyally assisted in the work by a Chinese graduate. There are four men in

the student class, twenty boys in the training college, and about fifty boarders and day-boys in the Kowloon preparatory school. The curriculum embraces the essential subjects, the aim of the college being directed rather towards thoroughness of teaching than towards variety. The Chinese language is, at present, the medium of instruction.

THE ELLIS KADOORIE CHINESE SCHOOLS SOCIETY.—This society, whose work extends through Hongkong, Canton, and Shanghai, was formed at the suggestion of the well-known merchant whose name it bears. Its chief object is to overcome the difficulty felt by the Chinese poor of obtaining a sound



MR. H. N. MODY.

education on Western lines, and at the same time to see that the Chinese language itself is taught. Six schools have been opened—one in Hongkong, two in Canton, and three in Shanghai—having, in all, over a thousand pupils. The work is carried on by English masters, assisted by a competent staff of Anglo-Chinese teachers, and the curriculum embraces a wide range of subjects, from rudimentary consonantal sounds to higher and commercial arithmetic, map-drawing, history, and translation. The Hongkong school is situated in the neighbourhood of the Government Civil Hospital.

MR. EDWARD ALEXANDER IRVING, Inspector of Schools, Hongkong, was born in 1870, and at the age of twenty-one joined the Perak Civil Service as a junior officer. Whilst in the Malay States he qualified in law, and acquired a knowledge of Malay, Hakka, and Cantonese, and filled various appointments in Perak and Selangor in the Mines Departments and Chinese Protectorate. He arrived in Hongkong in April, 1901, as Inspector of Schools, and has held that office ever since, except on two occasions when he acted as Registrar-General and Member of the Legislative Council. He resides at "Kinta," the Peak.

A PROPOSED UNIVERSITY.—A proposal to establish a university in Hongkong assumed a tangible form in March, 1908, when Mr. Mody, a local gentleman well-known for his public benefactions, promised \$150,000 for the purpose of erecting the necessary buildings, on condition that a site and an endowment fund were provided. The idea of a local university was first mooted in the *China Mail* some few years

previously. It was suggested by this journal that the nucleus of the university should be the Medical College and the Technical Institute, that the endowment fund should be raised by the public, and that a grant of land should be made by the Government. At the time of writing, this scheme is under the consideration of the local Legislature, and it is very probable that a site at West Point, on the Bonham Road level, will be granted.

MR. H. N. MODY, whose munificence is referred to in the foregoing paragraph, comes of a well-known Parsee family, is one of the oldest residents, and one of the most striking personalities in financial circles, in Hongkong. It is more than forty-seven years since he came to the Colony to enter the service of a firm of Hindoo bankers and opium merchants. With them he remained for three years before launching his own opium business, which rapidly grew to large dimensions. With the advent of the submarine cable, however, Mr. Mody realised that the halcyon days of the operations in opium were gone, so he turned his attention to dealing in stocks and shares and to exchange brokerage. Refusing to recognise the existence of such a word as "impossible" he soon came to the front, and for years he has played the leading part on the local stock exchange, carrying through many transactions of considerable magnitude. More than once he lost his all, for in his career he has had difficulties to overcome and obstacles to surmount, but with fine courage and estimable self-confidence he has braved the storms and steered his barque to safety. Always possessed of a marvellous memory and a wonderful fund of energy and zeal, even now, at an age when most business men are content to rest

on their laurels, his activity is proverbial. He has built up an extensive business in exchange brokerage, having acquired the control of the bulk of the settlements made by many important Indian firms in the Colony, and, with the large fortune amassed by these means, he has materially assisted in the development of the island. With his partner, Sir Paul Chafer, C.M.G., Mr. Mody is connected with most of the important industrial concerns, and was closely associated with Mr. A. H. Rennie in the establishment of the Hongkong Milling Company, Ltd., in which promising enterprise he holds a large number of shares. Numerous and varied as are Mr. Mody's business interests, however, he still finds time to take a prominent part in social life. Many charitable institutions have benefited considerably by his munificence, and though he carries on his good work in a quiet unostentatious manner, his benevolence and public spirit are gratefully recognised by the community. The Colony will soon be enriched by a magnificent statue of H.R.H. the Princess of Wales, a gift from Mr. Mody, which is now being executed in England. Mr. Mody also takes great interest in sport, and for many years has been a staunch supporter of the Hongkong Jockey Club, at whose annual race meeting his colours are always to the fore. On several occasions he has won the local Derby as well as other important races. Mr. Mody brings to the turf that integrity and steadfastness of purpose which have served him so well in business, and the enthusiastic manner in which his many victories have been acclaimed testifies unmistakably to the high place he occupies in the public esteem. His hospitality, too, is renowned and, among all nationalities, he is recognised as a prince of good fellows.





PUBLIC WORKS.

BY THE HON. MR. W. CHATHAM, C.M.G., Director of Public Works.

IN the first year of the Colony's foundation a land officer was appointed to administer Crown lands, collect the revenue derivable from them, and discharge the functions now performed by the Director of Public Works. The officer to whom these numerous responsibilities were entrusted was very frequently changed during the first year or two. On January 3, 1843, Mr. A. T. Gordon was gazetted Surveyor-General, but this was merely a change of title, for his duties were the same as those of his predecessors. The Land Office was established as an independent department in January, 1883. The title of Surveyor-General continued in use until 1892, when it was changed to that of Director of Public Works.

Roads.—Roads, of course, were among the earliest works undertaken for the development of the Colony, and, according to the records available, the first road to be constructed was one from Wongneichung to Shaukiwan, which was made in the year that the Colony was taken over, namely 1841. That was followed by roads from Shaukiwan to Tytan in 1845, from Victoria to Aberdeen in 1846, and from Aberdeen to Stanley in 1848. The system has gradually developed, until now there are on the island of Hongkong 95 miles of roads. Of those inside the city 5 miles are roads of 75 feet in width. Similarly in Kowloon, road-making was commenced soon after the territory was acquired, the first sections of Robinson and Macdonnell Roads being constructed in 1865, five years after the Peninsula was taken over. A halt seems to have been called for some considerable period after this, and it was not until about 1892 that any extensive construction of roads was undertaken in Kowloon. Since then, road-making has been actively pursued, and a system of main roads, 100 feet wide, is now under construction. The roads in Kowloon at the present time aggregate 22 miles in length, of which 3 miles are 100 feet wide. In the new territories, the road to Taipo was the first to be made. It is 16 miles in length, and was completed in 1904. The only other properly made road is one past Kowloon City, leading in the direction of Customs Pass, the construction of which has been undertaken partly on military grounds. All the others are native paths of a very rudimentary description, suitable only for pedestrian traffic, and not well adapted for that as a rule.

Owing to the hilly nature of Hongkong and its dependencies, many of the roads

are steep, some of the earlier ones being excessively so in parts. Portions of the roads to Victoria Gap, Wanchai Gap, and Wongneichung Gap have gradients of 1 in 4, 1 in 3½, and 1 in 3½ respectively. In the case of many streets, steps have had to be introduced. One street in the city of Victoria is appropriately named Ladder Street, being formed of a series of flights of stairs with short landings between. To obviate, as far as possible, damage by rainstorms, which cause rapid erosion of the decomposed granite surfacing in the case of roads having any considerable gradient, concrete is extensively used as a surfacing material and is found to wear well, there being no heavy traffic on such roads and no frosts to attack and break it up.

Buildings.—Of the Government buildings constructed in the early days of the Colony, very few remain, nearly all of them having become inadequate to meet the requirements of more recent times. The exceptions are the Government Offices and the Supreme Court, erected in 1848, and Government House, built in 1856. The Supreme Court will shortly be transferred to a new building. Government House has undergone extension by the addition of a ballroom, which was built in 1892, and the retention of the Government Offices has only been rendered possible by the transfer of several of the departments which were at first housed in them to buildings elsewhere. The new Law Courts and another large building to accommodate the Post Office, Treasury, and several other important Government departments, are in course of erection at the present time and are estimated to cost \$768,000 and \$930,000 respectively. Among other buildings of importance and comparatively recent construction are the Central and Western markets, the cattle depôts, and the slaughter-houses, all of which are extensive and up-to-date in their accommodation. The city cattle depôt is capable of containing over twelve hundred head of cattle. The requirements of education were not overlooked, as in 1861 the Central School was erected to accommodate six hundred scholars. This has since given place to what is now known as Queen's College, originally designed to accommodate 924 scholars, but rendered capable, by making use of the large hall for class-rooms, of accommodating no fewer than fourteen hundred, the number on the rolls according to the most recent report. There are numerous other Government schools in the Colony, several of which are undergoing extension at the present time.

Reclamations.—Owing to the scarcity of level land, the necessity for reclamation soon forced itself upon the attention of the Government, and we find that in 1851, or only ten years after the occupation of Hongkong, the first scheme of this nature was undertaken, being followed by numerous subsequent schemes. In 1868, 8½ acres were reclaimed between Wilmer Street and Bonham Strand West; in 1873 the East Praya was partly constructed; in 1884, 23 acres were reclaimed from Causeway Bay, and in 1886, 22 acres at Kennedy Town. The largest scheme carried out, however, was that sanctioned by the Praya Reclamation Ordinance of 1889, under which a sea-wall 2 miles in length was constructed, and a gross area of 65 acres reclaimed from the sea, the scheme being completed in 1903. There can be no question as to the expediency of carrying out this work, because practically every foot of land was covered with buildings almost as soon as it became available. Another scheme of even greater magnitude as regards the area to be reclaimed was under the consideration of the Government and the lot-holders concerned for some time, but has been allowed to drop. It provides for a reclamation extending from East Point to Arsenal Street, where it will join the Naval Yard Extension, and comprising an area of nearly 84 acres of building land, exclusive of roads. On the Kowloon side much work of a similar nature has been carried out, but, with the exception of the reclamation in Hungghom Bay to form the terminus of the Kowloon-Canton Railway, it has been the result of private enterprise, no general scheme having been undertaken by the Government.

Whilst dealing with marine work it may be interesting to record that in 1883 a breakwater was constructed at Causeway Bay to afford a harbour of refuge for small craft during typhoons. The sheltered area is about 60 acres in extent. A scheme is now under consideration, and there is promise of its being undertaken at an early date, for the construction of a much larger harbour of a similar nature off the west side of the Kowloon Peninsula. This, when completed, will afford a sheltered area of 160 acres.

Drainage and Sewerage.—With the carrying out of reclamations and the gradual advance of the city up the slope of the hills, at the base of which it is situated, it became necessary to regulate the discharge of the torrential rains which frequently occur in Hongkong. This was done by a system of large masonry channels—some open and some covered in—and for a considerable

period, in addition to performing the purpose for which they were constructed, these channels were turned to account as a means of getting rid of the sullage water from the houses. This state of affairs could evidently not be permitted to go on indefinitely, as the channels were obviously unsuitable for the conveyance of foul liquids, especially during the dry season of the year, when the absence of rainfall caused the nullahs to be practically dry. Consequently, in 1888

the city front, generally into deep water, where it is dispersed by the tidal currents, which are of considerable strength. With the continued progress of buildings upwards on the higher levels of the city, the regulation of the various streams was a matter of necessity, to enable the sites which were cut in the hillsides to be properly laid out, and roads giving access to them to be formed, and many channels were constructed with these objects. More recently, however, the

These sources, besides being of a precarious nature, very soon proved inadequate, and in the year already mentioned steps were taken to supplement them by intercepting the waters of a stream on the opposite, or southern, side of the range and bringing them into the city in cast-iron pipes. The works, as carried out, comprised a small dam in the Pokfolum Valley impounding 2,000,000 gallons, a cast-iron main 10 inches in diameter and $3\frac{1}{4}$ miles in length, two tanks or service reservoirs above the city of a combined capacity of fully 1,000,000 gallons, and a number of fountains and fire-cocks. They were completed in 1863, but were speedily found insufficient to meet requirements, and in 1866 the construction of a dam in the Pokfolum Valley with a capacity of 66,000,000 gallons was undertaken. This was completed in 1871.

With the growth of the city which, perforce, continued upwards owing to the flat area at the base of the hills being soon covered, a difficulty arose in supplying water to the buildings on the higher levels. To overcome this, a conduit was constructed from the outlet of the Pokfolum reservoir contouring the hills at a height of about 500 feet above sea-level and terminating at a point above the central part of the city. It was $3\frac{1}{4}$ miles long and had a discharging capacity of nearly 1,750,000 gallons per day. The original cast-iron main which was thus superseded was taken up on completion of the work, which occurred in 1877.

The growth of the population and the increasing demand for water for industrial purposes soon rendered it necessary to augment the supply, and in 1883 the Tytam scheme was undertaken. The works comprised under it were, relatively to the Pokfolum works, of great magnitude. They included a storage reservoir with a capacity of 312,000,000 gallons, a tunnel and aqueduct, 1.38 and 2.93 miles in length respectively, for conveying the water to the city, a series of filter-beds and a service reservoir capable of containing nearly 5,750,000 gallons. The cost of these works amounted to \$1,257,500, and they were completed in 1889.

To place the Pokfolum supply on an equal footing with that derived from Tytam, filter-beds and a service reservoir (capacity 941,000 gallons) were next constructed, and attention was then turned to the question of distributing the greatly augmented supply throughout the city. For this purpose fully 20 miles of cast-iron mains, varying from 14 inches to 3 inches in diameter, were laid during the years 1890-92; a system of hydrants being provided at the same time for fire-extinction purposes. Owing to the great variation in the levels of the city, which extended from sea-level to about 500 feet above it, the distribution system was divided into three zones, the excess pressure of the supply for the lowest zone being utilized for pumping water to the highest zone, whilst the middle zone was supplied direct from the service reservoirs. About the same time as the distribution works just described were being carried out, a scheme for extending the supply of water to the Hill District, which ranges from about 900 to 1,800 feet above sea-level, was undertaken. The scheme included the provision of a pumping engine, a rising main of heavy wrought-iron piping, nearly a mile in length, $5\frac{1}{2}$ miles of distributing mains, and a series of tanks for controlling the pressure and ensuring uniformity of supply. On the completion of the distributing system in the city the wells were closed, as they were all more or less contaminated or liable to contamination.



A CORNER OF THE NEW PUBLIC GARDENS.

an extensive scheme was prepared for the construction of what is now known as the "separate system." This consisted of the laying of stoneware pipes of comparatively small diameter for the reception of foul water, though, of course, rain-water cannot be entirely excluded from them. The work, which extended throughout the whole area of the city, was completed about the year 1895. The sewage is discharged into the waters of the harbour at various points along

importance of training the streams as a preventative of malaria has been recognised, and during the past six years very extensive works have been carried out for this purpose alone.

Waterworks.—Prior to the year 1860, the city of Victoria was entirely dependent for its supply of water on wells sunk in the compounds throughout the city and on the streams flowing down the slopes of the range of hills at the base of which the city is situated.

Notwithstanding the large Tytam works, the supply still proved to be inadequate, and in 1895 the raising of Tytam dam for a further height of 12½ feet was proceeded with. This increased the capacity of the reservoir to 385,000,000 gallons. Subsequent additions to the works include storage reservoirs at Wongneichung Gap (1899), and below the overflow of Tytam reservoir (1904) with capacities of 30,000,000 and 22,000,000 gallons respectively; the construction of nearly 5 miles of catchwaters; additional filter-beds and, finally, a low-level storage reservoir (1907) in the Tytam Valley, with a capacity of 196,000,000 gallons. To render the supply from the last-mentioned source available, pumping engines capable of raising 2,500,000 gallons per day have been installed, and 3¼ miles of 18-inch cast-iron mains have been laid. The combined capacity of all the existing storage reservoirs is 699,000,000 gallons, but, by the insertion of sluice boards on the overflow weirs, this is increased to 747,000,000 gallons.

A scheme for the construction of another low-level reservoir to contain 1,200,000,000 gallons has been prepared but has not yet been undertaken. A large increase in the pumping plant will be necessary in connection with this scheme and the rising main will have to be duplicated.

The frequent occurrence of periods of scarcity, owing to severe droughts, has rendered it necessary to adopt some means of economising the consumption of water. The means adopted has been the laying, throughout the Chinese quarters of the city, of what are known as rider mains, with which all house services are connected. These are subsidiary mains controlled by valves, by means of which the supply of water to the houses can be temporarily discontinued without rendering it necessary to obstruct the flow in the principal mains, with which the fire hydrants are connected. The supplies to all European houses, which are connected with the principal mains, are metered.

The only supply obtainable by the inhabitants of Kowloon up to the end of 1895 was from wells, many of which were privately owned. In that year, a supply derived from springs in some of the larger valleys in British Kowloon was rendered available by pumping, the necessary engines, mains, service reservoirs, &c., having been installed. The quantity obtained from this source was about a quarter of a million gallons a day, which sufficed for a period to meet the needs of the inhabitants, but, by the time the new territories were acquired (1898), an increased supply had become a matter of urgent necessity. Works were therefore undertaken at the earliest possible opportunity for intercepting the waters of some streams on the Kowloon range of hills, thus rendering available an additional supply of 100,000 gallons per day which was laid on in 1900. It was, however, recognised that substantial works, including a storage reservoir of considerable capacity, must be undertaken, and a scheme, which is now (1908) nearing completion, was put in hand in 1902. It includes a storage reservoir (capacity 350,000,000 gallons); a large catchwater, 2 miles in length, to supplement the natural catchment area; filter beds; a large covered service reservoir; 4 miles of main, 18 inches and 12 inches in diameter; and numerous subsidiary mains for distribution purposes.

Public Lighting.—In 1857 the lighting of the streets in the city by oil lamps was undertaken, but this gave way in 1865 to gas

lighting, a private company for the manufacture and supply of gas having been formed and entrusted by the Government with the public lighting. In 1890 a considerable section of the city was illuminated by electric arc lamps, but from the fact that no extension of this system has ever been carried out it may be concluded that the gas lighting, which has been altered to the incandescent system throughout, is regarded as the more suitable form of illumination. In

incandescent gas lamps was carried out in 1905.

Lighthouses.—The importance of lighting the approaches to the harbour seems only to have been recognised in comparatively recent years. In 1875 the first of the lighthouses, containing a first-order light, was completed at Cape D'Aguiar, and this was followed a few months later by another on Green Island containing a fourth-order light. In 1876 a sixth-order light was established on Cape



ENTRANCE TO THE PUBLIC GARDENS.

Kowloon, no lighting of any kind existed prior to 1892, when the Gas Company extended its operations to the other side of the harbour and laid down a small gas works, enabling the lighting of the peninsula to be carried out. A comparatively short length of road has since been lighted by electric incandescent lamps, a company having been established for the supply of electricity to consumers generally. The lighting of the roads in the Hill District by means of

Collinson, but the more outlying approaches remained unlighted until 1892, when a first-order light was displayed on Gap Rock, a similar light being established on Waglan Island in 1893. In the case of the Gap Rock light permission had to be obtained from the Chinese Government to construct the lighthouse, which is situated on a small island some 30 miles to the south of the Colony, and as regards Waglan light, arrangements had also to be made with the same

authorities whereby the one on Waglan Island was constructed by the Imperial Maritime Customs Department. The latter only passed into the possession of the British Government in 1900, shortly after the New Territory was taken over. The opening of the lighthouse on Waglan Island did away with the necessity of maintaining the one on Cape D'Aguilar, and the light in the latter was accordingly dismantled and has recently been substituted for the one on Green Island. Similarly the light from Green Island has been fitted up in lieu of the one on Cape Collinson, and it is now proposed to erect the old Cape Collinson light on what is known as Blackhead's Hill, or Kowloon Point.

Tramways.—The first tramway constructed in Hongkong was one to afford access to the high levels known as the Peak or Hill District. This line, approximately a mile in length, ascends to a height of about 1,300 feet above sea-level, and was opened in 1888. Under the Ordinance which authorised its construction powers were conferred for the laying of tramways in some of the principal thoroughfares of the city, but these powers were never exercised, and it was not until 1903 that a new Ordinance was passed authorising the construction by a private company of a system of electric tramways, extending from the extreme western district of the city, known as Kennedy Town, to Shauiwan, a distance of $9\frac{1}{4}$ miles. This scheme was promptly carried out, and in 1904 the system was opened for public traffic. It is, perhaps, a matter for congratulation that the scheme was deferred, for had it been constructed at an earlier date the lines must have traversed very narrow roadways, whereas the completion of the big reclamation scheme to which reference has already been made, and the widening of Queen's Road from Arsenal Street to the City Hall by the Naval Authorities, have rendered available fine wide streets. The construction, by private enterprise, of a second tramway to the Peak District has been before the Legislature and will probably be commenced in the near future.

Railway.—Following closely upon the introduction of tramways came the proposal for constructing a railway from Kowloon to Canton, the survey for which was undertaken in 1905; and, as described elsewhere in these pages, the work of construction is in progress. This work is being executed independently of the Public Works Department.

Telephones and Telegraphs.—A Government telephone system confined to the use of the Police, the Waterworks, the Government Offices, and the residences of the principal Government officials, has been established, and there are cables communicating with Gap Rock and Waglan light-houses, from which points the passing of vessels is signalled. All arrangements connected with the latter service are conducted at the Harbour Office, where the various lines are concentrated.

Control and Supervision of Building Operations generally.—Up to 1889 but little jurisdiction was exercised by the Government with regard to the construction of

buildings of a private character in the Colony. An "Ordinance for Buildings and Nuisances" was passed as early as 1856, but its provisions were of a very primary description. In 1889, however, an Ordinance dealing in very considerable detail with the construction of buildings generally was passed, but such important matters as the regulation of the height of buildings, and the provision of adequate back-yards or open spaces were omitted from it. Subsequent Ordinances remedied these omissions to some extent, but it was not until 1903, when the existing Ordinance became law, that the matter was thoroughly gone into and remedied. This Ordinance was the outcome of the visit of Professor Simpson and Mr. Osbert Chadwick to inspect and report upon the condition of the Colony from a sanitary point of view. It may be mentioned incidentally that as early as 1882 Mr. Chadwick had reported on the sanitary condition of Hongkong, but no adequate action appears to have been taken on his report. Hongkong has gained a somewhat unenviable reputation in the matter of collapses of buildings, in some cases attended by serious loss of life, but with the gradual reconstruction of the city which must come in the ordinary course of events, this reproach will disappear, the requirements of the present Ordinance as regards the thickness of walls and other points affecting their stability being much more stringent than the old.

Crown Lands.—The whole of the lands in the Colony belong to the Crown, and the supervision of them is vested in the Surveyor-General or Director of Public Works, as that officer is now designated. In the case of Kowloon, leases of considerable areas were granted to those inhabitants who were in occupation at the time of its cession to the British and were able to establish a satisfactory title to the land, and a similar course has been followed in the case of all the petty holdings of the villagers throughout the Colony. The latter were not systematically dealt with, however, until after the passing of the Squatters' Ordinance in 1890. Except in special cases, the disposal of Crown land is almost invariably effected by public auction, the conditions of sale being notified beforehand in the *Government Gazette* and the terms, briefly stated, advertised in the newspapers. To prevent, as far as possible, mere speculative buying of lands, a building covenant is included in the conditions of sale, and it is only on the fulfilment of this that the Crown lease is issued. All Crown leases reserve a power of entry, for purposes of inspection, to the Surveyor of His Majesty the King, who is the Director of Public Works.

In the early days of the Colony, the leases granted were for periods of 75 years, but this policy was altered some years later, so far as the city of Victoria was concerned, and leases were thereafter granted for periods of 99 years. To put the earlier leases on an equal footing, it was notified in 1849 that leases granted prior thereto for a period of 75 years would be extended on application for a further term of 92 $\frac{1}{2}$ years. Outside the city of Victoria and Kowloon, except in a few

cases, all leases issued were for a period of 75 years. Matters remained on this footing until 1890, when the Secretary of State for the Colonies directed that in future all leases, irrespective of the situation of the lands conveyed by them, should be for a term of 75 years, renewable, subject to revision of the Crown rent, for one further term of the same duration.

The revenue derived from land sales is very variable, as will be seen from the following statement of the amounts received during the past ten years:—

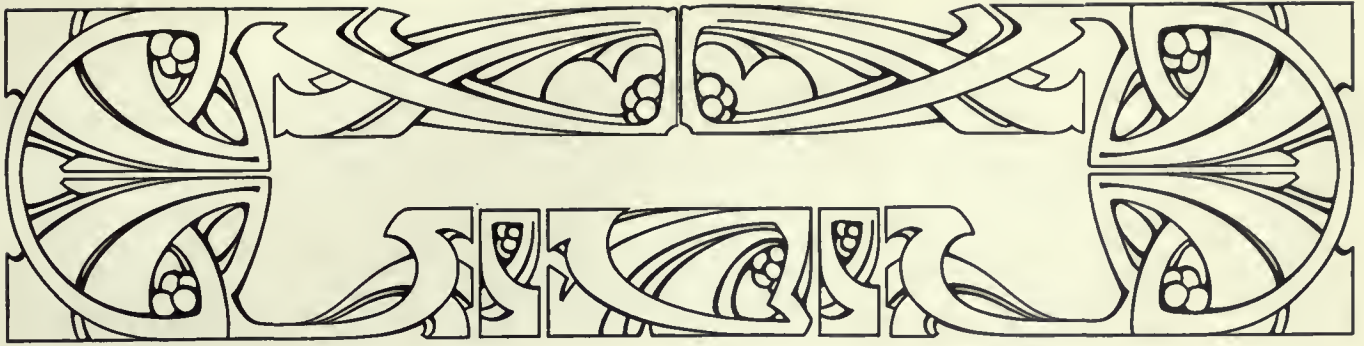
				\$	c.
1898	...	...	...	133,318	87
1899	...	...	...	617,824	72
1900	...	...	...	816,222	92
1901	...	...	...	240,315	06
1902	...	...	...	571,361	22
1903	...	...	...	510,165	71
1904	...	...	...	486,098	64
1905	...	...	...	392,259	76
1906	...	...	...	315,733	21
1907	...	...	...	159,750	29

In 1890, the rent derived from leased lands amounted to \$180,170.86, and in 1907 it had increased to \$371,167.80, or more than double, which may be regarded as satisfactory evidence of the prosperity and development of the Colony.

There are numerous other matters which come within the scope of the Public Works Department, besides those to which reference has been made, such as the care of the various public recreation grounds, the Colonial Cemetery, and the construction of piers, but enough has been said to show how extensive its ramifications are.

THE DIRECTOR OF PUBLIC WORKS.—A biographical sketch of the Hon. Mr. W. Chatham, C.M.G., appears under the heading "Executive and Legislative Councils."

MR. PATRICK NICHOLAS HILL JONES, Assistant Director of Public Works, was for several years in Trinidad, first in connection with the construction of district waterworks (loan), and afterwards as engineer in charge of the water and drainage works of the Colony, before he arrived in Hongkong, in 1903, to take up his present appointment. He was born in 1864, and commenced his technical education at King's College, London. After serving a five years' pupilage to a civil engineer he was appointed Resident Engineer to the Barbadoes Water Supply Company, and after six years proceeded to Trinidad, gaining in the West Indies an experience which proved invaluable to him in Hongkong. During the absence of the Hon. Mr. Chatham on a year's leave, Mr. Jones acted as Director of Public Works, Member of the Executive and Legislative Councils, Vice-President of the Sanitary Board, &c. He is an Associate Member of the Institute of Civil Engineers, and a member of the Hongkong, Peak, and Grosvenor (London) Clubs.



POSTS, CABLES, AND TELEPHONES.

THE POST OFFICE.



FOLLOWING closely upon the settlement of the British in Hongkong, a Post Office was established in the Colony by Sir Henry Pottinger, the British Plenipotentiary in China, for the purpose of receiving and delivering letters and letter packets free of charge. The building at that time was located on the hill just above the site now occupied by St. John's Cathedral. In order to convey their mails to Canton, sixty of the British mercantile houses of Hongkong paid a monthly subsidy of £150 to the s.s. *Corsair*, and in 1847 considerable indignation was caused by the Postmaster insisting upon the vessel carrying and delivering Post Office letters at a charge of 2d. each. The owner objected to being saddled with the responsibility of delivering the letters, but the legal proceedings which ensued resulted in the demand of the Postmaster being upheld by the Court. In the same year the owner was also fined for an infraction of the Post Office Regulations by carrying letters other than those consigned by the Postmaster-General. The British community, feeling themselves aggrieved, established the Hongkong and Canton Steam Packet Company, as a joint-stock enterprise, and it continued in operation until 1854. The control of the Post Office passed from the Imperial Government into the hands of the Colonial Government on May 1, 1860. Two years and a half later (December 8, 1862) the use of postage stamps was introduced into the Colony, the stamps being of six denominations—2, 8, 12, 18, 24 and 48 cents, 24 cents being regarded as the equivalent of a shilling. Up to that time it had been the custom for traders and others with heavy correspondence to keep running accounts at the Post Office, and the discontinuance of this arrangement encountered strong but unavailing opposition.

The year 1876 was remarkable for the entry of Hongkong into the Postal Union, on the payment of £3,150 per annum, and for the reduction of the postal rates on letters to England. These rates were lowered to 16 cents a letter on April 1, 1877, and at the same time the local rates were reduced by

one-half. A third reduction was effected in 1879—this time to 10 cents a letter to any country in the Postal Union. At the present time the charge, both for letters and postcards, is 4 cents each, which, with the dollar standing at 2/-, is equal to about one penny. To Canton and Macao the fee for letters is only 2 cents, and for postcards 1 cent, while to other places in China the charge is 4 cents for letters and 1 cent for postcards.

The mails to England are sent by three different routes—*viâ* Canada, Suez, and Siberia. The time occupied in transit is about the same in each case, namely, from 27 to 29 days. The Post Office sustains a loss on all letters addressed to Europe, but this is covered by the profits earned on those sent shorter distances. For the conveyance of letters marked "*viâ* Siberia" the Post Office has to pay about five times as much as it receives. The English mails *viâ* Suez are carried by the Peninsular and Oriental, the Messageries Maritimes, and the Norddeutscher Lloyd lines, each of which maintains a fortnightly service, the English and French boats arriving, as a rule, in one week, and the German boat in the next. A monthly mail *viâ* Canada by the Canadian Pacific Line gives a total of seven mails in and home every month.

Owing to being the port of call for so many direct lines of steamships, Hongkong has become a vast distributing centre for mails destined for all parts of China, and the British Post Offices at Shanghai and other Treaty Ports are all under the control of the Postmaster of Hongkong. These branch offices were first opened during the governorship of Sir G. Bonham (1848-54). The total number of mail bags and packets dealt with last year was 168,351, as compared with 160,921 in 1906, the arrivals and departures of steamers carrying mails totalling 27,920. Sometimes as many as a thousand bags of mails a day are despatched from the Colony. No revenue is derived from the warehousing of mails received by one steamer and despatched by another, and this, taken in conjunction with the fact that the Post Office in Hongkong has to contribute 20 per cent. of its receipts to the Imperial Exchequer as part of the military

contribution for the defence of British interests in China, constitutes a local grievance.

The number of registered articles and parcels handled in Hongkong increased from 638,977 in 1905 to 779,820 in 1906, and to 856,415 in 1907. The total for the administration, including Shanghai and British Agencies in China was 979,506 in 1907, an increase of 52,619 over the previous year. All parcels despatched from the Colony are treated in the same way as registered articles, a receipt being given to the sender. In the case of parcels received for local distribution, advices are sent to the addressees, who can obtain delivery upon application at the Post Office. Letters are delivered by Chinese postmen, but most people prefer to have their mail sorted into private boxes, for which a charge of \$10 per annum is made. The boxes are fitted with combination locks on the American principle, the combination being known only to the holder and the postal officials.

Despite the exceptional demands made upon it, the Post Office manages to pay its way. In 1905, it is true, there was a deficit of \$170,611, but this was attributable to the payment in that year of arrears due to the Peninsular and Oriental Company under their mail contract. In 1906 there was a profit of \$60,970, the receipts amounting to \$420,454 as compared with \$414,838 in 1905, and the expenditure to \$359,484 as against \$585,449, excluding the payment of 20 per cent. as military contribution. Last year the profit amounted to \$78,968, the receipts being \$445,420 and the expenditure \$366,452.

Practically nine-tenths of the receipts are derived from the sale of postage stamps. Of nearly 7½ millions issued at Hongkong and the various British Agencies in China during 1907 2,414,000 were for 4 cents each, 2,330,000 for 2 cents, and 1,108,000 for 10 cents. The stamps range in value from 1 cent to \$10 and are of 16 denominations, a new 6 cent stamp having been introduced during 1907 for the convenience of those corresponding with non-British Union countries, the postage fee to which is 10 cents for a letter not exceeding 1 ounce in weight and 6 cents extra for each additional ounce. The sale of postage stamps, &c., at

the British Post Offices in China during 1906 and 1907 yielded the following amounts:—

	1906	1907
Shanghai ...	\$65,718'97	...\$65,063'42
Amoy ...	4,610'14	... 9,960'49
Canton ...	11,205'60	... 10,827'37
Chefoo ...	1,610'87	... 1,609'71
Foochow ...	4,442'29	... 4,783'67
Hankow ...	4,788'95	... 3,925'03
Hoihow ...	1,605'27	... 1,202'33
LiuKung Tau	4,272'72	... 4,424'51
Ningpo ...	499'82	... 527'33
Swatow ...	5,660'96	... 6,374'50
Tientsin ...	1,773'92	... 6,163'31
	<u>\$106,189'51</u>	<u>\$114,861'67</u>

Imperial postal notes, as British postal orders are locally called, are issued and paid for sums of 20s., 10s. 6d., 10s., 5s., 2s. 6d., 1s. 6d., 1s., and 6d. Money orders are issued direct to nearly all the offices in the Postal Union, and even with the few exceptions the authorities can negotiate a "through order." All money orders from British possessions to the Far East north of Hongkong are sent through Hongkong, the Hongkong Post Office receiving a commission of 1 per cent. on through orders, and ½ per cent. on direct orders. The value of the orders issued at the Hongkong Post Office averages about \$1,000 a day.

Business at the Hongkong Post Office is obviously carried on under great disadvantages owing to the inadequate and ill-arranged premises in Queen's Road in which it has to be conducted. At the time of writing, a handsome and commodious new building, in the Renaissance style of architecture, is in course of construction on a corner site overlooking the harbour and abutting on Connaught, Pedder, and Des Voeux Roads, but it is not expected to be ready for occupation until 1911.

There is no savings bank in connection with the Post Office, but this deficiency is made good by the Hongkong and Shanghai Bank. Similarly, the telegraph cables and the local telephone service are provided by private enterprise. No internal telegraph communication exists in the Colony except for police, military, and maritime purposes.

MR. LEWIS AUDLEY MARSH JOHNSTON, the Postmaster-General of Hongkong, gained his chief experience of colonial administration in the Straits Settlements. Born on October 12, 1865, he joined the Civil Service in 1888, and, having served for a time in the Colonial Secretary's office at Singapore and in the Resident Councillor's office at Penang, he was in October, 1890, attached to the General Post Office in Singapore. In 1897 he came to Hongkong on a special mission concerning postal matters, and on his return was appointed Assistant Postmaster-General at Penang. In the following year he carried out the

duties of Collector of Land Revenue and Officer in Charge of the Treasury at Malacca. He also acted for a time as Resident Councillor and Deputy President of the Municipal Commission, Malacca. In 1900 he served temporarily as Postmaster-General in the Straits Settlements, and was appointed Postmaster-General of Hongkong in 1903. During his tenure of this office he has acted, temporarily, as Colonial Treasurer, and by virtue of that fact has occupied a seat on the Executive and Legislative Councils. Mr. Johnston is a J.P. for County Down, Ireland, and is a member of the Sports Club and the Hongkong Club.

GREAT NORTHERN TELEGRAPH COMPANY, LTD.—This Company, which has its headquarters at Copenhagen, opened a branch in the Colony in 1869 on completion of the cable from Shanghai to Hongkong. There are now lines of communication from Hongkong to Europe, *via* Shanghai, Peking, Kiachta, and Irkutsk; and Shanghai, Nagasaki, and Vladivostock. Shanghai is the head office of the Company in the East. The new premises in Hongkong were opened in 1898, and Mr. H. B. Frikke is in charge as the acting manager.

EASTERN EXTENSION TELEGRAPH COMPANY, LTD.—The Eastern Extension Telegraph Company, Ltd., opened their branch in Hongkong on completion of the Singapore-Saigon-Hongkong cable in 1871. Cable communication was extended to Manila on May 1, 1880, and to Canton, by the Imperial Chinese Telegraph Administration, in March, 1882. Now there are two cables to Singapore, the second touching at Labuan, and one to Shanghai, *via* Sharp Peak and Foochow, and one to Macao, besides that already mentioned as going to Manila. The two Singapore cables form part of the main route to Europe. There is also connection with America, *via* Manila, by means of the Commercial Pacific Company. The present offices in Connaught Road, Hongkong, have been occupied since 1898, and they are open day and night for the receipt and transmission of messages from and to all parts of the world. Mr. J. M. Beck is the superintendent. The tariffs are based on gold francs, the currency equivalents being revised every three months.

THE CHINESE TELEGRAPH COMPANY.—The Chinese Telegraph Company in Hongkong, which was founded by Mr. Ho A-mei, under the name of the Hongkong-Canton Wa Hop Telegraph Company, was established in the seventh year of the reign of the Emperor Kwang-Hsu, and was taken over two years later under an instrument of purchase by His Excellency Sheng Hsuan

Hwai, Director-General of the Imperial Chinese Telegraph Administration, Shanghai, by whom an officer was sent down to take charge. It was then known as "a mercantile undertaking under the control of officials." The company's cables extend throughout the Chinese Empire, and are land lines. The business at the Hongkong station is increasing year by year, and does not fall below a hundred thousand dollars annually. The



MR. TAOUTAI WEN HAO.
(Manager.)

Hongkong office is under the management of Mr. Taoutai Wen Hao, of the second rank, a native of the Kwangtung District, who has been in charge for thirteen years, and has a record of fifteen years' service with the Imperial Government of China.

THE CHINA AND JAPAN TELEPHONE COMPANY.—This Company is affiliated with the Oriental Telephone and Electric Company of London, India, and the Straits Settlements, with which the Telephone Company of Egypt is also connected. Some two years ago the Company secured from the Government a twenty-five years' lease, and modern appliances were introduced immediately, such as underground wires, new switch-boards, instruments, &c. The Company now operates in Kowloon, as well as in Hongkong, and has altogether 1,000 stations, 900 exchange lines, and 1,700 miles of underground and 594 miles of overhead wires. The agent for China is Mr. W. L. Carter, A.M.I.E.E. The eldest son of Mr. W. H. Carter, merchant, he was born in Shanghai in 1877. For some time he held a commission in the East Lancashire regiment, and obtained the South African war medal.





FLORA.

BY S. T. DUNN, B.A., F.L.S., J.P., Superintendent of the Botanical and Forestry Department, Hongkong.

IN order to understand the rise and progress of the Botanical and Forestry Department of Hongkong it is necessary to go back to a time when the island was hardly less barren than the mainland on the opposite side of the harbour is now.

There were, it is true, one or two small patches of virgin forest, such as that now existing on the north side of Little Hongkong village, and there were, doubtless, small groves of pine trees round the fishing villages which dotted the coast, but the sides of the mountains in general were bare of trees, and, in many places, bare even of grass. Mr. Charles Ford, I.S.O., the first Superintendent of the Botanical and Afforestation Department (as it was then called) had joined the Government service originally as

Superintendent of the new Government Gardens under the Department of Public Works, or Surveyor General's Department. A few months later his work was organised as a separate department and began at once to attract notice as a centre from which the well-known, but as yet little seen, garden and economic plants of China could be distributed to the outer world.

Somewhere about the year 1876 the idea was conceived of planting the bare hills with the local pine tree (*Pinus massoniana*). I do not suppose that any one at that time thought that the covering of the slopes in the vicinity of the town of Victoria with this tree would develop into the extensive and important Government undertaking that it has now become, nor that the system of planting, then introduced for ornament, would some day be a source of revenue to the

community. The pine tree was selected as being one known to thrive well in the climate, and to be available for all sorts of soil, even the very poorest that is to be found on the Hongkong mountains, viz., bare granite gravel. This has proved to be a sound choice. It is a very quick-growing, hardy tree, and valuable as a binder of loose slopes. Although a continuous series of experiments have been made with other trees of all kinds which might have been supposed to be suitable to this climate, no good substitutes have ever been found for it up to the present time. Meanwhile, by a regular annual grant for the purpose, the Government plantations have been spreading year by year over the whole island, which is now fairly covered with trees in the lower portions. The pine area exceeds 5,000 acres. Not only has the appearance of Hongkong been revolutionised by this planting, but the bare sandy tracts which formerly disfigured the scenery have been converted into green and fertile slopes.

During recent years a fresh scheme has been initiated whereby the planting has been extended to the opposite mainland. The amphitheatre of mountains which surround the harbour on that side are now being planted year by year with pine trees from a height of 200 to one of 400 or 600 feet above the sea-level, the plantations depending upon the degree of shelter available. The seed is scattered broadcast at first, and after three or four years trees are planted in pits to fill any gaps that may be left. In this way about 400 acres are covered each year, about 1,000 trees being planted to the acre. In time the reproach of the arid sand hills which form so conspicuous a feature of that landscape at the present time will be removed by the growth of the trees which have already been planted over a large portion of the ground.

The streets of the city are particularly well provided with shade, trees and roadside plots of flowering shrubs and evergreens which have been planted by, and are under the care of, this department. The tree which has been most frequently employed for street planting in the past is the Chinese Banyan (*Ficus religiosa*). Its popularity arises from its excellent shade-giving qualities and from its extreme hardiness under all kinds of treatment. The usual way of making an avenue



of banyans illustrates this point. Large branches of 6 to 12 inches in diameter are sawn off convenient trees, the leafy twigs pruned off, the whole swathed in straw-rope and placed upright in a hole in the road metal along the sides of the road to be planted. In a few weeks leaves begin to appear, and within a year the new avenue is in full foliage. The vitality of the Banyan is its chief glory, but it is also the cause of its recent exclusion from street planting. Its roots are too pushing: they find their way into drain pipes through the smallest faults, and cause obstructions thereby that have incurred much expense to the sanitary authorities. In the extensive street-planting now proceeding in Kowloon, therefore, the Banyan is vetoed, and Candlenut, *Heliconia*, and *Poinciana* take its place.

produce a good garden. There are camellias, allamandas, azaleas, hydrangeas, poinsettias, &c., which luxuriate in a way seldom seen elsewhere, and which produce a mass of colour in the gardens in their proper season; then there are the peculiar indigenous shrubs and trees, some of which have never been raised in other gardens—among them is the lovely *rhodoleia*, which is indigenous in the island and in Yunnan only, and has, so far as I know, resisted all attempts to cultivate it elsewhere. Tree-ferns, too, grow in the more sheltered parts of the gardens with great ease and luxuriance. They form, together with the palms in the Glenealy Ravine, one of the most charming pieces of scenery to be found anywhere. Long before coming to Hongkong I remember hearing of the gardens as some of the most

plants of Chinese gardens, long known from the descriptions of travellers, were introduced into English gardens from the collections of this department, so also, it has played an important part in investigating and making known to the botanical world the rich and interesting flora of the Chinese Empire.

Numerous expeditions have from time to time been organised for the botanical exploration of neighbouring parts of the continent, and the large number of plants thus discovered and published in botanical journals during the last quarter of a century bear witness to the value of these researches to the botanical world. The Colonial Herbarium, which is arranged in a room adjoining the offices of the department is, no doubt, as it ought to be, the most extensive collection of specimens of Chinese plants in



THE PUBLIC GARDENS.

The Public Gardens consist of some 16 acres of sloping ground between Albany Nullah and Glenealy Ravine, and are cut into two nearly equal parts by the Albany Road. The spur of the mountains on which they lie is occupied above by European residences, and below by Government House and the Government Offices. Horticulture in Hongkong has one great advantage over that in most other places, and one great disadvantage—the former is secured by the peculiar climate, which allows of the cultivation, almost to perfection, of some of the finest flowering shrubs in the world; while the latter is the regular occurrence of typhoons, which always damage the gardens more or less every season. On the whole, however, this may be said to be an easy place in which to

beautiful in the world, although small, and probably there are many visitors who would endorse that opinion. The almost precipitous mountains which rise to the south enhance the luxuriant effect of the vegetation.

The Botanic Gardens are not the only ones maintained by the Government. A small garden was made in 1904 on the waste ground left vacant by the resumption of an insanitary and crowded portion of the Chinese quarter of Victoria under Sir Henry Blake, and called Blake Garden. This, with the gardening in the Colonial Cemetery, West End Park, Government House Garden, and in the grounds at Mountain Lodge, require the maintenance of a considerable staff outside the central gardens. Just as in early days the curious cultivated

existence. A good library of works necessary to the study of general systematic botany, as well as special ones dealing with the Chinese flora, gives ample facilities to any visitors who wish to work in this branch of study.

The economic side of the work over and above that dealing with forestry, has been shown in the introduction of improved varieties of crops into the agriculture of the new territories; but those who know the Chinese best will not be surprised to be told that they have not profited much from European enterprise in this respect. The export of economic products has probably been more valuable than the imports. Large collections of samples of Chinese vegetable economic products have been made from time to time, and sent to the Imperial Institute,

where they may be seen in the Hongkong Court.

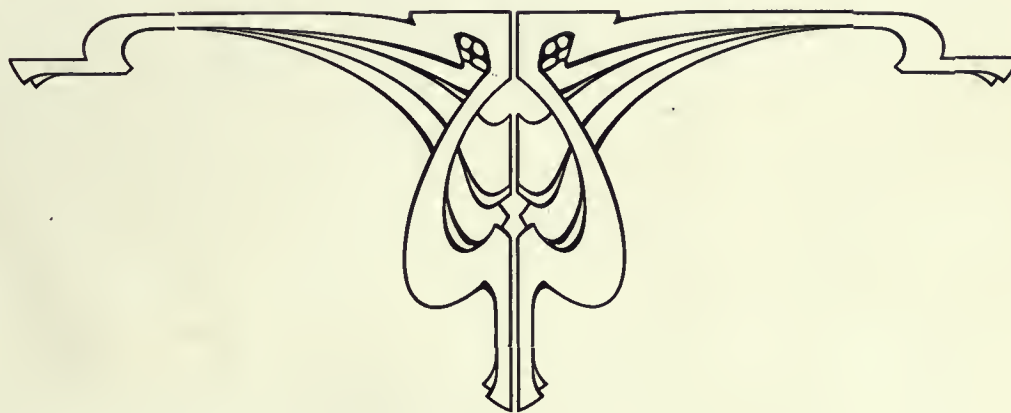
The superintendent's quarters, the herbarium, and offices of the department are accommodated in a charming house at the top of the new gardens, commanding a good view of the harbour.

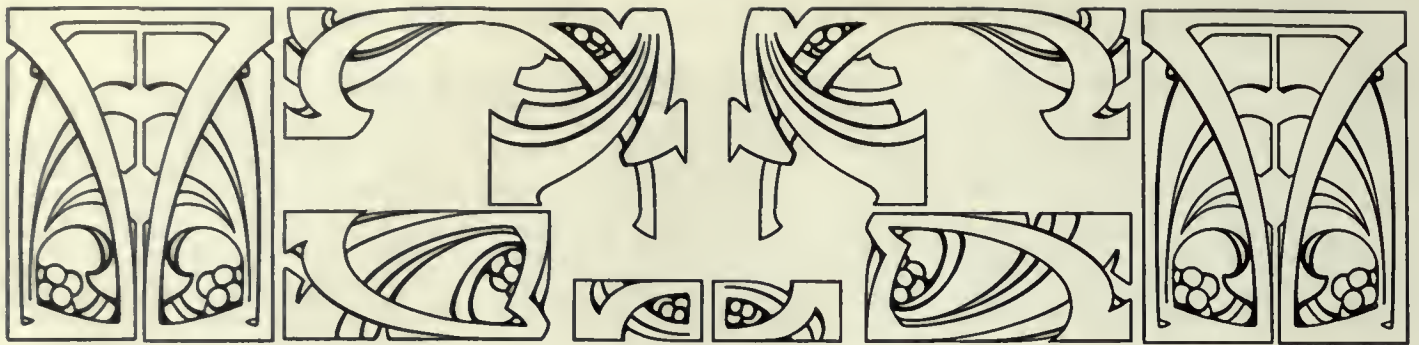
The permanent staff numbers between ninety and one hundred, and there is an auxiliary staff of about the same size. The total expenditure of the department for 1908 is estimated at \$48,700. The revenue in 1907 amounted to \$6,654.



MR. STEPHEN TROYTE DUNN, B.A., P.L.S., J.P., who, since 1903, has been Superintendent of the Botanical and Forestry Department, Hongkong, was born at Bristol in 1868. The son of the Rev. James Dunn, he was educated at Radley and at Merton College, Oxford. He was private secretary to Sir Thomas Acland in 1897, and in the following year became private secretary to Sir William Dyer, the Director of the Royal Botanical Gardens, Kew. For about two years he was assistant for India at Kew. In 1903 he was sent to report upon the agricultural prospects of Wei-hai-wei, and for

his services received the thanks of the Secretary of State. Two years later he was sent to investigate the flora of Central Fokien. His publications include "The Flora of West Surrey" (1903), and "The Alien Flora of Britain" (1905), besides numerous papers in the Journal of the Linnean Society, &c. In 1901 Mr. Dunn married Maud, youngest daughter of the Rev. W. H. Thornton, rector of North Bovey, Devon. He is a member of the Hongkong Club. His local address is the Botanic Gardens, Hongkong, and his English address is Gumley Cottage, Kew Green, S.W.





FAUNA.

GENERAL.

BY J. C. KERSHAW, Author of "Butterflies of Hongkong."



THE most striking portions of the Hongkong fauna to a general observer are the insects, the birds, and the reptiles. The mammals have to be carefully sought for and, consequently, are rarely seen

by the majority of people.

Mammalia.—The Bats, especially the fruit-eating *Pteropida*, are numerous; some of the latter feed to a great extent on banyan berries in the autumn, and make their presence known by constant pattering of the fruit on roads bordered by these trees. A large species of Shrew (*Sorex uirinus*), known in Hongkong as the "Musk-rat," is very common on the island, often entering buildings. It is very like a large edition of the British Shrew-mouse, and is likewise insectivorous, though it is probably a flesh and vegetable feeder to some extent. It has short, soft, dark-grey fur, inclining to blue. A species of Civet (*Viverra*) is still common on the island, a cat-like animal, but with a pointed face and about twice the size of the common cat. There is also a rather large species of Wild Cat, but it is not common, and is likely to be soon exterminated, though it is fairly numerous on the mainland. A Fox, very similar to the British animal, but rather larger and lighter in colour, is common on the mainland, and occurs on the island. An Otter and a Badger, very like their respective British prototypes, occur on the island and are common on the mainland. A curious Dolphin (*Sotalia sinensis*), locally known as the "Pink Porpoise," of a white or pale flesh colour, often appears in the estuary of the Canton River and the approaches of Hongkong harbour. The Wild Boar is common in some parts of Kwangtung, and occurred within recent years on the island. A species of *Cervulus*, one of the small Muritjac Deer, is numerous, as it is in all the better-wooded parts of South China. It has a very ugly, discordant bark. Of Rats and Mice there are several species, the common rat being a serious nuisance. One of the Scaly Ant-eaters, genus *Pangolin*, occurs in Kwangtung, and very possibly on

the island, and may occasionally be seen alive in the markets of Hongkong and Macao. The majority of these mammals are strictly nocturnal, and, in consequence, the Hongkong mammalia, few in species, are also the least conspicuous portion of the fauna of the island.

Reptilia.—The Snakes are quite numerous enough to attract attention, at least during the wet season. One of the burrowing snakes (*Typhlina*), nearly black and not so big as an ordinary earth-worm and with exceedingly minute eyes, is very common under large stones, beneath which it burrows in the soil. *Python reticulata* is common, but seldom attains any considerable dimensions. One of the commonest snakes is the little *Amphiesma tigrinum*, plentiful on paddy-field paths and, in fact, almost everywhere. Of the venomous snakes, the common Cobra is fairly numerous in places; the black-and-white ringed *Bungarus fasciatus* occurs, and the pretty bright green Pit-viper, *Trimeresurus gramineus*, is rather common. A small and very poisonous Sea-snake, probably a species of *Hydrophis*, also occurs, but not commonly. Of Lizards there are many species, but the one most in evidence is *Calotes versicolor*, with more or less of a crest down the back. The same wall-lizard, so common in Singapore houses, occurs in Hongkong, but is not nearly so numerous here. The curious and loud cry of the big, clumsily-built *Gecko* is sometimes heard. It haunts big trees and rocks and sometimes buildings. The structure of its feet is admirably adapted to running over vertical and smooth surfaces. Fresh-water Tortoises of the genus *Terrapene* inhabit a few streams and pools in the island. Marine Turtles of the genus *Chelone* occur commonly at Hongkong; some have been captured weighing over 400 lbs. They lay their eggs in the sand on some of the adjacent islands, especially some of the smaller islets seaward of Lantao.

Amphibia.—Frogs and Toads are very numerous in species, some of the smaller frogs being beautifully coloured. A large edible kind is much sought after by the

Chinese. Tree-frogs of the genus *Polydactylus* are very common, and their large, oval, frothy egg-sacs hang on almost every bush overhanging stagnant water during the beginning of the wet season. On a summer's night the chorus of frogs from every marshy piece of ground is almost deafening.

Fishes.—The fresh-water fishes are few and small; several of them are species provided with barbels. Of the sea-fish I can only mention the curious little *Goby*, which hops across the surface of the tidal mud-flats in swarms, and even climbs on mangrove bushes and rocks and lies basking in the sun for several minutes.

Insecta.—The *Orthoptera* are exceedingly well represented, and many species of *Mantis*, *Phasmids* or Slick-insects, Locusts and *Katydid*s are of large size and beautiful colouring. *Termites*, or White Ants, are only too well-known in Hongkong, where they do an immense amount of damage every year. Dragonflies are numerous in species and many of them are handsome insects. There are hosts of Sawflies and Parasitic *Hymenoptera*, and the Bees and Wasps are very numerous, especially the Solitary Wasps. The Ants are everywhere, and some species are a great nuisance at times. The Beetle fauna is rather poor on the whole, though there are many *Phytophagous* kinds, a few fine *Longicorn*s and *Lamellicorn*s and many species of *Carabid*ae. Butterflies are noticed in more detail later; the Moths, as usual, are much less conspicuous, though far more numerous; but there are some large and showy day-flying moths, including the huge *Attacus atlas*, whose larvæ and cocoons may be found in abundance on *Slitlingia* trees, though the perfect insect is not very often observed; *Actias luna*, a beautiful and large pale-green moth with very long tails on the hind-wings; and several other large *Saturniida*æ, with a host of Sphinx or Hawk-moths. A moth, *Epiphyrops anomala*, with a curious life-history, whose larva is parasitic on the Candleflies, is common here. The *Diptera* are in hosts, including Mosquitoes and other blood-sucking flies. Perhaps the

most noticeable otherwise are large *Syrphids* and *Asilids*, the latter fierce and predaceous flies. The *Hemiptera* are much in evidence, some large and handsome species occurring; a few kinds are in such abundance as seriously to damage certain trees. The great Water-bug, a species of *Belostoma*, is very common in stagnant water, but is seldom seen. Sometimes, however, it flies during the night into lighted houses, and always attracts attention by its great size. The *Cicadidae* during the wet season force themselves on one's attention, being found even in trees in the city. Of the Candle-flies, or *Fulgoridae*, there are two large and handsomely-coloured species, one being very common. Some curious *Membraeids*, *Aphides* and *Scale-insects*, and the insects which prey on them, are also very common; in fact, but for the Ladybird and *Syrphid* larvæ and other enemies which destroy them, *Aphides* of two or three kinds would soon become a pest in the island.

Spiders, Crustacea, &c.—There is a rich fauna of Spiders, including some very large species. Scorpions occur, but are not very common. The Crabs are well represented. Whole armies of small land-crabs may sometimes be heard rustling the paddy like the wind, as they climb the rice-plants in the evening to eat the grain. The large and peculiar King-crab, a species of *Limulus*, inhabits the shallow sea round the island, and is sometimes to be seen in the market. Of the *Myriapoda*, a poisonous Centipede, often over five inches in length, is very common, and many other species are numerous under stones and logs.

Mollusca.—Land-shells, as usual in a



TURTLE, WEIGHING ABOUT 400 LB., CAUGHT NEAR HONGKONG.

granite country, are not numerous in species. do not swarm in wet grass and herbage, as
Leeches are common in small streams, but in many tropical places.

BUTTERFLIES.

BY J. C. KERSHAW.

HONGKONG ISLAND, protected more or less from the ravages of the Chinese wood and grass cutters, has become a haven of refuge for butterflies on the coast of Kwangtung. Nearly all the species found on the adjacent mainland are here abundant, and some inhabit the island which do not occur again till we reach some Buddhist monasteries many miles inland, around which a fair amount of well-grown timber and little-disturbed underwood is still preserved.

There are some 146 Hongkong butterflies recorded. About sixteen are rare, and two or three of these are exceedingly rare—merely accidental—though the list of rare visitants is sure to be gradually increased. But we may say that 130 species are native and numerous, the majority very abundant. The greater part are also very beautiful insects, some even gorgeous, and the butterfly fauna as a whole has a decidedly "tropical" aspect; the large and showy *Papilionina*, of which twelve species are very common, contributing greatly to its character.

Hongkong is in Wallace's Indo-Chinese (or Himalayan) sub-region of the Oriental Region. The butterflies (and also the bugs or

Hemiptera-Heteroptera) have decided Indian affinities, and many insects of both orders are familiar natives of Calcutta. Hongkong is rich in representative Himalayan genera. The only two peculiar Hongkong (and South China) species, *Clerome cinctus* and *Gerydus chinensis*, belong to tropical and Himalayan genera, *Clerome* being entirely Oriental. The very common *Euplaea midamus* is a Chinese variety, slightly different from the type. *Parnara sinensis*, first found by Leech in Western China, is fairly common here. Two insects, *Vanessa cardui* and *Limenitis sybilla*, are respectively the well-known "Painted Lady" and "White Admiral," but the latter is scarce in Hongkong, whilst the former is spreading gradually over the world, and is not at present common here. Only two really Palearctic genera occur here—*Vanessa* and *Argynnis*, the former represented by three species, one of which (*V. indica*) somewhat resembles the "Red Admiral"; the latter genus has only one species which is common in the Eastern tropics. Butterflies of the sub-family *Danaïna* (which is really tropical, though some of its members are rapidly becoming cosmopolitan) and genus *Euplaea*

are some of the most abundant and striking insects in Hongkong, the *Euplaea* being entirely confined to the Oriental and Australian Regions, but chiefly numerous in the former. *Danais chrysippus* is very common here, occurs in South Europe, and is spreading over the greater part of the world, as also is *D. archippus* (*D. erippus menippe*), which has occurred in Hongkong—together, it would seem, with the spread of the food-plant of its larva, which is sometimes planted in gardens, though originally a North American weed. But the *Danaid* larvæ feed largely on plants which have the seeds naturally adapted for conveyance to enormous distances by the wind.

One slow-flying *Pierid*, *P. cauidia* (a contrast to the rapid flight of most butterflies here) reminds one strongly of the destructive European "Cabbage White," and is, I believe, merely an Eastern race of *P. rapæ*. It is practically the only butterfly in Hongkong which damages gardens, as its larva feeds on cultivated vegetables. The larva of a "Skipper" *Parnara Gullatus*, feeds on the leaves of the rice-plant, but is greatly checked by parasites, and does no material damage.

Taking the 130 really native Hongkong butterflies, and reducing the *Danaïna* to the genera *Danais* and *Euplœa* (both these genera are usually sub-divided into numerous sub-genera), they are distributed as follows :—

	Genera.	Species.	Total species.
Danaïnae ...	2	<i>Danais</i> ... 7 <i>Euplœa</i> ... 3	10
Satyrinae ...	4	<i>Lethe</i> ... 2 <i>Mycalesis</i> ... 1 <i>Melanitis</i> ... 1 <i>Ypthima</i> ... 1	5
Morphinae...	2	<i>Discophora</i> ... 1 <i>Clerome</i> ... 1	2
Nymphalinae	17	<i>Cethosia</i> ... 1 <i>Cupha</i> ... 1 <i>Cirrochroa</i> ... 1 <i>Atella</i> ... 1 <i>Symbrenthia</i> ... 1 <i>Argynnis</i> ... 1 <i>Vanessa</i> ... 3 <i>Precis</i> ... 5 <i>Hypolimnas</i> ... 1 <i>Ergolis</i> ... 1 <i>Neptis</i> ... 2 <i>Athyma</i> ... 3 <i>Limnitis</i> ... 2 <i>Euthalia</i> ... 2 <i>Apatura</i> ... 1 <i>Hestina</i> ... 1 <i>Charaxes</i> ... 2	29
Nemeobiinae	2	<i>Zemeros</i> ... 1 <i>Abisara</i> ... 1	2
Lycænidae...	21	<i>Gerydus</i> ... 1 <i>Neopithecops</i> ... 1 <i>Megisba</i> ... 1 <i>Cyaniris</i> ... 1 <i>Chilades</i> ... 1 <i>Zizera</i> ... 2 <i>Jamides</i> ... 1 <i>Lampides</i> ... 1 <i>Everes</i> ... 2 <i>Nacaduba</i> ... 1 <i>Catochrysops</i> ... 2 <i>Polyommatus</i> ... 1 <i>Arhopala</i> ... 2 <i>Iraota</i> ... 1 <i>Ilerda</i> ... 1 <i>Pratapa</i> ... 1 <i>Spindasis</i> ... 1 <i>Tajuria</i> ... 2 <i>Dendorix</i> ... 1 <i>Lehera</i> ... 1 <i>Rapala</i> ... 1	26
Pierinae ...	8	<i>Delias</i> ... 2 <i>Prioneris</i> ... 1 <i>Terias</i> ... 2 <i>Ixias</i> ... 1 <i>Hebomoia</i> ... 1 <i>Catopsilia</i> ... 2 <i>Dercas</i> ... 1 <i>Pieris</i> ... 3	13
Papilioninae	2	<i>Papilio</i> ... 14 <i>Leptocircus</i> ... 1	15

	Genera.	Species.	Total species.
Hesperiidae	21	<i>Tagiades</i> ... 1	28
		<i>Odontoptilum</i> ... 1	
		<i>Suastrus</i> ... 1	
		<i>Iambrix</i> ... 1	
		<i>Hyarotis</i> ... 1	
		<i>Matapa</i> ... 1	
		<i>Erionota</i> ... 1	
		<i>Taractrocer</i> ... 1	
		<i>Ampittia</i> ... 1	
		<i>Parnara</i> ... 5	
		<i>Baoris</i> 3	
		<i>Padraona</i> ... 1	
		<i>Telicota</i> ... 1	
		<i>Udaspes</i> ... 1	
		<i>Halpe</i> 1	
		<i>Asiactopternis</i> ... 1	
		<i>Kerana</i> ... 1	
<i>Notocrypta</i> ... 1			
<i>Hasora</i> ... 2			
<i>Badamia</i> ... 1			
<i>Ismene</i> ... 1			
79	130		

The species of *Cyaniris* was not observed before 1906, but was then fairly numerous in Hongkong Island, and will probably establish itself there.

Of the sixteen rare species, three belong to *Danais* and two to *Euplœa*, one each to *Lethe*, *Melanitis*, *Cirrochroa*, *Cyrestis*, *Rhinopalpa*, *Hypolimnas*, *Curetis*, *Prioneris*, *Pieris*, and two to *Caprona*.

There is a very well-marked wet and dry form in the case of many Hongkong butterflies (especially in the *Satyrinae*, *Precis*, and *Lycænidae*) and four cases of insects with dimorphic females—*Cethosia biblis*, having the commoner form of female like the male, chiefly of a brilliant orange-red on the upper side, relieved with black; whilst the second form of female is dark grey with black, brown, and white markings; the under side agrees in both forms in colour and markings. The other examples are *Hypolimnas misippus*, which is rare or sporadic; *Papilio memnon*, with its tailed and tailless females; and *P. clytia*; but in this latter case the dimorphism includes both sexes. Some of the butterflies, especially amongst the *Euplœa* and *Satyrinae*, exhibit striking and numerous varieties—some of them doubtless incipient species, though, after all, even a species is but a very stable variety, and transitory like everything else. The swarms of *Danais* and *Euplœa* are curious here. These insects collect together in hundreds about the middle of the dry season (November-December) and cling on trees and bushes in sheltered localities, packed so closely that they hide much of the foliage, and darken the air in rising when disturbed. There are many interesting biological items in the history of Hongkong butterflies, but we have only space to mention a few:—*Euthalia tuberculina* lays a hemispherical egg, the peculiarity of which is the numerous glandular hairs on the upper surface, each hair with a little globule of brownish, viscous fluid at the tip; these are quite visible without a lens. The larva of *Gerydus chinensis* is of interest as feeding entirely on aphides; that of *Spindasis lohila* is one of the numerous instances of *Lycænidae* larvae being assiduously attended by ants, for the purpose of sipping the fluid exuded by the dorsal glands of the larva. Apparently the latter, in this case, is absolutely dependent for existence on the care and attention

of the ants, and is usually to be found in their nests. These ants are a species of *Crematogaster*. But there are some kinds of ants here which are inimical to the mature butterfly. These lie in wait amongst flowers and seize the butterfly by the proboscis as it feeds. A small pale yellow or white spider, with its legs tightly appressed to its body, likewise ambushes in flowers. In spite of its small size—about ¼-inch in diameter—it not only seizes, but sometimes manages to hold and kill, a large *Papilio*. This spider is almost indistinguishable amongst white or yellow blossoms. Besides the operations of the native woodcutters, which destroy many eggs and larvae and tend to eradicate food plants, the increase of butterflies in South China is chiefly and to an enormous extent checked (especially amongst the *Hesperiidae*) by egg and larva parasites, chiefly Hymenopterous, which are extremely numerous in South China. In the case of a moth, *Melanestria punctata*, whose larva feeds on fir-trees, and in certain years often defoliates large areas in China, examination of a great number of pupæ showed that fully 75 per cent. had been destroyed, chiefly by Dipterous and Hymenopterous parasites, whilst the eggs of the moth were heavily parasitised by Hymenoptera. No doubt these parasites always appear whenever the moth becomes very abundant. The insectivorous birds here destroy few mature butterflies, though they account for numbers of eggs, larvæ, and pupæ. I am, however, of opinion that on the whole the butterfly, having passed through manifold dangers in its immature stages, has few enemies in its adult state.

The geographical distribution of animals changes slowly in the natural course of things, but modern civilisation and constant and rapid communication with all parts of the world tends to effect some of these changes more rapidly, and, we may expect, will eventually cause many more species to become extinct and some almost cosmopolitan. Hongkong, as a focus for a continuous stream of traffic from near and distant countries, and, possessing a sub-tropical climate to which many animals and plants can adapt themselves, seems exceptionally well situated for observation of some of these phenomena, for exotic insects may be expected to occur frequently, and some of them to find a suitable habitat in the island. For many new plants have certainly been introduced or found their way to Hongkong within the last fifty years, and some of them now flourish here; and butterflies, like man and most terrestrial animals are, directly or indirectly, dependent for existence on the vegetable kingdom. The small area of the island lends itself specially to the observation of the increase and decrease of native species, and the arrival of immigrants.

In conclusion, Hongkong possesses a very bright, varied, and individually numerous butterfly fauna, which enhances the beauty and life of the island even more than the birds which, with a few exceptions, are not particularly striking in plumage. At Foochow, about midway between Hongkong and Shanghai, the vegetation changes, and is, says Mr. S. T. Dunn, superintendent of the Afforestation Department at Hongkong, an almost equal intermingling of tropical and temperate forms. At Shanghai, about 900 miles north of Hongkong, so far as the vegetation is concerned, one might imagine oneself in England, and some of the commonest butterflies there are species of *Colias* and *Gonepteryx*, the familiar "Clouded Yellows" and "Brimstones"—typically Palearctic genera.

BIRDS.

BY STAFF-SURGEON KENNETH H. JONES, R.N., Naval Hospital, Hongkong.

THE Birds of Hongkong may broadly be divided into those which are resident, and remain for the whole year round, and those which come to the Colony for only a part of the year. These distinctions, however, are not absolute, for some species are partly resident and partly not. All the resident birds breed in the Colony.

There are at least five species of Thrushes commonly to be met with in Hongkong, belonging to four different genera. Of these, perhaps, the best known is a brown bird with a white stripe over the eye, which is very popular with the Chinese as a cage bird. This bird (*Trochalopteron canorum*) is about the only really good songster to be found here, and its very thrush-like song is to be heard in almost every month of the year in the woods and far up the hillsides. The bird is resident in Hongkong Island, where it breeds, raising two broods in a year—the first in May and the second in July and August. This species is not found at Kowloon, nor, so far as I know, in the New Territory generally.

Another thrush which is sure to attract attention is the Blue Whistling Thrush (*Myophonus caeruleus*), a large bird of very deep indigo colour flecked with lighter blue, often to be seen along Bowen Road and at Wongneichung, as well as elsewhere. This species has a great partiality for water, and is never found far from the streams which descend the little valleys to the sea all over the island. This bird has a very characteristic way of opening its tail, fanwise with a sudden jerk, when alighting. Like the last species, it is resident, breeding in May, and making its nest in positions, usually inaccessible, among the piles of boulders which are strewn along the water courses. The note is a low plaintive whistle, monotonous and piercing; but in the breeding season a little song is attempted, which cannot be called beautiful, but is, rather, mournful.

There are two other blue thrushes in Hongkong, the Blue Rock Thrush (*Monticola cyaneus*), and the Red-breasted Rock Thrush (*Monticola solitarius*). Both are winter visitors to the Colony, arriving in October and leaving again in May. They are easily distinguished from *Myophonus caeruleus* by their smaller size and brighter colour, and from one another by the presence or absence of red on the breast, as the description of the second-named indicates.

There remain two Babbling Thrushes—one a resident and the other a summer visitor. The former, the Black-cheeked Babbling Thrush (*Dryonastes perspicillatus*), is a very noisy bird, and the parties of half a dozen, or more, in which this species is always to be found, advertise their presence continually by their shrill and not particularly melodious whistles. This bird breeds here, and raises in all probability two broods in a year. The other Babbling Thrush is a favourite with the bird shopkeepers, who call it San-mo, whilst to the Europeans it is known as a Mocking Bird or as the Canton Nightingale. This species is a large blackish bird, with conspicuous white patches below the ears,

and its notes, though few and apt to be monotonous at close quarters, are flute-like and full, and sound, in the woods, exceedingly well. The bird undoubtedly breeds in the woods above and below Bowen Road, but so wary is it that but for its characteristic song its presence there would probably never be suspected.

Leaving the thrushes, the next group of birds for consideration are the Warblers, and with them may be noticed the majority of other very small birds. The two best-known of all the smaller birds here are the Silver Eye (*Zosterops simplex*), a little bright green bird with a ring of white feathers round the eye; and the Tailor Bird (*Sutoria sutoria*), a small brown bird with a chestnut-coloured head and rather a long tail. Both these birds are resident, and the former is a common cage bird. The note of the Tailor Bird is a loud "chink-chink," constantly repeated, and of remarkable volume for the size of the bird.

Another small bird which is likely to attract attention by reason of its brilliant colouring and its loud voice is the Scarlet-backed Flower-pecker (*Dicaeum cruentatum*), a black bird of very small dimensions, with a most brilliant red back and head.

Of the true warblers only one is common, and that as a winter visitor, the Yellow-browed Warbler (*Phylloscopus trochiloides*), a small green bird, with a yellow stripe over the eye. This is the first of the winter visitors to arrive, appearing as early as the middle of September, and leaving again in April and May.

There is only one Tit here, the Indian Grey Titmouse (*Parus cinereus*), a conspicuously marked bird, which bears a certain superficial resemblance to the Great Tit so well known in England. The bird is resident, and rears two broods in the year, commencing to breed as early as the first half of March.

Another common small bird is *Munia lopeta*, a near ally of the Java Sparrow (*Munia orizvora*), than which it is, however, much smaller and much less gaily coloured, being uniformly brown, with a dark brown head and black bill. This bird is not, as a rule, to be seen in the winter months, but it remains to breed, laying four, or more, white eggs, in a curious covered-in nest with a hole in the side; and, like so many others here, it is probably double-brooded.

One of the most conspicuous and best known of the smaller birds in Hongkong is the Magpie Robin (*Copsychus saularis*). The striking mixture of black and white in its plumage, and its tameness and partiality for human neighbourhood call attention to it at once. This bird has, after *Trochalopteron canorum* noticed above, the best song of any of the native birds. It is resident, and breeds commonly from April to August, making a scanty nest in a hole in a tree or building.

Equally common, and almost as conspicuous, as the last are the Bulbuls, of which three species occur in Hongkong, all of them plentifully. The three species are the Black-headed Bulbul, the Red-cheeked Bulbul, and the White-eared Bulbul (*Pyc-*

nonolus atricapillus, *Otocompsa emeria*, and *Hypsicles siucensis*). These three birds are all commonly to be met with in gardens and about the roadsides of the Colony, and they are differentiated from one another without difficulty. The first is a brownish-coloured bird, with a black head and a short crest, whilst the feathers of the vent are bright scarlet. The second also has the bright scarlet feathers round the vent, but it has on its head a long black crest, whilst its throat and breast are white, and on the cheeks are, as the name indicates small red patches. The third is a smaller bird than either of the other two, is generally greener in colour, and has no crest of any kind, but has two large white patches over the ears which unite to form a collar behind. Of these three birds the Black-headed Bulbul is the wildest, and is found breeding high up on the hillsides in places where the others are rarely, if ever, seen. The nests of the latter are usually placed on the lower ranges of hills, in gardens and hedges, and such-like places. The Black-headed Bulbul has a shrill and not unpleasing note. It can hardly be said to sing, but both the other species have a little song, consisting of very few notes, and becoming desperately monotonous from its too frequent repetition.

There is only one Cuckoo which is at all common in Hongkong, the well-known Rain Bird (*Cacomantis merulinus*), whose familiar whistle is one of the most frequent and mournful of bird sounds during the summer months by night as well as by day. This bird arrives in March and leaves again in September, and, like most cuckoos, lays its eggs in the nests of another species. In this case the host is always *Sutoria sutoria*, the Tailor Bird. The Tailor Bird, as is well known, makes its nest by stitching together, with thread manufactured by itself, the free margins of a large leaf, or by approximating two big leaves in such a way as to make a kind of bag, and in this its little nest of fine grass, with a vegetable down lining, is placed. The Rain Bird, from its size, could not possibly lay its eggs in the nest of the Tailor Bird, so that probably they are laid on the ground and then carried in the bird's bill to their resting-place. Contrary to what obtains with most of the cuckoos, the eggs of the Rain Bird bear considerable resemblance in colour to those of the Tailor Bird, though they are, of course, much larger.

Only one species of Dove is met with in Hongkong, the *Turtur chinensis*, which is extremely numerous all over the Colony, and very tame, settling in public places and running about the roads with the utmost confidence. This dove is a resident, and lays its eggs almost throughout the whole year.

Of birds of prey there is some variety, but only one species, the Black-eared Kite, is to be seen the whole year round. This bird (*Milvus melanotis*) is the large brown hawk to be seen flying over the harbour in search of scraps of garbage, and is too well known to require any description. The numbers of kites are much increased in the winter

months, when many individuals come down from their breeding-places further to the north, and at such times they have a tendency to congregate in certain selected spots. Perhaps as many as two hundred may be seen in one small clump of trees or on one hilltop. Such a place exists at the eastern end of Stonecutters Island, though the kites are not there so numerous as in some of the places in the New Territory. *Milvus melanotis* is a resident, and breeds about Hongkong, but not at all commonly, and most of those individuals which remain for the summer months in the Colony are probably immature, and do not nest. Another large brown hawk rarely seen except in the autumn and winter is the common Buzzard (*Buteo vulgaris*) a slightly smaller bird than the Kite, usually solitary in its habits, and never to be found hunting for garbage. From the Kite it is readily distinguished both by the shorter and more rounded wings and by the shape of the tail, the free margin of which is convex in outline instead of being square or forked, as in the *Milvus*.

The well-known Peregrine Falcon (*Falco peregrinus*) is not infrequently seen, but it cannot be regarded otherwise than as an occasional winter visitor.

Two other smaller hawks, the common Kestrel (*Falco tinnunculus*) and the common Sparrow Hawk (*Accipiter nisus*) are often met with in the winter months, whilst other species occur more rarely.

Of Owls one species, *Scops glabripes*, a bird about the size of a pigeon, is fairly plentiful in Hongkong, where it is resident, breeding in April and May in the old nests of the Magpie. Strictly nocturnal, it is not often seen, and its note, a gentle "Hoo" repeated at intervals, is usually the only intimation of its presence. Another bird of this family, to be seen occasionally is *Bubo maximus*, the Eagle Owl, the largest of all the owls, and a great game destroyer. It is hard to suppose that many individuals of this species can find a living on the island.

One of the most conspicuous of the summer visitors to Hongkong is the Black Drongo Shrike, or Scissor-tail (*Buchanga atra*), a brilliantly black bird, with a long black tail, the flukes of which cross one another scissor-fashion, whence its name. This bird arrives about the middle of April, and already has found a mate. Pairs of these birds take up certain localities in the woods, and their territory is not encroached upon by others of their kind. At the nest, which is always slung from the under surface of a bough, at its slenderest extremity, the birds are both noisy and fearless, resenting interference in the most intrepid manner.

The Kingfishers are birds which always attract attention by their very striking colouring. Of the three species of the family which are to be found at Hongkong, all present the brilliant blues for which most of these birds are famous, and two of them are of large size. The two larger kingfishers are the Smyrna Kingfisher (*Halcyon Smyrnenis*) and the Black-headed Kingfisher (*Halcyon pileatus*). The former has a bright maroon-coloured head and neck, whilst the latter has the head black and has a white collar. The Smyrna Kingfisher is a resident, and may be seen at all seasons of the year, but the black-headed species spends the winter months on the seashore, repairing to the island in the spring and summer to breed. Both species breed commonly in Hongkong, making their nesting-holes in the perpendicular faces of disintegrated granite to be found in the nullahs, and in localities where a landslip has taken place. There is another

kingfisher, a very small bird; indeed, *Alcedo Bengalensis* is but a miniature of the Kingfisher of English inland waters, but about Hongkong this species obtains its food at least as frequently in salt water as in fresh. It is not a very common bird, but throughout the year it may be seen at times on inland streams, and more frequently on the rocks by the sea-coast. There is no doubt that it sometimes breeds in Hongkong.

There is only one true Crow in Hongkong, but that, the Collared Crow (*Corvus torquatus*) is a handsome representative of the genus. This crow, which is considerably larger than our English rook, is of a deep, shining black, with a broad, white collar, which widens to a convex bend downwards on the shoulders and breast, a handsome and striking combination of the two colours. This is not a common bird in Hongkong, but a few pairs reside in the neighbourhood, and breed early in the year in such spots as are not too open to molestation. Unlike most *Corvidæ* this species is in all probability double-brooded in Hongkong. The note is a deep, harsh croak, and once heard is not likely to be mistaken for that of any other bird.

Nearly related to the former is the common Magpie (*Pica caudata*), one of the best known of all the Hongkong resident species. A bird so well known requires no description, but it is of interest to note that, being not only free from persecution but to some extent, in China, considered a bird of good omen, it is tame and confiding to a degree rarely, if ever, to be met with in other countries. The bird breeds commonly in Hongkong, making the usual domed nest so characteristic of the species, and it occasionally lays its eggs as early as the last days of January.

Another conspicuous bird which is a near relation of the Magpie is the Chinese Blue Magpie (*Urocissa sinensis*), a bluish-coloured bird, with coral red bill and legs, and a most disproportionately long tail. This bird is one of the noisiest resident species in the island, and produces a perfectly amazing variety of sounds, from harsh guttural cluckings to beautifully modulated flute-like whistles, amounting at times almost to a song. These birds are great robbers of the eggs of other species, and the appearance of the Blue Magpie in the vicinity of the nests of the Magpie Robin or the Black-headed Bulbul is the signal for an immediate attack on the would-be robber. *Urocissa sinensis* is a quarrelsome bird, fighting for its right to a feeding ground both with its own kind and with the common Magpie. It breeds in Hongkong from March to July, making a flat nest of the flimsiest description in a tree, and laying from three to five eggs.

There is only one Starling in Hongkong, a prettily coloured bird, grey, white, and deep bluish-black being its predominating colours. This bird, the Chinese Starling (*Sturnia sinensis*), arrives in April and remains to breed, leaving again in the first half of September. Like the English Starling, it is rather noisy at the nesting place, and very dirty. After those birds which come to Hongkong to breed have departed, small flocks again appear in the winter months, probably from the north. Unlike the English Starling, the Chinese bird obtains most of its food in the tree-tops, where it picks caterpillars and small insects off the leaves.

Nearly allied to the Starling is the common Mynah (*Acridotheres cristatellus*), a blackish bird with conspicuous white splashes on its wings when flying, and so well known as a favourite cage-bird with the Chinese, who value it for its powers of mimicry and its ability to talk after the fashion of a parrot. In its wild state the bird also mimics others,

especially the Francolin and the common Hongkong Shrike. More common in the summer than in the winter, this bird breeds abundantly about Hongkong, sometimes in waterspouts and under the eaves of houses, or in a chimney, but more frequently in cracks in the rocks, or, most often of all, in the disused nesting-hole of one of the larger kingfishers.

The common Shrike of Hongkong (*Lanius lchah*), which has been mentioned above, is a handsome bird, with a conspicuous chestnut-coloured back and a long tail. It has a loud, discordant voice, which it takes great pleasure in exercising in a series of loud cries from the topmost twigs of whatever tree it chances to settle in. It is a resident, and breeds during April and May.

Another shrike occasionally to be met with is the Dusky Shrike (*Lanius fuscatus*), a bird slightly smaller than *Lanius lchah*, from which it is easily distinguished by the general smoky look of its plumage, which entirely lacks the brilliant chestnut tints of the latter. It is also less noisy than *Lanius lchah*.

The Philippine Red-tailed Shrike (*Lanius lucionensis*) is a small shrike only to be met with in the autumn and spring, when it is passing from its winter quarters further south to its more northern breeding grounds.

The Chinese Francolin (*Francolinus sinensis*), often miscalled a Partridge, is the only resident game bird in Hongkong. Shy and skulking, it would be indeed difficult to imagine that so many of these birds exist were it not for their very characteristic cry during the breeding season, a cry which has been rendered "Kuk-kuk-kuich-ka-ka"; but which has also been, not inaptly, compared to the syllables "Hip, hip, hurrah!" This bird breeds on the ground, but its nest is rarely, if ever, found except by the grass cutters. It must breed very late in the year, for young birds barely able to fly are said to have been seen at the beginning of December.

Two species of Quails are to be commonly seen here on the autumn migration—the common Quail (*Coturnix communis*) and the Burmese Hemipode, or Button Quail (*Turix blandfordi*)—both well known to local sportsmen.

Two other game birds, the common Snipe and the Woodcock (*Scolopax rusticola*) require a passing mention. The former, as is well known, come down from their northern breeding grounds in September and October and return again in May, though a certain number remain in suitable localities throughout the winter; the latter is a rather more erratic cold weather visitor than the Snipe, but a certain number of individuals always occur, although later.

The Sandpipers and Plovers require here to be mentioned, though only one of each family is sufficiently numerous at Hongkong to find a place in an article such as this, viz., the common Sandpiper (*Tringoides hypoleucus*) and the Kentish Plover (*Ægialitis cantiana*), both of which are to be met with on the seashore all through the winter months.

There is one common Swallow in Hongkong (*Hirundo gutturalis*). This differs but slightly from the bird so familiar in Europe, and, like it, is a summer visitor, coming in March, and departing as a rule in August. Swallows are, indeed, to be seen occasionally in September, October, and November, but probably these are birds which have lost their way on the long journey to the south. The Pacific Swift (*Cypselus Pacificus*) is a common summer visitor, and probably breeds

in Hongkong. It is a large swift, with a white breast and a conspicuous white patch on the rump. In its habits it very much resembles the English Swift, but its scream is much less harsh and is not so often repeated.

A bird which is sure to be met with sooner or later in Hongkong is the Crow Pheasant (*Centropus sinensis*), a bird as large as a Magpie, and very conspicuously coloured in chestnut and black, the wings being of the former colour and the rest of the bird of the latter. This bird gives vent, especially during the summer months, to a peculiar booming sound, which can be heard for a great distance, and which is quite characteristic. This sound the bird produces in its throat with the beak closed, dropping its head and raising its shoulders as it does so. The bird breeds in Hongkong, but nests are rarely found, and then only by the grass cutters. Another smaller species of this genus is to be met with in the New Territory (*Centropus bengalensis*), but whether it ever occurs on the island of Hongkong is doubtful.

The commonest Finch in Hongkong is, of course, the common Sparrow of the country (*Passer montanus*), which is not the House Sparrow of Europe, but is known there as the Tree Sparrow. This little bird, so tame and domesticated in China, is not very common in England, and is there rather shy. These birds raise an immense number of young, commencing to breed in March and continuing to do so until October. I have known as many as five broods to be got off from one nest alone. Like the House Sparrow of Great Britain, the Tree Sparrow, which takes its place in China, shows a decided tendency to become practically parasitic on man, for rarely, if ever, does one meet with the bird at any distance from human habitations. The Chinese Greenfinch (*Ligurinus sinensis*), a little greenish bird, with a great deal of yellow on the wings, is the only other finch which is common in Hongkong, where it is met with only as a winter visitor. Usually the Chinese Greenfinches go about in small flocks.

A bird remarkable for the great size and thickness of its yellowish-coloured bill is the Chinese Grosbeak (*Eophona melanura*), which is to be met with during cold spells of weather at Hongkong, but never commonly.

A family of birds which is sure to attract attention is the Wagtails, both from their colouring and from their liking for meadow land and grass lawns. The commonest Wagtails to be met with in Hongkong are the following:—The White-cheeked Wagtail (*Motacilla leucopsis*) and the Streak-eyed Wagtail (*Motacilla ocularis*), both of which are pied black and white; and the Grey Wagtail (*Motacilla melanope*), a bird with a conspicuous yellow breast. The two former species are very common throughout the winter, and probably a few of the second one named remain through the summer and possibly breed in Hongkong. The Grey Wagtails are less common than the others, and are not often to be found far away from water.

The Eastern Tree Pipit (*Anthus maculatus*) is the only bird of the genus that requires to be mentioned. A small lark-like bird, with a boldly striped breast, it is commonly to be seen from November to May in Hongkong, where it obtains much of its food on the branches of trees, along which it runs rapidly, seeking for small insects. This bird also feeds on the ground, being fond of lawns and meadow land; it runs, but, unlike so many small Passerine birds, it is unable to hop.

There is one species of Waterhen, the White-breasted Gallinule (*Porphyrio Phœnicurus*), which is common in places where there is any water and suitable cover in the Colony. This bird's cry is a monotonous "Wak-wak-wak!" continually repeated, particularly at night. It is a resident in Hongkong, and nests from May till August in suitable localities.

Although Herons of various species are plentiful in South China, Hongkong can only boast of occasional visits from these handsome birds. The two commonest of the family, which are both known to the Euro-

pean residents as Paddy-birds, from their liking for the submerged rice-fields, are the Little Egret (*Ardea garzetta*) and the Chinese Pond Heron (*Ardea bacchus*). The former is practically all white, whilst the latter has a maroon-coloured nuchal crest and back. These birds are to be seen in the autumn and spring more often than in winter and summer. Other members of the same family which are sometimes to be seen here are the Chestnut Bittern (*Ardella cinnamomea*), and the Chinese Little Bittern (*Ardella sinensis*).

Sea-birds are not numerous, and, indeed, are scarcely to be met except in the winter months, and then chiefly in bad weather, when considerable numbers of Herring Gulls (*Larus cachinnans*) seek shelter in the harbour. The majority of these, as evidenced by their brownish plumage, are immature. Another species of Herring Gull (*Larus vegae*) may occur among those in the harbour, and both these are very nearly related to those Herring Gulls which inhabit British waters. Another and much smaller gull is the Common Gull (*Larus canus*), which is not infrequently to be met with in the approaches to the harbour. A third gull, the Black-tailed Gull (*Larus crassirostris*), occasionally occurs in January and February, and is easily distinguished when adult by the black bar across the tail, or when young, as is the case with most of those seen here, by the great thickness of the bill.

In conclusion, one may mention the common Cormorant (*Phalacrocorax carbo*), not at all an uncommon bird in the approaches to the harbour, or in such places as Tsin Wan Bay, where fish is plentiful. Probably this bird remains in the neighbourhood of Hongkong throughout the year, and may breed here.

It only remains to be said that, although admittedly incomplete, it is hoped that this short account of the birds of Hongkong will be of some use to those who may read it. It has, at least, the merit, so far as the writer is aware, of being the first of its kind to deal with the subject.





HONGKONG, KAU-LUNG (KOWLOON), AND ADJACENT TERRITORIES.
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HONGKONG.

BY H. A. CARTWRIGHT.



ARUGGED ridge of lofty granite hills, rising almost sheer out of the waters of the estuary of the Canton River, off the south-east coast of China, the island of Hongkong is well fashioned by Nature to serve as an outpost of the British Empire in the Far East. Extremely irregular in outline, it has an area of only 29 square miles, measuring 10½ miles in greatest length from north-east to south-west, and varying in breadth from 2 to 5 miles. The haunt of a few fishermen and freebooters less than seventy years ago, this tiny spot has become, in the hands

of the British, a phenomenally prosperous entrepôt of trade at which ships hailing from all points of the compass discharge their cargoes and replenish their holds. The almost precipitous slopes of the hills, formerly as bare as the rocky escarpments on the opposite mainland, are covered from base to summit with luxuriant verdure, and a fine city of 300,000 inhabitants, who live amid all the advantages of Western civilisation, has sprung up along the northern shore and overflowed to the neighbouring peninsula. "It may be doubted," as Sir William des Voeux, a former Governor, wrote in a despatch to the Secretary of State for the Colonies

in 1889, "whether the evidences of material and moral achievement, presented as it were in a focus, make anywhere a more forcible appeal to the eye and imagination, and whether any other spot on the earth is thus more likely to excite, or much more fully justify, pride in the name of Englishman."

It was in the year 1839 that the British, driven from Canton by the persecution of the Chinese and denied an asylum in Macao, were compelled in their adversity to seek refuge in the sheltered haven of Hongkong. At that time the barren inhospitable appearance of the island seemed to preclude any hope of a permanent settlement. Moreover,





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Captain Elliot, the representative of the British Government in China, considered the anchorage unsafe, as being "exposed to attack

from several quarters," and, regardless of the petitions of the shipping community, he insisted upon the removal of the merchant vessels

to Tong-koo. In the following year, however, a British expedition arrived to settle by the arbitration of arms the long-standing grievances against the Chinese, and Hong-kong became its headquarters. In January of 1841, after Canton had been menaced with capture, the island and harbour were ceded to Great Britain by the Treaty of Chuenpec. Formal official possession was taken in the name of Her Majesty Queen Victoria by Commodore Sir J. J. Gordon Bremer on January 26, 1841. Captain Sir E. Belcher, R.N., who had landed the previous day with the officers of his ship, ascertained the true position of Hongkong to be $22^{\circ} 16' 30''$ N. Latitude, and $114^{\circ} 8' 30''$ E. Longitude, and determined the names and heights of the principal peaks as Victoria Peak (1,825 feet), High West (1,774 feet), Mount Gough (1,575 feet), Mount Kellett (1,131 feet), Mount Parker (1,711 feet), and Pottinger Peak (1,016 feet). The cession was confirmed by the Treaty of Nanking in 1842.

Despite the assurances of friendship contained in this Treaty, the Chinese authorities consistently maintained an attitude of overbearing arrogance and ill-will towards the British, and a long series of insults culminated in the arrest of the Chinese crew of the *Arrow*, a small coasting vessel, sailing under the British flag, in October, 1856. Hostilities, long withheld, then broke out, and resulted in the capture of Canton in the following year by the British and French troops, who remained in occupation of the city for four years. In the meantime the importance, from a military point of view, of acquiring the Kowloon Peninsula—a small tongue of land, with an area of about 4 square miles, on the opposite side of Hong-kong harbour—became evident, and on March 21, 1860, a perpetual lease was obtained from the Cantonese Viceroy, Lao Tsung Kwong. In the following October the peninsula was ceded to the British Crown under the Peking Convention, and, in 1898, at the suggestion of Sir Paul Chater, a 99 years' lease was obtained of the territory stretching behind it to a line drawn from Mirs Point, $140^{\circ} 30'$ East, to the western extremity of Deep Bay, $113^{\circ} 52'$ East, together with the islands of Lantau, Lanma, Cheung Chau, and others. The whole of this territory, embracing some 376 square miles, is now comprised in the Colony of Hongkong, which takes its name from the anchorage of Aberdeen, on the south of the island, known to the native fishermen as Heung-kong, signifying "good harbour." The European mariners who were in the habit of putting in here to obtain supplies of water from the stream which falls into the sea at Aberdeen village mistook the name of the anchorage for that of the whole island, and marked their charts accordingly. The name first appeared as one word in the Royal Charter published in the *Government Gazette* in 1843, and by the same instrument the city of Victoria received its present appellation. The word Kowloon is derived from the Chinese words Kau-lung, signifying "nine dragons," in reference to the nine hills which form the background of the peninsula.

Prior to the arrival of the British, the population of the island probably never exceeded 2,000. The ostensible occupation of the inhabitants was fishing, but the term Ladrões (robbers), by which this and the adjacent islands were known to the Portuguese, shows that they practised something else besides "the gentle art"; indeed, piracies were a source of infinite trouble to the British settlers for many years. In October, 1841, the population of Hongkong, including both the troops and residents of



A PEAK VIEW.
GENERAL VIEW OF THE PEAK.
VIEW SHOWING RESIDENCES STRETCHING UP HILL. ©



HONGKONG HARBOUR AT EARLY MORN.
STATUE OF SIR THOMAS JACKSON. QUEEN VICTORIA STATUE.
THE CEMETERY.

all nationalities, was estimated at 15,000, or thrice as many as six months previously. By 1848 the total had increased to 21,514. A rebellion which broke out in the provinces adjacent to Canton in the early fifties sent a flood of emigrants to Hongkong, and the population rose to nearly 40,000 in 1853, and to 75,500 in 1858. Between 1860 and 1861, when the peninsula of Kowloon was added to the Colony, the numbers increased from 94,917 people to 119,321, but from that date onward to 1872 very little progress was made. Four years later, however, a census revealed 139,144 souls, due in part to the influx of some hundreds of Portuguese families from Macao after the destructive typhoon of 1874. In 1881 there were in the Colony 150,000 Chinese, and 9,622 British, Portuguese, and other non-Chinese inhabitants. To-day the population of the Colony

this statement, he cited the case of the 98th Regiment, which lost 257 men by death in twenty-one months, and of the Royal Artillery, whose strength fell in two years from 135 to 84, from the same cause. General D'Aguiar, the Commander of the Forces, also expressed the opinion that to retain Hongkong would involve the loss of a whole regiment every three years. These gloomy views, however, were not shared by Sir John Davis, the Governor, who stoutly maintained that time alone was required for the development of the Colony and for the correction of some of the evils that hindered its early progress. Sir John lived to see his prediction amply verified. Malarial fever, which proved such a scourge in those days—owing, it seems, to the noxious exhalations from the disintegrated granite disturbed in the course of building operations—has received so much

In the jeremiad of Mr. Montgomery Martin, referred to above, the opinion was expressed that it would be a delusion to hope that Hongkong would ever become a commercial emporium like Singapore. Again the progress of events has shown Mr. Martin to be a false prophet, for Hongkong is now the pivot upon which the trade of South China turns. Although, in accordance with the understanding given to the Chinese by Sir H. Pottinger when negotiating the Nanking Treaty, the port is free, and, therefore, no official record of the exports and imports is compiled, the annual value of the trade is estimated at no less than fifty millions sterling. A comparatively small but increasing proportion of this trade consists of local manufactures. In respect of tonnage, Hongkong is the largest shipping port in the world. In 1907 the total tonnage entered and



STREET SCENES IN HONGKONG.

—exclusive of the New Territory, which is estimated to contain about 85,000 Chinese—may be set down as 330,000. This figure includes some 9,000 soldiers and sailors, and a floating population of nearly 50,000 Chinese men, women, and children who, from the cradle to the grave, know no home other than their junks, or sampans, afford. The non-Chinese civil community numbers about 10,000, and includes Europeans, Eurasians, Indians, Malays, and Africans.

In the early days of the Colony the ravages of disease were so disastrous that in 1844 the advisability of abandoning the island was seriously discussed. Mr. Montgomery Martin, Her Majesty's Treasurer, drew up a long report in which he expressed the belief that the place would never be habitable for Europeans, and, in support of

attention from the Medical and Sanitary Departments that its toll of human life is decreasing year by year. The chief causes of mortality now are plague, dysentery, diarrhoea, malarial fever, and small-pox. The death-rate for 1907 was 22.12 per thousand of the inhabitants, but for the non-Chinese community it was as low as 15.46, which compares not unfavourably with many large towns in the United Kingdom. The birth-rate, however, is small. Among the non-Chinese it was equivalent to 15.95 per mille, but for the whole community it was only 4.31 per mille. This latter figure would, no doubt, be somewhat higher but for the Chinese custom of not registering a birth unless the child survives for a month, and often, in the case of a female child, of not registering it at all.

cleared amounted to 36,000,000 tons. To this total ocean-going steamers and war vessels exceeding 60 tons contributed about 19,500,000 tons, of which more than one-half—to be exact, 11,846,533 tons—was British.

The harbour—one of the most extensive and picturesque in the world—consists of the sheltered anchorage lying between the northern shore of the island and the opposite mainland. It varies in width from a third of a mile at the Ly-ee-mun Channel, on the east, to 3 miles at the widest point, and has an area of 10 square miles. On either side the hills and mountains stand guard like silent sentinels, and combine to produce a spectacle of impressive grandeur. The intervening stretch of water is at all times thickly studded with vessels of every conceivable



VIEW OF HONGKONG.



VIEW OF THE HARBOUR AND KOWLOON.



size and shape—from the little junks, or sampans, of the natives to the warships of the China squadron and the majestic liners of 27,000 tons burden belonging to the Pacific Mail Steamship Company. A busy, clamorous life prevails on every side. Steam launches dart hither and thither, innumerable sampans

harbour, Hongkong presents a very picturesque appearance, not unlike that of the north coast of Devon, or the west coast of Scotland. At night time the scene resembles a city *en fête*. The riding lights of the shipping sparkling like gems on the bosom of the deep, the bright illuminations of the

Nestling at the foot of the hills, and stretching from east to west for nearly five miles along the northern coast of the island, is the city of Victoria. A thriving hive of industry, built on a narrow riband of land, much of which has been won from the sea, it is a wonderful monument to the enterprise, energy, and success of the British as colonisers. The streets are well laid out and well kept, and the buildings which abut upon them are remarkable for their massive and imposing design. The Praya, which borrows its name from the embankment in the neighbouring colony of Macao, is some 50 feet wide, and extends along the entire sea-front, except for a short distance where its continuity is broken by the buildings of the War Office and the Admiralty. The original Praya wall was commenced during the governorship of Sir Hercules Robinson (1859-65), when extensive reclamations of land were made from the sea. The work, however, was demolished by a terrific typhoon in August of 1867, and was again seriously damaged by a similar visitation in 1874. Undismayed, however, the inhabitants repaired the breaches, and, in 1890, at the initiative of Sir Paul Chater, another considerable tract of land was added to the European business area. It is now proposed to carry the Praya a quarter of a mile further out to sea from the Naval Yard to Causeway Bay, a mile and a quarter to the east.

Almost parallel with the Praya runs Des Voeux Road, and behind this is Queen's Road, flanked with fine shops, and extending from the water's edge at Kennedy Town, on the west, to within a short distance of Happy Valley, on the east—in all some four miles. Originally Queen's Road was just above high-water mark, and gave its name to the rising township, which was known as Queen's Town before it became the city of Victoria in 1843. These three roads—the Praya (or Connaught Road), Des Voeux Road, and Queen's Road—form the main arteries of traffic, and are intersected at right angles by a number of short streets. Space is too precious to allow of any of these being very wide, but this is not a matter of much moment in view of the almost entire absence of horsed conveyances. Vehicular traffic is confined chiefly to handcarts, rickshaws, chairs suspended from poles borne on the shoulders of coolies, there being but a few pair-pony gharries, and a Victoria or two used by Chinese.

The European business quarter lies in the centre of the town, between Pottinger Street and the Naval Yard. Within this small area of less than 50 acres are grouped handsome blocks of offices ranging from four to six storeys in height, that would not suffer by comparison with those of many cities in the United Kingdom. They stand upon pile foundations, and are built to meet local conditions. The verandahs, by which all of them are surrounded, render any pure style of architecture impossible, but, generally speaking, it may be said that the prevailing tone, so far as it can be identified with any particular period, is that of the Italian Renaissance.

This applies to Queen's Buildings, a block measuring 180 feet square, with four storeys, surmounted by towers 150 feet in height; Prince's Buildings, a similar block; George's, King's, Alexandra, and York Buildings, Hotel Mansions, the Hongkong Club, and the premises of the Eastern Extension Telegraph Company, and of Messrs. Butterfield & Swire. Not far removed from these, and occupying a corner site abutting upon Queen's Road and Des Voeux Road, is the Hongkong and



VIEWS ON THE PEAK.

wriggle their tortuous courses backward and forward between the ships and the shore, junks pick their way up and down the fairways under lateen sails, and ocean-going steamers move in stately fashion to and from their moorings. Viewed from the

water-front, and the countless lamps that bespangle the hillsides and stretch along the terraces as though in festoons, furnish a sight that fascinates the eye and leaves an enduring impression of delight upon the mind.

Shanghai Bank, a handsome granite structure in classical Roman Corinthian style, surmounted by a large dome. Next to this is the City Hall, a striking building in Romanesque style, carried out in stucco work, containing a theatre, library, museum,

Doric dome terminating at a height of 130 feet from the ground. The front of the building will be split into fifteen bays with Ionic columns, the bases of which will be 6 feet 3 inches square. Over the centre of the front will be a pediment containing a

made by the erection of a splendid set of Government Offices, four storeys in height, in the centre of the European business area. The building will occupy a prominent corner site, more than half an acre in extent, with frontages to Connaught Road, Pedder Street, and Des Voeux Road. The principal elevation, facing Pedder Street, will be a free treatment of the Renaissance style carried out in local granite and Amoy bricks. The line of the parapet, 78 feet from the ground, will be broken by ornamental gables, and each of the eastern angles will be surmounted by a graceful turret. In the centre of the northern front, overlooking the harbour, a bold square clock-tower will rise to a height of over 200 feet. At the other end of Pedder Street may be seen the unpretentious and ill-arranged structure, containing the Post Office, Supreme Court, and some of the other Government Offices, which these two new buildings are intended to supersede. In line with it, at the entrance to Queen's Road, stands an ugly clock-tower, erected by public subscription in 1862, at the suggestion of Mr. J. Dent, whose original design had to be stripped of its original decorative features, owing to the waning enthusiasm of the community.

Chinatown stretches westward from Pottinger Street. It consists of a labyrinth of streets, many of them very narrow, closely packed at all hours of the day with a jostling mass of humanity. Here are to be seen reproduced all the familiar phases of Chinese life—squalid-looking shops packed with a strange medley of things; artisans patiently and deftly plying their trades as braziers, tinkers, or carpenters; itinerant vendors of food-stuffs and other commodities, stooping under heavy loads suspended from bamboo poles borne across the shoulders; and urchins at play in the less-frequented courts and alleys. It is in this densely overcrowded area that plague and small-pox find a stronghold, but within the last decade the Sanitary Board has done much to combat the spread of these diseases, by making house-to-house



DES VOEUX ROAD.

and several halls—approached by a fine stone staircase—in which dances and other gatherings are held. In front of the main entrance stands a large fountain, consisting of four allegorical figures supporting a bowl, from the centre of which rises another figure holding a cornucopia. This was the gift, in 1864, of Mr. Dent, a former merchant of the Colony. Opposite to the entrance of the Hongkong and Shanghai Bank in Des Voeux Road is a tastefully laid-out garden, held in reserve by the bank. In a recess at the entrance to this enclosure is a life-size bronze statue of Sir Thomas Jackson, a former manager of the institution, who received the honour of a baronetcy in recognition of his financial services to the Colony. Upon a site adjacent to this open space, where Chater Street and Wardley Street cross one another, a bronze jubilee statue has been erected of H.M. the late Queen Victoria, enthroned under a canopy of Portland stone. Near by stand a bronze statue of H.M. the King, presented by Sir Paul Chater, C.M.G., and another of H.R.H. the Prince of Wales, the gift of Mr. James Jardine Bell-Irving, both of which were unveiled by H.R.H. the Duke of Connaught when, as Inspector-General of the Forces, he visited the Colony on February 6, 1907. 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.R.H. the Princess of Wales, presented by Mr. H. N. Mody, are also to be placed in the same square at an early date. Between this square and the adjacent cricket-ground the new Law Courts are in course of construction. The principal elevation, facing west, will represent the classic Ionic order, and will be crowned by a

semi-circular opening, above which the royal arms will be supported by figures of Mercy and Truth. From the main tier will rise a granite statue of Justice, 9 feet in height. Another notable addition to the architectural features of the city is being



WYNDHAM STREET.

(Known as the "Flower Street.")

visitations, and insisting, as far as possible, upon the provision of proper air-space, ventilation, and sanitation.

In this neighbourhood are situated several hotels where the mysteries of Chinese "chow" await the intrepid; two theatres in which

Hindu—which cover the side of the hill at the rear of the grand-stand as though designed, like the death's-head at the Roman feast, to serve as a reminder of the transient nature of earthly pleasures.

Beyond Happy Valley lies the Chinese

among them being the important sugar refining works on the left, and the large cotton-spinning works on the right, of Messrs. Jardine, Matheson & Co., at Causeway Bay, and the huge sugar refinery and ship-building yard of Messrs. Butterfield & Swire at Quarry Bay.

A winding path between the hills leads to Stanley by way of Tytam Tuk, a little village nestling among trees at the head of Tytam Bay, the most extensive inlet on the southern coast. Stanley was formerly a military station, but it was abandoned by the troops for reasons which are explained only too eloquently by the graves that fill the cemetery on the point. Five or six miles west of Stanley is Aberdeen, which possesses a well-sheltered little harbour much frequented by fishing craft, also two large docks, a paper mill, and the Colony's only brick, pipe, and tile manufactory. From Aberdeen there is a choice of two carriage roads to Victoria—one leading to Bonham Road through Pokfolum, formerly a favourite place of resort for European residents in hot weather; and the other, constituting a portion of the new Diamond Jubilee Road, passing through most charming scenery to the Tramway Terminus at West Point.

From Queen's Road a number of steep roads and paths ascend the lower slopes of the hills, which above the centre of the city are dotted with attractive residences, thickly at first, and then at wider intervals as the Peak is approached. These residences—of solid masonry embowered in green—are approached by well made zig-zig paths shaded with trees. Conspicuous by reason of its beauty and its isolation is Marble Hall, the home of Sir Paul Chater, which contains a collection of china. Ascending by way of Garden Road, which is the beginning of a delightful though rather exacting walk to the summit, one passes, on the right, the Anglican Cathedral of St. John, rising out of a wealth of tropical foliage. Though of no particular style, but with a tendency to Gothic, this edifice is not lacking in beauty. The square tower, surmounted



ABERDEEN FROM THE PEAK.

Chinese conceptions of the drama find weird expression; the Tung Wah Hospital, a purely Chinese institution maintained by voluntary contributions; the Government Civil Hospital, a large and well-designed building affording extensive accommodation; and the Nethersole Hospital. This last is affiliated with the Alice Memorial Hospital at the corner of Hollywood Road and Aberdeen Street, a useful and philanthropic institution, which serves also as the headquarters of the Hongkong College of Medicine for Chinese. A little higher up Aberdeen Street, with its chief frontage in Staunton Street, is Queen's College, the chief educational institution of the Colony.

At the opposite end of the town are the Military Hospital, a fine range of buildings along Bowen Road at an elevation of 400 feet above sea-level; and the Royal Naval Hospital, occupying a small eminence at the eastern extremity of Queen's Road.

On the other side of the Gap is Happy Valley, the great rallying point of those who take an interest in out-door sports. A level stretch of green sward enclosed by lofty fir-clad hills, it bears a remarkable resemblance to Grasmere, in the English lake district. Around it runs a circular racecourse, seven furlongs in circumference, and, within this, ample provision has been made for cricket, football, and golf. On the occasion of the annual races, which are held under the auspices of the Hongkong Jockey Club in February, the whole Colony makes holiday for three days, and the course is crowded. The excitement and enthusiasm inseparable from an English meeting are, however, entirely absent here, the proceedings being conducted with a funereal decorum. This may be traceable to the close proximity of the trimly-kept cemeteries—Mahomedan, Roman Catholic, Protestant, Parsee, and

fishing village of Shaukiwan, in a sheltered bay near the Ly-ee-mun Pass. This can be reached by the electric tramway which runs from Belcher's Bay on the west, through the city of Victoria to this point, in all, a distance of nine and a half miles. On the way several large factories are passed, chief



WARDLEY STREET.



CHINESE RESIDENCES, LY-EE-MÜN, HONGKONG.

by pinnacles, has a grace of its own and is a feature of the landscape from many points of view. Near by stands an unpretentious group of Government Offices, whose plainness is relieved by the surrounding vegetation. A little higher up on the same side is Government House, a commodious and substantially built residence, dating from the year 1857. Above this and lying on either side of Albany Road are the Public Gardens, tastefully laid out in walks and terraces, and containing a profusion of rare palms, trees, and shrubs, and a constant succession of bright flowers. The collection of palms is especially noteworthy, for it embraces specimens from all parts of the world. A handsome fountain adorns the second terrace, and looking down upon this is a large bronze statue of Sir Arthur Kennedy, who was a popular Governor of the Colony from 1872 to 1876. From this coign of vantage a view is obtained of the Roman Catholic Cathedral of St. Joseph, a cruciform building with a central tower at the intersection and a detached Gothic campanile tower. The sacred edifice occupies a delightful site in Glenealy, one of the prettiest ravines in the Colony, which is shortly to be desecrated by a second tramway line to the Peak. On the left side of Garden Road, after passing Murray Barracks and the terminus of the little funicular tramway which gives easy access to Victoria Gap, entrance is gained to Kennedy Road, along which lie the Union Church, a pleasing little edifice in the Italian style, and the handsome premises of the German Club. This road, which winds round the hill and eventually leads down to the Gap, forms a very pleasant promenade. Throughout its entire length of about a mile and a half charming glimpses of the harbour are obtainable through the interlacing trees which form a canopy overhead, while here and there little rills come splashing down over rocks and hide themselves in the tangled vegetation below. On a similar level to this road, but running in an opposite direction, is Caine Road, and, above that and in a line with MacDonnell Road, is Robinson Road. Both roads eventually merge into Bonham Road,

which eventually loses itself in Pokfolum Road, leading to the village of Aberdeen, on the south side of the island. Caine Road is largely built upon, but from Bonham Road onwards the road becomes more rural in character and commands fine sea views.

Parallel with Kennedy Road and at a height of 400 feet above sea-level, Bowen

Road traverses the face of the hills from Happy Valley to a point above the centre of the town some four miles further to the west. This aqueduct and viaduct—for such it is—was constructed for the purpose of conveying water from the Tytam reservoir. In many parts it is carried over the ravines and rocks by ornamental stone bridges, one of which, above Wanchai, has twenty-three arches. The road commands magnificent views of the eastern district, and is a favourite resort of pedestrians.

Around Victoria Gap a little hill settlement has been formed, possessing its own club and its own church, as well as several hospitals. The reason for the popularity of this district is not far to seek. In summer time, when the city below is wrapped in a haze of clammy heat, the atmosphere at this altitude is several degrees cooler and less humid. Throughout the winter a succession of crisp, clear days is experienced, and it is only during the spring, when everything is enveloped in a thick veil of mist, that the lower levels seem more desirable places of residence. Numerous paths branch off from Victoria Gap—some to the neighbouring hills and others to Pokfolum and Aberdeen. A road to the westward ascends the Peak, which rises abruptly behind the city of Victoria to a height of nearly 2,000 feet. From the summit of this eminence a magnificent panorama lies unfolded to the view. Across the harbour with its busy movement, the brown, arid-looking hills of the mainland rear their crests against the sky, while to the south, east, and west the Canton Delta, a wide expanse of blue water, set with opalescent-looking islands, stretches as far as the eye can reach. At the close of day when the shades steal up from the east and the sinking sun paints the western horizon



with rich tints of orange, yellow, and primrose that invest even the bare hills with a golden glow, the spectacle is one of indescribable charm.

Communication between Victoria and the Kowloon Peninsula is maintained by a number of ferry launches, the most important being the Star Ferry Company's boats, which cross from the centre of the city direct to Tsim-tsa-tsui Point. The other launches are used by Chinese only, and run to Hunghom and Kowloon City, on the eastern side of the peninsula, and Yaumati and Sam Shui Po on the western side. At the present time Kowloon is in its youth, but it is growing vigorously, and gives fair promise for the future, when the Kowloon-Canton Railway shall have linked it up with Peking and the Trans-Siberian Railway.

shunting yards, workshops, &c., in connection with this project, is being obtained by extensive reclamations on the eastern side of the peninsula, this method being less costly than purchasing land; and it requires no great prophetic instinct to predict that in time the whole of Hunghom Bay will be reclaimed.

Close to the Ferry Wharf, and occupying an eminence that commands a good view of the harbour, is the Water Police Station, and from the flagstaff on Signal Hill to the eastward weather signals are exhibited both day and night, the time-ball is operated, and incoming vessels are announced. The Post Office, in close proximity to the wharf, is a small building, but is large enough for the present needs of the locality. Small residences, most of which are semi-detached, are scattered about close to the water, and

to Yaumati, and skirts the King's Park, a large enclosure reserved for recreation, and the United Services Recreation Ground.

The Hongkong Observatory, a large but unpretentious building, the equipment of which was adversely criticised after the 1906 typhoon, is situated on Mount Elgin, in the centre of the peninsula. Skirting the peninsula to the east, and passing the military barracks, Hunghom, a small village in which the dock hands live, is reached. Sampans and small junks lie crowded together at the head of the bay, the shores of which are lined with engineering works, the most important being those of the Hongkong and Whampoa Dock Company. There is also an electric light and power station here.

Beyond the small villages of Hok-in and Tukwawan, Matauchung and Hgatsinlong, is



THE DRAWING ROOM.



A HONGKONG RESIDENCE.

Practically all the wharves in the Colony are on the peninsula—a fact which accounts for the clean appearance of the water front at Victoria. At Sam Shui Po the Hongkong and Whampoa Dock Company have constructed the Cosmopolitan Docks. The Hongkong Wharf and Godown Company own a large slice of the foreshore on the western side of the peninsula, and upon this they have built new wharves to take the place of those destroyed in the typhoon of September 18, 1906. Messrs. Butterfield & Swire, also, have erected new steel wharves on the reclaimed land at the very point of the peninsula, and at the time of writing are adding huge godowns, which will be in close proximity to the terminus of the line from Kowloon to Canton that is now under construction. The necessary land for the railway station,

behind these are terraces of small dwellings—each containing from four to six airy rooms—which are mainly occupied by those to whom the high rentals demanded in the island of Hongkong are prohibitive. All the roads on the peninsula are wide and lined with trees, and two in particular—Robinson Road and Gascoigne Road—are noticeable by reason of their width. In the former is situated the Anglican Church of St. Andrew—an excellent example of modern work in Early English Gothic style—presented by Sir Paul Chater; and close to this is the Kowloon British School erected in 1901 at the expense of Mr. Ho Tung. It may here be mentioned, in passing, that there is a Roman Catholic Church in Des Voeux Road, the gift of Mr. S. A. Gomes. Gascoigne Road, which is 100 feet wide, runs right across the peninsula from Hunghom

Kowloon City, once a thriving town but now simply a collection of dilapidated dwellings. Kowloon City, which is surrounded by a high granite wall, was seized by the British in May, 1899, although the agreement under which the New Territory was leased to the British specially stipulated that it was to remain in the hands of the Chinese. The circumstances which led to the taking of the city are interesting enough to bear repetition. Just prior to the date for taking over the New Territory (April 17, 1899) the British parties engaged in making the preliminary arrangements were attacked by bands of rebels, and military operations were found necessary. An engagement was fought at Sheung Tsun on April 18th, and the rebel force, estimated at 2,500 men, was completely routed, but, even after this, intermittent outbreaks occurred.

As it was established beyond doubt that the Chinese authorities were by no means innocent in the matter of this disturbance, the Home Government, to mark their sense of the duplicity of the Chinese, directed the military authorities to occupy Kowloon City and Samchun. This instruction was carried out in May. The Hongkong Volunteers co-operated in the attack on Kowloon City, but it proved to be a bloodless campaign, no resistance being offered to the British force. Since then Kowloon City has remained in the hands of the British, but Samchun, an important town on the border between China and the New Territory, was handed back to the Chinese in November, 1899, and has, unfortunately, become a convenient asylum for Chinese criminals who are "wanted" by the Hongkong authorities.

On the western side of the peninsula lies the important village of Yaumati, which is very thickly populated by Chinese, and contains the gas works from which the gas is obtained for lighting the peninsula. After passing through this village the open country is met. A splendid road winds along the high range of hills which divides the peninsula from the mainland, rising gradually higher until a break in the hills is reached, when the road turns sharply to the right and descends into the Shatin Valley. The road passes the extensive waterworks which have been completed in recent years, and winds to the east at Kanprkang, near which stands the largest reservoir in the Colony. The country to the north of the hills is extremely fertile, and large areas are taken up in the cultivation of paddy. The broad expanse of the valley is dotted here and there with small farm-houses and fields of paddy, while at the base of the hills, and ascending for some little distance up the slopes, are tiny rice fields arranged in terraces one above the other. Primitive ploughs, drawn by carribous, are used in these fields, and irrigation is carried out by hand. Chinese women work in the fields, which are usually covered with water several inches deep. Pineapples, peanuts, and

many other like products are grown in this valley, but not to any large extent. Hilly country, intercepted by valleys, continues as far as Taipohn—the headquarters of the British administration—on the shores of Tolo

are few, there is promise of development in the future. Iron ore and silver have been found, but little beyond prospecting has been done up to the present, owing, no doubt, to the absence of coalfields in the vicinity. The



CHINA LIGHT AND POWER COMPANY, LTD.—GENERAL VIEW OF WORKS AT KOWLOON.

Channel, in Mirs Bay, after which a wide expanse of level country stretches to the border of the British sphere of influence and beyond.

Although the industries of the territory

country is being opened up by means of roads, peace and order are being preserved by the establishment of police stations, and a system of administration is being organised by means of village committees.

THE SANITARY BOARD.

BY A. SHELTON HOOPER, Member of the Board and of the Sanitary Commission.

Two problems have of late years confronted the authorities responsible for the sanitary administration of Hongkong. One of these arises out of the prevalence of bubonic plague, which first made its appearance in 1894, and towards this question the efforts of the Sanitary Board have been directed, with such success that, as the returns show, a decided check has been placed on the spread of a dreaded scourge. The second and more serious problem relates to the insanitary areas in the city of Victoria, where the surface-crowding is greater than in any other town or city of British occupation in the world. In some quarters the buildings are much too crowded, and the streets and lanes too narrow to admit the amount of air and light necessary for public health, and from a sanitary point of view these areas should be re-laid out. In England, in such cases, the local authorities have power to acquire the

property and effect the necessary improvements, on payment of full and fair compensation to the owners, the cost being chargeable to the rates as a public improvement. But in Hongkong the Government demur to the wholesale resumption of property for the reason that the finances of the Colony do not justify the expenditure necessary, and so the trend of legislation has been to compel owners to carry out the many improvements at their own expense, by which, of course, the returns on their investments have been seriously affected. In view of the fact that in the majority of cases the buildings have been erected in accordance with the Government laws and regulations prevailing at the time, an injustice has been created in Hongkong which would not be tolerated in England. For, although the laws are enacted by a Legislative Council composed of unofficial, as well as of official members, the latter are

in the majority, and, being obliged to vote as the Government direct, the community is left practically helpless. The community is perfectly willing that all the sanitary laws now in force in England should be extended to Hongkong, provided that private interests are protected in the same manner and to the same extent as they are in the Home Acts.

Before dealing with the constitution of the Sanitary Board, and detailing its functions and powers, a reference to the circumstances leading up to its formation will prove of interest. In the early years of British rule large percentages of European troops and civilians succumbed to fever. Hospitals were established for the reception of patients, and in 1843 a Committee of Public Health and Cleanliness was appointed by the Government, with authority to enforce rigid sanitary rules amongst all classes of the community, but no

effective measures ensued. In 1844 and 1845 the first Ordinances were made enacting general regulations regarding matters of sanitation, and these, with various additions and amendments necessitated by the growth of the Colony, remained in operation until replaced in 1856 by an Ordinance embodying the general principles laid down by the London Board of Health, modified to meet local conditions. Ten years later the Governor was empowered to appoint a duly qualified medical practitioner as Medical Inspector of the Colony. Upon this officer devolved the general control of sanitary administration, but he does not appear to have had any direct staff under him until 1873, when a Chinaman was appointed as scavenger under the Survey Department. This was followed in course of time by the appointment of European inspectors.

As a result of a report made by Mr. Osbert Chadwick in 1881, it was considered advisable to create a proper Sanitary Department, under the Survey (now the Public Works) Department. This change was brought about gradually—first by the appointment of an inspector, and then by the constitution of a permanent Sanitary Board, which, in 1887, commenced working under the Public Health Ordinance of that year. That Ordinance was the first to give the right to the public of electing representatives to the Board. It provided that there should be four official members, and not more than six unofficial, and that, of the latter, four should be appointed by the Governor (two of them to be Chinese) and two elected by the ratepayers. This laid down the important principle that there should be an unofficial majority. For a time the secretary also acted as sanitary superintendent, but, the duties increasing to such an extent that he was unable to devote sufficient attention to outdoor matters, a Medical Officer of Health was appointed. In consequence of the decision of the Legislative Council that in the event of a vacancy occurring the Medical Officer should occupy a seat on the Sanitary Board, all the unofficials save one resigned.

A most unsatisfactory state of things prevailed at this time. Against the subordinate officers of the Sanitary Board were made formal and well-founded allegations of corruption. A vexed question arose as to whether there should still be an unofficial majority, and, in consequence of a communication from the Governor, the Chamber of Commerce took a plebiscite of the residents. This resulted in an overwhelming vote in favour of an unofficial majority. Later on, a petition was forwarded by the principal residents of the Colony to the Secretary of State calling attention to the unsatisfactory sanitary conditions prevailing, and asking for a commission, accompanied by experts, to be appointed to prepare a report upon the matter. Professor Simpson, M.D., and Mr. Chadwick, C.E., came out, and upon their recommendations a Bill was drawn. This Bill, however, contained sections deemed by the public to be drastic, unjust, and unworkable, and a committee of European property owners forwarded to the Governor a petition embodying their suggestions for its improvement. A similar petition was also presented by the Chinese in the Colony. To many of these suggestions effect was given in "The Public Health and Buildings Ordinance of 1903." Finality was not reached even then. An amendment to the Ordinance, passed at the end of 1903, practically altered the whole character of the sanitary administration by creating a Sanitary Department of the Government, thereby giving the Principal

Civil Medical Officer (as the Colonial Surgeon had come to be called) the direct administration of sanitary matters by holding him directly responsible. This enactment was practically the death-knell of the Board's authority to administer the sanitary laws, and reduced it to a department controlled by the Government through the Principal Civil Medical Officer, thus nullifying the wishes of the plebiscite that the sanitary laws should be administered by a Board having an unofficial majority.

In the meantime allegations of corruption and irregularity amongst the officials charged with the administration of the sanitary and building regulations under the Ordinance of 1903 continued to be made, and in 1906 a Commission was appointed by the Governor, Sir Matthew Nathan, K.C.M.G., to make a full investigation. Sixty meetings were held, and 183 witnesses were examined, with the result that in March, 1907, the Commission reported that they were forced to the conclusion that irregularities, corruption, and bribery were rampant in the Sanitary Department, not only amongst the native subordinates but also throughout the staff of British inspectors. It was pointed out that owing to the hardship inflicted by many of the regulations much injury was wrought to property, and that consequently the general prosperity of the Colony was retarded. Stress was laid on the fact that the "open spaces" section, under which vested rights were sacrificed without compensation, had been in a large measure responsible for causing the property owners of Hongkong exclusive losses. It was further shown that, by placing the whole control of the administration of the Sanitary Department in the hands of the Principal Civil Medical Officer, the Board was reduced to something even less than a consulting committee, in despite of the fact that the general tendency of legislation for years past had been in the direction of granting the ratepayers a modified form of self-government. This practical disfranchisement of the public was deplored, and the Commission submitted a scheme designed to redress this grievance and to place the administration of sanitary matters on a proper and systematic footing. The recommendations of the Commission were based on the broad principle that the administration of the "Public Health and Buildings" Ordinances should be entirely separate from the Public Works Department; that water supply, public roads, sewers, &c., should remain under the control of the Public Works Department as heretofore; but that all matters relating to sanitary affairs, nuisances, and the actual construction or alteration of buildings should be wholly transferred to the proposed Sanitary and Building Board, divided into four sections—secretarial, medical, engineering, and veterinary—and composed of four official and six unofficial members. The Board should elect its own president, have the complete ordering of the department, recommend to the Governor all promotions or changes in the staff, and be accountable to His Excellency for the expenditure of the funds voted by the Legislative Council on estimates prepared by the Board. Such, briefly, was the scheme suggested by the Commission. As a direct outcome of the Commission's recommendations, the Legislative Council passed an amending Public Health and Buildings Ordinance, dated July 3, 1908. The principal changes made by this enactment are:—

1.—A slightly increased electorate by substituting the word "persons" for ratepayers who are entitled to vote and giving

members of the Council a vote for the people's representatives on the Board.

2.—The Principal Civil Medical Officer who was head of the Sanitary Board and thereby *ex officio* President of the Board is removed and his place taken by a specially appointed officer devoting the whole of his time to these duties. The Captain Superintendent of Police is also removed and his place taken on the Board by the Medical Officer of Health.

3.—The transfer of practically all building matters from the Sanitary Board to the Building Authority.

4.—Power given to the Authorities to cause the owners to pull down the upper storeys of houses which are too dark and thereby insanitary, and where the work benefits the adjoining owners they are to pay the cost of reconstruction, but the compensation to the owner of the property pulled down is to be paid by the Government.

5.—The right of appeal from the discretion exercised by the Sanitary Board or Building Authority to the Governor in Council, the applicant to have right of appearing in person or by his representative, and be heard at the Council, or the right of appealing to the Court in lieu of to the Governor in Council.

The Sanitary Board's jurisdiction, as officially defined, embraces the island of Hongkong, which has an area of 29 square miles, and that portion of the British territory on the mainland between the shore and the first range of the Kowloon Hills, extending from the village of Tseung Kwan O, in Junk Bay, on the east, to the village of Kau Pa Hang on the west, with a sea-frontage of about 13 miles and an area of about 16 square miles. Old Kowloon, with an area of about 2½ square miles, has been in British occupation since 1861, but New Kowloon was leased to the Government as recently as 1898, as part of what is known as the New Territories. The remaining part of the New Territories—a considerable area—is not under the jurisdiction of the Sanitary Board.

The city of Victoria, which lies on the northern shore of the island of Hongkong, contains 9,485 dwellings, exclusive of barracks and police stations, and, with the exception of some 982, these are occupied by Chinese. The present rateable value of the whole Colony is \$10,654,338, and that of New Kowloon—the only portions of which territory assessed are Kowloon City, Sam Shui Po, Nga In Tau, and Little Kowloon—\$61,835. The rates levied vary from 7 per cent. in the outlying Chinese villages to 13 per cent. in the city of Victoria. The 13 per cent. was arrived at originally by allocating 8½ per cent. to police protection, 2 per cent. to water supply, 1½ per cent. to public lighting, and ¾ per cent. to the maintenance of a fire brigade. The amount collected in 1906 was \$1,400,641, of which \$2,800 was derived from the New Territory. The estimate for 1907 was \$1,420,000. The money is collected by the Government, and in its expenditure, in so far as their province extends, the Sanitary Board practically act only as an advisory committee.

The Board consists of the Principal Civil Medical Officer (who is *ex officio* President), the Director of Public Works, the Registrar-General, the Captain Superintendent of Police, and six additional members, four of whom (two being Chinese) are appointed by the Governor, and two elected by such ratepayers as are included in the special and common jury lists, or are exempt only on account of their professional avocations. In other words, English speaking property owners or occupiers are qualified to vote.

The unofficial members hold office for three years. At the last election in January, 1906, there was no contest, but nominations were accepted up to the hour fixed for the polling to take place, and the useless formality of a ballot was gone through even in the absence of opposition.

The Board has power to frame bye-laws

bearing on the public health, subject to the approval of the Legislative Council. The sanitary staff deals with general nuisances; the regulation of common lodging-houses, wash-houses, factories and workshops, questions of overcrowding; and many other matters relating to the sanitary condition of the Colony. The scope of an article, how-

ever, scarcely permits of a detailed definition of the powers of the Board, so closely are they interwoven with those of the Public Works Department.

In conclusion it may be mentioned that Professor Simpson declared, during his recent visit to the Colony, that "Hongkong was the best-scavenged city in the East."

THE CHAMBER OF COMMERCE.

HONGKONG was a prosperous and thriving commercial centre in 1861, when the idea of organising a Chamber of Commerce was first mooted. In May of that year, at a meeting of merchants convened under the chairmanship of Mr. C. W. Murray, for the purpose of discussing the suggestion, it was unanimously decided to establish a Chamber, the object of which should be "to watch over and protect the general interests of commerce, to collect information on all matters of interest to the mercantile community, and to use every means in its power for the removal of evils, the redress of grievances, and the promotion of the common good; to communicate with authorities and others thereupon; to form a code of practice whereby the transaction of business might be simplified and facilitated; to receive references and to arbitrate between disputants." All mercantile firms, and persons engaged or interested in the commerce or shipping of China were eligible for admission as members on payment of an annual subscription, and a committee of seven was appointed consisting of the chairman, vice-chairman, and five members. For the first year Mr. Alexander Perceval presided over the deliberations of the Chamber, and Mr. W. Walkinshaw occupied the vice-chair, while Messrs. C. W. Murray, P. Campbell, J. D. Gibb, W. Delano, and R. M. Reddie formed the committee. Mr. Baldwin was appointed the first secretary at an annual salary of \$1,500.

Thus Hongkong's Chamber of Commerce was inaugurated. It was not destined, however, to start upon its career without some little criticism, and *The Friend of China*, a paper of considerable importance in those days, commenting upon the inaugural meeting, described it as an insignificant gathering in view of the fact that only 20 out of the 120 mercantile, banking, broking, and commercial firms of the Colony, were represented at it. The paper went on to express the opinion that the haste to scramble after the first seats on the committee was unpardonable, and, while admitting that there could be no possible objection to traders of such standing as Messrs. Perceval, Gibb, Delano, and Reddie, it was argued that, the principle being fixed that the chamber was not to be exclusively British, there should be foreigners in place of the other members of the committee. Whether these strictures produced any effect it is difficult to determine after so many years, but certain it is that a little later the constitution of the committee was so altered as to include merchants of several other nationalities. The Chamber of Commerce, after the first few years, during which its stability was questionable and its activities were cramped by lack of

enthusiasm on the part of its members, rapidly advanced and widened its sphere of influence *pari passu* with the growth of the Colony. Now, instead of a membership of 20, the roll includes 117 firms and 20 private traders.

In various directions throughout its career the Chamber has shown great enterprise. As far back as 1869 a considerable sum of money was devoted to the organisation of a commercial expedition into the interior of China for the purpose of obtaining as much reliable information as possible with regard to the inland districts. Mr. Moss accepted the commission and started from Canton, but he was prevented by the Chinese officials from proceeding beyond Nan-ning-fu. Up to this point, however, he faithfully and diligently prosecuted his inquiries, and placed beyond doubt the fact that inland dues, both under the names of Customs duty and *Likin*, were imposed on British and other foreign manufactures in the districts watered by the Canton River, much in excess of what was stipulated in Lord Elgin's Treaty. The publication of his report aroused considerable public interest. The subject was continually agitated by the Chamber of Commerce, until at length the members had the satisfaction of learning that an agreement was signed at Peking on February 14, 1896, under which the Chinese Government undertook to throw open two ports on the West River as Treaty ports, and four other places as calling stations where passengers and cargo might be landed. This agreement came into force on June 14, 1907.

Under the auspices of the Chamber in 1863 a subscription list was opened to relieve the serious distress then prevailing in the districts forming the seat of cotton manufacture in Great Britain. Over \$5,000 was raised, and the committee also succeeded in obtaining the co-operation of the Shanghai Chamber of Commerce for the same object. In the early part of 1871 the Chamber addressed a memorial to the Secretary of State praying that the licensing of gambling in the Colony might be discontinued, and this petition had the desired effect.

In 1884 the Governor of the Colony invited the Chamber to nominate one of its members to serve on the Legislative Council. Sir Thomas Jackson was unanimously chosen, and the Chamber has retained the privilege of direct representation ever since. In 1886 the Chamber was invited to send a representative to the Congress of the whole of the Chambers of Commerce for the British Empire, held in London. The Hon. Mr. W. Keswick was appointed as the delegate from Hongkong, and the Chamber has always had a representative at the various congresses held since that date.

In 1889 the action of the Australian Government in prohibiting the landing of Chinese in the Commonwealth was discussed, and the committee plainly expressed its disapproval of the arbitrary manner in which, without previous warning, subjects of a friendly power had been treated. The proceeding, it was considered, was totally opposed to all traditions of British legislation, either imperial or colonial, and, in the highest degree, calculated to bring about strained relations between England and China.

In 1900 the Chamber turned its attention to the sanitary condition of the Colony which had led to the outbreak of bubonic plague. Its action served to direct public attention to the question, and resulted in a petition being addressed to the Secretary of State for the Colonies praying that a commission of sanitary experts might be sent to inquire into the whole question. In response, Dr. Simpson and Mr. Osbert Chadwick were despatched by the Colonial Office to investigate the sanitary condition of the Colony, and their report has had a far-reaching effect.

As is well known, from the earliest days of European trading relations with China piracy has been a continual source of annoyance and hindrance to trade, and the British fleet has been frequently engaged in suppressing it. Many instances could be cited where foreign-owned vessels—river and coasting steamers—have been attacked in the inland waters of China even of recent years. The piracy of the passenger steamer *Namoa* is, perhaps, the most serious instance during the past twenty years; but the attack upon the *Sainam* in July, 1906, whilst proceeding from Canton to the West River, is of sufficiently recent occurrence to show that there still exists some need for the maintenance of proper control over the inland waterways of China—a duty which the Chinese have hitherto shown themselves incapable of discharging. In view of these facts the Chamber of Commerce as recently as July of 1906 telegraphed to the Secretary of State that it considered the work of policing the waterways of the Canton Delta should be carried out if necessary under the supervision of Great Britain.

The important question of quarantine regulations is one which is repeatedly receiving the attention of the Chamber, which only recently combined with the Shanghai Chamber of Commerce in a protest against "an excess of prudence" on the part of the Hongkong Government in imposing restrictions on arrivals from Shanghai, owing to the alleged prevalence of cholera in that port.

The reform of currency in China is another question concerning which the Chamber has made numerous representations to the Government. It is urged that this reform should

be carried out in accordance with the provisions of the Mackay Commercial Treaty of 1902, and to that end the Chamber has joined with the Chambers of Shanghai and Tientsin in memorialising the Diplomatic Body at Peking in favour of the currency of China being placed on a uniform basis, and the mints being transferred from independent provincial authorities to the control of the Imperial Government.

The Chamber has interested itself in the improvement of typhoon and storm warnings, and has urged the pressing necessity for a large typhoon refuge for small craft. At the request of the Government the Chamber nominated a member for service on a committee which sat to consider whether

earlier warning could not have been given of the great typhoon of September 18, 1906; and on a committee which subsequently went into the whole question of weather forecasts and storm warnings.

Other matters which have been debated by the Chamber are the Sugar Convention, as worked under the Brussels Agreement, and the regulations enforced by the Imperial Merchant Shipping Act, upon British ship-owners carrying Asiatic passengers and engaging in the coolie trade, which has always formed a very important section of the trade of Hongkong. This coolie traffic is considered likely to assume still greater proportions in the immediate future, and the Chamber has pointed out to the Government, that the exist-

ing regulations are a handicap upon British shipowners, and practically amount to a subsidy to foreign shipping.

It will thus be seen that the Chamber still holds to its old tradition of exercising a careful vigilance over all matters affecting the general welfare of the Colony. The Hon. Mr. E. A. Hewett has been the chairman for the past five years and represents the Chamber in the Legislative Council. Mr. A. G. Wood holds the office of vice-chairman; and the other members of the committee are the Hon. Mr. H. Keswick, Messrs. G. Friesland, D. R. Law, G. H. Medhurst, A. Fuchs, J. R. M. Smith, and H. E. Tomkins; with Mr. E. A. M. Williams as secretary.

GOVERNMENT HOUSE.

THE principal residence of His Excellency the Governor stands in spacious and well-timbered grounds, just below the Public Gardens, the main entrance being in the Upper Albert Road. The older portion was completed in 1853, and took the place of the temporary accommodation provided soon after the Colony was established. It is substantially built, granite entering largely into

the structure. On either side of the entrance hall are offices apportioned to the use of His Excellency's Aide-de-Camp and Private Secretary, a reception hall, large dining and drawing rooms, billiard and smoking room, and comfortable suites of bedrooms. In the dining room, which can seat as many as fifty guests, hangs a picture of George IV., to which a curious interest attaches. The

only record which can be found concerning it is dated June 16, 1865, and states that the face and hands were painted by Sir Thomas Lawrence, and the remainder by his pupils. The picture was formerly the property of the East India Company and was sent out to their factory in Canton in 1827 or 1828. During the troubles at the close of 1840, it was removed to Macao, and eight years later



it was transferred to the Council Room of the temporary Government House in Hongkong. Then for some years it found a place in the Council Chamber at the Government Offices, and in 1855 was removed to its present position. In 1859, when the British Legation changed its quarters from Hongkong to Shanghai, a demand for the picture was made by Her Majesty's Minister but was subsequently withdrawn. From the foundation of the Colony to the present time the picture has never been out of the possession of the Colonial Government. There is some doubt, however, as to whether the statements contained in the record correctly detail the history of the picture. Among other pictures in the dining room are those of Her Majesty Queen Victoria and the Prince Consort.

Some years ago the need arose for increased accommodation at Government House, and accordingly a wing was added to the eastern end of the old structure.

This extension contains a large ball-room, with a splendid floor, and ample space for at least twelve sets of quadrilles. Levees and state dinners are held here. Immediately below is a supper room, whilst a smaller room is set aside, when occasion requires, for cards. In what was formerly the billiard room His Excellency has his office. Communication between the old and new portions of the residence is established by means of a flight of shallow stairs, but it is now proposed to erect a large entrance stairway to the ball-room on the outside of the building to correspond with that giving access to the main block from the north-east.

Altogether it would be difficult to find a better situation for the residence of His Majesty's representative. The grounds are charmingly laid out, and from the terraces below the house a magnificent view is obtainable of the centre of the harbour, with St. John's Cathedral in the middle distance,

whilst the adjacent Public Gardens prevent the house from being overlooked by any other building. There is a well-stocked kitchen garden—a real boon in a place like Hongkong, where the methods of the native gardener leave much to be desired.

MOUNTAIN LODGE.

His Excellency's summer residence, Mountain Lodge, erected in 1901, is ideally situated near the summit of the Peak, its main front facing westwards and commanding a lovely view, with just a peep of the harbour. It may be reached in fifteen minutes by chair from the Victoria Gap. The grounds are charmingly laid out, and in season are gay with flowers, while four excellent tennis courts afford facilities for recreation.

THE CITY HALL.

CHIEF among the places of entertainment in Hongkong is the City Hall, which plays an important part in the life of the Colony. Erected by subscription, it was formally opened by the Duke of Edinburgh on November 2, 1869, during the Governorship of Sir Richard Graves MacDonnell. It

contains a theatre, two splendid halls, a music-room, a public library and reading-room, a museum, and the offices of the Chamber of Commerce. Though private property the City Hall is run entirely for the public benefit, and the revenues derived are devoted entirely to its maintenance.

The theatre seats 560 persons in the dress circle, stalls, and pit. The plan is so arranged that an excellent view of the stage may be had from any part of the house. The proscenium has an opening of nearly 28 feet, and a depth of 38 feet, the greatest breadth being 48 feet. During the course of the year



numbers of entertainments are given both by travelling companies and by the Hongkong Amateur Dramatic Club. Every precaution is taken to guard against fire.

The assembly and ball-rooms are largely in request for dances, concerts, meetings, and lectures. Dances are usually held in St.

library received in 1869 from the Morrison Education Society "as a free gift for the use of the public, on condition that in consideration of this gift and of the great services of Dr. Morrison to both Europeans and Chinese, the books be kept distinct from all other collections in the City Hall, and designated

Morrison Library; 6,220, including 320 Chinese religious and devotional books, in the City Library; and 3,287 in the lending collection—a total of 12,839 volumes. There are many valuable philological, biographical, and other works, including some rare first editions, the department dealing with China and Japan being especially well filled. The most treasured books, however, are those presented by the late Queen Victoria. They are "The Early Years of the Prince Consort," "The Prince Consort," "Leaves from the Journal of Our Life in the Highlands," and "More Leaves from the Journal of a Life in the Highlands," and they bear the autograph of Her late Majesty. The library is freely used, the register bearing the names of nearly five hundred borrowers. The visitors to the reading-room, which is well supplied with local, home, and American newspapers and magazines, average about 1,412 non-Chinese and 628 Chinese a month. The library is open from nine till nine.

The museum contains a miscellaneous collection of valuable exhibits, and attracts thousands of Chinese visitors. It is open from ten till one and from two till five, the mornings being reserved for Chinese and the afternoons for non-Chinese. The number of visitors average about 29,321 and 844 respectively each month. On Saturday mornings Chinese women and children only are admitted. Within the last year or two the collections have been rearranged and labelled in Chinese, but much remains to be done in the way of classification.

The affairs of the City Hall are managed by a committee, of which the chairman is usually a senior member of the firm of Messrs. Jardine, Matheson & Co., Ltd., who were chiefly instrumental in raising the original subscriptions. The present members of the committee are the Hon. Mr. H. Keswick (chairman), Mr. B. Langton (hon. treasurer), the Hon. Mr. H. E. Pollock, K.C., Mr. A. G. Wood, Mr. H. N. Mody, Mr. N. A. Silbs, and Mr. Denman Fuller (secretary, librarian, and curator).



THE MUSEUM.

George's Hall, in which hangs the fine portrait of the late Queen Victoria, presented to the city in 1900 by Sir Thomas Jackson, Bart. St. Andrew's Hall serves as an additional ball-room when required. Ordinarily it is used for meetings and concerts.

The nucleus of the Public Library was the

'the Morrison Library' in perpetuation of the great missionary's memory." In 1871 the library consisted of 8,000 volumes, 3,000 of which were unconditionally presented by the trustees of the Victoria Library. Since that date it has been added to from time to time, and now contains 3,332 volumes in the

THE NEW GOVERNMENT OFFICES.

The day is not far distant when Hongkong will be able to pride itself upon having its principal Government departments housed in premises worthy of their importance and in harmony with the many imposing commercial buildings in the European quarter. The new Government Offices, now in course of construction, have been designed in the Renaissance style of architecture, freely treated, and are being built with granite and red brick. A bold stonework entrance in the centre of the main elevation, facing Pedder Street, will give access to the postal hall, a graceful turret will surmount each of the eastern angles of the building, while the line of the parapet will be broken by three ornamental gables. The façade will be 78 feet in height, and the turrets will rise to a further height of 44 feet. The other elevations will be similar in character and will face Connaught Road on the north, Des Voeux Road on the south, and a private lane, intersecting these thoroughfares, on the

west. In the centre of the northern front, directly facing the harbour, a bold square clock tower will rise to a height of over 200 feet. The building will cover an area of considerably over half an acre.

The ground floor will be devoted to the needs of the postal service. A large public hall, with extensive counter-space, will be provided on the eastern side of the building, and the remainder of the floor will consist of lofty apartments for the sorting of incoming and outgoing mails, with special accommodation for registered articles, money orders, &c. Strong-rooms of fire-resisting construction will be provided for the safe keeping of made-up mail bags and registered articles. Of the basement, part will be reserved for the use of the Post Office, while the remainder will be used as storage space for various Government departments.

A wide teak staircase and a passenger lift in the south-east angle of the building will give access to the first, second and third

floors, and there will also be two stone staircases on the western side. The first floor will provide accommodation for the Colonial Treasurer, the Registrar-General, and the Assessor. The greater portion of the second floor will be reserved for the use of the Sanitary Board, with Board room and offices for the President, the Medical Officer of Health, and the Sanitary Surveyor. The Local Auditor and the Inspector of Schools will also have offices on this floor, and a suite of rooms will be provided for the Chief Clerk of the Post Office. The third floor will be divided into numerous large and well-lighted offices.

The whole of the building will be lit by electricity, and the public portions will be heated by means of radiators on a low-pressure hot-water system, whilst open fireplaces will be provided in the various offices.

The total cost of the structure, which it is expected will be ready for occupation during 1911, is estimated at \$930,000.



PLAN OF THE GENERAL POST OFFICE AND OTHER GOVERNMENT OFFICES.

THE NEW LAW COURTS.

IN the new Law Courts, now nearing completion, Hongkong will possess a notable example of modern architecture, the style being that of the English school with details of Greek character. The principal elevation of the structure faces west, and is divided into fifteen bays with Ionic columns and square angle piers. The height to the first parapet is about 50 feet. The centre portion is surmounted by a pediment containing a semi-circular opening, round which are grouped the royal arms and the figures of Mercy and Truth, the whole being crowned by a statue of Justice, 9 feet high. The drum of the dome is of the circular Doric order, the inter-columnar spaces being pierced by windows. The dome is surmounted by a handsome granite lantern, terminating at a height of 130 feet from the ground in a bronze Tudor crown. The north, south, and east elevations are similar in character to the west, but without the pediment. The whole building is faced with granite quarried in the Colony.

The ground floor of the structure provides various offices for the officials of the Court, spacious apartments being set aside as land offices, and separate rooms reserved for the

Registrar and Deputy Registrar, and also for the bailiffs. There is a prisoners' receiving room with cells, reached by a separate entrance, and stone staircases lead to the docks of the two principal Courts. Two large entrances for the general public are provided on the west side of the building, with broad staircases leading to the upper floors, and there are separate entrances for the officials and judges, with private staircase and electric lifts. The official portions of the building are thus kept quite distinct from those to which the general public have access.

The principal Court occupies the centre of the first floor, and is so situated that the surrounding corridors, small rooms, and library render it practically proof against the distraction of street sounds. It is a large and lofty apartment, lighted by means of four semi-circular windows, each 28 feet in diameter, placed high up, and four small circular windows. The Court is 71 feet 6 inches in length, and 40 feet in width, and ample space is provided for judge and jury, the members of the legal profession, the prisoners, the press, and the general public. There are four pairs of massive granite

pillars ranged along the walls, supporting the dome, the height from the floor to the ceiling of the dome being 48 feet. At either end of the Court are smaller Courts, each 53 feet 6 inches by 42 feet—one designed for the use of the Puisne Judge, and the other as a Civil Court.

On the second floor are large offices for the Attorney-General and the Crown Solicitor, with their respective clerks.

A small basement contains appliances for the heating of the building by a hot-water system at low pressure, divided into sections so that only the parts of the building actually in use need be heated.

The foundation-stone, a fine block of Chinese granite, bears the following inscription, which epitomises all that remains to be said:—"This stone was laid on the 12th November, 1903, by His Excellency Sir Henry Arthur Blake, G.C.M.G., Governor of Hongkong; William Chatham, M.Inst.C.E., Director of Public Works; Aston Webb, R.A., E. Ingress Bell, F.R.I.B.A., architects; Chan A. Tong, contractor." Mr. H. G. Fisher, A.R.I.B.A., has supervised the work of construction.



PLAN OF THE NEW LAW COURTS.

THE HONGKONG ELECTRIC TRAMWAY.

HONGKONG can boast of possessing the pioneer system of electric traction in China. It was, however, only six years ago, namely, in 1902, that the Ordinance was passed by the Legislative Council authorising the Hongkong Tramways Electric Company, an English company with its headquarters in London, to construct a line in the Colony. The work was commenced in May, 1903, and completed in July, 1904. The detailed plans and specifications were prepared by the Company's consulting engineers, Messrs. Alfred Dickinson & Co., of Birmingham, who appointed Mr. Harold Hackwood as resident engineer in charge of the construction. Messrs. Dick, Kerr & Co., of London, were the contractors. The total length of single track is $14\frac{1}{2}$ miles, and it is laid over $9\frac{1}{2}$ miles of route. The gauge of the track is 3 feet 6 inches, with rails of the girder type weighing 86 lb. per lineal yard. The lines within the city of Victoria are laid for the most part with centre pole construction, but the eastern portion of the route, being outside the city boundary, is laid as single line with passing places, and is equipped on the side pole system. With the exception of a short branch line, which runs to the Race Course,

the route is parallel with the water-front, and but for a short length at Quarry Bay is practically level. At Quarry Bay a little road grading was done, the original gradient of one in ten being reduced to one in fifteen. Beyond Quarry Bay is the eastern terminus of the line, the small Chinese village of Shaukiwan. Owing to the varying nature of the ground, three forms of permanent-way construction were adopted. Where the ground was solid the rails were bedded on a concrete beam 18 inches wide and 6 inches deep; where the ground was not so good, a bed of concrete 6 inches deep and 7 feet 3 inches in width, extending under the whole track and for 1 foot 6 inches on either side was adopted; over doubtful ground which had been recently reclaimed from the sea, this concrete bed was increased to 8 inches in depth.

The overhead construction has been carried out in a very neat manner. The length of the arms on the side poles varies, being in most instances 6 feet, but on the centre poles it does not exceed 2 feet. The standards are of mild steel, 28 feet 3 inches in length, 7 inches in diameter at the base, and tapering to 4 inches in diameter at the top.

They are set 6 feet in the ground in a solid block of concrete. Within the city, the appearance of the standards is improved by ornamental base castings and by wrought-iron scrolls on the bracket arms. The trolley wire is divided into half-mile sections by means of section insulators, and at each of these points the main feeder cables are tapped for current. The pressure at the trolley wire is 500 volts. A lightning arrester and a telephone giving direct communication with the power-house are provided in each feeder pillar.

The generating station, situated beside the Bowrington Canal, is as nearly as possible in the centre of the system. The only fault which could be found with the site lay in the fact that a very few years ago it was reclaimed from the sea, and consequently no good foundation could be secured for either buildings or machinery. However, as it was the best site obtainable in all other respects, this difficulty had to be overcome, and sound foundations were obtained by driving in over five thousand piles. The depot comprises engine-room and basement, boiler-house and coal store, car shed and machine-shop, smithy, paint-shop, carpenters' shop,



THE HONGKONG ELECTRIC TRACTION COMPANY, LTD.
 THE POWER HOUSE. INTERIOR OF CAR SHED.
 GENERAL VIEW OF WORKS. THE STAFF.

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and offices. The engine-room, which is lofty and well lighted, contains two Dick-Kerr continuous current, direct-connected generators, of the multipolar type, compound wound, giving a potential of 550 volts, and running at 100 revolutions a minute. They are designed to run either separately or in parallel. The generators are keyed direct on to the main shaft of the engines, which are of the horizontal cross compound type, each engine being equal to a maximum load of 428 B.H.P. The engines, built by Yates and Thom, are each provided with a Wheeler surface-condenser, of the Admiralty pattern, and may be worked either condensing or non-condensing. The condensers are fixed in the basement below the engine-room, as also are all the steam and other pipes, thus leaving the engine-room free and open. In addition to the two traction sets, there are two smaller plants for lighting the dépôt, one set being driven by a small, high-speed engine, and the other by a motor running from the 500-volt circuit. The lighting circuit is supplied at 100 volts pressure.

The Company owns 36 cars and employs upon an average nearly 300 men—120 on the traffic staff, 112 on the engineering staff, and about 60 as outside staff. In 1906, 8,084,901 passengers were carried, and the cars covered a distance of 1,137,727 miles. In 1907 the figures were respectively 8,572,055 and 1,122,342. The earnings per car mile amounted in 1906 to 8.66 pence, and the expenses to 5.21 pence, the average fare per passenger being 1.21 pence. The year's working resulted in a profit of £16,350, and, after paying debenture interest amounting to £9,783, the sum of £6,000 was put to reserve for depreciation and renewals and the balance carried forward.

The directors of the Company are Messrs. E. C. Morgan (chairman), R. Miller, and W. J. C. Cutbill. Mr. H. W. C. Dermer is the secretary, and Mr. J. Gray Scott the general manager and chief engineer. Mr. G. F. Malden is chief assistant and Mr. C. C. Hill second assistant engineer; Mr. A. Course the traffic superintendent, and Mr. W. Glendinning the chief inspector.

Mr. J. Gray Scott, upon whom, of course, depends the responsibility for the general efficiency and smooth working of the whole system, has had a thorough technical training and a great deal of experience in various important positions of a similar character in England. The son of the late Mr. John L. Scott, of Hamilton, Scotland, and Bombay, he was born in Hamilton, in 1875, and was educated at Glasgow. As a student at the Glasgow and West of Scotland Technical College he had quite a distinguished career, and, in 1899, was appointed Engineer in Charge of the new generating-station for the municipal lighting and tramway supply of the Corporation of Bradford. Subsequently he was Chief Engineer to the Corporations of Whitehaven, Leith, and Croydon, resigning the last-mentioned post in 1904 in order to come abroad. Mr. Scott is a member of the Institution of Electrical Engineers; a Fellow of the Royal Society of Arts; Fellow of the Royal Scottish Society of Arts, and a former member of the Municipal Electrical Association.



PEAK TRAM STATION.

THE PEAK TRAMWAY.

In 1885 a company was incorporated under the style of the Hongkong High-level Tramways Company, Ltd., with the object of constructing a cable tramway to the Victoria Gap. The cars commenced running in 1888, but the great rain storm of 1889 was responsible for a heavy landslip, which did great damage to the permanent way, and very nearly put the concern into liquidation. In 1891, the tramway was taken over by Messrs. John D. Humphreys & Co., and a small dividend was paid. From that date the returns gradually increased, the climax being reached in 1904, when a dividend of \$20 per share was declared. In 1905 the concern was liquidated and the Peak Tramways Company, Ltd., was formed to acquire the undertaking of the old Company, and also a concession which had been granted by the Government to Mr. Findlay Smith for an opposition line. The capital of the new Company was \$750,000, of which \$250,000 went to the shareholders of the old Company, while the remainder was used for the purpose of acquiring Mr. Findlay Smith's concession and constructing the new line. The lower terminus of the old route is situated near St. John's Cathedral, the upper lying just alongside the Peak Hotel. The proposed new tramway will run from the Queen's Road end of Battery Path, *via* Glenealy Valley, to the Peak.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED.

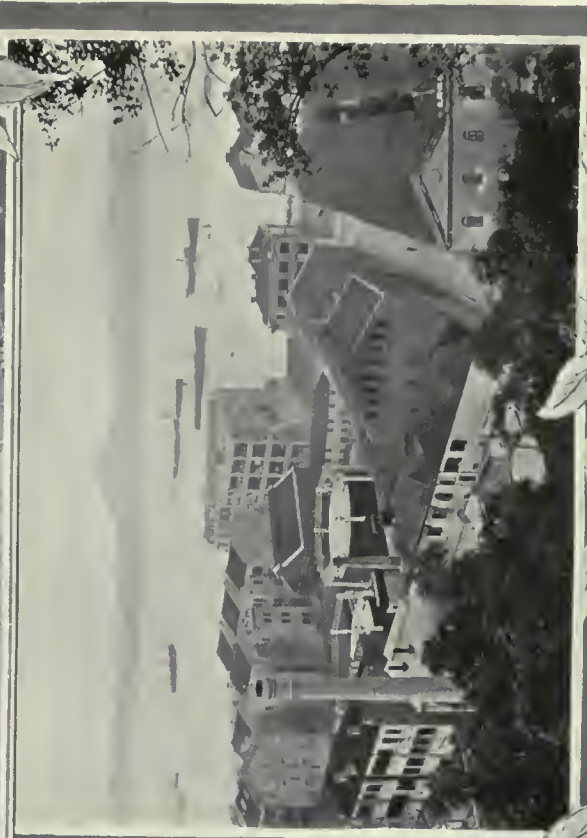
ABOUT 130,000,000 cubic feet of gas are manufactured and sold by this Company to over 3,000 consumers. The public lighting is mainly in the Company's hands and is almost exclusively on the incandescent system, some 1,100 burners being used. Coal gas is principally manufactured from Japanese coal, but recently a carburetted water gas system has been installed as an auxiliary to the manufacturing plant. The price of gas to the public is at present \$2.75 per 1,000 cubic feet. Discounts are

given to large consumers and to those who use gas for heating or power purposes.

The Company's principal works, offices, and showrooms are situated at West Point, Hongkong. In addition, there is a storage station at East Point and a small works at Kowloon. The staff consists of Mr. George Curry, local secretary; Mr. J. McCubbin, resident engineer; Mr. E. W. Terrey, fittings superintendent; Mr. L. J. Blackburn, manager, Kowloon works; and European assistants.

Some two hundred Chinese fitters, stokers, &c., are employed.

The Company was incorporated in 1862, and its registered offices are at 148, Gresham House, E.C. The board of directors is composed of Messrs. A. F. Phillips, A.M.I.C.E. (chairman), S. Rostron, R. Morton, E. H. Woods, and Sir J. Griminton, with Mr. F. G. Barrett as secretary. The total capital expended amounts to £130,000. Dividends of 10 per cent. are paid on the share capital, and of 5 and 4½ per cent. on debentures.



WANGHAI STORAGE DEPOT.
THE HONGKONG WORKS.

HONGKONG AND CHINA GAS COMPANY, LTD.



WORKS AT KOVLOON.
THE OFFICES.



HONGKONG ELECTRIC COMPANY, LIMITED.

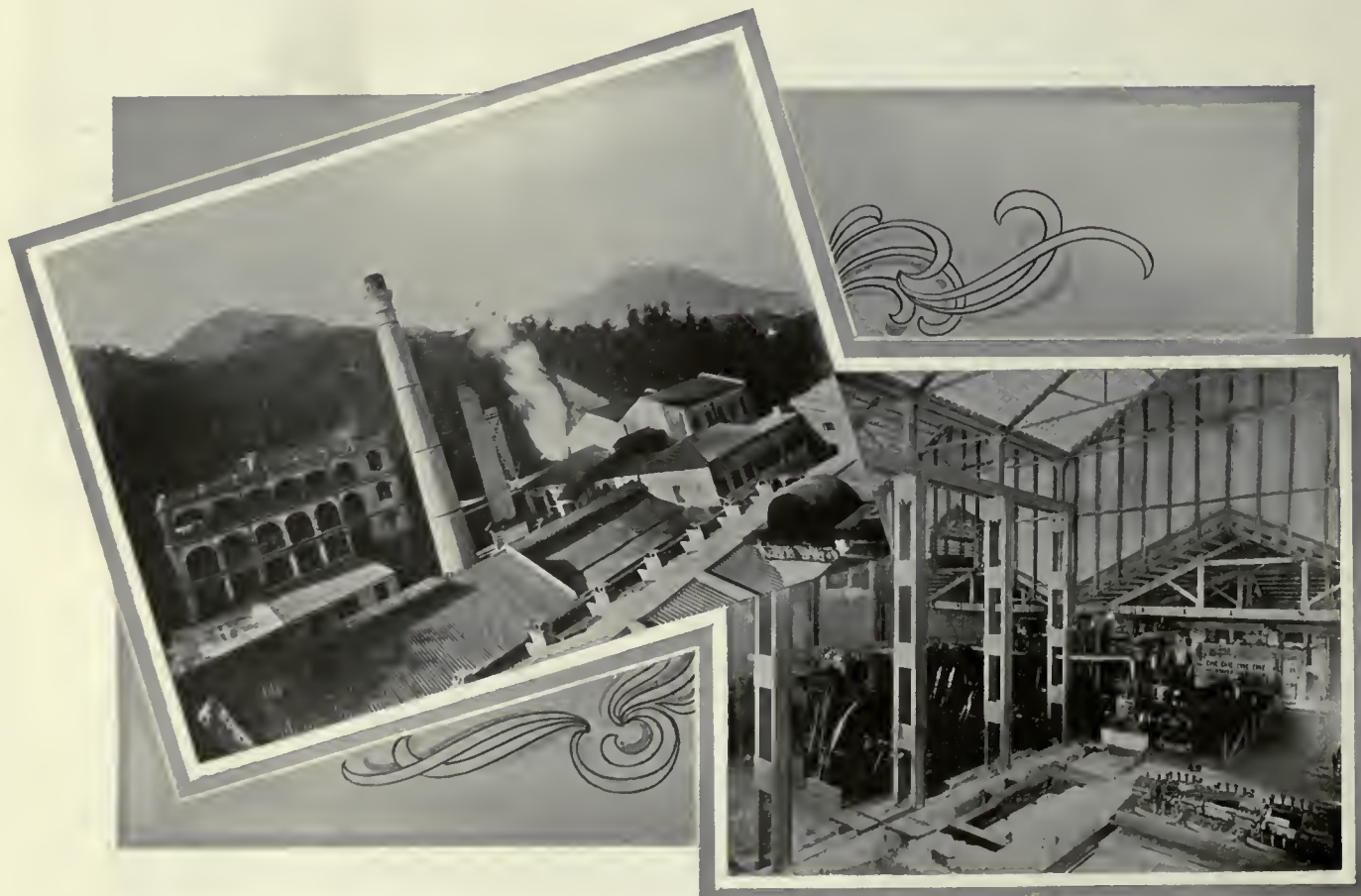
PREVIOUSLY to 1889 electric light was unknown to the Colony, but in that year the Hongkong Electric Company, Ltd., was formed, and, although the progress made at the commencement of their undertaking was slow, there have been rapid developments of recent years.

The history of the inception of the Company is an interesting one. Mr. W. H. Wickham, who had completed his articles and served several years with Messrs. Johnson & Phillips, telegraph engineers and electricians, of Charlton, accepted a travelling commission to superintend, on behalf of his firm, the completion of certain contracts. While in Hongkong he obtained the order for supplying the machinery to the Electric Company, which was then in process of formation. He returned to England to see the order executed, and everything was carried out in so satisfactory a manner that the directors offered him the position of manager of the Company. He accepted it, and still holds the post at the

present time. A site, 150 feet square, was purchased at Wanchai, near what was then a small English cemetery; and a power house and generating station were erected upon it, and five horizontal compound engines of 100 horse-power each were installed. For some time the operations of the Company were on rather a limited scale. They supplied current to fifty electric arc lamps for public lighting purposes, but private residents were slow in introducing the new illuminant into their houses. Upon the Company's capital of \$300,000 no dividend was paid for the first six years, and only four Europeans and between twenty and thirty Chinese were employed. In 1896, however, the Company paid a dividend of 5 per cent. Between 1898-99 the capital was increased to \$600,000, and during the last three or four years a dividend of 10 per cent. has been declared. The works at Wanchai now cover a site 350 to 450 feet in length. Practically all the old plant has been superseded by high-speed forced lubrication

compound engines, developing 1,200 horse-power, and at the present time two new 300 horse-power Deisel oil engines are being laid down. A network of underground mains throughout the centre of the city has just been completed. The Company now supply the current for about 90 arc lamps and some 50,000 smaller lamps. The extensive use of lifts in the Colony has necessitated the establishment of a small sub-station, which is situated near the Hongkong and Shanghai Bank. Here there are two motor-generators, each of about 40 horse-power, and two storage batteries. Mr. Wickham now has a staff of six Europeans and about 150 Chinese, and there is every likelihood that these numbers will have to be increased in the near future.

Mr. A. G. Wood is chairman of directors, and his colleagues on the board are the Hon. Sir C. P. Chater, C.M.G., the Hon. Mr. H. Keswick, and Mr. G. H. Medhurst.



VIEW OF THE WORKS—EXTERIOR AND INTERIOR.

HONGKONG SOCIAL INSTITUTIONS.



THE HONGKONG CLUB.

THE HONGKONG CLUB.

THE Hongkong Club, or "the Club," as it is more often termed, is the premier institution of the kind in the Colony, and one of the finest and most luxurious in the Far East. Its establishment dates back to the year 1846, and, as most of the old members have long since passed away, its early history is to a large extent forgotten. As far as can be gathered, however, it was inaugurated as a "Taipans' Club," for the convenience of, and as a place of meeting for, the heads of the large hongts then existing in the Colony. These gentlemen were some eight in number, and it is recorded that they occupied premises in Queen's Road nearly facing the Post Office. They obtained and held the property on the understanding that it should not be sold while any of them lived, and on those lines the Club served its purpose for many years, until only two of the original founders remained. These gentlemen disposed of the property, which was rented by the newly formed members' Club in 1886. An excellent opportunity for acquiring a new site presented itself when Sir Paul Chater's scheme of reclamation was undertaken, and upon a block of the reclaimed land the Club erected the present commodious building, with its commanding position fronting the

harbour. The main building is three storeys high. Additional accommodation becoming necessary in course of time, an annexe was erected, and the two buildings were linked together by a covered way. The main building was completed and occupied in July, 1897, and the annexe in 1903. The Club is handsomely appointed throughout. There are nine billiard tables, a fine bowling alley, spacious dining, reading, and general rooms, bars, and living accommodation for 34 guests, some of the rooms being let to members at monthly rates, and the remainder reserved for visitors to the Colony. Electric lights and fans are fitted throughout, and electric lifts give ready access to the upper floors. The Club also houses a fine library, which consists of 15,608 works in 18,091 volumes. The resident membership at the present time is about five hundred. His Excellency the Governor, His Excellency the Admiral, and His Excellency the General Officer commanding the Forces are honorary members. Ordinary members are admitted only by ballot, and visitors for a term not exceeding three months may be proposed by members of the Club. Officers of the Army and Navy resident in the Colony are admitted by ballot as subscribers; whilst officers of the Navy not stationed in the Colony, but staying here for short

periods, are invited to become visitors. The Club is managed by a committee of nine, elected annually, sub-divided so that the different departments of the work may be dealt with more easily. A chairman is elected from their number. The staff consists of the secretary, the assistant secretary, two European stewards, and about two hundred Chinese servants.

THE PEAK CLUB.

PERCHED on the crest of the hill from which it takes its name, and commanding a charming and extensive view of the south-west side of the island and of the wide expanse of water, dotted with blue-grey islands, that stretches beyond, stands the bungalow of the Peak Club, surrounded by three tennis courts, a croquet lawn, and a garden that is always bright with flowers. The premises were specially built to serve their present purpose, and comprise drawing, reading, and card rooms, with a bar and the usual offices. Here between the hours of 5 o'clock and 7.30 in the evening bridge holds sway. Sometimes before and sometimes after dinner small but most enjoyable dances are held, and on these occasions the drawing and reading rooms are

thrown into one, while the verandah forms a pleasant and cool retreat during the intervals. The latest newspapers and magazines may be seen in the reading room, which contains also a small library. Ladies of a member's

Club, he granted them at a nominal rent a three years' lease of the Government Pavilions at the Peak, which had remained unused for several years, and were in a ruinous condition. The Government Pavilions were then

for South Africa in 1899. Both Major Moore and Colonel Long acquitted themselves so well in the office that it has become customary to select their successors from the military officers residing at the Peak. The only departure from this practice was when Mr. C. D. Wilkinson (the present chairman) occupied the position in the absence of Captain Lay, and later when Mr. O. D. Thomas and afterwards Mr. A. G. M. Fletcher undertook and admirably performed the duties. For a short time the position of honorary secretary was held by Colonel Carter, who still retains a warm interest in the Club and is always ready to devote both his time and experience to furthering the interests of the members. At the present time, the honorary secretary is Captain Thompson, R.A., who succeeded Captain Quinnell.

In 1902 notice was given by the Government to the committee of the Club, that the pavilions were again required for the purposes for which they had originally been erected, and it therefore became necessary to seek for other premises. No house in a central position or at all suitable for the purposes of the Club was obtainable, and it appeared probable that the Club must cease to exist. However, Sir Thomas Jackson and several old Peak residents expressed their readiness to subscribe part of the funds required for the purpose of acquiring, or building, permanent club premises. Others, including Sir Paul Chater, who took a keen interest in the welfare of the Colony, offered to subscribe the remainder of the money; and thereupon negotiations were entered into with Messrs. Butterfield & Swire and the Hongkong and Shanghai Bank for the purchase or lease of the site upon which stands the present building. Eventually that land was acquired by the Club upon advantageous terms, and steps were taken to erect the club building upon it. Prior to this being done it was considered advisable, indeed necessary, in the interests of those who had promised to provide the required funds, to form the Club into a corporate body. Accordingly memoranda and articles of association were prepared, and the Club was registered as a



THE OLD PREMISES OF THE HONGKONG CLUB.

family are admitted to the privileges of membership, and altogether the Club serves as a charming and convenient centre for social intercourse among the residents of the neighbourhood.

The idea of establishing the Club originated with Sir Thomas Jackson, Bart. (then chief manager of the Hongkong and Shanghai Banking Corporation), the late Major Moore, and several other Peak residents, in the year 1893. The house known as "The Homestead," now occupied by Lieut.-Colonel Carter, was taken on a short lease from its owner, the late Mr. Granville Sharp, and, as the regulations provided that the ladies of a member's family were privileged to make use of the Club, it was soon found that a long-felt want had been supplied. A committee of management was formed, presided over by Sir Thomas Jackson, who continued in office until his retirement from the Colony, while Major Moore carried out the duties of honorary secretary.

In the early days of the Club's existence the number of Peak residents was not great, and the Club's membership was consequently small. As a natural consequence the Club was not, for some time, upon a sound financial basis. Sir Thomas Jackson, however, was a firm believer, not only in the future prosperity of the Club, but also in the benefit its existence would prove to the community, and with his assistance the Club was enabled to tide over all financial difficulties.

In 1897 the tenancy of "The Homestead" expired, and the owner refused to renew it except upon such terms as rendered it impossible for the Club to entertain his proposal. Fortunately, at this time, the then Governor of Hongkong, Sir William Robinson, was a man who, like Sir Thomas Jackson, believed that a social club at the Peak was a necessary institution, and, in compliance with the request of the committee of the

repaired, and the Club entered into occupation in the latter part of 1897. About this time Major Moore (to whom the members of the Club were greatly indebted for the tactful and energetic manner in which he performed the duties of honorary secretary) died in the Colony, and Capt. (now Lieut.-Colonel) Long, A.S.C., accepted the appointment of honorary secretary, and retained it, except during short intervals of leave, until his departure



PEAK CLUB.

company under the Hongkong Companies' Ordinances, and debentures of \$500 each were issued, bearing interest at 6 per cent.

Since this reconstruction the position of the Club has steadily improved, until now it is on a thoroughly firm financial footing and has justified the belief entertained of its future by Sir T. Jackson and others associated with him in its foundation. The present chairman is Mr. C. D. Wilkinson, one of the few remaining original members.

THE PHOENIX CLUB.

THE Phoenix Club had its origin in the Hongkong Bowling Club, which was founded in 1898 as a limited company with a capital of \$1,250 in shares of \$25. The bowling alleys were formerly situated in No. 1, Wyndham Street, but, as time went on, and the Club attained wider popularity, an opportunity presented itself (in 1902) of leasing the old premises of the German Club on the opposite side of the same street. The scope of the Club was considerably extended, and the membership of the Club was still further increased. In September, 1907, the Phoenix Club, Limited, was formed, and the capital increased to \$2,500 divided amongst all the members, so that each should have a direct interest in the management. The roll now numbers nearly two hundred members, and includes a number of captains of vessels—indeed the Club has become a recognised meeting-place for masters of the mercantile marine of practically all European nations. There are a number of visiting

members, and the courtesies of the Club are always extended to naval officers. There are four bowling alleys, as well as reading, card, and billiard rooms. The Club is managed by a committee consisting of a chairman and six members, elected annually. The permanent secretary is Mr. E. Granville Jordan.

ST. GEORGE'S CLUB.

THIS Club was founded in 1905, and is purely a social institution. The membership varies considerably, as is only natural with a population of so migratory a character as that possessed by Hongkong, but it averages about 120. The club premises were at first in Ice House Street, but larger rooms were speedily required, and at Christmas, 1906, the headquarters were removed to Des Voeux Road. Here there is a well-stocked library and a billiard room containing two excellent tables, upon which both Mr. W. H. Stevenson and Mr. Inman have given exhibition games. From time to time bridge and billiard tournaments are arranged, several cups having been presented for competition. Enjoyable house concerts are often promoted by the members. Not a little of the success of the Club is due to Mr. A. Cunningham, who was responsible for its organisation, and to Mr. Lloyd, the first secretary and chairman of committee. The present chairman is Mr. R. F. Hume, and the duties of secretary and treasurer are discharged by Mr. Todd and Mr. T. Chee.

THE CLUB GERMANIA.

THE growth of the German Club has gone hand in hand with the growth of Teulonic influence in the Far East. Founded in November, 1859, the first premises were situated near the present officers' quarters in Queen's Road East. In March of the following year larger premises in Lower Wyndham Street, opposite the German Consulate, were leased, and here the Club remained until the building now occupied by the Phoenix Club was completed. This structure, which was erected specially for the Club, upon their giving an undertaking to lease it for not less than ten years, was formally opened on February 2, 1872, in the presence of His Excellency the Governor, and a large number of local residents and dignitaries. With increasing membership these premises eventually became too small, and in 1899 it was decided to build a new club house. An excellent site upon the Kennedy Road was chosen, and on December 31, 1902, the splendid building known as the Club Germania was opened. Spacious and most comfortably appointed, the building contains large dining, reading, and billiard rooms, an extensive and well-stocked library, and several fine bowling alleys. The ordinary subscription is \$9 a month, with an entrance fee of \$20 for resident members, and there are special terms for absent members and visitors. The roll on January 1, 1908, included 139 present members, 101 absent members, 5 visiting members, and 4 honorary members. Election to the Club is by ballot. The committee is elected annually, and consists of the president and 8 other resident members.



GERMAN CLUB.

THE CLUB LUSITANO.

THIS Club, the membership of which is confined to the Portuguese, was founded some forty years ago, and is consequently one of the oldest social institutions in the Colony. A limited number of debentures (\$75 each) are held by the members, who have to pay an entrance fee of \$5, and a monthly subscription of \$3. The Club passed through various vicissitudes, but now, largely owing to the efforts of Mr. F. J. V. Jorge and other friends and supporters of the institution, it is in a sound condition. The premises in Shelley Street were specially erected to serve the purposes of a club, and are, therefore, very conveniently arranged. The billiard room contains four tables, and the library, the "Bibliotheca Lusitana," stocked with some ten thousand volumes, chiefly Portuguese literature, is one of the most extensive in the Far East. A spacious ball-room is often used for the presentation of amateur theatricals, for which the Club members have gained quite a high reputation, and there are also several rooms for residential purposes. Mr. F. J. V. Jorge is president of the Club, which is managed by a committee of six directors and a salaried secretary.

THE NIPPON CLUB.

THE Japanese, of whom there are quite a large number in the Colony, also have a social institution of their own. It was founded, owing to the efforts of Messrs. K. Matsuda and Todorin in 1903, under the name of Yamato Kai (Association of Japanese), and in August of the following year premises were obtained in Queen's Road. In February, 1906, the Club moved to its present quarters in Ice House Street, and the name was changed to the more appropriate one of the Nippon Club. Membership is confined to Government officials and employees in the banks, the shipping, and the larger commercial houses. There are at present 78 names upon the roll, and the accommodation provided is ample, including billiard, dining, and reading rooms, as well as quarters reserved for the convenience of guests. All the leading Japanese passing through the Colony pay a visit to the Club, and the visitors have included Prince Fushimi, Prince Kuni, Count Otani, and Admiral Tamari. Many of them have made liberal donations to a fund for the Club's improvement. The president is Mr. Kobayashi, of the Mitsui Busan Kaisha.

THE CHINESE CLUB.

WHAT the Hongkong Club is to Europeans the Chinese Club is to the Chinese—the leading social institution of the community. Founded by Mr. Ho Tung, the first occupant of the presidential chair, in 1899, the Chinese Club had then a membership of 240. During Mr. Fung Wa Chun's term of office the numbers fell to 165, and whilst Mr. Tam Tsz Kong was president there was a further decline to 152 members. In 1905 Mr. Sin Tak Fan assumed the direction of affairs, and he succeeded in raising the membership to upwards of 200. He still holds the office of president, and has the satisfaction of knowing that the Club is now in a very prosperous condition. The large premises, situated in Queen's Road Central, are well furnished, and contain a fine library, as well as provision for billiards and other forms of recreation. The rules of the Club are modelled on those of the Hongkong Club, and, as in the European institution, the members extend their hospitality to distinguished men passing through the Colony. Prince Shun was lavishly entertained when on his way to the Coronation of King Edward VII., and the recent Chinese Embassy to Berlin, also, were the guests of the Club during their stay in Hongkong.

SOCIAL AND PROFESSIONAL BIOGRAPHIES.

SIR HENRY SPENCER BERKELEY, KT., formerly Attorney-General, Hongkong, was born on September 6, 1851, and having been educated for the legal profession was called to the Bar by the Inner Temple, in 1873. He went to the Leeward Islands in 1877 as Attorney-General, and became, in 1878, Solicitor-General, and, in 1883, Acting Colonial Secretary. From 1885 to 1889 he was Attorney-General for Fiji, and in the latter year he became Chief Justice. For a time he acted as Administrator, until in June, 1902, he arrived in Hongkong to take up the position of Attorney-General. On two occasions he acted as Chief Justice. He resigned his appointment in 1906, relinquishing the duties early in the following year, upon the arrival of Mr. Rees-Davies. Sir Henry, who is married to Katherine, a daughter of S. S. Cassin, of Antigua, West Indies, is a member of the Junior Carlton (London) and Hongkong Clubs, and is chairman of the Hongkong Volunteer Reserve Association. He resides at the Peak, Hongkong.

Mr. MATTHEW JOHN D. STEPHENS, Hongkong's senior legal practitioner, comes from an old legal family, his father and grandfather having practised as solicitors in Chatham, Kent, for over 100 years. Admitted a Solicitor at home in 1863, Mr. Stephens came to Hongkong in August, 1872, and was admitted a Solicitor of the Supreme Court of the Colony in January, 1873. At that time there were only three legal firms established on the island, including the one which Mr. Stephens joined. He is a Conveyancer, and Proctor of the Supreme Court of Hongkong, Notary Public, and Patent and Trade Mark Agent. He is also a member of

the Law Society and a Solicitor of His Britannic Majesty's Supreme Court for China and Korea. His residence in the Colony has only been broken by short trips to England, with the exception of one lasting about two years, so that all his interests are centred in Hongkong. His offices are at No. 18, Bank Buildings, Queen's Road Central.

MR. CHARLES DAVID WILKINSON, senior partner of the legal firm of Messrs. Wilkinson & Grist, is one of the oldest practitioners in the Colony. Born on June 21, 1860, he was educated for the legal profession, and in 1882 was admitted a Solicitor of the Supreme Court of Judicature, England. Four years later he sailed for Hongkong, where he quickly made his way to the front rank of the local Bar. He is Notary Public and Commissioner to take acknowledgments of married women. He has written several books on legal subjects, including an authoritative volume on the local law relating to trademarks, and is a member of the committee of the Hongkong Law Society. He lives at "The Falls," a picturesque residence on the Peak, and is a member of the Peak, Hongkong, and "Thatched House" (London) Clubs.

MR. GEORGE ANDREW HASTINGS, who is at the present time managing the practice of Messrs. Hastings & Hastings, is a member of the committee of the local branch of the Law Society. He was born in 1865, and was educated at Uppingham School. He is a member of the Hongkong Club, and lives at the Peak.

MR. JOHN HASTINGS, the other partner in the firm of Messrs. Hastings & Hastings, was born in January, 1862, and was also educated at Uppingham. He is a member of the "Thatched House" Club (London), the Hongkong Club, and the Royal Hongkong Yacht Club. His address is "Slemish," the Peak, Hongkong.

MR. GODFREY CORNEWALL CHESTER MASTER, head of the legal firm of Johnson, Stokes & Master, came to the Colony in March, 1884, and joined the firm of Edmund Sharp & Toller, which since the year 1890 has been known as Johnson, Stokes & Master. Mr. A. B. Johnson and Mr. A. P. Stokes have no longer any connection with the firm, which now consists of Mr. Master and Mr. Herbert Johnson George, who came out to the Colony in 1890. The following solicitors are at present connected with the firm as managing clerks: Messrs. H. G. C. Bailey, R. F. C. Master, W. J. Daniel, and A. G. Jackson (a nephew of Sir Thomas Jackson, one of the most prominent men in the financial history of the Colony). The firm is well represented in the field of sport. Mr. Master has for many years been connected with racing, both as an owner and as an amateur rider, and for a good many years rowed regularly in the annual regattas of the Victoria Recreation Club with no little success. Mr. Bailey and Mr. Daniel are both seen to advantage on the football field, and a representative of the firm is more often than not to be found taking part in local sport and amusements, but pleasure is never allowed to interfere with business.

MR. J. SCOTT HARSTON, a member of the legal firm of Ewens & Harston, is a Solicitor and Notary Public and also a Commissioner to administer oaths for the High Court of Australia and the Supreme Courts of New South Wales, Victoria, Queensland, South Australia, and Western Australia. He was born in 1872, and was educated at Thorparch Grange, Yorkshire. He served his articles in Leeds and London, qualifying in 1895. For five years he was managing clerk to Messrs. Ford & Warren, solicitors, of Leeds, and, coming to Hongkong in 1900, he was admitted into partnership with Mr. Creasy Ewens two years later. He is on the committee of the local Law Society. He is also a director of the National Bank of China, Ltd., A. S. Watson & Co., Ltd., Humphreys Estate and Finance Company, Ltd., and the "South China Morning Post," Ltd. Mr. Harston, who is a member of the Hongkong Club and of the Junior Athenæum, London, lives at No. 4, Clifton Gardens, Conduit Road.



MR. O. K. HALL BRUTTON.—A leading firm of lawyers in Hongkong is that of Messrs. Brutton & Hett, whose offices are situated in Des Voeux Road Central. The practice was founded by Mr. K. W. Mounsey, who retired in 1903 and is now in Tientsin. Mr. G. K. Hall Brutton was born in England, and was admitted a Solicitor in the English Courts. He went to Shanghai in 1892, and joined the legal firm of which Mr. W. V. Drummond was the head. Five years later he joined Mr. Mounsey as a partner in Hongkong. After the retirement of Mr. Mounsey, Mr. Brutton conducted the business for some years on his own account. In 1905, however, he took Mr. F. Paget Hett into partnership. Messrs. Brutton & Hett besides being qualified to appear before the local Courts, have been duly admitted as Solicitors of His Britannic Majesty's Supreme Court for China and Korea. Mr. Brutton takes a keen interest in sport, and especially in the turf, being well known as a pony owner and amateur jockey. Shooting is another favourite recreation. He is sergeant of the Hongkong Mounted Troop, with which he has been connected since it was formed, at the instigation of Sir Matthew Nathan, some three years ago.



MR. PHILIP WALLACE GOLDRING, B.A. Oxon., the head of the legal firm of Goldring, Barlow & Morrell, was born on March 15, 1875, and educated at Woking School, Clifton College, and Trinity College, Oxford. At the University he obtained honours in classical moderations and in the final school of jurisprudence. Admitted a Solicitor in 1899, he was a member of the firm of Brutton, Hett & Goldring, until April, 1906, when he started to practise on his own account. Mr. Goldring is an enthusiastic sportsman, his recreations including football, cricket, shooting and fishing. He lives at "Parkside," Kowloon, and is a member of the Hongkong Club and the Sports Club, London.



MR. HERBERT WILLIAM LOOKER, a partner of the firm of Messrs. Deacon, Looker & Deacon, solicitors, was born on December 2, 1871. He was admitted a Solicitor in 1894, and arrived in Hongkong in December of the following year. He is a member of the Hongkong Club, and resides at the Peak.

MR. OSWALD DYKES THOMSON, Solicitor and Notary Public, Hongkong, was born on July 25, 1870, and was educated at University College School, London. He matriculated in 1887, and was admitted a Solicitor in England in April, 1892. Five years later he came to Hongkong as an assistant to Messrs. Deacon & Hastings, and, in 1903, started practice on his own account. He resides at the Peak, and is a member of the Peak Club, of which for a short time he acted as honorary secretary.



MR. F. X. d'ALMADA e CASTRO, senior member of the firm of d'Almada & Smith, solicitors, of No. 33, Queen's Road, Hongkong, was born in Hongkong in January, 1869. His family is of Portuguese extraction, and has been connected with the Colony practically since its foundation. His father was for some years in the office of the Commissioner of Trade at Macao, but shortly after the British occupation of Hongkong he came to this Colony, and for forty years was connected with the public service. Mr. F. X. d'Almada received his education at St. Joseph's English College, Hongkong, and was then articled to Mr. C. D. Wilkinson. He passed his final examination on August 13, 1897, and towards the end of the same month was admitted to practice as a Solicitor of the Supreme Court of Hongkong. He continued for a time to act as managing clerk for the firm of Messrs. Williamson & Grist, but in 1901 he commenced practice in the Hongkong Courts on his own account, eventually founding the firm of which he is now the head.



MR. ROBERT GORDON SHEWAN, the senior partner in the firm of Shewan, Tomes & Co., has been a prominent figure in the commercial life of the Colony for nearly thirty years. Born in 1860, he came to Hongkong at the age of twenty-one in connection with Messrs. Russell & Co., then one of the largest mercantile firms in the East. He subsequently took over the business of this house, and founded the firm of Shewan, Tomes & Co., which, under his guidance, has prospered exceedingly. In 1902 Mr. Shewan was chosen to represent the interests of the Chamber of Commerce on the Legislative Council, and he retained his seat on that body until April, 1906, when he resigned in order to travel abroad. He was a member also of the committee appointed by the Government to report on the subsidiary coinage question. His participation in the public life of the Colony was a marked success, for, besides bringing to bear upon large administrative problems that keen business acumen so essential to their successful solution, he is a pleasing and fluent speaker of far more than average ability. He is a director of the Hongkong and Shanghai Banking Corporation and of several local companies. A variety of interests occupy his leisure, and most of the sporting clubs in the Colony claim his support; he also retains his membership of the "Thatched House," London, and the "Calumet," New York.



MR. A. SHELTON HOOPER, secretary of the Hongkong Land Investment and Agency Company—an appointment which he has held since 1889—has been very intimately associated with the endeavours which have been made to improve the sanitary condition of the Colony. Born in 1859, and

educated at Newton Abbot College, Devon, he came to Hongkong in 1886, having been appointed to the Civil Service by the Secretary of State for the Colonies. For three years he was employed under the Government Rating Ordinances as Municipal Rates Valuer and Assessor, but in 1889 he resigned to take up his present appointment. In 1890 he was made a Justice of the Peace, and in 1906 he was elected a member of the Sanitary Board. On May 11, 1906, he was appointed a member of the commission which sat for ten months to inquire into the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance of 1903. As one of the authorised architects under that Ordinance he was eminently qualified for the duties which devolved upon him in connection with the inquiry. He is president of the Devonian Society of Hongkong, and is a member of the Hongkong, Royal Hongkong Golf, and Cricket Clubs. He resides at "Rougemont," MacDonnell Road, Hongkong.



MR. J. R. MICHAEL, J.P., who was born in 1860, has been connected with the Colony for nearly thirty-four years, and during that time has taken a keen interest in local commercial enterprises. He is head of the firm of Messrs. J. R. Michael & Co., who have for many years carried on an extensive business as commission agents, stock and general brokers, and merchants. Seventeen years ago he was joined by his nephew, Mr. S. H. Michael, who is now a partner, and has sole charge of the Company's interests in Hongkong. Mr. Joseph R. Michael, who is a Justice of the Peace for the Colony, has travelled considerably, and was one of the first passengers by the Hankow-Peking Railway before the Yellow River Bridge was completed. He is a strong advocate of a stable currency for Hongkong irrespective of China. His recreations are chiefly gardening, swimming, and racing, and he acts as official timekeeper to the local Jockey Club, of which he is a member. Other clubs to which he belongs are the Grosvenor, the Piccadilly, and the Hongkong Cricket Club. He lives at No. 4, Century Crescent, Hongkong.



MR. ERNEST MANNING HAZELAND, civil engineer and architect, was born in 1870 and educated at the Diocesan School, Hongkong. He entered the Public Works Department in 1888, but twelve years later started in practice on his own account. His chief recreation is yachting; he was one of the promoters of the Corinthian Yacht Club and is now its vice-commodore. He is a member of the Royal Hongkong Yacht Club, the Jockey Club, and the Hongkong Club. His offices are at No. 33, Queen's Road Central.



MR. HENRY PERCY WHITE, the chairman of the Hongkong Club for 1907-8, was born at Highgate in 1863, and was educated at the Merchant Taylors' School. He joined a London firm engaged in the tea trade in 1878, and, eight years later, went out to Formosa. He remained there until 1900, when he entered the firm of Messrs. Douglas Lapraik & Co., for whom he has been the manager in Hongkong since Mr. Lewis left the Colony. He has been a member of the Hongkong Club since 1898.

He is also a member of the Peak, the Germania, and various local sporting clubs. His chief recreation is racing. He resides at No. 32, Robinson Road.



MR. A. A. H. BOTELHO, who is a well-known merchant of Hongkong and a partner in the firm of Messrs. Barretto & Co., was appointed Consul in the Colony for the Republic of Nicaragua in January, 1905. He is a son of the late Mr. A. A. H. Botelho, for many years a prominent resident in Hongkong, and was married in December, 1905, to Sarah, daughter of Mr. J. A. dos Remedios.



MR. F. D. BARRETTO, Consul for Mexico in Hongkong, Canton, and the Provinces of the two Kwangs and Yunnan, was born in the Colony, and was educated at Queen's College. He is now a partner in the firm of Messrs. Barretto & Co. In 1905 he was elected a life member of the Society of Arts

and Manufactures; in 1906, a member of the Japan Society; in the same year was appointed Magistrate for the State of Queensland, Australia; and in 1907, was elected a Fellow of the Geographical Society of Lisbon. His wife is a daughter of Mr. F. Jones, Commercial Agent in the East for the State of Queensland.



DR. A. S. OOMES, the oldest representative of the medical profession in the Colony, is a native of the neighbouring Portuguese Colony of Macao. After receiving his professional training in Bombay, London, and Edinburgh, he commenced practice in Hongkong in 1867. He quickly established a high reputation, and was actively and busily engaged with his professional duties until 1894, in which year he retired. Dr. Oomes has for many years taken a great interest in charitable work in the Colony. He was the donor of the Kowloon Catholic Church, a pretty building facing the harbour at Kowloon. He also established a school and

orphanage close to the church, which is superintended by the sisters of the Italian Convent. Here a small number of orphans receive an excellent education, and a considerable amount of assistance in various ways. Dr. Oomes was responsible, too, for starting the Wanchai Hospital for the aged and infirm. As a reward for his many services in these and other directions, Dr. Oomes received from the Pope the Order of St. Gregory. He resides at Gomes Villas, Kowloon.



MR. MARCUS WARRE SLADE, Barrister-at-Law, was born in 1865, and was educated at Clifton and at New College, Oxford. Called to the Bar of the Inner Temple in 1891, he practised in London for five years before coming to Hongkong early in 1907. He has chambers in Prince's Buildings, Ice House Street, and resides at "Lewknor," Mount Gough. He is a member of the United University, the Hongkong, and the Royal Hongkong Yacht Clubs.

ORIENTAL SOCIAL AND PROFESSIONAL BIOGRAPHIES.

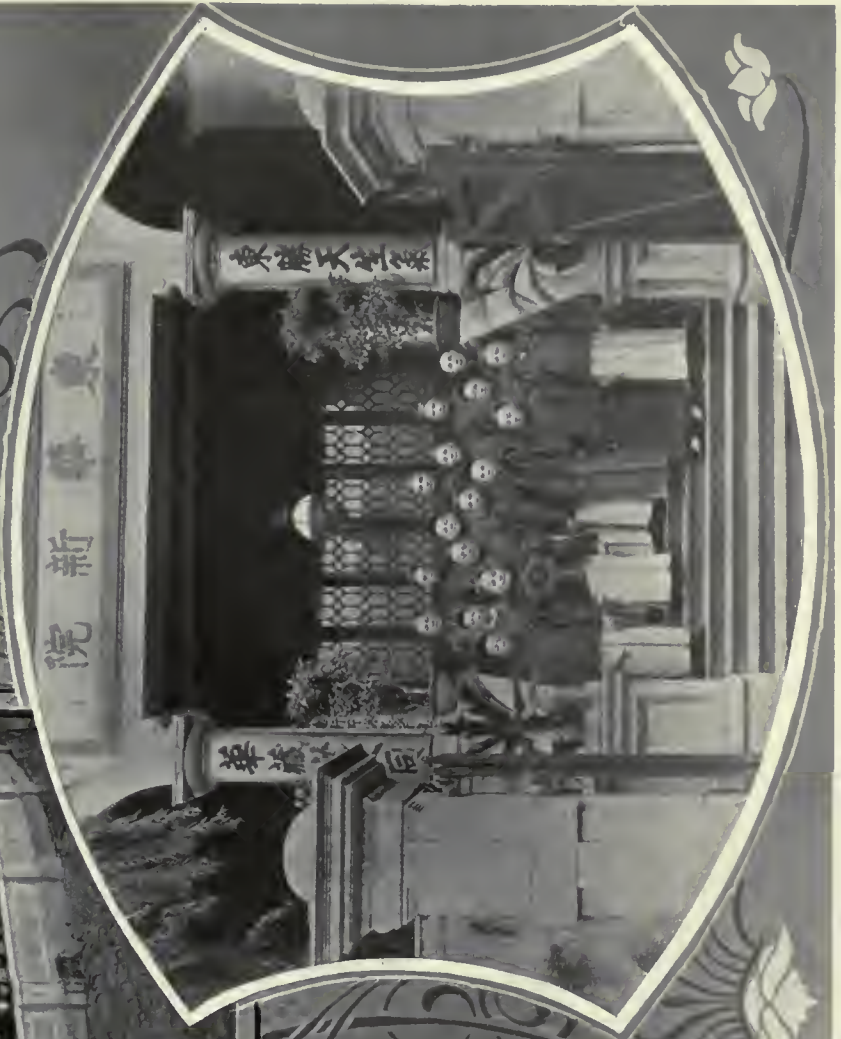
MR. LAU CHU PAK, J.P., who is a native of Hongkong and a member of a good old Cantonese family, is, at the present time, one of the most prominent members of the Chinese community in the Colony. He is a thoroughly up-to-date man, well versed in the customs of Western civilisation, and he has done a great deal towards establishing cordial relations between his countrymen and Europeans. On many matters relating to the Chinese and their treatment by foreigners he has very strong views; but he is always moderate and reasonable in expressing them, and this fact has added considerable weight to his utterances at public gatherings in the Colony. Born on June 5, 1867, he was educated at the Government Central School, Hongkong, and, after completing his scholastic course, served for five years in the Imperial Chinese service. He was appointed first clerk to the Hongkong Observatory in 1885, and obtained the position of comprador to the West Point Godown Company in 1888. In the following year he acted as Senior Anglo-Chinese Master of Formosa Government College. Educational questions have always appealed strongly to him, and he has made a special study of those phases of the problem which particularly affect his own countrymen. He is the honorary secretary of the Ellis Kadoorie Chinese School Society, which is doing a great deal of work in China and the Colony. Mr. Lau Chu Pak commenced business as a tea merchant in 1890, but for the last fourteen years, besides being connected with many other local companies and commercial enterprises, he has managed the Chinese department of the firm of Messrs. A. S. Watson & Co. As a public man he has had a very active career. He has rendered valuable aid and long and ungrudging service to many public institutions. In addition to being a Justice of the Peace and a member of the Sanitary Board, he is a member of the directorate of the Tung Wah Hospital; of the committee of the Society

for the Protection of Women and Children; of the District Watchmen's committee; of the executive committee of the Tung Wah District Hospitals (since 1897), and of the finance committee of the Alice Memorial Hospital. He was a member of the reception committee on the occasion of the visit of Prince Arthur of Connaught, 1906; a member of the Public Health and Building Ordinance Commission, 1906; of the general and sub-committees of the Typhoon Relief Fund, 1906; and of the reception committee for the Duke of Connaught, 1907. Mr. Lau Chu Pak took a leading part in the establishment of the Plague Hospital for Chinese, the Blake Commemoration Fund, and the Chinese Commercial Union, of which last-named organisation he was chairman in 1906. He married in 1886, and is a grandfather, his eldest son being already established in business in the Colony, where four generations of his family have lived previously. Mr. Lau Chu Pak is a member of the Hongkong Club (Chinese) and resides at "Ardmore," No. 1, Babington Path.



MR. HO KOM TONG, J.P., or Mr. Ho Tai Sang as he is often called, is one of three brothers who all figure prominently in the social, commercial, and public life of the Chinese. He occupies the post of second comprador to Messrs. Jardine, Matheson & Co., and controls the immense outdoor Chinese business of the firm. Born in Hongkong in 1866, he received his education at the Central School, now known as Queen's College. After completing his studies, he joined Messrs. Jardine, Matheson & Co., serving under his brother, who was then the comprador. In the management of affairs entrusted to him he has always displayed great ability, and has gradually forged his way to the front. He is concerned largely in the cotton and yarn business of the Colony, and also carries on an extensive business in the import and

export of sugar. But although he takes so active a share in the commercial life of Hongkong, Mr. Ho Kom Tong is, perhaps, even more widely known on account of his many public services. Whenever a good cause is in need of assistance he is always one of the first to come to its aid. During the Boxer troubles in North China he went to Peking and, at great personal risk, brought away many refugees in steamers specially chartered for the purpose. Again, after the great typhoon which swept over Hongkong in September, 1906, Mr. Ho Kom Tong acted for months on the sub-committee of the Tung Wah Hospital, assisting sufferers in every way possible, and his valuable services in this connection received hearty and official acknowledgment from the Secretary of State for the Colonies. The building for the public dispensary at Kau U Fong was a gift from him; and the committees organised for public work, of which he has from time to time been a member, are innumerable. He has assisted in the collection of money for building the Tung Wah Hospital Extension and Infectious Hospital, for supporting the widows and orphans of the soldiers who died in the South African War, and for assisting the families of Japanese soldiers who fell in the war with Russia. In 1901 he was engaged in working on behalf of a fund for forming the Chinese Commercial Union; in 1902 on behalf of the Victoria Memorial Fund; and in 1903 on behalf of the Ellis Kadoorie School Fund, to which his own contribution was the largest. Mr. Ho Kom Tong, in short, has always been extremely successful in soliciting subscriptions to charitable objects. He was the only person who succeeded in obtaining support from the Chinese for the London Tropical School of Medicine. In the case of the Tung Wah Hospital Extension Fund he visited more than two-thirds of the Chinese business houses in the Colony, and, as a result, collected more than half of the total amount subscribed—\$110,000. Mr. Ho Kom Tong served on special and



MR. HO KOM TONG'S RESIDENCE.
WORKING COMMITTEE OF THE ARTS AND CRAFTS EXHIBITION.

THE COMMITTEE OF THE TUNG WAH HOSPITAL.

sub-committees for supervising the removal of old graves from Mount Davies to Telegraph Bay, which latter site was chosen by the Government on his recommendation. He personally supervised, and was responsible for, the decoration on the Ko Shing Theatre on the occasion of the banquet to T.R.H. the Duke and Duchess of Connaught in 1892, and he performed the same service when Their Royal Highnesses returned to the Colony in 1907 accompanied by Princess Patricia. He supervised the Fish Lantern procession on the occasion of the coronation of H.M. the King; and, in 1907, organised and carried through a large procession with the object of circulating money in the Colony among the business people who were complaining of bad times. In fact, he never tires of well-doing. In the cause of education he has given three annual scholarships to the Kadoorie School, one to the Diocesan School, and two to Queen's College, for the encouragement of learning and especially translation, upon which much stress is laid by the Government. He was responsible, also, for the free distribution of carbolic acid to the plague-stricken poor, the beneficial result of which has been reported upon by the Hon. Dr. Atkinson, Principal Civil Medical Officer and President of the Sanitary Board. To poor Chinese who cannot afford to bury their dead he is always ready to give a coffin, and his charity in this direction has contributed materially to lessen the number of bodies dumped into the streets of the Colony, upon which practice a report was made to His Excellency the Governor in 1906. Mr. Ho Kom Tong was appointed a Justice of the Peace for the Colony in 1906; was chairman of the Tung Wah Hospital in 1907; and has been on the committee of the Chinese Club ever since its establishment. He takes a great interest in flowers, and at the last flower show he carried off numerous prizes. As an exhibitor at the Arts and Crafts Exhibition (on the committee of which he served) in 1907 he was most successful; and in various photographic competitions which have been held in the Colony, some beautiful pictures which he has taken with his camera have gained various awards. Mr. Ho Kom Tong lives at No. 7, Lower Castle Road.



MR. HO TUNG, J.P.—No nationality has done more towards furthering the Colony's prosperity than the Chinese, the original owners of the island, and no man amongst the Chinese has borne his part in local, commercial, and social life with more conspicuous ability, or with greater credit to himself and his nationality than Mr. Ho Tung, J.P., or, as he is sometimes known, Mr. Ho Hai Shang. Though in recent years he has been compelled to relax to some extent his public activities, he is still known to be one of the most enterprising and public-spirited men in the island, and his purse is always open to the cause of charity. He was born in Hongkong, and was educated first in private Chinese schools and afterwards at the Central School, now known as Queen's College. At the age of seventeen he joined the indoor staff of the Chinese Imperial Customs, but resigned in 1880 in order to take up the position of assistant compradore to the well-known firm of Messrs. Jardine, Matheson & Co., as well as the posts of manager of the native branches of the Hongkong Fire Insurance Company, Ltd., and the Canton Insurance Company, Ltd. During that period he carried on an extensive business on his own account, principally in

refined and raw sugar, in Shanghai, and most of the Yangtze and northern ports of China. Failing health, however, obliged him to hand over his responsibilities to one of his brothers. Mr. Ho Tung has been connected with many public movements in the Colony, his fluent English always rendering his services valuable in connection with questions relating to the Chinese population. In education he has always taken the greatest interest. He built and presented to the Colony the Kowloon School for children of European parentage. The foundation-stone was laid by His Excellency Sir H. A. Blake, K.C.M.G., on July 20, 1900, and the school was formally opened by Major-General Sir W. J. Gascoigne, K.C.M.G., on April 19, 1902, during Sir Henry Blake's absence in England for His Majesty's Coronation. This was the first civil European school opened in the Colony of Hongkong. Mr. Ho Tung has also founded a scholarship at Queen's College. The Tung Wah Hospital, of which he was formerly chairman, has claimed a large share of his attention, and, when the original building became inadequate, he started, and was chiefly responsible for, a fund of \$100,000 for its extension and for the establishment of a plague hospital. He was also instrumental in obtaining the necessary sites from the Government. He is a large owner of landed property in Hongkong and Macao, and has built many of the fine residences which are the pride of the British Colony and the admiration of the visitor. His own residence, "Idlewild," is not the least beautiful of them. It commands a splendid view of the harbour, and attached to it is a garden in which Mr. Ho Tung and his wife take the greatest delight, and for which he was, in 1907, awarded the prize for the best private garden in the Colony. Mr. Ho Tung's proprietorial interests have led to his becoming a director of the Humphreys Estate and Finance Company, Ltd., and of the Hongkong Reclamation Company, Ltd. For some years he was a director of the Hongkong Hotel Company, Ltd., and as a shareholder in many other local ventures he has done much to promote the general welfare of the Colony. In recognition of his position in the Chinese community he was made a Justice of the Peace in 1890. Mr. Ho Tung has travelled extensively, and has twice visited Europe and America. He occupies a leading place in Chinese social life, and was chiefly instrumental in founding the Chinese Club, an influential institution, of which he was the first chairman. His services have always been at the disposal of charitable organisations, as is evidenced by the fact that he served on the committees appointed to administer the Diamond Jubilee Fund, the South African War Fund, the Japanese War Fund, and the Kwangsi Famine Fund. Lastly, Mr. Ho Tung is proud of the fact that he was able to be of service to one of England's greatest sailors, Lord Charles Beresford, when he was commissioned by the Home Government and the Associated Chambers of Commerce to furnish an exhaustive report upon British trade and commerce in the Far East; and also that he was, and is, a personal friend of Sir Henry Blake, a former Governor of the Colony; Mr. J. H. Stewart Lockhart, C.M.G.; Sir Thomas Jackson; the Hon. J. Whitehead; and many other well-known men at one time resident in Hongkong.



MR. CHAU SIU KI, J.P., head of several important companies, owes his position en-

tirely to his own initiative and keen business instinct. He was educated at the Government Central School, now known as Queen's College, and, after completing his studies, was for some time a pupil teacher at that institution. He then joined the legal firm of Brelerton, Wotton & Deacon, and subsequently entered the Government service at the Civil Hospital. After some time he was transferred to the Harbour department, but relinquished that post to become secretary to the Man On Insurance Company, Ltd. In this position he was so successful that he has since promoted several other companies. At the present time he is secretary to the Chun On Fire Insurance Company; manager of the Hongkong and Kowloon Land and Loan Company; general manager of the Yuen On Steamship Company, Ltd.; managing director of the Shiu On Steamship Company, Ltd., and manager of the Tai Foong Chinese Bank. Mr. Chau Siu Ki is a Justice of the Peace, and was at one time chairman of the Tung Wah Hospital. He has twice served on the committee of the Po Leung Kuk. He is married and has several sons who are receiving an English business education similar to that which served their father so well.



MR. CHOA LEEP CHEE, J.P., is the present head of a good old Chinese family that has been prominently connected with the British Colonies for more than five generations. It was probably two hundred years ago that his ancestor, Mr. Choa Su Chiong, emigrated from the province of Fukien, China, and established himself as a merchant in Malacca. He speedily made a good name, and built up a successful business, in which he was succeeded by his son, Mr. Choa Ch'ong Keat. The son was as successful as his father had been. He carried on a large trade between Malacca and China, and acquired considerable real estate in the heart of the town of Malacca. Afterwards he was given the title of Captain China by the Dutch, and, although such titles were practically all abolished after the British occupation, the new rulers found he was a man with such large influence over the Chinese community that he was allowed, as a special favour, to retain his. Mr. Choa Ch'ong Keat was succeeded by Mr. Choa Yeng Keng, Mr. Choa Leep Chee's great-grandfather. He increased the estate, and built the present Malacca Markets on the property, at the same time erecting the bridge which now connects the markets with the town. The next head of the family, Mr. Choa Sck Kim, was a landowner and merchant of Malacca, a well-known man and highly respected. His eldest son is Mr. Choa Leep Chee, who was born at the family house, No. 14, Heeren Street, Malacca. After completing his education he went to Singapore, but, in 1874, decided to come to Hongkong. He obtained a small post under the China Sugar Refinery Company, Ltd., and, by diligence and perseverance, won gradual preference until, ten years ago, he was given the position of compradore and chief of the Chinese staff. His time is devoted chiefly to this business, in which he has now two sons assisting him, but he is also a shareholder in many local companies, and is, generally, very largely concerned in the sugar trade between the Colony and Java and China, the great experience which he gained when working his way through the refinery being of the utmost value to him. For many years he has been a prominent member of the Chinese community, and has taken part in many public functions. He is on the committees of the Alice Memorial Hospital and of the Nethersole



THE CEREMONY AT THE LAYING OF THE FOUNDATION STONE OF THE TUNG WAH HOSPITAL.
 Front row, reading left to right:—Mr. Ho Tung, His Excellency Sir Henry A. Blake, G.C.M.G., Miss Blake, Mrs. Ho Tung, Lady Blake, Hon. J. H. Stewart-Loekhart (Colonial Secretary).
 Behind front row:—Col. The O'Gorman, Lieut. Blake, Hon. W. Meigh-Goodman (Acting Chief Justice), Viscount Sairdale (Private Secretary).
 "IDLEWILD," MR. HO TUNG'S RESIDENCE.

and affiliated hospitals. He has been obliged to refuse many appointments owing to the demand made upon his time by business. In recognition of his many public services, however, he was recently made a Justice of the Peace by the Government. He served on the committee of the Typhoon Fund and did much on his own account to relieve the sufferers. Mr. Choa Leep Chee lives at "Burnside," No. 47, Robinson Road, a house delightfully situated, overlooking the harbour. It is surrounded by a very beautiful garden stocked with some hundreds of varieties of English and European flowers. In 1905, when Sir Matthew Nathan, Governor of the Colony, offered a prize for the best kept private garden in the Colony, and an inspection was made at very short notice, Mr. Choa Leep Chee secured the award. He is a member of the Hongkong Horticultural Society, and is a large exhibitor at the shows organised by that society.



MR. HO FOOK, J.P., compradore to the firm of Messrs. Jardine, Matheson & Co., Ltd., has distinguished himself both by his business acumen and by his activity in the wider sphere of philanthropy and public service. He is a British subject, having been born in Hongkong. After finishing his education at the Government Central School, now Queen's College, he spent some time in a Chinese shipping firm as clerk, and later joined the Registrar-General's department as a translator. In 1882 he entered the service of the legal firm of Messrs. Denneys & Mossop as an interpreter. He remained with them for three years, and then obtained the appointment of assistant compradore to Jardine, Matheson & Co. Upon the retirement of his brother, Mr. Ho Tung, the chief compradore, in 1900, Mr. Ho Fook was promoted to the vacancy, and his other brother, Mr. Ho Kom Tong, became his assistant. Mr. Ho Fook has been associated with all the principal public movements in the Colony for a long time past, and some fifteen years ago he was appointed a Justice of the Peace. Of the District Watchmen's committee he has been a member for sixteen years. He is now a member of the advisory committee of the Tung Wah Hospital, and managing director of the *Hongkong Telegraph*. In all matters appertaining to education he takes the greatest interest. He is a vice-president of the Ellis Kadoorie Chinese School Society, and has founded an annual scholarship for students at Queen's College. His outlook has been widened by much travel, his journeyings including two visits to Europe and one to America. He recognises the advantages which, in a British Colony, naturally follow from a thorough grasp of Western methods; and he is taking care that his children shall enjoy these advantages to the fullest extent. His eldest son is assisting him in the firm of Jardine, Matheson & Co., while four other sons are pursuing their studies in England. Mr. Ho Fook lives at No. 10, Caine Road.



MR. LO CHEUNG SHIU, assistant compradore to the firm of Messrs. Jardine, Matheson & Co., Ltd., is a connection, by marriage, of Mr. Ho Fook, the chief compradore, and is closely associated with that gentleman in several business undertakings in the Colony. Mr. Lo Cheung Shiu is a British subject, having been born in Hongkong. After completing his English education at Queen's

College, he was for some time pupil teacher, then senior Chinese assistant master, being altogether on the staff of the college for upwards of seven years. He was then transferred to the Treasury as a clerk, but two years later he left the Government service to join his brother-in-law at Jardine, Matheson's. He is now a partner with Mr. Ho Fook in the well-known Sang Cheong Fat yarn firm, of Bonham Strand, and in the firm of Ho Fook & Co., which is doing a very large business in sugar between Hongkong and Chinese ports. The thorough grasp of English and foreign methods which he obtained while in the public service, and his excellent knowledge of the English language, make his assistance of great value to Mr. Ho Fook in his many public undertakings.



MR. YUNG HIN PONG, J.P.—For fifty years the position of compradore of the Hongkong Branch of the Chartered Bank of India, Australia, and China has been held by one family. Mr. Yung Hin Pong, the present occupant of the office, succeeded his father, and now has his eldest son, Mr. Yung Hin Chung, with him in the bank. The family belongs to the Hungshan district of South China. Born in Hongkong, and educated at Queen's College, Mr. Yung Hin Pong entered upon his financial career some twenty-five years ago as his father's assistant, and has held his present position for the past fifteen years. Under his direction there is a staff of about fifty. He has served on the committees of the Tung Wah Hospital and the Po Leung Kuk, and in 1906 his name was added to the Commission of the Peace. His second son, Mr. Yung Hin Yan, is studying civil engineering in America.



MR. TSEUNG SZ KAI, J.P. This gentleman is compradore to the well-known Japanese firm of the Osaka Shosen Kaisha, and is also proprietor of the firm of Kwong Tak Fat, at Bonham Strand West, Hongkong. A native of Amoy, he went early in life to Jamaica, and afterwards to Puerto Ricá. Thirty-six years ago he settled in Hongkong, where he has been very successful in business. About fifteen years ago he was made a Justice of the Peace by the Government. He is also a member of the Tung Wah Hospital the District Watchmen's Association, and the Po Leung Kuk committees. Mr. Tseung Sz Kai, who has several sons in the Colony, has a family house in his native town, Amoy.



MR. TONG LAI CHUEN, J.P., who occupies the post of compradore to the Holland-China Trading Company, is a native of the Hungshan district of China. His father, a well-known merchant both in that district and in the neighbouring Portuguese Colony of Macao, was for many years connected with the Yun Loong tea hong of the latter place. Mr. Tong Lai Chuen has resided in Hongkong for upwards of thirty-three years, and during that time has been actively connected with several companies. Before joining the Holland-China Trading Company as head of the Chinese department, he was compradore to the firm of Messrs. Petit & Co., Bombay merchants. He occupies a prominent place among his fellow countrymen, and has always been to the fore in charitable movements. On several occasions he has been on the committees of the Tung Wah

Hospital and the Po Leung Kuk, and in 1906 he was elected a member of the Typhoon Fund committee. To the District Watchmen's committee his assistance has been invaluable. His interest in public affairs led to his appointment as a Justice of the Peace for the Colony some three years ago. He is the owner of a considerable amount of landed property in the Colony, including his residence, Nos. 67 and 69, Wyndham Street. He has a large family. Most of his sons are still at school.



MR. WONG KAM FUK, J.P.—It may readily be understood that the duties of compradore in so large a concern as the Hongkong and Kowloon Wharf and Godown Company require for their satisfactory discharge qualities of no mean order, for the Company's employes run into several hundreds, and the compradore is responsible for the whole of the Chinese. In Mr. Wong Kam Fuk the Company have a man of shrewd business ability. Born in the Colony and educated at Queen's College, he entered their service, after a brief period of employment in an insurance office, and was stationed at West Point, until he was transferred to his present position, a good many years ago. He also holds the managing directorship of a Chinese company running a service of steamers to West River, and is interested in a cotton yarn business. He has served on the committee of the Tung Wah Hospital, and is at present a member of the Po Leung Kuk committee. Some three years ago the Government recognised his ability by appointing him a Justice of the Peace for the Colony.



MR. S. W. TSO.—For some time there was only one Chinese solicitor practising in Hongkong—Mr. Tso Seen Wan, or, as he is more generally known amongst Europeans, Mr. S. W. Tso. He was born at Macao, and received his education in England at Cheltenham College from 1886 to 1890. After having served articles with a firm of solicitors at Cheltenham and London he qualified as a Solicitor of the Supreme Court of England in 1896. In the same year he returned to Hongkong, and was admitted as a Solicitor of the Supreme Court of the Colony. Amongst the Chinese he does a great deal of work, and has come to be regarded by them in much the same light as the Hon. Dr. Ho Kai—as a friend and adviser in foreign matters, quite as much as professional practitioner. Mr. Tso is highly respected among all sections of the community.



MR. OTTO KONG SING, after receiving an excellent education at Newington College, Sydney, New South Wales, decided upon a legal career, and in due course qualified as a solicitor in Australia. He then proceeded to England for a couple of years, and was admitted to practice in 1903. In the following year he returned to Hongkong, and since that date has been practising as a Solicitor of the Supreme Court of the Colony. In his college days Mr. Otto Kong Sing was a well-known footballer, and played for the first college team during several seasons with considerable success.



DR. WAN TUN MO, one of the leading Chinese doctors in the Colony, was born in Hongkong, and received his early education at



THE LATE MOTHER OF MR. CHOA LEEP CHEE.
MR. CHOA LEEP CHEE AND FAMILY.

"BURNSIDE," THE RESIDENCE OF MR. CHOA LEEP CHEE.
MR. CHOA LEEP CHEE'S LATE GRANDFATHER
AND GRANDMOTHER (from an old painting).

Queen's College. After completing his course as a Government student at the Tientsin Chinese Government College, he was appointed surgeon to the Imperial Chinese Navy. Subsequently, while still in the Government service, he became assistant professor of his old college. For some years he was associated with Dr. Kerr, of Canton, but upon arrival in Hongkong he joined the staff of the Alice Memorial and Nethersole Hospitals, commencing private practice in the Colony about eight years ago. Dr. Wan Tün Mo does a great deal of writing in his spare

time. He is connected with the literary staff of a Chinese magazine published in Hongkong, is the author of several works in Chinese, and has translated various text-books now in use among Chinese students.

DR. KWAN SUM YIN has the distinction of being the Chinese medical practitioner of longest standing in the Colony. He received his English education at the Diocesan School, and was the first graduate of the Hongkong

College of Medicine. In 1893 he was appointed house surgeon to the Nethersole Hospital, but resigned this post, after three years, to enter the service of the Chinese Government at Nanking as an army surgeon. He served the Imperial Government for four years, and then, ten years ago, when European methods were little known among the Chinese, returned to Hongkong and commenced private practice. His surgery is at No. 18A, Stanley Street.

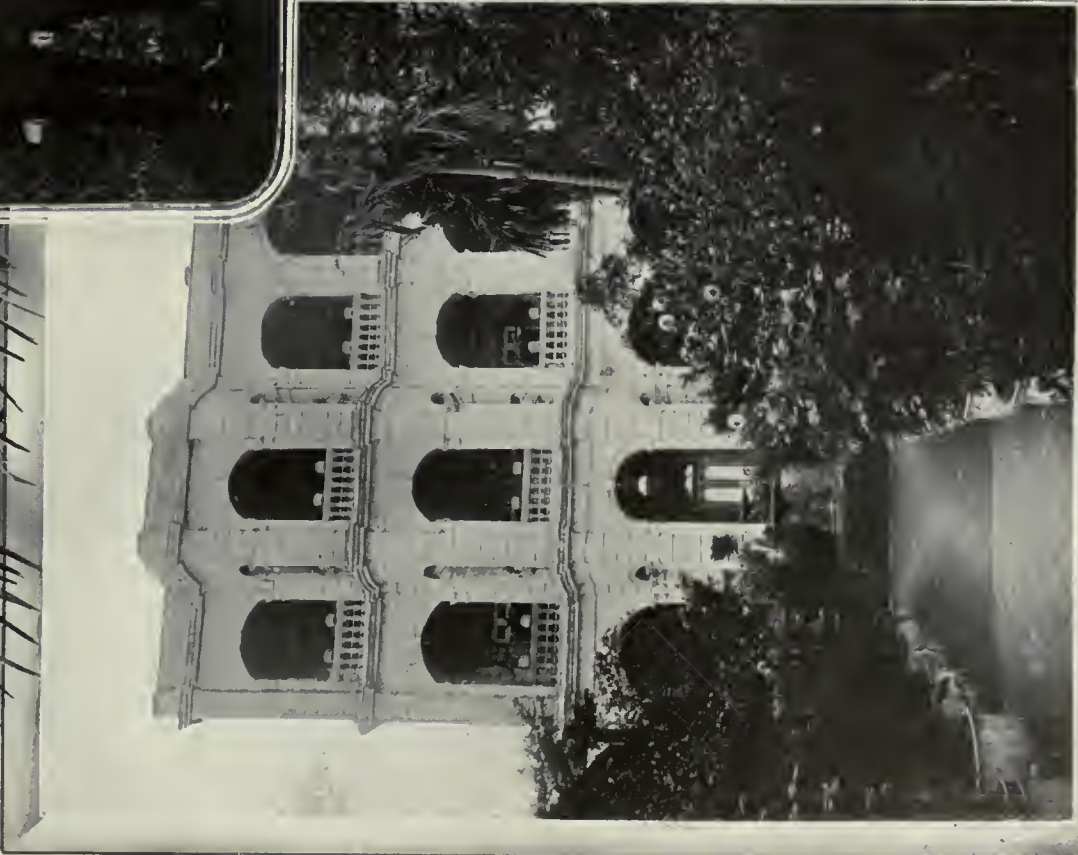
DR. HO KO TSUN, who now has a large private practice in the Colony, has held quite a number of public appointments. Born in 1878, he was educated at Queen's College, and received his professional training at the Hongkong College of Medicine, being awarded a Belilios Scholarship. He was the acting house surgeon at the Tung Wah Hospital from 1901 to 1902; the first laboratory assistant to the Government Bacteriologist, 1902-3, and the resident surgeon at the Nethersole and Ho Min Ling Hospitals from 1903 to 1906. For some time he was the Medical Officer in charge of the Chinese Public Dispensary, Eastern District, and it was this position which he resigned in order to commence private practice. Dr. Ho Ko Tsun is a Licentiate in Medicine and Surgery of the Hongkong College of Medicine, and is tutor in osteology and surgery to the college. His publications include, "A Treatise on First Aid to the Wounded," and "Simple Remedies in various Emergencies" (both in Chinese), and a work on Malaria. He is president of the Tai Yuk Hok Hau, and a lecturer on Hygiene to the same institution (Physical Training).

DR. HO NAI HOP, alias Ho Lokkum, who has one of the most extensive practices in the Colony, received the whole of his medical training in Hongkong. He studied English at Queen's College, and in 1894 entered the Hongkong College of Medicine. After becoming a Licentiate of Medicine and Surgery in 1898 he received the Government appointment of medical officer in charge of the New Territory. Here he had a large and varied experience, for at that time he was the only doctor resident in the district. His headquarters were at the Government Offices at Taipo, and he attended members of all nationalities, visiting out-stations and villages as his services were required. He resigned in 1903 in order to commence private practice, and very soon established a high reputation for himself in the island. Among the appointments which he holds is that of surgeon to the Hongkong Milling Company, Ltd.

DR. COXION TO.—With the spread of the knowledge of European methods of surgery and of medicine there has come into existence in China, during the last ten or fifteen years, a new class of professional men—properly qualified native medical practitioners. Amongst the Chinese there have, of course, been "doctors" for many hundreds of years, but these were not necessarily men who had made the treatment of human ills a scientific study, but rather those who had handed down to them more or less valuable prescriptions. With the establishment of the Hongkong College of Medicine for Chinese the new state of affairs was inaugurated, and there is now a corps of thoroughly qualified Chinese medical men with extensive private



MR. TONG LAI CHUEN, J.P.
MR. TONG LAI CHUEN'S FATHER.



MR. HO FOOK'S RESIDENCE, CAINE ROAD.

THE SONS OF MR. HO FOOK.

MR. HO FOOK AND FAMILY.

practices in Hongkong. Amongst the first of these gentlemen is Dr. Coxon To, or, as he is described in his diploma, To Ying Fan, house surgeon to the Alice Memorial Hospital. He graduated in the year 1899, and was immediately appointed house surgeon to the Nethersole Hospital, and afterwards to his present post, which requires a man of ability and experience. He is, at the same time, proprietor of the pharmacy in Queen's Road, and carries on an extensive private practice in the Colony.



MR. SHE POSHAM, who, in spite of many business responsibilities, has still found time to take a prominent part in the public affairs of the Colony, was born in Hongkong in 1870, and was educated at the Old Central School, now known as Queen's College. On finishing his studies, he joined the Hongkong and Kowloon Wharf and Godown Company, Ltd., in whose service he remained for several years. In 1895 he accepted the position of compradore and caterer to the Hongkong Hotel, and had complete charge of the Chinese department, including some three hundred servants. Mr. She Posham was in 1906 a director of the Tung Wah Hospital, and devoted a considerable amount of time and money to relieving sufferers by the disastrous typhoon of that year, and towards establishing the San Francisco Earthquake Fund. He has taken part in many other public movements of one form and another. He was a member of the reception committees on the occasions of the visits of the Duke and Duchess of Connaught and of Prince Arthur of Connaught, and on both occasions was responsible, with one or two other Chinese gentlemen, for the splendid decorations at the Ko Shing Theatre in honour of Their Royal Highnesses. In his spare moments Mr. She Posham is an enthusiastic and successful amateur photographer. His series of views of the landing of Prince Arthur of Connaught were the best in the Colony. A nicely bound set of them was forwarded to His Royal Highness, who returned his thanks for the gift.



MR. KUNG KWANG-TO, who is also known as Mr. Kung Sui Tong, has devoted himself very largely to the study of Chinese literature, and possesses a library of something like 400,000 volumes. He is a native of the Namhoi district, his forefathers having from very early days resided in the province of Kwangtung, and he is the seventieth descendant of Confucius. He was born in the twelfth year of the Emperor To Kwong (1832). His father, Mr. Kung Kai Fang, was a scholar of the highest order, being in the degree of Hanlin, and in his day accumulated a large collection of literary treasures, some of them dating back two thousand years. This collection Mr. Kwang-To has considerably augmented. It is of interest to note that the largest work ever written in the Chinese language was composed in the time of the Emperor Wing Lock, and comprised 22,500 volumes. This book is now non-existent, even in the imperial library, but of the second largest work, the Tai Shi Chap Sing (Chinese Encyclopedia), consisting of 10,000 volumes, compiled in the present dynasty, Mr. Kwang-To is the proud possessor of a complete copy. Mr. Kung is himself a scholar of wide attainments, and has compiled a work relating to the Tong dynasty—a book which, it is acknowledged, could never

have been written without far-reaching research into the library at his command. It is a Chinese saying that only a man who has walked 10,000 miles and read 10,000 books can be called a hero. Mr. Kung has fully entitled himself to this distinction, for he has climbed to the summits of four of the five highest mountains in China, and his six-volume account of the ascent of the Taiwa is fit to rank with tales of the most daring adventurers.



MR. LAU PUN CHIN.—A most important post, and one which can only be filled by a financier of ripe experience, is that of compradore to the Hongkong and Shanghai Banking Corporation at their head office in Hongkong. Indeed, so great are the responsibilities of the position, and so large is the guarantee required, that when the office became vacant two years ago some difficulty was encountered in finding a suitable man to fill it. The choice fell upon Mr. Lau Pun Chin, who, during twenty years' residence in the Colony—for the greater part of which he conducted the Chinese business of Messrs. Chater and Mody—had shown himself a singularly able financier. Mr. Lau Pun Chin, who is 38 years of age, is a native of Chin San, near the neighbouring port of Macao. He was educated in English at a private school, and then went through a course of study at Queen's College, Hongkong. His interests are not confined to his financial duties, for he is a member of the committee of the Tung Wah Hospital, and of the committee of the Horticultural Society, in the promotion of which he has borne a considerable part, whilst as a member of the Chinese Club he keeps in close touch with the social life of his fellow countrymen. He has erected in his native village two schools—the Chin San Lans School in 1902, and the Kung Too College in 1904—many of the scholars from which have been taken, after examination, to the Imperial Military College at Wang Po by the Viceroy of Canton. Several of them have continued their studies in Europe, whilst others have proceeded to Japan. Mr. Lau Pun Chin is a director of the Fook Sin Tong Hospital at Chin San, and for several years has paid two Chinese for vaccinating applicants free of charge. In this way more than two thousand poor Chinese have been vaccinated annually.



MR. HO WING TSUN.—The compradore and manager of the Chinese business of the Banque de l'Indo Chine at Hongkong is Mr. Ho Wing Tsun, who comes of an old-established Cantonese family. Born in Hongkong, he was educated at Queen's College, and speaks and writes English fluently. On leaving school he entered the service of the Hongkong and Shanghai Banking Corporation, and when he left ten years later he held the post of assistant compradore. He received his present appointment on the retirement of Mr. Kwok Sin Lau, an old and tried servant of the institution, who, after devoting twenty years of his life to the service of the French banks at Hongkong, is now enjoying the well-earned fruits of his labours. Mr. Ho Wing Tsun is married, and the members of his family are receiving a first-class English education.



MR. CHAU NGAN TING, compradore to the Netherlands-India Commercial Bank, is a

native of the Hungshan district of China. He came to Hongkong in 1885 and was admitted to the Government Central School (now Queen's College) two years later. In June, 1892, after having been for two years in the first class, he left that institution, and became a count shroff in the employment of the Hongkong and Shanghai Banking Corporation for seven years. Then for a short time he was engaged as compradore to the Stockton Milling Company. Later he became compradore to the Pacific Oriental Trading Company, now Messrs. A. B. Moulder & Co., a position which he held for five years, until in November, 1906, the Nederlandsch-Indische Handelsbank opened a branch here and appointed him to take charge of their Chinese business and staff.



MR. LU KU UN has occupied the position of compradore to the International Banking Corporation ever since the bank opened a branch in the Colony in 1903. The post is a responsible one, involving the control of the whole of the Chinese staff and the guarantee of all the Chinese business, but the preliminary training of Mr. Lu Ku Un was such as to fit him admirably for the duties. The son of Mr. Lu Yuek Chi, a merchant of the Colony, he received his education at Queen's College. Afterwards he joined the Chartered Bank for seven years, eventually becoming second compradore. It was this post which he vacated in order to take up his present position.



MR. NO HON TSZ, who is a son of a merchant formerly carrying on business for many years in the Colony, received an excellent education at Queen's College, and now has a variety of interests in the commercial and industrial life of the community. He is the assistant manager, and does the English business, of the Yuen Fat Hong, the oldest and one of the most important Chinese houses in the Colony. In addition, he owns two silk piece-goods shops at Canton. For the last two years he has held the post of compradore of the National Bank of China, in which he is assisted by his brother, Mr. Ng Long Chow. Mr. Ng Hon Tsz takes great interest in public affairs and is a member of the committee of the Tung Wah Hospital.



MR. MOK TSO CHUN.—One of the largest firms in the whole of the East is that of Messrs. Butterfield & Swire, and the position of chief compradore at the Hongkong branch is one of great responsibility. It is held by Mr. Mok Tso Chun, a native of the Hungshan district, who came to the Colony at an early date, and has been with the firm for about thirty-three years. His father, Mok Se On, was surely for the former compradore of the firm, Ng u Hip. Mr. Mok Tso Chun is very well known amongst the Chinese business community, and takes a great interest in local affairs. He was formerly one of the directors of the Tung Wah Hospital, and has served on the committee of the Po Leung Kuk.



MR. WONG CHEW TONG.—When the Standard Oil Company first started business in the Colony, some fourteen years ago, Mr. Wong Chew Tong came to Hongkong from the Company's branch at Yokohama, and



PROMINENT MEMBERS OF THE CHINESE COMMUNITY, HONGKONG.

- | | | | | |
|------------------------|-------------------------|------------------------------|-------------------------|------------------------------|
| 5. WONG KAM FUK, J.P. | 1. CHOW HING KI. | 2. LAU PEN CHIN. | 3. WONG CHEW TONG. | 4. CHING KING SIN. |
| 9. IP SHUN KAM. | 6. IU KU UN. | 7. HO TUNG, J.P. | 8. CHUN TONG. | 10. NG LI HING. |
| 14. LAU CHU PAK, J.P. | 11. DR. HO KO TSUN. | 12. DR. KWAN SUM YIN. | 13. WONG LAI-SANG. | 15. SIN TAK FAN. |
| 18. CHEUNG TSEUNG CHE. | 16. TSEUNG SZ KAI, J.P. | 17. HO FOOK, J.P. | 19. YUNG HIN PONG, J.P. | 21. DR. WAN TUN MO. |
| 22. CHAU NGAN TING. | 20. HO KOM TONG, J.P. | 22. DR. WAN TUN MO. | 23. NG HON TSZ. | 23. DR. HO NAI HOP, L.M.S.H. |
| 27. HO WING TSUN. | 24. S. W. TSO. | 25. DR. HO NAI HOP, L.M.S.H. | 26. SHE POSHAM. | 26. SHE POSHAM. |
| | 25. DR. COXION TO. | 27. DR. COXION TO. | 27. DR. COXION TO. | 27. DR. COXION TO. |
| | 28. LO CHEUNG SHUI. | 28. LO CHEUNG SHUI. | 28. LO CHEUNG SHUI. | 28. LO CHEUNG SHUI. |
| | 29. DR. COXION TO. | 29. DR. COXION TO. | 29. DR. COXION TO. | 29. DR. COXION TO. |
| | 30. MOK TSO CHUN. | 30. MOK TSO CHUN. | 30. MOK TSO CHUN. | 30. MOK TSO CHUN. |

now holds the responsible position of compradore in charge of the Chinese staff and business. He is a liberal supporter of local charities, and his services in years gone by have been given to the committees of the Tung Wah Hospital and of the Po Leung Kuk.

MR. CHUN TONG, also known as Mr. Chun Chik Yu, has been compradore to the historic firm of Douglas LaPraik, now known as the Douglas Steamship Company, since 1889. A native of the Hungshan district of China, he was one of the first Chinese students to proceed to America for the completion of his education, his father, Mr. Chun Fong, being

at that time Consul for China at the Hawaiian Islands. Mr. Chun Tong is assisted as compradore of the Douglas Company by his brother, Mr. Chun Keng Yue, who takes a very active part in shipping matters in the Colony. Mr. Chun Tong was formerly a member of the Tung Wah Hospital committee, but of recent years has devoted his time almost exclusively to commercial matters. He and his brother have been prominently connected with the Canton-Hankow Railway line, and have fought on the side of the merchants of the Colony throughout the quarrel which has taken place during the past two years or so regarding that much-talked-of project. Mr. Chun Keng Yue is this year vice-president of the Chinese

Chamber of Commerce. The eldest son of Mr. Chun Tong is Mr. Chun Wing Sen, who is at present a student in America, where he is making excellent progress, having passed his preliminary course some four years under the ordinary term. Whilst at the High School in Hartford, Connecticut, he displayed no little literary ability, and for some time edited the School Chronicle.

MR. IP SHUN KAM.—The position of compradore to the Hongkong branch of the firm of Messrs. Reiss & Co. is held by Mr. Ip Shun Kam, who comes of a family which has been connected with the firm for upwards of fifty years. His father, Mr. Ip Kiu Shek, was compradore to the firm at Canton in the early days of the famous "factory sites," whilst his uncle, Mr. Ip Chuk Kai, held a similar position in the Hongkong branch. Mr. Ip Shun Kam, who is also known as Mr. Ip Tung, received an English education at Queen's College. On leaving that institution he joined his uncle as an assistant, and in course of time succeeded him as compradore. He is a member of the Chinese Chamber of Commerce and of the Chinese Club.

MR. CHOW HING KI, the compradore to the Nippon Yusen Kaisha, has lived in the Colony for about thirty years, and, during most of that time, has been connected with shipping. He received an English education at Queen's College, and, on leaving that establishment, started business with a shipping firm styled the Wo-kee Company. In those days he also looked after the Nyko Chinese business at this port, and when this Japanese firm opened a branch here became their compradore, in which position he is now assisted by Mr. Chun Yui Tong. Mr. Chow Hing Ki has been connected with the Nippon Yusen Kaisha for over fifteen years. He is a member of the consulting committee of the China Provident Loan and Mortgage Company, Ltd., for which Messrs. Shewan, Tomes & Co., are the local managers. Although his time is too fully occupied now to allow of participation in public affairs, he served formerly on the committee of the Po Leung Kuk. He is an influential and respected member of the Chinese mercantile community.

MR. CHING KING SIN, compradore to the important German house of Messrs. Carlowitz & Co., is a son of Mr. Ching Kong Kin, a merchant and trader, resident in the Colony for about forty years. Upon completing his education at St. Joseph's College, Mr. Ching King Sin entered the firm of Messrs. Carlowitz & Co., and about a year ago he was promoted to his present position, in which he is responsible for the whole of the Chinese staff and the Chinese business of the firm. Mr. Ching King Sin is a member of the Chinese Club.

THE BROTHERS LI are the sons of Mr. Li Sing, for many years one of Hongkong's best known merchants, who died on May 8, 1900, leaving property valued at upwards of six million dollars to be divided between his eight sons. He was the descendant of an old family—coming from the town of San Wui, in Kwangtung. His speculations were very successful, and his generosity was proportionately great. He was one of the founders

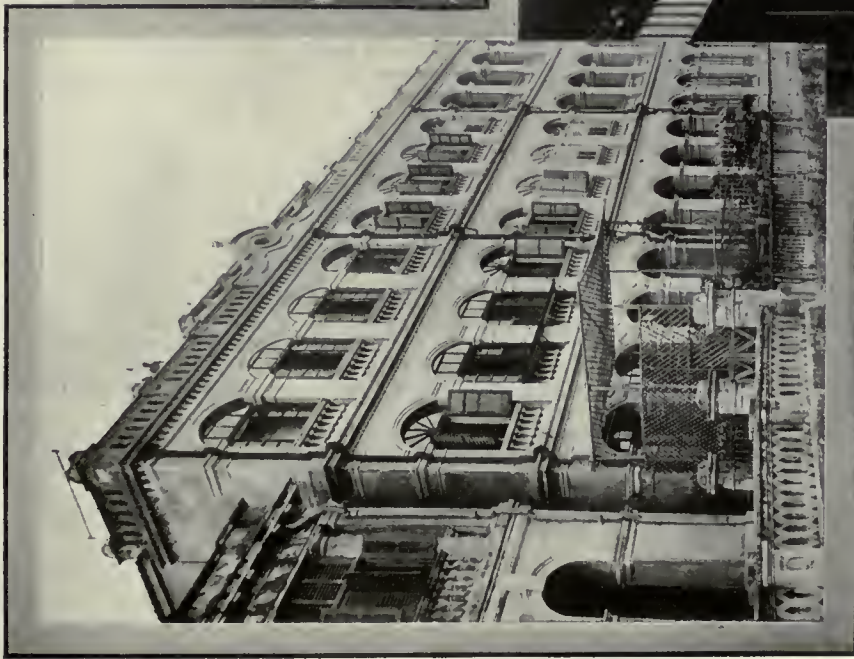


THE LATE LI SING.

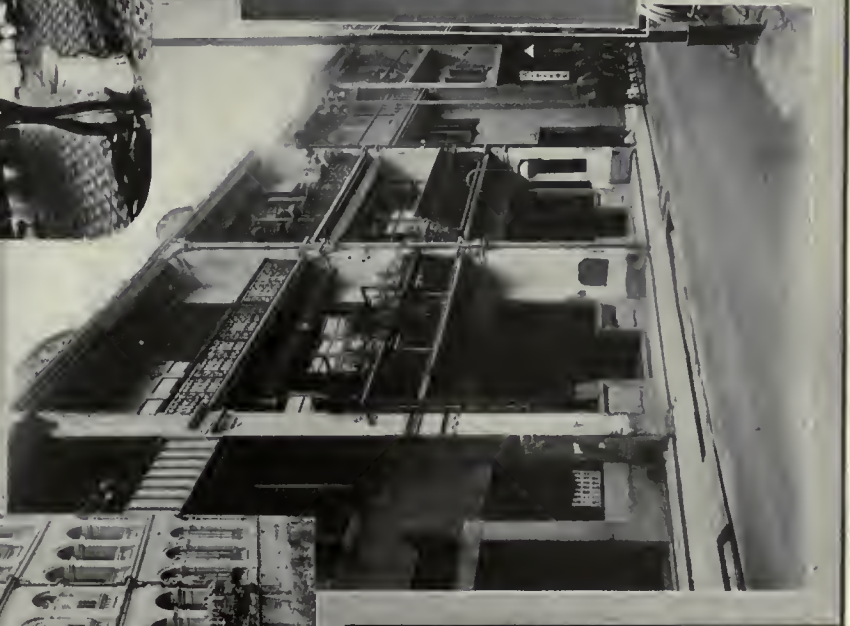
LI PO LUNG.

LI TSZ MING.

LI PO CHUN.



MR. NG LI HING'S RESIDENCE, CAINE ROAD.



MR. NG LI HING'S BUSINESS PREMISES.



THE DRAWING ROOM.
THE FAMILY HISTORY.

Handwritten Chinese text in vertical columns, likely a family history or inscription related to the drawing room.

of the Tung Wah Hospital, of the District Watchmen's Committee, and of several other public institutions. He subscribed largely to the building of a bridge near his native town and the raising of the adjacent river bank to prevent the river from overflowing at flood time and damaging the property of the agriculturists of the district. The construction of the river walls involved an expenditure of something like 100,000 dollars, but the whole of the improvement was carried out free of cost to the locality. About the beginning of the reign of the Emperor Tung Chi several thousand people took passage on board a foreign-owned vessel bound for California. While on the voyage a storm was encountered and the ship struck a rock. When this sad news was telegraphed to Hongkong Mr. Li Sing at once chartered a steamer, loaded her with provisions, and despatched her to the wreck. All the shipwrecked people were saved and brought back to China. This cost Mr. Li Sing tens of thousands of dollars. In the same reign Mr. Li Sing founded a com-

highly educated, and has a sound knowledge of English. Mr. Li Po Yung, or Li Tsz Ming, sixth son of the late Mr. Li Sing, was born on April 20, 1881. He is a British subject by birth, and takes great interest in public affairs. In 1897, when he was seventeen years of age, he travelled in the north of China, visiting Shanghai, Tientsin, Chefoo, Peking, and other cities and ports. He was married in Canton in the following year, and has two children, a daughter and a son, born in 1903 and 1905 respectively. Well educated in Chinese, he has also a fair knowledge of English. He is taking care of his patrimony, and employs a part of his leisure in translating English books into Chinese. He is also a member of the editorial staff of a Chinese magazine. Slow to make a promise, he is careful to keep his word, like his late father. Mr. Li Po Chun, otherwise Li Tsz Hi, the eighth, or youngest son of the late Mr. Li Sing, was born on August 15, 1887, and is also a British subject. From his father he inherited a considerable amount of property.

four generations. He was born in the Colony, educated at Chinese schools, and now holds a prominent place both in the public and commercial life of the community. Some thirty-five years ago, in partnership with his brother, he established the well-known ship-chandling business of Messrs. Robert Jack & Co., which is one of the largest of its kind in the Colony. The firm occupy extensive premises at No. 41, Connaught Road, overlooking the harbour. Mr. Cheung Hoi having died some years ago, Mr. Cheung Tseung Che is now the sole manager. Among other important contracts which Messrs. Robert Jack & Co. hold is one for supplying the *Empress* (Canadian Pacific Railway) line of steamers, and they do a considerable trade as general shippers and coal merchants. Mr. Cheung Tseung Che is a director of the French line of steamers running to Canton, and has a variety of other interests in the Colony. He is a member of the Tung Wah Hospital Committee, and follows the progress and development of that institution with the closest interest. His eldest son, Cheung U Kow, gives him great assistance in the management of the business. Their private residence, No. 53, Caine Road, was formerly occupied by Sir Paul Chater, and is one of the finest in the island.



THE RESIDENCE OF MR. CHEUNG TSEUNG CHE, CAINE ROAD.

pany called the Wa Hop Company, which laid a telegraph cable from Hongkong to Canton. This was afterwards purchased by the Chinese Government, and formed the first telegraph line laid in the province of Kwangtung. Mr. Li Sing was the first Chinese gentleman to form a fire or marine insurance company in Hongkong. The Tseung On Fire Insurance Company and the On Tai Marine Insurance Company owed their formation to him. Most of the sons of Mr. Li Sing are British subjects, and the firm of Li Brothers, which now manages a large portion of the estate, is composed of Mr. Li Po Lung (sometimes known as Li Wai Tong), who lives at Medway House, Kennedy Road; Mr. Li Po Yung (known also as Li Tsz Ming), of Richmond House, Robinson Road; and Mr. Li Po Chun, or Li Tsz Hi, who resides in Caine Road. Mr. Li Po Lung was lately one of the directors of the Tung Wah Hospital, and has shown, and still takes, a great interest in the public affairs of the Colony. He has travelled a good deal in China and Japan, is

He is careful to keep up the traditions of the family, and, as a keen business man, is very like his father. In the year 1903, when he was seventeen years of age, he travelled in Japan and saw the Exhibition that was held there in that year. At the age of eighteen he married Miss Wong, a lady of many accomplishments and of thrifty habits, who was well able to look after his domestic affairs for him. At the age of twenty-one he was blessed with a daughter. Mr. Li Po Chun is a deep-thinking man, persevering, courageous and discreet. He is liberal-minded and always ready to make sacrifices for the benefit of others. A great deal of his time is devoted to the study of both Chinese and English literature. All three brothers are recognised as men who have done, and are willing still to do, much in the public service.

MR. CHEUNG TSEUNG CHE comes from a family which has lived in Hongkong for

MR. GOH LI HING, who is also known in Hongkong as Mr. Ng Li Hing, is an old resident of the Colony, and one of the leaders of the Fokienese community. Leaving his home in Fokien early in life, he spent many years in travel, and was connected with mercantile houses in Java, Sumatra, and the Straits Settlements. He has now been away from his native province for upwards of half a century, and during the last thirty years has resided in Hongkong, where he has attained to an influential position as head of the well-known and old-established firm of Goh Guan Hin, No. 64, Bonham Strand West, which carries on a large business as general merchants and importers. Mr. Ng Li Hing is also chairman of the financial company known as the Hongkong and Manila Yuen Shing Exchange and Trading Company, Ltd., which has branches at Manila, Singapore, Shanghai, Amoy, and Penang; he is the proprietor of a newly established brewery at Wongnei-chung; and he is connected with numerous other enterprises in the Colony. He bears his part in public movements, and has served on the committees of the Tung Wah Hospital, and the Po Leung Kuk. To the hospital he recently presented a large piece of valuable land at Kowloon, to be used as a cemetery for the Fokienese community. Of his family, one son, Mr. Ng Kai Sui, is at present studying in London, while his grandsons are either students or agriculturists. The other members of his family live with him at his beautiful residence in Caine Road.

MR. TSANG KING.—There are few men more widely known than Mr. Tsang King in the business circles of the Colony. He came to Hongkong some forty-five years ago, from Canton, and for the last thirty-six years has been engaged here as a contractor. He frequently employs as many as five thousand men, and has erected a large number of important buildings. Amongst these are the Hongkong Rope Factory; the Government Civil Hospital; the Asylum; Sir Paul Chater's

beautiful residence, and his bungalow at Kowloon; the Kowloon Waterworks; Tytam Reservoir and Waterworks; two-thirds of the Praya Reclamation (the foundation stone of which was laid by the Duke of Connaught); the Military Batteries at Stonecutter's Island, the Central and South Batteries; Gap Rock Lighthouse; the Taikoo Ship Yard; Causeway Bay Breakwater; the Aberdeen Paper Works and Waterworks; the Wanchai Gap Waterworks; the Steam Laundry; the Ice House; the Kowloon Wharf and Godown Companies' premises; the Water Police Station, Kowloon; No. 1 Dock, Hongkong Dock Company; the Time Ball at Kowloon; and the Oil Tanks and Powder Magazine. Mr. Tsang King is the sole owner of a great block of godowns at Kennedy Town, erected by his own firm and having a storage capacity of 200,000 feet. In the management of his extensive business he is now assisted by three of his sons, the eldest Tsang Loi Chiu, being at present in charge of the Kowloon Waterworks construction. Tsang Kee and Tsang Ping are helping in other ways.



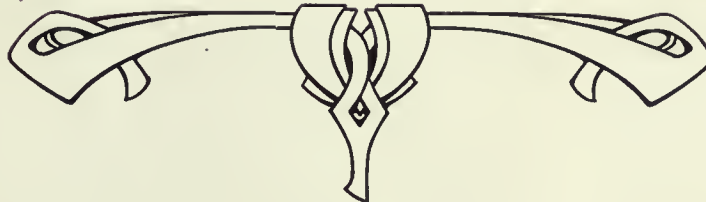
MR. SIN TAK FAN.—Hard work and honest endeavour, followed by steady and

well-earned promotion, is, in brief, the record of Mr. Sin Tak Fan. Born on December 20, 1856, he was educated at the Government Central School (now Queen's College) under Dr. Frederick Stewart, and, while there, carried off many prizes, including the Smith Prize for translation and handwriting. Having finished his scholastic course, he was appointed an assistant teacher, and continued in that capacity until 1878, when he was transferred to the Registrar-General's Department as fourth clerk. Later on, he was promoted to be acting first clerk and interpreter. Leaving the service in 1880, he received an appointment with the legal firm of Messrs. Stephens & Holmes as chief clerk and translating interpreter. In 1882 he again improved his position by joining Mr. Creasy Ewens as managing clerk and interpreter. Messrs. Ewens & Harston, as the firm is now styled, are among the leading solicitors in the Colony, and Mr. Sin Tak Fan is a well-known figure in legal circles. He has been twice married, and has eight sons and seven daughters. He is president of the Hongkong Chinese Club for the third time, and is, also, a member of the Man Ming Club, which was founded in 1904 by some local Chinese merchants and scholars for the promotion of social intercourse and the

improvement of intellectual and moral discipline.



MR. WONG LAI-SANG.—By perseverance and keen business instincts Mr. Wong Lai-Sang has gained not only a comfortable position for himself but a good reputation among both Europeans and Chinese. A native of Hongkong, he was born in 1863 and was educated at the Central School. He joined the Great Northern Telegraph Company, Shanghai, as an operator in 1880, and remained with the company for nine years. Subsequently he entered the service of the Public Works Department, Hongkong, and, after twelve years' experience, accepted the position of managing clerk to Mr. E. M. Hazeland, an architect. This position he still occupies, and at the same time carries out the duties of managing partner of the Tai Kwong Company, who do a large business in gasoline lamps. He is married to a sister of Mr. Chan Kai Ming, secretary to the Opium Farm, Hongkong, and has one son, who, thanks to his father's clear realisation of the advantages which follow upon such an equipment, has been given a thoroughly sound English education.





HARBOUR AND SHIPPING.

BY COMMANDER BASIL TAYLOR, R.N., Harbour Master.



HONGKONG Harbour, now recognised as one of the finest in the world, and actually accommodating more shipping than any other, was, prior to the British occupation, of no account, and but little used except by Chinese fishermen (and pirates) and an occasional war junk. Its capabilities as a desirable anchorage do not appear to have received practical recognition until 1834, when Lord Napier, appreciating its strategical and commercial possibilities, recommended its acquisition by the British Government. At that time a considerable amount of trade was carried on in British vessels with Canton and Whampoa, and a certain number of British merchants were resident in the former city. Circumstances, into which it is not necessary here to enter, caused the British community in Canton to lose the goodwill of the Chinese authorities, with the result that they were expelled from the city and British shipping from the river. The former, with the Chief Commissioner of British Trade in China—Captain Elliot, R.N.—took refuge at Macao, then, as now, a Portuguese settlement, while the shipping anchored in Hongkong Harbour. This occurred in 1839.

Captain Elliot appears to have held but a poor opinion of the value of Hongkong as a dependency of the British Crown, or of the safety of the harbour, for he recommended the purchase from Portugal of Macao in preference to it. However, nothing came of his proposals, fortunately for British trade in the Far East, for Macao could not accommodate a fraction of the shipping now using Hongkong Harbour, even were there water enough to allow a modern ocean vessel to enter; Macao Harbour is small, and no vessel drawing more than 14 feet can enter at any state of the tide.

In August, 1839, the Canton authorities,

emboldened no doubt by the successful issue of their anti-British action in March, threatened to carry the matter still further, and to make an attack in force upon Macao, with a view to the expulsion thence of the British. As it was felt that, being virtually undefended, Macao was in no condition to repulse such an attack, and that Portugal, not being a party to the quarrel, it was not right or politic to involve her, the British community headed by Captain Elliot and his staff, left Macao for Hongkong, leaving behind only a few sick.

On arrival it was found that no food was obtainable, a boycott being maintained by three war junks anchored off the Kowloon Peninsula; and it was reported that all sources of water supply were poisoned. The natives, however, being perfectly willing, even anxious, to furnish supplies, the war junks were attacked and driven away, and the boycott put a stop to.

As there were no buildings of any kind on the north shores of the island, residence on shore was at first out of the question, and the shipping in the harbour afforded an asylum for the whole community. A few buildings shortly appeared, principally of the matshed type, but nothing of a permanent character was attempted, in view of the great uncertainty prevailing as to the future of the island.

Shortly after this, the activity on the part of the Chinese having abated, the Commissioner and staff, together with many of the merchants with their families returned to Macao, whence Captain Elliot continued his opposition to the harbour of Hongkong, and in October, 1839, in spite of vigorous protests from eighty-six British vessels then anchored there, and the representatives of twenty mercantile firms, eleven insurance companies, and Lloyd's agent, he ordered all the shipping to leave and to repair to Tongku, an island off the entrance to Deep Bay, in the mouth of the Canton

River. And Hongkong was evacuated.

The following year, 1840, an expeditionary force arrived from home and Hongkong was once more occupied, this time for good, though it did not become a British possession, even nominally, until 1841, and not actually a British Colony before 1843.

As we have seen, the shipping interest was quick to realise the value and importance of the harbour, though the authorities held different views. However, in January, 1841, Lieutenant William Pedder R.N., was appointed Harbour Master and Marine Magistrate. This officer had many difficulties to contend with at first. His authority was very limited and his staff of the smallest, and he appears to have been dependent, for transport purposes, upon native boats, captured from the Chinese.

Harbour Office.—His office was, originally, as were all Government offices, on board a ship in the harbour. I consider it very probable, though there are no records to show it, that a temporary harbour office was erected on shore very early in the history of the Colony; certainly there are indications that there was such a building in 1841, but its nature and site are unknown. In 1843 it appears that a room in Mr. Pedder's house, built at his own expense on the hill named after him, was used as a harbour office. Later, about 1845, a brick building was erected on the site of the present City Hall, and this was occupied by the harbour department until 1866. In that year a permanent building of brick and stone, erected upon reclaimed ground some 1,400 yards to the westward of the old office, was opened. This collapsed in 1873, and the staff of the office took up their quarters in a temporary wooden erection close to the Sailors' Home, another 1,300 yards west, until the office was rebuilt and re-occupied in 1874. There the work

continued to be done until 1906, under difficulties, in later years, owing to want of room—for the staff had increased with the work to be done, though not in the same proportion; in insanitary surroundings—for the building had become old and decayed, and was built in on every side with lofty native tenement houses; and lack of a view of the harbour—for a new reclamation had been made in front of it, and was built upon—a fine new

Pedder, the first Harbour Master, held the appointment until 1854, when he retired, and was succeeded by Captain T. W. Watkins, R.N. This officer died in 1858, and was succeeded by Mr. A. L. Inglis, who received the additional appointment of Emigration Officer during the same year, and in 1859 was appointed Principal Officer of Customs, a title still held by the harbour master, though Hongkong is, and always has been, a free

lasted from 1861 until 1888, many changes occurred. The shipping using the port increased from 1,300,000 to 6,400,000 tons. The staff of the department in 1861 consisted of the harbour master, one boarding officer, and three clerks, one of whom was in charge of the Mercantile Marine Office. Beyond these there were a few boatmen, and the signalman at the Peak Signal Station, which was opened in that year. In 1888 the staff comprised the harbour master, assistant harbour master, two boarding officers, two junk inspectors, five clerks, one shroff, one Chinese and one Indian interpreter, two Chinese writers, the Peak signalman, and officer in charge of the Government Gunpowder Depot, besides boatmen, &c. In 1861 all the work of the department afloat was done in pulling boats. In 1888 there were four steam launches belonging to the department.

The following are some of the more important events of this period:—

In 1862 there was a strike of cargo-boat men to protest against registration which an enactment of that year made compulsory. In 1863 the Sailors' Home was opened. This establishment was started by the leading mercantile firms in the Colony, viz.: Messrs. Jardine, Matheson & Co.; Gibb, Livingston & Co.; Dent & Co.; Russel & Co.; Fletcher & Co.; Gilman & Co.; Augustine Heard & Co.; The Peninsular and Oriental Steam Navigation Company; Messrs. John Burd & Co.; Holliday, Wise & Co.; David Sassoon & Co.; Smith, Kennedy & Co.; Birley & Co., and others. These firms and certain individuals subscribed to erect the building, the land was given by Messrs. Jardine, Matheson, and the Government, though declining to subscribe, reduced the Crown rent payable, to a nominal sum. This establishment had certain ups and downs to begin with, but is now on a firm basis, pays its own way, and has been largely patronised by both officers and men of the mercantile marine. Owing to the gradual falling off, indeed, almost elimination, of the sailing-ship trade, and to the fact that few European scamen are discharged here from steamers, the number of men stopping at the home has greatly diminished of late years, but officers have increased in numbers. The home is well managed, comfortable, and conveniently situated, and the charges are very moderate.

During this same year, the Messageries Maritimes Company's steamers began to call at Hongkong, carrying mails, and a regular steam service was also started with British North Borneo. The Peninsular and Oriental Steam Navigation Company had been calling fortnightly with mails since 1845.

In 1865 the Hongkong, Canton, and Macao Steamboat Company was formed, and steamers started running. In 1866 the Hongkong and Whampoa Dock Company commenced business. These two companies, among the first large local enterprises, are still among the most important in the Colony.

In 1867 the Canton authorities instituted what was known as the "blockade" of Hongkong. Chinese cruisers patrolled all the neighbouring waters, levying taxes upon all junks, &c., with the object of destroying the trade of the port. This continued until 1886. As will be seen later, the blockade, though an inconvenience, did not affect the trade to any appreciable extent, as the shipping increased, during its operation, from 2,500,000 to 6,500,000 tons.

In 1869 the opening of the Suez Canal had the effect of sending increasing numbers of vessels to the Far East, and greatly contributed to the future prosperity of the Colony.

In 1871 the Hongkong and Kowloon Wharf



HONGKONG HARBOUR.

CHINESE BRICK JUNK.
CHINESE CARGO BOAT.

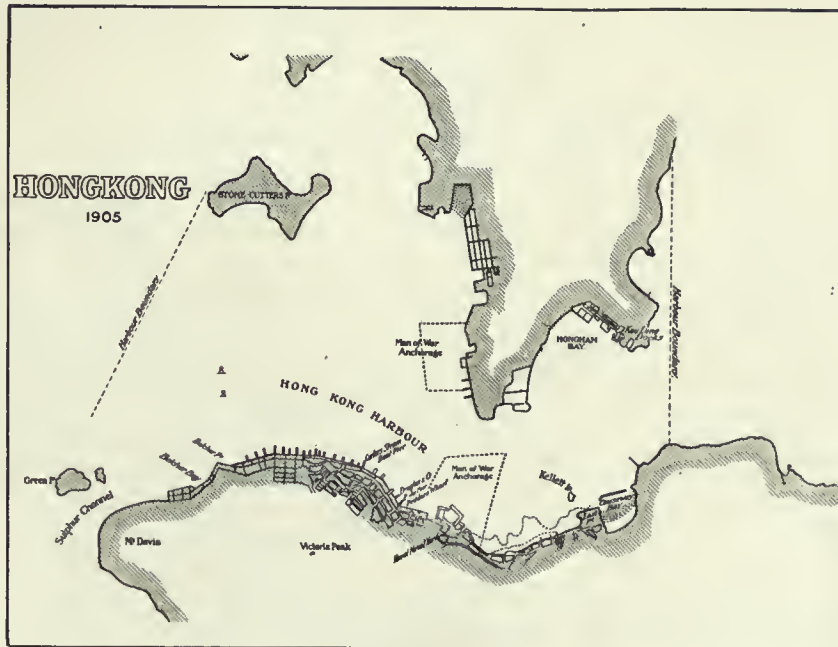
CHINESE COOLIE BOAT.
CHINESE TRADING JUNK.

market directly in front effectually blocking out all sight of the harbour. In July, 1906, the present office, commenced in 1901, was completed and opened. This building is situated 350 yards to the eastward of the old office, fronting on the harbour, and is in every way satisfactory, being lofty, commodious, excellently arranged, and conveniently placed.

Harbour Masters.—Lieutenant William

port. The object in giving him the appointment would appear to be that he may have control of the Mercantile Marine Office under the Board of Trade. Mr. Inglis held the post until 1861, when Mr. Henry George Thomsett, Navigating Lieutenant, R.N., became Harbour Master, Marine Magistrate, and Emigration and Customs Officer. In 1867 he became Superintendent of the Government Gunpowder Depot. In Captain Thomsett's time, which





and Godown Company was formed, and still continues to be the leading firm in that line of business.

In 1874 an Ordinance was passed to regulate emigration from the Colony. This business is a most flourishing one, and brings in quite a respectable income to the Government. Last year (1907) 105,967 emigrants left the Colony, each paying 25 cents (about 6d.) for medical examination.

In 1875 the first lighthouse in the Colony was lit and light dues were first imposed. This subject is treated of later.

In 1879 the first Merchant Shipping Consolidation Ordinance was passed. Previous to this there had been many little Acts passed dealing with separate details, now these were all consolidated in one measure, with additions and alterations. There were further Ordinances passed in 1891 and 1899 for the same purpose. The latter did not come into force until 1903.

In 1883 the Observatory at Kowloon was opened, and in the following year the time ball, dropped at 1 p.m. local time, was instituted.

In 1884 the cargo-boat men again struck work in consequence of certain of their number having been fined for refusing to work for French ships. At the time France was at war with China, and pressure had been brought to bear from Canton in order to establish a boycott in the Colony.

In 1888 Captain Thomsett retired, and his place was taken by Commander Robert Murray Rumsey, R.N., who held the several appointments until 1903. During his régime many important events occurred, the principal among them being the passing of 1889 Emigration Ordinance. This measure, still in force, was intended to place emigration upon a more satisfactory basis, but it is so involved that it is difficult to say what it means. Certain amendments enacted from time to time have introduced new details, but have failed to render the measure clearer or more coherent.

In 1894-95 the China-Japan War affected the Colony slightly.

In 1895 a signal station was erected on Blackhead's Hill, above Chin sai chui Point, and in 1900 another was built upon the summit of Green Island.

The acquisition of the New Territories in 1898 has necessitated the establishment of seven additional branch harbour stations, of which there are now eleven in all, viz., at Aberdeen, Stanley, and Shaukwan, on the Island of Hongkong; Hunghom and Sam Shui Po, on the Kowloon Peninsula; Tai-po, Long Ket, Sai Kung, and Deep Bay, in the New Territories on mainland; and at Tai O on Lantau Island, and at Cheung Chau, on the island of the same name in the New Territories.

During Captain Rumsey's time the following titles, with corresponding duties, devolved upon the Harbour Master:—Collector of Light Dues, Registrar of Shipping, Superintendent of Imports and Exports (Opium), and Agent for the Commercial Intelligence Department of the Board of Trade.

During this period also the tonnage of the shipping entering the harbour increased from 6,500,000 to 10,750,000 tons.

In January, 1904, Captain Rumsey retired. He was succeeded by Captain Lionel Aubrey Walter Barnes-Lawrence, R.N., who, in February, arrived from Gibraltar, where he had held the post of Captain of the Port. During his tenure of office the work of the department was greatly increased by the Russo-Japanese War. Enforcement of neutrality devolved principally upon the

Harbour Department, while the search for contraband of war, in the absence of any Customs staff, rendered the work onerous. Considerable trouble was also experienced with European crews of vessels bound for the seat of war, many of them refusing to proceed any further in their ships, in circumstances which were held to be unwarranted by the facts. In one or two of these cases, during the later stages of the war, the Courts at home have since decided that the men were justified in their refusal.

During the war, in spite of the complete absence from the harbour of ships belonging to the belligerents, the shipping returns showed no decrease. This was due to the enormous influx of tramp steamers of many nationalities, principally British, which arrived to take up the Japanese trade in these waters.

In consequence of the Brussels Sugar Convention of 1903 further duties devolved upon the department in the following year, the Harbour Master becoming "Fiscal Authority," in order to issue certificates of origin of sugar exported from the Colony.

In 1904, also, an Ordinance was passed providing for the examination and licensing of pilots. Previous to this, there were a certain number of Chinese who called themselves pilots, but had no certificates or anything else to show that they were in any way qualified for the work, nor had they any authority to charge for their services. As a matter of fact, I believe they made no charge as a rule, so long as the custom of the ship brought in was given to the particular "Compradore" in whose employment the pilot was. Ten Europeans and 13 Chinese passed the necessary examination and were given certificates, and a scale of charges was laid down.

In 1905 the much-needed improvements of the Colony's lighthouse service were commenced by the erection of the new light at Green Island.

In July, 1906, the staff moved into the new Harbour Offices. In September a disastrous typhoon struck the Colony, which it found all unprepared to meet it. Among the many victims was Captain Barnes-Lawrence, who died some days later from the effects of exposure. He may well be said to have perished at his post. In the following month the British river-steamer *Hankow* was burnt alongside her wharf, nearly in front of the Harbour Office, and many Chinese were burnt or drowned.

The year 1907 saw the commencement of the railway to Canton, a work which those who favour it appear to think will bring new prosperity to the Colony. As the Colony depends entirely upon shipping for its existence, I do not feel so hopeful. The telegraph cable ground has been moved further east, thus providing more room in the harbour, improved typhoon signals have been instituted, and further improvements have been made in the lighting of the waters of the Colony.

Typhoons.—From time to time the Colony has been visited by these most destructive storms, and has suffered greatly by them. Few years pass without one or more making a near approach to us, with the result that the work of loading and unloading cargo is totally suspended for a time, the lighters and cargo-boats making for shelter at the first indication of danger. Fortunately, the centres of the storms usually succeed in passing well clear of us, but on fifteen occasions since the British occupation it has passed, if not actually over the island, very close to it. The following is a list of these fifteen storms, with the amount of damage done by them:

July 21-22, 1841.—Considerable damage.

July 25-26, 1841.—Considerable damage.

August 31 to September 1, 1848.—Considerable damage.

August 8, 1867.—Praya wall destroyed. Several large vessels and many junks lost, with considerable loss of life.

September 26, 1870.—Great loss of life and property.

September 2, 1871.—Damage to shipping and houses.

September 22-23, 1874.—Thirty-five European ships and two thousand lives lost in six hours, and over 5,000,000 dollars' worth of damage done to property.

October 14, 1881.—Damage to small craft.

May 29-30, 1889.—Great storm, in which 33'11 inches of rain fell (16'16 inches in seven hours). The principal thoroughfares on the low level were flooded, and much damage was done to property.

October 5, 1894.—Damage in the harbour. Gap Rock Lighthouse lantern (133 feet above sea) badly damaged. The lantern glasses and lenses were broken by water, and the lighthouse and quarters flooded.

July 29, 1896.—Considerable damage to shipping and property.

November 9, 1900.—H.M.S. *Sandpiper*, dredger *Canton River*, ten steam launches, over one hundred junks, and innumerable small boats sunk or destroyed, and over three hundred lives lost in three hours.

September 18, 1906.—One hundred and forty-one European vessels foundered or badly damaged, 2,413 Chinese craft lost, 15 Europeans (including Anglican Bishop and Harbour Master) and some ten thousand Chinese lost their lives in about an hour and a half.

September 28, 1906.—Gap Rock Lighthouse considerably damaged. One Japanese steamer (damaged in typhoon of 18th) foundered in harbour, several junks sunk, and some lives lost.

September 13-14, 1907.—Further damage to Gap Rock Lighthouse, a few small craft damaged in harbour, and three lives lost.

In consequence of the many reclamations that have been made in the harbour, all the little shallow nooks and corners, and little bays, where boats could take shelter have gradually disappeared. In 1883, in order to afford an artificial shelter for these craft, a breakwater, 1,400 feet long was built in Causeway Bay, enclosing an area of some 100 acres. This shelter is now insufficient, the number of craft requiring shelter having greatly increased while the available area has been greatly diminished by silting up, and by further reclamations. The Causeway Bay shelter, also, is in the wrong place, being situated near the eastern limit of the harbour. As the wind in the initial stages of a typhoon almost invariably blows from the eastward, the boats to the westward find it very difficult to make their way to shelter to windward. A new shelter is contemplated, but I fear the proposed site will be no improvement.

Reclamations.—Very early in the history of Hongkong as a British possession there were reclamations of parts of the harbour, and these have steadily increased in number and size until a decided alteration has been made in the shape and size of the harbour, as the published series of charts shows. The



THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

[See page 196.]

VIEW OF THE DOCKS AT KOWLOON. SHIPBUILDING YARD.
 "EMPERESS OF JAPAN" IN DOCK. H.M.S. "POWERFUL" IN DOCK NO. 1.

following is a list of the several dates of reclamations:—

- 1851. First Praya Reclamation scheme partly carried out.
- 1857. First Praya Reclamation scheme continued.
- 1864. Shaukiwan Road, involving Reclamation, laid out.
- 1867. 500 feet of sea-wall built at Kowloon.
- 1868. 2,700 feet of sea-wall built on Victoria side, from Wilmer Street to Bonham Strand.
- 1873. Eastern Praya partly constructed.
- 1884. 23 acres reclaimed at Causeway Bay.
- 1886. 22 acres reclaimed at Kennedy town.
- 1889. Second Praya Reclamation Bill passed.
- 1890. Duke of Connaught laid the foundation stone.
- 1891. 8½ acres reclaimed at Kennedy town.
- 1900. Naval Yard Reclamation commenced.
- 1904. Praya Reclamation completed.

The Extent of the Harbour.—The harbour limits are, on the west, a line drawn from the west point of the island of Hongkong to the west point of Green Island, thence to the west point of Stonecutter's Island, and along the north shores of that island to the east point, and thence across to the harbour-master's station at Sam Shui Po; and, on the east, a line drawn from North Point to Kowloon City Pier. The harbour comprises 7.34 nautical square miles at low water, and of this area 3.5 square miles have a depth of over 4½ fathoms. The greatest depth is 14 fathoms. The anchorage varies from 5 to 9 fathoms.

Lighthouses.—In 1875 the first lighthouses in the Colony were established. A first-order fixed light on Cape D'Aguiar, the south-eastern point of the island, was first lit on April 16th, and a fourth-order fixed light, with red sector, on Green Island was erected on July 1st in that year. These were followed by a sixth-order fixed light, with red sectors, on Cape Collinson, the eastern point of the island, on March 1, 1876.

These three lights remained the only ones in the vicinity until 1892, with the exception of a small, fixed red light on a rock in the Chung Chau Channel, six miles SW. of Green Island. This was installed and maintained by the Chinese Imperial Maritime Customs. In 1892 a first-order revolving light was exhibited on Gap Rock, in Chinese territory, 30 miles south of the island. The negotiations with the Chinese Government in connection with this light were most troublesome. It was originally proposed to place it on the Great Ladrone, 14 miles WNW. of its present position, but the Chinese would not hear of it. Other islands were suggested, but the only one that they would consent to allot was Gap Rock, a most unsuitable spot, being a tiny bare rock, with not even a blade of grass on it, over which the sea sweeps in bad weather. On three occasions the lantern has been seriously damaged by the sea, and the precious store of fresh water frequently becomes contaminated with salt. Undoubtedly Great Ladrone is the place for the light, and I cannot help thinking that it will eventually go there, if it is not first swept into the sea.

In 1893 the Chinese Government opened a lighthouse on Waglan Island, five and a half miles SSE. from Cape Collinson, and three miles SE. by E. from Cape D'Aguiar. This is a first-order double flashing light. In consequence of this light being lit Cape D'Aguiar light became superfluous, and was discontinued in 1896.

As soon as this happened it was suggested by the Harbour Master that, having this first-order light in our hands, we should use it to improve our lighting by putting it on Green Island to replace the fourth-order light, while the latter should replace the sixth-order light at Cape Collinson. Nothing, however, was done.

In 1900 Waglan was taken over by the Hongkong Government, together with the light. I suggested that as we were controlling a lighthouse (Gap Rock) in Chinese territory, and the Chinese Government was maintaining one (Waglan) in British territory, it would be a good idea to end this anomaly, which had existed for two years, by exchanging stations. The Chinese Government, however, declined to take over Gap Rock.

In 1905 the first-order light from Cape D'Aguiar was at last exhibited from a new tower on Green Island. The light was fitted with an occulting apparatus, which renders it distinctive. In the same year a sixth-order red fixed light was exhibited on Mawan Island, five miles NW. of Green Island.

In 1907 the old Green Island light (fourth-order) was placed on the old tower at Cape Collinson, and lit on October 1st, with an occulting apparatus to render it distinctive. The sixth-order light from Cape Collinson will shortly be exhibited, with an occulter, from the summit of the hill at Chinsalchin Point, on the Kowloon Peninsula.

In addition to the above there are two small red lights shown in the eastern entrance to the harbour, and two automatic oil-lit buoys, with red lights, to mark the western end of the central fairway through the harbour.

Shipping.—The first year in which any record of shipping entering the harbour was kept was 1844. In that year 538 ships, aggregating 189,257 tons, entered. These ships averaged 352 tons each, and were, almost without exception, sailing ships. In the following year the Peninsular and Oriental Company started a monthly service in steamers, which carried the mails between London and Hongkong in forty-eight days, mails and passengers being conveyed between Alexandria and Suez by the Mahmondieh Canal, the Nile, and the desert, until the Canal was opened in 1871.

The shipping steadily increased, with occasional pauses, and even retrograde movements in 1854, 1857, 1874, 1879, 1884, 1889, 1894, 1896 and 1906, until, in 1907, the arrivals reached the grand total of 8,249 vessels of 10,156,396 tons net register. This excludes all junks and all vessels engaged in local trade. In 1844, therefore, the daily average entry was something under one ship. Last year it amounted to rather more than 22 ships, of an average tonnage of 1,231 tons, or, if river steamers are eliminated (for there were none in 1844), the average tonnage of ships entering in 1907 was 1,785 tons.

The total tonnage of shipping, including junks and steam launches (but excluding lighters, cargo boats, passenger boats, water boats, &c., and fishing craft of all kinds), entered and cleared in the Colony during 1907, amounted to 507,634 vessels of 36,028,310 tons, made up as shown in the following table:—

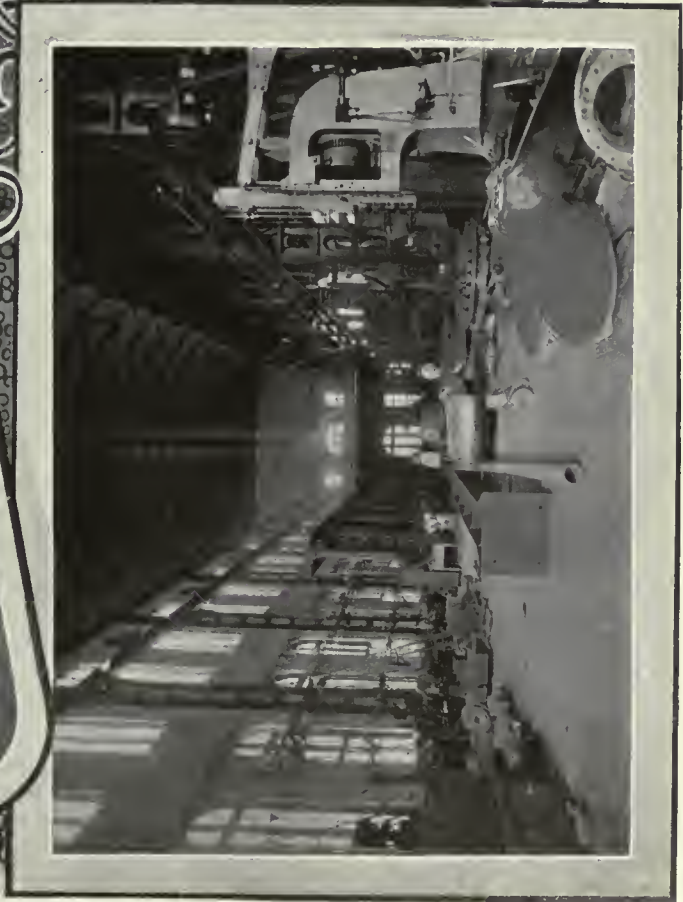
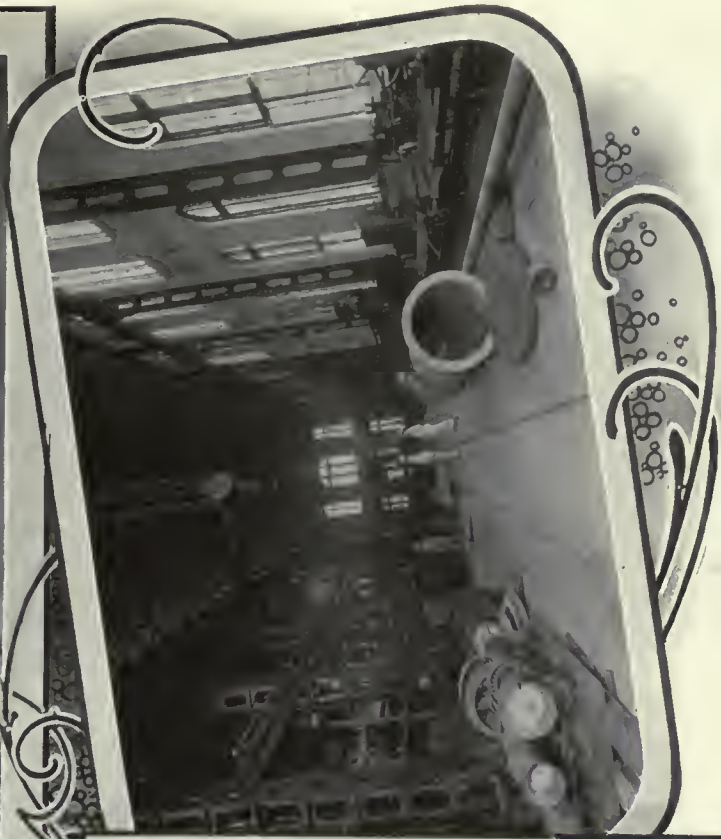
	No.	Tonnage.
British ocean-going ships	3,756	7,216,169
Foreign " " "	4,621	7,720,875
British river steamers ...	6,828	4,630,364
Foreign " " "	1,310	743,992
Steamships under 60 tons	1,581	70,021
Junks ...	29,564	2,651,470
Total foreign trade...	47,660	23,032,891
Steamships under 60 tons, local trade ...	419,202	11,216,532
Junks in local trade ...	40,772	1,778,887
Total...	507,634	36,028,310

This forms a record for Hongkong and exceeds that of any port in the world.

Trade.—As Hongkong is a free port, except for the small charges made for light dues, there is no Customs staff, and it is impossible to say what the value of the imports and exports amounts to. Even the quantities cannot be estimated with any approximation to accuracy in the case of any cargo except opium and sugar.

The cargo imported in European-constructed vessels, however, was returned as follows in 1905, 1906, and 1907:—

Articles.	1905.	1906.	1907.
	Tons.	Tons.	Tons.
Beans ...	2,113	3,360	...
Coal ...	1,083,987	971,365	1,004,867
Cotton Yarn and Cotton ...	32,949	41,871	25,461
Flour ...	54,508	79,635	146,722
Hemp ...	26,784	23,356	39,479
Kerosine (bulk) ...	43,411	43,932	43,880
" (case) ...	74,506	28,937	36,729
Liquid Fuel ...	850	5,850	3,272
Lead ...	800	...	...
Opium ...	2,983	3,286	2,800
Rattan ...	3,430	12,531	9,520
Rice ...	566,171	624,369	956,060
Sandalwood ...	3,386	2,561	6,406
Sulphur ...	...	100	510
Sugar ...	311,787	482,178	...
Wheat ...	...	...	20,666
Timber ...	66,324	52,242	84,854
General ...	1,594,862	1,653,604	1,701,772



[See page 106.]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.
CENTRE BAY OF MACHINE SHOPS.
EAST BAY OF MACHINE SHOPS.

NO. 3 DOCK AND MACHINE SHOPS.
ANOTHER VIEW OF MACHINE SHOPS.

The total import cargo for 1907 amounted to 5,033,000 tons, including that carried in local trade vessels.

The exports amounted to 3,254,000 tons. Some 3,396,000 tons also passed through without breaking bulk.

The total amount of bunker coal shipped here during the year was 758,497 tons.

As to opium, what is supposed to be an accurate record of all opium and products of opium arriving in, and exported from, the Colony is kept, and may be taken as substantially accurate, for the excise work in this particular commodity is done by employes of the opium farmer, who pays a large annual fee to the Government for the monopoly of the trade. To check him, however, the Imports and Exports Office keep a record of where each chest of opium in the Colony is stored, and surprise visits are paid to all opium warehouses by the Harbour Master, in his capacity as Superintendent of Imports and Exports, to see that the stock corresponds with the record. The quantity of raw opium of all kinds imported during the year 1907 was 40,842½ chests, as against 47,566½ chests in 1906. The exports were 42,702 chests, against 47,575½ chests in 1906. There are six different kinds of opium dealt with in the Colony, and the above totals are made up as follows :—

Description.	Value for Chest.	Imports.	Value.	Exports.	Value.
	\$	Chests.	\$	Chests.	\$
Malwa	1,000	5,119½	5,119,500	5,700	5,700,000
Patna	1,025	23,220	23,800,500	22,404	22,964,100
Benares	1,000	10,232	10,232,000	10,621	10,621,000
Persian	900	2,217	1,991,300	3,846	3,461,400
Turkish	600	4	2,400	25	15,000
Chinese	700	50	35,000	106	74,200
TOTAL		40,842½	\$41,180,700	42,702	\$42,835,700

The reduction is undoubtedly due to the Anti-Opium Crusade in China. In addition to this, 8,938 chests of opium of various kinds passed through the harbour without being landed.

The products of opium dealt with during the year amounted to :—

	Imports.	Exports.
	lbs.	lbs.
Morphia	9,694	9,469
Opium Skin	57,708	57,958
Compounds of Opium	15,383	9,454

As to sugar, the figures can claim to be substantially correct for imports, but the exports cannot be so easily determined, for the following reason. All sugar arriving in the Colony has to be covered by a certificate of origin, which is delivered to the Superintendent of Imports and Exports. It sometimes happens that sugar arrives without such a certificate. Certain procedure is adopted in such cases in order to prevent the export of the sugar concerned until the certificate arrives. In the case of exports, only such sugar as is being exported to a port belonging to a signatory of the Brussels Convention is

reported, as certificates of origin, issued here, are not required in other ports. The exports of sugar are, therefore, "lumped" with the other items. Imports of sugar during 1907 amounted to 292,527½ tons, a falling off of nearly 200,000 tons as compared with the previous year.

The only other forms of trade with which we interfere are warlike stores and dangerous goods. The former on arrival are placed under the supervision of the police, and cannot be exported without a special export permit from the Government. The latter are dealt with under somewhat stringent regulations, and there are two dangerous goods anchorages for the accommodation of ships with such goods on board. Petroleum and products of petroleum are stored in various out-of-the-way parts of the Colony, while the Government maintains a magazine, called the Government Gunpowder Depot, in which all explosives have to be stored.

All other kinds of goods imported and exported come and go without let or hindrance. The masters of vessels report on arrival, and before departure, the approximate quantity of cargo carried, and, to a certain extent, its nature. But the returns cannot be regarded as in any way even an approximation of the truth, and the value of the goods I cannot

attempt to estimate. The Annual Reports of the Harbour Master give very exhaustive details of the origin and destination of the cargoes, as of the shipping using the port, and many other matters of interest.

The figures collected for 1907 give the following totals :—

Imports	5,032,689 tons.
Exports	3,254,308 "
Transit cargo (<i>i.e.</i> , carried on in the same ship)... ..	3,395,888 "
Bunker coal shipped	758,497 "

Passenger Trade.—This is a very large item, and runs into big figures, the totals being: arrivals, 6,057,869; departures, 5,299,743. The majority of this traffic, however, is local between places within the Colonial waters. The foreign passenger traffic shows respectable figures, viz., arrivals, 1,395,191, and departures, 1,306,256. To the latter must be added—

Emigration.—Under this heading there were 105,967 Asiatic (principally Chinese) deck passengers sent to various parts of the world during 1907. The majority of these went to the Straits Settlements, where they are employed in mining, on rubber and other plantations, and in various trades. Others went to Canada, the United States, Chile, and the Eastern Archipelago. The thousands of

Chinese who went to the Transvaal a few years ago are now returning, gradually, in a state of unusual affluence, after having experienced such treatment in South Africa as to lead them to express great regret at leaving their so-called "slavery" for their native "freedom" (*i.e.*, poverty, bamboo, and tyranny).

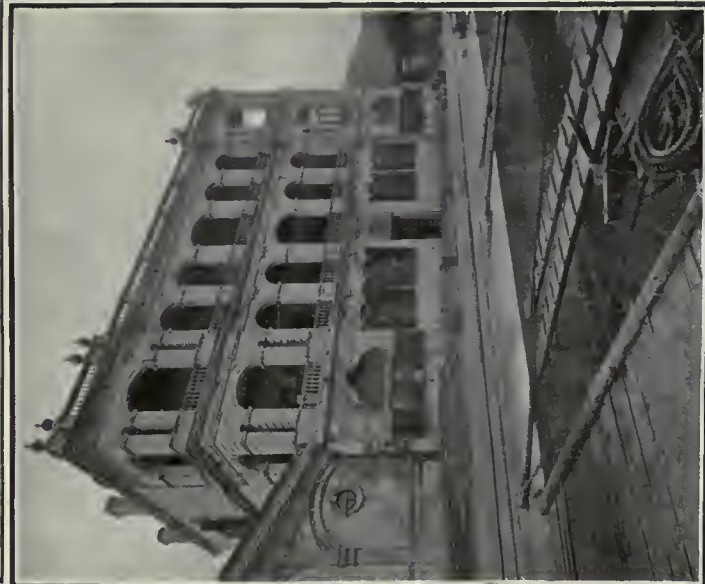
THE HARBOUR MASTER.—A biographical sketch of Commander Basil Taylor, R.N., appears under the heading "Executive and Legislative Councils," on the latter of which he has a seat in the absence from the Colony of the Captain Superintendent of Police.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

The history of the Hongkong and Whampoa Dock Company, Limited, is one of the most romantic in the industrial annals of the Colony, covering as it does a period of forty-four years, and interwoven as it is with the story of the development and progress of British influence in China. In the days of sailing vessels there were mud docks at Whampoa, in the Canton River, owned by Chinese, but the advent of the Peninsular and Oriental steamers and the fast vessels owned by the great opium houses necessitated a change. Not caring to entrust the docking and repair of their vessels to the Chinese without European supervision, the Peninsular and Oriental Company appointed Mr. John Couper, an Aberdonian of remarkable foresight, to act as their representative in Whampoa and to look after their vessels when in dock. Speedily realising the possibilities of the future, Mr. Couper leased the docks from their Chinese owners, and prospering exceedingly, was enabled to build a new dock, to which he gave his own name. In 1856, however, as one of the results of the trouble arising out of the *Arrow* affair, the Couper Dock was more or less destroyed by Chinese troops, and the fate of the enterprising Scotchman himself, who was kidnapped by the mob, was never known. When peace was concluded Mr. Couper's son, who was indemnified to the amount of \$120,000, took prompt steps to rebuild the dock, and eventually sold it to what has since become the Hongkong and Whampoa Dock Company.

In the meantime Mr. John Lamont, another Scotchman, had built a dock on the south side of the island, at Aberdeen, and, finding it a success and noting the growing importance of Hongkong as a shipping and commercial centre, he began the construction of the Hope Dock, of much larger dimensions. Mr. Lamont was joined by Mr. David Gillies, but when the Hope Dock was nearing completion the whole of the Aberdeen enterprise was absorbed by the Hongkong and Whampoa Company, Mr. Lamont retiring and Mr. Gillies remaining in the service of the new owners.

The Company was formed in 1863 with a capital of \$240,000, the first acquisition being made in that year; the Lamont and Hope Docks were purchased in 1865; and two years later the capital was increased to \$750,000. The original founders were Mr. James Whittall, head of the firm of Messrs. Jardine, Matheson & Co.; Mr. (now Sir) Thomas Sutherland, then local agent of the Peninsular and Oriental Company; and



THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD.

MAIN GATE.
VIEW OF WHARF.

THE OFFICES.
THE STAR FERRY.

[See page 198.]

Mr. Douglas Lapraik, head of the shipping company of that name. The Whampoa establishment was extended by the construction of a large dock for the repair of the mail steamers of the Peninsular and Oriental and Messageries Maritimes Companies; and, in the year following the opening of the Suez Canal, the capital was raised to \$1,000,000, to enable the Company to acquire the Union Docks Company's property. In about 1875 the Whampoa property as then existing was made over to the Chinese Government for the sum of \$80,000 upon condition that only upon ships under the Chinese flag should repairs be executed. The Company was at that time passing through a critical period, owing in part to mismanagement, and largely to the competition offered by two slips owned by Captain Sands, and by the Cosmopolitan Dock Company. Mr. Gillies, who had left the Company's service for two or three years, was asked to return and undertake the secretarial management of the concern. The Sands' slips and the Cosmopolitan Dock were absorbed, and then Mr. Gillies initiated the vast development of new docks and workshops upon which the more recent prosperity of the Company has been based.

The size of steamships on the Far Eastern runs, and of the men-of-war on the China station, steadily increased, and even larger vessels were contemplated. To meet the growing requirements a new dock, the No. 1, or Admiralty Dock, was built at Kowloon. It cost over \$1,000,000, towards which the British Government granted £25,000, in consideration of the right of priority of entrance for a period of twenty years—a privilege which expires in 1908. Not only did this fine dock establish practically for all time the supremacy of the Company's docks in Chinese waters, but, indirectly, its existence has benefited the Colony by making possible the employment on Eastern trade routes of vessels of the large capacity with which we are familiar at the present day.

Mr. Gillies retired in 1901, after twenty-six years' service with the Company, and was succeeded by Mr. W. Dixon, a man of considerable ability. The present chief manager is Mr. R. Mitchell, who has been with the Company for many years. He possesses a thorough practical knowledge of the work, and has had the advantage of a scientific training. As manager of the Kowloon establishment he proved so valuable that in 1907 he was given the position which he now fills.

Reference having been made to the growth of the Company, a survey of the properties controlled by it may now be given. There are first the following docks and slipways:—

The docks are of granite, and are fitted with every appliance in the way of caissons, powerful centrifugal pumps, &c., which enable them to be pumped out in three hours. The extensive workshops at the Kowloon, Cosmopolitan, and Aberdeen Docks are fitted with every facility and appliance necessary for the repair of ships and steam machinery. The engineers' shops are supplied with a large plant of the latest types of tools in the way of planing, milling, and screwing machines, lathes, electric cranes, &c., and are capable of executing the largest class of work with despatch. Attached to the shipwrights' department is a steam saw-mill, with circular band, and vertical saws, while a complete plant of machinery of the most modern and improved type enables all classes of woodwork to be undertaken. The blacksmiths' shops are furnished with powerful steam hammers, cranes, and other appliances requisite to the forging of stern posts and crank and straight shafting of the largest size. At two of the establishments are powerful lifting shears, with steam purchase, built on solid granite sea-walls, alongside which vessels of 24 feet draught can lie. The shears at Kowloon are capable of lifting 70 tons. The Company is prepared to tender for the construction of new vessels, the shipyard being fully equipped with modern plant, including hydraulic flanging and bending machines, electrically-driven rolls, punching, shearing, angle-beveling, joggling, and planing machines, capable of dealing with the heaviest class of work. Special facilities are provided in the boiler-makers' department, including powerful punching, shearing, hydraulic riveting, and other machines; whilst in the foundry are cupolas capable of casting up to 100 tons. An extensive galvanizing plant has been installed at the Kowloon establishment. In addition, the Company carries a heavy stock of well-selected material and fittings required in shipbuilding, engine-room outfits, furnishings, and ships' stores—altogether of the value of about \$2,000,000.

The business of the Company is carried on by a board of directors and a chief manager and secretary, with part of the clerical staff, in the head office, Queen's Buildings. At the Kowloon, Cosmopolitan, and Aberdeen establishments there is a European staff of eighty, comprising yard managers, draughtsmen, clerks, engineers, shipbuilders, boiler-makers, blacksmiths, carpenters, copper-smiths, and founders, the majority of whom are selected by the Company's agents in England.

The number of Chinese varies considerably during the summer and winter months of the year, from an average of 2,500 to as many as

4,500 men in the busy season from October to March.

MR. JAMES W. GRAHAM, a member of the Institute of Naval Architects, is the acting manager of the Kowloon Dock, owned by the Hongkong and Whampoa Dock Company. His experience has been considerable, as he was for eleven years superintendent, and had previously held several important positions in the leading yards of the North of England. While he has been engaged with the Company they have built some very large ships, such as the s.s. *Loong Woo*, now at Shanghai, and the *Kinchan*, a fine steamer, owned by the Hongkong, Canton and Macao Steamship Company, which is at present running between Hongkong and Canton.

MR. THOMAS NEAVE, who for the last three years has held the position of superintendent engineer of the Hongkong and Whampoa Docks at Kowloon, has been with the Company for over eight years. A native of Dundee, Scotland, he served his apprenticeship as an engineer with Messrs. John Smith, of Newcastle-on-Tyne, an old-established firm of general engineers and millwrights. Afterwards he was engaged with Messrs. Palmer & Co., engineers and shipbuilders at Jarrow-on-Tyne, England, for about ten years as assistant foreman in their outside engineering department. He was mostly employed on the construction of battleships, cruisers, and torpedo destroyers for the British Government. He had a large experience with the 30-knot class of destroyers in their fitting-out trials, and was connected with all the experimental trials of Mr. Reed's patent water-tube boiler, which was so successful in these vessels. But, although he has had this long and varied training, Mr. Neave finds that the experience to be obtained by working at the Whampoa Dock with its varied shipping is quite exceptional.

MR. JAMES GUY, who is in charge of the machine and erecting shops of the Hongkong and Whampoa Dock Company, at Kowloon, is an engineer with over twenty-seven years' experience afloat and ashore. He has been in the service of the present Company for the last eight years, during which time he has been connected with the building of several large ships, including the *Long Woo*, which was constructed on the Yarrow Shlick Tweedie principle, and is a great success. She is at present trading on the Yangtze.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD.

TWENTY-THREE years have passed since the value of Kowloon as a site for storage godowns became evident to Sir Paul Chater and Mr. Kerfoot Hughes, the founders of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and the wisdom of their choice, already amply vindicated, will be still more fully demonstrated when the Kowloon-Canton Railway, to which the Company will have a special siding, is completed. But it was not the advantages offered by Kowloon for the establishment of a depot of this class which, in the first instance, gave promise of success to the Wharf Company, but rather the intolerable exactions of the Chinese

Name of Dock or Slip.	Length on Keel Blocks.	Breadth of Entrance.	Depth over Sill at Ordinary Spring Tides.	Rise of Tide.	
				Springs	Neaps.
KOWLOON.					
No. 1 Dock, Kowloon	700	ft. in. $\left. \begin{matrix} 86 & 0 \\ \text{top} \\ 70 & 0 \\ \text{bottom} \end{matrix} \right\}$	30 0	7 6	3
No. 2 Dock, Kowloon	371	74 0	18 6	7 6	—
No. 3 Dock, Kowloon	264	49 3	14 0	7 6	—
Patent Slip, No. 1, Kowloon	240	60 0	14 0	7 6	—
Patent Slip, No. 2, Kowloon	220	60 0	12 0	7 6	—
TAI-KOK-TSUI.					
Cosmopolitan Dock	466	85 6	20 0	7 6	—
ABERDEEN.					
Hope Dock	430	84 0	23 0	7 6	—
Lamont Dock	333	64 0	16 0	7 6	—



[See page 201.]

THE STAFF.
 THE "PESHAWAR"
 THE "NORE."

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THE OFFICES.
 THE "DELHI."

coolie hongs and boat people, and the delays occasioned to European traders by their antiquated methods of handling cargo. Often seven or eight days were wasted through these methods, and the advent of a European-managed concern was welcomed by the community as a means of escape from such vexations. Faced with competition, the Chinese changed their tactics, and an endless struggle ensued between the rival interests. The coolies, tallymen, and boat people would not work so well for the Company as they worked for their own countrymen; and when, as their business extended, the Company needed additional lighters, the Chinese, without reason or justification, gradually raised their charges from \$4 a load to \$15, and the Company were obliged to build their own fleet of lighters. Similarly the coolie hongs combined to raise the price of labour; but again their purpose was defeated, for the Company, compelled to import its own labour from Swatow, has continued the practice ever since. The experience of the Company has shown clearly that so far as Hongkong is concerned the much-vaunted cheap Chinese labour has no existence when it comes to the Europeans' demand, and that, whilst there are millions within easy reach of Hongkong who would be willing to work, labour is scarce on account of the guilds. There is practically no free labour in the Colony, for no labourer or mechanic coming to Hongkong on his own account, without the introduction of one of these guilds, would be likely to secure employment. It pays the European to employ better supervised, if perhaps more expensive, labour than is obtainable from the ranks of the local coolie. Another enemy of the Company has been the Chinese compradore, a survival of the early days when the only persons who could communicate with the ships in a foreign language were the bumboat people—the class from which the modern compradore originally sprang. In the majority of instances the compradore is the real retail trader in Hongkong, the foreigner supplying capital and exercising limited supervision. And so it was with tally-clerks, but this question has now been practically solved by the Company. The system in vogue of training boys to become tally-clerks in the Company's own private school, which has an average attendance of forty, has shown the most encouraging results. The boys are engaged in godown work during the forepart of the day, and attend school during the afternoon, instruction being given by two Chinese teachers from Queen's College. The Swatow coolies, specially trained for godown work, are housed on the premises. Altogether about fifteen hundred men are employed.

The premises of the Company could hardly be more perfectly situated for the purposes for which they are required, and it is largely owing to their development that the aspect of Kowloon has been so changed within the last twenty years. After the first few years, amalgamation with the Jardine Wharf was effected, and the Peninsular and Oriental Company's Wharf at West Point was purchased. This latter was afterwards sold, and only Jardine's godowns were allowed to remain, the object being to concentrate the whole of the business on the Kowloon side of the water. The next step in the progress of the Company was an extensive scheme of reclamation at West Point, and upon the property so acquired now stands a large portion of the existing premises in that part of the town used exclusively for Chinese business. The enterprise prospered as soon as the reluctance of some of the sea-captains and others to use the Kowloon wharves had

been overcome, and improvements and enlargements succeeded each other until, at the present day, no other firm can offer such facilities in Hongkong. The wharves and piers range from 250 to 600 feet in length, and afford berths for seven ocean going vessels up to 30 feet draught. A water system of pure filtered water from the Government mains is laid on to each wharf, so that vessels alongside can obtain an ample supply under high pressure at all times. The buildings occupy the entire western side of the peninsula, and form one of the features of the harbour. The godowns, which have a storage capacity of nearly 500,000 tons, are arranged so as to give every possible facility for the handling of cargo. There are shearlegs for hoisting loads up to 25 tons, heavy-weight cranes, and trolley lines upon which cargo may be transported to any part of the premises. In the Company's own engineering shops many of the requisites, such as turntables, trucks, &c., formerly imported, are now made, and repairs of all kinds are carried out. The number of vessels wharfed averages from thirty to forty from all parts of the world each month. Constant dredging is maintained alongside the wharves to ensure accommodation for the steamers of larger draught now employed on the Far Eastern trade routes, the minimum depth at lowest spring tides being 30 feet. The Company has a fleet of 85 lighters, and 10 powerful launches for towing them. Some of these are provided with steam cranes for delivering cargo at riverain ports as far as Canton, and it is a point well worth noting by shippers at home that heavy or awkward cargo, including all kinds of railway material, can be loaded into the Company's lighters and taken direct to their destination. Many of the lighters are new, for in the great typhoon of 1906 nearly the whole of the original fleet was destroyed. The Company was, indeed, one of the greatest losers in the havoc wrought on that occasion, the total damage to their property running into many hundreds of thousands of dollars. The godowns were flooded, and severe damage was wrought to the wharves; but the Company met their losses in the right spirit, increased their capital to \$3,000,000 (Mexican), and turned the experience to account by raising the floors of their premises well above the highest flood mark, and by rebuilding the wharves more substantially. The old truck lines were left at the former level to act as drains in the event of further floods.

Another extension was carried out, when further capital had been raised, by the acquisition of the whole of the Praya front, and the removal of the Star Ferry Wharf, by which greater facilities were obtained for handling goods. On the sea-wall there are now three new lines of truck rails, and one line for carrying several powerful travelling cranes, including a 10-ton crane of 40 feet radius for loading timber. Throughout the godowns every precaution is taken against fire, including a complete system of fire hydrants, connected with the Government mains, a powerful Shand & Mason steam engine, and electric alarms. Each godown, in addition, is provided with a portable hand-engine, fire-buckets, &c. For goods of a dangerous nature there is special storage accommodation.

The business of the Company is managed by the Hon. Mr. E. Osborne, the secretary, who has been connected with the Company since 1889, and has had an important share in its development. Mr. R. J. Macgowan

who has general charge of the indoor working staff, has been with the Company for seven years. Captain Brown has charge of the outdoor staff, whilst Mr. T. W. Robinson is the superintending engineer.

THE PENINSULAR AND ORIENTAL COMPANY.

No other shipping company has a record of the same length of public service, combined with such a wide range of operations, as the Peninsular and Oriental Steam Navigation Company. Whether in point of tonnage (and that of the most costly description) or in the extent of its sphere of operations, the Company must be admitted to stand at the head of all similar enterprises. Like most commercial undertakings, the Company has now and then experienced serious reverses, and on more than one occasion its fortunes have been at a rather low ebb, but now, after nearly three-quarters of a century's work, it will hardly be denied that there stands to its credit a record of valuable service, performed in a spirit of enterprise, and fraught with advantage to the commerce of the Empire.

The Company was founded in 1837, although the steamers which it owned had actually been running to the Peninsula a year or two previous to that date, its first contract being a monthly service between Falmouth and Gibraltar. At that time it was known as the Peninsular Company, but in 1840 it became the Peninsular and Oriental Steam Navigation Company, incorporated by Royal Charter. Seventy years ago the annual trade of Great Britain with the East did not amount probably to more than £20,000,000. To-day it is almost equal to £250,000,000. To what extent the Company may have contributed towards the growth of this vast volume of commerce it is, of course, impossible to say, but when it is remembered that for upwards of thirty-three years the Company was almost the exclusive carrier by steam to India, China, and Australia, and that during that period the correspondence, the exchanges, the transport of bullion and of the more precious merchandise (to say nothing of the conveyance of passengers), depended entirely upon its fleet, it is evident that its influence in fostering this trade has been equal to, if not greater than, that of any other single agency in existence.

The shipbuilding operations of the Company during the last seventy years might be considered as typical of the development of the mercantile marine of Great Britain. The service commenced with two or three very small steamers, of which one, the *William Fawcett*, was of only 206 tons. Three of the four steamers that are being built at the present time are of 11,000 tons each, and the fleet to-day, including these, consists of ninety steamers, aggregating 422,260 tons. From these figures it is not difficult to realise how the Company has grown, and what an important place it holds in the shipping world to-day. The Government, recognising its stability and trustworthiness, have granted it additional powers from time to time by Royal Charters. The issued capital amounts to £2,320,000, the debenture stock to £1,800,000, and the unissued capital to £1,180,000. The last available report shows a fair result, from a financial point of view, of the previous half-year's work, and a dividend at the rate of 5 per cent. per annum on the preferred stock, and 7 per cent. per annum on the deferred stock, was declared in June, 1907.

Such, in brief and broad outline, is the general history of the Company. But turning

more particularly to the trade in the Far East, which more nearly concerns the purpose of this sketch, it will be found that in Hongkong, as elsewhere, there has been a wonderful increase in the volume of trade done. The first Peninsular and Oriental steamer to leave Hongkong was the *Lady Mary Wood*. She sailed on September 1, 1845. The Company, however, had been established in the Colony previously, for by this date they owned their own docks and wharves, and had private shops for the work of re-fitting their vessels. The *Lady Mary Wood* was a vessel of about 650 tons burden. Now there is a fortnightly mail service, a fortnightly intermediate service, and altogether about sixty sailings a year of the Company's boats from Hongkong alone. A comparison between the freight rates and passage-money then and now will also show what an immense advance has been made during recent years. In 1857 a first-class passage from Hongkong to Southampton cost six hundred dollars when the dollar was equivalent to 4s. 10d. or 5s.; now it costs about half that sum in sterling.

It is amusing to read, in the records, that tea and articles of bulk, but of small value, could be taken in limited quantities by special agreement when the ships had room at a rate of from £20 to £25 per ton of 40 cubic feet. Now numerous vessels leave the harbour each month with a carrying capacity of between nine and twelve thousand tons. Last year the Peninsular and Oriental Company booked nearly 2,000 passengers at Hongkong, landed about 80,000 tons of cargo, and shipped nearly 150,000 tons more.

In the early days the Company was known in the Colony as the "Tit-Hong," or Iron House. Their headquarters used to be where Jardine's wharf is now situated, and around the offices was a very handsome iron verandah. It is presumed that the name was derived from this ornamental structure, which now adorns a house on the Peak. These offices were sold and pulled down in about 1881, and the Company moved to the site of the present Central Market. In 1887, however, the ground was sold to the Government, and the Company then moved into its palatial premises at No. 22, Des Voeux Road.

The Hon. E. A. Hewett is the manager of the branch, and, as Hongkong is the headquarters of the Company for the Far East, he superintends and controls the whole of their trade from Penang to Yokohama. He has an office staff consisting of eight Europeans and a number of Chinese and Portuguese.

THE NORDDEUTSCHER LLOYD.

THE excellent service maintained by the Norddeutscher Lloyd between Europe and all the chief ports east of Suez dates from the contract with the Imperial German Government for the establishment of mail steamship lines to Eastern Asia and to Australia, that was signed in 1885. The Company had already registered a series of triumphs, extending over nearly thirty years, on the trans-Atlantic run, and it was with the utmost confidence that the stockholders increased their capital by 20,000,000 marks in order to make the extensive preparations demanded by the new contract. The chief point to be considered was regularity, and, keeping that point always in view, orders were placed with a German shipbuilding firm for several new steamers with speeds of from 12½ to 14 knots an hour, and for the reconstruction of several existing steamers with a

view to their use in the tropics. The service was inaugurated with the steamer *Oder* in June, 1886, the occasion of her departure being marked by a patriotic demonstration, attended by representatives from the highest Imperial and Bremen governing bodies, the Chinese Minister in Berlin, and numerous members of the Federal Council and the Reichstag. About twelve months later the Australian mail line was opened with the steamer *Salier*. The Imperial Government subsidised the new lines on two main conditions—the first that mails should be carried regularly, and the second that the vessels should be available when required for the transport of naval reliefs and military forces. The subsequent rapid development of the Company's interests has been due to the care exercised in seeing that passengers lacked no comforts that could possibly be supplied, and were subjected to no restraints other than those absolutely unavoidable. As time went on there was a gradual improvement in the design of the vessels themselves, until, in those of the *Prince* class, the problem of the best type of steamer

taste, and how carefully the prices have been adjusted to suit the requirements of people of average means.

By their unbounded enterprise the Company have succeeded in diverting to their freight steamers a large proportion of the Eastern coasting trade to such an extent indeed, that the German flag now claims predominance in Singapore and Bangkok. In view of their constant expansion, the Norddeutscher Lloyd have now established a special bureau of inspection in Singapore and Hongkong.

In European waters the Company have two large and most comfortable steamers running between Marseilles and Alexandria, three between Marseilles and the Black Sea ports, and two between Alexandria and Constanza.

The Norddeutscher Lloyd also operate the Austral-Japan Line, which gives sailings between Japan and Sydney, *via* Hongkong and New Guinea, and in connection with which there is an excellent service of small steamers plying among the lovely islands of the South Pacific.

The fleet is made up of 7 express steamers



THE NORDDEUTSCHER LLOYD.—S.S. "PRINZ WALDEMAR."

for the tropics was finally solved. They were the first passenger steamers to have the entire cabin accommodation above the upper deck. The next advance, so far as the Far Eastern routes were concerned, was made when the *Barbarossa* type was designed, each vessel of which class can accommodate 250 first saloon, 300 second saloon, and 1,600 steerage passengers. In 1899 the Government subsidy was increased, and fortnightly sailings to Eastern Asia were substituted for the former monthly sailings, the *König Albert* opening the new service. The steamers sail from Bremen or Hamburg, and touch at Rotterdam, Antwerp, Southampton, Gibraltar, Algiers, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hongkong, Shanghai, Nagasaki, Kobe, and Yokohama.

For the benefit of the tourist the Company issue "all round the world" tickets, which give a wide choice of routes, and enable the traveller to prolong his stay at any place his fancy may dictate. The growing number of applications for these tickets indicates how well the Company has gauged the popular

4—the well-known leviathans, the *Kronprinzessen*, *Kaiser Wilhelm II.*, *Kronprinz Wilhelm*, and *Kaiser Wilhelm der Grosse*—on the Bremen-New York run, and 3 sailing between Naples, Genoa, and New York; 18 imperial mail steamers, which maintain the East Asian and Australian services, and are sometimes employed on the Atlantic run during the summer months; 30 mail steamers running intermediately on the main lines, or engaged in branch services; 9 freight steamers, used on the Australian or South American routes; 3 comfortable steamers running between Australia and Japan, and calling at German New Guinea ports; and 12 vessels on the stocks—a total of 80 ocean-going vessels. Then there are 50 coasting steamers, and nearly as many river vessels, bringing up the aggregate to 177 steamers, with a total horse-power of 469,200, and a gross register tonnage of 640,391, or, including the steamers now building, of 671,670 horse-power and 754,441 registered tonnage. Two training-ships, on which cadets are thoroughly taught the theory and practice of

navigation, and over 200 lighters, complete the list—a list of which the Company is justly proud.

The agents in Hongkong are Messrs. Melchers & Co., whose offices occupy a prominent position overlooking the harbour.

provision of exceptionally large cabins. They run from Hamburg, *via* Southampton, Lisbon, and Naples (for passengers only) to Port Said, Suez, Colombo, Penang, Singapore, Hongkong, Shanghai, Kobe, and Yokohama, and back *via* the same ports to Naples,

and Captain H. Metzenthin, marine superintendent.

THE CANADIAN PACIFIC RAILWAY COMPANY.

The Canadian Pacific Railway Company, organised in 1881, and now familiarly known as the "C.P.R.," is a carrying company of considerable and increasing importance, not only in the Dominion of Canada, but also in many other parts of the world. In the earlier stages of its existence an energetic management foresaw the great possibilities of trade with China and Japan, and at once placed a regular line of chartered steamers on the Pacific to run between Hongkong, Japan, and Vancouver. The experiment proving successful, and the indications pointing to great expansion of the trade referred to, the Company laid down three of the most beautiful steamers the ocean has ever seen. These vessels—the *Empress of India*, the *Empress of Japan*, and the *Empress of China*—commenced their sailings on the Pacific in 1891, and have since maintained a regular and most efficient service, becoming world-renowned for their comfort, speed, and punctuality. The importance of the C.P.R. Line as an all-British route was quickly recognised by the home Government, and a contract was entered into for the carriage of mails and the transportation of naval and military passengers and stores. This contract has been carried out with unflinching regularity and to the satisfaction of the Governments concerned. A few years ago it became apparent that the service maintained by the *Empresses* was insufficient to cope with the requirements of the trade, and the Company therefore augmented their Pacific fleet by the addition of three intermediate vessels, running them alternately with the regular mail steamers.

The regular ports of call for the Pacific steamers are Hongkong, Shanghai, Nagasaki,



THE NORDDEUTSCHER LLOYD.—"PRINCESS ALICE." [See page 201.]

HAMBURG-AMERIKA LINIE.

The local branch of this important steamship Company, whose central office for the East is at Shanghai, and who have another branch also at Tsingtau, was opened in 1901. The

Plymouth, Havre, and Hamburg. The fortnightly freight service is also between the above ports, but the ships call frequently at Bremen, Emden, Rotterdam, Amsterdam, and Antwerp. There is another regular freight service between New York, Boston, &c., and



SALON.

"PRINCESS ALICE."

GRAND STAIRCASE.

[See page 201.]

Company run a fortnightly freight service from Europe to the Far East and a monthly passenger service. The ships employed in the passenger service are of the most modern type and are fitted up with every comfort and convenience, a prominent feature being the non-existence of upper berths and the

the Far East, *via* Suez. Coasting steamers ply between Hongkong, Tsingtau, Nagasaki, and Vladivostock, and between the Yangtze ports, Hongkong, and Canton. The manager of the Hongkong branch of the Company is Mr. C. G. Gok, and the staff includes Messrs. C. Boolsen, G. Priedemann, R. L. Margrees,

Yokohama, Victoria, B.C., and Vancouver, B.C., and the period of mail transit between Hongkong and Vancouver, including calls at the various ports named, is only eighteen days, the period from Yokohama being eleven days, thereby making it by far the quickest route to the Pacific coast.

Not content with the results attained on the Pacific, the Company, in more recent years, decided to extend their ramifications to the Atlantic, and acquired a fleet of steamers for the purpose, thereby enabling them to link up Great Britain and the

Mr. D. W. Craddock, who has been in the Company's service for over sixteen years, is the general traffic agent for China, the Straits Settlements, India, &c. His headquarters are at Hongkong. Mr. J. Rankin, is agent at Shanghai, and Messrs. Jardine, Matheson &

Francisco, *via* the Straits of Magellan. On the completion of the Panama Railroad between Aspinwall (Colon) on the Atlantic, and Panama on the Pacific, in 1866, the steamers ran only from San Francisco to Panama, connecting with the Vanderbilt Line from Aspinwall to New York. In 1865 the Company purchased the Vanderbilt Line, and in the following year commenced to send boats between Shanghai and Yokohama, *via* the Inland Sea. On January 1, 1867, the *Colorado* left San Francisco for Hongkong. She was the first of a regular line of steamers to cross the Pacific, and was followed a month later by the *Great Republic*. The old paddle steamers were replaced by modern screw steamships, as the demands of the traffic required, until, in 1902, the building of the liners *Korea* and *Siberia* marked an epoch in trans-Pacific shipping trade. These magnificent steamers have each a displacement of 18,000 tons, are 551 feet long, and have an indicated horse-power of 18,000. In 1903-4 the Pacific Mail acquired the still larger steamers *Mongolia* and *Manchuria*, each with a displacement of 27,000 tons. These vessels are 615 feet long. These four ships, in conjunction with the s.s. *China*, a vessel capable of steaming 18 knots and having excellent passenger accommodation, maintain a schedule of weekly sailings from Hongkong to San Francisco, calling at Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu. This route, *via* the "Paradise of the Pacific" immortalised by Mark Twain and other famous writers, is exceedingly popular among travellers.

The Company's agency at Hongkong was established in 1866, Captain E. A. Harris being their first representative in the Colony.



DECK, "PRINCESS ALICE."

[See page 201.]

Continent with the Dominion of Canada, and, with their Pacific Line, form a through service with the Far East. Two magnificent and fast steamers, the *Empress of Britain* and the *Empress of Ireland*, of 15,000 tons each, were built by the Company in 1905, for the Atlantic mail and passenger service, and it was not long before they became first favourites with the travelling public. The advent of the Canadian Pacific Railway's Atlantic Line placed the Company in a position to carry passengers and mails through from England to Hongkong, or intervening points, under their own flag. With the regular Pacific service, a special "Overseas Mail" train across Canada, and the fast Atlantic *Empresses*, the through period of transit is only 29½ days from Hongkong to London, and 22½ days from Yokohama. This, in itself, is an achievement to be proud of, but it is anticipated that in the near future even this may be improved upon. The increasing popularity of the Canadian Pacific Railway as a through route to England is evidenced by the continued growth in the number of passengers using the line.

The Company's lines run through the temperate zone throughout, a very great consideration to residents in the Tropics proceeding home on leave. No route offers a more varied description of scenery, and the traveller, for pleasure or instruction, or both, has every opportunity of getting what he wants when travelling over this system. Glimpses of China and Japan are obtained, even by those passing through on a continuous journey, while any desirous of becoming more intimately acquainted with any place or places can easily arrange their passage in a way to meet their wishes. Those seeking for health derive the greatest benefit from the invigorating air of the Pacific and the mountain ranges of Canada.

Co., represent the Company at the various coast and river ports in China.

NIPPON YUSEN KAISHA.

JAPAN being an island empire, her communications with foreign countries are entirely



THE NORDDEUTSCHER LLOYD.—S.S. "BORNEO."

[See page 201.]

THE PACIFIC MAIL STEAMSHIP COMPANY.

The Pacific Mail Steamship Company was founded in 1848, and in those early days ran a line of steamers from New York to San

maritime, and her commercial prosperity consequently depends largely upon the enterprise which characterises the organisation of her merchant service. The art of navigation has been practised by the people since remote

ages, but, as is well known, progress was rudely interrupted by the conflict between foreign religious propagandism and Japanese civil authority, which led to the closure of the country. Things remained thus until the middle of the nineteenth century, when the

Altogether, the Nippon Yusen Kaisha maintains twenty-three regular services, of which nine are with foreign countries, and fourteen in home waters. The Company is agent for the Great Northern Steamship Company, operating the new twin-screw steamship

Y11,000,000, and a fleet of 78 steamers aggregating 260,000 tons gross, the majority of them new and furnished with everything necessary to the comfort of passengers and the expeditious handling of cargo. The Company may therefore claim to be not only amongst the first and most important of Japanese shipping firms, but worthy also to rank amongst the greatest enterprises of its kind in the world. Mr. T. Kusumoto is the manager of the branch office of the Company at Hongkong.



THE NORDDEUTSCHER LLOYD.—S.S. "YORCK."

[See page 201.]

struggle between conservative tendencies and newly developed liberal principles ended in the re-opening of the country. All restrictions on shipbuilding were withdrawn, the study of navigation received earnest attention, and the Government not only encouraged the construction of sea-going vessels at home, but began also to purchase steamers abroad. In 1882 there were two companies—the Mitsubishi Company and the Kyodō Unyu Kaisha, or Union Transportation Company—in receipt of State aid. But a trial of three years demonstrated the inexpediency of having two subsidised rival companies in the field, and in 1885 they were amalgamated into the present Nippon Yusen Kaisha, or Japan Mail Steamship Company. During the following nine years the bulk of the coastwise carrying trade was held by the steamers of this Company. Moreover, regular services were maintained between Yokohama and Kobe and the large ports of China; a line of steamers plied between Japan and Bombay; and vessels flying the Nippon Yusen Kaisha flag made frequent voyages to Australia and Hawaii, carrying emigrants. The China-Japanese War of 1894-95 finally established the Company's reputation for efficiency, and amply justified the trust hitherto reposed in it by the State. It has now established steamship services to America, Europe, and Australia, and, under contract with the Japanese Government, it maintains regular mail lines between Japan and Europe, between Hongkong, Shanghai, Japan ports, and America, and between Japan and Australia; the two first named being each fortnightly and the latter four weekly. There are also regular weekly services between Hongkong, Swatow and Bangkok, and a tri-monthly service from Kobe to Bombay. Regular and frequent services are maintained from Japan to North China, Korea, Vladivostok, Formosa, &c., and around the coast of Japan.

Minnesota between Seattle, Japan, and China. The *Minnesota* has a cubical capacity of 28,000 tons, and is by far the largest steamer running to the Orient. The Company also represents in the Orient the Great Northern

TOYO KISEN KAISHA.

AMONGST the Japanese shipping firms having offices at Hongkong, the Toyo Kisen Kaisha occupies a prominent place. The Company was formed only ten years ago at Tokyo, Japan, and its growth has, like that of Japanese shipping generally, been remarkable. At the present time the Company conducts the mail service between Hongkong, Shanghai, the Japanese ports, and San Francisco, *via* Honolulu, under contract with the Japanese Government. The steamers on this run have earned a well-deserved reputation for comfort, speed, and punctuality, and are at the moment one of the most popular lines in the America-Orient passenger traffic. The steamers employed are the *Hongkong Maru*, *Nippon Maru*, and the *America Maru*, each of which is of 6,200 tons gross. But, up-to-date as these vessels are, their capacity has proved too small for the ever-increasing demands of the service, and they are to be replaced by three ships of 14,000 tons gross, which are being constructed in Japanese shipyards. They will be the largest steamers so far built in Japan. They are being fitted with turbine engines, will burn liquid fuel, and in every other respect, will be as thoroughly



THE NORDDEUTSCHER LLOYD.—S.S. "ZITHEN."

[See page 201.]

Railway, whose track passes through some of the finest scenery in America, and is agent, as well, for the Nisshin Kisen Kaisha (Japan-China Steam Navigation Company). It has a capital of Y22,000,000, a reserve of over

equipped as Atlantic liners. It has been decided to call one the *Tenyo Maru*, another the *Chiyo Maru*, while the name of the third is under consideration. The first one is almost ready, and the others will be com-

pleted at short intervals. They will certainly constitute a very important addition to the fleet, but the Company's enterprise does not end in their efforts to provide speedy and luxurious transport from the Orient to America. They are the pioneers in the Hongkong South American Line, for the only communication in this direction, before they established a regular service, was by an occasional tramp steamer or sailing vessel. Their venture has been rewarded with great success, and they now run vessels regularly between Hongkong, Callao, and Iquique, *via* Japanese ports, and call at Mexican and other coast ports as required. The steamers in this service are of 6,000 tons capacity and include the *Kasalo Maru*. The Company also has a service of several tank steamers carrying crude oil from California to the Orient. The president of the line is Mr. S. Asano, who is at Tokyo, Mr. M. Shiraishi and Mr. T. Isaka, are managers of the Company's business at headquarters, while the Hongkong branch is under the control of Mr. K. Matsuda, who has resided in the Colony for some nine years, having come as an assistant and being shortly afterwards promoted to his present position. The firm's offices are in York Buildings, and they employ a staff of Japanese assistants which is increasing in number year by year as the business of the Company grows. The new steamers—both those that are now nearing completion, and others that are under construction—are all to be christened with names ending in "Yo" (meaning ocean), and for this reason the Company may be known as the "Yo Line" in the course of the next few years.

OSAKA SHOSEN KAISHA.

A QUARTER of a century ago there were about 120 steamers under different ownership running out of Osaka to the inland and coast ports of Japan. Competition between them was so keen that, although cargo and passengers were plentiful, the owners suffered heavy losses. At this juncture, in order to prevent a crisis, the Japanese Government advised amalgamation. This advice was wisely acted upon, and resulted in the formation, on May 1, 1884, of the Osaka Shosen Kabushiki Kaisha (Osaka Mercantile Steamship Company) Limited Liability Company, registered and having its head office in Osaka. At first the new Company encountered much difficulty in running the steamers at a profit, but gradually the confidence of the general public was obtained and the Company entered upon an era of prosperity. Regular services with first-class steamers were started to all inland ports and coast ports of Japan, to North China and Korean coast ports, Formosa and South China, Hongkong, and Shanghai, *via* China coast ports, and between Shanghai and Yangtze ports. This latter service, however, has since been transferred to the Nisshin Kisen Kaisha. Occasional service is maintained between Japan and Java ports, &c. Six new ships are under construction (each over 6,000 tons, and to have a speed of over 14 knots) for a trans-Pacific service which is to be inaugurated shortly. At the present day, therefore, the Osaka Shosen Kaisha may be said to rank among the premier steamship companies of Japan.

The first subscribed capital of the Company was Y1,042,265 in 1884, but in 1893 it was increased to Y1,800,000. The replacing of old vessels by newly built steamers, in order to meet Government requirements in respect

of subsidised lines, was completed in 1894, when the capital was further increased to Y2,500,000. In 1896, the Japan-Formosa lines under Government subsidy were inaugurated. The Yangtze River services were opened in 1898, and the South China coast lines were started in the following year. In 1900 it was agreed by the shareholders to raise the capital to Y11,000,000, and owing to the favourable state of the financial market the scheme was carried out successfully in November, 1904. The present capital amounts to Y16,500,000, of which Y15,125,000 have been paid up. The balance sheet published in June, 1907, showed a net profit for the previous half-year of Y1,059,896.

To meet the Company's ever-widening sphere of activity the fleet has been increased from time to time. In 1884, the Company owned 3 iron and steel and 93 wooden steamers, aggregating 17,056 tons; while in

on a large chartering trade to all ports in the East.

The Calcutta Line, which has been operated for many years, was recently extended to Japan ports, and is run by three new steamers, of which the *Kulsang* is the latest. She is a thoroughly up-to-date vessel of 4,895 tons, fitted throughout with electric light, and provided with excellent accommodation for twenty-one first-class passengers and a limited number of second. The *Namsang* and the *Fooksang*, also providing accommodation for first and second-class travellers, are comfortably appointed modern steamers; whilst there are also two intermediate steamers on the run, the *Kumsang* and the *Laisang*. The combined service makes regular trips from Calcutta to Hongkong and on to Japan, giving a departure from Calcutta about every ten days. All Calcutta steamers carry a duly qualified surgeon.



NIPPON YUSEN KAISHA.

[See page 203.]

THE S.S. "TANGO MARU"—
On the American Run.

SALOON OF S.S. "NIKKO MARU"—
On the Australian Run.

1907 the fleet consisted of 76 iron and steel and 33 wooden steamers of 108,037 gross tonnage. At the present time 10 steel steamers of 42,450 tons gross are under construction.

The Company has had offices in Hongkong for many years, and Mr. T. Arima, the manager of the branch, is one of the best-known members of the Japanese community in the Colony.

MESSRS. JARDINE, MATHESON & CO.'S
SHIPPING DEPARTMENT.

IN addition to their other widespread business interests, the firm of Messrs. Jardine, Matheson & Co., Ltd., are general managers of the Indo-China Steam Navigation Company, Ltd., and agents for several shipping lines, carrying

The Canton, Hongkong and Tientsin Direct Line is maintained by the *Cheongshing* and *Chipsing*, of 1,980 and 1,984 tons gross respectively, which were specially constructed at home for this service. They have good passenger accommodation and large cargo carrying capacity on a light draft, and are thus able to proceed up the Peiho River as far as the Tientsin Bund.

The Java Line gives a regular service between Hongkong, Singapore, Samarang and Sourabaya, and is operated by steamers of from 3,000 to 4,000 tons capacity. A steamer also runs regularly between Hongkong, Kudat, Sandakan, and other Borneo ports. The vessel on this line, the *Mausang*, is specially adapted for the handling of heavy timber, this being the principal cargo carried.

The Hongkong Manila Line is maintained by the *Loongsang* and *Yuensang*, which give a regular sailing from each port every Friday.

Three new steamers, fitted with ample passenger accommodation—the *Choysang*, the *Hungsang*, and the *Kwongsang*—each of 3,000 tons, are engaged on the Canton, Hongkong, and Shanghai service, calling at the coast ports as required, but usually at Swatow.

The Company also do a large chartering business between Eastern ports, and in this the *Amara*, *Chunsang*, *Fansang*, *Hopsang*, *Ohsang*, *Suisang*, *Hinsang*, *Fooshing*, and *Yalshing* are engaged. These steamers are between 3,000 and 4,000 tons carrying capacity, are fitted with 'tween decks and side ports, and are in every respect the most suitable type of boat for the safe and expeditious handling of cargo. The Indo-China

Company employ in their Eastern service about 330 Europeans—captains, officers, engineers, doctors, and pilots.

Messrs. Jardine, Matheson & Co. also act as agents in China and Japan for Sir T. B. Royden, managing owner of the *Indra* Line, Ltd., whose steamers run at regular intervals between New York, Boston, *via* the Suez Canal to the Straits, Philippines, China coast and Japan, returning to the United States by the same route. The vessels, which run in conjunction with the other New York lines, are of large carrying capacity, are fitted throughout with electric light, and maintain a speed of 10-12 knots. The following is a list

of the steamers, showing their gross tonnage: *Indra*, 6,057; *Indravelli*, 5,805; *Indramayo*, 5,200; *Indrasamba*, 5,197; *Indrawadi*, 5,194; *Indraui*, 4,994; and *Indrapura*, 4,899.

In addition to the foregoing, the firm represent the well-known British India Steam Navigation Company, Ltd., and the Asiatic Steam Navigation Company. The British India Company's steamers from Rangoon to Hongkong and China ports, *via* the Straits afford superior accommodation for first-class passengers, and are fitted with electric light throughout.

Mr. R. Sutherland is in charge of the firm's shipping department.



[See page 204.]

TOYO KISEN KAISHA.
 THE HONGKONG OFFICE, THE YOKOHAMA OFFICE.
 S. ASANO (President).
 S.S. "TENYO MARU," BUILT IN JAPAN.

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THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.

INTENDING visitors to Manila, the capital of the beautiful Philippine Islands, can hardly do better than book by one of the steamers run by the China and Manila Steamship Company, Ltd., the general managers of which are Messrs. Shewan, Tomes & Co. The service is maintained by two steamers, the *Zafiro* and the *Rubi*, each of 3,000 tons, and with first-class accommodation for fifty saloon passengers. The table is excellent, and the sleeping and other appointments are most comfortable. The vessels, which are officered by Europeans and carry a doctor, make weekly sailings, carrying cargo as well as passengers.

THE DOUGLAS LAPRAIK STEAMSHIP COMPANY.

THE history of the formation of the Douglas Steamship Company, is very interesting. The foundations of what is now a large and important undertaking were laid by Mr. Douglas Lapraik, who carried on business in the Colony as a watchmaker and jeweller. He conceived the idea that there was profit to be made in trading along the China coast, and, consequently, in conjunction with a few friends he purchased several small steamers and started upon the venture. Upon his death he left his interest in the seven vessels which had been employed in the trade to his nephew, Mr. John Stewart Lapraik, and he, on July 28, 1883, floated the Douglas Steamship Company. Since then the general trade of the Company with the coast ports and Formosa, has largely increased, for, although the vessels employed have diminished in number, they have been replaced by several of far greater carrying capacity. For ten years Mr. J. S. Lapraik took an active interest in the management of affairs, and, after his death, his partner, Mr. Davis, assumed control. He was succeeded by Mr. Lewis, who, in 1900, was joined by Mr. H. P. White, the present manager at Hongkong. Formerly the headquarters of the Company were situated on the Praya, or Connaught Road as it is now called, but they have since been removed to Douglas Street.

MESSAGERIES CANTONNAISES.

THE organisation of the "Messageries Cantonaises" shows that the French are far from being disinterested spectators of the commercial life and development of the Chinese provinces around their beautiful Colony of Tonkin. The Company which was floated in 1907 by the Compagnie Française des Indes et de l'Extrême-Orient is subsidised by the Government of Indo-China, and retains the French postal service between Hongkong, Canton, and Wuchow (Kwangsi). Under supervision from the Paris headquarters it operates the steamships *Paul Beau* and *Charles Hardouin*, both of which are speedy and comfortable. The *Paul Beau* is named after the Governor-General of Indo-China, and the *Charles Hardouin* after the late Consul-General for France at Canton, who actively occupied himself in the foundation of the line. The two steamers are of 1,900 tons each. They were built at Nantes in 1904, and have a speed of 14 knots. The registered office of the "Messageries Cantonaises" is at Canton, and the agents in



THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

(Messrs Jardine, Matheson & Co., General Managers.)

PROMENADE DECK OF THE "KUTSANG."

S.S. "LAISANG."

SALOON OF THE "KUTSANG."

[See page 205.]



VIEWS OF THE S.S. "ZAFIRO," OF THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.
[See page 207.] (Messrs. Shewan, Tomes & Co., General Managers.)

Hongkong are the well-known firm of Messrs. Barretto & Co. The local director of the Company is Captain P. A. Lapique, of the French Naval Reserve.

staff includes Messrs. H. J. van den Bosch, R. J. F. van der Voort, G. Otten, J. Jonckheer, H. Westhoff, and H. van Zuylen (marine superintendent).

ment of the combined companies is in the hands of Mr. Chau Sin Ki.

JAVA-CHINA-JAPAN LIJN.

TOURISTS in the East would be well repaid for a visit to Java, for, in addition to its natural beauties, this island contains ruins of magnificent temples, relics of a past and wonderful civilisation, which fill the beholder with pleasure and surprise. The recent completion of a good railway system makes it possible to pass quite quickly through the island, and the Java-China-Japan Lijn have established a regular and excellent three-weekly service between Java, China, and

THE "KWONG" RIVER STEAMERS.

THERE are several excellent services of night steamers between Hongkong and Canton. That wonderfully interesting city is brought within easy access of the Colony, and, even though the tourist is able to spend but a few days in this part of the world, he will find himself amply repaid for a visit by the many strange and curious sights. The journey may be accomplished easily and comfortably, on either of the steamers *Kwong Tung* or *Kwong Sai* operated by the

MELCHERS & CO.

So much depends upon the manner in which the business of a large steamship line is conducted in foreign ports that great care is exercised in the appointment of agents. The distinction of representing the North German Lloyd Steamship Company in Hongkong is enjoyed by Messrs. Melchers & Co., a large firm of exporters, importers, and shipping and insurance agents. A branch of this business was established in the Colony in 1866 by Mr. Hermann Melchers, the present head of the house in Bremen, and since then other branches have been opened



[See page 207.]

SALOON OF THE S.S. "PAUL BEAU."

S.S. "PAUL BEAU" AND "CHARLES HARDOUIN."

Japan. They have six large 6,000 ton steamers—*Tjikini*, *Tjipanas*, *Tjimahi*, *Tjiluwong*, *Tjilaljah*, and *Tjibodas*—all of which are fitted throughout with electric light and offer accommodation for a limited number of saloon passengers, who may rest assured that their convenience and comfort will receive every consideration from the officials. The Company also take cargo to all ports in Netherlands Indies, and are the agents for the Sabang Bay Coaling Station, Pulo Weh Island, North Sumatra. The bay is completely sheltered from wind and sea throughout the year, and steamers passing that way can always replenish their bunkers and obtain a supply of fresh water.

The offices of the Java-China-Japan Lijn are in York Buildings, Hongkong. Mr. P. J. R. Bisschop is the manager, and the

Yuen On and the Shiu On Steamship Companies, Ltd. The steamer from Hongkong leaves the Company's wharf at nine o'clock every evening, Saturday excepted, and arrives at its destination about 6.30 the following morning. The steamer from Canton leaves the Shamcen at 5.30 every evening, Sunday excepted, and reaches Hongkong about midnight. The boats are commanded by European captains and officers. They are large and comfortable, scrupulously clean, and lighted throughout by electricity, while the well-equipped first-class cabins are all fitted with electric fans. The fare to Canton and back is only \$8, and meals are provided at very reasonable rates. The boats are second to none on the river, but they are, by far, the cheapest. They are owned by Chinese capitalists, and the general manage-

ment is in the hands of Mr. Chau Sin Ki. in Canton, Shanghai, Chinkiang, Hankow, Ichang, and Tientsin. The partners are Hermann Melchers and Adalbert Korff (Bremen), C. Michelau and A. Widmann (Shanghai), and J. Bandow and G. Friesland (Hongkong). Their representatives in London are Messrs. Runge, Wolters & Co., Ltd., for their trade is extensive and is constantly increasing, so that agents in large business centres are a necessity. Besides acting for the Norddeutscher Lloyd, Messrs. Melchers & Co. represent the East Asiatic Company, Ltd., Copenhagen; the Russian East Asiatic Company, Ltd., St. Petersburg; the Swedish East Asiatic Company, Ltd., Gothenburg; the Russian Volunteer Fleet, St. Petersburg; the Russian Ministry of Finance, St. Petersburg; the Deutsche Dampfschiffahrts Gesellschaft "Hansa," Bremen; the New Guinea

Company, Berlin; the Germanischer Lloyd, Berlin; the Bremen underwriters; the Royal Fire and Life Insurance Company, Liverpool; the United Swiss Marine Insurance Company, Manchester; the Basler Transport Versicherungs Gesellschaft, Basel; Allgemeine Versicherungs Gesellschaft "Helvetia";

the Transport Versicherungs Gesellschaft "Schweiz"; the Internationale Lloyd Versicherungs Actien Gesellschaft; the Assurance Company, "Mercur"; Societe d'Entrepôts de Transports; and La Aseguradora Espanola. In the absence of Mr. J. Bandow, Mr. G. Friesland is the manager of the Company's

business at Hongkong, and his assistants include Messrs. A. Lamperski (who signs *per pro.*), C. Ahrendl, H. Warnsloh, R. Reutter, E. Jesnitzer, O. Meyer, H. Korten, and F. Steinhoff. The manager of the branch at Canton is Mr. P. Suedhaus.



S.S. KWONG SAI.
S.S. KWONG TUNG.



SALOON, KWONG TUNG.

[See page 209.]

EUROPEAN BUSINESS COMMUNITY.

JARDINE, MATHESON & CO.

THE founder of this, the premier British mercantile house in the Far East, was Dr. William Jardine, at one time an officer in the service of the Honourable East India Company. Associated with him from its earliest days were Messrs. James Matheson (afterwards Sir James Matheson, Bart., of the Lews) and Hollingworth Magniac.

Dr. Jardine was a southern Scot, whose forbears for many generations had resided in Annandale, Dumfriesshire. Mr. James Matheson hailed from the west coast of Ross-shire, where his family had long been established, and owned property. Mr. Magniac was the descendant of a Swiss merchant who had settled at Macao towards the close of

the eighteenth century, obtaining employment there from an old-established firm named Beale & Reid, in which concern he became a partner, the firm's name being then changed to Beale & Magniac, and later to Magniac & Co.

In the early days of this business connection, Dr. Jardine made trading voyages between India and China, Mr. James Matheson remaining in India to attend to the disposal of produce brought by his friend, Dr. Jardine, from the Far East, whilst in Macao and Canton Mr. Magniac acted as agent for the sale of goods imported by the doctor from India and the Straits. As time went on the business carried on by these gentlemen increased so considerably that in 1827, Dr. Jardine and Mr. Matheson found it necessary

to take up residence permanently in Macao, moving up to Canton in the season, as was the custom in those early days, and there conducting their business through the medium of the "licensed" house of Magniac & Co., in which both became interested.

In 1832, the trading monopoly of the East India Company came to an end, the firm of Magniac & Co. was dissolved, and business thereafter was carried on by the three above-named gentlemen under the style of Jardine, Matheson & Co.

Dr. Jardine left China in 1838, the business initiated by him having by this time assumed vast proportions. His commercial operations were conducted throughout with sagacity and judgment, and he was a man of great strength of character and of unbounded generosity.

He was the shipper of the first cargo of "free teas" to London on the expiry of the close monopoly of the East India Company. The "hong" merchants with whom, chiefly, he transacted his business were "Mowqua" and "Conseequa," though old books still in the possession of the firm show that large transactions in tea and silk were put through also with the well-known "hong merchant Howqua." One of the firm's chief constituents in India was Jamsetjee Jejeebhoy, who later became the celebrated Parsee Baronet. His business transactions with Jardine, Matheson & Co. were on a colossal scale.

On Dr. Jardine's departure from Canton, the entire foreign community entertained him at a dinner in the dining room of the old East India Company's factory, about eighty persons of all nationalities being present. Dr. Jardine was succeeded in the management of the firm by Mr. James Matheson, who finally left China in 1842. Mr. James Matheson was a gentleman of great suavity of manner and the personification of benevolence. Following Mr. James Matheson came his nephew, Alexander (afterwards Sir Alexander Matheson, Bart., of Ardross), who had received his early business training in India, joining his uncle in Canton in 1835.

In 1842, having been driven out of Macao owing to the shortsighted policy of the Portuguese authorities, the firm transferred its headquarters to the then almost barren island of Hongkong, where the isolated promontory and hill of East Point were purchased, substantial offices, godowns and dwelling houses erected, and a slipway laid down for the hauling up and repairing of the fleet of schooners and brigs employed by the firm in the coasting trade of that day. The offices erected at that time continued to be used as such by the firm until the year 1864, when a move was made to a more central part of the town, the buildings thereafter being used as junior mess quarters. The dwelling houses erected for the senior and junior partners at East Point, now probably the oldest houses in the Colony, are situated on a hill some 200 feet in height overlooking the harbour, and surrounded by an unusually large compound containing a very fine avenue of trees. Though erected nearly seventy years ago, these houses are still in excellent condition, their wide verandahs, spacious and lofty rooms and passages, and finely dressed stone exterior bearing evidence of the good work performed by the Chinese workmen of 1842.

On the retirement of Mr. Alexander Matheson in 1852, the firm was successively ruled by Messrs. Andrew, David, Joseph, and Robert (afterwards Sir Robert Jardine, Bart., of Castlemilk) Jardine, all nephews of the founder of the house, and all of whom worthily maintained their uncle's reputation for shrewdness and business capacity combined with benevolence, love of sport, and hospitality.

With the advent of steam and telegraphs, the method of conducting business in the Far East underwent radical change, and to a very great extent the "merchant" was displaced by the "commission agent." Those controlling the policy of Jardine, Matheson & Co. were, fortunately, shrewd enough to fall into line with the altered state of affairs before it was too late, and thus escaped the disaster which overtook so many of the grand old China houses.

From its early days, a fundamental principle of the "Muckle Hoos" has been that its senior positions should be filled, and the controlling influence exercised, by the im-

mediate relations and descendants of its founders. So far, there has never been wanting a cadet of either family successfully to guide the destinies of the enterprise so well initiated by these shrewd and able Scots.

With all that concerns the welfare of the Colony of Hongkong those connected with Jardine, Matheson & Co. have ever been closely identified. Streets bear the name of long-departed partners, the City Hall was built mainly owing to the public-spirited generosity of Sir Robert Jardine, while on the Legislative and Executive Councils it has been seldom indeed that the firm's representative has not held a seat.

For the past forty years the active management of the firm's affairs has been in the hands of Mr. William Keswick, M.P., a kinsman of Sir Robert Jardine. Under his management the firm has prospered and extended its branches to every Treaty port in China, to Japan, and to the United States.

Mr. John Macgregor, Sir Edward Alford, Mr. A. P. MacEwen, Mr. C. W. Dickson, Mr. Robert Inglis, Mr. W. J. Gresson, Mr. Henry Keswick, Mr. David Landale, Mr. W. A. C. Cruickshank, Sir R. W. Buchanan-Jardine, Bart., Mr. James McKie, Mr. C. H. Ross.

BUTTERFIELD & SWIRE.

THE firm of Butterfield & Swire commenced business at Shanghai in 1867, and opened an office at Hongkong in 1870. To-day it has branches at Canton, Swatow, Amoy, Foo-chow, Ningpo, Chinkiang, Nanking, Wuhu, Kiukiang, Hankow, Ichang, Chefoo, Tientsin, and Newchwang, and at Kobe and Yokohama in Japan. Messrs. Butterfield & Swire are managers in the East for the China Navigation Company, Ltd., for the Taikoo Sugar Refining Company, Ltd., and for the Taikoo Dockyard and Engineering Company of



JARDINE, MATHESON & CO.'S OLD PREMISES.
(Demolished October, 1907.)

In 1905, Sir Robert Jardine died, and for family reasons the firm was then turned into a private Limited Liability Company, the first governing director being the present Baronet, Sir R. W. Buchanan-Jardine, with Messrs. Wm. Keswick, M.P., W. J. Gresson, and Henry Keswick as its managing directors.

The following is a list of partners in this firm from its commencement to the present day:—Dr. William Jardine, Sir James Matheson, Bart., Mr. H. Magniac, Sir Alexander Matheson, Bart., Mr. Andrew Johnstone, Mr. H. Wright, Mr. Andrew Jardine, Mr. Wm. Stewart, Mr. A. G. Dallas, Mr. David Jardine, Mr. Joseph Jardine, Mr. A. C. Maclean, Mr. Donald Matheson, Mr. A. Perceval, Sir Robert Jardine, Bart., Mr. J. C. Bowring, Mr. M. A. Macleod, Mr. J. Macandrew, Mr. James Whittall, Mr. Wm. Keswick, Mr. H. St. L. Magniac, Mr. R. A. Houstoun, Mr. E. Whittall, Mr. F. Bulkeley-Johnston, Mr. J. J. Keswick, Mr. Wm. Paterson, Mr. John Bell-Irving, Mr. Herbert Smith, Mr. James J. Bell-Irving,

Hongkong, Ltd. The China Navigation Company's fleet of over sixty steamers, with its headquarters at Shanghai, is chiefly employed trading on the coast and rivers of China. Regular services are also maintained between Shanghai and Japan, Hongkong and Australia, and Hongkong and the Philippines. The Taikoo Sugar Refining Company's refinery, situated at Hongkong, has capacity for producing a large quantity of refined sugar. The Taikoo Dockyard and Engineering Company's works, situated on the island of Hongkong, within half-an-hour's journey of the city of Victoria, are extensive and modern, fully equipped for every description of building and repair work. The dry dock measures 750 feet on the blocks, and there are also three patent slips, each capable of accommodating vessels up to 3,000 tons register. Messrs. Butterfield & Swire are agents in China and Japan for the Ocean Steamship Company, Ltd., and for the China Mutual Steam Navigation Company, Ltd.



MESSRS. SHEWAN, TOMES & CO.'S OFFICES.
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SHEWAN, TOMES & CO.

IS not a few departments of human activity it is possible to point to the past and say, "They were giants in those days," but the men of stature in the mercantile world are with us now, and for the reason that the ever extending ramifications of commerce have called them into existence. The firm of Messrs. Shewan, Tomes & Co., of Hongkong, Canton, Shanghai, Tientsin, Kobe, London, and New York, with its agencies, in Amoy, Foochow, Formosa, Hankow, Manila, and the Straits Settlements is an example of the widespread character of the business in which a modern house may find itself engaged. Messrs. Shewan, Tomes & Co., are general managers of the China and Manila Steamship Company, Ltd., the American Asiatic Steamship Company, the Green Island Cement Company, Ltd., the Hongkong Rope Manufacturing Company, Ltd., the China Provident Loan and Mortgage Company, Ltd., the China Light and Power Company, Ltd., the Equitable Life Assurance Society, of the U.S.A., and the Canton Land Company, Ltd.; whilst they are agents for the "Shire" Line of Steamers, Ltd., the Yangtze Insurance Association, Ltd., the Insurance Company of North America, the Batavia Sea and Fire, North British and Mercantile, Reliance Marine, Union Marine, World Marine, Law Union and Crown, Yorkshire Fire and Life, Fireman's Fund, and Federal Insurance Companies, the Electric Traction Company of Hongkong, Ltd., the Chinese Engineering and Mining Company, Ltd., the Shanghai Pulp and Paper Company, Ltd., and the Tacoma Grain Company. All these divergent interests are controlled from the head office in Hongkong, an imposing structure known as St. George's Buildings, with a magnificent frontage overlooking the harbour. The firm deals with the bulk of the articles exported from Canton, through Hongkong—raw silk, silk piece goods, tea, matting, fire-crackers, palm-leaf fans, cassia, cassia buds, cassia oil, rhubarb, aniseed, ginseng, rattan, and preserves. This department is managed by Mr. A. A. Cordeiro. Imports for the trade include collons, woollens, shirlings, and white goods, flannelettes, drills, handkerchiefs, all kinds of builders' hardware, Belgian window-glass, glass-ware of every description, bar and rod iron, nail rod iron, wire nails, yellow metal, bamboo steel, Swedish rolled-steel, hoop iron, paper in pulp and sheets, lubricating oils, flour, hemp, raw sugar, Australian and Japanese coal, wines and spirits of every kind—in short, almost everything that can be deemed necessary to meet ordinary demands. In addition to the large quantities of goods imported upon commissions, chiefly placed by Chinese houses, the firm carries a heavy stock in readiness to meet all inquiries. The import department is divided into separate branches, working respectively under Messrs. S. Moore, J. Coulthart, and P. Kunge. The Green Island Cement Company, for which the firm are the general managers, is the subject of another article in this volume, and it will here suffice to mention that the quality of the cement produced at the factory is not to be surpassed. Mr. R. Henderson has general charge of this department, while the interests of the Rope Manufacturing and the China Light and Power Companies are attended to by Mr. L. L. Campbell. The former has been established for upwards of twenty years, and the factory turns out millions of pounds of rope annually, the market for the output embracing Japan, the Straits Settlements, India, and Australia. The China and Manila Steamship Company, Ltd., which is operated by the firm, has two first-class boats on the Manila run. The shipping department is managed by Mr.

George Moffatt, whilst the large loan and storage business of the Provident Loan and Mortgage Company is conducted by Mr. J. A. Young. Enough has been said to show how gigantic are the undertakings of Messrs. Shewan, Tomes & Co.

world. A branch of the undertaking was opened in Hongkong in August, 1894, by Mr. George Henry Wheeler, who had formerly been a partner in the firm of Russel & Co., at Shanghai. Since 1898, in spite of considerable competition from the Asiatic Petroleum Company, and the Maatschappij tot Mijnbosch-en Landbouweexploitatie in Langkat,



MESSRS. LANE, CRAWFORD & CO.'S PREMISES. [See page 214.]

THE STANDARD OIL COMPANY OF NEW YORK.

THE extent of the highly remunerative business carried on by the Standard Oil Company, of which Mr. J. D. Rockefeller, the great American millionaire is the head, forms the subject of comment in many parts of the

their trade has increased several hundred per cent. Since 1903 the Company have extended their operations very considerably, and are now erecting large plants at Foochow, Amoy, Swatow, Canton, Haiphong, Saigon, Tourane, Bangkok, Manila, and Hongkong (Lai Chi Kok) which control numerous small stations. The Hongkong branch is now known as the

South China Department, and covers the district of China as far east and north as Foochow, and includes Formosa and the Philippines, Indo-China, and Siam.

In February, 1895, the present general manager, Mr. J. W. Bolles, joined the Hongkong branch as chief assistant to Mr. Wheeler, having previously been manager of one of

China; W. D. Kraft, second assistant manager; F. H. McHugh, chief accountant, and several others from the American offices.

to an anchor can be purchased. It was in 1850—only a few years after the British took possession of Hongkong—that Messrs. T. A. Lane & Ninian Crawford started the business. Until 1905 they occupied premises situated on the old Praya, and extending right through to Queen's Road Central. Although large, these premises were found to be inadequate and entirely unsuited to present-day requirements, and, consequently, the present handsome block of buildings was erected for the firm by the Hongkong Land Investment Company, from the designs of Messrs. Leigh & Orange. The main entrance is in Ice House Street, within a short distance of the Kowloon Ferry Wharf and in the centre of the European business quarter. The show-rooms occupy three floors and cover an area of 20,000 square feet, the departments embracing ship-chandlery, grocery, outfitting, hardware, furnishing and upholstery, tailoring, millinery, and piano and musical instruments.

In describing their activities in various directions the fact is worthy of note that Lane, Crawford & Co. were the first to supply the shipping of the port with fresh water, and for many years their fleet of sailing water boats was well known to every vessel visiting the harbour. Recently, in order to keep pace with the increased requirements of the port, they have used steam water boats, and this part of the business is now merged in the Union Water Boat Company, Ltd. In the early eighties a severe drought was experienced in the Colony, and the shortage of water caused much suffering among the poorer classes of Chinese. Lane, Crawford & Co. thereupon placed their water boats at the Government's disposal, and for this disinterested service they received public thanks.

The present partners in the business are Messrs. A. H. Skelton, Duncan Clark, and F. C. Wilford. The firm employs a large staff of Europeans, who are accommodated in splendid quarters.

CALDBECK, MACGREGOR & CO.

THE firm of Messrs. Caldbeck, Macgregor & Co., established in 1864, is the largest and best known in the wine and spirit trade in the East. The headquarters are in Rangoon Street, Crutched Friars, London, and there are branches in Glasgow, Shanghai, Hongkong, Singapore, and Tientsin; whilst agencies have been established at Port Arthur, Chefoo, Weihaiwei, Kiaochau, Hankow, Foochow, Taiwan, Canton, Macao, the Philippines, British North Borneo, and Penang. The Hongkong branch, which was opened in 1889, is managed by Mr. C. J. Lafrentz, one of the managing partners of the firm; whilst Mr. Frank Lammert is assistant manager and signs *per pro*. Messrs. A. G. da Rocha, and C. J. M. Pereira are assistants, and there is a large staff of men engaged in the godowns and in the bottling department, which latter is under the charge of Europeans. An extensive trade is done with the army and navy, with the numerous local clubs and hotels, and with the leading residents of the Colony. Over a hundred and fifty British men-of-war have been supplied by the firm since 1878, and about fifty military messes have dealt with the firm since 1890. Nearly a hundred United States warships also appear on the list of patrons. The firm undertakes contracts on special terms, allowing in full for unconsumed stocks returned in good order. The firm has a special cable code for out-ports,



MESSRS. CALDBECK, MACGREGOR & CO.

THE MANAGER'S OFFICE.

THE BOTTLING DEPARTMENT.

LANE, CRAWFORD & CO.

the Company's interests in Virginia, U.S.A. In June of the same year, Mr. W. B. Walker, the present assistant manager came to the office as an assistant, and from time to time the staff has been augmented by Messrs. D. H. Camcron, now manager at Canton; L. I. Thomas, now manager of the coast port, at Amoy; W. W. Clark, now manager of Indo-

HONGKONG has not many departmental stores where the purchaser can go from room to room and find everything that he may require with the minimum amount of trouble and loss of time. But at the establishment of Messrs. Lane, Crawford & Co. anything from a pin



SPERRY FLOUR COMPANY.

[See page 216.]

SPERRY MILLS IN STOCKTON.
GENERAL VIEW OF MILLS.

UNION MILLS IN STOCKTON.

its telegraphic address being "Caldbeck, Hongkong." The wines and spirits supplied by Messrs. Caldbeck, Macgregor & Co., are all of good quality, but the connoisseur will agree that their V.O.S. whisky merits particular mention. The local office is at No. 15, Queen's Road.

SPERRY FLOUR COMPANY.

THE Sperry Flour Company has been interested in the flour trade of the Colony for upwards of forty years—a period considerably longer than any other similar company—and during the whole of this time it has lost no opportunity of studying the requirements of Eastern buyers, with the object of pushing business throughout the Empire of China, starting in 1852 with a small mill at Stockton that had a capacity of 100 barrels, the Company—incorporated in 1884, and reincorporated under the laws of California in 1892—now has a larger output than any other flour-milling enterprise on the Pacific coast. There are eleven mills, ten of them situate in California and one in Tacoma,

is in the centre of the valley of that name, reputed to be one of the best wheat-growing districts in California. The total capacity of the mill is 2,000 barrels, or 200 tons, a day, and there is warehouse accommodation for 10,000 tons of flour and 20,000 tons of wheat. The mill, which has a larger capacity than any other in the State, has been continuously operated since March, 1882, under the same management, and the highest standard of efficiency has been maintained throughout by the introduction of the latest type of machinery, to keep pace with modern inventions. The mill is situated on the banks of a tributary of the San Joaquin River, and is in close touch with the port of San Francisco both by water and rail, the cost of transportation thus being nominal. The best known brands of the Company are the Crown, Brown Bear, Crescent, and Orient. The first of these is the finest flour exported from America, and enjoys a high reputation throughout the East. The Company, who formerly were represented in Hongkong by agents, opened an office in Queen's Buildings about seven years ago, to deal with the growing volume of business in the Orient.

bers of Lloyds only); the Eastern and Australian Steamship Company; and the Ben Line of Steamers. In Hongkong they are agents for the British North Borneo Government; the Hongkong Electric Company; the Ben Line of Steamers; the Eastern and Australian Steamship Company, Ltd.; the South African Line of Steamers; the Australian Alliance Association Company (Marine); the Northern Fire and Life Assurance Company; the North Queensland Insurance Company, Ltd.; the Shanghai Land Investment Company, Ltd.; the Shanghai Gas Company, Ltd.; the Shanghai Tug and Lighter Company, Ltd.; and the Weihaiwei Land and Building Company, Ltd. At Foochow their agencies include the Union Insurance Society, of Canton, Ltd.; the Peninsular and Oriental Steam Navigation Company; the Ben Line of Steamers; the Eastern and Australian Steamship Company; and the North British and Mercantile Insurance Company. The firm's offices in Hongkong are situated in York Buildings.

BRADLEY & CO.

THE firm of Bradley & Co. was first established in Swatow, and now has branches in various parts of China. The trade carried on by the Company covers a very wide area, and consists chiefly of coal, shipping, and general imports. There is a branch of the business in Shanghai, and in 1893 offices were opened in Hongkong. This policy of extension has been amply justified by results. The partners in the firm are Messrs. T. W. Richardson (Swatow), R. H. Hill (London), A. Macgowan (Swatow), A. Forbes (Hongkong), and G. A. Richardson (Shanghai). Mr. A. Forbes is the partner in charge of the Hongkong branch.



THE STOCKTON MILLING COMPANY.

Washington, with a daily capacity of 10,000 barrels, or 40,000 sacks. The Company's chief brands of flour are Sperry's xxx or Green Girl, Pioneer or Mandarin, Anchor, Charm, Day, and Junk.

The president of the Company is Mr. Horace Davis, and the managing directors are Messrs. James Hogg and H. B. Sperry. The headquarters are at No. 133, Spear Street, San Francisco. There are branches at No. 13, Nanking Road, Shanghai, where Mr. J. R. Hargreaves is manager; and at No. 24, Robinson Road, Singapore, where Mr. C. E. Richardson is in charge. The office at No. 7, Pedder Street, Hongkong, however, exercises a controlling influence over the whole of the Asiatic business, and here Messrs. W. S. Allen and G. V. Hayes are the resident managers.

THE STOCKTON MILLING COMPANY.

MANY thousands of tons of flour are consigned to Hongkong each year by the Stockton Milling Company, whose mills are located at Stockton, in the county of San Joaquin, which

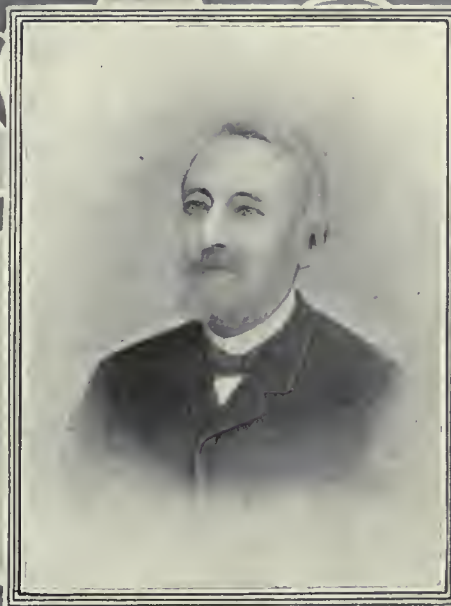
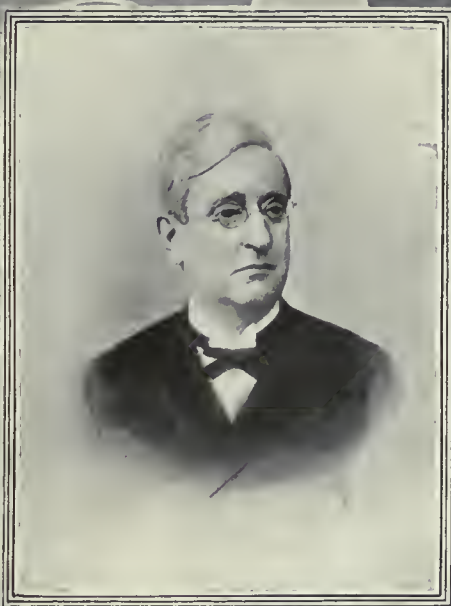
Their representative in the East is Mr. T. W. Hornby.

GIBB, LIVINGSTON & CO.

It was in 1836 that Messrs. Gibb, Livingston & Co. established themselves in Canton. They extended their operations to Hongkong and Shanghai as soon as these places were opened to trade, and, subsequently, established a branch at Foochow. Their business increased rapidly, and now, as general merchants and agents, their house is amongst the most important and best-known in the Colony. Their many agencies at Shanghai, include the Shanghai Land Investment Company; the China Fire Insurance Company, Ltd.; the North British and Mercantile Fire Insurance Company; the "Allianz" Vers. Aktien Ges. in Berlin; United States Lloyds; Indemnity Mutual Marine Insurance Company, Ltd.; Lloyds London; the London Salvage Association; the Liverpool Salvage Association; the Maritime Insurance Company, Ltd., Liverpool; the Underwriting and Agency Association (composed of underwriting mem-

HONGKONG'S OLDEST GERMAN HOUSE.

THE firm of Siemssen & Co. is but a few years junior to the Colony itself. The history of the Company dates from 1846, when, according to a circular still preserved in the Hongkong office, Mr. G. T. Siemssen, who up till that time had been connected with Messrs. T. E. Vidal & Co., of Batavia, as manager of their China department, decided to start business in China on his own account. Supported by prominent firms like Messrs. Fredk. Huth & Co., of London, and R. L. Fould & Fould Oppenheim, of Paris, he chartered the good sailing ship *Paul* for a voyage to Canton, loading her with every class of goods that seemed likely to be saleable in China. He arrived at Canton in 1847, and met with such success that a year later he had completed arrangements for the opening of offices in Canton. On January 1, 1848, Messrs. Siemssen were permanently established in the city. In 1855, only twelve years after the then pirate-infested and barren island of Hongkong had been formally ceded to Great Britain, Messrs. Siemssen extended their operations to the Colony. At this time on the site of the present city of Victoria there was merely a straggling village with but few European business houses, less than half a dozen of which remain at the present day. Messrs. Siemssen & Co. are thus in the proud position of being the pioneer firm of the many powerful German houses which now conduct operations in the Colony. In 1865, the headquarters of the house were transferred to Hamburg, where Mr. G. T. Siemssen



SIEMSEN & CO.

HANDLING MATTING.
 G. T. SIEMSEN (Founder).
 THE OFFICES.

THE OLD PREMISES ON WATER FRONT.
 WALDEMAR NISSEN (Founder).
 THE KOWLOON GODOWNS.

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retained the management until his death in November, 1886. In the meantime Mr. Woldemar Nissen had joined the firm (1855) and various branches had been established in China under the control of other partners, whom Mr. Siemssen had taken into the business. Mr. Nissen became senior partner after Mr. Siemssen's death, and superintended the affairs of the Company at the head office until he also passed away in 1896. Mr. Albert Gueltzow who was admitted to partnership in 1864, next became head of the firm and is at present directing operations from Hamburg. The senior partner in the East is Mr. N. A. Siebs, who joined the house as a shipping clerk in 1865 and became a partner in 1881. To the energy of these gentlemen Hongkong owes the existence of one of its leading houses.

As the firm's business expanded fresh fields were exploited from time to time and new partners were taken into the house. The year 1886 saw Mr. Arnold Fuchs, who was

prominently connected with numerous commercial enterprises for the development of the Colony and the East generally, and the resident senior partner in Hongkong holds a seat on the board of directors of the Hongkong and Shanghai Banking Corporation; the Hongkong and Whampoa Dock Company; the Hongkong Land Investment and Agency Company; the Hongkong and Kowloon Wharf and Godown Company; the China Fire Insurance Company; the Hongkong, Canton and Macao Steamboat Company, &c.

BARRETTO & CO.

THE boycott of American flour by the Chinese in 1905-6 gave a big filip to the trade in Australian flour, and prominent amongst the firms to benefit by this were Messrs. Barretto & Co., whose business was established, in 1895, by Messrs. A. A. H. Boteiho and F. D.

DODWELL & CO.

MESSRS. DODWELL & Co., Ltd., were established in Hongkong on January 1, 1899, the firm, until that date, being known as Dodwell, Carlill & Co. They are general merchants, importers, exporters, and general and shipping agents, and undertake commission business of every description. Their headquarters are in London, and they have branches also at Shanghai, Hankow, and Foochow in China; Yokohama and Kobe, in Japan; Colombo, Ceylon; San Francisco, Tacoma, and Seattle, U.S.A.; and Victoria and Vancouver, British Columbia. The directors are Messrs. George B. Dodwell, chairman, A. J. H. Carlill, T. M. Dermer, F. D'iffanger, F. Dodwell, H. A. J. Macray, G. H. Medhurst, G. J. Melhuish, G. S. Thomson, and E. S. Wheeler. Mr. G. H. Medhurst, who is a member of the committee of the Chamber of Commerce, is the manager, and Mr. E. G. Barrett, sub-manager, of the Hongkong branch.

F. BLACKHEAD & CO.

IN the early days, before the establishment of Hongkong as a British Colony, Whampoa was the farthest point to which the Chinese permitted foreign ships to proceed up the West River. Many difficulties were experienced at this port by vessels in obtaining stores, and it was this fact which led to the establishment of the firm of F. Blackhead & Co. by Mr. B. Schwarzkopf. Purchasing a dismantled Chinese junk of suitable proportions, Mr. Schwarzkopf commenced business on the waters of the harbour in 1855. There was a good opening for the new venture, but many restrictions were placed upon foreign traders by Chinese officials, and there was little guarantee of protection against the pirates who infested the Chinese waters. In spite of all obstacles, however, Mr. Schwarzkopf built up a thriving trade. But when the troubles at Canton culminated in war between England and China the business was removed to Hongkong, and here it has remained, progressing with the Colony year after year. At about the time when the headquarters were removed from Whampoa to Hongkong a branch was established in the Portuguese city of Macao, where there was great activity in shipping circles on account of the coolie trade. This branch, however, was not destined to meet with overmuch success, for in 1874 the many abuses of the coolie traffic had become so glaring that the traffic was abolished, and the firm, by withdrawing, anticipated the steady decline in Macao's importance as a shipping port.

During Mr. B. Schwarzkopf's life Messrs. Smith, Schoenemann, Hoehnke, and F. Schwarzkopf were admitted as partners, and the business was conducted by them until 1903, when Mr. Smith and, later on, Mr. Schoenemann left for Europe. They did not, however, live long after their return to the homeland. The firm's offices are now in that magnificent pile on the water front known as St. George's Buildings. Here they stock everything that comes under the heading of ship's stores, for they are contractors to the German, Austrian, and Russian Navies. They are also interested in the coal trade of the Colony. Some years ago they acquired a large parcel of land, known as Blackhead's Point, at Kowloon, having an extensive deep-water frontage, and here they built godowns and a pier constructed on Differdingen piles capable of accommodating quite large vessels. For many years a conspicuous feature of the



MESSRS. BARRETTO & CO.'S OFFICE.

admitted to partnership in 1899, first become connected with the Company. In 1907, when Mr. Siebs was absent on leave, the Hongkong branch was under the control of Mr. Fuchs, while Mr. Charles Brodersen, who entered the firm in 1883, and became a partner in 1899, and Mr. Otto Struckmeyer, who joined in 1889 and was made a partner in 1903, were managing the Shanghai branch with control over the northern offices. The Company have fine premises at No. 2, Praya Central, Hongkong, and branches at Canton, Shanghai, Hankow, Tientsin, and Tsingtau, with agencies in London, Lyons, and New York. They are well known as bankers, general merchants, importers and exporters, shipping and insurance agents, engineers and contractors for the complete equipment of railways and factories, &c., and the name of "Seem-Sun" is familiar to probably every Chinese merchant of any importance doing business with foreigners in North and South China. The members of the firm have been

Barretto. The headquarters are in Queen's Buildings, and as merchants, commission and shipping agents, and wholesale importers and exporters their operations cover an extensive field and are increasing year by year. Probably more flour from the Australian Commonwealth has passed through their hands latterly than through those of any other firm in the Colony. They are well represented all over the world, and are the agents in South China and Hongkong for the Compagnie Française des Indes et de l'Extreme-Orient; Compañia Transatlantica Royal Spanish Mail Line (passengers' department); the Gresham Life Assurance Company; Lloyd Platino (Fire and Marine); Victoria General Insurance Company; La Nacional (Marine Insurance); and the Wine Growers' Supply Company. They have recently started the Imperial Brewing Company, Ltd., in the Colony, and have succeeded in placing the French service of night steamers to Canton on a paying basis.



PROMINENT MEMBERS OF THE EUROPEAN BUSINESS COMMUNITY, HONGKONG.

- | | | | | |
|--------------------------------|--|--|---|-------------------------|
| 2. THE LATE MR. CHEW D. MUSSE. | 3. MR. JAMES GUY. | 1. DR. A. S. GOMES. | 4. MR. W. S. BAILEY. | 5. MR. J. R. MICHAEL. |
| 6. MR. L. M. ALVARES. | 7. MR. J. W. GRAHAM,
Acting Manager, Hongkong and
Whampoa Dock Co., Ltd. | 8. MR. A. R. LOWE,
Secretary,
Chamber of Commerce. | 9. MR. F. LAMMERT,
Secretary,
Victoria Recreation Club. | 10. MR. THOMAS NEAVE. |
| 14. MR. E. M. HAZELAND. | 11. MR. G. H. MEDHURST,
Manager, Dodwell & Co. | 12. MR. R. SHEWAN. | 13. MR. A. A. H. BOTELHO. | 18. THE LATE MR. DANBY. |
| 19. MR. A. F. WEISS. | 15. MR. A. FORBS. | 16. MR. GRAY SCOTT. | 17. MR. F. D. BARRETTO. | 22. MR. H. WICKING. |
| | 20. MR. A. HICKIE,
"China Express," Hongkong. | | 21. MR. F. JORGE,
President, Lusitano Club. | |

shipping in the harbour has been Messrs. Blackhead's large hulk, bearing an advertisement of the famous "Red Hand Brand" of composition for the bottoms of iron ships, for which the firm has the sole agency in the Colony. The only European sail-making business in Hongkong, also, is conducted by Messrs. Blackhead & Co. Even this does not exhaust the list of their industries, for at Shaukiwan they have established a large soap and soda factory, details of which are given in the section of this work devoted to industries.

The present partners in the firm are Messrs. F. Schwarzkopf, son of the founder, and F. Hoehnke. They have branches at Neishiem, Tsingtau, and Tsinanfu, where the business is carried on under the style of F. Schwarzkopf & Co.

requirements of all customers. Smokers' requisites of every kind are stocked in abundance. The house has taken the lead in other directions, too, for it is the only one importing continental fancy goods, including china, table and wall ornaments, fancy baskets, glass vases, and ware of special design, &c. Other lines comprise electro-plate, toys, picture postcards (which latter the firm were the first to introduce into the Colony), and the well-known "Divinice" brand of perfume, distilled by Messrs. Wolff & Sohn. The firm also deal largely in incandescent gas fittings, and were the first local agents for the "Welsbach" burners now in general use. This does not by any means exhaust the list of agencies held by the firm—for they represent the "Columbia" Cycle Company, the German newspaper, *Ostasiatische Lloyd*, and numerous smaller interests—but enough has been said to show the extent and diversity of the trade carried on by them. The pro-

in 1870 to a Mr. Bell, who, in turn, made it over to Mr. Hunt and Mr. John D. Humphreys. The latter gentleman afterwards became the sole proprietor, and in 1876 the first step was taken in the direction of expansion by the establishment of a small aerated water factory. Branches were opened in various districts, and the Chinese name of the firm, the Tai-yeuk-fong, became known all over China. In 1886 the concern was floated as a limited liability company, with a capital of nearly four lakhs of dollars. Mr. John D. Humphreys ceased to be general manager in 1896, and his firm of John D. Humphreys & Son became general managers. The capital was raised to \$600,000 in 1890, and was further increased in 1904 to \$900,000. The present partners in John D. Humphreys & Son are Messrs. Henry Humphreys, J. A. Jupp, and E. E. Humphreys.

The chief offices and premises of the firm are in Alexandra Buildings, one of the largest and most imposing blocks in the Colony, built upon the most approved modern lines. In the immediate vicinity are the Company's warehouses and soda water factory.

WILLIAM POWELL, LTD.

THIS firm of general drapers, furnishers, dress-makers, and milliners, was founded in 1884 by Mr. William Powell, who started in business for himself after having been for some years in the employment of the firm of Sayle & Co. It was converted into a limited liability company in 1901, with a capital of \$120,000, which was increased in 1905, to \$150,000, when the business was greatly extended. The firm undertake the supply of everything for ladies', children's, and gentlemen's wear, and of house, ship, and hotel furnishing. At their furniture workshop at Wanchai a large staff of workmen is employed under the supervision of experienced London cabinet-makers. The principal establishment of the firm is situated in Alexandra Buildings. There is also a special outfitting department for gentlemen in Queen's Road Central.

WENDT & CO.

MESSRS. WENDT & Co.'s commercial connection with Canton dates back to the early days of business with the Kwangtung Province. Their headquarters were formerly in that city, and although the proprietors finding of late years that Hongkong is the more convenient place for conducting their trade, have carried on business at No. 6, Ice House Street, the firm's name of Hing-sing is still one of the best known among the European hong on the Shameen. Goods are imported from Europe, America, and Australia, and an important export trade is done in Chinese commodities. In Canton the firm are agents for the Austrian Lloyd Steamship Company, several local steanship lines, the Netherlands Lloyd Insurance Company, &c. The head of the business is Mr. F. A. Wendt.

THE CHINA EXPRESS COMPANY.

LIEUT. WAGHORN, a statue to whom has been erected at his birthplace, Chatham, and whose bust has stood for many years at the entrance to the Suez Canal, may be considered as the pioneer of the overland route to the East. Always of an adventurous disposition, the turning point in his career



[See page 218.]

MESSRS. F. BLACKHEAD & CO.

THE OFFICE.

THE HULK "JAY,"
with sail-making department.

KRUSE & CO.

It was in 1868 that Mr. Kruse, a shrewd man of business, laid the foundation of the extensive import trade in tobacco, cigars, and fancy goods now carried on under the style of Kruse & Co. by Messrs. C. W. Longuet and J. Meier. Mr. Kruse died in 1874, and many changes of partnership followed, but the business has prospered, and to-day the firm is the leading house of its kind in the Colony, with a carefully guarded reputation for supplying only the best class of goods. Messrs. Kruse & Co. are agents for Messrs. Valfiadis & Co.'s and Messrs. A. G. Cousis & Co.'s Egyptian cigarettes; they are the sole importers of the "Imperia del Mundo" Manila cigars; they import the special brand known as "El Oriente" direct from the factory; and they are the only firm shipping cigars direct from Havana in wholesale quantities to Hongkong. They deal both with the Tobacco Trust and with independent companies, and are thus able to meet the

requirements of all customers. Smokers' requisites of every kind are stocked in abundance. The house has taken the lead in other directions, too, for it is the only one importing continental fancy goods, including china, table and wall ornaments, fancy baskets, glass vases, and ware of special design, &c. Other lines comprise electro-plate, toys, picture postcards (which latter the firm were the first to introduce into the Colony), and the well-known "Divinice" brand of perfume, distilled by Messrs. Wolff & Sohn. The firm also deal largely in incandescent gas fittings, and were the first local agents for the "Welsbach" burners now in general use. This does not by any means exhaust the list of agencies held by the firm—for they represent the "Columbia" Cycle Company, the German newspaper, *Ostasiatische Lloyd*, and numerous smaller interests—but enough has been said to show the extent and diversity of the trade carried on by them. The pro-

A. S. WATSON & CO., LTD.

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was reached when he visited Calcutta in 1827, and convinced the authorities, after much difficulty, that there was a better way to and from England than by the Cape route. He established a regular service of caravans across Egypt, built eight halting-places in the desert between Cairo and Suez, converted a dangerous path, beset with robbers, into secure highway, and from 1827 to 1833 carried the overland mail. Associated with him was Mr. Geo. W. Wheatley, and the firm of Wheatley & Co. were the first to develop to any great extent, the parcel-carrying business. Since those days the trade has grown by leaps and bounds. In Hongkong Messrs. McEwen, Frickel & Co. were largely concerned in it. Indeed, this particular department grew almost too unwieldy to be managed successfully in con-

THE CHINA MUTUAL LIFE INSURANCE COMPANY, LTD.

DURING the ten years of its existence the China Mutual Life Insurance Company, Ltd., has made wonderful progress, and to-day ranks amongst companies of longer standing and greater pretensions. It is incorporated under the Companies Ordinances of the Hongkong Government, and at the close of the financial year, March 31, 1907, its accounts showed insurance in force amounting to \$31,655,517, assets \$4,989,042, income \$2,339,341, reserve \$4,206,721, surplus \$526,575, and total security to policy holders \$5,508,228. The moneys of the Company are carefully invested, and not less than 90 per cent. of the surplus must be distributed as dividends among the policy holders. Policies are issued

of selling goods to the Chinese, and the firm are open at all times to receive goods on consignment for which prompt settlements are made. The firm act as brokers, surveyors, marine appraisers, and appraisers of goods damaged either by fire or water. They conduct their auctions in Chinese whenever there is a purely Chinese audience present. The senior partner is Mr. Geo. P. Lammert, who is at present in Shanghai. He is a captain in the volunteer force and is one of the best-known vocalists in the Colony. During his absence the business in Hongkong is managed by Mr. H. A. Lammert, who personally conducts all the sales. He is assisted by his brother, Mr. L. E. Lammert. In the early days the firm occupied premises upon the site upon which Messrs. Jardine, Matheson & Co. are erecting their new hong.



MESSRS. KRUSE & CO'S PREMISES.

junction with their other interests, and in July, 1907, Mr. S. D. Hickie, who had been in charge of the business for several years, purchased it outright; now there is probably no Hongkong firm better known abroad than the "China Express Company." They have connections with every civilised part of the globe, and there is certainly no question as to the efficiency of their organisation. They have about eight hundred agencies in the principal ports and cities of the world, each with sub-agencies for the distribution and reception of goods. Mr. Hickie also carries on a general export and import business, and offers particular facilities to small importers. The headquarters of the China Express Company are at No. 3, Duddell Street.

in most of the usual forms—children's endowment, limited payment life, ordinary life, and endowment, all with profits—and they are unconditional and incontestable from the date of issue. The head offices are in Shanghai. The Hongkong office is situated in the Alexandra Buildings, Mr. Lefferts Knox being the district manager.

GEO. P. LAMMERT & CO.

THIS is the oldest established auctioneering firm in the Colony. It was founded by Mr. Geo. R. Lammert, the father of the present partners, and, for upwards of forty years residents in Hongkong have been accustomed to go to Lammert's sale rooms for bargains of all descriptions. A special feature is made

Now, however, their auction rooms are at No. 4, Duddell Street, an excellent situation in the centre of the town and less than five minutes' walk from the leading business houses. The firm are agents for Milner's safes and several London firms; their telegraphic address is "Lammert, Hongkong."

SOARES & CO.

TWENTY years ago the thriving firm of Messrs. Soares & Co., was founded by Mr. A. F. J. Soares, who, devoting his energies at the start to the real estate business, soon afterwards saw the possibilities of assisting in the development of the China trade. So successful were his efforts that the firm now does a very extensive

business in rice, besides being a large exporter of general Chinese products to Europe, Africa, and all parts of North and South America. Mr. Soares, who recently retired from active participation in the affairs of the firm, owns valuable blocks of land in the island and in the neighbouring peninsula of Kowloon. In addition to its own business, which is now conducted by Mr. A. M. L. Soares, the only son of the founder, the firm represents the interests of several Macao capitalists.

up an extensive connection as importers and exporters and especially as flour merchants. At the present time they are one of the largest importers in the Colony of Australian flour, which has become an important item in the local market during the past few years. Australian butter and dairy products are imported, the firm being in touch with some of the leading distributing houses in Sydney, Melbourne, and Brisbane. The firm deal also in American flour and general merchandise.

disposing of large quantities locally, besides shipping it in bulk to India. The head offices are in Prince's Buildings, Hongkong.

V. P. MUSSO & CO.

MESSRS. V. P. MUSSO & Co. have a large connection, both locally and in Europe, as general agents, importers, and exporters. For many years they held a contract for supplies to the Italian Navy in the Far East. The firm was established twenty-five years ago by Mr. D. Musso, an Italian gentleman, who for many years, right up to the time of his death, was one of the well-known merchants of the Colony, and held a prominent position in the local community as Consul-General for Italy. A handsome monument to his memory has been erected in the Catholic Cemetery at Happy Valley. For a time his widow carried on the business, but latterly his three sons, Messrs. V. P., L. A. and F. P. Musso have entered into it as partners. They are popular in commercial circles and are well known in the field of sport. The business manager of the firm in Hongkong is Mr. L. Borello.

L. M. ALVARES & CO.

A POPULAR delicacy at home is the preserved ginger imported largely from China. The Hing Loong ginger factory in Canton is noted for producing some of the finest qualities, the export of which is controlled by Messrs. L. M. Alvares & Co., of No. 8a, Des Voeux Road, Hongkong. The ginger is prepared by a secret process suggested by Mr. Alvares. Another important business in which Messrs. Alvares & Co. are engaged is the export of feathers, which are purchased in China and cleaned in the firm's own factory at Kowloon—the only establishment of its kind in the Colony—equipped with the latest machinery, and housed in a building specially designed to meet the exacting requirements of the Sanitary Board. The firm do a considerable and important business with Europe and America, and have an excellent reputation as experts in the selection of Chinese produce. The business was established in 1896 by Mr. L. M. Alvares, the present managing partner, who was educated at St. Joseph's College, Hongkong. In 1903 he took Mr. J. M. Alves into partnership.

JORGE & CO.

MESSRS. JORGE & Co., of No. 5, Zetland Street, carry on the business of general merchants, importers, and exporters. They deal largely in China produce, and make a speciality of ginseng, in the selection of which Mr. F. J. V. Jorge, the proprietor and founder, is an acknowledged expert. As a tribute to Mr. Jorge's ability in this direction it may be mentioned that the firm is the only foreign house in the ginseng trade in the Colony. The import business is largely in piece goods, which are disposed of amongst the Chinese. The firm has extensive trading relationships with leading houses throughout Europe and America, and important connections with the Philippines and Formosa. Mr. Jorge was for many years connected with the old firm of Messrs. Russell & Co., and when that house was discontinued he assisted in the promotion of the present large business of Messrs. Shewan, Tomes & Co. Seven years



GEO. P. LAMMERT.

H. A. LAMMERT.

[See page 221.]

CRUZ, BASTO & CO.

THIS firm was founded some four years ago by Mr. A. M. da Cruz and Mr. J. M. F. Basto, who were joined later by Mr. A. D. Barretto. All three partners were men of experience in the Colony, and they were not long in working

A branch of the business is situated at Canton, where Chinese silks are bought direct from the weavers, together with matting and other products of South China. Messrs. Cruz, Basto & Co., are one of the leading dealers in the camphor trade of the Colony, bringing the produce from the Fokien Province, and



SIR SASSOON J. DAVID
(Founder of the Firm).

A. J. DAVID
(Senior Partner of the Far Eastern branches).

ago he established himself as head of Messrs. Jorge & Co., and has been chiefly responsible for the firm's prosperity. He is president of the Club Lusitano, the only Portuguese club in the Colony, and was instrumental in pulling that institution through its recent difficulties and placing it once more on a sound basis.

ROZARIO & CO.

THE extensive business carried on by the well-known firm of Messrs. Rozario & Co. was established in 1857 by Mr. M. C. do Rozario. It passed into the hands of his son, and later devolved upon Mr. João Joaquim Leiria, the present head of the firm. Messrs. Rozario & Co. are great exporters of valuable commodities to San Francisco and Honolulu. Mr. Leiria, who is also the Portuguese Vice-Consul for the Colony, may be found at No. 47, Wyndham Street, Hongkong.

S. J. DAVID & CO.

MR. A. J. DAVID, senior partner of the Far Eastern branches of that influential firm of Bombay merchants known as Messrs. S. J. David & Co., is a brother of Sir Sassoon J. David, the founder, one of India's best known merchant princes. Sir Sassoon was a pioneer of the mill industry in Bombay, where he now holds the office of chairman of the Mill Owners' Association, and where his vast experience has led to his election to the Municipal Corporation, the Standing Committee, the Port Trust, the Improvement Trust, and other public bodies, and lastly to his elevation to the Shrievalty. Mr. A. J. David was born on March 31, 1854, and was educated at Elphinstone College, Bombay. He was the first member of the Jewish faith to pass the Matriculation Examination in India and to obtain the David Sassoon Hebrew Scholarship. He has travelled exten-

the firm in this part of the world. He married Katie, daughter of Mr. S. E. Shellim, and niece of Sir Albert Sassoon, Bart. He lives at No. 2, Mount Gough, the Peak, and is a member of the Hongkong Club. The firm, which has offices in Prince's Buildings, carries on business in Indian yarns and opium, and is probably the largest importer of yarn in the Colony, the product coming from its own and other mills in Bombay. The Hongkong branch holds the local agency for the South British Insurance Company. Other branches are established at Shanghai and Kobe.

DISS BROTHERS.

PERHAPS by contrast with cities more essentially tropical, where appearance comes second to comfort, Hongkong will strike the visitor as a "dressy" place, and, if he be in need of a smart outfit, he will naturally look round for a high-class tailoring establishment. Such a one is that of Messrs. Diss Brothers in Wyndham Street. The partners are Messrs. G. A. and A. C. Diss, who both received their training in the West End, and have since been connected with leading houses in Colombo and Singapore. They are members of a family of five brothers, all of whom, following in the footsteps of their father, are engaged in the tailoring trade. Together, they have had an Eastern experience aggregating half a century. Messrs. Diss Brothers opened business in Hongkong eight years ago, and, by reason of their skill and experience, they have gained an enviable reputation for good and careful workmanship. They are the only exclusively tailoring firm



DISS BROS.' PREMISES.

in the Colony, and, while executing orders for all kinds of work for gentlemen, they specialise in riding-breeches and the popular Jodhpore styles. Their customers have the satisfaction of knowing that, by frequent visits to England, the firm keep in close touch with the fashions at home and on the continent. They work, also, in conjunction with one of their brothers, who carries on business in Conduit Street, W. He buys for them, and it often happens that when their customers retire from the Colony or go home on leave they transfer their orders to him, the name itself being a sufficient

guarantee that they will be well served. At Wyndham Street the brothers keep a large assortment of cloths calculated to satisfy the most discriminating and fastidious, and if their client hesitates in his choice, they are able and willing to offer him sound advice which he is not likely to regret following.

KELLY & WALSH, LTD.

THE firm of Kelly & Walsh, Ltd., publishers, printers, bookbinders, booksellers, and sta-

tioners, has been established for over thirty years, and has branches in Hongkong, Shanghai, Singapore, and Yokohama. The Hongkong branch was formerly situated in Queen's Road Central, whence it was removed a few years ago to the present handsome premises in York Building, Chater Road. The local printing office is situated in Duddell Street, and is thoroughly well equipped. Messrs. Kelly & Walsh carry a very large stock of books, and make a feature of those dealing with the Far East.

THE ORIENTAL MERCANTILE COMMUNITY, HONGKONG.

DAVID SASSOON & CO., LTD.

THE firm of David Sassoon & Co. ranks amongst the three or four oldest houses in the Colony, for it has been closely and prominently connected with the business of the island for upwards of half a century. Its special lines are Indian cotton yarn and Indian opium, the latter having attracted

the founders of the firm from Bombay to Canton before Hongkong was in the hands of the British. Mr. David Sassoon, the founder of the house, was born in Bagdad in 1792, and settled in Bombay about 1832. His father enjoyed the proud title of Nassi, Prince of the Captivity, and, in virtue of that, was head of the Jewish community in Mesopotamia. After having been

engaged for many years in the opium trade with Canton and South China, Mr. David Sassoon sent his sons to open branches and extend the interests of the firm. They obtained a very strong hold on the opium trade, and as soon as the trade of South China began to come through Hongkong they established their headquarters for China in the Colony. They were thus first in the market, and have retained a leading position since. The head office now is in London, and there are branches at Manchester, Calcutta, Bombay, and Karachi, as well as in Hongkong and Shanghai. In the early days the Company owned their own opium clippers, but these have, of course, long since disappeared. For many years David Sassoon & Co. have represented the well-known Apar Line of steamers, which maintains a regular service between Calcutta and Hongkong, and has recently extended its trips to Japan and Shanghai, sending a steamer about once every ten days. The firm is agent, too, for the Norwich Fire Insurance Company.

Messrs. David Sassoon & Co. hold shares in many of the most important companies in Hongkong. Mr. Edward Shellin, the local manager, has a seat on the board of directors of the Hongkong and Shanghai Banking Corporation, the Hongkong and Kowloon Wharf and Godown Company, the Hongkong Land Investment Company, the Hongkong Land Reclamation Company, the Canton Marine Insurance Company, the China Fire Insurance Company, the Hongkong Iron Mining Company, &c. The firm is also a large property owner in the island. It will thus be seen to what an extent the enterprise has grown.

David Sassoon, the founder of the house, was succeeded by his son, Sir Albert Sassoon, Bart., who was born in 1818 and died in 1890. The present head of the firm is Sir Edward Sassoon, Bart., M.P.



E. D. SASSOON & CO.

THERE are certain businesses in Hongkong whose rise to prosperity and importance has synchronised with the progress and development of the Colony itself. Among the historic firms having their roots right down at the foundation of the Colony, that of Messrs. E. D. Sassoon & Co. must certainly be included. It



MEMBERS OF THE HONGKONG ORIENTAL MERCANTILE COMMUNITY.

- 1. CHAC SIN KI.
- 2. CHAN SHU MING.
- 3. T. CHEE.
- 4. NG SAU SANG.
- 5. THE LATE A. TAN.
- 7. TSANG KING.
- 9. CHAN AH YING.
- 6. S. MINANU.
- 8. THE LATE HUNG KWONG TO.
- 12. M. P. TALATI.
- 10. CHAU YÜT NGAM.
- 11. SIR CURRIMBOY BRAHIM, J.P.



DAVID SASSOON & CO., LTD.
S.S. "JAPAN."

SIR EDWARD SASSOON, BART., M.P.

THE LATE DAVID SASSOON'S OFFICES. *Digitized by Microsoft*®

E. SHELLIM.

is an offshoot of the still older house of David Sassoon & Co., the founder being a son of Mr. David Sassoon. Like the parent firm, Messrs. E. D. Sassoon & Co. are largely interested in Indian opium and Indian cotton yarn. They also have a large Manchester department and act as commission agents and bankers. In

The head office is at Bombay, and there are branches in London, Manchester, Karachi, Calcutta, Hongkong, Shanghai, &c. Mr. J. E. Sassoon is now the controller of the business at headquarters, his partners being his brothers, Messrs. E. E. Sassoon and M. E. Sassoon. The whole of the firm's interests in South

P. F. TALATI.

ONE of the most lengthy records in the Colony is that of the house of P. F. Talati, which commenced business in Hongkong during the early years of the British occupation. It was founded by Mr. F. M. Talati, grandfather of the present partners, and for many years bore his name. On his death, in 1868, the house came to be known under the present style of P. F. Talati. Essentially Bombay merchants, the firm have branches at Calcutta and Hongkong, managed by the partners, Messrs. P. F., A. B., and M. P. Talati. Their extensive correspondence with their many agents has continual reference to precious stones and general Eastern produce. An extensive business is done with Europe, Africa, Persia, and India in silks, metals, drugs, and essential oils, the house having a high reputation for the quality of its goods. The Hongkong branch is managed by Mr. M. P. Talati, of whom a biographical sketch follows.



MR. M. P. TALATI, of Wellington Street, Hongkong, who was born in Bombay in 1872, is one of the leaders of the Parsee community in the Colony, and a trustee of the Hongkong, Canton, and Macao Zoroastrian Charity Funds. He was educated at Elphinstone College, and, after extensive travels, joined the business of his family, who enjoy the distinction of being one of the oldest and most highly respected Parsee families in Bombay. He is now a partner in the house of P. F. Talati, and has charge of the Hongkong branch. The firm holds the reputation of being one of the oldest trading in the East. Mr. Talati is closely connected with the "Sirdar Dawur" family, the first Parsee family of Surat. This family is held in esteem by the British community in India by reason of the services which it rendered to the British Government in the building of the British Empire. Mr. Talati married Kuverhai B. Modi, a daughter of Burjorji E. Modi (the son of Sirdar Davur Edulji K. Mody), a very highly respected judge of Surat, by whom he has one son. Having good business connections with almost all Eastern ports, Mr. Talati has extended his trading relations to Europe, and is now working with many well-known European houses.



E. PABANEY.

ONE of the largest trading firms between India and the Far East is that of E. Pabaney, which does an immense business in opium, yarn, cotton, silk, tea, and other valuable merchandise. The firm was founded by Sir Currimbhoy Ebrahim, who was born in Bombay in 1840, and at the age of sixteen went into business there on his own account. Foreseeing the possibilities of the Far East, he opened a branch of his business in Hongkong in 1857. The success of the venture led to the establishment of other Far Eastern branches, and to-day the firm has an enormous stake in Oriental commerce. Sir Currimbhoy Ebrahim is one of the leading members of the Khoja community, and comes from generations of traders, his father having been an owner of ships trading between India, Arabia, and Africa. He has ever been mindful of the obligations which devolve upon leading business men, and his public activities led to his being made a Justice of the Peace in 1883, and, more recently, to



P. F. TALATI'S OFFICES.

India they own five big mills—the Jacob Sassoon mill, operating 100,000 spindles and 2,000 looms; the E. D. Sassoon mill, the Alexandra mill, the Rachel Sassoon mill, and the E. D. Sassoon Turkey Red Dye Works. For many years they have been interested in a variety of undertakings in the Colony, and are owners of considerable property.

China are supervised from Hongkong, where Mr. A. J. Raymond is in charge. His post is a very responsible one, including as it does a seat on the directorate of the Hongkong and Shanghai Banking Corporation, and on the boards of several other local companies, but he receives able assistance in the management from Mr. C. S. Gubbay.



E. D. SASSOON
(Founder of the Firm).



JACOB SASSOON
(The present head of the Firm).

THE OFFICES OF E. D. SASSOON & CO.

his nomination as a Trustee of the Port of Bombay. His private benefactions have been on a large scale. He started the Khoja Orphanage at an initial cost of a lakh of rupees, and towards the Bombay Museum Fund he contributed the magnificent donation of three lakhs of rupees. Sir Currimbhoy occupies a high status in the Mahomedan community, holding important offices in various organisations. His son, Mr. Fazulbhoy Currimbhoy Ebrahim, is a prominent member of the band of enthusiastic and patriotic Mahomedans who are striving to fit their community worthily to play its part. Recently he appealed to his compatriots to furnish funds for the establishment of a modern secondary school at Poona—the

southern Chinese capital until the time of the opium war, when they were forced to remove to the neighbouring Portuguese Colony of Macao. At that time, however, the Portuguese Government did not encourage foreigners to settle in their city as traders, and so the Company transferred their office to Hongkong as soon as the island was acquired by the British. Messrs. Cawasjee Pallanjee & Co. are general importers and exporters and commission agents, dealing especially in Chinese silks, Indian opium, and cotton yarn. The founder of the firm was Pestonjee Cawasjee, who died at Macao shortly after the war (*i.e.*, in 1842). The present proprietors—Messrs. Rustonjee Cooverjee, Hormusjee Cooverjee, Eduljee Cawasjee, and Pestonjee

TATA, SONS & CO.

This firm was established in the early fifties, and was one of the first Bombay houses to open a branch in Hongkong. In India the firm does a large business in cotton, yarns, pearls, and metals, and acts as agents for the Swadeshi Mills, the Central India Mills, the Ahmedabad Advance Mills, the Hydro-Electric Company, the Tata Iron and Steel Company, the Union Fire Insurance Company of Paris, and the South British Insurance Company. The Tata Iron and Steel Company is the biggest Swadeshi enterprise in India, having a capital of two crores and thirty lakhs of rupees, and the object of the Hydro-Electric Company is to supply electric power to some



THE LATE MR. CHAN A TONG
(Founder of the Firm).

JOSEPH CHAN A TONG
(Partner).

PETER CHAN A TONG
(Senior Partner).

appeal being backed by a generous donation of a lakh of rupees from his father, and of two lakhs from his sister, Khanumbhoy. The Hongkong branch of E. Pabancy is situated in Duddell Street, and the manager is Mr. Soomerbhoy Mowjee.



CAWASJEE PALLANJEE & CO.

Among the Bombay merchants carrying on business in the Colony there is little doubt that, from the point of view of seniority, Messrs. Cawasjee Pallanjee & Co. take a premier place. Established at Canton in the days of the Honourable East India Company's "Factory Sites," they did a flourishing business in the

Cooverjee—are his descendants. They reside in Bombay, the headquarters of the firm, which is there known as Cursetjee Bomanjee & Co. There is a branch also at Shanghai. The Hongkong office is at No. 22, Stanley Street, and is managed by Mr. S. C. Khan, who has been in the Colony for several years. He is assisted by Mr. S. E. Sethna, son of Eduljee Cawasjee, and Mr. F. H. Sethna, the son of Hormusjee Cooverjee. Every three or four years the manager and assistants, if they wish, are relieved. Thus Mr. Khan is shortly going to Bombay, and will be relieved by Mr. D. K. Sethna, a son of the late Mr. Cawasjee Pallanjee, one of the original partners of the firm.

fifty mills in the city of Bombay, which are at present run by steam-driven machinery. The electric power is to be generated from a waterfall at Lanowlee, some 80 miles from Bombay. Messrs. Tata, Sons & Co.'s headquarters are at Bombay, and there are branches at Shanghai, Kobe, Osaka, New York, Rangoon, London, Paris, and Tuticorin, as well as Hongkong. The partners in the business are Messrs. D. J. Tata, R. J. T. Tata, and R. D. Tata. One resides in Bombay, another in Paris, while the third spends most of his time travelling between the various establishments. The offices in Hongkong are at No. 6, Ice House Street, and the manager here is Mr. B. D. Tata. In Hongkong the firm trades in opium, Indian and Japanese yarns, Manchester piece goods, and sundries.

CHAN A TONG.

THIS firm, which commenced business in 1883, has been responsible for the construction of many of the principal buildings in Hongkong and the coast ports, amongst them being the Government Buildings at Taipo, the new Harbour Offices, Central Market, Tramway and Power Station, Royal Dutch Petroleum Works, Hok-ün Cement Works, Tytam Reservoir, Taikoo Sugar Refinery Reservoirs, and nearly all the buildings at Quarry Bay belonging to Messrs. Butterfield & Swire, the godowns and retort house of the Gas Company, the German Consulate at Canton, and many large private residences. The firm laid the foundations of Jardine's Cotton Factory at Causeway Bay, and is now engaged in the erection of the new Law Courts. It has quarries of its own at Ly-ee-mün Pass, and supplied dock stones for the Naval Yard extension as well as for the Praya Reclamation. Employment is afforded to some thousands of men. The founder, Mr. Chan A Tong, died in 1904, aged sixty years. His eldest son, Mr. Peter Chan A Tong, is the head of the concern, and he and his younger brother, Mr. Joseph Chan A Tong, are the only partners in the business. They are the sole proprietors of the business of Messrs. C. L. King & Co., Florida water manufacturers, whose registered trade-mark "Double Dragon" brand is known throughout the East. Mr. Peter Chan A Tong is a director of the Weldon House, Ltd., Hongkong. Both brothers are partners in the foreign import and export firm of Messrs. Fernandez & Co., carrying on business at the above address. The firm has a brick factory at Whampoa worked by English machinery of the latest design. Messrs. Chan A Tong are large property owners, most of the European houses on both sides of the streets at Morrison Hill Road belonging to them, and they are owners, also, of several graphite, molybdenum, and silver-lead mines in Kwangsi Province. There is a branch of the firm at Canton.



A. TAN.

THE contracting firm of A. Tan has been established in the Colony for about half a century. The founder, a native of the neighbouring province of Kwangtung, started business in a small way in Hongkong, and in a comparatively short space of time built up a large and remunerative connection. The firm are contractors to the Government, and have been entrusted with several very important undertakings for the War Department, included among which are alterations to numerous forts and barracks in the Colony, and the construction of the Gun Club Hill Barracks, Kennedy Road Married Quarters, and the Jubilee Hospital at the Peak. The firm also built the Foo Moon Forts at Canton, and carried out a great deal of work in the north under the direction of the late Li Hung Chang, with whom Mr. A. Tan made a tour. In recognition of the excellent way in which the contracts for the Chinese Government were carried through, a title was conferred on Mr. A. Tan by the Viceroy of Canton. The business is now conducted by the sons of the former proprietor, for Mr. A. Tan died some two years ago. The offices are at Nos. 63 and 65, Queen's Road East, and are under the control of Chan Sui Wai, Young A. Tan, and Chan How. The brothers have all been taught English at Queen's

College, and are well qualified to maintain the firm's reputation in the Colony.



THE YUEN FAT HONG.

THE establishment of this firm in the Colony dates back forty-five years, and during the whole of that time it has occupied a leading position amongst the Chinese firms of the Colony. Its founder was Mr. Ko Mah Wah, a native of Swatow, where the family house is still maintained. The present proprietors of the business are his sons, Messrs. Ko Soon Kum, Ko Yick Kum, Ko Fai Seck, and Ko Wan Kum. The first-named lives at Hongkong, whilst his brothers visit from time to time the various places in which the firm has interests. The firm is chiefly concerned in the rice trade, both import and export,

KWONG HEE YING.

MR. QUAN KAI, head of the well-known firm of Kwong Hee Ying, and comrade to the Pacific Mail, Occidental and Oriental, Toyo Kisen Kaisha, and the Portland and Asiatic Steamship Companies, is one of the most enterprising and up-to-date Chinese commercial men in the Colony. He received his training in Western business methods in America, in which country he resided for many years. He was the proprietor, among other concerns, of a boot and shoe factory equipped with all the latest machinery and employing some 350 Chinese and 70 Europeans. So well did he succeed that he sent for his brother and his nephew to join him, and embarked upon a general import and export trade between China and America. Deciding to return to China, Mr. Quan Kai secured several valuable agencies in San Francisco, and for some years supplied these houses with goods from Hong-



THE YUEN FAT HONG.

- KOH YIELL QUEE.
- KOH KAI SHUN.
KOH MAH WAH (Founder).
KOH WAN KUM.
- KOH FAI SECK.

and in the handling of general cargo. It owns five rice mills at Bangkok, and a large part of the product of these mills is brought to the Colony. The Yuen Fat Hong acts as agent for the Norddeutscher Lloyd's Bangkok-Hongkong line of steamers, and has a branch office in the Siamese port. The Hongkong offices are situated at No. 10, Bonham Strand West. Mr. Ko Soon Kum, the local manager, is a large property owner in the Colony, and is one of the recognised leaders of the Swatow community. He is a Chinese scholar, having passed a high degree in his own language, and he is careful to see that his nineteen children receive an excellent education. He has a son in Siam and another in Singapore. In addition to his other interests, he is chairman of the Man On Insurance Company, whilst as a former member of the Tung Wah Hospital Committee, he has been actively associated with practical philanthropy.

kong. At the present time he is agent for one of the largest American flour-milling companies, the Portland Flour Mills Company, of Portland, Oregon, U.S.A. The fourteen mills operated by this firm are capable of turning out some 15,000 barrels of flour a day; for years they have been doing a very extensive business in Hongkong, and the whole of their trade in China, the Straits Settlements, and the Philippine Islands is entrusted to Mr. Quan Kai. Besides having all these important interests, he is the proprietor of a large silk store in Canton, and carries on an extensive general import and export trade. The Hongkong office of Kwong Hee Ying is No. 264, Des Voeux Road Central. At Canton the business is carried on under the style of Quan Kai & Bros., the partners being Mr. Quan Kai, his brother, Mr. Quan Sam, and his nephew, Mr. Quan Jow. Their branches and agencies include San For & Co., Retalulen; How Sang Chong, Son Sonate;

Quan Kai & Co., Quezaltenango; Gustavo Lou Ya Yea, Guatemala; and How On Chong, Leon. Although an exceedingly busy man, Mr. Quan Kai finds time to undertake various public duties, and has served on the committee of the Tung Wah Hospital.

silver and jewellery shops. Among these, none has been established longer or enjoys a higher reputation than that owned by the firm of Wang Hing. The business was founded by the father of the present proprietors in 1854. It occupies a central

and trophies for local races, and are entrusted with a great deal of the silver work required by local societies. They may always be relied upon to execute commissions with good taste and despatch.



KWONG HEE YING.

QUAN JOW.

QUAN JEE ON.

QUAN SAM.

PREMISES IN DES VOEUX ROAD.

QUAN KAI.

PORTLAND FLOURING MILLS COMPANY.

WANG HING.

THE visitor to Hongkong who passes along Queen's Road Central for the first time cannot fail to be attracted by the number of well-equipped and tastefully arranged Chinese

position, but, notwithstanding this advantage, the large measure of public favour which the firm enjoy would not have been secured unless the articles offered for sale had always been of first-class quality and workmanship. The firm supply every year numerous cups

THE FOOK ON INSURANCE AND GODOWN COMPANY, LTD.

THIS firm, which is doing an extensive fire and marine insurance and godown business, was floated as a public company in 1900 with

a locally subscribed capital of \$1,000,000. It is a purely Chinese undertaking, with a branch at Shanghai and agencies throughout China and the Straits Settlements. The present directors are Messrs. Kwan Kai, Tang Lai Pun, Yu To Sang, Wong Chung Leong, and Choi Fuk Sang. The secretary is Mr. Ng Sau Sang, who has occupied the position since the formation of the Company. He was born in the Colony, was educated at the Penang Free School, and has served on the committee of the Tung Wah Hospital. The assistant secretary is Mr. Yu Chok Sang. The headquarters of the Company are at No. 9, Des Voeux Road West.

Fong Sin-ling, Wong Chok-king, and Li Pok-kwan. Mr. Chan Shü-ming, who is the permanent secretary, manages the business of the firm; Mr. W. Cheuk-man, who is the assistant secretary, takes charge of the foreign affairs of the Company; and Mr. Chan Ngoklim is chief accountant. Messrs. Deacon, Looker & Deacon are the solicitors of the Company, whose head office is at Nos. 24 and 26, Bonham Strand West, Hongkong.

C. AH YING & CO.

AMONG the provision and coal merchants, stevedores, and general storekeepers of Hongkong, Messrs. C. Ah Ying & Co., Nos. 22 and 23, Connaught Road Central, hold a recognised position. They are navy and military contractors, ship and family compradores, His Majesty's ship canteen tenants, contractors, wholesale dealers in cigars, tobacco, &c. In partnership with a few friends, the firm was established by Mr. Chan Ah Ying at Weihaiwei. The headquarters were removed to Hongkong in 1897, and since that time other branches have been started in Shanghai and Singapore. The agents in England are Messrs. Wm. Miller & Co., Portsmouth. The firm's cable address is

THE YAN ON MARINE AND FIRE INSURANCE COMPANY, LTD.

THIS is another of the purely Chinese insurance companies that have been floated



INTERIOR AND EXTERIOR VIEWS OF WANG HING'S PREMISES.

THE YAN ON MARINE AND FIRE INSURANCE COMPANY, LTD.

THIS company, which, as its name implies, effects only marine and fire insurances, was floated in 1899 with a capital of \$1,000,000, the whole of the money being subscribed by Chinese. During the ten years of its existence it has established an extensive connection and a good reputation both amongst the Chinese of the Colony and in the ports of China. It has agencies in the Straits Settlements, Australia, America, Philippine Islands, Japan, Cochin China, and the Treaty ports of China. The directors of the Company are Messrs. Tso Yuk-shan (chairman), Li Shou-hin, Ku Fai-shan, Li Wai-fu

during recent years. It was formed in 1901 with a capital of \$1,000,000, the whole of the money being subscribed locally. The head office is at No. 303, Des Voeux Road Central, and there are agencies in most of the largest Chinese, Japanese, European, American, and Australian seaports. The management is vested in a board of six directors, and one of the promoters of the undertaking. The permanent secretary is Mr. Chan Yüt Ngam, a native of Canton, who has been connected with business in the Colony for many years. He is assisted by Mr. Chung Chi Nam, whose proficiency in English has proved of great service.

"Ah Ying," and the A.B.C. code, fifth edition, is used. The manager and part proprietor of the business, Mr. C. Ah Ying, started business in a small way, and, by honest endeavour and steady application, has achieved a considerable measure of prosperity. A native of Hongkong, he acted as mess-man to many of Her Majesty's ships on the China station in 1881, and from every naval officer with whom he came into contact he received cordial testimonials as to his trustworthiness and business ability. He is now a landed proprietor and a member of all the leading clubs. He married a daughter of Mr. Ng Chak San, and has eight children—four sons and four daughters.

T. CHEE & CO.

MR. T. CHEE is the head of the firm of T. Chee & Co., merchants, Des Voeux Road. The Company has been in existence for about fifteen years, and for nearly half this period Mr. Chee has been in control. An extensive business is done in all classes of goods, and especially in Manchester piece goods and Australian flour. The branch at Canton has the distinction of being the first house opened by a British subject in the native city, and a large trade is carried on there now. The firm are the agents in South China for the Heinz food products. The head of the business is a well-known figure in the field of sport, and acts as secretary of the Kowloon Cricket Club.

of the firm is Mr. Yakichi Ataka, of Osaka. The headquarters are at Osaka, Japan, and branches have been established at Tokyo and other places in that country. The local offices at No. 3, Queen's Road Central, are superintended by Mr. S. Minami.



THE MITSUI BUSSAN KAISHA.

THE history of the house of Mitsui is an interesting record of commercial prosperity following upon the unity of the various branches of one large family. The present heads of the firm can trace their descent from Takashige Mitsui, who held the title of

and public exchange controller, and in recognition of their services in this connection were granted an estate in Yedo. In 1723, observing the oral will of Takatoshi, his son, Hachirobei Takahira, laid down in writing the family rules by which he and his five brothers pledged themselves to form a collective body of partners working with a collective capital. This is the agreement upon which the whole undertaking of the Mitsuis is based to-day. According to the social institutions of Japan, the unit of society is the family, and not the individual as in Western civilisation. Again, by the laws and customs of inheritance, the estate of the father descends to the first-born. The younger sons must be adopted into another family, or, failing this, must make their own fortunes independently.



S.S. "TSURUGISAN MARU."

OFFICES OF THE MITSUI BUSSAN KAISHA.

ATAKA & CO.

THE first Japanese firm to open a branch in the Colony was Messrs. Ataka & Co., whose business is that of general importers and exporters. They are largely interested in coal, yarn, sugar, rice, cotton, metals and practically every kind of Japanese and colonial merchandise, and control an irregular line of cargo steamers running between Hongkong, Japanese ports, Saigon, Rangoon, and Java. They are also the agents for the Japan Ship-owners' Association, which has the charge of a fleet of over 130 vessels aggregating 300,000 tons; for the Nippon Marine Transport and Fire Insurance Co.; the Iwasaki Coal Mine; the Furukawa Coal Mine, and for the Omi Cotton Duck Co., of Japan, of whose canvas they sell very large quantities. The proprietor

"Echigonokami," and lived as the feudal lord of Namadzuyé Castle in the fifteenth century, and was a member of the famous Fujiwara clan. Takashige was succeeded by Takatsugu, but Takayasu, the son of Takatsugu, moved to Matsuzaka in Ise, where he settled as a private citizen, and laid the foundation of the present Mitsui firm. It was not, however, till the time of Hachirobei Takatoshi that the business assumed any very considerable dimensions. Takatoshi invented the system of cash-retailing; organised the system for the collection and remittance of money, and also the carriers' business, when economic science was in a very rudimentary stage and monetary transactions were almost unknown in the country. In 1687 the Mitsuis, represented by Takatoshi, were specially appointed by the Tokugawa Government as its purveyor

In the case of the Mitsui house, however, from the oldest to the youngest there is not one who can enter an absolute claim to any particular property. The Mitsui house is a collective body, a joint association consisting of eleven families or partners, which works with the collective capital of the eleven families, in their joint name, and under the system of unlimited joint liability.

With the restoration of the Meiji era, an important epoch was opened in the history of the firm. While the new Government under the direct control of the Crown was in process of consolidation, the Mitsuis acted as its principal financing agent, and it was in a great measure due to this that Japan was enabled safely to negotiate the crisis with which it was then threatened. As a reward for this and other services Baron Hachiroemon

Mitsui, the present head of the house, was created a peer, and other members were given titles of various degrees. After relieving this financial strain, the Mitsuis applied themselves with new energy and vigour to reforming their business undertakings on Western lines. In 1876 the old Exchange House was transformed into a bank on a joint-stock basis. This was the first private bank established in Japan. In the same year a new and most important undertaking was organised for the purpose of general trading. The firm, well known as Mitsui Bussan Kaisha in the East, and as Mitsui & Co. in Europe and America, is the outcome of this enterprise. In 1889 the house acquired from the Government the concession of the Miike Coal Mines, and Mitsui Kozan Kaisha (the mining department) was established in order to control these and many other mines owned by the house. Thus has the business been developed gradually until it has reached its present flourishing condition. It is now difficult to give anything more than a general idea of the vast sphere of influence which the Company fill in the economic world of Japan. Their operations are divisible into three distinct departments, namely, Mitsui Ginko (banking department), Mitsui Bussan Kaisha (foreign and domestic trading department), and Mitsui Kozan Kaisha (mining department). These departments comprise nearly every branch of business in the commercial and industrial world — banking, mining, home and foreign trading, shipping and warehousing, as well as fisheries, agencies, and iron and engineering works. The Mitsui Bussan Kaisha, the foreign and domestic trading department, has its head office at Tokyo, and branches at Yokohama, Nagoya, Osaka, Kobe, Moji, Nagasaki, Kuchinotsu, Taipei, Newchwang, Tientsin, Shanghai, Hongkong, Singapore, Bombay, London, and New York. It has representatives at Hakodate, Yokosuka, Maizuru, Kurc, Wakamatsu, Karatsu, Kishima (Suminoe), Miike, Sasebo, Seoul, Chemulpo, Antung, Vladivostok, Harbin, Mukden, Kanjvsh, Tetsurei, Taitien, Tainan, Chefoo, Hankow, Tsingtau, Foochow, Amoy, Swatow, Canton, Calcutta, Rangoon, Manila, Saigon, Bangkok, Sourabaya, Hamburg, San Francisco, and Portland. The firm has a fleet of 11 efficient steamers, all 100 A1, of gross tonnage aggregating over 26,500, one of which is almost exclusively engaged in the transportation of the Company's own merchandise. But, besides the shipping and agency business, the Mitsui Bussan Kaisha also does an immense trade in coal as sole proprietors of the famous Miike, Tagawa, Yamano, Hondo, and Ida Coal Mines, and as sole agents for Kanada, Ohnoura, Ohtsuji, Mameda, Mannoura, Yoshio, Tsubakuro, Yunokibara, and other coals.

The branch in Hongkong acts as agent for the Tokyo Marine Insurance Company, Meiji Fire Insurance Company, Nippon Fire Insurance Company, Government Tobacco Monopoly, Nippon Brewery Company, Shanghai Spinning Mill, Nippon Match Factory Company, Nitta Leather Belt Company, and Shinagawa Fire Brick Company. The manager of the branch is Mr. M. Kobayashi, who is a well-known resident of Hongkong and president of the Nippon Club.



THE MITSU BISHI COMPANY.

THE well-known Japanese firm trading under the name of the Mitsui Bishi Goshi Kwaisha (Mitsui Bishi Company) are engaged in numerous undertakings, such as banking, mining, shipbuilding, and engineering. Their

head offices are at Tokyo, and they have branches at Osaka, Kobe, Moji, Nagasaki, Wakamatsu, Karatsu, Niigata, Shanghai, Hankow, and Hongkong. The banking department has the largest deposits of any bank in Tokyo, and its credit is becoming widely known abroad. The Company's mines produce gold, silver, and copper in large quantities, and the greater part of the metal is treated at their metallurgical works at Osaka. The precious metals are refined by

to several of the leading steamship lines, but they also supply coal to the Imperial Japanese Navy, the Imperial Arsenals, the State Railways, &c. For the conveyance of coal to Shanghai, Hongkong, and other ports the Company own a fleet of six colliers, besides tugs, launches, junks, and lighters. The Mitsui Bishi Dockyard and Engine Works are situated at Nagasaki and at Kobe. The former extend over 90 acres, and have a frontage of about 8,000 feet along the



OFFICES OF THE YUEN FAT HONG.

[See page 229.]

electrolysis to almost absolute purity, and the copper is made into electrolytic cathode of the highest conductivity, which commands good prices on the London market. The annual output of the electro refinery is as follows:—Refined gold, 18,250 ozs.; silver, 498,700 ozs.; copper cathodes, 6,000 tons; and copper vitriol, 800 tons. The Company have big colliery concessions in the provinces of Buzen, Chikuzen, and Hizen, with a total output of over 1,000,000 tons annually. Not only are the Company sole contractors of coal

western shore of Nagasaki Harbour. There are three dry docks and one patent slip, and in the largest dock vessels up to 714 feet on the keel can be accommodated. The machinery is of the most modern type, and is driven to a large extent by electricity. The shipyard at Tategami has seven berths, and an annual output capacity of over 30,000 tons. The Company's dockyard and engine works at Kobe were opened in August, 1905, and have now a floating dock with a lifting power of 7,000 tons, but before long another

bigger floating dock with a lifting power of 12,000 tons will be completed, with many workshops, up-to-date machine tools, &c. The Mitsu Bishi Paper Mill at Takasago has a daily output of 70,000 lbs. The Company also do a large general and bonded warehouse business, and have extensive landing and delivery agencies.

The Hongkong branch is situated at No. 2, Pedder Street, and is concerned chiefly with the import of coal for distribution amongst shipping clients. The manager is Mr. T. Matsuki, who has been many years with the Company.

it was in order to find an additional outlet for this that the Hongkong branch of the business was opened during 1907. The firm already does a considerable business in the Colony, and is prepared to execute orders for bunkering and the supply of coal generally. Messrs. Miyasaki & Co. were formerly contractors to the French Mail Line at the Japanese ports, and at the present time they hold contracts from some of the largest steamship lines in Japan. Mr. Y. Kubo the manager of the Hongkong branch, is a nephew of Mr. Miyasaki, the head of the Company.

and make a special feature of enlargement and bromide work. They stock a large number of views of the neighbourhood and of South China, besides cameras, films, and printing papers of all kinds. There is a special department for developing and printing for amateurs. The manager, Mr. W. Chong Kai, is a capable photographic artist. The assistant manager, Mr. Y. Johnson, who has been with the firm since it was first started, has had experience in the United States. About thirty hands are employed at the head office, and a new depôt was opened recently at No. 8, Beaconsfield Arcade, chiefly for the sale of photographic stores for amateurs. In 1904 the firm obtained a bronze medal from the St. Louis Universal Exposition, and in 1906 they were awarded a silver



Y. JOHNSON.

MEE CHEUNG & CO.

THE RETAIL DEPÔT.

WAN CHONG KAI.

MIYASAKI & CO.

MEE CHEUNG & CO.

THIS Company is one of the latest additions to the Japanese business houses of Hongkong. The firm, which is an old-established one, owns and operates the Hoshu Coal Mine in Japan, which turns out upwards of three hundred tons of good steam coal a day, and

MESSRS. MEE CHEUNG & Co., of Ice House Lane, Hongkong, who executed a contract for Lloyd's Greater Britain Publishing Company in a manner that gave every satisfaction, are one of the oldest photographic firms in the Colony. They undertake all classes of work,

medal at the Hongkong Exhibition held at the City Hall. On the occasion of the visit of the Duke and Duchess of Connaught to the Colony, the royal party were photographed by Messrs. Mee Cheung, and copies of the photographs, forwarded to Their Royal Highnesses, were cordially acknowledged in a letter to the firm.



VIEWS OF THE GREEN ISLAND CEMENT COMPANY'S WORKS.
(Messrs. Shewan, Tomes & Co., General Managers.)

[See page 238.]

For example, directly one of the numerous threads passing through a drawing frame is broken, the driving belt is automatically thrown on to the loose pulley, and the attention of the attendant is thus immediately attracted.

Power is supplied by engines of 1,710 indicated horse-power, by Messrs. J. & S. Wood, and transmitted to the shafting by means of thirty-six cotton ropes. The buildings are lighted throughout by electricity, generated on the premises. No expense has been spared to render the buildings fireproof, and as a further precaution a water roof—probably the only one in China—has been placed over the main building. The tank has a capacity of 9,000 gallons, and the water can be distributed at need to patent fire extinguishers in any part of the enclosure. The workpeople are well cared for, airy and comfortable quarters for seven hundred having been provided. The factory has been established for nine years, and though, during that time, many difficulties have been encountered—the cotton famine in India, the corner made by Sully in America, and the Boxer troubles, amongst them—the Company has prospered, and yields the shareholders a satisfactory dividend. The manager of the mill is Mr. A. Shaw.

THE GREEN ISLAND CEMENT COMPANY.

In the construction of docks, harbour works, fortifications, and bridges, and in countless other ways, Portland cement is largely used, and practically the whole of the local supply is provided by the Green Island Cement Company, the general managers of which are Messrs. Shewan, Tomes & Co. Started on Green Island, near Macao, about eighteen years ago, the cement-making industry soon outgrew the facilities offered by that locality, and in 1899 a larger and more fully equipped factory was opened in the Colony of Hongkong, on the Kowloon side of the harbour. Year by year the plant has been extended until to-day this factory occupies an area of upwards of 1,000,000 square feet, whilst the machinery, worth as many dollars, has an output of nearly 8,000 tons a month. Business is still carried on at the Green Island factory, which has an out-turn of nearly 2,000 tons a month, making the total production of the Company something like 120,000 tons annually. The Company also has a factory at Deep Water Bay for the manufacture of bricks and drain pipes. Green Island cement is considered to be fully equal to that of the best English and Continental manufacture. The Admiralty engineers regard it as unsurpassed in fineness and tensile strength, and it has been employed exclusively in the erection of the dock on the new reclamation. It is composed of clay and crushed limestone mixed in certain proportions, and burned in a kiln. The clay is found in the delta of the Canton River, and the limestone is brought from the neighbourhood of Canton. The materials are unloaded from the junks into overhead buckets, which convey it from the wharf to the factory. There the stone is pulverised in a series of crushing mills, the first of which reduce about eight tons of stone per day to the size of ordinary road metal, and the last, called "Griffin" mills, convert it into a fine powder. The clay is also ground, and the two ingredients are then elevated to the top floor of the building, where

they are mixed automatically. A further reduction takes place in the tube mills, in which the powder passes through a rotating iron cylinder containing flints. In another machine the powder is mixed with water, and issues in a continuous strip, of oblong section, which is sliced off into bricks. After being stacked for eighteen hours in drying tunnels, these bricks are fed into kilns, chiefly of the rotary type. The product of these kilns, known to the workers as "clinker," is then ground, first in ball and then in tube mills, and the resultant powder, Portland cement, is fed into specially constructed trucks and stored in bins ready for packing. Bags for putting up the cement are purchased, but casks are made on the premises, modern coopering devices being employed. Power for the whole of the works is supplied from five Babcock & Wilcox boilers, the engines generating 500 and 350 horse-power respectively. The works are lit throughout by electricity.

The general manager of the factory, Mr. V. Uldall, a man of great experience in the trade, has been in the service of the Company for fifteen years. He has under him a staff of nearly two thousand men; but if the persons indirectly concerned are taken into account the probability is that the enterprise gives employment to upwards of three thousand.

The chief engineer is Mr. A. H. Hewitt, who joined the Company in that capacity in 1889, soon after its inception, and has since then been responsible for the building and running of its factories. He commenced his engineering career at Messrs. Maudsley, Sons & Field's works, was one of the earliest members of the "Junior Engineers," and became an Associated Member of the Institute of Civil Engineers in 1895.

THE HONGKONG PIPE, BRICK, AND TILE WORKS.

So important is the industry carried on in connection with the Green Island Cement Company at the Deep Water Bay Pipe, Brick, and Tile Works, that mention may well be made of it under a separate heading. The works are admirably situated at the western end of the bay, just opposite Aberdeen. The buildings cover a large area, and include kilns, drying sheds, offices, boiler and engine house, and everything appertaining to works of the kind. In the vicinity of the works are veins of the clay used for the manufacture of bricks, pipes, &c., and the raw material can thus be procured at nominal cost. The clay is first ground in a milling machine, and then mixed with water and other ingredients. It is next forced through a machine which delivers it in a continuous length of oblong section, and is cut up by means of a wire cutter. The bricks are dried by steam-heat, and then fired in kilns for about twenty days. Of the fourteen kilns in use three have a capacity of 30,000 bricks each. Fire bricks go through practically the same process, but the clay of which they are made contains from 80 to 90 per cent. of silica. In the manufacture of pipes finely powdered clay is carefully mixed with water to a certain consistency, and the compound is passed between heavy rollers to ensure complete pulverisation, and then into the moulding machine, where it is pressed into the required shape. The pipes are dried and then burned in kilns for over twenty

days, after which they are brought to a white heat and glazed, salt and sulphur being the chief agents employed in this last-mentioned process. The lime required for the works is made from imported stone, and recently, by the erection of another kiln, the output was increased in order to meet a growing local demand for lime.

The superintendent of the works, Mr. J. B. Witchell, who has been with the Company for about ten years, has been responsible for many improvements, tending both to save labour and to improve the quality of the products of the works. He lives on a hill overlooking the bay, and excellent quarters have been provided on a hill opposite for the coolies employed at the works. The general managers are Messrs. Shewan, Tomes & Co.

THE HONGKONG ROPE MANUFACTURING COMPANY.

No cordage equals in strength and durability that made from pure Manila hemp fibre, and it is no inconsiderable advantage to a place like Hongkong that it should possess such a factory as that managed by Messrs. Shewan, Tomes & Co., at Kennedy Town, where large quantities of this fibre are used in the making of rope. To one acquainted with the process of rope-making in the old-fashioned ropewalk, the rapidity with which the fibre in this factory makes its journey between the bale and the coiling machine is surprising. The raw material is conveyed on a private trolley line from the wharf to the storage godown, and, when required, the bales are ripped open and their contents passed through a series of preparing machines—"spreaders" and "dressers"—in which the fibre is made ready for spinning. On the "jennies" the fibre is spun into yarn of from one-sixteenth to one-eighth of an inch in diameter, according to the size of rope required, the yarn being wound on bobbins which contain, when full, about ten pounds. The next stage in the process is known as "forming." A number of bobbins are placed on the machine, and the yarns formed into a "strand," the thickness of these strands depending on the number of yarns in each and governing the size of the rope. The final process is that of "laying" the strands into rope, by means of an ingenious contrivance fitted with automatic brakes to regulate the tension, and, consequently, the hardness of the rope. Usually three strands are twisted together, but where more roundness or evenness is required, as in ropes for pulley-blocks, &c., four strands are taken and twisted round a fifth, which is known as the "heart." Another form of rope for which there is an increasing demand is the "cable," which consists of three ropes twisted together in a laying machine. This form is used largely for mooring purposes, and in oil shafts such as those at Rangoon. The factory can turn out cordage of from half-an-inch to twelve inches in circumference, capable of bearing strains of from three hundred pounds to close upon fifty tons. The standard length is 120 fathoms, but any length up to 2,000 feet can be made to order. The superintendent is Mr. C. Klinck, who has been twenty years with the Company. His assistant is Mr. J. Stopani, and the labour staff employed numbers about one hundred and seventy.



HONGKONG INDUSTRIES.

SOOON after the cession of Hongkong to the British, Sir H. Pottinger told a committee of British merchants who were interested in the China trade that "Hongkong was merely to be looked upon as a sort of bonded warehouse in which merchants could deposit their goods in safety until it should suit their purposes to sell them to native Chinese dealers, or to send them to a port or place in China for sale." For many years this description of the Colony's place in the scheme of things Far Eastern held good, and it is probable that even to-day numbers of people still regard Hongkong solely in this light. Within recent years, however, the Colony has given promise of becoming a manufacturing centre of great and increasing importance.

As might naturally be expected in a port which is second to none in the world in the magnitude of its shipping, shipbuilding, docking, and marine engineering take first place among local industrial enterprises. The Hongkong and Whampoa Dock Company have three extensive establishments—one at Hunghom, Kowloon, another at 'tai Kok Tsui, and the third at Aberdeen, on the island of Hongkong itself. The Admiralty have recently constructed a dock large enough to accommodate any battleship afloat, whilst Messrs. Butterfield & Swire have built an immense dry dock, 750 feet on the keel-blocks, at Quarry Bay, which is, perhaps, the largest of its kind in the Far East. There are three sugar refineries, one of them—that at Taikoo, managed by Messrs. Butterfield & Swire—being the largest refinery under one roof in the world. The China Sugar Refining Company has establishments at East Point and at Bowrington, and, in connection with the former, operates a large distillery, where quantities of rum are manufactured. At Causeway Bay there is an immense cotton-spinning factory, with 55,000 spindles, and quarters for seven hundred workpeople, under the management of the well-known firm of Messrs. Jardine, Matheson & Co., Ltd. One of the oldest industries in the Colony is that carried on by the Hongkong Ice Company, who, starting as importers of ice, have since become manufacturers, with modern plant and an extensive range of insulated

cold stores. In the Junk Bay Flour Mills, Hongkong has not only a growing industry, but a valuable asset in the shape of a guaranteed food supply for a period of four months, in any eventuality such as war or scarcity. The mills are capable of producing 8,000 sacks of flour per day. The enormous activity of builders in the Colony has created a demand for Portland cement, and this the Green Island Cement Company have for many years supplied. They have an annual out-turn of something like 120,000 tons, and their cement is acknowledged to be equal to that of the best English and Continental manufacture. Brick and tile making is also carried on under the same auspices, but the demand at present is far in excess of the supply. Messrs. Shewan, Tomes & Co., the general managers, have control, also, of the Hongkong Rope Manufacturing Company, at whose works, in Kennedy Town, Manila rope is made to meet both a local and a growing export demand. Electricity for light and power is supplied to the Colony by the Hongkong Electric Light Company and by the China Light and Power Company, which has a branch at Kowloon. The electric light has by no means displaced gas, however, the older form of illuminant being supplied by the Hongkong and China Gas Company, Ltd., who produce about 130,000,000 cubic feet a year, and undertake practically the whole of the public lighting. Well-equipped saw-mills at Yaumati, operated by the China Borneo Company, Ltd., have a producing capacity of 1,000 cubic feet of sawn timber a day; and there are innumerable small mills and saw-pits owned and worked entirely by the Chinese. Several factories are engaged in the preserving and export of that toothsome delicacy, ginger. The finest stem-ginger from the Canton district is selected, and the produce finds its way to all parts of the world. Soap boiling is another industry to which attention has been turned. Like dyeing, tanning, the manufacture of vermilion, and tin smelting, the industry is chiefly in the hands of Chinese. In dyeing, the Chinese are experts; and there are numbers of tanneries, the produce of which is used locally and on the mainland. There are four native tin refineries, in which most of the ore from the Yunnan district is treated. The largest has an output of eight

tons a day. Vermilion is obtained by subliming the black sulphide obtained from the heating of sulphur with quicksilver. After the red sulphide which results has been ground with water in stone mills, the vermilion is collected and dried ready for the market. Among other local industries which may be mentioned are those of paper making, match making, feather cleaning and packing, opium boiling, cigar making, glass blowing, brewing, dairy farming, and soda water manufacturing. Of these the most recent is brewing, introduced by the Imperial Brewery Company, who have a modern and up-to-date plant at their new premises in Happy Valley.

It will thus be seen that Hongkong may justly claim to be regarded as something more than a vast godown, or as a clearing house for the south of China.

THE CHINA SUGAR REFINING COMPANY.

FOR thirty years the China Sugar Refining Company, of which Messrs. Jardine, Matheson & Co., Ltd., are the general agents, have carried on an extensive industry at East Point, where their works cover an area of several acres, and their proximity to the harbour gives them unrivalled facilities for shipping. The buildings are numerous, the principal structure being six storeys in height. At the Company's wharf raw sugar is received from Java, the Philippines, the Straits Settlements, and various Chinese ports. The raw sugar is of various shades of brown, and, though apparently clean, contains many impurities which it is the business of the Company to remove. The sugar is tipped into shutes communicating with the melting pans, in which as much as possible of the various substances admixed with it is removed. The pans are made of cast iron, and are fitted with a perforated false bottom. The sugar is mixed with hot water and boiled, the heat being maintained by means of steam pipes. It is kept stirred by mechanical arms, and the impurities which are thrown to the surface are removed by constant skimming. Then the sugar is filtered through long cotton bags of close texture, enclosed in hemp sheaths, and a large amount of clay and dirt, the presence

of which would hardly be suspected, is left in the filters in the form of a black sediment. A comparison of a sample of the sugar at this stage with a sample taken from the first boiling shows how far the refining process

A. Rodger, who is assisted by a staff of no fewer than twenty-five Europeans. Employment is given to a large number of Chinese workmen.

general managers of which are Messrs. Jardine, Matheson & Co., Ltd. The buildings are nine in number and cover a very large area. The total space enclosed is 400,000 square feet, and the Company has sufficient ground to double the present plant should occasion arise. The size of the mills may be judged by the fact that there are over 55,500 spindles. The raw cotton comes principally from India, while China is the chief market for the manufactured article. The bales of cotton are broken open and their contents fed into the bale-breakers, which remove seed and other impurities from the cotton in readiness for the hopper feeding machines, in which a straightening-out process takes place. In the scutching department the cotton is freed from dirt, leaves, and other impurities by means of powerful fans, and as it issues from the scutching machines it is wound into what are known as laps. Four of these laps are placed on a second machine and made into one, with the object of ensuring uniformity of thickness. On the carding engine the cotton is combed out by large cylinders, covered with slightly projecting wire, and working to the thousandth part of an inch, while in the drawing frames the carded cotton is drawn out and the fibres are placed in a perfect parallel order. In the slubbing, intermediate, and roving frames the cotton is twisted, each process making the thread finer and at the same time stronger. The spinning and reeling frames complete the process, and the yarn is then wound into hanks and put up into bundles, which are stamped with the firm's chop—the dragon and the flag labels being the best known—and baled ready for export. There are 170 carding engines, 21 sets of drawing frames, 21 sets of slubbing frames, and 30 intermediate frames, to mention but some of the departments. The whole of the machinery is by Platts, of Oldham, and of the latest and most improved pattern known in the industries. It is perfect in its action, and adjusted with such nicety that even children may be entrusted with some of the operations.



SUGAR REFINERY.

has advanced: the one being clear, and of an amber colour, the other cloudy and darkened by foreign matter. The next stage is the passing of the viscous fluid through a cylinder filled with prepared animal charcoal, from which it issues a clear, transparent stream, white and ready to go through the process of granulation. The liquid is run into storage tanks, and fed into large copper vacuum pans, the water being driven off by means of steam circulating through copper coils. The boiling completed, the mixture passes into centrifugal machines, in which the sugar is separated from the syrup. These machines contain a perforated cylinder, rotating at a high speed, the syrup being forced through the holes into an outer receptacle. The resulting sugar is white and moist, and has to be treated in large revolving granulators, or driers, before it is finally ready for sifting and packing. A lower class of brown sugar is extracted from the syrup, which is returned, with some colouring matter, to the vacuum boilers, and passes once more through the centrifugal machines; each repetition of the process giving a different grade of sugar. After all the crystallised sugar has been extracted, the syrup, or molasses, is either marketed as such, or sent to the distillery for use in the manufacture of spirits. In another department of the refinery, loaf, cube, and powdered, or icing, sugars are made, mechanical means being employed in moulding the cube sugar. To ensure a satisfactory water supply, large sand filter beds have been laid down on the premises, and a complete condensing apparatus has been installed. And last, but by no means of least importance, a laboratory is provided in which European chemists make analyses and tests of the sugar at various stages of its refinement.

HONGKONG COTTON-SPINNING, WEAVING, AND DYEING COMPANY, LTD.

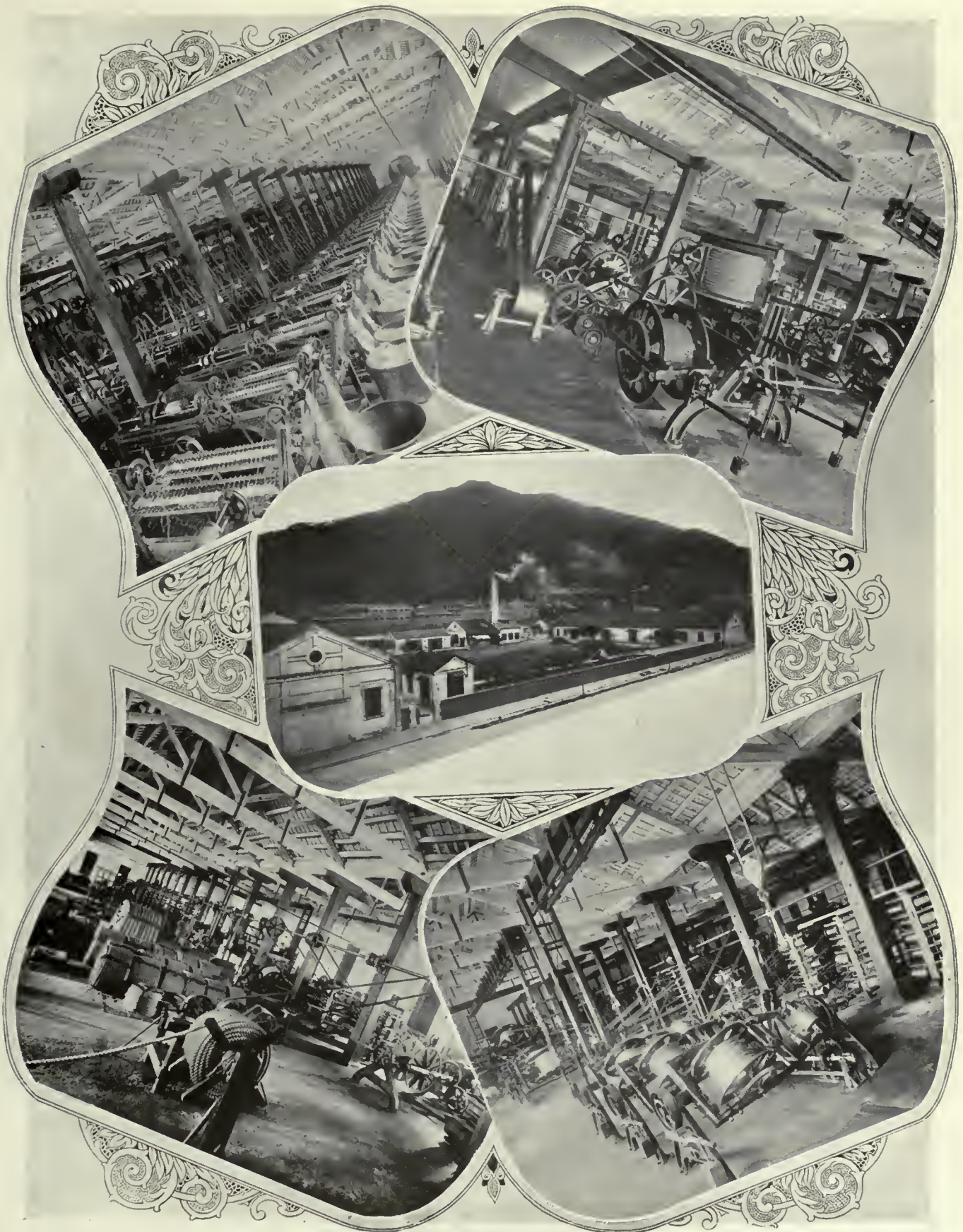
COTTON-SPINNING in all its stages may be seen at the great factory at Causeway Bay, owned by the Hongkong Cotton-spinning, Weaving and Dyeing Company, Ltd., the



COTTON MILLS OF THE HONGKONG COTTON-SPINNING, WEAVING, AND DYEING COMPANY, LTD.

(Messrs. Jardine, Matheson & Co., Ltd., General Managers.)

The direction of the works is under Mr.



HONGKONG ROPE MANUFACTORY.
(Messrs. Shewan, Tomes & Co., General Managers.)

SPINNING.
COILING.

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GENERAL VIEW.

LAYING.
FORMING.

HONGKONG ICE COMPANY, LTD.

In the opening days of Hongkong's history as a British Colony, ice was imported from the North and stored. Later on, the Tudor Ice Company imported ice from America, a sailing ship arriving annually with the Colony's supply, and many old residents can remember the ice ship lying moored close to the foot of Ice House Lane, and the ice blocks being stored in the present Ice Depôt, which gives its name to the street on either side of Queen's Road. The only year in which the ice ship failed to put in an appearance was during the American Civil War, when it was captured and burned by one of the Confederate cruisers. The importation of American ice continued until 1874, when two young Scotchmen, Messrs. Kyle & Bain, erected one of Dr. Kirk's damp-air machines, which proved so complete a success that the Tudor Company were compelled to withdraw. Later, another of Kirk's air machines was

the North, as well as local produce. The British naval and military forces at Hongkong are now principally supplied with Australian frozen meat from these stores. In 1884, the Company purchased from the Government the property in town known as the Ice House. A portion of the ground-floor is used as office and ice depôt, the remainder being let on lease to suitable tenants. The Company has had a remarkably successful career, the capital remaining at \$125,000—the renewals, extensions, and new land and property acquired since the formation of the Company having all been paid for out of profits made during the intervening years. Mr. Wm. Parlane, who is still with the Company, has been manager during the past twenty-four years.



THE HONGKONG ICE COMPANY'S (LTD.) WORKS.
(Messrs. Jardine, Matheson & Co., Ltd., General Managers.)

erected. In 1879, Messrs. Kyle & Bain sold their property to Messrs. Jardine, Matheson & Co., who formed the business into a limited company with a capital of \$125,000, and now act as general managers. The original machines and also some later machines have long given place to three ammonia compression machines, while the ice-making tanks have been quadrupled within the past twenty years. The ice is made on the plate system, and nothing but pure, hard, transparent crystal ice is sold by the Company, which is believed to be the only company in Asia producing this quality of ice. For local consumption the ice is carted to the town depôt, but to shipping it is sent direct by boat, the works at Causeway Bay being most convenient to the harbour. In 1900 the Company extended their business by building a range of insulated cold stores; now of a capacity of 50,000 cubic feet. These have added revenue to the Company, and are largely taken advantage of for storing meat, butter, &c., from Australia, and game from

THE JUNK BAY FLOUR MILLS.

ONE of the largest and most important industries, not only in Hongkong but throughout the East, is that carried on at the Junk Bay Flour Mills by the Hongkong Milling Company, under the management of Messrs. A. H. Rennie & Co. The story of the establishment of the mills is an interesting chapter in the development of the Colony. The scheme had its origin in the mind of Mr. A. H. Rennie, who, as agent for an important American milling company, was for many years the leading man in the flour business in the East. Grasping the fact that, with the spread of Western ideas in China, the demand for flour must increase tremendously, Mr. Rennie perceived the immense possibilities underlying the establishment of such a concern in the Colony. The necessary capital (\$1,000,000) was privately subscribed by several of the most prominent business men in Hongkong, including Sir Paul Chater, K.C.M.G., and Mr. H. N. Mody,

taking a large share in the venture. With untiring energy Mr. Rennie personally superintended every detail of the erection of the magnificent pile of buildings and the installation of the intricate and scientific plant, which make up the mills to-day. Many ingenious devices in the equipment of the mills for the saving of time and labour bear striking testimony to the fertility of Mr. Rennie's invention.

The Company having acquired some 435 acres of land on the shores of Junk Bay, with a sea frontage of 2½ miles, Mr. Rennie turned the first sod in May, 1905, and the work was pushed forward with such rapidity, in the face of many difficulties, that in January, 1907, the mills were ready for formal opening by the Hon. Mr. F. H. May, C.M.G., at that time the officer administering the government. The magnitude of the enterprise is clearly shown by the fact that the mills are capable of producing 8,000 bags of the highest grade flour every twenty-four hours, which means that about 6,000 tons of wheat pass through its machines every month. This entitles them to rank with the largest flour mills in the world. The godowns are substantially built of brick, with steel stanchions and principals and iron roofs, and have a storage capacity of about 26,000 tons of wheat, 250,000 bags of flour, and 10,000 bags of bran. Elaborate apparatus has been installed to facilitate the handling of wheat and flour, and very particular attention has been given to ventilation. The mill is a five-storey building, and the machinery is of the most approved and modern roller plant, with complete washing apparatus and electric bleachers. The motive power consists of two 250 horse-power and one 150 horse-power Diesel engines. Electric light is used throughout, and special precautions have been taken against fire, the buildings being shut off from each other by fire-proof doors, while an abundant supply of water at about double the pressure of that in the Hongkong mains is procured from the Company's own reservoir situated about 2½ miles away.

Both in the godowns and in the actual milling processes the utmost cleanliness is insisted upon, and the result is shown in the excellent quality and colour of the flour produced, which is in great demand not only in China but also in Japan, Indo-China, the Straits, Burmah, and India.

The mills run throughout the whole twenty-four hours, except on Sundays. As Mr. Rennie appreciates to the full the wisdom of looking properly after good servants, every possible consideration is given to the employés, who are housed in bungalows on the hill side and on the hulk *Maple Leaf*, formerly a sailing ship, moored off the mill, which is electrically lighted and supplied with fresh water from the shore. Strict precautions are taken to ensure healthful conditions on board, and there has been practically no sickness among the employés, who number about 125, since the mills started.

The Company does not confine its attention to flour, for a plant is in course of erection which will produce 24 tons of the best quality clear ice every twenty-four hours, and the establishment of a brewery and aerated water factory is also under consideration.

The mills are a valuable addition to the assets of the Colony, for they could at any time, if necessary, supply the entire population, including naval and military forces, with food for a period of at least four months.



GENERAL VIEW OF THE JUNK BAY FLOUR MILLS.

MACDONALD & CO.

As Hongkong's commercial prosperity depends almost entirely upon shipping, it is but natural that the engineering departments of the shipbuilding and shipping trade should have reached a high state of efficiency. One of the leading local engineering firms is that of Messrs. Macdonald & Co., who were the first to undertake the construction of steel piers and wharves. The firm was formerly known as Kinghorn & Macdonald, but in 1903 it was established under its present style. The offices of the Company are in York Buildings, Hongkong, the works are at Kowloon. The equipment of the works enables all classes of harbour and repair work and the construction of marine engines up to 200 horse-power to be carried out. The site occupied forms part of the land that has been reclaimed in the bay, and adjoins the Kowloon-Canton Railway station yard. It has a good water frontage of 400 feet in

that had suffered damage. The Company are agents for A. R. Brown, MacFarlane & Co., Ltd., iron and steel merchants, of Glasgow; C. A. Parsons & Co.'s land turbines; Richardsons, Westgarth & Co.; Lobnitz & Co.'s dredgers, &c.; J. & E. Hall's refrigerating plants; A B C Coupler, Ltd.; Vulcan Crucible Co.; Glacier Antifriction Metal Co.; Robert Brown & Son, Ltd., Paisley; A. & J. Main & Co., Ltd., structural engineers and bridge builders; and the Elaterite Paint and Manufacturing Company.

Mr. Donald Macdonald, M.I.Mech.E., M.I.M.E., the head of the firm, has had a long and valuable training in various engineering works. He served his apprenticeship with Messrs. Craig & Donald, Johnstone, and Messrs. Denny & Co., Dumbarton. In 1878 he was appointed junior engineer to one of Messrs. Jardine, Matheson & Co.'s steamers on the China coast, and four years later became chief engineer. Since then he has had eighteen years' experience in the Colony,

Hongkong Steam Laundry Company. From that time to the present orders have flowed in continuously, and it has been necessary to make frequent additions to the premises and plant in order to cope with the increasing stream. The works now occupy about six acres, and have a sea frontage of 450 feet, so that eight vessels may be laid down at the same time. When established only three years the Company received the order for the Canton River steamer *Kwong Chow* (now the *Kwong Sai*), of 600 tons displacement and 200 feet in length. The boat was completed a year later, and up to that date was the largest steel vessel built in the Colony. In 1905 the firm, in response to a repeat order from the same owners, undertook the construction of the steel twin-screw steamer the *Kwong Tung*, and while engaged upon this contract they had also in hand four iron barges, each of 600 tons capacity, for Messrs. Markwald & Co., of Bangkok, besides several smaller vessels and general work. At this time upwards of two thousand five hundred men were employed in the yard. Messrs. W. S. Bailey & Co. have recently completed the steel cruiser *Loong Sheung* (Flying Dragon) for the Imperial Chinese Navy. On the occasion of our representative's visit over a thousand men were at work, and there were on the stocks a steel twin-screw lighter being built, under Lloyd's 100 A1 survey, to carry 825 tons dead weight at a speed of nine knots; and a steel oil barge 150 feet in length for the Standard Oil Company of New York. There were also fifty-two steel buoys under construction for the Manila Government. At the same time the firm were erecting large oil tanks at Haiphong and Saigon for the Standard Oil Company, for whom they had just previously completed a similar installation at Hongkong. In seven years the firm have turned out over eighty vessels, including stern-wheelers, light draught vessels, and motor boats, both twin and single screws.

The senior partner, Mr. Bailey, was born in Dublin and served his apprenticeship as an engineer with the Australasian Steam Navigation Company, of Sydney, N.S.W. He came to Hongkong in 1890 and joined the Hongkong, Canton and Macao Steamboat Company, Ltd., in whose steamers *Honan* and *Heungshan* he served until he started in business for himself. Mr. Bailey is a member of the Institution of Mechanical Engineers, London.

Mr. Murphy is of Irish parentage, and was born in Liverpool, where he served his apprenticeship with Messrs. John Jones & Sons. He was afterwards junior engineer in several vessels of the White Star Line, and arrived in Hongkong, as second engineer of the *Abyssinia*, in 1895. For the next five years or so he served as chief engineer in the C.P.R. liners *Empress of India*, *Empress of China*, and *Empress of Japan*. Mr. Murphy is a Whitworth scholar, and vice-president of the Institute of Marine Engineers, London.



WILKS & JACK'S OFFICES.

length, and a slipway capable of taking vessels up to 150 tons. During the past year the firm has carried out a large number of contracts, including the building of eight wooden and steel lighters, and three steam launches of 25, 40, and 50 tons each. Messrs. Macdonald & Co. erected two steel jetties and two steel piers at Canton (one for the Hamburg-Amerika Linie), the principal workshops at Messrs. Butterfield & Swire's new dockyards at Quarry Bay, and two piers at Tai Kok Tsui for Messrs. Arnhold, Karberg & Co. They are now erecting a pier for the Standard Oil Company at Lai-chi-kok. Under contract with the Government, the firm also built Blake Pier, Hongkong's principal landing place. They removed the stone barriers in the Canton River, which were put down during the first war to prevent foreign ships from entering the river, and, under contract with the Imperial Maritime Customs, constructed several lighthouses in the Canton and West Rivers. After the great typhoon of September, 1906, they were called upon to repair many of the lighters and launches

seven of which were spent in the service of the Hongkong and Whampoa Dock Company, Ltd. For the last eleven years he has been in business on his own account. He is surveyor to the Bureau Veritas, British Corporation, and other registers. He takes great interest in the Volunteer movement, and holds the commission of major in the local corps. His address is York Buildings, Hongkong.

W. S. BAILEY & CO.

THIS well-known firm of engineers and shipbuilders was founded in 1897 by Mr. W. S. Bailey, who began business as a consulting engineer and importer of steam pumps and engineers' requisites. In 1900 Mr. Bailey was joined in partnership by Mr. E. O. Murphy, and the present works at Kowloon Bay were established. The firm's first order was for the 50-foot steam launch *Ida*, and was received from the

WILKS & JACK, LTD.

THIS firm was founded in 1902 by Mr. E. C. Wilks, M.I.Mech.E., as a marine engineers' and surveyors' bureau. Mr. Wilks was joined in 1903 by Mr. W. C. Jack, M.I.N.A., formerly Ingénieur en Chef of the Tonkin River Mail Service, and late assistant manager at the Kowloon establishment of the Hongkong and Whampoa Dock Company. During the five years of their association as E. C. Wilks & Co. the firm designed and superin-



THE LAUNCH "KONGSU."

THE STEEL WHARF.

MESSRS. MACDONALD & CO.

GENERAL VIEW OF KOWLOON WORKSHOPS.

THE LAUNCH "AGGIE."

tended the construction of quite a number of river steamers and launches, at the same time taking up the agency of the General Electric Company of England, and acting as representatives of other important machinery makers of the United Kingdom, amongst them Thornycroft, Allen, Dudbridge, and Pelter. In December, 1906, the business was converted into a limited liability company, under the style of Wilks & Jack, Ltd., with the former proprietors as general managers. Operations have been greatly extended since that alteration. New offices and show rooms have been opened in Des Voeux Road Central, and an electro-plating and electric repair workshop has been started in Robertson Road, Kowloon. The show rooms are replete with all the latest electric appliances,

varied experience of marine engineering and shipbuilding in all its phases, undertake the permanent superintendence of steamers and launches running from the fort, inspect vessels and machinery of all kinds while under construction, and estimate for, or superintend, general repairs. They also submit designs and estimates for steamships and launches for sea or river service, and make a speciality of craft of lighter draft than have hitherto been built in Hongkong. Vessels are inspected and trial trips run on behalf of prospective purchasers.

and there is a consulting committee composed of Wong Pin Wa, Leung Auk Sang, To Lai Ting, Chan Tuen, and Yan Sang Hung. The Company build ships, carry out engineering work of all descriptions, undertake the raising of steamers and general salvage work, and have a number of steam launches for service in the harbour. The engineering works and slipway are on the Kowloon side of the water, near the Cosmopolitan Docks, while the offices are at No. 48, Connaught Road Central. The manager of the works is Mr. To Li Ting, and the assistant manager, Mr. Wong Pin Wa. There are about three hundred employes.

Mr. Chan Wan Chi, the managing director of the Company, is the son of a Canton merchant. He was apprenticed to the Hong-



CHAN WAN CHI (General Manager).

KWONG HIP LUNG & CO.
THE WORKS AT KOWLOON.

WONG PIN WA (Director).

as well as with the newest types of incandescent gas fittings, and the agency for the Welsbach Company has been secured. The electro-plating ateliers are up to date in every respect, and are constantly being enlarged to cope with the increasing demands made upon them. The machinery in stock at Hongkong and Kowloon comprises steam dynamos, oil and gas engines, lathes, pumps, and steel tools, which are in the charge of Mr. Percival H. Nye, electrical engineer. A passenger launch, tug boat, and lightering service is also run in the harbour under the supervision of Captain O. B. Wilks, the firm being entrusted with important Government contracts in this branch of their business. The general managers having a complete knowledge of local requirements and a long and

KWONG HIP LUNG & CO., LTD.

THE engineering work done by Kwong Hip Lung & Co., Ltd., compares favourably with that carried out in the yards under European supervision. The business was established in 1877, on quite a small scale, with a capital of only \$2,000, by Mr. Chan Wan Chi and some friends. An office was opened in Gilman Street, and here general repairs and engineering work of all kinds were executed. Owing to increasing trade larger premises at Wanchai were taken, and workshops were established at Fook Sun Yong. In 1890 the business, which had extended rapidly in all directions, was formed into a limited liability company, with a capital of \$200,000. Mr. Chan Wan Chi is the managing director,

kong Dock Company for eight years, and it was after leaving this employment that he started in business on his own account. He has several sons, some of whom are now assisting him in his work, Chan Ah Lun being engineer to the Company, and Chun Wei Nam assistant engineer, while Chan Ah Chui is an architect.

TUNG TAI TSEUNG KEE & CO.

THIS well-known firm of engineers and shipbuilders was originally established by Mr. Choi Chik Nam, in 1897, for the purpose of building and repairing steam launches, river craft, &c. Two workshops are now kept



[See page 212.]

W. S. BAILEY & CO.
STEEL TWIN-SCREW STEAMER "KWONG TUNG" READY FOR LAUNCHING.

LIFTING IN THE "KWONG TUNG'S" BOILERS.
VIEW OF MACHINE SHOP.

busy—one at Yaumati, and the other at Praya East, Wanchai—and afford employment for close upon five hundred workmen. The firm holds contracts from the French Government

kong, China, and Europe, the different varieties including billian, selangen, batn, camphor, several kinds of kruen, and cedar. In Borneo the Company has two large saw-

contented. Locally the Company operates well-equipped saw-mills at Yaumati, having a capacity of 1,000 cubic feet per day.

The general manager of the Company is Mr. J. Wheeley. Mr. W. G. Darby is the manager in Borneo, and Messrs. Cape and Jupp are the out door superintendents. Messrs. Bevan, Murray, Thomas, and Schneider are the jungle assistants, while Mr. McCrath is in charge of the saw-mills, and Mr. Bridger of the engineering shops and slipway. Mr. Kennett is the saw-mill manager at Yaumati.



F. BLACKHEAD & CO.'S SOAP FACTORY.

No account of the industrial life of the Colony would be complete without a passing reference to the manufacture of soap, which is a comparatively new enterprise so far as Europeans are concerned. The idea of starting a soap factory in Hongkong originated, some twelve years ago, with Mr. Smith, a former partner in the firm of Messrs. F. Blackhead & Co. An admirable site was purchased at Shaukiwan, a little village about two miles east of the city of Victoria, and upon this some excellent buildings were erected and equipped with the necessary machinery, including large boilers made by the Hongkong and Whampoa Dock Company. Under the capable supervision of a gentleman who had formerly been connected with the soap trade in Japan, operations were quickly in full swing. The proprietors found that competition with Japanese, Chinese, and imported soaps was very strong, but, in spite of many difficulties, they have made gratifying progress by producing an article of good quality at a moderate price. From time to time the plant has been added to, and often between sixty and seventy Chinese are employed, for, besides the manufacture of all



F. BLACKHEAD & CO.'S SOAP FACTORY.

at Saigon, and is entrusted with the execution of repairs for the Indo-China, the Hamburg-America, and the Japanese lines of steamers. Upwards of a hundred steam launches have been built by this firm for Manila. One launch was 140 feet in length, and fitted with triple-expansion engines. The proprietor of the firm, Mr. Lan Fat, was born in the San On Province, China, received his education in Hongkong, and was afterwards apprenticed as a draughtsman to Messrs. Fenwick & Co. for nine years. He was then for nearly two years engineer to Messrs. Marty & Co., until, in 1895, he joined Messrs. Tung Tai Tseung Kee & Co. as manager. In this position he remained for ten years, when he purchased the business. Mr. Lan Fat is married and has a family of four sons and three daughters. At Wanchai the business of the firm is managed by Mr. S. Ahmel, who was born in Macao and educated at Queen's College, Hongkong. He served an apprenticeship of five years at the Gordon Foundry, East Point, and then joined the Amoy Engineering Works. Three years later he entered the service of Messrs. Tung Tai Tseung Kee & Co., becoming assistant manager in 1901, and receiving his present appointment in 1905.

mills, as well as a patent slipway and engineering shops. It does all its own repairs, lays its own jungle railways, builds launches and lighters, and does general engineering.



THE CHINA-BORNEO COMPANY, LTD.

THE China-Borneo Company, Ltd., is the only local company engaged in the timber trade. It was formed in 1888, but has been twice reconstructed. Now it has a capital of \$720,000, is established on a firm footing, and has paid good returns to shareholders for years past. The Company holds valuable timber concessions, extending over some thousands of miles, in British North Borneo, and from there it supplies timber to Hong-

The labour staff numbers about a thousand Malays and Javanese, many of whom were born on the concession. They are fed and housed by the Company and are quite

kinds of soap, soda crystals and disinfectants are also made. The raw materials are obtained from the Philippines and adjacent islands. After the various ingredients have



CHOY FONG'S GINGER FACTORY.

[See page 248.]



LAN FAT (Proprietor).

MESSRS. TUNG TAI TSEUNG KEE & CO.'S WORKSHOPS.

S. AHMET (Manager). [See page 245.]



THE CHINA-BORNEO COMPANY, LTD.
 VIEW ON THE COMPANY'S TIMBER CONCESSION. LIGHTER AND LAUNCH BUILT BY THE COMPANY.
 GENERAL VIEW OF THE SAW-MILLS AT YAUMATI.

been analysed carefully by competent chemists to test their purity, they are slowly boiled and stirred for a given length of time. The liquid is then forced, by a rotation pump,

is always a large demand for it. The factory is owned by a local private company, of which Mr. Yip Yung Soon is the manager.

the Man Loong Ginger Factory has only to refer to the volume of its trade to prove the excellence of its manufactures. The firm has been established in the Colony for forty years and exports to England, America, Germany, and Australia, preserved ginger and all kinds of Chinese fruits, such as pears, plums, cumquats, and chowchow. The ginger comes from Canton, is peeled and boiled there, and preserved and packed at the factory, No. 60, Temple Street, Yaumati. Three grades only are dealt with—the finest choice selected stem ginger, young stem ginger, and cargo ginger—and these are packed in pure syrup and in first grade Java cane sugar. During the season, from August to the end of the year, upwards of three hundred men and women are employed. The Company also manufactures sugar-candy, which is sent largely to Bombay and to the northern ports of China. The firm sends a great deal of its products to India under the name of Sam Shing, and despatches best thick soy to London. The managing partner of the firm is Mr. Leung Hiu Cho, who has been engaged in business in the Colony for a number of years. The offices of the Company are situated at No. 13, Des Voeux Road West.



LEUNG HIU CHO
(Managing Partner).

THE MAN LOONG GINGER FACTORY.

into collapsible iron forms. Here it is allowed to cool, and, when the sides of the forms are taken away, the solid blocks of soap remain. In the manufacture of some soap great care has to be taken to ensure that it does not cool too quickly. When the solid block of soap, weighing about two tons, is obtained from its iron form it is cut, by wire, into convenient sizes, and then by a simple little machine is converted into whatever shape may be desired. A Chinese coolie, with a hand machine, stamps the tablet with the required design, and the soap is then ready for the market.

Mr. Siebler is the manager of the factory. He and his assistant have excellent quarters over the factory itself, and by their ability and their application to business have deservedly won the full confidence of the proprietor.

THE MAN LOONG GINGER FACTORY.

A CONSIDERABLE amount of ginger is exported from the Colony, and consequently competition is so strong that a firm wishing to hold a high place in the market finds it necessary to exercise extreme care that its productions are of the highest quality. For this reason,

THE HING LOONG GINGER FACTORY.

THERE are many ginger factories in the Colony, and one of the largest and best known is the Hing Loong factory, occupying Nos. 322 to 324, Des Voeux Road West. The ginger required by the factory comes from the Canton district, and the care exercised in the selection of the raw product has given the firm an excellent reputation in the markets of Europe, America, and Australia. For the export trade only the finest qualities of stem ginger are used. When cured the product is put up in heavy stone jars, and carefully packed. The business is managed by Mr. Wong Chi Chau, the managing partner, who started the Company four years ago. Mr. Wong Chi Chau is a well-known man in the Colony. He has for some eight

THE CHOY FONG GINGER FACTORY.

THE Choy Fong Ginger Factory, situated at No. 8, Sai On Lane, West Point, has been established in the Colony for about fifty years and is well known in China and abroad for the excellence of its products. The whole of the ginger is obtained from the Canton district, and is preserved in the local factory, which is equipped with the most approved appliances and a boiling pan of a specially improved pattern. The finished article is packed in several styles for the European market, and, as dry ginger and syrup ginger, is exported largely to America, Europe, and Australia. The output of the factory during the season is about 30,000 piculs of ginger, a great deal of which goes to the Chinese retail shops in San Francisco, where there



THE IMPERIAL BREWERY.

years past been compradore of Messrs. Alvares & Co., the firm which undertakes the whole business of exporting the produce of the

factory. The extent of the business may be judged from the fact that in the busy season hundreds of men are employed in the Hing

Loong works. This firm also deals in chow-chow and cumquat of the best quality.

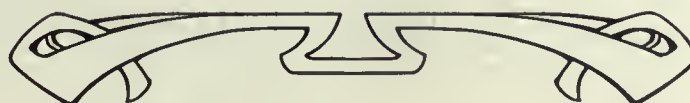


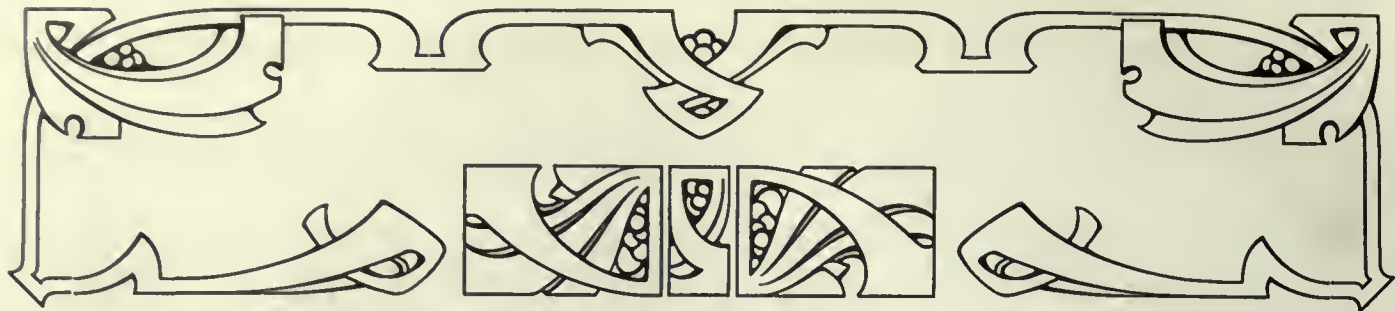
THE IMPERIAL BREWING COMPANY.

AN industry only recently started in Hongkong is that carried on—under the general management of Messrs. Barretto & Co.—by the Imperial Brewing Company, Ltd., which was formed in 1905, and commenced operations in December, 1907, as soon as the necessary plant had been erected. The premises are situated in the Wongneichung Road, and the equipment, imported from America by Mr. F. J. Berry, the present works manager, and erected under his supervision, is thoroughly up to date, and makes possible the latest scientific methods. The brewing master is Mr. A. F. Weiss, a graduate of the U.S.A. Brewery Academy, under whom are employed about sixty men. In brewing beer the first desideratum, especially in a hot country like Hongkong, is that a uniform temperature shall be maintained, and to facilitate this a refrigerating plant has been installed. The famous Shevillier malt is used, and it is first crushed and made into a mash. This takes place at a temperature of 140° F., which is slowly raised in the course of an hour or so to 167° F. An hour's rest is then allowed, after which the liquid is drawn off, and run into a copper kettle, to which hops are added in the "woert." The brew is brought to a boil for two or three hours, according to the brand of beer required, and is then ready for discharging into a "hop jack." This is fitted with a false bottom, and the clear beer is then pumped on to a surface cooler, where it remains for an hour or two. It is then run over a Baudlet cooler, and, while at a temperature of 36° F., yeast is introduced. The beer is then aerated for from twelve to fifteen hours, when more yeast is added. The froth caused by the fermentation is removed, the skimming being continued until the fermentation ceases, this process lasting from three to eight days, according to the strength required. The beer is matured in tanks for several months, and is then run into chip casks, and re-charged with kreansen. Twelve or fifteen days later it is ready for filtration and casking or bottling. That intended for bottling is pasteurised to prevent deterioration and give it a palatable fullness. The brewery has an ample supply of good water from the public mains of the Colony, but, to ensure a service in the event of this breaking down, a reservoir, capable of meeting all requirements for several days, has been erected. The beer brewed is of excellent quality, as is evidenced by its already wide popularity.



HING LOONG'S GINGER FACTORY.





SPORT.

BY J. W. BAINS, Sports Editor of the "China Mail."



It is questionable whether in any other part of His Majesty's dominions sport has so many adherents proportionately as are to be found within the narrow confines of Hongkong. Even on the

most sultry day in midsummer, when the extreme humidity of the atmosphere invests almost every one with a feeling of lassitude, relief is gained by "a dip in the briny," and the followers of aquatic sports may be numbered in hundreds. The European inhabitants of the Colony sally forth in launches to seek one of the many secluded spots where the pellucid waters of the harbour temptingly invite a plunge into their cooling depths. For four months out of the year swimming holds sway. During the remainder of the year almost any out-door sport may be followed, excluding, of course, those which are dependent upon the prevalence of extreme cold. The average youth in Hongkong has more time for active participation in sport than he has at home, and the recreative centres lie within easy reach. As a general rule no games commence before five o'clock on week-days, and most employers allow their assistants an opportunity of getting away from business at that hour and have not yet had cause to regret their leniency.

Among the most prominent branches of sport are horse-racing, cricket, football (both Rugby and Association), golf, athletics, yachting, lawn tennis, and swimming. But, in addition, lawn and alley bowls, hockey, rifle shooting, snipe and pigeon shooting, racquets, turtle hunting, and polo receive attention during the year. So keen are many of the youth of Hongkong that they endeavour to follow several branches of sport during the same season, but it cannot be said that their efforts are crowned with success. From September, when the heat of summer is waning, until the birth of the following summer in April, all out-door sports are in full swing, and it is quite common to see several football and two or three cricket pitches in progress at the same time. King Sport then holds sway over a densely populated area, for Hongkong has few level spaces which can be utilised for those sports which require freedom of action and plenty of elbow room, and, as a natural consequence, the existing areas are in constant demand. The most important ground, which rejoices in the appropriate title of Happy Valley (the Chinese designation being Wongneichung Valley), is

situated slightly to the east of the city of Victoria. Its position is admirable, though it is in close proximity to the cemetery, which occupies the slopes of the hill on the western side. On both sides the hills rise sharply, converging to the south, and forming there, as it were, an immense funnel. Set in this picturesque frame the ground has a very pretty appearance. Here we find the premier golf links, the racecourse, football arenas, cricket pitches, tennis courts, bowling greens, &c., and it is here also that the annual athletic sports promoted by the Victoria Recreation Club, the Club Lusitano, and the Royal Garrison Artillery are held. The Valley, however, is not of large extent. Oval in shape and tapering towards the south, its extreme length is less than half a mile, while at its widest part it does not exceed 440 yards. The racecourse—seven furlongs long with two tracks—occupies a wide strip round the inside of the boundary, but it does not reach right up to the northern end, for the Valley is intersected by a hedge, on the northern side of which are the Hongkong Football Club's ground and the areas reserved for the Civil Service, Craigengower, and Police Clubs. This section of the Valley is kept in admirable condition. Miniature gardens border the bowling greens of the Police and Civil Service Clubs, and the turf is always bright. The remaining portion of this section—the playing area—is very hard, so much so that "rigger" players are somewhat averse from playing upon it. The long dry winter absorbs all the moisture which a generous summer bestows upon the parched ground, and midway through the football season the ground is adamant. Quite a number of players have been more or less seriously injured owing to this in the past, and, as a consequence, the game has languished. Still, occasional matches are played between the Club and the Navy, or the Services, and a contest takes place annually between representatives of England and Wales on the one side and Scotland and Ireland on the other. On the larger, or southern, section of the Valley are the golf links, racecourse, naval and military football and hockey grounds, and several cricket pitches. The golf-house, grand-stand, and other buildings abut upon the western side of the racecourse.

Next in importance to the Valley comes the Hongkong Cricket Ground, situated in the heart of the city, but this area is reserved entirely for members of the Hongkong Cricket Club and therefore hardly comes within the

scope of public recreation grounds. This ground is about one hundred yards from the Praya (water front), and within five minutes of the principal business houses, and adjoins the City Hall and Hongkong Club. It is kept in splendid condition, being closed from May to October in each year, and during the "close season" the groundsmen (Chinese coolies) under the direction of a sub-committee of members, devote a considerable amount of attention to the turf. It is well that this is done, for, in addition to the weekly cricket matches and practice at the nets, the annual tennis tournaments (also confined to members of the Club) are held here. Upwards of a hundred games—excluding practice matches—are played within a few months on this ground, and it is not to be wondered at, therefore, that the turf is worn bare.

The Polo Ground at Causeway Bay, twenty minutes from the Post Office by tram, is the only other ground on the island worth referring to; though, to be sure, there are the golf links at Deep Water Bay, on the southern side of the island, but they are seldom used even by the members of the Club. The Causeway Bay ground lies idle for most of the year, only an occasional polo match or volunteer gymkhana being held upon it.

Across the harbour, at Kowloon, there are two extensive parks—the King's Park, opened in 1905, and the United Services Recreation Ground, opened in 1906. The former is the headquarters of the Kowloon Cricket Club and the Kowloon Bowling Green Club, whilst the latter, as its name implies, is reserved for the use of the Army and Navy. Kowloon has a great future before it, and although there is little likelihood of Happy Valley being deposed from its position as the sporting ground of the Colony, the time seems fast approaching when its position will be seriously challenged by Kowloon. The King's Park is rapidly being brought into a condition more in keeping with its title, and the Kowloon Cricket Club is doing excellent work in laying out that portion of the ground which is vested in it. Together with the recently formed Amateur Athletic Association, the Kowloon Club is forming a running track, 440 yards round, with a straight 100 yards, and it is more than probable that all the athletic sports will be held on this track.

The Victoria Recreation Club.—The "father" of all sporting clubs in the Colony is undoubtedly the Victoria Recreation Club, which was founded on October 25, 1849 (when the



THE RACECOURSE.



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VICTORIA RECREATION CLUB HOUSE.

Colony was in its infancy), under the name of the Victoria Regatta Club. The promotion of yachting races seems to have been the sole object of the Club. It appears to have

for a number of years this section of the Club prospered, assaults-at-arms being held annually, as well as other competitions, such as boxing, fencing, &c. This section has

tion with the Victoria Recreation Club took place in 1895 and have since been held annually, being recognised as the premier athletic sports of the year.

In 1900-1 the club premises were removed to Kowloon, as the Admiralty required the then existing site in connection with the scheme for constructing large docks (since built), but a promise was given to the Club that a new site adjoining the docks would be granted at the completion of the work. In the early part of 1907, after considerable delay, the new site was handed over to the Club and a handsome building has been erected upon it, commanding a splendid view of the harbour and affording excellent facilities for the launching of boats, swimming, and gymnastics. The Club promotes swimming sports in the summer, athletics and rowing in the winter, and members of the committee are usually asked to lend their assistance in promoting sports organised by other clubs. Monthly swimming races are held during the summer, and the swimming season is closed with a three days' carnival, which is usually well attended, ladies being present in large numbers. In addition to the swimming events promoted by the Club, there is an annual race across the harbour from Kowloon to Hongkong—a distance of just under a mile. This race is promoted by the proprietors of the *China Mail* newspaper, and is the longest swimming race held in the Colony. It may here be mentioned in parenthesis that the "China Mail" Company, Ltd., offer prizes for yachting races, rifle shooting competitions, running races, and other sports. Water polo, also, is fostered by the Victoria Recreation Club, and the annual competition is held under its auspices, although there is a Water Polo Association. This competition is open to any club, regiment, or man-of-war in the Colony, and it creates a good deal of interest. From its inception in 1898 it has been won by the Victoria Recreation Club team, with the exception of one year when the Hongkong Volunteer Corps secured the shield. On that occasion, however, the winning team



"CHINA MAIL" HARBOUR RACE (SWIMMING).

died a natural death in 1855, but was revived five years later, with a membership of seventy-eight. The difficulty of obtaining a suitable boat-house was met with in 1861, and this difficulty continued until 1907. The first regatta was held in 1849, the programme including sailing races and races for wherries, four-oared gigs, cutlers, house-boats, &c., and thenceforward regattas were held continuously with the exception of those years mentioned in the section of this article devoted to yachting. Prizes were plentiful and valuable in those days. In the 1866 regatta they included the Norwegian Cup, \$100; Ladies' Purse, £18; P. and O. Prize, £50; Mr. H. M. Gibbs, \$150; Bankers' Prize, \$160; American Cup, \$250; Douglas Challenge Cup, \$500; and two others at \$100 and \$50 each. Swimming races were instituted in 1866, and in the following year "scratch" rowing races were held occasionally—distinct from the regatta. In 1872 the amalgamation of the swimming, boat, and gymnastic clubs with the Victoria Recreation Club was brought about, and thenceforward the Club was known as the Victoria Recreation Club. The then Governor (Sir Arthur Kennedy) was the first president; the Hon. Mr. J. Greig, chairman; and Mr. R. Lyall, hon. secretary. The Club started with a credit balance of \$82,69, but against this there was a sum of \$1,110,00 to be expended on repairs to the boat-house, &c. The club-house was situated close to the water front, and the typhoons of 1872 and 1874 did a great deal of damage to it; the repairs consequent upon the 1874 typhoon costing over \$5,000. Since this date the Club has suffered heavily from typhoons, the great typhoon of September 18, 1906, demolishing the Club premises at Kowloon and doing damage to the extent of about \$11,000. A gymnasium class was started in 1882, and

since been dropped owing to want of enthusiasm and lack of space, but an effort is now being made to revive interest, as the Club's new premises, completed in the early part of 1908, afford splendid facilities for gymnastics. The first athletic sports in connec-



HONGKONG AND SHANGHAI CRICKET MATCH.

was composed of members of the Victoria Recreation Club. The present Governor of the Colony (Sir Frederick Lugard) is president of the Club, Mr. A. Rodger is chairman, and the committee is composed of Messrs. W. Logan, H. A. Lammert, E. M. Hazeland, R. W. Pearson, J. W. Bains, T. C. Gray, T. Meek, M. McIver, J. Rodger; R. Henderson (hon. treasurer), and F. Lammert (hon. secretary). The Club is a cosmopolitan club and has a membership of over three hundred.

CRICKET.

ENGLAND'S "national pastime," to use a time-honoured phrase, is very popular in Hongkong. The game is played for a full

seating accommodation for about one hundred spectators. The earliest records of the Club date from 1863, when six matches were played in the season. The most important events arranged by the Club are the inter-port matches between Hongkong, Shanghai, and Singapore. There is great rivalry between the three ports, and the meeting of the cricket elevens arouses great interest. The matches are played, as opportunity affords, either at Hongkong or Shanghai, for, up to date, no inter-port match with Singapore has taken place at the southern port.

The first inter-port match was played in Hongkong against Shanghai in February, 1866, when the local eleven compiled 430 runs—the highest score in the series—against Shanghai's 107 and 59. In the following year two matches were played, both at

Year.	HONGKONG.	SHANGHAI.	Won by
1902	230, 157 ...	239, 152 for 3	Shanghai.
1903	336 ...	122, 191 ...	Hongkong.
1904	274, 109 for 6	229, 151 ...	"
1906	46, 66 ...	130, 121 ...	Shanghai.
1907	261, 137 for 6	212, 185 ...	Hongkong.

Three times in the history of inter-port cricket has a team from the Straits Settlements visited Hongkong, and on each occasion a Shanghai team also journeyed to Hongkong and a triangular contest took place, the Straits being successful in winning the rubber twice and once (in 1902) earning the wooden spoon. The results of the matches were:—

Year.	HONGKONG.	STRAITS.	Won by
1897	216, 118 ...	413 ...	Straits.
1902	192, 296 ...	253, 106 ...	Hongkong.
1904	155, 110 ...	128, 232 ...	Straits.



HONGKONG CRICKET GROUP.

six months of the year—that is to say, from October to March—and weekly matches take place on the Valley, and on the Hongkong Club's ground, as well as at Kowloon. The Hongkong Cricket Club dates back to 1851, and has always maintained its position as premier club, though to-day it does not supply the most interesting cricket of the year, for the League Competition has usurped that distinction. The Cricket Club is extremely conservative with respect to its ground, and it is seldom indeed that other than members of the Club have an opportunity of using it. Matches are played weekly, and the Club is in a prosperous financial condition. The Club pavilion is a neat little building situated in the south-western corner of the ground, containing a large dressing room, general room, bar, and committee room, and affording

Shanghai, and the northern team won both, making the creditable score of 340 in the first match against Hongkong's 121 and 82. For twenty-two years there was a "truce" between the two ports, but the contests were revived in 1889, since which year eleven matches have been played, Hongkong being successful in six. The complete list of matches and the results are as follow:—

Year.	HONGKONG.	SHANGHAI.	Won by
1866	430 ...	107, 59 ...	Hongkong.
1867	121, 82 ...	340 ...	Shanghai.
"	109 ...	200 ...	"
1889	68, 80 ...	94, 55 for 7	"
1891	268, 72 for 3	180, 300 ...	Drawn.
1892	429 ...	163, 134 ...	Hongkong.
"	78, 79 ...	112, 202 ...	Shanghai.
1897	162, 201 for 9	173, 189 ...	Hongkong.
1898	179, 126 ...	203, 74 ...	"

Year.	SHANGHAI.	STRAITS.	Won by
1897	76, 51 ...	138 ...	Straits.
1902	227, 110 for 9	105, 231 ...	Shanghai.
1904	118, 113 ...	93, 190 ...	Straits.

On the first occasion that the Straits team visited Hongkong and defeated both Shanghai and Hongkong, a match was played between the Straits eleven and a combined Hongkong-Shanghai team, the Straits winning by an innings and 231 runs. The scores were:—The Straits, 381; Hongkong-Shanghai, 86 and 64.

In addition to these inter-port matches the Hongkong Club has sent teams to Swatow, Amoy, and Foochow, but these trips are looked upon more as pleasure trips than cricket contests. Any reference to the Hongkong Club and inter-port cricket would not be

complete without mentioning the lamentable disaster which occurred in 1892, when the steamer *Bokhara*, on which the Hongkong team was returning from Shanghai, was wrecked. Dr. Lawson and Lieut. Markham were the only two members of the team to survive the calamity, those who perished being Major Turner, Captain Dunn, Captain Dawson, Lieut. G. G. Boyle, Lieut. Burnett, Quartermaster-Sergeant Jeffkins, Sergeant Mumford, Sergeant Donegan, G. S. Purvis, C. Wallace, and G. E. Taverner. A memorial shield now hangs in the Cricket Club pavilion, on which is engraved the names of the victims.

The League Competition, which monopolises most of the interest manifested in cricket in the Colony, is open to all local clubs. It was commenced in 1903, and has proved an

two new clubs—the Police and the Civil Service—and yearly the competition has grown in favour. This year another team (the employés of the Eastern Extension Telegraph Company) entered, making a total of nine competing teams. Since its inception the shield has been won by the following teams:—The Army Ordnance Corps, 1903-4; Craigengower, 1904-5; and Kowloon, 1905-6 and 1906-7. Kowloon was also second in 1904-5, while Craigengower was second in 1905-6 and 1906-7. The Hon. Mr. T. Sercombe Smith, then First Magistrate of Hongkong, was the first president of the League, and he occupied the position until he left the Colony in 1906. Mr. A. E. Asger, the first honorary secretary, still holds that position.

The Craigengower Club was formed in

The Civil Service Club, also, was formed in 1904, and its objects are much the same as those of the Police Club. Since its formation the plot of land on which the club-house stands has undergone a great transformation, and is now one of the prettiest spots on the Valley. Mr. L. E. Brett is the honorary secretary.

YACHTING.

THE fullest advantage is taken of the splendid natural facilities for yachting which are possessed by Hongkong in the wide expanse of sheltered waterways and the steady monsoon which prevails during the winter. Yachting has been associated with the Colony for the past sixty years or thereabouts, the first regatta being held in 1849, under the auspices of the Victoria Regatta Club (now known as the Victoria Recreation Club). On that occasion six cutter-rigged yachts, including a craft described as an imitation Andaman catamaran (the *Ghost*), engaged in a race within the confines of the harbour. The *Ghost* led the fleet when running before the wind, but when it came to beating she promptly capsized. Indeed, any one reading through the old records dealing with yachting in the early days cannot fail to be impressed with the number of mishaps, in the nature of capsizes, which occurred in those early days. The first large yacht of which there is any mention is the *Heather Bell*, of thirty-three tons. After the regatta of 1850—at which the Governor's Cup was competed for—interest in regattas seems to have died out, for up till 1861 only two regattas were held (in 1853 and 1854). Each regatta was followed by a regatta ball, one of the Colony's most successful social functions, and this, also, was afterwards dropped. The first "ocean" race—round the island—was sailed in 1864, Mr. R. F. Hawke's *Mayflower* winning. This race was due to the generosity of Messrs. Douglas & Co. in presenting the Douglas Challenge Cup. In the following year the *Mayflower* won again. At this period yachts varying from nine to thirty-three tons competed together, the nine-tonner being appropriately named *Mosquito*. In 1868 a race to Macao was organised and seems to have aroused considerable interest, a river steamer being chartered to follow the race, but the closing stages of the contest took place after night had fallen. The yachts were divided into two classes two years later—under and over fifteen tons—for the Yacht Club (now known as the Royal Hongkong Yacht Club) had sprung into existence, and had taken over from the V.R.C. most of the control of yachting. The first regatta held under the auspices of the new Club was in 1870. Thenceforward the sport assumed greater importance, and eight years later open-boat racing took place on Saturday afternoons. These boats belonged to merchant vessels, mercantile firms, and men-of-war, and for some years the contests proved popular. Eventually, however, they were discontinued, presumably through lack of management. Smaller boats were gradually being introduced into the Club, and the Club's popularity increased, and in the late seventies we find boats of two, three, and four tons competing, and successfully, too. Their success dimmed the popularity of the larger craft, and gradually the races for the larger yachts were discontinued.

A new factor in the yachting world arose in 1890, when the Corinthian Sailing Club—an offshoot from the V.R.C.—was inaugurated and Mersey canoes (20 by 5 by 3 feet) were



CHINESE (OR LORCHA) RIGGED CRUISING YACHT.

immense success. Prior to the year mentioned there were a number of cricket clubs in the Colony, but only "friendly" matches were played. The members of the Craigengower Club, one of the most prominent of the junior clubs, annually competed for a shield presented by the late Hon. Mr. E. R. Bellios. This shield had to be won thrice in all, or twice in succession, before becoming the property of any individual, and in 1903 Mr. R. Basa won it for the third time. At the suggestion of Mr. A. E. Asger, honorary secretary of the Craigengower Club, a competition on league principles was started in October, 1903, eight clubs entering. The difficulty of providing a shield was overcome by the generosity of the *South China Morning Post*. The introduction of the League Competition was responsible for the formation of

1894 and at first was confined to past members of the old Victoria English School, taking its name from the school-house, but in 1901 the Club was reconstituted so as to admit others as members. The club-house at the Valley is well situated, and the Club has played cricket and tennis there since its formation. Mr. W. D. Braidwood, the schoolmaster, has been its president, and Mr. A. E. Asger has been the honorary secretary from the first.

The Police Club was formed in 1904, and cricket forms the chief recreation of the members, though tennis and lawn bowls also obtain a fair share of attention. Championship tournaments in both lawn bowls and tennis are held annually, as well as handicaps. Inspector W. Withers is the honorary secretary.

introduced into the Colony. This Club gave a very decided fillip to yachting, and thirteen yachts gathered round the commodore's yacht, varying in rating from '34 to 100. For the smaller class of boats shorter courses were necessary, and the new Club's first race was over a 12-mile course. In the following year this Club seems to have been reconstituted and merged into the Hongkong Yacht Club, and still another new class of boats, from 13 to 14 rating, was introduced. An attempt was made in 1892 to sail these small vessels round the island, but as the Hon. Mr. F. H. May, C.M.G., says in his book on "Yachting in Hongkong," "The experience of the helmsmen was such that the Club has, up to the present, wisely decided not to have another." So far,

and carry a sail area of 450 square feet. They are easy to handle, are admirable sea boats, and possess a fine turn of speed.

The Championship class continued to improve and reached the highest point it has yet attained in 1902, when the *Dione* and *Vernon* (still the champion yachts in the harbour) were launched. The yachts were designed by the late Mr. A. E. Payne. They vary from 22 to 21 feet on the water-line, have a beam of about 6 feet and a depth of about 4 feet 6 inches, with a sail area of from 530 to 550 square feet, and are known as 24-linear raters. They have proved themselves to be splendid yachts, but the expense attached to them has proved an insuperable obstacle to the formation of a large fleet, and only three boats in all have been built.

brings the sail down with a run, and to take in a reef all that is needed is to loosen the halyard and lower the sail as far as is requisite. The boom crosses the mast and is made fast with a piece of rope which prevents it falling on deck when the halyard is loosened, but still allows sufficient play for hauling in or paying out the sail. The sail is hauled up by means of the halyard. In a full-sail breeze these boats howl along merrily and have been known to outstrip the finer-built yachts.

Racing takes place on Sundays, though endeavours have been made since 1902 to have the races decided on Saturdays. It is worthy of passing comment that although golf in the public recreation grounds and yachting in the harbour are allowed on Sunday by the authori-



H. K. C. Y. C.

apparently, no championship events had been sailed, but in 1892 a series was commenced which has been continued up to the present day, and no doubt the efforts of the commodore (Mr. F. H. May) were in large measure responsible for this new departure. In the previous season the Admiralty warrant for flying the Blue Ensign was granted to the Club, and, later on, permission to adopt the title of "Royal" was received. Championship races proved extremely interesting and the class was well established, but still another design—known as the one-design class—was introduced. The fleet now numbers five (in all seven were built), and the design was made by the late Mr. A. E. Payne. These boats are about 31 feet over all, about 6 feet in beam, have fin keels and fin rudders, with approximately 17 cwt. of lead on the keel,

Mr. May's *Dione* won the championship in 1903, 1905, 1906, and 1908, losing to Mr. H. P. Tooker's *Vernon* in 1904 and 1907.

In addition to the yachts already referred to, there is a type of racing craft peculiar to Hongkong, known as the Chinese-rigged sea-going cruisers, and these are ideal boats for week-end trips round the neighbouring islands. In addition to being fairly speedy, they are splendid sea boats and roomy. The *Kukuburra* (late *Dorothy*) was the pioneer of the class. She is 54 feet long, 12 feet in beam, and draws only 3 feet 10 inches. She contains a spacious cabin, pantry, and lavatory, has accommodation for a crew of five, and carries a dingy on davits. One of the most striking features of this type of vessel is the ease with which it can be handled in ordinary weather by two men. A simple slackening of the halyard

ties, cricket, tennis, &c., are forbidden on the public recreation grounds. Rather a fine distinction is thus made.

Though the one-design class of the Royal Hongkong Yacht Club are inexpensive as yachts go, both as regards initial cost and upkeep, only a few enthusiasts patronised the type, and in 1904 it became apparent that a new and cheaper type was necessary. This led to the formation—or revival—of the Corinthian Yacht Club. Messrs. E. M. Hazeland and M. McIver, both of whom are keenly interested in yachting, were the founders of the Corinthian Club and introduced the type of boat known as the Severn one-design. These little boats are only 19 feet long, with a good beam. They are somewhat "tubby" in appearance, and the sail area is limited to 250 square feet, but with even this restricted area a good speed is

attained. Since the building of the *Gael* and *Nina* by Messrs. McIver and Hazeland respectively, ten other similar boats have been added to the fleet, so that there are more Corinthian one-design yachts in the Colony than any other class of boats, and, as a consequence, the racing is keener. This design holds good until 1900 without structural alterations, and it is unlikely that any alterations will then be made, though it is probable that a larger design will be introduced. The Club has proved a great success, and the membership roll now contains 170 names. In addition to the one-design class of boats there are twelve other yachts of varying size which compete in handicap races, and, further, the Club has the distinction of being the first to hold motor-boat races in the Colony. Mr. J. Hand, of the Hongkong and

sport. From the earliest days of the Colony rifle shooting has been popular, particularly among the military and navy, and of later years the civilian has taken to it kindly, until to-day a team of civilians (including Volunteers) could be selected which would hold its own against a like number of naval or military men.

The Hongkong Rifle Association was formed about the year 1886, and continued in a haphazard manner until 1905, when it was wound up and the Hongkong Volunteer Rifle Club took over the control of rifle shooting in the Colony. During the earlier years of its existence the Hongkong Rifle Association did good work, but after a few years interest flagged and on several occasions the Association was on the verge of disbandment. The

The record individual score in these competitions was made by Mr. A. W. Studd, of Shanghai, in 1906. His score of 103 included 34 at 200, 35 at 500, and 34 at 600—only two points below the possible aggregate of 105. Sergeant-Major Davis, R.M.L.I., shooting for Hongkong in 1903, scored 102, getting a possible at 200, 33 at 500, and 34 at 600 yards.

The United Services Rifle Club holds an annual meeting, at which members of the Volunteer Reserve and the Volunteer Corps compete, and the Volunteers also hold an annual three days' meeting. Lieut. Mowbray S. Northcote, of the Hongkong Volunteer Corps, is the secretary of the Rifle Club, and through his efforts, together with the co-operation of Shanghai, Singapore, and Penang, a beautiful shield has been procured for the inter-port contests. Up to date Hongkong has won ten out of seventeen contests, and have been second thrice, and third five times; Singapore has won four firsts, eight seconds, and six thirds; Shanghai has won four times, been second and third seven times each; while Penang, which has competed only four times, has been fourth on each occasion.

The complete record is as follows:—

- 1880 : Shanghai, 810 ; Singapore, 777 ; Hongkong, 774.
 1890 : No match.
 1891 : Hongkong, 867 ; Shanghai, 830 ; Singapore, 741.
 1892 : Hongkong, 835 ; Shanghai, 810 ; Singapore, 752.
 1893 : Hongkong, 822 ; Shanghai, 802 ; Singapore, 768.
 1894 : Hongkong, 823 ; Singapore, 817 ; Shanghai, 760.
 1895 : Singapore, 934 ; Shanghai, 903 ; Hongkong, 879.
 1896 : Hongkong, 916 ; Shanghai, 900 ; Singapore, 870.
 1897 : Singapore, 934, Hongkong, 916 ; Shanghai, 860.
 1898 : Hongkong, 934 ; Singapore, 923 ; Shanghai, 893.
 1899 : Hongkong, 952 ; Singapore, 926 ; Shanghai, 887.
 1900 : Hongkong, 930 ; Singapore, 909 ; Shanghai, 900.
 1901 : Hongkong, 901 ; Singapore, 884 ; Shanghai, 841 ; Penang, 721.
 1902 : Shanghai, 926 ; Singapore, 893 ; Hongkong, 870 ; Penang, 861.
 1903 : Singapore, 927 ; Shanghai, 915 ; Hongkong, 891 ; Penang, 750.
 1904 : Singapore, 919 ; Hongkong, 919 ; Shanghai, 908.
 1905 : Hongkong, 923 ; Shanghai, 889 ; Singapore, 800.
 1906 : Shanghai, 936 ; Singapore, 909 ; Hongkong, 891 ; Penang, 821.
 1907 : Shanghai, 943 ; Hongkong, 938 ; Singapore, 929.

The formation of the Hongkong Volunteer Reserve Association (referred to in another section) gave a very decided impetus to rifle-shooting, and fortnightly competitions are held on the King's Park Rifle Range. The most important competition is that for the "Governor's Cup," a fine trophy presented by His Excellency Sir Matthew Nathan, late Governor of the Colony. The conditions of the contest are:—Twelve monthly shoots at 200 and 500 yards alternately, each fourteen shots, the best six to count; three at 200 yards, and three at 500 yards. The competition for 1907-8, which was concluded in March, 1908, produced excellent



CHINESE (OR LORCHA) RIGGED CRUISING YACHT.
(Peachou to Hongkong.)

Whampoa Dock Company, was the first on the water with a racing motor, and though the class of boats raced with here would not compare with *Napier II*, &c., they are very speedy and reliable. Races are held fortnightly, or oftener, and are usually well contested, the time allowances providing close contests. The Corinthian club-house is built on land leased from the Government at the nominal rent of \$1 per year.

RIFLE SHOOTING.

RIFLE shooting is more of a duty than a pastime in Hongkong, but the number of competitions which are fired off annually warrants its inclusion under the heading of

Rifle Association was the originator of the inter-port contests between Hongkong, Shanghai, Singapore, and, occasionally, Penang, which are continued up to the present day and which have been responsible for some good shooting. The first match was fired in 1889, Shanghai winning, and, excepting 1890, matches have been held annually. From 1889 to 1894 Martini-Henry rifles were used, and in 1895 Lee-Metfords were introduced, though at the present time it is permissible to use the new short Army rifle. The record score was made in 1899 by Hongkong—952, out of a possible 1,050—the individual scores being:—two each of 100 and 95, and one each of 98, 97, 96, 94, 91, and 86. The conditions are ten shots at 200, 500, and 600 yards, Bisley targets.

shooting, the winner (Mr. A. E. Jenkins, a young Australian) putting up a record for the Colony. Mr. Jenkins was on scratch, and out of 84 shots he scored 74 "bulls' eyes" and ten "centres," an aggregate of 410 out of the possible 420. At the 200-yards range, shooting at the 6-inch "invisible bull," his scores were:—

- OCT. 1907—5-5-5-5-5-4-4-5-5-5-5-5-5 =68
- DEC. 1907—5-5-5-5-5-4-5-5-4-4-5-5-5 =67
- FEB. 1908—5-5-5-5-5-4-5-5-5-5-4-5-4-5 =67

A total of 202 out of a possible 210.

At 500 Mr. Jenkins did even better, being only two off the highest possible score, as under:—

- JAN. 1907—5-5-5-5-5-5-5-5-5-5-5-5-5 =70
- NOV. 1907—4-5-5-5-5-5-5-5-5-5-5-5-5 =69
- MAR. 1908—5-5-4-5-5-5-5-5-5-5-5-5-5 =69

A total of 208 out of a possible 210.

In addition to these fine scores one of 69 was counted out at the 500-yards range.

HORSE-RACING.

The "sport of kings" occupies a prominent place in the affections of sportsmen in Hongkong. There is only one race meeting a year—in February—but during the four days over which it extends business is practically suspended in the Colony.

The racecourse has already been referred to. There is a large grand-stand from which an excellent view of the racing can be obtained, and, in addition, there are two blocks of buildings, the upper floor of each being divided into compartments and let out to owners and their friends. China ponies are the only horses raced, though at various times "walers," as horses imported from Australia are termed, have been introduced. The China ponies range from 12.3 to 13.2 hands in height, and in most of the races are weighted as per size. For their size they carry staggering imposts—from 10 stone 9 lbs. to 11 stone 4 lbs. being the usual weights—and on top of this there may be penalties of from 7 lbs. to 10 lbs.

The races are for two classes of ponies, to wit, subscription griffins and China ponies. The former are brought down from North China and drawn for by those members of the Jockey Club who have subscribed towards the cost, while China ponies are either old griffins—if the term may be permitted—or ponies imported independently of the Jockey Club, which have run at meetings elsewhere in China. In all, upwards of thirty-five races are contested annually, the principal being the Hongkong Derby, the Challenge Stakes, and the Champions. The distances vary from five furlongs to two miles, and among the best times yet recorded by China ponies or subscription griffins in the Colony are the following:—

DISTANCE.	TIME.	PONY.	YEAR.
Half-mile	54 secs.	Punch	1902
Three-quarters	1 min.	Tuber Rose	1898
Mile and a quarter	2 mins. } 25 secs. }	Glory	1901
		Bay Ronald	1902
Mile and a half	3 mins. } 12½ secs. }	Ardent	1891
Mile and three-quarters	3 mins. } 48 secs. }	Zephyr	1891
		Polka	1904
Two miles	{ 4 mins. } 23 secs }	Sinbad	1898

Most of the owners adopt assumed names, and great rivalry has existed in the past between the "Roses," owned by Mr. "Buxey," and the "Kings," owned by Mr. "Potts," but the latter stable has now withdrawn from the sport. The leading owners are Messrs. "Buxey," "John Peel" and F. B. Marshall.

verandahs or roofs and sustained severe injuries, and, in more than one case, been killed outright. A very fine distinction, however, is drawn on the course. While bookmakers are debarred, the pari-mutuel (or totalisator) and sweeps are permitted. From the money which passes through the pari-mutuel and sweeps the



VIEWSON THE LAWN.

Amateur jockeys only are permitted to ride, and there are no bookmakers on the course. Betting is illegal in the Colony and many a poor unfortunate Chinaman has been haled before the magistrate for indulging in a game of Ng Pau, or Fan-tan, while others, in endeavouring to escape a raid, have fallen from

promoters deduct 10 per cent., and the Jockey Club gets a good proportion of that amount. The dividends paid by the pari-mutuel on the whole are small; in one instance this year (1908), in the case of a dead heat for first place, those who had backed one of the first two ponies received \$4.80 back for each \$5 invested

—a loss of 20 cents—while in several other instances only the sum laid out was returned. Occasionally a high dividend is paid, but it is only occasionally.

During the summer months gymkhanas are held monthly and provide good sport. Hurdle racing was tried in 1907, but China ponies cannot jump and simply crashed through the brushwood hurdles or baulked. Consequently, these events were cut out, and flat racing is all that is now indulged in.

FOOTBALL.

Rugby and Association are played in the Colony, but the followers of Association far outnumber the "rugger" men. Every Saturday afternoon and on many week-days during the season Association is played at Happy Valley, whereas a Rugby game does not take place more than once a fortnight, if so often.

1905.—Royal West Kents.

1906.—H.M.S. *Diadem*.

1907.—Royal Artillery.

This competition is played on the "cup-tie" system, and usually takes place in the early part of the year.

Another competition, which is reserved for military teams, is the Garrison Football League, established in 1907, and played on the league principle. The Middlesex teams proved too strong for their opponents and won, but the competition supplied a number of interesting games. A Naval League, playing matches at Hongkong, Weihaiwei, Tientsin, and other ports at which the vessels of the fleet call, is organised annually by the naval authorities, but most of the games are played in Northern China. Being confined solely to the ships of the fleet, interest in the competition is slight.

Forrest, the present champion, is undoubtedly the best player in the Colony, and he has won the championship no less than five times. Mr. E. J. Grist was last year's champion, and Lieut.-Col. Dumbleton was this year's runner up. Competitions are held fortnightly throughout the year at the Valley, the Captain's Cup being the most popular. An attractive course, used mainly by the ladies, was laid out at Deep Water Bay, but it is seldom used.

WILD BIRDS AND GAME.

It is doubtful if even the resident of Hongkong is aware of the variety of sport which can be obtained in the pursuit of wild birds and game within the confines of the Colony. On the island itself but little shooting can be done, but the New Territory teems with bird-life at different seasons of the year, and offers excellent opportunities to the man who cares to tramp o'er the paddy-fields with his dogs and gun. Among the varieties of the feathered flocks which are to be found are snipe, teal, plover, wild duck, woodcock, partridge, quail, curlew, heron, cranes, pigeon, doves, water-rail, egrets, divers, kestrels, hawks, and eagles. Some of these, however, are met with only rarely. Snipe, in season, are plentiful, and one of the best grounds is that in the Shap-pat-heung Valley, near Deep Water Bay. As the name signifies, there are eighteen streams in this valley which enter the bay, and all around are paddy-fields, where the snipe rest during their migrations. The bird does not breed in the Colony, but the fact that there are three distinct varieties of the bird, and that there seem to be four distinct seasons, has given rise to two theories as to whence they come and whither they go. The first of the snipe are seen late in August—the last Sunday of which month is the opening of the season, though September 1st is the "official opening"—and they can be obtained until March, or even April, and a stray couple may be seen occasionally at any time during the year. One set of theorists say that the Colony gets a proportion of the snipe going south to Bangkok and the Straits, while the other declare that it is Australian snipe on their flight northwards which visit the Colony. It is quite possible that both are right. It is generally considered that the early snipe are flying north, after which there is a break; that the December snipe are bound south; and that those met later on, at Chinese New Year, are returning from Bangkok to the north, a second instalment arriving in the spring. The three varieties are known as the pin-tail or jack-snipe, the painted snipe, and the solitary snipe, the latter variety being the largest. With such suitable country as is met with, it is not to be wondered at that good bags are plentiful. The snipe rest in the paddy-fields in ordinary weather, but during an excessively wet season, when the paddy-fields are more or less flooded, they are to be found on the higher ground, in the sweet-potato patches and the young bamboos. One sometimes hears of a party of three or four guns bringing back two hundred couples, but it is seldom authenticated. The average run of sportsmen may, however, depend on eighty or one hundred couples a day for three or four guns, but there have been certified bags of one hundred and fifty couples for three guns—a good day's work, it will be conceded. Six or seven years ago, just about the time that the British took over the New Territory, snipe could be shot within a couple of minutes' walk of the



WINNER COMING IN.

The leading civilian club is the Hongkong Football Club, whose headquarters are at the Valley, and this Club promotes the annual Shield Competition. Though the Club has a large membership roll there are only about twenty-five players, so that the range of selection is small. The Young Men's Christian Association Football Club is the only other civilian team of any prominence, and the matches between these two clubs are always keenly contested. The military teams are numerous and have won the shield more often than the navy or civilian teams. The competition was commenced in 1897, and the winners to date are:—

1897.—H.M.S. *Centurion*.

1898.—"G" Co., King's Own Rifles.

1899.—Hongkong Club.

1900.—"G" Co., Royal Welsh Fusiliers.

1901.—Royal Artillery, Siege Team.

1902.—"H" Co., Royal Welsh Fusiliers.

1903.—H.M.S. *Glory*.

1904.—H.M.S. *Albion*.

GOLF.

THE Royal Hongkong Golf Club is a flourishing institution with a membership of about four hundred. It was in May, 1889, that the Golf Club was formed, Captain Rumsey, R.N. (afterwards Harbour Master of the Colony) being the first captain, and Sir William Des Voeux (the then Governor) the first president. A site for the links was procured at Happy Valley and a nine-holed course laid out, the eighth hole being a difficult one, hence its name of "misery." The first match of any importance was played in March, 1890, over eighteen holes, between six members of the Club and six from the 91st Regiment, then stationed here. The civilian team won easily. Since then many important competitions have been played, there being an annual competition on the "cup-tie" system for the championship of the Club, and this competition usually attracts a large number of entrants. Mr. T. S.



SCENES ON THE RACECOURSE.

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harbour, but the development of the Kowloon Peninsula and the consequent absorption of the rice-fields have driven them away. The early residents in Kowloon who handled a gun often obtained two or three couples in the early morning.

Woodcock are scarce, but are found at Shap-pat-heung, and it is asserted that they have bred on the island. Be that as it may, they are seldom found, and can hardly be said to be plentiful. Migratory quail usually arrive just when the paddy is being cut, or shortly after, and settle down among the paddy or in the long grass on the hills. For quail and partridge, dogs are necessary, and experience has proved that the home-bred dog is not of much use in Hongkong; the going is far too heavy—there are too many

will be tempted to have a shot at them, as well as at hawks, kestrels, and a stray eagle. There are no pheasants in the neighbourhood, but a cross crow-pheasant is sometimes seen. This, however, is carrion. The beautiful egret, which is much sought after on account of its wonderful plumage, is occasionally to be found.

The only deer which roam the hills are the barking, or hog deer, and they are but seldom seen. They are to be found on Lantao Island, at Shatin, and also on the island of Hongkong itself, but here they are more or less protected. The Chinese "wonk" dog proves very useful after deer and wild pig, but for a successful hunt one needs the co-operation of the villagers to organise a large drive. Very few people seem to have the

LAWN BOWLS.

LAWN bowls started in Hongkong in quite an "innocent" sort of way, said a prominent supporter of bowls, when approached by the writer, the formation of the Kowloon Bowling Green Club in 1900 being the result of a casual conversation among a few Scotchmen resident in Kowloon. These few enthusiastic gentlemen, prominent amongst whom were Messrs. T. Petrie, A. Ritchie, J. Galt, T. Skinner, G. R. Edwards, J. Macdonald, and A. Milroy, soon formed a club and secured a very desirable site in Kimberley Road, but the increasing value of land in Kowloon necessitated their removal. After making representations to the Government, the newly formed Club suc-



HONGKONG AND SHANGHAI FOOTBALL TEAMS.

hills to climb and the undergrowth is very thick. In consequence, dogs have to be trained locally, and they are quite a success, though were a local dog transported to England he would drive every one mad with his impetuosity. To follow the dogs successfully for a day in this sort of country is no mean achievement, for one must be in good condition and a fine walker. There are thousands of doves to be obtained, as well as pigeons—of the latter the blue rock variety are the most common.

Round about Deep Bay—near Samchun and the mouth of the Shap-pat-heung—the wild fowl congregate, teal, in particular, and wild duck, as well as the varieties mentioned above. Herons, pelicans, the paddy-bird, divers, &c., hardly come within the province of sport, but occasionally one of the party

time to get away for this sport, which involves at least a couple of days absence, and it is hard work. The members of the police force who are stationed in the territory have succeeded in getting both deer and pig at different times. Two pests infest this part of the country, in the shape of civet cats and foxes, and no doubt these—together with the hawks—tend to keep birds from breeding. The hawks are particularly daring and voracious, and it is not an unusual occurrence for the villagers to lose chickens from their very door steps. Rabbits and hares are conspicuous by their absence, and though efforts have been made to introduce the former they have not been successful.

ceeded in obtaining a piece of land in King's Park, which was at that time a swamp. This had to be drained, and the necessary expenditure for drainage and turfing almost ruined the Club. It managed to struggle on, however, being well supported by the members, the number of whom was steadily increasing, and then once more came the order, "Move on"—this time from the Government, for the King's Park scheme had been approved and the Bowling Club's corner was required for a cricket ground, though the Government placed at the disposal of the Club another and better site on the road side, much larger, and providing space for two full-size bowling greens, as well as two tennis courts. The provision of tennis courts paved the way for the addition of ladies into the Club as honorary members,

and to-day the ladies avail themselves freely of this privilege. This second removal found the Club with very low funds, but the issue of debentures, which were loyally taken up by members, soon produced enough cash for draining, levelling, and laying-out the land. All this was slow work, but finally the end was reached, and to-day the premises of the Club are among the prettiest in the island, for among the ranks of the members are several enthusiastic gardeners, who have done much towards beautifying the enclosure.

Competitions during the first season or so were naturally restricted to members only, but the success of the Club led to the inauguration of two more bowling clubs—one by the Civil Service and the other by the Police Recreation Club. This paved the way for inter-club contests, the first of which was played between Kowloon and the Civil Service, and won by the Kowloon team. As this match was played on the Kowloon Club's ground with bowls lent by the home team, it could not be regarded as a fair test, and since then six matches have been played, each club winning three. The police have played Kowloon several times, but have not yet succeeded in lowering the colours of the premier club. The employes of the Cosmopolitan Dock have also started a bowling green, but so far they have not entered into the arena of inter-club competitions. So popular has the pastime become that at the time of writing a proposal is on foot to institute a shield competition, to be held annually on league principles. It is worthy of note that, although the ancient game of bowls is not purely a Scotch game, as all readers of English history are aware, most of the players in the Colony are either Scotchmen or North of England men.

In connection with both the Police and Civil Service Clubs it should be pointed out that most of the members who play bowls are also interested in cricket and tennis, and that, as a natural consequence, during the season for cricket and tennis, lawn bowling suffers. The game of bowls is played all the year round on the Kowloon ground, but great difficulty is experienced in keeping the greens in good condition during the dry season, although the greens are in use alternately. Kowloon can boast of being the premier lawn bowls club in the Far East, and its position is being strengthened annually. The game, as played in the Colony, is not the English game with ground rings; but biased bowls are used on a levelled lawn; what is known as No. 3 bias being chiefly used. The prospects of the game are exceedingly bright and more clubs are expected to take up this quiet form of recreation.

Among the competitions which are annually promoted by the Kowloon Club are those for the Championship, the President's Prize, and the Vice-President's Prize, while spoon competitions are almost of weekly occurrence. Prizes are provided by members of the Club and their friends for outside competitions, and the keenest of interest is shown in these contests.

ALLEY BOWLS.

THE ancient game of alley bowls finds little favour in Hongkong, the only clubs

making a feature of the pastime being the Hongkong Club and the Club Germania. Half-yearly competitions take place between these two institutions, and the matches are always keenly fought.

RACQUETS.

ONLY the members of the Hongkong Cricket Club seem to take any interest in racquets, and beyond the annual competitions very little is heard of the game. The game has been played in the Colony since 1861, when the Hongkong Racquet Court Club was formed. Apparently difficulties beset the Club at the very outset, but in 1869 it was, to a certain extent, reconstructed. The rules and regulations were revised and came into force towards the end of the year. The players

military, naval, and civilian. The civilian team is run by the Hongkong Hockey Club, and under the auspices of this Club an annual competition for a challenge cup is held. Mr. J. Barton, the donor of the cup, has been president of the Hockey Club since its formation in December, 1891. Occasional matches are played during the winter months, but public interest is not aroused until the competition commences, though when the Canton team visits the Colony, or when the Hongkong team journeys to Canton, considerable interest is taken in the result. The military teams, particularly the Indian regimental teams, practise assiduously and are really expert players. For the last two years the 119th Mahrattas Light Infantry have won the cup, the civilian club being knocked out in the first round last season. The naval teams play spasmodically and seldom make a good show in the competition.



HONGKONG'S CHAMPION BILLIARD PLAYER.

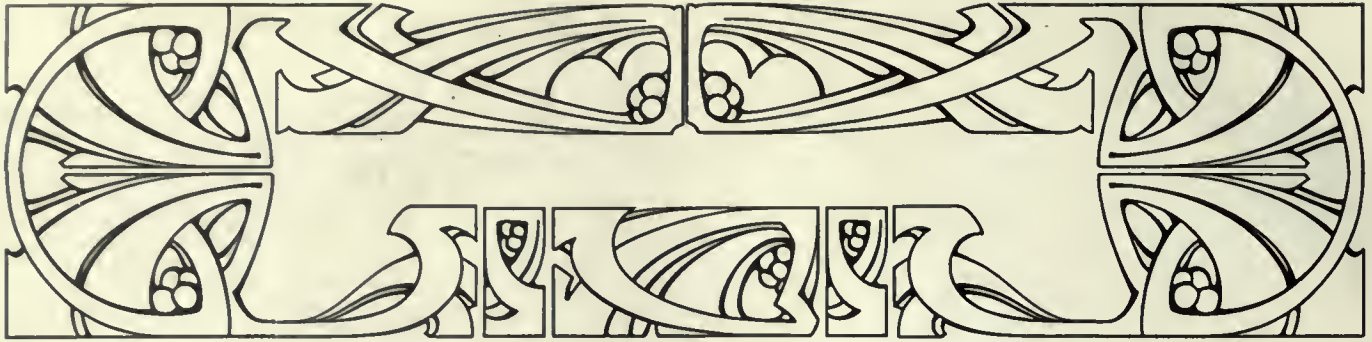
were then divided into two classes, and for several years the Club prospered. Twenty-six years after the reconstruction, however, the Club was wound up and the court, &c., handed over to the Hongkong Cricket Club, together with \$11426, the balance in hand. With this money the Cricket Club purchased a championship challenge cup. Since the winding up of the Club, the courts have been carried on by the Cricket Club and the annual competitions are still held.

HOCKEY.

HOCKEY is a somewhat strenuous game and does not receive a great deal of attention in the Colony, though there are several teams,

LAWN TENNIS.

LAWN tennis is a game which is well adapted for a climate like Hongkong, and it is played almost throughout the year. Most of the cricket clubs hold annual competitions, and there are several tennis clubs of a semi-private nature in the Colony. The premier tennis tournament is that played under the auspices of the Hongkong Cricket Club, but as the championship is not open to the public it cannot be considered a championship of the Colony, though the winner would have little difficulty in substantiating his claim as champion if the leading players of other clubs were to issue a challenge. The game was introduced into the Hongkong Cricket Club in 1877.



HEALTH AND HOSPITALS.

BY THE HON. DR. J. M. ATKINSON, Principal Civil Medical Officer.

HEALTH.



LN the early years of the Colony Hongkong had an unenviable reputation for unhealthiness. Frequent outbreaks of malignant malarial fever occurred; indeed, there is a record of such an outbreak in June of 1841, the first year of British occupation. In 1843, between May and October, 24 per cent. of the troops and 10 per cent. of the European civilian population died of fever. In 1850, 136 men of the 59th Regiment died out of a strength of 568, mostly from fever. Dysentery, also, has been extremely severe, especially in 1854. The death-rate in 1861 amongst the European and American residents was as high as 64·8 per 1,000. Hospitals were established, and, along with gradual improvement in sanitary matters, health conditions slowly improved, but, still, in 1871 the death-rate amongst the European and American residents was 30·3 per 1,000.

Prior to 1883 the sanitation of the Colony was under the control of the Surveyor-General and the Colonial Surgeon, and, owing to frequent changes in the incumbents of these posts, there was no continuity of action, and confusion reigned. In 1882, Mr. Osbert Chadwick was sent to inquire into, and report on, the sanitary condition of the Colony. One result of this was the establishment in 1883 of a Sanitary Board, and the passing of an ordinance to enable the Board to carry out the many sanitary improvements which were required. This Board was re-constituted by Ordinance 24 of 1887. It is an advisory and consultative body, and is composed of four official members, two members elected by the ratepayers, and four members (two of them Chinese) appointed by the Governor. It has an adequate staff, and such progress has been made that Victoria is now the cleanest town east of Suez.

Owing to the conformation of the site on which the city of Victoria stands, with the hills rising rapidly from near the sea-shore up to a height of 1,860 feet, there was very little land near the harbour available for building purposes. At first, when the population was small and the houses were only one or two storeys in height, the available

space was adequate. But when, with advancing prosperity, the population increased, too many houses were allowed to be built; the original one or two-storeyed ones were heightened without reference to the admission of fresh air and sunlight into the rooms; each room was sub-divided by partitions into cubicles, generally without windows, a family very often living in one of these cubicles; and due provision for open spaces was not made. The result was that in the quarter where the Chinese lived great overcrowding occurred, and the areas and houses became extremely insanitary. Thus, in the native quarter all the conditions favouring the outbreak and spread of epidemic disease were present.

Small-pox has been endemic every winter, and occasionally epidemics have occurred. There was a serious outbreak in 1888, over 98 cases being admitted to the hospital during the winter of that year.

Cholera has also occasionally occurred, but the worst epidemic disease which has attacked the Colony is plague. This first broke out in 1894, undoubtedly being introduced from Canton. Once introduced, it rapidly spread, and was responsible for 2,552 deaths in that year. Trade was greatly interfered with, and the outbreak is estimated to have produced a temporary exodus of 100,000 Chinese.

It was in this epidemic of 1894 that the *plague bacillus* was discovered by Professor Kitasato, of Japan, who had come to Hongkong to investigate it. Later, Dr. Yersin made, quite independently, a similar discovery.

Measures were immediately taken to combat the disease. In 1895 the resumption of one of the most overcrowded and plague-stricken portions at Taipingshan was completed, illegal basements were done away with or were so altered as to be rendered legally inhabitable, back-to-back houses were prohibited, narrow lanes and passages were opened out, and other insanitary areas were resumed. The provision of an adequate amount of light and ventilation in Chinese houses was insisted upon, and a general concreting of the ground surfaces of all the Chinese houses was carried out with a view to the exclusion of rats.

Although we have had the disease with us more or less every year since, the outbreaks, in the last few years, have been much less

severe, e.g., the average yearly number of cases for the last three years has been 479 as against an average of 1,290 for the three years 1898-1900.

It is an almost hopeless task to expect to stamp out plague entirely in Hongkong, seeing how liable the Colony is, from its geographical position, to re-infection from the neighbouring countries. The disease is now practically endemic in Canton, Southern China, Swatow, Amoy, Formosa, and the Philippines.

Since 1899, as a result of the *Anopheles* theory of malaria, active anti-malarial measures were instituted. Nullahs have been drained, the breeding-pools of mosquitoes have been done away with, swampy land has been sub-soil drained, and rice-fields have been resumed, particularly in the neighbourhood of the police stations, and lately, in connection with the Kowloon-Canton Railway operations. By these means and by the prophylactic administration of quinine, the number of admissions for malaria to our two largest hospitals has fallen from an average of 1,036 for the five years 1897-1901 to 531 in the quinquennium 1902-6.

There can be no question that the health of the Colony has improved very much of late years, and for Europeans living in European houses, especially at the Peak, this is now one of the healthiest of the British Colonies.

The death-rate has fallen steadily since 1901, as will be seen from the following figures:—

	Non-Chinese.	Chinese.	Total Population.
1901 ...	20·50	23·77	23·05
1907 ...	15·46	22·52	22·12

One of the greatest difficulties in dealing with the Chinese is that they will not notify cases of infectious disease. They prefer to hide the case, and, when the patient has died, to watch their opportunity and "dump" the body in the street. This is no doubt due in large measure to the dread they have of the necessary disinfecting operations. The percentage of "dumped" bodies in 1903 was as high as 32·7. It is to be hoped that as the Chinese become imbued with Western methods they will become more enlightened in this respect, but this leavening process is sure to be a very slow one.

Ground for hope, however, is furnished by the fact that we have been able to obtain the co-operation of the Chinese in the "cleansing operations" which are carried out every winter now as an anti-plague measure.

The appended table shows the cases of notifiable disease recorded among the different sections of the community during 1907 :-

	Total.	Grand Total.
Plague ...	European... —	240
	Chinese ... 234	
	Others ... 6	
Typhoid ...	European... 48	73
	Chinese ... 12	
	Others ... 13	
Cholera...	European... 1	74
	Chinese ... 72	
	Others ... 1	
Small Pox ...	European... 14	341
	Chinese ... 314	
	Others ... 13	
Diphtheria ...	European... 16	43
	Chinese ... 23	
	Others ... 4	
Puerperal Fever	European... —	3
	Chinese ... 3	
	Others ... —	
Scarlet Fever ...	European... 1	1
	—	775

The following table of population, births, and deaths is given for the purpose of ready comparison with similar tables given in the reports from other colonies :-

	Europeans and Whites.	Africans.	East Indians.	Chinese and Malays.	Mixed and Coloured.	Total.
Number of Inhabitants in 1907	10,025	13	4,102	311,057	4,160	329,357
.. Births ..	152	—	44	1,144	80	1,420
.. Deaths ..	114	2	85	7,009	76	7,286
.. Immigrants ..	—	—	—	145,822	—	—
.. Emigrants ..	—	—	—	105,967	—	—
.. Inhabitants in 1906 (Census Report)	12,525	13	4,229	307,701	4,170	328,638
Increase or	—	—	—	3,356	—	719
Decrease	2,500	—	127	—	10	—

HOSPITALS.

HONGKONG is well supplied with hospitals. Those of the Government Medical Department consist of :-

The Government Civil Hospital and its annexes, viz., the Lunatic Asylum, the Maternity Hospital, the Infectious Diseases Hospital at Kennedy Town, the Hospital Ship *Hygeia*, and the Victoria Hospital for Women and Children. The Government Civil Hospital is situated at the west end of the town and has 150 beds. It contains wards for private paying patients, Government servants, police, sailors of every nationality, and Asiatics. The Maternity Hos-

pital is in the Government Civil Hospital compound. It was built in 1897 and contains beds for private and ordinary patients of all nationalities. The Hospital Ship *Hygeia*, built locally in 1891 for the reception of patients suffering from infectious diseases, was utilised especially for plague during the first outbreak of the disease in 1894; since then it has been used chiefly for cholera and small-pox. The Infectious Diseases Hospital at Kennedy Town was formerly a police station. In 1894, during the first outbreak, it was converted into a plague hospital and has since been used for infectious diseases.

The Victoria Hospital for Women and Children, situated at the Peak, 1,000 feet above the sea-level, contains 41 beds, and provides accommodation for private patients, wives of Government servants, children, and natives. It was built by the community to commemorate the late Queen's Jubilee, and was handed over to the Government to maintain.

The military have a large hospital situated between Kennedy and Bowen Roads. The navy have two hospitals on Morrison Hill, viz., the Royal Naval Hospital and a small hospital for infectious diseases. These two institutions are administered by a Deputy Inspector-General and two naval surgeons.

The Chinese have the Tung Wah Hospital, where they can be treated by their own native doctors or by Western methods (this has a branch plague hospital at Kennedy Town), and the Alice Memorial and Nethersole Hospitals, which are managed by the London Missionary Society. The former was built as a memorial to his wife by the Hon. Dr. Ho Kai, C.M.G.

There are also two hospitals at the Peak—the Peak Hospital, a private institution, and the Matilda Hospital at Mount Kellett. The latter, opened in January, 1907, was built and endowed by the late Mr. Granville Sharp in memory of

its annexes, and the assistant superintendent; two assistant surgeons who divide the duties of medical officer to Victoria Gaol, medical officer in charge of the Infectious Diseases Hospital and the *Hygeia*, inspecting medical officer to the Tung Wah Hospital, and medical officer in charge of the subordinate staff of the Civil Service; the medical officer to the Kowloon-Canton Railway, who also does duty as medical officer to the New Territory; two bacteriologists who are in charge of the Bacteriological Laboratory and Vaccine Institute, one of them being also medical officer in charge of the Public Mortuary; two analysts in charge of the Analytical Laboratory, in which is done medico-legal work, work under Food and Drugs Act, examination of petroleum, &c., imported into the Colony, as well as a variety of other analytical work (the junior also acts as apothecary to the Civil Hospital); and a nursing staff consisting of a matron and thirteen sisters, with five probationers.

It was in 1890 that a matron and five sisters arrived from England to take over the nursing in the hospitals of the department—a duty which had previously been entrusted to Chinese attendants, supervised by European wardmasters, and was very unsatisfactorily performed. Hongkong, it may be mentioned, was the first colony to introduce home-trained nursing sisters.

In addition to the Medical there is the Sanitary Department, which has the following staff:—The medical officer of health, two assistant medical officers of health, a colonial veterinary surgeon, two sanitary surveyors, and twenty-two sanitary inspectors.

THE TUNG WAH HOSPITAL.

THE largest and by far the most important charitable institution in the Colony is undoubtedly the Tung Wah Hospital. Not only does it carry out the usual functions of a hospital, as understood by Europeans, but, in common with all charitable institutions throughout China, it discharges many other duties and exercises great influence over the Chinese community. Almost any question affecting the welfare of the people, even matters regarding the relationship of the Government with the Chinese, may be referred to the committee, who are regarded in much the same light as public representatives. The committee, of which the Registrar-General of Hongkong is the permanent chairman, consists of sixteen members, who are elected annually by the various guilds and associations of the Colony.

The hospital was founded in 1870, the foundation-stone being laid by His Excellency the Governor on April 9th of that year. The site in Po Yan Street was presented by the Government, who also voted a substantial sum of money to supplement the public subscriptions by which the cost of building was defrayed. The premises have been enlarged from time to time, and now afford good accommodation for 224 patients. In the early days all diseases, whether infectious or not, were treated, but now that special infectious hospitals have been provided this policy has been abandoned. Patients in the institution have the choice of European or Chinese treatment, and there appears to be a growing feeling in favour of the former. The hospital is visited daily by a Government doctor. Dr. Jew Hawk, a Chinese trained in America, is the resident medical officer, and there are, also, four Chinese practitioners and a large Chinese staff. To use their own description,

his wife, and is intended for destitutes of any nationality other than Portuguese and Chinese.

THE CIVIL MEDICAL AND SANITARY DEPARTMENTS.

THE Hongkong Civil Medical Department consists of the Principal Civil Medical Officer, who is the administrative head of the Medical and Sanitary Departments, Inspector of Hospitals, and in medical charge of the Victoria Hospital for Women and Children; the Health Officer of the Port and Inspector of Emigrants, and an assistant; the superintendent of the Government Civil Hospital and

the Chinese doctors are either "external" or "internal"; both are represented, and there is one who has made a special study of skin diseases. As a matter of fact, however, the Chinese doctors, as a rule, have not been through any recognised course of training, the qualifications upon which the people set most store being, apparently, the fact of a man's father having practised as a doctor and handed down more or less valuable prescriptions to his son. Dr. Jew Hawk, however, has had a good training in both surgical and medical work. He spent nineteen years in America, and recently obtained his M.A. degree from the Chinese Government. For the last five years he has been in charge of the Tung Wah Hospital, and some idea of the heavy and exacting nature of his responsibilities may be gathered from the

THE HONGKONG COLLEGE OF MEDICINE.

THIS College had its inception at a meeting held in the Alice Memorial Hospital on August 30, 1887. The inauguration took place on the first of the following October, at a largely attended public gathering in the City Hall, presided over by His Excellency Major-General Cameron, C.B., the officer administering the government. A grant of \$1,000 was made by the directors of the Tung Wah Hospital for the purchase of anatomical models and other teaching appliances; and, five years later, namely, on July 23, 1892, the first two students who had completed the prescribed course of study were presented with diplomas by His Excellency Sir William Robinson, K.C.M.G. Since that date 31 other

College was incorporated in 1907, but up to the present time it has had no permanent local habitation, instruction being given in various public institutions. Neither has there been any regularly paid staff devoting itself entirely to the training of the students. An effort is now being made to provide suitably equipped buildings, the property of the College, and specially qualified lecturers whose whole time shall be given to the more distinctly scientific subjects, such as anatomy and physiology, in order that the work may be facilitated and extended, and the institution recognised by the General Medical Council of Great Britain. For this purpose a minimum capital sum of \$150,000 is required as an endowment. A site adjacent to the hospitals of the Colony has been reserved by the Government, which has also



HONGKONG COLLEGE OF MEDICINE.

fact that last year the total admissions to the institution numbered 3,200. Of these, 1,815 chose European treatment, and 1,385 desired and received medical attendance according to Chinese methods. In addition 63,640 out-patients were treated for all manner of diseases, and in this department again European medicines were largely used. The cost of carrying on such an extensive work is naturally considerable, but the funds are materially assisted by the generosity of the Government, which makes a grant of drugs and pays the salary of the resident doctor.

students of the College, chiefly Chinese, have qualified to practise medicine, surgery, and midwifery. Altogether 102 students have been enrolled, over 30 of whom are passing through the curriculum at the present time. Before being allowed to matriculate the students are required to pass a preliminary examination, the standard of which has been raised gradually, until now it is considered equivalent to that required by the General Medical Council of Great Britain, and the curriculum and professional examinations correspond as closely to those recommended by the General Medical Council as is possible under existing conditions. A minimum curriculum of study of five years is required, and for the encouragement of the students several scholarships are offered for competition. The

paid an annual grant of \$2,500 to the College since 1902; Mr. Ng Li Hing has generously offered to spend \$50,000 in the erection of suitable buildings; and, towards the end of 1906, a bequest valued at \$10,000 was received under the will of the late Mr. Tang Chuk Kai. Plans have been approved for the erection of the College buildings, and the work was commenced in January, 1908.

THE P.C.M.O.—A biographical sketch of the Hon. Dr. J. M. Atkinson, the Principal Civil Medical Officer, will be found in the Executive and Legislative Councils section.

DR. FRANCIS CLARK, the Medical Officer of Health for Hongkong, was born on June 23, 1864, and educated at St. Paul's School, at Durham University, and at St. Bartholomew's and Middlesex Hospitals. He had a distinguished career as a student, obtaining the Entrance Science Scholarship at the Middlesex Hospital in 1882, and the Hetley Scholarship and the Governor's Clinical Scholarship in 1885. He secured the bachelor's degree in 1892, and the doctor's degree in 1900, and holds the diplomas of M.R.C.S. and L.R.C.P. (Lond.), and D.P.H. (Cantab). After spending a few years in private practice he was for some time Assistant Medical Superintendent of Croydon Union Infirmary, and then Assistant Medical Officer of Health to the Port of Tyne. In 1893 he obtained the appointment of Medical Officer of Health and Superintendent of the Fever Hospital, Lowestoft. Two years later he came to Hongkong as Medical Officer of Health. In 1896 he was made a Justice of the Peace, and has on occasion served on both the Executive and Legislative Councils. He has been Dean and Lecturer of the Hongkong College of Medicine for Chinese for more than ten years, and was president of the Hongkong and China Branch of the British Medical Association in 1899 and 1905. He is a member of the Hon. Society of the Middle Temple, a Fellow of the Royal Sanitary Institute, and a member of the Pathological and Clinical Societies, London. His contributions to Medical Literature have been numerous and include "The Germ Theory of Disease," "Ambulance Notes," "The Ventilation, and Flushing of Sewers in relation to Health," Annual Health Reports, 1893-1907, and Plague Reports, 1896-1901. He has also written upon "The Duties and Difficulties of Port Medical Inspectors" for the *British Medical Journal* (1893), and contributed other articles to various medical journals, including one upon "The Notification of Measles" to *The Medical Magazine*. Dr. Clark's chief recreation is yachting, and he has been commodore of the Corinthian Yacht Club since its formation. He is also a member of the Hongkong and of the Royal Societies Clubs. In 1889 he married Gertrude, eldest daughter of the late Francis Andrews, of Wallington, Surrey, and Denver, Colorado, U.S.A., formerly manager of the Agra Bank, Hongkong. His residence is "Kingsclere," Hongkong.

DR. G. P. JORDAN, M.B., C.M. (Edin.), M.R.C.S. (Eng.), is the senior medical man practising in the Colony. For twenty-two

years he has had a private practice, and for nineteen he has held the position of Health Officer of the Port and Inspector of Immigrants. He is a nephew of Sir Paul Chater, and, like Sir Paul, has been prominently connected with public affairs for many years. His views on the progress of the Colony are interesting. He considers that the health of the community has been greatly improved during the last ten years, and notes with satisfaction that malarial fever, which was most prevalent when he first came to the Colony, has now almost entirely disappeared. When Dr. Jordan first became acquainted with the Government Medical Department the staff consisted of three doctors, now it numbers eleven. Dr. Jordan has witnessed, among other reforms, a great improvement in the housing of the poorer class of the Chinese population. Dr. Jordan is the Right Worshipful District Grand Master of the District Grand Lodge of Scottish Freemasonry in Hongkong and South China. He is an enthusiastic collector of articles of vertu, and his house in Bowen Road contains many interesting curios.

MR. FRANK BROWNE, Ph.C., F.C.S., J.P., the Government Analyst, Hongkong, was born on January 10, 1863. Before coming to the Colony to take up his present duties, in 1893, he was demonstrator in the laboratories of the Pharmaceutical Society and won a medal for chemistry. In 1894 he was selected to undertake special work in connection with the suppression of plague, and for his services he received a letter of thanks and a medal from the community of Hongkong. Again, for similar services in 1899-1901, he was the recipient of letters of thanks from the Sanitary Board. In 1898 he was appointed secretary to the Hongkong Liquor Commission. An enthusiastic sportsman, Mr. Browne is a qualified referee of the London Football Association and president of the Hongkong Football Club. He has published several papers on scientific subjects.

DR. WILLIAM HUNTER, M.B., C.M. (Aber.), F.R.I.P.H. (Lond.), who has been the Government Bacteriologist since the early part of 1902, is the director of the Bacteriological Institute, the medical officer in charge of the Government Public Mortuary, and lecturer in pathology and bacteriology at

the School of Medicine for Chinese. For carrying out the duties connected with these positions he is eminently fitted by a ripe scholarship and a wide experience. Born on May 25, 1875, Dr. Hunter is the son of the late Rev. W. Hunter, of Macduff, Banffshire, Scotland. He was educated at Milne's Institution, Fochabers; Robert Gordon's College; King's College; Marischal College, Aberdeen; the University of Leipzig, the University of Berlin, and at the West London Hospital. His medical training was thus as complete as possible, and the distinctions gained during this period of tutelage were numerous. He was the James Anderson Medallist and Scholar, besides being the most distinguished medical graduate of Aberdeen University in 1896. In the same year he won John Murray's Medal and Scholarship, and from 1897-99 he was the holder of the George Thompson Travelling Fellowship. The various appointments which he has held include those of medical and surgical officer, Royal Infirmary, Aberdeen; laboratory assistant, Pathological Department, Aberdeen University; clinical assistant, National Hospital for the Paralysed and Epileptic, London; and laboratory assistant, Neuropathological Laboratory, King's College, London. He was assistant bacteriologist at the London Hospital in 1900-1, and director of the Pathological Institute there in the latter year. In 1903, Dr. Hunter was appointed by the Government of Hongkong a member of the commission to inquire into the excessive infantile mortality among the Chinese. He is a member of the British Medical Association, a member of the Neurological and Physiological Societies of Great Britain, and a Fellow of the Royal Institute of Public Health, London. His numerous publications on medical subjects include "Epidemic and Epizootic Plague," Hongkong, 1904; "A Research into the Etiology of Beriberi" (jointly), 1906; Reports of the Government Bacteriologist for the years 1902 to 1906 inclusive; many contributions to medical literature from the year 1897, chiefly contained in *Journal of Anatomy*, 1907; *Brain*, 1899; *Journal of Pathology*, 1900; *Journal of State Medicine*, 1900; *Centralblatt der Bakteriologie*, 1901-5; *Lancet*, 1901-5; *British Medical Journal*, 1902-6; *Journal of Preventive Medicine*, 1905; and *Journal of Tropical Medicine*, 1905. Dr. Hunter married, in 1902, Marie Alice, daughter of James Rae, of Culter, Aberdeenshire. He resides at "Mountain View," the Peak, Hongkong.





POLICE, PRISONS, AND FIRE BRIGADE.

BY CAPTAIN F. W. LYONS, Acting Captain-Superintendent of Police, Hongkong.



THE earliest allusion to the Hongkong police is to be found in Mr. Tarrant's "Early History of Hongkong," and relates to an incident which occurred in December, 1842, when a Mr. Fearon having hoisted a flag on a marine lot to which claim was also laid by the Admiral on behalf of the Government, "The Land Officer went to the place with some policemen and hauled the flag down." The next reference (in the same year) is to the European police suffering much from malarial fever, which was attributed to their night duty, as they always reported themselves sick in the morning. There were at that time nearly thirty European constables, and their efforts were supplemented by those of watchmen, employed by European householders and by the leading commercial houses. One firm, that of Messrs. Jardine, Matheson & Co., employed twelve of these watchmen at a cost of £60 a month. The watchmen signified their alertness by beating bamboo drums, but as this was not conducive to peace and quietness at night the practice was put a stop to by an ordinance. The result of this prohibition, however, was said to be an increase in crime. Armed burglars made several entries into the houses of merchants during 1843, and even Government House was invaded, whilst piracies and daylight robberies were of frequent occurrence. A slight check was imposed on the marauders by an enactment that all Chinese abroad after dark should carry lanterns.

In 1844 Captain Haly, of the Madras Native Infantry, was appointed Superintendent of Police, evidently in addition to his military command, for it is recorded that when he was required with his regiment, Captain Bruce, of the Royal Irish Regiment, acted for him in the civil capacity. In the same year it was decided that a properly constituted police force should be organised. On July 3rd the Colonial Secretary issued a circular to the principal merchants on the subject, inviting their suggestions, and pointing out that the chief difficulty was to find a class of men suitable for street work, as the exposure proved fatal to the British. The result was the appointment of Mr. C. May, an inspector of K Division of the

Metropolitan Police, to the command of the force, at a salary of £500 a year, with two serjeants at £250 a year each. Instructions were given that the force should be raised from the military and marines in China, that good pay should be offered, and that any man who misconducted himself should be sent back to the ranks of any regiment in Hongkong. Accordingly a force of 78 Europeans, 34 Indians, and 48 Chinese was formed upon the model of the Royal Irish Constabulary and dressed in uniforms of rifle-green, which led to their being dubbed "the greencoats" by the Chinese. Whether these numbers included the harbour police is not apparent; presumably they did not, for the latter were placed under the Chinese Revenue Service, in accordance with a clause in a Treaty. Crime, however, showed no appreciable abatement, for the reason, as stated by Dr. Eitel in his "Europe in China," that "Sir J. Davis found himself handicapped in his efforts to suppress crime (like every successive Governor of Hongkong) by the constant influx of criminals from the mainland." In another passage the rev. gentleman observes: "The failure of the police to prevent crime was unavoidable, as the extraordinary activity of Chinese criminals was the natural corollary of the Taiping and Triad rebellions, and as the police force was deficient in numerical strength from financial considerations."

Sir J. Bonham organised a detective department in 1848, and placed in charge of it Mr. D. R. Caldwell, as assistant superintendent; but the police force itself had been seriously reduced in numbers—whether as a result of economy or from casualties is not clear. It comprised only 134 men, and contained 48 Europeans less than in 1844, while the whole personnel of the force was unsuitable. The Europeans had no previous police experience, and left discipline behind when they left their regiments; the Indians from Bombay and Madras were not of the proper stamp; and the Chinese, taken from among the lowest classes, were underpaid. Some advance was made in 1850 and in the next three years, for during that period less serious crime was committed. With the completion of the Central and West Point Police Stations in 1857 still more progress was made, and in the following year the

Governor, Sir J. Bowring, expressed the opinion that the appearance, discipline, and general efficiency of the force had greatly improved. In 1859 a station was built at Stanley, and in the following year another was opened at Shauikiwan. Two others were built in 1862.

Hitherto the Indian constables had been obtained from the native regiments, but in 1861 or 1862 the Superintendent, Captain W. Quin, who had served in the Army and in the Bombay police, resolved to try Bombay and Madras as recruiting grounds. By 1865 the strength of the Hongkong force had been raised to 610, including 76 Europeans, 369 Indians, and 165 Chinese. The Administrator, the Hon. Mr. W. T. Mercer, reported that the Indian contingent had proved a failure, but this was denied by the Superintendent, who pleaded that they had not been given a fair trial, and at the same time condemned the proposal to employ Chinese police. In 1867, Sir R. MacDonnell assured the Secretary of State that he had not seen in any colony a body of men so ineffective. In 1869 district watchmen were employed, and although, as a consequence, an unfortunate friction resulted between the Captain-Superintendent and the Registrar-General, the men were found to be very useful, and to this day district watchmen are employed as auxiliaries. In the meantime the Indians in the police force were replaced by men from the Punjab, and a police school was established. Public dissatisfaction with the police eventually resulted in the appointment of a Commission of Inquiry, which sat in 1872, and recommended the payment of higher wages, the formation of a detective staff, and the provision of facilities for Europeans and Indians to learn Chinese.

In 1873 the office of Assistant Superintendent was abolished, and replaced by that of Chief Inspector, and a station was built at Yaumati. The growing efficiency of the Chinese constables was noticed at this time, and they were given credit by the Captain-Superintendent for arrests that could not have been achieved by Europeans or Indians. Their latent possibilities were again shown in 1886, when £1,000 in gold coins was recovered by the smartness and perseverance of a Chinese detective.

In 1877 and 1878 there was again a marked increase in crime, and life and property were



HONGKONG—CIVIL SERVANTS AND PUBLIC REPRESENTATIVES.

- | | | |
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| 1. MR. A. G. M. FLETCHER,
Clerk of Councils. | 2. MR. A. SHELTON HOOPER,
Member of the Sanitary Board. | 3. MR. F. G. FIGG,
Director of Observatory. |
| 4. DR. JORDAN,
Port Medical Officer. | 5. FUNG WA CHUN,
Member of the Sanitary Board. | 6. CAPTAIN F. W. LYONS,
Deputy Superintendent of Police. |
| 9. MR. F. BROWN,
Analyst, Civil Hospital. | 10. DR. FRANCIS CLARK, M.D., D.P.H.,
Medical Officer of Health. | 11. MR. P. N. H. JONES,
Assistant Director of Public Works. |
| 12. MR. S. T. DUNN,
Superintendent, Botanical and Forestry Department. | 13. MR. PHILLIP JACKS,
Acting Land Officer. | 14. MR. H. R. PHILIPS,
Local Auditor. |
| | 15. LIEUTENANT C. W. BECKWITH,
Assistant Harbour Master. | 16. MR. C. MCJ. MESSER,
Acting Postmaster-General. |
| | | 17. MR. H. P. TOOKER,
Executive Engineer. |

insecure. The Superintendent attributed the increase to famine and floods in China, and to the high price of rice in Hongkong, whilst at a public meeting held on the cricket ground in 1878 the increase was ascribed to undue leniency towards the criminal classes, the suspension of public flogging, and the reduction in the numbers of persons deported. In the same year the Superintendent of Police and several of his men were wounded by armed burglars, and, later, a body of robbers took possession of Wing Lok Street. In 1879 there was an attack on Hunghom.

The erection of a water police station was begun in 1879, and steam launches were obtained for harbour work. The station, opened in 1884, occupied an advantageous site at Tsim-tsa-tsui, which in the old days

light at night was again put into force, and resulted in a great diminution in nocturnal crime. The total population of the Colony had by this time increased to 248,498, while the police force numbered 627. A gaming scandal in 1897 led to a searching investigation by the Captain-Superintendent; one European inspector was convicted and sentenced to six months' hard labour, while others and some European serjeants, together with 19 Indian and 26 Chinese police, were dismissed for taking bribes. In the following year, too, 27 Indian police were sent to gaol for a week for insubordination; but the cloud was not without its silver lining, for two European and seven Chinese members of the force were rewarded by the Governor for courage, promptness, and intelligence;

Two new stations were established on the mainland in 1900, at Sai Kung and Sha Tau Kok, and one on the island at Kennedy Town; the force was re-armed with 303 Martini-Enfield carbines, and three Maxim guns, now on board the petrol launches, were added.

A second Assistant Superintendent of Police was appointed in 1901. On the promotion of Mr. F. H. May, C.M.G., to the office of Colonial Secretary, in 1902, Mr. F. J. Badeley was made Captain-Superintendent, and Captain F. W. Lyons, late of the Perak police, Federated Malay States, was appointed Deputy Superintendent.

The typhoon of September, 1906, played great havoc with the police launches and fire-boat, and demolished the police station at Sam



THE BARRACKS.

THE KOWLOON WATER POLICE.

had been the scene of battles between the Puntis and Hakkas, and from which promontory the Chinese batteries had, in 1839, opened fire on merchant ships in Hongkong harbour, obliging them to leave—an outrage magnified by the Chinese chroniclers into a great victory. New stations were built, also, at Aberdeen, Tsat Tze Mui, and Kennedy Town in 1891. Major-General Gordon succeeded Mr. Deane as Captain-Superintendent, and was followed in 1893 by Mr. F. H. May, now Colonial Secretary. The year 1895 saw added to the Captain-Superintendent's responsibilities the control of the Fire Brigade and the Gaol, which, for reasons of economy, were made sub-departments of the police department. Towards the end of the year the regulation requiring the Chinese to carry a

two Indians for rescues from drowning; two Indians for arresting burglars; and three Chinese watchmen for activity and intelligence.

The acquisition of the New Territory in March, 1899, extended the scope of police work very considerably, and necessitated the enrolment of two N.C.O.'s and 22 men of the Royal Welsh Fusiliers as special constables for duty in the newly acquired area pending the enlistment of additional police. New stations were built at Taipo, Autau, and Pingshan. Crime increased, partly owing to the disturbed condition of the neighbouring provinces, and partly to the activity of secret societies. Gang robberies were frequent, some 18 occurring on the island and some 25 in the New Territory.

Shui Po. Fortunately there was no loss of life amongst the police and crews, though there were some very narrow escapes. The members of the force—Europeans, Indian and Chinese—were commended by His Excellency Sir Matthew Nathan, who said, "Many hundreds of Chinese lives were saved by the police in the island, in Kowloon, and in the New Territories during and immediately after the storm."

The total strength of the police force on December 31, 1907, was 1,041 men, namely, 128 Europeans, 410 Indians, and 503 Chinese. The total expenditure on the force for the twelve months was \$520,170.



CRIME.

DURING 1907, 11,540 cases were reported to the police, an increase of 355 per cent. over the total for the preceding twelve months. Of this number 3,306 related to serious offences, a decrease of 81 per cent.; and out of 2,036 persons arrested, 1,592 were convicted. Fourteen murders were reported—a greater number than in any year during the past decade—and in connection with them 24 persons were arrested and 16 convicted. There were 6 gang robberies, 3 of which took place in the New Territory, and in 3 cases no arrest was made. The police failed, also, to make arrests in 15 out of 24 cases of street and highway robbery. Reports were received

THE FIRE BRIGADE.

ALLOWING that the probability of an extensive fire in the more elevated residential areas of the Colony is comparatively remote, it may safely be affirmed that Hongkong is now adequately insured against the recurrence of such serious conflagrations as those of 1851, 1867, 1878, and 1904. In 1851 a large area north of Queen's Road was destroyed, 30 lives were lost, and 472 Chinese families were rendered homeless. This turned public attention to the question of fire-extinguishing appliances, but it was not until 1856 that volunteer European and Chinese fire brigades were formed. The brigades even then were but ill-equipped, and this, no doubt, explains why in the outbreak which occurred to-

\$2,145,000, one conflagration alone, in which 47 houses were destroyed, being responsible for nearly half this sum. The fire at the Kowloon godowns in 1904 wrought damage estimated at hundreds of thousands of dollars, whilst in the burning of the river steamer *Hankow* over one hundred lives were lost.

These severe lessons have not been disregarded. In 1895 the Fire Brigade was made a sub-department of the police department, and slowly but surely its efficiency has since been raised. Towards its maintenance a rate of 1 per cent. is levied on certain parts of the Colony. The force comprises Europeans selected from the police, and permanent Chinese firemen. The police-firemen, who receive a retaining fee in consideration of their services, are required to attend monthly



DETACHMENT OF INDIAN POLICE.

of the commission of 18,234 minor offences, and 10,506 arrests, resulting in 9,991 convictions, were effected. One hundred and forty-seven gambling warrants were executed, and in each case a conviction followed. No fewer than 2,781 search warrants for prepared opium were executed by the police and excise officers of the opium farmer, and in 787 cases opium was found, and 1,057 persons were apprehended. By the fingerprint system 185 recidivists were identified. One hundred and eighty-three beggars were deported to Canton, 31 were dealt with by the police magistrate, and 3 were sent to the Tung Wah Hospital.

The estimated value of the property reported as stolen during the year was \$141,354, and of that recovered by the police, \$18,787.

wards the latter end of November, 1867, 500 houses were demolished before the fire could be got under control. An ordinance was passed in the following year establishing a volunteer fire brigade, under a superintendent, in which both police and civilians were enrolled. In 1878 occurred a terrible outbreak, involving the destruction of 368 houses in the centre of the town, which demonstrated, in the opinion of the community, the absence of all system in the management of the Fire Brigade. The fire began on Christmas Day and raged for about forty-eight hours, damaging over a million dollars' worth of property. Extensive, but less serious fires, broke out in 1881 at Tai-pingshan, where 36 houses were burned, and in 1884 at Hunghom, where two outbreaks occurred in one week. Of recent years (the fires of 1902 involved losses aggregating over

courses of instruction in general work and an annual re-qualifying course. Those of the men who display special aptitude are further trained in handling the steamers and the floating fire-engine, in order that there shall be no lack of engineers and engineer-drivers. The permanent Chinese firemen, who are quartered at the various stations, are trained in the ordinary brigade exercises and as mechanics. Under normal circumstances the brigade could muster about 20 Europeans and 26 Chinese to a fire, without distressing the police force. The Captain-Superintendent of Police, Mr. Francis Joseph Badeley, is *ex officio* Superintendent of the Fire Brigade, other police officers carrying out the duties of deputy superintendent and assistant superintendent respectively. The engineer is Mr. D. Macdonald, of Messrs. Macdonald & Co.

The practical work of the brigade is under the charge of an assistant engineer and station officer, a post to which Mr. A. Lane, formerly of the London Fire Brigade, was appointed in March, 1904.



HONGKONG FIRE BRIGADE.

The headquarters of the brigade are at the Central Fire Station in Queen's Road, to which are attached the sub-stations at the Clock Tower and at Nam-pak-hong. It is equipped with two steamers, extension ladders, and dispatch boxes, which latter combine hose reels with cases of first-aid appliances. Street fire-alarms are distributed through the commercial parts of the city, and the station is also in communication with the telephone exchange, which ensures the speedy receipt of intelligence as to the whereabouts of any outbreak which may occur. In addition, there is a fire station at every police station, equipped in two cases with a steamer, and in others with hydrant appliances; whilst a self-propelling floating station is always in readiness for use in the harbour, or as an auxiliary to the land steamers. The fire-boat was sunk in the typhoon of September, 1906, but was raised, and was available for use by September of the following year. The estimates for 1908 provide for another fire-boat at a cost of \$50,000, and this will give increased safety to shipping and to the buildings on the sea-front. As to the water supply, there are altogether 700 hydrants in the three districts—the Peak, Victoria, and Kowloon. The freshwater supply is supplemented, as far as the range will permit, by sea water pumped from the floating station into portable dams or tanks, and from thence by the steamers to the scene of operations. The steamers and other appliances are drawn wherever they are needed by coolies, who are paid by time.

At the Central Fire Station there are workshops with a complement of carpenters, fitters, sail-makers, and blacksmiths, able to execute repairs of all kinds with the exception of heavy engineering work.

During the year 1907 there were 39 fires and 77 incipient fires, which together did damage to the extent of \$216,267, and the brigade was called out 56 times.

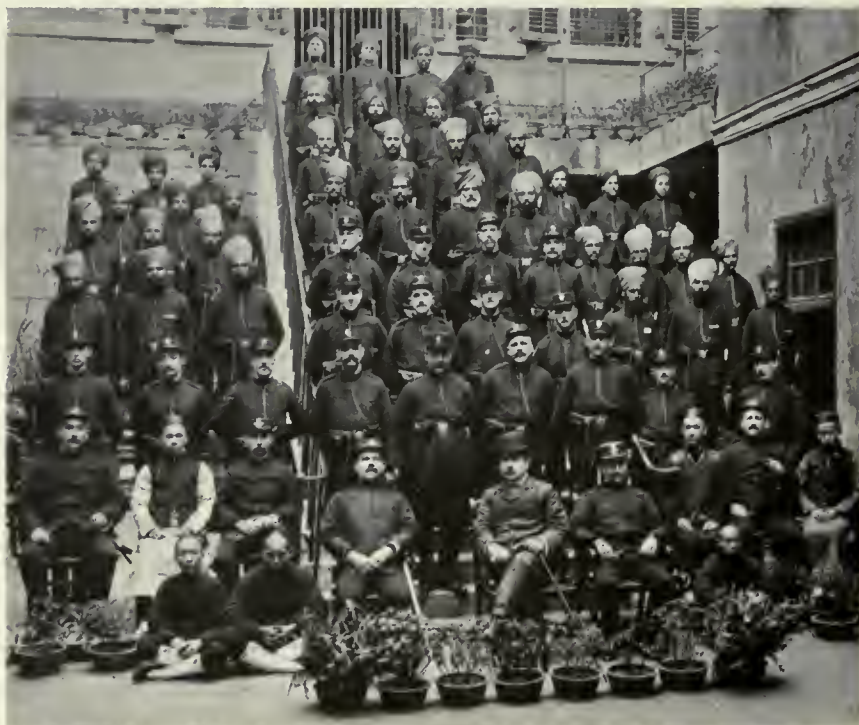
THE PRISON.

A SMALL granite prison, built in 1841, was the second permanent building erected on the island; but, though small, the gaol was

twelve in number. There were two blocks for Chinese, a portion of one of these being used for prisoners awaiting trial. The Chief Magistrate, at that time Captain Caine, was also Superintendent of the Gaol. The sentences were not for long terms of imprisonment, one record showing two for four years, two for three years, four for two and a half years, twenty-three for two years, twenty-four for one year and a half, two for a year, and the remainder for shorter terms. A small yard, 78 feet by 30 feet, was provided for exercise. The prisoners, who enjoyed far better health on the average than the civil and military communities, were chiefly employed in road-making, their hours of work being from 6 a.m. to 5 p.m. An hour was allowed for breakfast and for the midday meal; the purveyor receiving one dollar and a half per man per mensem for food. Public floggings were of frequent occurrence, one hundred lashes often being administered, but, in spite of these, the prison had its attractions for the half-starved loafers from Canton. In those early days another punishment of the Chinese consisted in cutting off the queue, but, as it was found that discharged prisoners contrived to splice new ones on directly they were released, they were ordered to be shaved, so that they might bear the mark of incarceration for a longer time.

In 1862, in order to relieve the congestion of the Victoria Gaol, 280 long-sentence prisoners were placed on a hulk anchored off Stonecutter's Island, to assist in building a prison on that island. The experiment was anything but successful. Thirty-eight prisoners were drowned by an accident. There were frequent attempts at rescue on the part of friends of the prisoners, and, as several of the convicts escaped from the hulk, and by means of the drains, from Victoria Gaol, an inquiry into the management of these establishments was held. As

never full, for all minor offences committed by Chinese were punished by "bamboozing." The average number of prisoners was about 60. The prison for Europeans was 64 feet by 30 feet, divided into two rows of cells,



VICTORIA GAOL GROUP.

a result, an expert was appointed, but he does not seem to have been a suitable superintendent, for he did not remain long. In 1864 a hundred prisoners escaped in junks, after disabling their guards. The Stonecutter's Gaol was finished in that year. Mr. F. Douglas succeeded the "expert," and the gaol became known as the "Douglas Hotel." In the working of the establishment matters improved considerably under a rigorous system of discipline, reduced diet, severe labour, and the substitution of the "cat" for the rattan. The Victoria Gaol having been reconstructed in 1865, that on Stonecutter's Island was abandoned in 1870 for financial considerations. One of the most effective measures taken against crime was that of publicly branding and deporting prisoners, with their consent, and on the condition that they were to be flogged and sent back to serve their original sentences if they returned. Twice this system was discontinued, and twice it was re-introduced owing to the serious increase in all classes of crime during its suspension; and its final abolition in 1880 was only made possible by the fact that its operation had practically rid the island of that class of the population whose room was more to be desired than their company. The number of prisoners in 1871 was 556; in 1872, 596; and in 1874, 398. Mr. Douglas died in the latter year, and was succeeded as superintendent by Mr. Tonnochy, who was followed by Mr. Tomlin in 1875.

The Victoria Gaol has been considerably enlarged since its reconstruction in 1865, three up-to-date halls having been added during the past few years. These halls are capable of accommodating 231 prisoners, whilst the old structure contains 283 cells, 35 of which form the female prison. The prison is conducted entirely on the separate system. Indoor labour convicts are employed in the manufacture of coir matting, mats, brooms, clothing, boots, shoes, cabinet-making, printing, book-binding, string-making, &c., but short-sentence prisoners are given unproductive work to perform, such as crank labour, stone-carrying, and shot drill. There are three large yards for exercise. There is a branch prison at Causeway Bay, where

prisoners pronounced unfit for hard labour are confined in association when there is insufficient accommodation for them in Victoria Gaol.

Mr. R. H. A. Craig, the assistant superintendent in charge of the gaol, was appointed in 1894, after fifteen years' service in the Home Convict Department. He is at present on leave, and Mr. C. A. D. Melbourne is acting for him.



THE CAPTAIN - SUPERINTENDENT OF POLICE.—A biographical sketch of Mr. F. J. Badeley, the Captain-Superintendent of Police, will be found under the heading "Executive and Legislative Councils."



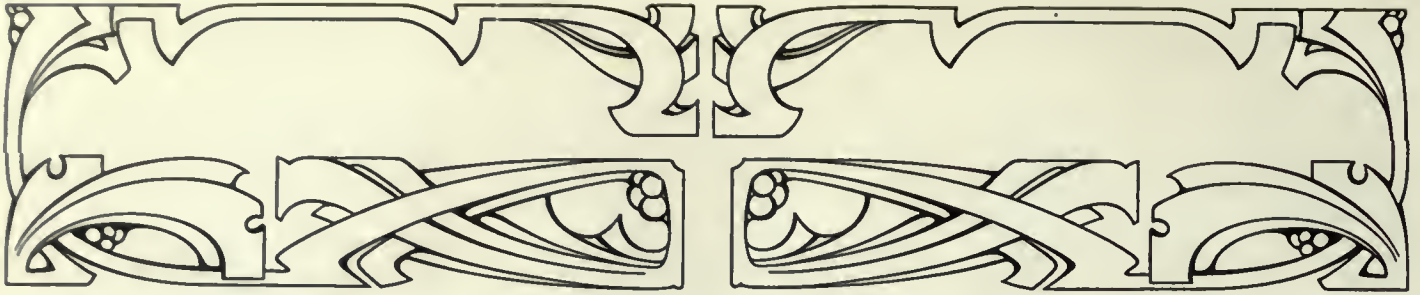
CAPTAIN F. W. LYONS, Deputy Superintendent of Police, Hongkong, was born on December 26, 1855, and was educated at Portarlington and at Trinity College, Dublin. He entered the Army as a second lieutenant in 1878, and served in the Zulu War in South Africa from 1878 to 1880, being present at the capture of Sekukuni's stronghold, and receiving a medal and clasp. In 1884 he was promoted captain, and in the following year proceeded to the Soudan, where he served through the Egyptian Campaign, receiving the medal and the Khedive's Star. In 1885 he was appointed adjutant, and from 1887 to 1890 was adjutant of the 2nd Vol. Batt. Royal Highlanders. Upon retiring in 1890 he was appointed captain in the Reserve of Officers. In 1891 he entered the Police Force of the Straits Settlements as Assistant Superintendent, and two years later became Assistant Commissioner of the Perak Sikhs. From 1893 to 1895 he acted as Captain-Superintendent of Police and Prisons, Selangor, and he served during the disturbances in Pahang in 1894. He was present at the attack upon, and capture of, the rebels' stockades at Jeram Ampai, and was struck by a bullet, which, however, glanced off a pocket-book, inflicting only a severe bruise. For his services in Pahang he received the thanks of the Secre-

tary of State for the Colonies. He acted as Chief Police Officer of Perak from 1900 to 1902, when he was appointed Deputy Superintendent of Police, Hongkong. On two occasions—1903-4 and 1907-8—he has acted as Captain-Superintendent of Police for the Colony. Captain Lyons is connected by marriage with two colonies, his wife being a daughter of Mr. G. O. Matherson, of "Rosedale," Pietermaritzburg, who was one of the first commanding officers of Volunteers in Natal; while his sister is married to the Inspector-General of Police, Straits Settlements. He is a member of the Army and Navy (Pall Mall) and Hongkong Clubs, is a steward of the Hongkong Jockey Club, and resides at the Central Police Station, Hongkong.



MR. PHILIP PEVERIL JOHN WODEHOUSE, Assistant Superintendent of Police, was born in September, 1877, and was educated at Elizabeth College, Guernsey. His father, the Hon. Mr. H. E. Wodehouse, C.M.G., was for about thirty years in the service of the Colony, and for a considerable time prior to retiring on pension was Chief Police Magistrate. He was a member of the Executive and Legislative Councils, and was decorated for services in connection with the Colonial Exhibition in 1887, when he went to England in charge of the Hongkong and South China exhibits. Mr. P. P. J. Wodehouse entered the Civil Service on leaving school in 1897. After spending a year or two in the Registrar-General's Office, he was appointed Assistant Superintendent of Police, and was sent to India, attached to the Punjab police, to pass in Hindu, having already qualified in Cantonese. Mr. Wodehouse has twice been in charge of the general census of the Colony, and during the past three years has been associated with Mr. Badeley in the development of the finger-print system for the identification of habitual criminals. In this connection he went through a course at Scotland Yard, Henry's system being the one in use there. Hockey, tennis, and swimming are the chief recreations of his leisure. He is a member of the Grosvenor Club, Piccadilly.





NAVY, ARMY, AND VOLUNTEERS.

THE NAVY.

FOR many years Hongkong has been the headquarters of the China Squadron, which has been gradually reduced since 1902, all the battleships being withdrawn in 1905. This change became possible after

the Russo-Japanese War, when in view of the fact that Japan undertook to a large extent the duties formerly performed by the British fleet, the need for the maintenance of such a strong British squadron in these waters ceased to exist. It is, perhaps, needless to say that this retrenchment was not at all popular with Britishers in the Far East.

The squadron in Far Eastern waters includes at the time of writing six armoured or protected cruisers, six attached ships, ten river gunboats, seven torpedo-boat destroyers, and two vessels of the surveying service. Of the river boats, three patrol the waters of the West River, Canton, and the remainder are stationed on the upper and lower reaches of the Yangtze-Kiang. There are always one or two of the smaller cruisers at Shanghai, which the vessels of larger draught cannot reach. The *Tamar*, a vessel of the older type, has been fitted up at Hongkong to receive relief crews and provide quarters for them until they can be allocated to the different warships to which they are to be attached, and her white-painted hull is quite a conspicuous feature in the harbour. The Commander-in-Chief of the Eastern Fleet is Vice-Admiral the Hon. Sir Hedworth Lamhlon, K.C.V.O., C.B., who arrived in the Colony on March 20, 1908, relieving Admiral the Hon. Sir Arthur W. Moore. His flagship is the *King Alfred*, but when he has occasion to visit places where the flagship cannot go he hoists his flag on his yacht, the *Alacrity*.

The business of the fleet is to show the British flag, and to carry out firing and rifle exercise. Heavy gun practice is usually held in Mirs Bay, while the naval rifle-range is situated on Stonecutter's Island. The China Squadron has achieved distinction for its remarkable shooting. In 1907 the *King Alfred* headed the shooting list of the fleet with a world's record, while the squadron itself headed the shooting list for the British Navy.

The work of coaling, provisioning, docking, and fitting out the different vessels in readiness for commission necessitates the up-keep of a large establishment, and only recently the Naval Yard at Hongkong has been greatly extended. Soon after the Colony was ceded to Great Britain, part of the work of the Land Committee appointed in 1842 was to fix the extent of the ground to be reserved for the use of the naval authorities. Extensions were made from time to time, and eventually practically the whole of the stores and workshops were concentrated upon a site on the East Praya. In 1901 by far the largest extension was begun, but before detailing the nature of the scheme it is necessary to mention that when the Hongkong and Whampoa Dock Company extended their premises at Kowloon, they were subsidised by the Admiralty to the extent of £20,000 per annum for the use of No. 1 Dock, commonly known as the "Admiralty Dock," priority of entrance for British warships being thus secured. For some years the Admiralty under this arrangement enjoyed facilities which they could nowhere else procure in the East. In 1901, as the term for which the subsidy was granted was drawing to a close, the Admiralty decided upon the erection of their own dock premises in Hongkong, and the work, designed to be completed in 1904-5, is still in progress. The delay has been due to the difficulties experienced by the contractors in obtaining a foundation. The scheme grew, through successive Naval Acts, from a moderate proposal, involving the expenditure of £340,000, to one estimated to cost £1,275,000. The final scheme provided for the increase, by reclamation, of the area of the dockyard from 4 $\frac{1}{2}$ to 39 acres; the construction of a tidal basin of 9 $\frac{1}{4}$ acres in extent, with a depth of 30 feet at low-water tides, and a total length of wharfage of 2,900 feet; the building of a dry dock, 550 feet in length on the keel blocks, 95 feet wide at the entrance, and 30 feet over the sill at low spring tides; and the erection of extensive workshops. The dockyard lies on the Hongkong side of the harbour. The people of the Colony were very adverse to the dock being on the island, and a protest was made to the Home Government in

which a site on the Kowloon side was suggested. The main objection raised was that the water front, which the public desired to be continuous from one end of the city of Victoria to the other, would be interrupted. There was also the objection to having the smoke and noise of a dockyard so close to the centre of a very busy city; and it was pointed out that Kowloon offered even greater advantages. The protest, however, was of no avail. It is expected that the new dock will be in use during 1909. In addition to the extensive premises on the island, there is a torpedo depôt at Kowloon.

Commodore Robert H. S. Stokes, R.N., has charge of all the naval establishments in Hongkong, and when the Admiral is away from Hongkong he acts as senior officer of the southern portion of the station, and is responsible for any ships that may be in the harbour. He resides on board the *Tamar*, where comfortable quarters are also provided for his secretary and other members of his staff. He has a summer residence on the Peak, where he hoists his flag during the hot weather that prevails from June to November.

The China station has the reputation of being a fairly healthy one, the transfer of the squadron to Weihaiwei in the summer months making a change from which both officers and men derive considerable benefit. There is a large and well-equipped Naval Hospital, situated on Mount Shadwell, in the Wanchai district of Hongkong; and at Yokohama there is also a hospital, which, though less valuable than in the days prior to the abolition of extra-territoriality, is still used when the squadron is cruising in Northern waters.

The comfort and well-being of the men is attended to in every possible way. They have a flourishing canteen at East Praya, the Soldiers' and Sailors' Institute is much frequented by them, and in course of time a branch of the Seamen's Institute will be established in the Colony. For out-door sports they have a splendid recreation ground at Happy Valley. The principal sporting event of the year is the Fleet Regatta, which is held during the visit north.

ADMIRAL SIR ARTHUR WILLIAM MOORE, K.C.B., K.C.V.O., C.M.G., until recently Commander-in-Chief of the China station, was born on July 30, 1847, and entered the Navy at the age of thirteen. He served in the Egyptian War of 1882, and attained the rank of captain two years later. In 1889 he was chosen as one of England's representatives at the Anti-slavery Congress held at Brussels, and in 1890-91 was a member of the Australian Defence Committee. From 1898 to 1901 he was a Lord Commissioner of the Admiralty, and for the following three years Commander-in-Chief of the Cape of Good Hope and West Coast of Africa station. He was appointed to the command of the China station after being for some time second in command of the Channel Fleet. He was created a full admiral in October, 1907, and relinquished his active duties last March, his successor on the China station being Admiral the Hon. Sir H. Lambton, K.C.V.O., C.B.

VICE-ADMIRAL THE HON. SIR HEDWORTH LAMBTON, who succeeded Admiral Sir Arthur Moore in the command of the China station, in the early part of 1908, is the third son of the second Earl of Durham. Born on July 5, 1856, he entered the Navy at the age of sixteen years. He served through the Egyptian War, and was present at the bombardment of Alexandria in 1882, receiving, in recognition of his services, the medal with two clasps, the second class Medjedie, and the bronze star. Seven years

later he was promoted to the rank of captain, and from 1894 to 1897 he acted as private secretary to the First Lord of the Admiralty. As commander of the Naval Brigade in Ladysmith his name was brought very prominently before the public; he showed himself to be an officer of great initiative and resourcefulness. In 1900 he contested Newcastle in the Liberal interest, and in the same year was created a C.B. From 1901 to 1903 he was in command of the royal yacht; during the first year of his service

in this capacity he was made a Commander of the Victorian Order, and in 1903 became a Commander of the Legion of Honour. Three years later he was advanced to the knighthood of the Victorian Order.



COMMODORE ROBERT H. S. STOKES, R.N.

COMMODORE ROBERT H. S. STOKES, R.N., who has charge of the naval establishments in Hongkong, arrived in the Colony on April 18, 1907. The eldest son of the late Sir Robert Baret Stokes, C.B., of Dromlinton More, County Kerry, he was born on August 5, 1855. He joined the Royal Navy in 1869. He served during the Egyptian War, 1882, as lieutenant of the *Euphrates*, receiving the Egyptian medal and the Khedive's bronze star. While commander of H.M.S. *Royal Arthur*, flagship of Rear-Admiral H. F. Stephenson, C.B., Commander-in-Chief of the Pacific station from 1893 to 1896, and previous to the occupation of Corinto, Nicaragua, by the British naval forces, in April 1895, he was deputed to proceed to Managua, the capital of Nicaragua, and deliver to the Government of that republic despatches from the Right Hon. the Earl of Kimberley, Secretary of State for Foreign Affairs, and Rear-Admiral Stephenson, C.B. For this service he received the approval of the Admiralty. In 1905 he was made an officer of the Legion of Honour by the French Government. Commodore Stokes has quarters on board the receiving ship *Tamar*, but during the hot weather resides at the Peak. He is a member of the Junior United Service Club, St. James's, London.

MILITARY.

HONGKONG is the great collecting and distributing centre for the commerce of the Far East, and as such is of great strategical importance. It is the headquarters of His Majesty's ships on the China station, and is provided with dockyards and all the necessary facilities for refitting and coaling. It would be in the future, as it has already been in the past, the undoubted base of any military operations which might have to be undertaken in the Far East. In these circumstances it is maintained as one of the most modern and up-to-date fortresses in the world, and ranks in this respect with Malta and Gibraltar. Batteries provided with the latest types of armament command, for miles to seaward, the approaches to both the Green Island and Ly-ee-mùn entrances to the harbour. The western entrance is protected by three batteries on Stonecutter's Island and two forts on Belcher and Fly Points, from which a tremendous converging fire could be maintained, completely commanding the Sulphur Channel. Pine Wood Battery, on the hill above and west of Richmond Terrace, has a wide range of fire. The Ly-ee-mùn Pass is defended by two forts on the Hongkong side and another on Devil's Peak on the mainland, and if vessels survived that fire they would then have to face the batteries at North Point and

Hunghom, which completely command the eastern entrance. Another battery on the bluff at Tsim-tsa-tsui, Kowloon, commands the whole of the centre of the harbour, while not only on the island itself, but also on the mainland, may be seen the military roads constructed zig-zag on the steep hill-sides for the purposes of rapid communication and concentration. Every modern appliance of war is in evidence; the play of the searchlights, the booming of great guns, the march and manoeuvres of troops, are of such daily repetition as to pass without comment or notice.

The garrison of Hongkong has varied according to the political requirements of the moment, and at present is composed of:—Three companies Royal Garrison Artillery; four companies Hongkong-Singapore Battalion, Royal Garrison Artillery (this is a local corps, of which the gunners are enlisted in India; the companies are either Sikhs or Punjabi Mahomedans); two companies Royal Engineers (attached to one of these companies is a "native portion" of sappers and miners—that is to say, Chinese; these men are enlisted for long terms of service, and make most satisfactory soldiers); one British Infantry Battalion; two battalions from the Indian Army; detachments of Army Service

Corps, Royal Army Medical Corps, Army Ordnance and Accounts Departments—in all, roughly, about 4,000 officers and men.

In addition to the above "Imperial" troops, Hongkong possesses a Volunteer Corps and a Volunteer Reserve Association.

The command is that of a Major-General, and the present holder of the appointment is Major-General R. G. Broadwood, C.B., P.S.C., whose biography appears in the Executive and Legislative Councils section. In military parlance, Hongkong is described as the "South China" command, to distinguish it from the "North China" command—*i.e.*, the troops at Tientsin, Peking, &c., which are quite separately organised and commanded.

The Colony of Hongkong contributes towards the expense of maintaining the imperial garrison to the amount of 20 per cent. of its net revenue, and also bears the entire cost of the local Volunteers. Quite recently there has been a certain amount of discussion on the question of the amount paid to the Imperial Government. It has been represented by certain unofficial members of the Legislative Council that, chiefly owing to the attitude of the present Government in the matter of the opium trade, the Colony has to face the prospect in the near future

of a much reduced revenue. It has been said that the Colony is already sufficiently taxed, and that the percentage paid is excessive as representing the Colony's interests in proportion to imperial requirements.

To arrive at a just estimate of the proportionate share of any colony in the matter of contribution towards imperial defence is a difficult matter, but there is no doubt that, large as is the amount paid by Hongkong, it is a small fraction of the expenditure on

the imperial military garrison and on the local naval establishments which is borne by the Home Government.

The following figures for the year ending December 31, 1906, will give the reader an idea of the amount involved:—

	£	s.	d.
Colonial contribution ...	137,496	0	0
Cost of Volunteers ...	8,839	0	0
Total paid by Colony ...	£146,335	0	0

The amount shown in the Hongkong Blue Book for 1906 as being disbursed by the Imperial Government in military expenditure for the same period is £282,023 17s. 10d. This latter sum, it is believed, includes the "North China" command disbursements, but, on the other hand, excludes the cost of all direct supplies from home arsenals and ordnance depôts; and, further, has no reference to naval expenditure.



MAJOR-GENERAL BROADWOOD AND STAFF.

THE HONGKONG VOLUNTEER CORPS.

BY MAJOR ARTHUR CHAPMAN, Commandant.

THE enthusiastic Volunteer movement which swept through the Mother Country in the sixties had an echo in this distant British possession. The suggestion that a Volunteer Corps should be formed in Hongkong was first made in a letter published in the *China Mail* on January 31, 1860. On March 1, 1862, a public meeting was held in the Court House—there was no City Hall in those days—and it was unanimously resolved to

form a Volunteer Corps and to obtain legal sanction from the Government. The result was the passing of Ordinance No. 2 of 1862, by which any gentleman resident in the Colony, *irrespective of nationality*, could be enrolled a member of the corps. A battery of artillery was first organised, and in December, 1862, a band was formed. In the spring of 1863 a rifle company was added, and in December, 1864, Volunteers

were enrolled from among the foreign residents at Canton in a rifle company attached to the Hongkong Corps. On February 7, 1863, Sir Hercules Robinson, the Governor, sanctioned an annual outlay of £195 on condition that there were at least seventy-five effective members of the corps. On September 15, 1864, the Governor ordered the Volunteers to patrol the streets of the Colony to quiet the minds of the

Chinese public and to quell any disturbance which might arise. The circumstances which gave rise to this order were very deplorable. At that time there were about three hundred European sailors starving in the Colony owing to the employment of Malay sailors in preference to Europeans. On Monday, September 12th, the European sailors attacked a boarding-house in Hollywood Road, which was occupied by Malays. There was a terrible fight, knives were used, and three Europeans were killed. Later in the evening, a number of soldiers belonging to the 99th Regiment joined in the affray, and on the following evening a soldier was shot by an Indian policeman whose identity was never established. An inquiry was held into the conduct of the soldiers, and, as a result

On June 1, 1866, the corps was disbanded by Sir Richard MacDonnell owing to the non-attendance of members, and it was not re-organised until 1877, when Sir John Pope-Hennessy was Governor. In 1882 it was again disbanded, and re-organised by Mr. William Marsh.

It was disbanded a third time in 1893, and was immediately reformed by His Excellency Sir G. Digby Barker, C.B., placed under the supervision of the military authorities in England, and made subject to the Army Act in the same way as the Volunteers in the British Isles. It consisted then of a field battery of 7-pounder R.M.L. guns, and a machine-gun company of Maxim guns. The strength on reconstruction was 92.

In 1895 the first camp of instruction was

were at Tsim-tsa-tsui with half a company of the Royal Welsh Fusiliers.

Piquets were thrown out, and the guns took up strong positions, the hills being swept by search-lights from torpedo destroyers. The force, by its prompt appearance, prevented any disturbance, and returned to Hongkong early next morning. Exactly a month after, the corps was called upon to assist in the taking possession of Old Kowloon City from the Chinese, and, owing to the presence of the troops, the opposition which was expected did not take place. On these two occasions the Volunteers, under the command of Captain (now Major) Chapman, did yeoman service and amply justified their existence. The calls on the services of the corps, showing its value and the necessity



OFFICERS OF THE HONGKONG VOLUNTEER CORPS, 1907.

of their unfortunate interference, they were ordered to Kowloon, and the Volunteers were directed to mount guard at the barracks. On the 10th the Volunteers were called upon by the Governor to patrol the streets in order to re-assure the minds of the natives.

On Saturday, November 19, 1864, the Volunteers, in response to an invitation from His Excellency the Governor of Macao, proceeded to the Portuguese Colony fully equipped and armed, and remained there until the following Monday. There were on parade, including both artillery and rifles, 109 members. At the close of 1864 the corps had a strength of 267 of all ranks, including the Canton detachment of 91, and 67 honorary members.

From this time up to the year 1893 the Volunteers had a very chequered career,

held at Stonecutter's Island, where the camp has since been held each year, with the exception of 1900, when the corps went under canvas at Kowloon.

In the beginning of 1899 the corps had a strength of 12 officers and 169 non-commissioned officers and men. In the spring of that year, when many of the regular troops were called away to Taipoh, owing to the disturbances in the hinterland, the Volunteers were required to guard against a danger nearer home, and the corps has every reason to be proud of its response to the summons. An attack by disaffected Chinese on Yaumati and Kowloon was threatened and expected on April 16th. The order to mobilise reached the Volunteer headquarters at 10 p.m. (Sunday), and by midnight 7 officers and 87 men with 3 Maxim guns of the corps

for its existence, exercised an excellent effect on recruiting. During the same year two additional machine-gun companies, one engineer company, and an infantry company were formed, and the total strength on March 31, 1900, had risen to 311 of all ranks. The six obsolete 7-pounder R.M.L. guns and the Martini-Henry carbines were replaced by six 2.5-inch R.M.L. mountain guns and L.E. magazine rifles and M.E. carbines. The Boxer troubles and the feeling of unrest throughout China brought fresh recruits, and at the beginning of the financial year of 1901 the strength was 366 of all ranks.

On May 14, 1902, a contingent of forty members of the corps under the command of Major A. Chapman proceeded to England to represent the Colony at the coronation of H.M. King Edward VII. They travelled



VOLUNTEER CAMP, STONECUTTER'S ISLAND.



THE MOUNTED TROOP ON PARADE.

VOLUNTEER HEADQUARTERS.

via Canada, and on arrival at home were encamped at the Alexandra Palace together with other colonial contingents. The Hongkong and China contingent, under Major Chapman's command, included in addition to the Volunteers, detachments of the Hongkong and Singapore Battalion, Royal Garrison Artillery; the Hongkong Regiment; Hongkong Submarine Miners; and 1st Chinese Regiment (from Weihaiwei). The contingent was inspected by General Dorward, and by General Fukushima on board the R.M.S. *Empress of Japan*; by H.E. Lord Minto, the Governor-General of Canada, General Parsons, and Colonel Roy, in Canada; by General O'Grady Haly, on board the s.s. *Tunisian*; by H.R.H. the Duke of Connaught and Lord Roberts, Commander-in-Chief, at the Alexandra Palace; and by H.M. the Queen and H.R.H. the Prince of Wales. The contingent furnished guards of honour to Their Majesties on Coronation Day; to H.R.H. Princess Christian; and to Lord Kitchener on his arrival in London; and were inspected by, and received coronation medals from, H.M. the King at Buckingham Palace.

In 1902 the field battery, machine-gun, and infantry companies were changed into garrison artillery, with the result that there was a falling off in numbers. This, however, was to be expected owing to the change in the composition of the corps, which was naturally not acceptable to all the former members. On March 31, 1903, the strength was 274 of all ranks. In 1904 the six 2.5-inch R.M.L. guns were replaced by 15-pounder B.L. guns, and the whole corps was re-armed with the new pattern army rifle (M.L.E. short) and the latest pattern bandolier equipment.

The mounted troop, a valuable addition to the Volunteer Corps, was raised in 1905, the numbers on March 31st of that year being 20. The troop is organised on similar lines to those on which the Company of Shanghai Light Horse was formed, and has a present strength of 40 members. The Volunteer Reserve Association, which consists of men over thirty-five years of age, and has for its principal object the encouragement of rifle-shooting, is under the presidency of Sir Henry Berkeley, K.C., and was formed in 1905. It had a membership on March 31st of 154. The members on March 31, 1907, had increased to 248. To H.E. Sir Matthew Nathan is due the credit of starting the mounted troop and the Volunteer Reserve Association.

Major-General F. B. Slade, C.B., R.A., inspected the artillery units at gun-practice at Sywan on February 4, 1905, and reported that "the practice, considering the foggy state of the weather, was decidedly good, both from the field and machine guns."

The new headquarters were commenced in June, 1905, and opened on December 15, 1906. The building was paid for out of the corps funds, with the addition of a grant from the Government of \$5,000. All the rooms are well furnished; the officers' and sergeants' mess-rooms, reading and billiard rooms, and canteen, together with a well-equipped gymnasium, have been completely fitted up out of private funds at no cost to the public purse.

The mounted troop went into camp near to Sheung Shui in the New Territories at Christmas time, 1906 and 1907.

On February 9, 1906, the corps formed a guard of honour at Government House to H.R.H. Prince Arthur of Connaught, K.G., and on February, 6, 1907, had the honour of furnishing a guard of honour on the occasion of the visit to the Colony of T.R.H. the Duke of Connaught, Inspector-General of the Forces, the Duchess of Connaught, and

Princess Patricia. The mounted troop formed the escort to Their Royal Highnesses.

On March 31, 1907, the corps numbered 290 of all ranks. The establishment of the corps is:—

Staff	8
Mounted Troop	43
Artillery Companies	312
Engineer Company	60
Band... ..	23
Total of all ranks	446

The strength on January 31, 1908, was 292. There is no band at present, but it is hoped that this valuable adjunct to the corps will soon be resuscitated. The formation of an infantry company as an addition to the corps has recently been sanctioned and steps are being taken to recruit it. A telephone and field telegraphs section is also being raised to augment the existing engineer company.

The corps possesses some handsome and valuable trophies for shooting &c., of which the following may be mentioned:—



MAJOR ARTHUR CHAPMAN.

FOR GUN COMPETITION.

Challenge Cup, presented by H.E. Sir Hercules Robinson.

Challenge Cup, presented by Captain E. D. Sanders.

FOR MACHINE GUN COMPETITION.

Challenge Shield, presented by H.E. Sir W. J. Gascoigne, C.M.G.

FOR RIFLE (TEAM) SHOOTING.

Challenge Shield, presented by H.E. Sir H. A. Blake, G.C.M.G.

Challenge Cup, presented by Mr. J. J. Francis, Q.C.

Challenge Cup, presented by Mr. R. Cooke.

FOR RIFLE (INDIVIDUAL) SHOOTING.

Challenge Cup, presented by the Hon. Mr. J. J. Keswick.

Challenge Cup, presented by H.E. Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.

FOR GENERAL EFFICIENCY.

Challenge Cup, presented by H.E. Sir Matthew Nathan, K.C.M.G.

The following is a list of honorary colonels and commandants of the corps since its reconstruction in 1893.

HONORARY COLONELS.

1893.—H.E. Sir William Robinson, G.C.M.G.

1899.—H.E. Sir Henry A. Blake, G.C.M.G.

1904.—H.E. Sir Matthew Nathan, K.C.M.G.

1907.—H.E. Sir Frederick J. D. Lugard, K.C.M.G., C.B., D.S.O.

COMMANDANTS.

1893.—Lieut.-Colonel F. Jerrard, D.A.A.G.

1894.—Major A. R. Pemberton, Rifle Brigade.

1896 } Lieut.-Colonel Sir John W. Carrington,
to } C.M.G.
1901 }

1899.—Colonel R. B. Mainwaring, Rifle Brigade (acting).

1900.—Major M. M. Morris, R.G.A. (acting).

1902.—Captain (local Major) C. G. Pritchard, R.G.A.

1907.—Major Arthur Chapman, V.D.

OFFICERS, 1908.

Hon. Colonel: H.E. Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.

Commandant: Major Arthur Chapman, V.D.
Second in Command: Major Donald Macdonald.

Staff Officer: Captain A. J. Thompson, R.G.A.

Captains: D. Macdonald, 1st Cinque Ports R.G.A. (Vols.), attached; J. H. W. Armstrong, Hon. A.D.C.; T. Skinner; G. G. Wood, 3rd V.B. the Essex Regiment, attached; G. P. Lammert; W. A. Crake, and W. Nicholson.

Surgeon-Captain: C. Forsyth.

Lieutenants: Mowbray S. Northcote, W. M. Scott, J. A. T. Plummer, E. D. C. Wolfe, C. H. Ross, H. W. Kennett, and J. S. Gubby.

Surgeon-Lieutenant: J. W. Hartley.

Second Lieutenants: F. O. Reynolds and G. Blood.

Corps Sergeant-Major: W. Higby.

Staff Armourer-Sergeant: G. W. Avenell.



MAJOR ARTHUR CHAPMAN, who entered the Hongkong Government service in 1889 as the Assessor of Rates, and holds that position still, was born at York on December 1, 1861. For many years past he has taken the greatest interest in the Volunteer movement. He was a member of the 1st East Riding of Yorkshire Royal Garrison Artillery (Volunteers), and he joined the local corps in Hongkong in 1893. When that corps was disbanded his was the first name to be sent in for enrolment in the present force. Immediately elected lieutenant by the popular vote of the men, he was promoted captain in 1897, and major, second in command, in 1899. He had charge of the Hongkong and China contingent that went home for the King's coronation, the contingent consisting of detachments of the Hongkong and Singapore Battalion Artillery, Hongkong Regiment, Hongkong Submarine Miners, and the Chinese Regiment from Weihaiwei. He was acting-commandant of the Hongkong Volunteer Corps in 1901, in 1902, and during a portion of 1903, 1905, and 1906. His appointment as commandant dates from April 2, 1907. On two occasions he was in charge of the Volunteers during disturbances in the New Territories. He is the possessor of the Colonial Auxiliary Forces' long service medal, the Colonial Auxiliary Forces' officers' decoration (V.D.), and the Coronation medal. He also received a letter of thanks and a medal from the community of Hongkong for services rendered during the great plague epidemic of 1894. On the outbreak of the disease Major Chapman was one of the first civilians to volunteer for plague duty, and it was his example that induced others to join the search parties. He is a Justice of the Peace for the Colony.



THE FOREIGN TRADE OF CHINA.



HE commencement of trade relations between China and the rest of the world is inseparably bound up with the modern history of the country, and is fully traced elsewhere in this volume. In the

present article, which seeks to show the tendency of trade during recent years, it will suffice therefore to recall that the "discovery of the Far East" was made about the year 1511 by the Portuguese, who were followed by the Spanish in 1575, the Dutch in 1622, the English in 1635, the Russians (by overland caravan routes) in 1658, the French in 1728, and the Americans in 1784; whilst later came the Swedes, Danes, and Belgians.

Until 1834, China dictated the terms upon which foreign trade was permitted, but the result of the British Treaty of 1842 and of other treaties of later date was a complete reversal of this position.

Of the old trade of China little is known, for practically the only records of its scope are to be found in the archives of the East India Company, who enjoyed an absolute monopoly until 1834. The few articles imported were wanted only in small quantities, and consisted for the most part of woollens, quicksilver, lead, opium, and various sundries. Cotton manufactures, which now form so large a proportion of the imports, could not, in the days of hand-looms, compete with Chinese productions. In exchange, tea, silk, nankeens, and curiosities were received. Practically the whole trade was on a cash basis, individual merchants sometimes stocking as much as a million dollars' worth of specie.

The development of the new trade has been marked more especially by an enormous increase in the number of articles for which a demand has been created, as well as in the number of those exported.

The net value of the foreign trade of China for each of the ten years ending December 31, 1907, is shown in the appended table:—

	Net Imports.	Exports.	Total.
	Taels.	Taels.	Taels.
1898	209,579,334	159,937,149	368,616,483
1899	264,748,456	195,784,832	460,533,288
1900	211,070,422	158,996,752	370,067,174
1901	268,302,918	169,656,757	437,959,675
1902	315,363,905	214,181,584	529,545,489
1903	326,739,133	214,352,407	541,091,600
1904	344,060,608	239,486,683	583,547,291
1905	447,100,791	227,888,197	674,988,988
1906	410,270,082	236,456,739	646,726,821
1907	416,401,369	264,380,697	680,782,066

The net imports represent the value of goods imported direct from foreign countries less the value of those re-exported to foreign countries. The exports include only Chinese produce exported abroad.

As will be seen from the above table, the net value of the foreign trade of China has increased by nearly 90 per cent. in the last decade. In 1907 it showed an advance of 5.27 per cent. upon that for 1906, net imports contributing Tls.6,131,287 to this result, and exports, Tls.27,923,958.

The value of foreign goods re-exported to foreign countries during 1906 was Tls.18,020,205 and during 1907 Tls.12,670,293, the gross value of foreign trade for those two years amounting respectively to Tls.682,767,231 and Tls.706,122,652. Ob-

viously, however, the figures showing the net and not the gross trade are those upon which the volume of China's foreign trade must be calculated.

The value of China's total trade with Great Britain and other countries cannot be gauged with any approximation to accuracy. A large transshipment trade takes place at Hongkong, and, as there are no Customs at that port, it is impossible to ascertain either the original source of the commodities received from it, or the real destination of those sent to it. The following statement of the value of China's direct trade with Hongkong and with Great Britain since 1900, supplies the only available data upon which any estimate of China's whole trade with Great Britain can be formed:—

	HONGKONG.			GREAT BRITAIN.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
1900	93,846,617	63,961,634	157,808,251	45,467,409	9,356,428	54,823,837
1901	120,329,884	71,435,103	191,764,987	41,223,538	8,561,045	49,784,583
1902	133,524,169	82,657,375	216,181,544	57,624,610	10,344,375	67,968,985
1903	136,520,453	89,195,605	225,716,058	50,603,772	10,024,095	60,627,867
1904	141,085,010	86,858,017	227,943,027	57,220,955	15,269,963	72,490,918
1905	148,071,198	81,452,643	229,523,841	86,472,343	18,064,270	104,536,613
1906	144,936,957	82,740,427	227,677,384	78,738,292	13,298,315	92,036,607
1907	155,642,016	97,226,434	252,868,450	77,562,700	12,107,645	89,670,345

Until 1905 no distinct record was kept of China's direct trade with various European countries, except Great Britain and Russia. The total net values of the trade, including imports and exports, with the leading European countries since that year are given below:—

	1905.	1906.	1907.
	Taels.	Taels.	Taels.
Great Britain	104,536,613	92,036,607	89,670,345
Russia	11,449,129	9,341,027	18,114,559
France	22,683,867	29,640,638	33,817,211
Germany	20,223,724	23,105,154	22,286,595
Belgium	11,821,020	15,396,712	14,559,700
Italy	8,595,098	8,722,941	8,646,887
Netherlands	1,961,331	1,947,096	2,335,544
Austria and Hungary	1,828,622	3,605,481	2,283,180
Other countries	495,100	259,804	958,445

TWENTIETH CENTURY IMPRESSIONS OF HONGKONG, SHANGHAI, ETC. 279

Chief among countries other than European may be mentioned :—

	1905.	1906.	1907.
	Taels.	Taels.	Taels.
Macao	7,745,616	10,394,983	9,935,878
French Indo-China	3,978,264	5,554,719	10,916,895
Singapore, Straits, &c....	7,864,569	7,398,562	9,407,153
Dutch Indies	5,036,850	5,919,293	6,646,776
British India	37,518,977	34,068,752	36,093,542
Japan and Formosa	96,780,211	94,357,287	96,808,886
Korea	3,939,628	1,811,037	3,663,764
Canada	2,794,049	5,192,127	1,831,840
United States of America (including Hawaii) ...	103,947,610	70,107,637	63,501,136

The share of the total direct foreign trade enjoyed by the principal ports in China during 1906-7 was as undermentioned :—

Port.	1906.			1907.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai ...	225,043,251	118,990,510	344,033,761	192,765,079	131,963,587	324,728,666
Canton ...	25,966,599	39,340,675	65,307,274	29,645,236	51,061,088	80,706,324
Kowloon ...	21,380,564	14,394,072	35,774,636	29,820,314	16,192,146	46,102,460
Tientsin ...	40,102,558	5,143,764	45,246,322	38,919,614	3,304,192	42,223,806
Hankow ...	16,632,854	8,524,107	25,156,961	19,404,900	12,278,314	31,683,214
Swatow ...	13,931,030	6,315,372	20,246,402	17,939,571	6,901,165	24,840,736
Lappa ...	10,465,301	4,918,642	15,383,943	12,541,216	4,567,569	17,108,785
Amoy ...	11,525,687	2,105,258	13,630,945	11,946,367	2,194,267	14,140,634
Foochow ...	6,331,357	5,241,894	11,573,251	6,752,854	6,643,099	13,395,953
Newchwang	6,009,058	7,256,366	13,265,424	5,440,915	7,685,580	13,126,495
Dairen ...	—	—	—	10,143,892	2,205,677	12,349,569
Chefoo ...	7,906,839	4,806,654	12,713,493	6,620,215	3,299,002	9,919,217
Mengtsz ...	5,680,859	5,144,005	10,824,864	5,973,115	3,563,329	9,536,444
Kiaochau ...	7,019,263	3,540,123	10,559,386	7,297,944	887,226	8,185,170

IMPORTS.

The net values in round figures of the chief items of import at intervals of ten years each from 1864—the first year in which Reports on Trade were issued by the Statistical Department of the Imperial Maritime Customs—down to 1904 are appended :—

	1864.	1874.	1884.	1894.	1903.	1904.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Opium	20,000,000	31,000,000	26,000,000	34,000,000	44,000,000	37,000,000
Cotton manufactures	7,000,000	21,000,000	22,000,000	52,000,000	129,000,000	124,000,000
Woollen ..	5,000,000	4,500,000	3,500,000	2,500,000	3,500,000	3,500,000
Metals	2,000,000	4,000,000	3,500,000	8,500,000	15,500,000	20,500,000
Coal... ..	—	—	1,500,000	3,000,000	7,500,000	8,000,000
Kerosene Oil ...	—	—	1,500,000	8,000,000	15,500,000	27,000,000
Sundries, unclassified	17,000,000	10,500,000	14,000,000	55,000,000	112,000,000	125,000,000

These imports were derived from the following sources :—

	1864.	1874.	1884.	1894.	1903.	1904.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	17,000,000	26,000,000	30,000,000	83,000,000	136,000,000	141,000,000
India	16,000,000	20,000,000	16,000,000	20,000,000	34,000,000	32,000,000
Great Britain ...	11,000,000	22,000,000	17,000,000	30,000,000	50,000,000	57,000,000
Japan	2,000,000	3,000,000	4,000,000	8,500,000	50,500,000	50,000,000
Continent of Europe	—	—	1,500,000	6,000,000	12,000,000	28,000,000
United States ...	—	—	2,500,000	9,000,000	25,000,000	28,000,000
Other countries ...	6,000,000	3,500,000	3,000,000	9,000,000	18,000,000	20,000,000

The main headings under which net imports were classified in 1906 and 1907 are to be found below :—

	1906.	1907.
	Taels.	Taels.
Opium	32,285,377	28,653,653
Cotton goods ...	152,727,845	118,915,923
Woollen and cotton mixtures	2,269,812	2,553,805
Woollen goods ...	4,382,958	4,345,001
Miscellaneous piece goods ...	3,062,711	3,288,583
Metals	17,289,855	19,942,285
Sundries	198,251,524	238,702,119
Total	410,270,082	416,401,369

These figures need some explanation, for they do not, at first sight, seem consistent with the trade depression which has prevailed in China for the past two or three years, or with the decrease of Tls. 1,221,707 in the import revenue. The explanation is to be found in the inclusion among "sundries" of certain exceptional items, namely, flour, rice, and railway plant, which were responsible for an increase of Tls. 31,720,822. If this sum be deducted it will be seen that the value of what may be termed the normal import trade amounted only to Tls. 385,680,547—a decrease of Tls. 24,589,535—a figure which much more accurately represents the state of trade. This result is reflected in the Customs revenue, because flour, rice, and railway plant are duty free.

That there has not been any sensible diminution so far in the quantity of opium imported, notwithstanding the anti-opium movement, is apparent from the following return :—

Year.	Piculs.	Year.	Piculs.
1898 ...	49,752	1903 ...	58,457
1899 ...	59,161	1904 ...	54,752
1900 ...	49,279	1905 ...	51,920
1901 ...	49,484	1906 ...	54,117
1902 ...	50,764	1907 ...	54,584

The sources of supply are shown below :—

	Malwa.	Patna.	Benares.	Persian	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1906	14,368	25,478	13,475	796	54,117
1907	17,394	24,129	11,568	1,493	54,584

The foreign opium is distributed principally through Shanghai and Canton, which in 1907 imported 15,722 and 10,404 piculs respectively.

Of the cotton goods imported, the chief items, including those which are principally responsible for the large decrease of Tls. 33,811,922, may be tabulated as follows :—

	1906.	1907.
	Taels.	Taels.
English grey shirtings	11,228,716	8,551,571
American grey sheetings	19,847,714	1,325,070
Shirtings, white, plain	11,736,011	12,007,818
American drills	7,002,031	571,754
Cotton Italians, plain, fast black	6,550,093	9,400,762
Cotton Italians, figured	5,607,906	5,211,682
Indian cotton yarn	46,109,724	40,423,206
Japanese	16,649,172	14,170,684

In 1905, cotton manufactures were imported to the value of Tls. 181,452,953, and represented 40 per cent. of all imports; in 1906 they represented 37 per cent.; and in 1907, 27 per cent. The falling off, noticeable more particularly in plain goods of American origin, was due to previous over-stocking. Cotton yarn is used chiefly to give a strong warp to a coarse, durable fabric, the weft of which is of hand-spun Chinese cotton.

The increase of Tls. 2,652,430 in the net value of metals imported was caused by large increases in copper ingots, slabs, and ore, tin slabs, and other items; though there was a considerable falling off in copper bars, rods, unclassified copper, and nail rod iron.

As already stated, the importations of flour and rice, included among "sundries," were exceptional, the former rising from 1,784,681 piculs in 1906 to 4,414,383 piculs in 1907, and the latter from 4,686,452 to 12,765,189 piculs, owing to the failure of the crops in China. There was an increase in kerosene oil of 32,596,665 gallons over the quantity (128,687,690 gallons) imported in 1906, American oil being solely responsible for this. Of other sundries, tea from India and Ceylon increased by 48,888 piculs, while sugar declined by 821,871 piculs. The principal items included among "sundries" were as follows:—

	1906.	1907.	
	Taels.	Taels.	
Cigarettes	5,846,781	3,714,760	
Coal	8,631,419	7,613,866	
Fish and fishery products	8,125,721	8,352,907	
Flour	6,295,753	13,984,546	
Machinery and fittings	5,730,221	6,022,421	
Matches	5,139,808	4,895,792	
Kerosene (American)	7,132,179	13,205,392	
Railway plant and materials	11,439,806	12,804,628	
Rice	11,749,590	34,417,307	
Sugar {			
	brown	10,457,089	8,477,943
	white	8,526,409	7,348,220
refined	8,866,573	8,635,161	
Timber, hard and soft wood	5,397,166	6,126,303	

Rice bran, aniline dyes, artificial indigo, leather, medicines, Borneo and Sumatra kerosene, paper, household stores, candy sugar, tea, wines, spirits, and beer represented upwards of Tls. 2,000,000 each.

EXPORTS.

A comparative statement of the tael values of each of the principal articles of export from China during the past half century discloses the fact that unclassified commodities have increased twenty-five fold, silk between six and seven fold, and raw cotton four fold while tea has remained stationary.

	1864.	1874.	1884.	1894.	1903.	1904.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Silk	12,000,000	26,000,000	23,000,000	42,500,000	74,000,000	78,000,000
Tea	29,000,000	40,000,000	29,000,000	32,500,000	26,000,000	31,000,000
Cotton, raw	6,000,000	1,000,000	1,000,000	7,000,000	13,000,000	24,000,000
Beans and bean cake	—	—	—	3,000,000	11,000,000	8,000,000
Sundries, unclassified	4,000,000	7,000,000	14,000,000	43,000,000	90,000,000	99,000,000

The sources from which these exports were derived were:—

	1864.	1874.	1884.	1894.	1903.	1904.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	7,000,000	12,000,000	17,500,000	50,000,000	89,500,000	88,000,000
Great Britain	33,000,000	38,000,000	20,000,000	12,000,000	10,500,000	15,000,000
Continent of Europe	1,000,000	7,000,000	10,000,000	19,000,000	34,000,000	44,000,000
Russia	—	2,500,000	5,500,000	11,000,000	13,000,000	5,000,000
United States of America... ..	3,500,000	7,000,000	8,000,000	16,500,000	20,000,000	27,000,000
Japan	—	2,000,000	2,000,000	8,500,000	30,000,000	38,000,000
Other countries	3,500,000	5,500,000	4,000,000	11,000,000	18,000,000	23,000,000

The exports in 1907 were worth 27,923,958 taels, or 11·81 per cent. more than those in 1906. Tea and silk, which are referred to in detail elsewhere, showed gratifying increases. The exportation of tea for the year amounted to 1,610,025 piculs, valued at Tls. 31,736,011, as compared with 1,404,028 piculs, valued at Tls. 26,629,630, in 1906. The value of silk and silk products in 1907 exceeded by 25 per cent. that for 1906. The quantity of bean cake rose from 3,916,043 piculs to 4,182,009 piculs, but the increase in value was even greater, owing to a strong demand in Japan. Sugar continued to decline, and it is not likely, in the face of strenuous foreign competition, that the industry will long survive.

The following native products were exported to foreign countries in 1906 and 1907 in quantities exceeding Tls. 5,000,000 in value:—

	1906.	1907.
	Taels.	Taels.
Silk (all products)	71,295,525	89,084,034
Tea	26,629,630	31,736,011
Cotton (raw)	11,631,138	16,959,737
Skins (undressed)	10,389,251	12,415,017
Bean cake	7,064,108	9,148,310
Minerals	5,175,722	5,090,117
Oils	5,527,821	4,926,088
Seeds	5,896,485	5,134,053
Straw braid	8,650,861	6,819,092
Wool	5,499,342	4,531,013

Among less important items, beans, bristles, camphor, fire-crackers and fireworks, mats and matting, medicines, nankeens, paper, provisions and vegetables, dressed and made-up skins and furs, and tallow, represented upwards of Tls. 2,000,000 each.

THE BALANCE OF TRADE.

The movement of treasure during 1907 showed importations of gold, silver, and copper amounting to Tls. 15,469,559, and exportations amounting to Tls. 44,108,664. The imports were received chiefly from Japan (Tls. 7,060,019), and Hongkong and Macao (Tls. 6,157,455), whilst the exports, Tls. 24,167,089 went to Hongkong and Macao, Tls. 10,500,401 to India (including Burma, &c.), and Tls. 7,764,434 to Europe. The movement of treasure abroad was exceptional.

The balance of trade shows an excess of net foreign imports over exports of 57 per cent. in 1907, as against 74 per cent. in 1906, 97 per cent. in 1905, 43 per cent. in 1904, 31 per cent. in 1903, 28 per cent. in 1902, and 27 per cent. in 1901.

China's gross assets and liabilities may thus be tabulated:—

LIABILITIES.

	Taels.	Taels.
Value of merchandise imported in 1907	416,401,369	
Loans and indemnities	38,500,000	
Invisible liabilities (1903 estimate)	30,000,000	
Total		486,901,369

ASSETS.

Value of merchandise exported in 1907	264,380,697
Net export of treasure from commercial area (which includes Hongkong)... ..	21,427,693
Invisible assets (1903 estimate less certain deductions)... ..	147,000,000
Total	432,808,390

Difference to be accounted for ... 54,092,979

In order to make a proper comparison of the sterling values of trade in various years, it is necessary to bear in mind that the Haikwan, or Customs tael, the unit in which the Customs revenue and all values are stated, has a varying sterling equivalent carefully calculated on the average value of the tael each year. Thus the tael was worth 6s. 8d. in 1864; 6s. 4d. in 1874; 5s. 7d. in 1884; 3s. 2d. in 1894; 2s. 10½d. in 1898; 3s. 0½d. in 1899; 2s. 1½d. in 1900; 2s. 11¾d. in 1901; 2s. 7½d. in 1902; 2s. 7¾d. in 1903; 2s. 10¾d. in 1904; 3s. 0½d. in 1905; 3s. 3½d. in 1906; and 3s. 3d. in 1907.

THE CARRYING TRADE.

The development of the carrying trade since 1864 and the share borne by the various nations engaged in it, are shown in the following table :—

	1864.	1874.	1884.	1894.	1903.	1904.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
British	2,862,214	4,738,793	12,152,949	20,496,347	28,122,987	35,095,658
American	2,609,390	3,184,360	2,140,741	129,127	559,686	1,293,416
French	93,099	137,253	93,963	348,291	1,178,200	1,699,121
German	580,570	530,377	939,765	1,983,605	7,310,427	8,187,871
Japanese	756	480	215,105	379,044	7,965,358	6,238,918
Norwegian	38,195	22,507	10,455	288,051	1,136,056	2,922,826
Other foreign	396,673	197,784	460,197	458,290	1,106,466	910,385
Chinese	64,588	494,237	2,993,613	5,539,246	9,911,209	16,407,352
Total	6,635,485	9,305,801	18,806,788	29,622,001	57,290,389	72,755,547

The shipping statistics for 1907 show that of 217,932 entries and clearances, with a total tonnage of 80,109,424, the share taken by the principal nationalities engaged in the carrying trade from and to foreign countries, and between the Treaty ports of China, was as follows :—

	Entries and Clearances.	Total Tonnage.
British	27,495	33,316,618
Chinese	147,193	16,686,305
Japanese	29,296	15,598,213
German	5,864	6,639,767
French	5,072	4,712,188
Norwegian	1,110	1,067,110
American	549	1,045,899

The tonnage of British shipping, when compared with that in 1906 (33,450,560 tons), showed a slight decline, but even more noticeable is the reduction in the British percentage of the whole shipping, viz., from 44 to 41.59 per cent. German tonnage fell from 9.86 to 8.29 per cent.; while French advanced from 4.7 to 5.88 per cent.; and Japanese from 15 to 19.47 per cent. Chinese

shipping represented 20.83 of the total, about the same as before, a loss in tonnage of foreign type being balanced by an increase in junk tonnage. Of the merchandise carried, British ships claimed the largest share, with 46.29 per cent. of the total. They were followed by the Chinese with 25.21 per cent., the Japanese with 12.35 per cent., the German with 8.79 per cent., and the French with 3.94 per cent. In the same order, the contributions of the leading nationalities to the total dues and duties are British, 53.87 per cent.; Chinese, 15.96 per cent.; Japanese, 13.56 per cent.; German, 9.14 per cent.; and French, 3.55 per cent.

FOREIGN POPULATION.

The total foreign population in the Treaty ports is estimated at 69,852, and the number

CHINESE POPULATION.

The population of China cannot be estimated with any approach to accuracy. In 1876 Hippisley placed it at 270,000,000, and in 1904 Rockhill corroborated this estimate. In 1894 Popoff computed the figure at 421,800,000, while in 1903 Parker set it down at 385,000,000. The Statistical Department of the Inspectorate of Customs gives the following approximation for 1907:—

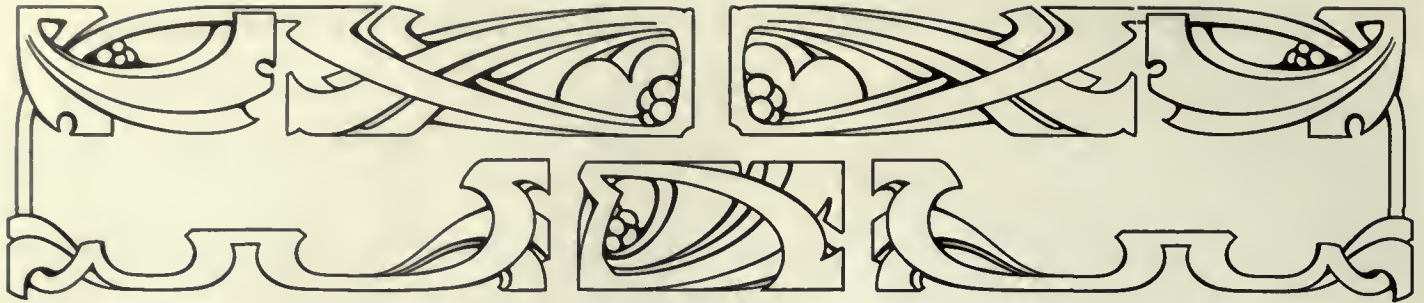
Province.	Population.
Shengking	16,000,000
Chihli	29,400,000
Shantung	38,000,000
Szechwan	79,500,000
Hunan	22,000,000
Hupeh	34,000,000
Kiangsi	24,534,000
Anhwei	36,000,000
Kiangsu	23,980,000
Chekiang	11,800,000
Fokien	20,000,000
Kwangtung	32,000,000
Kwangsi	8,000,000
Yunnan	8,000,000
Other Provinces (Shansi, Shensi, Kansu, Honan, and Kweichow)	55,000,000
Total	438,214,000

The most thickly populated of the Treaty ports are Canton, 900,000; Tientsin, 800,000; Hankow, 778,000; Chungking, 705,000; Shanghai, 651,000; Foochow, 624,000; and Soochow, 500,000.

of firms at 2,595. The various nationalities are represented as follows :—

	Firms.	Persons.
American	115	2,862
Anstrian	17	259
Belgian	9	292
Brazilian	—	1
British	490	9,205
Danish	14	197
Dutch	16	286
French	99	2,201
German	239	3,553
Italian	21	854
Japanese	1,416	45,610
Korean	—	41
Norwegian	5	182
Portuguese	57	3,188
Russian	24	479
Spanish	70	266
Swedish	2	157
Non-Treaty Powers	1	219
	2,595	69,852





THE CHINESE IMPERIAL MARITIME CUSTOMS.

THE Chinese Imperial Maritime Customs Service is the only department of the Chinese Government that is organised on Western lines, and produces any statistical returns. It therefore forms the chief security which China has to offer when seeking to negotiate a loan. The magnitude of its operations may be gauged from the fact that its revenue during 1907 amounted to upwards of five millions sterling, and that it afforded employment to some thirteen thousand foreigners and natives.

THE ORIGIN OF THE SERVICE.

The origin of the Customs may really be traced back to the Treaty of Nanking, between Great Britain and China, in 1842. Prior to that date the foreign trade of China was conducted through the medium of the co-hong, a corporate body of Chinese merchants who were given an absolute monopoly of all dealings with foreigners, and were held responsible for their debts and good behaviour. Under this system the foreign merchant was obliged to submit to many exactions in order to satisfy the cupidity of the members of the co-hong, who, in turn, had to pay heavily to the Chinese officers from whom they received their privileges. It was these exactions, and the injustices generally imposed upon foreigners in the prosecution of trade, that led to the series of warlike operations that Great Britain waged against the Chinese. Upon the conclusion of hostilities the Chinese undertook, by the Treaty of Nanking, to open five ports to foreign trade and establish at them "a fair and reasonable tariff of export and import customs and other dues." It was further provided under the same instrument that "when British merchandise shall have once paid at any of the said ports the regulated customs and dues, agreeable to 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 as transit duties." This amount was to be a certain percentage *ad valorem*.

THE INTRODUCTION OF THE FOREIGN ELEMENT.

It was not, however, until the Chinese Customs House in the native city of Shanghai was closed, owing to the occupation of the city by the Taeping rebels, that the Foreign Customs were established. An arrangement was then come to under which the foreign merchants declared to their consuls the nature

of the merchandise imported and exported, and deposited at the consulates bonds for the duty leviable thereon, which was on a moderate 5 per cent. basis. These responsibilities soon became irksome to the consuls, and an agreement was entered into on June 29, 1854, between the Shanghai Taoutai, Wu Kien Chang, who was a refugee in the foreign concession, and the British, French, and American Consuls, under which it was decided to introduce a foreign element into the Customs House establishment. The object of this innovation was to remove the difficulty which had been experienced by the Superintendent of Customs in obtaining "officials with the necessary qualifications as to probity, vigilance, and knowledge of foreign languages required for the enforcement of a close observance of treaty and customs-house regulations." Following upon this a board of three foreign inspectors was constituted, composed of Captain (afterwards Sir) Thomas F. Wade, Mr. Arthur Smith, and Mr. L. Carr, who represented the British, French, and American communities respectively. Captain Wade was the only one who had any knowledge of the Chinese language, or any aptitude for the duties of the position, and upon his shoulders fell the chief burden of organising the new office. Upon his resignation a year later to take up the appointment of Chinese Secretary of Legation at Peking, his place was filled by Mr. Horatio Nelson Lay, who was equally well equipped for the duties of the office, and who, like his predecessor, was practically in control.

Apparently the new authority discharged its duties with greater diligence than the Chinese had done, for upon the arrival in Shanghai of the American Minister, Mr. Peter Parker, in August, 1856, the American merchants presented a memorial to him, in which they asked for a return to the old order of things. They pleaded that under the new institution, which was not intended to be permanent, they were placed at "great disadvantage in comparison with other ports," adding: "Customs-house business in China under Chinese supervision is conducted with a facility which greatly aids in the dispatch of business and the ready lading of ships when haste is of importance, while, with the minute and in some cases vexatious regulations established by the inspectors, this advantage disappears, and this, in itself, is no small item in the account against us." In these circumstances "the expediency and justice of abolishing the present system" was urged.

representation, but the result was not quite what those who framed it anticipated. Instead of reverting to the old régime, it was decided to establish stricter control over other ports open to foreign trade. Under the Rules of Trade drawn up in November, 1858, by the Tariff Commission, as one outcome of the Treaty of Tientsin, it was agreed that one uniform system for the collection of duties should be enforced at every port, and to this end it was provided that the high officer appointed by the Chinese Government to superintend foreign trade should, from time to time, either himself visit, or send a deputy to visit, the different ports. He was empowered to select any British, French, or American subject to aid him "in the administration of the customs revenue; in the prevention of smuggling; in the definition of port boundaries; or in discharging the duties of harbour-master; also, in the distribution of lights, buoys, beacons, and the like, the maintenance of which shall be provided out of the tonnage dues." Under this article Mr. Lay was appointed Inspector-General of Customs, and when in June, 1861, he returned to England on leave, Customs Houses had been opened in seven different ports. While in England Mr. Lay was commissioned to procure a fleet of gunboats for the repression of rebellion and piracy, and the demand which he and his commander, Captain Sherard Osborne, made, that this fleet should be directly and solely under the orders of the central and not provincial authorities, brought his rule to an end. The ships were sold, and Mr. Lay was "permitted to resign."

THE BEGINNING OF THE PRESENT RÉGIME.

It was then that Mr. Robert Hart, who during Mr. Lay's absence had discharged the duties of Acting Inspector-General in conjunction with Mr. Fitzroy, received the substantive appointment on November 30, 1863. In May of the following year the Inspectorate-General was transferred from Shanghai to Peking, where it has since remained.

The task with which Mr. Robert Hart was confronted on taking office was one of considerable difficulty. He had to centralise the work, which had hitherto been carried on independently at the different ports by each commissioner, acting conjointly with a Chinese superintendent, and to reconcile the Imperial Government to a uniform system of administration which, though designed to promote its interests, was distinctly alien. Among the questions to be decided were the regulation of the

coast-wise traffic and inland transit trade; the exemption of imports, upon which an original duty had been paid, from further taxation; pilotage; lighting of the coast; emigration; the ton equivalents of various lasts and metric and other tons; the completion and publication of statistics; and, above all, the proper dovetailing of the foreign and Chinese sides of the administration. All these questions were settled, as Mr. H. B. Morse points out in his excellent work on "The Trade and Administration of the Chinese Empire," upon lines which have endured. In short, under the administration of Mr. Robert Hart, who was knighted in 1882, "there was developed a strong, loyal, well-organised, and cosmopolitan service."

As showing how thoroughly cosmopolitan are the ranks of the Customs Department, it may be mentioned that the foreign staff, numbering altogether 1,387 persons, includes representatives of twenty different nationalities. The British Empire has 738 representatives, while Germany, which comes next, can claim 170. No fewer than 12,389 Chinese find employment in the service. These figures, compared with those for 1875, when only 424 foreigners and 1,417 Chinese were employed, afford striking evidence at once of the growth of the trade of the Chinese Empire and of the organisation which controls it.

The Chinese Customs collect duty not only on foreign imports, but also on exports and imports from and to different ports in China. They also collect tonnage dues on shipping, transit dues exempting from further taxation foreign imports conveyed inland, and native produce from inland marts intended for export to foreign countries, and *likin* on foreign opium.

THE ORGANISATION OF THE SERVICE.

The service is organised in four departments, under the Inspector-General of Customs and Posts, namely, the Revenue Department, Marine Department, Educational Department, and Postal Department.

THE REVENUE DEPARTMENT is divided into three branches:—the In-door Staff, or executive, controlling, and clerical branch; the Out-door Staff, or inspecting and preventive branch; and the Coast Staff, or preventive cruiser branch. It furnishes employment to 1,151 foreigners and 4,480 Chinese, or about one-half the total number of the employés in the Customs service.

The Revenue Department—the Chinese Customs proper—has exceptional difficulties to contend with, by reason of the extra-territorial rights enjoyed by foreign merchants, and because there is no competent tribunal before which a revenue case can be tried, the Chinese courts being ruled out, while there are obvious objections to the jurisdiction either of the consul concerned, or the Commissioner of Customs. For clandestine trading a ship may be prohibited from further trading along the coast; for a false manifest a fine not exceeding Tls. 500 may be inflicted upon proof of the offence before the Customs, and the consul of the nationality under whose flag the ship sails; for certain offences the privilege of clearing before the payment of all import duties on the ship's cargo may be withdrawn; and for a false declaration on the part of an importer the goods are liable to confiscation.

The movement of goods in China is taxed at every point, but provided that the payment of an import duty within the last three years can be proved, exemption is afforded if the goods are removed to any of the other Treaty ports. At Shanghai the great volume

of the re-export trade has led to the adoption of "importers' passes," by which an importer is enabled to convey his rights to a purchaser. Provided the goods remain in their original packing, they may be re-exported to another Treaty port, either by the original importer or by the purchaser, without paying import duty on arrival at their destination. If re-exported a second time the goods are again

any port, but if the cargo is destined for another Chinese port a "duty proof" is issued, and upon arrival only a half duty, or "coast trade duty" is levied. In the event of the goods being re-exported this charge is refunded. If the goods are then to be conveyed to a third Chinese port, the repayment of the "coast trade duty" is demanded upon their arrival. If sent inland,



SIR ROBERT HART, BART., G.C.M.G., INSPECTOR-GENERAL.

covered by an "exemption certificate." Upon imports intended for any place other than a Treaty port the purchaser may either pay *likin en route*, or pay half the import duty additional, and obtain a "transit pass inwards." *Likin* is payable on Chinese produce brought to a Treaty port, but a "transit pass outwards" is issued upon payment of a half duty if the goods are intended for shipment abroad. Export duty is paid on shipment at

these goods have no "transit pass" privilege. The payment of "tonnage dues" exempts a ship from further payment for four months; this period may, however, be extended by any time spent in effecting repairs in a Chinese port.

Foreign opium, and such native opium as comes under the cognisance of the Customs, having paid duty and *likin*, is labelled by the department, and, so long as the labels

remain intact, is exempt from all further payment.

The Commissioner of Customs at each port exercises supervision over the native, or regular, Customs, a task which demands the exercise of tact and diplomacy, for he has to hold evenly the balance between the foreign powers, in whose interests he has to watch the due payment of indemnity funds, and the Chinese Government, from whom, though their servant, he has to secure the due fulfilment of treaty obligations. The difficulties of his position are, moreover, increased by reason of the fact that the native Customs offices are conducted in accordance with Chinese methods, and control a purely Chinese trade.

There is, however, one important set-off against the difficulties in both the foreign and the native Customs; the Commissioner is not responsible for handling the revenue. The properly constituted authority for this purpose is the Customs Bank, and the responsibility of the Commissioner ceases when he has obtained a receipt certifying the payment of the amounts due, and has reported the amount of the revenue so derived. The Chinese Superintendent, and not the Foreign Commissioner of Customs, directly controls the revenues of the bank.

THE COAST SERVICE is under the general control of the Inspector-General as regards the disposition of the various vessels in the several districts, and under the control of the Commissioner in whose district they are stationed as regards the work immediately in hand. There are 6 revenue steamers, officered by a special coast staff, 4 revenue cruising launches, 21 revenue launches, and 9 sailing craft, officered by men detached from the revenue staff, the Coast Inspector being responsible for the personnel and materiel of the vessels. The duties of the revenue fleet are preventive, but the vessels are chiefly used in connection with the lighting and surveying of the coast.

THE MARINE DEPARTMENT is divided into three branches, employing altogether 98 foreigners and 577 Chinese. The Engineers' Branch, under the Engineer-in-Chief, undertakes the construction and maintenance of lights. Of these there are now 14 of the first order, 39 occulting, flashing, or revolving lights, 53 other lights, 4 light-vessels, and 22 light-boats. The Harbours Branch, at the head of which is the Coast Inspector, is charged with coast work, surveying, sea and river conservancy, the selection of new sites for lights, and technical control of harbour work and pilotage in China generally. Buoys (of which there are 111) and beacons (of which there are 105) are also under the general supervision of the Coast Inspector. At Shanghai only is there a Harbour Master; in other ports the duties of this office are undertaken by the Tide Surveyor, who is, under the Commissioner, in control of the out-door staff. The Lights Branch, under which 58 foreign and 244 Chinese light-keepers are employed, is controlled by the Commissioners of the districts in which the lights are situated, or, in some instances, by the Coast Inspector.

THE EDUCATION DEPARTMENT is only indirectly connected with the Customs, which supplies the necessary funds. Until 1902, when the institution was, by imperial decree, merged in the Peking University, the Inspector-General nominated to vacant chairs in the Peking College, and frequently "lent" men from the Customs for temporary instruction; but the college was actually directed by Dr. W. A. P. Martin, who had been connected with it for many years.

THE POSTAL DEPARTMENT, organised under the Revenue Department in 1876, was made a separate branch in 1896, and is now practically distinct from the Customs, except that the Inspector-General is still at the head of it, and at each port the Commissioner exercises the functions of a district postmaster, and generally supervises the work. The Imperial Chinese Postal Service is, however, dealt with minutely in a separate article.

REVENUE COLLECTIONS.

The progress of the Customs may be seen from the following comparative statement of revenue collections from 1864, when reports on trade were first issued:—

	Taels.
1864	7,872,257
1874	11,497,272
1884	13,510,712
1894	22,523,605
1904	31,493,156
1905	35,111,004
1906	36,068,595
1907	33,861,346

The advances during 1864-74-84 were due to the gradual growth of trade. Within the next decade the rise is partly attributable to the imposition of likin on opium in 1887; and between 1894 and 1904 a marked increase followed the inclusion in the list of dutiable articles of many things which had formerly been free. This broadening of the tariff basis was carried out in 1901-2, under the International Protocol, which was the outcome of the Boxer troubles. Then during the recent American boycott, many Chinese merchants, who openly subscribed to the movement, clandestinely laid in large stocks of American goods; hence the increased revenue collections for 1905-6, followed by a corresponding reduction in 1907, owing to the surplus stock which remained in hand throughout China.

The table given below apportion the revenue for the past ten years between the foreign and home trades:—

Year.	Foreign Trade.		Home Trade.		Total.	
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
1898	18,267,298	4,236,099	22,503,397			
1899	21,437,891	5,223,569	26,661,460			
1900	18,182,815	4,691,171	22,873,986			
1901	19,860,900	5,676,674	25,537,574			
1902	24,180,574	5,826,470	30,007,044			
1903	24,054,785	6,475,903	30,530,688			
1904	24,788,638	6,704,518	31,493,156			
1905	27,544,295	7,566,709	35,111,004			
1906	29,272,481	6,796,114	36,068,595			
1907	28,147,405	5,713,941	33,861,346			

The headings under which the revenue is classified may be seen from the following statement relating to 1907:—

	Taels.
Import duty (exclusive of opium)	13,240,173
Export duty (exclusive of opium)	9,304,453
Coast trade duty (exclusive of opium)	1,768,982
Opium duty (import, export, and coast trade)	1,789,269
Tonnage dues	1,321,192
Transit dues	2,066,400
Opium likin	4,370,877
Total	33,861,346

This is a decrease of Tls. 2,207,249, or 6.12 per cent., compared with 1906; a decrease

of Tls. 1,249,658, or 3.56 per cent., compared with 1905; and an increase of Tls. 2,386,190, or 7.52 per cent., compared with 1904.

The sums contributed by the various ports during the twelve months were as under:—

Port.	Collection.
	Taels.
Shanghai	11,007,454
Canton	3,281,725
Tientsin	3,215,494
Hankow	2,928,163
Swatow	1,530,850
Chinkiang	1,265,567
Kiaochau	934,623
Foochow	914,305
Amoy	887,436
Kiukiang	756,025
Ningpo	686,466
Hangchow	685,646
Wuhu	668,102
Chefoo	633,243
Newchwang	594,413
Wuchow	469,509
Chungking	447,930
Kowloon	393,773
Lappa	368,451
Kiungchow	285,449
Nanking	265,629
Mengtsz	203,527
Samshui	185,727
Chinwangtao	154,722
Santua	142,814
Dairen	140,738
Antung	122,770
Kongmoon	118,578
Changsha	117,733
Pakhoi	114,817
Soochow	105,461
Wenchow	50,893
Tengyneh	49,111
Ichang	48,616
Yochow	31,541
Nanning	24,092
Shasi	14,390
Luigchow	7,735
Szemao	7,427
Tatungkow	1,224

The revenue derived from native Customs from November 7, 1904, to November 5, 1907, amounted in all to Tls. 10,496,311—an average of about Tls. 3,500,000 a year. The contributing ports were Newchwang, Tientsin, Chefoo, Ichang, Shasi, Kiukiang, Wuhu, Shanghai, Ningpo, Santua, Foochow, Amoy, Swatow, Canton, Kongmoon, Samshui, Wuchow, Kiungchow, and Pakhoi.

From the date of their establishment down to 1907 the Customs have yielded a total of Tls. 830,092,651.

CHINESE IMPERIAL POSTAL SERVICE.*

EARLY in the "sixties," during the first few winters after foreign representatives took up their residence at Peking, the Legation and Customs mails were exchanged between Shanghai and the capital under the auspices of the Tsung-li-yamen, by means of the Government couriers employed for the transmission of official despatches. It was then found convenient to arrange that the Customs should undertake the responsibility of making up and distributing these mails—a practice which, for the overland service during the winter months, involved the creation of postal

* This article is abridged from reports on the work of the Post Office in 1904 and 1906 issued by the Statistical Department of the Chinese Imperial Customs Service by order of the Inspector-General of Customs and Posts.

departments at the Inspectorate and in the Custom Houses at Shanghai and Chinkiang; and, similarly, for the transmission of mails by coast steamers during the open season, the opening of quasi-postal departments in the Tientsin and other coast port Custom Houses.

At that early date it could be seen that this might form the nucleus of a National Post Office. This idea had already so much ingratiated itself in the official mind that in 1876, when the Chefoo Convention was being negotiated, the Tsung-li-yamen authorised the Inspector-General to inform the British Minister, Sir Thomas Wade, that it was prepared to sanction the establishment of a National Postage System, and willing to make it a treaty stipulation that postal establishments should be opened at once. Unfortunately, the insertion of the postal clause was omitted from the official text of the Treaty, and thus the project was postponed *sine die*.

Meanwhile, however, the experiment was persevered with, and it received warm encouragement from the Imperial Commissioner, Li Chun-fang, who promised to "father" it officially as soon as it proved a success. Hence the more formal opening of postal departments at various Custom Houses, the 1878 experiment of trying a native post office alongside the Customs post, and the establishment of Customs couriers from Taku to Tientsin, and from Tientsin to Peking, and the Customs winter mail service overland from Tientsin to Newchwang, Chefoo, and Chinkiang, as well as the introduction of Customs postage stamps in 1878.

The growing importance of the service thus quietly built up was recognised by the foreign administrations having postal agencies in China. In 1878 China was formally invited to join the Postal Union. In the same year, while on a visit to Paris, the Inspector-General was "sounded" by the French Minister for Foreign Affairs as to a possible way of withdrawing the French Post Office in Shanghai; and while, more than once, the British Postmaster-General at Hongkong expressed his readiness to close the Hongkong Post Office agencies along the coast, arrangements were actually discussed for the absorption by the Customs Department of the Municipal Post Office at Shanghai. But no definite response to these overtures could be given before the Chinese Government had declared its intention to undertake national responsibilities; and the Customs Department continued to satisfy only certain wants and prepare the system for further development, till, twenty years after the Chefoo Convention, the decree of March 20, 1896, appeared. This decree created an Imperial Post for all China, to be modelled on Western lines. The organisation and management were confided to Sir Robert Hart, who, from that date, has acted in the double capacity of Inspector-General of Customs and Posts.

This long hesitation on the part of the Chinese Government formally to recognise and foster an institution known to have worked with such profitable results in foreign countries may be a matter of surprise to some people. But it must not be forgotten that from times immemorial the Chinese nation has possessed two postal institutions—one, the I Chan (or Imperial Government Courier Service), deeply rooted in official routine; the other, the native posting agencies, long used and respected by the people. Both give employment to legions of couriers, and are still necessary to the requirements of an immense nation; they can neither be suppressed, transformed, nor replaced at a

stroke. The imperial decision, therefore, only gave final sanction to a new and vast undertaking, but abolished nothing. It is through competition and long persevering efforts that the two older systems must gradually be superseded and the implantation of the National Post Office patiently pursued. These two systems deserve more than a

requirements, in exchange for which very poor services are secured. The memorialists themselves recognised it, and strongly recommended the gradual abolition of the I Chan. It can thus be seen that as soon as the Imperial Post Office is ready to undertake the responsibility, the Government Courier Service will yield its place and



SIR ROBERT E. BREDON, K.C.M.G.,
Deputy Inspector-General.

passing notice. The first is wholly maintained by the State through provincial contributions from ordinary local taxes. In 1902, the two Yangtze Viceroy, in a joint memorial submitting their own plans for a National Post, estimated the total cost of this service, at some Tls. 3,000,000 annually. It is an enormous sum, far above actual

disappear. It has already lost much of its importance, steam communication along the seaboard and the rivers having long rendered its functions obsolete on many imperial routes. The rapid growth of inland steam navigation and the building of railway lines are so many improvements in internal communications of which the Imperial Post Office

takes keen advantage, and which, before long, must result in the disappearance of this service.

Far more obstructive to rapid progress will native postal agencies prove. These, also, have had a long life, but, unlike the 1 Chan, they are wholly independent; they consider letter traffic as their legitimate business, and will die hard. Their innumerable ramifications—fast couriers, or rapid "post-boats," as the style of country decides—extend to all parts of China a veritable network of postal connections which, with their slow ways, have for centuries answered the requirements of busy and thrifty communities. These posting agencies are essentially shop associations, for the most part engaged also in other trades. The transmission of parcels, bank drafts, and sycee is the most lucrative part of their postal operations. They fix the limit of their responsibilities and adjust their rates as they please, the latter having frequently to be bargained for. One characteristic rule is that half the charge is paid by the sender and half by the addressee. This practice often leads to extra demands on delivery when the second half of the charge, the *Chiu-tzu* or *chiu-li* (*pour boire*) is claimed.

These agencies, unfettered by legislation, indispensable to the people, flourished undisturbed at all places till, some fifty years ago, the appearance of steam brought also for those working at places along the coast and the rivers a new order of things. Yet for a long time no particular notice was taken of their doings, and when supervision over them became necessary they were found to have organised themselves into strong bodies holding a monopoly for the transmission by steamers of all inter-port native correspondence. With these, conveniently styled the *lu-ch'uan hsiu-chu* (or "steamer letter hongs"), the Imperial Post Office came into direct contact as soon as the decree of 1896 called upon them to recognise the new institution. But from the first a most considerate policy was adopted towards them and the ordinary native establishments of the interior. It was recognised by the Inspector-General that they were necessary, and it was therefore decided to encourage their continuance and development. In order to regularise matters and bring all into line, it was decided to begin with the registration of such firms as have business houses at the Treaty ports, to arrange for the carriage of their inter-port mails, to require all who thus registered to send such inter-port mail matter, &c., through the Imperial Post Office, and to affiliate them as agents of the Imperial Post Office for the conveyance of letters, &c., to and from places inland. Special regulations have been drawn up in this sense for their guidance and observance, and while their constituents will continue to pay them as before for transmitting correspondence at native rates fixed by themselves, such firms, on the other hand, pay a transit fee to the Imperial Post Office, which has undertaken the conveyance of their inter-port mails according to special tariff. Accordingly, these native establishments—of which more than three hundred have already been registered—will continue for some time to work almost independently alongside the Imperial Post Office, but they will eventually be absorbed and gradually merged in the public postal service of the Empire without being inconvenienced or suppressed.

Another difficulty, also special to China, is found in the foreign post offices established in the Treaty ports. At the present day their presence and increasing number affect not a little the imperial administration. Two or

three of different nationalities were originally established at Shanghai, the terminus port of foreign mail boats, and were required there, and are still, for the passing of international correspondence abroad. But they have since opened branches at numerous ports, with the result that French, British, German, and Japanese post offices are now found doing a work for which the National Post Office alone would suffice.

The headquarters of the Imperial Post Office are at Peking, where all postal affairs are dealt with by the Postal Secretary, under the Inspector-General of Customs and Posts. The 18 provinces and Manchuria have been divided into postal districts now 38 in number, each of which is under the immediate supervision of a postmaster. The head office of each district is at the Treaty port of that district, except in the case of Peking, where the head office of the large Peking district is situated. Certain large districts have been sub-divided into sub-districts, of which there are now five, each under the direction of a district inspector, who resides in the provincial capital in that sub-district. Each head or sub-head office has under it a certain number of branch offices, inland agencies, and box offices. All branch offices established at important places undertake the transmission of small sums of money by means of a money order system.

The Imperial Post Office is to be found now in every provincial capital of the Empire, in most prefectural and district cities, and in the more important smaller centres and towns throughout China, the total number of establishments on December 31, 1907, being 2,541.

Communication between imperial establishments is kept up by means of contract steamers on the coast and large rivers; by railways where they exist; by steam-launches, junks, of hong-boats on the inland waterways; and by mounted or foot couriers on the numerous overland routes, which now measure over 101,000 li (33,000 miles) in length. Where steam communication is available operations are greatly facilitated, and transport is cheaper; hence certain tariff distinctions between steam-served and non-steam-served places.

Communication by couriers of a kind to fulfil the requirements of a postal service built up on Western lines has naturally been no easy matter in a vast country like China, in which every variety of geographical features is presented and public roads are utterly neglected. Old-established trade routes are usually followed, even at the cost of extra distance, as offering greater safety for the couriers and as capable of convenient sub-divisions into stages, from the number of towns and villages found on them. Stages are generally limited to 100 li (33 English miles), and the couriers run according to schedule on fixed days; but on the main routes speed is accelerated as much as possible, daily despatch being ensured on them for light mails, and an every two-days' or semi-weekly, service for heavy mails. For light mails night and day foot couriers are used in some parts and mounted couriers in others, raising the speed to 200 li (or 65 miles) per day. The couriers are the employés of the Imperial Post Office and wear uniforms or badges.

THE INSPECTOR-GENERAL.—Sir Robert Hart, Bart., G.C.M.G., Inspector-General of Imperial Maritime Customs and Posts, has for many years been one of the most

remarkable figures in China. He has filled with great distinction a very difficult and onerous post, and his success may be ascribed to the fact that in him are to be found, in conjunction with scholarly attainments, those attributes of the born administrator—initiative, courage, and organising ability. No foreigner has ever wielded such power in the Celestial Empire. He has enjoyed the implicit confidence of the Chinese Government in respect of internal domestic questions, and his influence has time and again had important bearing on matters of international moment. He has, indeed, aptly been described as "the permanent trustee of foreign interests in China," and as "the acknowledged intermediary between Western nations and the China Government." To him we owe many of the existing treaties and conventions. His skill in the handling of commercial problems, his sound judgment on questions of policy, but, still more, his intimate knowledge of the Chinese, and of their language and literature, have compelled respect and admiration; while his equity, courtesy, and innate personal charm, have won the love and esteem of all with whom he has been brought into contact. The high opinion in which he has been held by the Chinese Government was strikingly shown when, some years ago, an American syndicate came forward with an offer "to farm" the Customs. The terms appeared to be advantageous, but the board under whom Sir Robert worked submitted the offer to him without comment. After reading it through, he expressed satisfaction that it should have been made, because it had been his intention to ask for an increase of expenditure. The board, without more ado, dismissed the proposal of the American syndicate, and sanctioned the disbursements advised by Sir Robert Hart.

Sir Robert was born at Milltown, County Armagh, on February 20, 1835, and is thus about the same age as the Dowager Empress of China. He was the eldest son of Henry Hart, of Lisburn, County Antrim, and Ann, second daughter of John Edgar, of Ballybray. He was educated at Queen's College, Taunton; Wesley College, Dublin; and Queen's College, Belfast. He took the B.A. degree as early as 1853, and the M.A. degree in 1871, the honorary degree of LL.D. being conferred upon him by the University of Michigan in 1882. In 1854 he entered the Consular service in China, and on his arrival in Hongkong, he was appointed Supernumerary Interpreter to the British Superintendency of Trade. In the same year he was transferred to Ningpo, where he became Assistant at the British Consulate. Three years later he proceeded to Canton, where he held successively the posts of Second Assistant to the British Consulate, Secretary to the Allied Commissioners for the Government of the City, and Interpreter to the British Consulate. In 1859 came that change in his career which marked the beginning of one of the most remarkable life-histories in the annals of modern China; he left the Consular service, having obtained special leave to do so, in order to join the Chinese Imperial Maritime Customs, in which he had been offered the appointment of Deputy Commissioner of Canton. During 1861-63 he was Officiating Inspector-General; then for a few months he was Commissioner at Shanghai, with charge of the Yangtze Ports and Ningpo; and later in the same year, 1863, he was confirmed in the appointment of Inspector-General. From that date he has held the post continuously, for his tenure of the office of British Envoy

Extraordinary and Minister Plenipotentiary to the Emperor of China and the King of Korea in 1885, can hardly be called a break, as it was only of some two months' duration, at the end of which brief interval Sir Robert yielded to the appeal of the Chinese Government and returned to his former position.

Sir Robert Hart has more decorations from the Chinese Government than any other foreign civilian. He received the brevet title of An Ch'a Ssu (Provincial Judge), with civil rank of the third class, in 1864; the brevet title of Pu Cheng Ssu (Provincial Treasurer) with civil rank of the second class, in 1869; the Order of the Red Button of the First Class in 1881; the Order of the Double Dragon, Second Division, First Class, and the distinction of the Peacock's Feather, in 1885; Ancestral Rank of the First Class of the First Order dated back for three generations, with Letters Patent, in 1889; and the brevet title of Junior Guardian of the Heir Apparent in 1901. In 1902 he was received in audience by the Empress Dowager and Emperor. The edict sanctioning Sir Robert's application for leave in the current year conferred upon him the brevet rank of President of a Board in token of appreciation of his eminent services. At the hands of the British Government he has received signal recognition, being created a Knight Commander of the Order of St. Michael and St. George in 1882, a Knight Grand Cross of the same order in 1889, and a baronet in 1893. To mark their appreciation of his services in connection with the successful issue of the negotiations between France and China in June, 1885, the French Government made him a Grand Officer of the Legion of Honour. Other decorations which Sir Robert has received include those of Chevalier of the Order of Wasa, Sweden-Norway, 1870; Knight Grand Cross, Order of Francis Joseph, Austria, and Commander, Order of Pius IX, Rome, 1885; Knight Grand Cross, Order of Christ, Portugal, 1888; Knight Grand Cross, Order of the Polar Star, Sweden, 1894; Knight Grand Cross, Order of Orange Nassau, Holland, 1897; Order of the Crown, First Class, Prussia, 1900; Knight Grand Cross,

Order of the Crown of Italy, 1907; Knight Grand Cross, Order of St. Olav, Norway, 1908. Sir Robert Hart's calm courage under adverse circumstances of health during the defence of the Legations at Peking against the Boxers in 1900 will not soon be forgotten, and it will long be a matter for regret that all official records of his faithful and distinguished services were lost irrevocably when the Inspectorate-General, with all its archives, was destroyed by the rebels.

In May, 1906, two Chinese officials were appointed respectively Administrator-in-Chief and Vice-Administrator of Customs, and this led to strong protests by the British Minister, as their appointment was looked upon as involving the supersession of Sir Robert Hart, though Sir Robert Hart himself never supported that view. Sir Robert is now on leave, and the duties of Inspector-General of Customs have, in his absence, devolved upon the Deputy Inspector-General, Sir Robert E. Bredon, K.C.M.G.

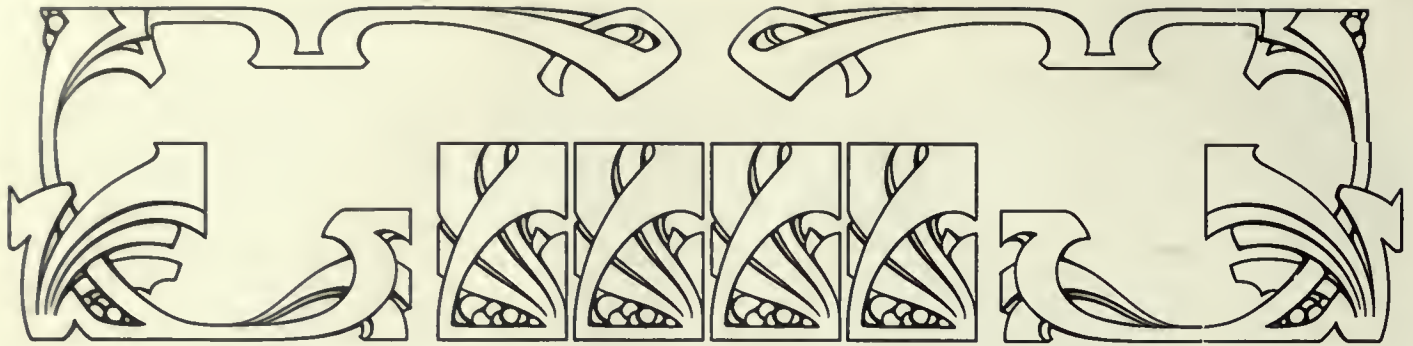
A man of great learning, Sir Robert Hart has done much to further the spread in the West of a general knowledge of the Far East, as a patron of Oriental museums in England and on the Continent, as well as in his authoritative work, "These from the Land of Sinim," which was published in 1901. In 1866 Sir Robert married Hester Jane, eldest daughter of Alexander Bredon, M.D., of Portadown, and by this marriage has one son and two daughters. When in China Sir Robert resides at Peking; his London addresses are 38, Cadogan Place, S.W., and the Athenæum Club.

SIR ROBERT BREDON, K.C.M.G., the Deputy Inspector-General of the Chinese Imperial Maritime Customs, is, like Sir Robert Hart, an Irishman. It was originally intended that he should follow his father in the medical profession, but, although he obtained first place in the examination for the Army Medical Staff, first place in the final examination for students at Netley Hospital, and was appointed to the 97th Regiment, all

in one year, 1867, he retired after six years' service and joined the Chinese Imperial Maritime Customs. He has held his present substantive appointment since 1898, and is now Acting Inspector-General in the absence of Sir Robert Hart. He was closely associated with the negotiations leading up to the Mackay Treaty, and is generally credited with the responsibility for Article 8, the most important of all the articles in that instrument. A loyal servant of the Chinese Government, he has incurred the displeasure of a certain section of the foreign community, but has never acted in any way unworthy of a British subject. He was present with his wife and family in the British Legation, Peking, during its siege and bombardment, and received the China medal and clasp. He was created a K.C.M.G. early in 1904, and his other decorations include those of an Officer of the Legion of Honour (France); Commander of the Order of Olaf (Norway); Second Class, Sacred Treasure (Japan); Second Division, Second Class, Double Dragon (China); and Second Class, Crown of Prussia, with star. His writings, which have been naturally limited by his many activities in other directions, comprise various papers in Customs publications on Chinese railway and financial questions, including some in Chinese. Born on February 4, 1846, at Portadown, Ireland, Sir Robert is the eldest son of the late Alexander Bredon, M.D., and Katherine, daughter of the late Joseph Bredon, R.N., of Stanstead, Canada. He was educated at the Royal School, Dunganon, and at Trinity College, Dublin, where he was an honoursman in both classics and mathematics, and obtained the degree of M.A.

He is also a Bachelor of Medicine and a Master of Surgery. In 1867 he married Lily Virginia, youngest daughter of Thomas Crane Banks, of San Francisco, U.S.A., and has one daughter. His address is the Inspectorate-General of Customs, Peking, China. He is a member of the Shanghai Club, the Shanghai Country and Race Clubs, the Peking Club, and the Junior United Service Club, London.





THE CURRENCY OF CHINA.



CHINA can boast the most ancient financial system in the world. Currency in one form or another has existed in the country from pre-historic times. Records dating from about the year 1122

B.C. show that ninety years previously one of the rulers of the Chow dynasty passed an enactment for making copper pieces a medium of exchange according to their weight. Knife and spade money, so named from its resemblance to those implements, was in time superseded by round coins with a square hole in the middle, such as are in circulation to-day. Eventually the Chinese Government assumed the prerogative of "casting coins of regular shapes and sizes, and of constant weights" (British Museum Catalogue).

Some thirteen centuries ago, during the Tang dynasty, a standard bi-metallic system of silver and copper coinage was introduced—the ratio being 10 silver equal 1,000 copper, which continues in theory to this day. Token money was introduced only as recently as 1851-61, the coins varying in value from 5 to 1,000 cash. The last token coin issued was the copper cent, sometimes inscribed "100 to the dollar," but more often "representing 10 cash." They have now depreciated in value to 7 cash each, or about 12½ to the dollar.

CHINESE NOTE ISSUES.

There are no records to show when private issues of bank notes were first made amongst the Chinese. To-day there are innumerable firms who issue paper money which finds ready acceptance within the radius of the firms' reputation. Government notes appeared first during the Tang dynasty, about 806-821 A.D., the "bonds" being redeemable at the provincial capitals. These were followed by notes, serving the purposes of bills of exchange, issued at the commencement of the Sung dynasty. True paper money was introduced some years later in what is now the province of Szechwan, each note representing a thousand cash or one tael of pure silver. The issue was guaranteed by a number of wealthy houses, but, these becoming bankrupt, the Emperor annulled the notes and reserved to himself the right to issue bank-bills. By degrees banks were established in many provinces, but the notes

issued by the banks of one province were not circulated in another. During the twelfth and early in the thirteenth centuries the country was flooded with notes, the natural consequence being a depreciation in their value. Then came the Mongol dynasty, and it is estimated that during the 108 years for which it endured notes to the value of 40,000,000 taels were issued on an average each year! The resultant evils of this depreciated paper currency, together with the incidence of heavy taxation, brought about the rebellion which overthrew the Mongol dynasty. Although the first Ming Emperor found himself face to face with grave financial difficulties, he succeeded in solving them and in placing the imperial finances on a sound basis. The circulating notes of the Ming Empire measured about 13½ inches by 8¾ inches, and were printed on mulberry-bark paper. Among other information conveyed in the design was that "To counterfeit is death. The informant will receive 250 taels of silver, and, in addition, the entire property of the criminal." From the early years of the fifteenth down to the middle of the nineteenth centuries no Government notes were issued. In 1853 two kinds of notes—cash notes and silver notes—were forced into circulation by the Emperor Hienfung, who compelled the State officials to receive part of their salaries in this currency. The cash notes of this issue were of four denominations, namely—500, 1,000, 1,500, and 2,000 cash respectively; and the silver notes were for various values ranging from one tael to fifty. From 1862 there was no issue of Government paper until about 1902, when several of the provinces issued notes, the circulation of which, however, is almost entirely local.

DOLLARS AND SUBSIDIARY COINS.

Dollars of foreign manufacture have been in circulation in China since the beginning of the eighteenth century. The first of which there is any record is the Spanish carolus, or "pillar" dollar. Then came the Mexican dollar, which at once found favour, and has never been superseded. An American "trade dollar" was introduced in the seventies, but as it was a few grains heavier than the Mexican, the Chinese promptly consigned it to the crucible; while, later, the Japanese yen enjoyed a measure of popularity until it was placed on a gold basis.

Some years ago the Chinese Government, having failed to mint cash at a profit, turned their attention to silver, and many millions of dollars, 900 fine, were issued; but these coins, having only a provincial guarantee, were accepted by weight, and not by count as were the Mexican dollars. Then 10-cent and 20-cent pieces were minted in silver, 800 fine, and these are now largely circulated at rates varying from 110 cents to 114 cents to the dollar.

THE TAEI.

Before the introduction of Mexican dollars, and of provincial dollars of the same value, silver was current in China only by weight, and it would be hard to find a better synonym for "complexity" than the word "tael," the generic term for that which is still the real silver unit of the country, whether of weight or value.

Of taels in weight there are two principal standards, the Kuping or Treasury tael and the Tsaoping or commercial tael, their relationship being usually that 100 Kuping taels equal 102 Tsaoping taels. The normal standard Kuping tael is 575.8 Troy grains of silver, 1,000 fine, *i.e.*, chemically pure as shown by the crude methods of the touchstone, or of crucible assaying, as practised in China. The Tsaoping tael is 565.65 grains of 999 fine.

Taels of value, or currency, are innumerable. Practically every commercial centre has its own local taels—sometimes a score in number—all accepted as current in the place, though one is usually recognised as a standard in dealing with other places, or in cases where no stipulation is made as to the exact tael to be used. It will, however, suffice to mention the three principal ones, *viz.*, the Canton tael, the Shanghai or Convention tael, and the Haikwan or Customs tael. The first named has a standard weight of 579.85 grains, and, Canton having been the first place to import foreign silver, this tael is still exclusively used as a standard for all dealings in foreign bar silver, the basis being that 100 Troy ounces equal 82.781 taels. The Shanghai tael, the legitimate banking and trading currency of the commercial metropolis of China, equals 520.968 grains of 998 fine, or 519.926 grains of 1,000 fine. The Haikwan tael—579.197 grains, of 1,000 fine—is the currency in which duties are levied by the Imperial

Maritime Customs, but it is a purely fictitious and non-existent currency. The practice is to pay all Customs obligations in local currency at a rate of conversion settled on the opening of each Customs office. Thus in Shanghai 111.40 Shanghai taels are usually taken as equal to 100 Haikwan taels, and a merchant would give his cheque in payment of Customs duties on that basis. In discharging its foreign obligations the Imperial Government reckons the equivalence of the several currencies as follows:—100 Haikwan (Customs) taels equal 101.642335 Kuping (Treasury) taels, equal 109.6 Shanghai taels. Although these and other rates of conversion are practically fixed, there is absolutely no fixed standard by which the exact value of any tael can be determined, for in some instances the fineness or quality of the silver is fictitious, and its acceptance is maintained only by the prestige of the large trade interests of the particular centre to which it applies.

SYCEE.

The actual form in which silver passes from hand to hand is that known as sycee. Bullion is imported in the form of bar silver, and converted into oval ingots, called "shoes" on account of their resemblance to a Chinese shoe. These sycee ingots vary in

weight from 49 to 54 taels, the average being about 50 taels; while for fractional currency obovoid lumps weighing two or three taels are employed. The shoes are stamped with the name of the melting station and of the workmen who made them, and their weight and fineness are determined with sufficient accuracy for all local purposes at weighing stations established by the Bankers' Guilds at the principal centres.

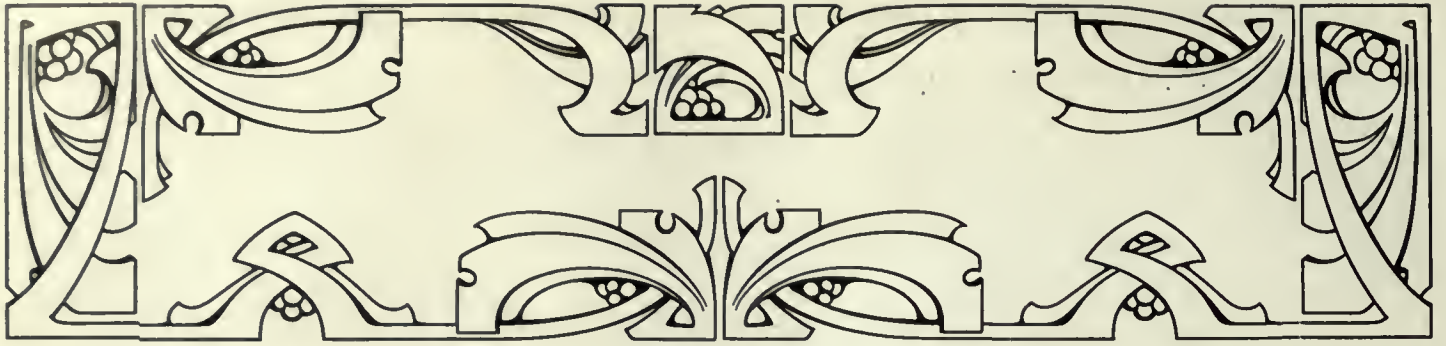
CURRENCY REFORM.

The question of currency has long engaged the attention of the Chinese Government, the principal foreign powers, and financiers and merchants having commercial relations with the Empire. Under the Mackay Treaty of 1902 China promised "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."

The position at the present moment is admirably summarised in a paper contributed by Mr. H. B. Morse to the "Journal of the North China Branch of the Royal Asiatic Society." In this Mr. Morse says: "The currency in China is at the top a weight pure and simple, and at the bottom a coin which stands on its own feet, and neither

receives support from, nor absolutely gives it to, any other unit in the series. At the top is the tael (call it the 'ounce,' and it will be better realised), in which payments are made in precisely the same way that delivery is taken of a lot of silver bars. Then comes the dollar, which, though a coin, is nowhere legal tender, and of which the specimens from the Chinese mints are inscribed, not generally 'dollar' or 'yuen,' but merely '72-hundredths of a tael.' Though so inscribed, dollars are nowhere fixed in terms of taels of silver, but are quoted at rates which vary from day to day according to the demand and supply, fluctuating within a range of 6 or more per cent. Then come subsidiary coins, fractional to the dollar, but subject to a fluctuating rate of exchange such that the dollar may this year change for 110 cents and next year for 95 cents in small coin. Next comes the copper cent, inscribed at the mints of some provinces as worth 'one-hundredth of a dollar,' and of others as worth 'ten cash,' but never treated as correlated to the dollar; whether considered in its relation to the dollar or to the cash, it is a token coin worth intrinsically less than half its nominal value. Last comes the copper cash, the currency of the people, with a present-day value of the ten-thousandth part of a pound sterling."





THE SILK INDUSTRY.



THE introduction of the silk industry amongst the Chinese is ascribed to Hwang Ti, who flourished about the year 2697 B.C. Coming down to historic times, it is recorded that in the thirteenth century woven silk rolls were accepted at a fixed rate of conversion as tribute, or, with silver, as payment for the salt tax; while Kublai Khan, one of the Mongol Emperors, issued notes, known as "Kiao-chao," which, with a face value of Tls. 1,000, represented Tls. 1,000 worth of silk.

The growth of silk is considered by the Chinese as next in importance to that of rice; and just as, according to the rites of Confucius, the Emperor opens the season of husbandry by holding the plough for one furrow, so the Empress every year inaugurates the process of hatching silkworms and gathering mulberry leaves. The industry in all its branches—silkworm rearing, reeling, and weaving—is almost entirely in the hands of the peasantry, and gives employment to thousands of families.

The life-history of the silkworm is a wonderful illustration of the devious ways in which nature does her work. The silkworm moth, which belongs to the family of *bombici*, lays thousands of eggs, and dies soon after fulfilling this function. Incubation is fostered by Italian and other continental silk-farmers by means of carefully regulated incubators, and before the eggs are selected a microscopic examination is made of the moths for the purpose of eliminating eggs laid by diseased moths. In China no such elaborate precautions are taken, although the eggs are sometimes exposed to frost to destroy the weaklings. The first of the silkworms make their appearance in about eight or ten days, and are collected on tender mulberry leaves and placed in trays, on which finely chopped leaves are scattered to serve as food. In five or six days—according to the species and to the climatic conditions—the silkworm goes to sleep, waking up twenty-four hours later with a new skin. A second period of eating, lasting four or five days, is followed by a second sleep of twenty-four hours, and a second change of skin. After the third period of feeding the silkworm sleeps for forty-eight hours, and issues from this, its last hibernation, with its third skin, and an almost insatiable appetite. During the following eight days it more than quadruples its size, attaining a maxi-

mum length of about three inches and a girth of about an inch and a half. The silk fluid or jelly begins to form in the body of the larvæ, and towards the close of the period

contains about six hundred yards of filament, takes from seventy to eighty hours. First a sort of nest, or bag, of loosely-drawn threads is attached to a number of sticks of



A MAGNIFICENT SPECIMEN OF NATIVE SILK EMBROIDERY

(originally intended for the St. Louis Exhibition), and now in the possession of R. E. Toeg, Shanghai.

the skin becomes distended and semi-transparent. The silk in the body of the worm is a viscous substance which only becomes the silk as seen in the cocoon on exposure to air. The spinning of the cocoon, which

straw or twigs, and then the actual cocoon is commenced, the worm ejecting the filament from its mouth and winding from the outside to the inside of the cocoon, so that it entirely shuts itself in. As the silk is ejected it

passes through two sacs containing a gummy substance, which, gradually hardening, causes the filaments to adhere to each other and makes the wall of the cocoon practically impervious to air. Left to itself, the silkworm becomes transformed in five or six days into a pupa, or chrysalis, and in a further five or six days into a moth. When the moth is ready to emerge it ejects upon the wall of the cocoon a fluid which acts as a solvent on the gummy substance holding the filaments of silk together, and then gradually makes its way out, pushing the filaments aside without breaking a single one. The moths, male and female, are unable to fly, their bodies being out of all proportion to the size of their wings. They can walk but slowly, and they are nearly blind. For commercial purposes, the development is not allowed to proceed beyond the chrysalis stage, except in the case of a small percentage of the finest cocoons, which are kept for supplying the next season's crop of eggs. The reason for this is that the "pierced" cocoons, from which the moths have made their exits, are worth comparatively little, as the silk cannot be unwound from them. In Europe the development is stopped by killing the

allowing only those silkworms to survive which show themselves to be the most vigorous by being the first to wake out of each successive sleep.

The silk products of China may be classed roughly as raw white, raw yellow, wild silk, and piece goods. The range of the silkworm is from Lat. 22° N. to beyond Lat. 40° N., the very finest qualities of white silk being derived from the provinces of Kiangsu and Chekiang, which lie between Lat. 27° and 35° N. Yellow silk comes almost entirely from Shantung and Szechwan, while wild silk is obtained from Shantung, Chihli, and Manchuria. Piece goods come from all the silk farming districts, and Shantung pongees are drawn chiefly from the neighbourhood of Chefoo.

The value of silk exports in 1864, the year in which detailed trade reports were first issued by the Statistical Department of the Imperial Maritime Customs, was, in round figures, Tls. 12,000,000. In 1874 the value had increased to Tls. 26,000,000; in 1894, to Tls. 42,500,000; and in 1904 to Tls. 78,000,000. It must, however, be borne in mind that the tael in 1864 was worth 6s. 8d., whereas in 1874, 1894, and 1904 it fell in value to

RAW WHITE SILK.

Raw white silk, the tsatlee silk of the European market, is produced by hand-reeling at the Chinese silkworm farms. The custom for centuries has been for each farmer to reel his own cocoons, his whole family taking part in the industry. The process is of the most primitive kind. Little care is taken to ensure cleanliness, and the product is so uneven in reeling that it does not fetch nearly so high a price as the product of the steam filatures—the difference being often as much as Tls. 300 or Tls. 400 per picul. The silk is brought into the market by collectors, hundreds of whom are engaged in this work. The raw silk is made up into hanks of nine pounds, and exported in bales of one picul each. When it reaches its destination, in Europe or elsewhere, it is passed through a "throwing" mill, in which three or four threads are combined. The product, known as "thrown" silk, is boiled to remove the residue of the gum, and is then ready for the loom. The best white silk comes from the districts surrounding Shanghai, which contribute by far the largest

	1903.		1904.		1905.		1906.		1907.	
	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.
		Taels.		Taels.		Taels.		Taels.		Taels.
Raw White	19,341	11,603,374	34,238	19,581,790	24,270	13,524,010	27,224	16,485,481	28,556	17,804,464
" " Steam Filature	43,979	31,284,941	47,287	28,526,115	45,347	27,395,999	45,821	29,614,449	50,296	39,047,350
" " Yellow	9,375	3,649,601	10,374	3,357,323	10,718	3,866,402	11,886	3,214,873	13,465	4,746,366
" " Wild	22,128	4,673,434	33,527	9,861,668	25,584	8,639,062	25,555	6,372,970	23,896	6,292,933
Cocoons	19,430	2,704,268	11,015	945,685	14,207	1,344,286	11,608	1,089,872	14,263	1,300,072
Waste	79,882	5,016,637	66,893	3,014,202	87,167	4,288,525	74,224	3,208,162	107,859	5,439,771
Refuse Cocoons	16,879	402,503	14,719	400,519	20,806	555,818	16,970	450,254	22,104	571,999
Piece Goods	14,708	12,096,173	14,187	10,600,800	12,390	8,897,627	11,755	8,474,750	14,653	10,602,514
Shantung Pongees	5,499	1,688,737	3,487	1,162,568	3,337	1,041,123	3,742	1,279,104	5,843	2,323,638
Products, unclassified	—	1,170,035	—	804,742	—	841,211	—	1,105,610	—	954,927
	231,221	74,289,703	235,727	78,255,412	243,826	70,394,063	228,785	71,295,525	280,935	89,084,034

chrysalides, either by baking the cocoons or by drying them in hot air. The baking method is employed in China in the case of cocoons sold to the steam filatures, so that the cocoons may be kept for longer periods, and more time devoted to sorting them; but the Chinese, having no knowledge of this drying process, are obliged to reel their cocoons at once, and the killing of the chrysalides is only incidental to the reeling process, in which boiling water is used.

Silkworms are liable to several diseases, and in Europe great care is exercised to secure the utmost cleanliness at every stage of rearing. The most dreaded scourge is that known as *calcino*, which does not manifest itself until the second period of the silkworm's existence. The disease is due to a bacillus, and is so rapid in its effects that a whole crop may be completely destroyed in two days. In China, where less care is taken, a very large percentage of silkworms are lost through various diseases. No microscopic examination is made of the moths, and the only semblance to any form of elimination of weaklings are the practices of exposing the eggs to frost, and of

6s. 4d., 3s. 2d., and 2s. 10d. respectively. The quantity and value of all silk products exported during the years 1903-7 inclusive may be tabulated as above.

proportion of the value exported. Among other contributing Customs districts are Shasi, Hankow, Chinking, Hangechow, Lappa, and Wuchow. The following table shows the principal Customs districts from which the raw white silk is exported and the chief places to which it is taken:—

RAW WHITE.

Original Export from principal Customs Districts.	1905.	1906.	1907.
	Taels.	Taels.	Taels.
Shanghai	11,283,931	14,859,895	15,370,172
Canton	885,917	568,040	852,938
Chief Countries to which Exported.			
	Taels.	Taels.	Taels.
Hongkong	1,144,530	761,208	1,091,569
Great Britain	186,032	186,225	442,771
France	3,757,286	6,011,658	7,294,691
Italy	3,115,539	3,409,071	2,688,203
U.S.A. (including Hawaii)	3,968,136	5,262,881	5,282,138

STEAM FILATURE SILK.

Raw white steam filature silk is by far the most valuable of silk exports, accounting for Tls. 39,047,350 of the total of Tls. 89,084,034 exported during 1907. There are filatures at Shanghai, Canton, Soochow, and Hangchow, the best prices being realised by the products of the Shanghai filatures. The cocoons are collected in the farming districts, and the filatures have to pay exorbitant prices for them; but, owing to the superior processes employed, the filatures are able to reel off silk worth from Tls. 700 to Tls. 800 per picul, while the native hand-reeled silk is worth only about Tls. 500 per picul. The cocoons used in Shanghai are brought chiefly from Wusieh district in the Kiangsu Province, where the silk is by nature the finest in the world; and from Showshing, in Chekiang Province, where it is almost as good in quality but not of so brilliant a white. The cocoons are sorted according to district, size, and colour; the waste silk—the loose silk bag or nest in which the cocoon is suspended—is picked off by hand and forms one of the by-products, and the cocoons are then reeled. In the process of reeling the silk the cocoons are first placed in *bassines*, which are filled with water kept at about boiling point by means of steam. The cocoons float on the surface, and the water acts as a solvent upon the gum in them, enabling the "brushing girls" to collect the loose ends of silk. The cocoons are then laddled out to two reeling women, who sit on the opposite side of the *bassine* table, and each woman takes some five or more and passes the filaments over guides and on to the reeling machine. In passing through the guides the filaments are twisted together, and the thread thus produced is the raw silk of export. It takes from 3,000 to 3,500 cocoons to reel one pound of silk, and, like the hand-reeled product, the steam filature silk is hanked into bundles of nine pounds and made up into bales of one picul each. Canton steam filature silk is not of such fine quality as that produced at Shanghai, and realises from Tls. 150 to Tls. 200 per picul less in the market. The principal producing districts and places of destination are shown in the accompanying table.

YELLOW SILK.

Raw yellow silk originates in the provinces of Szechwan and Shantung, the chief producing districts being Chefoo, Kiaochau, Chungking, Ichang, Shasi, Hankow, Shanghai, Pakhoi, and Tengyueh. The export consists entirely of hand-reeled silk, which is collected from the farmers in the same way as other products. The export values for the past five years are given in the appended tabular statement.

WILD SILK.

Wild silk comes principally from Newchwang and Chefoo, other contributing districts being Antung, Darien, Chinwangtao, Kiaochau, Shanghai, Canton, and Lappa. It is the product of a silkworm fed upon oak leaves, and is very coarse in comparison with white and yellow silk. The cocoons are about three times as large as those of other species, and are pear-shaped, for the reason that they are slung from twigs. The piece-goods manufactured from this silk, which is of much the same colour as a pale cocoanut fibre, are known as tussahs.

COCOONS.

Cocoons form only a small item of export. Shanghai, Canton, Lappa, and Hangchow are

RAW WHITE STEAM FILATURE.

Original Export from principal Customs Districts.	1903.	1904.	1905.	1906.	1907.
	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai	8,095,183	8,112,638	8,335,770	8,195,187	10,948,298
Canton	21,838,478	19,137,988	17,848,318	20,336,761	27,192,402
Chief Countries to which Exported.					
	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	21,838,478	19,137,988	17,848,318	20,336,761	27,192,402
Great Britain	18,620	10,462	6,668	7,030	—
France	—	—	4,755,513	6,027,783	7,239,592
Italy	—	—	754,663	962,573	1,034,770
U.S.A. (including Hawaii)...	2,559,925	4,356,128	3,960,105	2,280,302	3,573,948

RAW YELLOW.

Original Export from principal Customs Districts.	1903.	1904.	1905.	1906.	1907.
	Taels.	Taels.	Taels.	Taels.	Taels.
Kiaochau	416,280	1,137,765	335,144	519,934	1,477,908
Chungking... ..	1,304,836	1,179,224	1,684,238	1,496,957	1,778,169
Hankow	1,315,778	1,105,203	1,350,622	1,577,550	2,142,740
Chief Countries to which Exported.					
	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	134,198	43,347	65,444	26,039	126,248
British India	930,285	1,193,267	1,493,086	1,020,437	1,964,406
Great Britain	7,980	9,954	—	—	—
Turkey, Persia, Egypt, Aden, Algeria, &c. ...	808,820	851,304	488,248	583,302	1,363,966
France	—	—	807,678	878,578	764,444
Italy	—	—	999,775	688,732	503,082

RAW WILD.

Original Export from principal Customs Districts.	1903.	1904.	1905.	1906.	1907.
	Taels.	Taels.	Taels.	Taels.	Taels.
Newchwang	1,259,634	1,821,344	1,786,567	1,549,753	1,192,536
Chefoo	2,669,130	3,246,329	3,330,297	3,240,649	2,492,294
Chungking	85,387	223,542	271,509	108,080	1125,764
Shanghai	22,772	221,938	78,363	57,248	49,714
Canton	254,405	201,141	187,911	73,459	64,077
Lappa	662,026	823,617	603,879	736,174	758,270
Chief Countries to which Exported.					
	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	275,928	292,811	206,226	80,946	79,674
Great Britain	28,232	74,195	83,791	34,002	8,316
France	—	—	3,002,288	2,139,097	2,534,025
Italy	—	—	1,280,294	1,083,334	798,408
Japan (including Formosa) ...	689,492	483,207	1,443,880	1,132,217	915,460
United States America (including Hawaii)	507,374	1,410,287	1,551,404	937,351	980,968

the chief contributing centres, but practically all the producing districts furnish their quota. The value of the export is a little over Tls. 1,000,000 a year, Japan (including Formosa) being the chief customers.

WASTE SILK.

Waste silk includes a variety of by-products. One of these is the fluffy silken nest in which the cocoon hangs. This is picked off before the silk on the cocoon can be reeled, and is known as "floss" silk. "Frisson," or "husk" silk is the impure silk coming first from the cocoon during the brushing and reeling process; it is the most valuable of all the waste products, being worth from Tls. 100 to Tls. 150 per picul, according to the market. Then there is what is known as "boiled waste," i.e., the inner layer or two of silk in a cocoon which cannot easily be reeled. The chrysalis and the skin of the silkworm are picked out and themselves form a by-product as manure; while the "boiled waste" is washed, baled, and exported for use in the manufacture of "noil" yarn as distinct from cotton yarn. Again, amongst the cocoons there sometimes occur what are known as "doubles," formed when two silkworms enclose themselves in one cocoon. Although the silk is perfectly good, these "doubles" have to be classed as waste, because they are difficult to unwind. The "perforated" cocoons from which the moths have emerged are also useless for reeling, though the silk is unimpaired; and, lastly, a small percentage of cocoons is spoiled by the agency of a parasite which inhabits the body of the silkworm, and, on coming to maturity, eats its way out of the cocoon. The table shows the principal districts from which waste silk is exported and the countries to which it is sent.

PIECE GOODS.

Silk piece goods are woven on hand-loom by small weavers, who either buy raw silk from the farmers and sell the manufactured articles themselves, or weave to order silk supplied them by merchants. The whole of the producing districts contribute to this heading of export, but the figures given below do not afford any indication of the amount of silk actually woven in the country, for by far the greater proportion of the finest silk—that woven from the first crop of raw silk—finds a market within the borders of the Empire among the official and wealthy classes. Between two and three hundred kinds of silk piece goods are woven in the provinces of Kiangsu and Chekiang, the industry centring chiefly round Soochow, Wusieh, and Nanking in the former province, and around Showshing and Hangchow in the latter. Each weaver produces one particular kind of silk, and the various descriptions are bought by collectors sent out by Chinese silk brokers, who classify them and dispose of them to Chinese and foreign merchants. From the districts named come all the very finest white pongees, brocades, plains, crêpes, &c., as well as the bulk of the heavier kinds and coarse common silks. The Canton products are in less variety and of poorer quality. Yellow silk piece goods are derived principally from Szechwan and Shantung Provinces. Formerly the dyes used

WASTE.

Original Export from principal Customs Districts.	1903.	1904.	1905.	1906.	1907.
	Taels.	Taels.	Taels.	Taels.	Taels.
Newchwang	125,458	175,663	185,334	115,104	256,190
Chefoo	227,661	165,042	194,575	196,200	219,526
Hiaochau	224,285	218,665	331,841	187,496	51,078
Kankow	236,241	260,253	244,988	186,617	115,246
Shanghai	1,127,285	896,296	925,823	735,701	962,790
Hangchow... ..	49,967	174,613	357,598	446,657	552,293
Canton	2,470,595	1,468,381	1,849,469	1,413,412	2,702,570
Wuhu	—	—	—	90,997	97,459
Chief Countries to which Exported.					
	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	2,437,601	1,454,776	1,849,469	1,413,538	2,705,475
Great Britain	638,134	286,428	764,568	620,446	589,516
France	—	—	1,280,841	838,785	1,653,405
Italy	—	—	235,363	206,189	403,886

SILK PIECE GOODS.

Original Export from principal Customs Districts.	1903.	1904.	1905.	1906.	1907.
	Taels.	Taels.	Taels.	Taels.	Taels.
Nanking	1,510,938	2,281,457	2,123,725	2,538,429	2,497,099
Chinkiang	542,440	750,000	889,623	781,801	657,491
Shanghai	6,254,522	6,992,199	7,184,251	5,958,056	5,823,854
Soochow	316,270	403,180	776,753	811,982	1,088,637
Hangchow... ..	1,472,167	1,776,703	2,244,824	1,774,496	1,805,529
Canton	8,306,361	6,222,372	5,663,424	5,603,934	6,836,420
Kowloon	773,127	521,555	394,014	413,175	457,435
Chief Countries to which Exported.					
	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	10,526,012	8,427,129	7,098,082	6,708,002	8,383,035
Singapore, Straits, &c.	435,192	395,959	343,899	345,741	413,740
Great Britain	56,878	118,635	79,012	89,960	124,313
Korea	639,269	713,013	717,694	439,883	907,584

SHANTUNG PONGEES.

Original Export from principal Customs Districts.	1903.	1904.	1905.	1906.	1907.
	Taels.	Taels.	Taels.	Taels.	Taels.
Chefoo	2,005,920	1,178,587	1,076,519	1,178,906	1,352,610
Kiaochau	1,521	56,735	79,401	271,000	1,136,414
Shanghai	10,143	9,632	32,348	47,141	12,751
Chief Countries to which Exported.					
	Taels.	Taels.	Taels.	Taels.	Taels.
Hongkong	359,746	378,304	389,745	371,424	500,464
Great Britain	262,770	110,647	125,899	248,432	384,246
France	—	—	202,041	399,793	1,032,055

SHANTUNG PONGEES.

in colouring silk were purely Chinese vegetable dyes, which kept their colour well, and rendered the silk more durable; but now, owing to the demand for cheaper silk, foreign dyes are largely employed. Of recent years the foreign market has shown a preference for machine-made Japanese and European silks, because of their superior finish, but the product of the hand-loom of China will probably never be excelled for strength and durability.

Shantung pongees are commonly known as "Chefoo" silk, and are made from wild silk, the produce of silkworms fed upon oak leaves. They are esteemed for their cheapness and durability, and are much used by Europeans in the Far East for summer wear. From the foregoing tabular statement it will be seen that Chefoo's predominance is now being challenged by Kiaochau.



TEA.

BY H. T. WADE.



FROM time almost immemorial the words China and tea have been so intimately associated that when the one of them is mentioned the other immediately and almost involuntarily suggests itself; and

possibly in the whole range of the history of commerce there is no other known instance where the product is so thoroughly identified with the land of production as is the article tea with its parent home, China. And surely, if for no other reason, China would seem to have a prescriptive and justifiable right to call herself the home of the tea plant by reason of the long centuries in which tea was a national beverage before its virtues and its value became known to other countries of the world. Anyhow it is on authentic record that tea was extensively cultivated for drinking purposes in China in A.D. 350, while it is quite possible to believe that it was well known to the inhabitants many years before that date. Again, China is further identified with the tea plant by having furnished the very name by which the world-renowned product is universally known—tea.

On the other hand there are not wanting those who claim Assam as the original home of the plant because the shrub happens to be indigenous to that part of India; but when one remembers the contiguity of Assam with the Chinese province of Yunnan, where undoubtedly tea grows, both lying on the same parallels of latitude, Assam's special claim to the honour would not appear to be any too strongly substantiated. Indeed, Japan might equally well put in a claim to be considered the parent land of tea, for the two varieties, *Thea Assamica* and *Thea sinensis*, can both be traced back to very remote times, "the first still growing wild in India and the other occurring still wild in Southern Japan." On the authority of the writer of the article on tea in the "Encyclopædia Britannica" we have it that "no strictly wild tea plants have been discovered in China, but an indigenous tree (*Thea Assamica*) is found in Assam, and that it differs in many respects from the China plant in that it is a tree attaining to a height of fifteen to twenty feet and that its leaves reach a length of nine inches and upwards, while the leaf of the Chinese plant never exceeds four inches in length." This rather emphatic statement

seems open to doubt, for it is competent for any one to see, what the present writer has frequently seen, tea trees of a height of twenty feet or more growing in the neighbourhood of the Treaty port of Kiukiang in the province of Kiangsi; while the leaves of the gnarled trees in the old time tea orchards of Yunglowtung and Yunglowsze in the province of Hupeh, which form a large component part of the heterogeneous mixture which goes to make up tea bricks for the markets of Thibet, attain to a length not one whit less than that ascribed to the Assam plant. But be these facts as they may the solid fact remains incontrovertible that for nearly fifteen hundred years—that is from A.D. 350 to A.D. 1838—China tea, and China tea alone, was recognised as the article of commerce known as tea, and that "China has been the fountain head whence the tea culture has spread to other countries." And even at the present day by far the most highly-prized and the highest-priced teas from India and Ceylon are produced from plants of indisputably Chinese origin. Coming to dates more-within the compass of common knowledge, we know that it is only seventy years ago since it was discovered that the tea plant was indigenous to the East India Company's territories in Upper Assam, and that during Lord Hardinge's Governor-Generalship of India tea plantations were successfully established on the Himalaya range, worked by natives from the tea districts of Fokien supplied with plants and seeds and all the paraphernalia necessary for manufacturing the article. A little later fresh supplies of "men and arms" were sent over to India, and under the skilful guidance of Mr. Robert Fortune, well known in China for his charming hooks of travel in the tea countries of China, the industry was prosecuted with enlightenment and vigour. The last fifty years have witnessed the expansion of this great enterprise to this very day, when its proportions are stupendous and really phenomenal when considered in conjunction with the marvellous development of the tea trade in Ceylon.

Though deprived of her pride of place by the united activities of India and Ceylon as the greatest producers of tea for export purposes yet China holds a great place as a producing country.

Take the figures for the year 1907.

	Lbs.
The total output of Indian tea was	213,722,195
" " Ceylon "	182,220,611
" " Java "	27,760,000
" " China "	134,198,100
(not including 80,563,500 lbs. brick tea).	557,900,906

The consumption of tea in China is estimated to be 5 lb. per head which, if correct, would necessitate the addition of the stupefying amount of 2,000,000,000 lbs. to the certified export figures. On the other hand the internal consumption of tea in India and Ceylon, insignificant as it is, affects no calculation.

While it is undeniable that China has been fairly ousted from the home trade by her virile offspring, and that "the consumption of China tea in the United Kingdom barely reaches 6,000,000 lbs. or 2.1 per cent. of the whole quantity consumed as compared with 4.3 per cent. in 1904 (Hosie) in the United Kingdom, though the direct export to the United Kingdom is more than double that amount, yet happily other markets still remain, and while the direct export to foreign countries during the past ten years has varied but little, averaging as it has done 196,576,670 lbs. per annum, signs are not wanting of a more favourable disposition towards China tea in England, and of a desire on the part of exporters from China to push their wares more energetically by freer advertising and reasonable appeals to the common sense of the consumer. The average cost of China tea is yearly coming more into line with the laying down prices of British-grown leaf. Hitherto that average has been much too high. This stumbling block once removed, and a little more attention directed to consistent manufacture, the future of China tea in the home markets should not be absolutely hopeless. The situation has not inaccurately been summed up in the words of an editorial of a Ceylon planting paper, "the way in which the China trade has steadily gone back is not at all conclusive proof that there can be no important recovery under changed conditions and methods. In other words the swing of the pendulum may be witnessed in this department of agriculture and commerce as well as in any other, seeing that China tea has suffered no radical injury." But this large and important question may be well left here for later consideration.

THE PLANT.

A very large majority of people are still possessed of the idea that black and green teas come from distinct varieties of plants. For a time there may have been some reason for entertaining this view because originally black tea alone was traded in, and that came from Kwangtung and the north and west parts of the province of Fokien, and was shipped from the one port of Canton. Subsequently when green tea became an article of foreign trade it was discovered that this new departure was grown and made in the more northern provinces of Chekiang and Anhwei. To the black tea botanists gave the scientific name of *Thea Bohea* because largely grown on the range of hills of that name. The latter was designated *Thea viridis* from the comparative greenness of its leaf. But the plants have now long been known to be of one and the same description, though Chinese rarely make both kinds of tea, black and green, in one district. Two notable exceptions to this general rule are to be found in the provinces of Chekiang and Anhwei, in the former of which are made the Pingsuey and Hoochow green teas as also the Wenchow black teas, and in the latter the well-known green teas of Moyune and Fychow and the new celebrated black teas known as Keemuns. Yet, as early as in 1846 Fortune wrote: "It is now well known that the fine Moning districts near the Poyang Lake, which are daily rising in importance on account of the superior character of their black teas, formerly produced nothing but green teas." Similarly, the period is well within the writer's remembrance when the district which produces the popular Keemun teas of to-day was famous for the excellence of its growth of green tea. At one time green and black teas were made indiscriminately at Canton from Bohea, at the pleasure of the manufacturer and according to demand. The Chinese, as is well known, do not drink coloured green teas, but only the sun-dried article, and are said to express surprise that civilised nations should so unnecessarily go out of their way to take poison when the genuine, unadulterated article is at their disposal, and more often than not at a lower price. It is now well known that it is not necessary to invoke the aid of Prussian blue and other colouring materials to produce an even coloured green tea, for that result may be simply obtained by stopping the fermentation before it begins to discolour or darken the leaf, as is done in the case of India and Ceylon green teas. The only sane reason advanced for the colouring or facing of the leaf is that it is a protection against any fermentation that might set up on the voyage and so, possibly, render the article unmarketable. And that reason was framed in the long-past sailing ship days, when teas were packed into a stuffy hold and buffeted day after day during a six months' voyage. But fashion and utility have much to answer for its insane continuance. It is not known with certainty that teas were faced or coloured earlier than 1832, when the remission of the tea duties in America took place. But coloured they most distinctly were then to please a fancy which has continued ever since across the Pacific, and the practice has been kept up by the utilitarian Chinese not only to maintain uniformity and brightness of colour, but under cover of the "fake" to disguise inferior leaf.

PICKING AND MANUFACTURE.

Tea is grown in an absolutely different way in China from that which obtains in India and Ceylon. In these latter countries

large plantations are to be seen covering many acres of carefully tended and cultivated plants under one management. The produce of each estate is manufactured into the trade article entirely by machinery, and the busy work goes on uninterruptedly for ten months in the year. In China there are no plantations worthy of the name. The plant is cultivated for the most part on the slopes or bases of hills, generally in small patches around the endless farmsteads, where the drainage is quick and the necessary moisture unfailling. The small tea patch is the farmer's heritage. The leaves are picked by the members of his family, and the preliminary sun-drying is performed round the hamlet. This busy time seldom lasts much longer than a fortnight, when the produce is bought up by the middleman, who, when he has bought a sufficiency of the sun-dried leaf, takes it to the firing house for assortment and treatment. A second picking takes place towards the middle of May and lasts from ten to twelve days, and the third crop is gathered in August. The maximum time

fickle spring, until it finds a purchaser. It is not the small farmer and first manipulator who gets overpaid. The big country profit goes to the middleman. But under any and all circumstances the grower makes a profit, varying only in degree, and consequently is a contented man. And those variations are seldom very serious. In this connection the following comparisons are interesting. In 1848 the price of ordinary leaf in the country was 80 cash a catty, or about \$4 per picul, for the number of cash to the tael in those days was much the same as it is now. In 1908 it was 70 cash. In 1848 good common Congou realised upon the Shanghai market \$9 to \$10 per picul. In 1908 similar teas cost \$12 to \$14 per picul. In 1848 exchange was 6s. 8d. per tael, and the lay-down cost in London of common tea at \$10 per picul was 8½d. per lb. where its market value was 8d. To-day at the exchange of 2s. 4½d. common Congou lays down at 4½d., and is worth about 4d. per lb.

Reverting to the picking of the leaf, the young leaves gathered early in April are



SIFTING THE TEA.

expended upon securing the whole of the three crops is well within two months, whereas, as we have seen, five times that length of time is occupied in India and Ceylon in securing their annual supply. In China the principal tea districts lie within the comparatively narrow limits between the 25th and 31st degrees of North latitude, while British-grown plantations extend over the wide range from 28° to 7° North. And yet tea, which is a great industry in China, may be regarded in the light of a by-product. It in no way interferes with or displaces any of the cereal, vegetable, or fruit crops. It requires little or no attention and receives but a modicum. That China tea should so long have maintained a standard of excellence, considering the indifference which attends its culture and the vicissitudes which the sun-dried leaf undergoes on its search for a market, is little short of marvellous—for it is thrust into light cotton bags and banded about from cottage to village and from village to town, and exposed to many of those changes of weather so common in the

covered with a whitish down and are known by the name of pekoe. Only a very limited quantity of this costly article is manufactured for export, probably not more than 10,000 chests, which is consumed chiefly on the continent of Europe and in Persia. While it is the most costly, it is at the same time the least fragrant and most insipid of all teas. This picking over, the general picking commences, and this, unfortunately, is not carried on with any reasonable regard to future supplies. The aim of the native would seem to be to get, and to get immediately, as much leaf off the shrub as he can. There is none of the science in picking which obtains in India. In China the leaves are picked off wholesale with any amount of stalk. In India due care is taken that the lowest leaf in a "flush" or shoot shall be so nipped off as to leave the bud in its axil uninjured on the branch, as from it the next flush will then develop, and the supply so continued. There is a good description of how the leaves should be plucked, and what special grade of tea the leaves supply, in

Colonel Money's "Cultivation and Manufacture of Tea," which might well be taken to heart in China. He says that "the three leaves at the growing point," by which I understand that he means the three topmost leaves of the plant, "and the whole shoot down to the stem in the order of their age give flowery pekoe, pekoe, pekoe Souchong, Souchong, and Congou. Were the flush further developed another leaf might be taken which might be classed as bohea." When a sufficiency of leaf has been picked, it is thrown into large flat basket-trays and exposed to the sun. As the leaves begin to darken and curl up they are gathered up and manipulated into balls. When there is a very large quantity of leaf to be twisted, and not too much time to do it in, the twisting is done by the feet. And this, and the treading the fired leaf into the chests in which it is packed, are the only sentimentally dirty elements in the manufacture of China tea. The operation is simple enough. A horizontal bamboo is affixed to two per-

shallow trays to dry off all moisture. They are then thrown into the air and tossed about and patted till they become soft; a heap is made of these wilted leaves and left to lie for an hour or more, when they become moist and dark in colour. They are then thrown on the hot pans for five minutes and rolled on the rattan table previous to exposure out-of-doors for three or four hours on sieves, during which time they are turned over and opened out. After this they get a second roasting and rolling to give them their final curl. When the charcoal fire is ready, a basket, shaped something like an hour-glass, but about three feet high, is placed endwise over it, having a sieve in the middle, on which the leaves are thinly spread. When dried five minutes in this way they undergo another rolling, and are then thrown into a heap until all the lot has passed over the fire. When this firing is finished the leaves are opened out (not untwisted, of course) and are again thinly spread on the sieve in the basket for a few minutes, which finishes the

or two, according to the state of the weather. The roasting pans having been properly heated, a quantity of leaves is thrown into them and deftly and rapidly shaken up by hand. As they become affected by the heat they begin to make a spluttering, crackling noise and become quite moist and flaccid, while at the same time they give out a considerable amount of vapour. After a few minutes the leaves are withdrawn and placed upon the rolling table. Here men take up as much leaf as they can handle and press it into the form of a ball. This is rolled upon the rattan table, and squeezed so as to get rid, as Fortune says, of a portion of the sap and moisture. And herein lies one of the great differences between the Indian and Chinese process. In the latter a good deal of the life-blood of the leaf is lost. In the former it is most carefully retained. As soon, then, as the requisite twist is obtained the teas are at once returned to the roasting pan, where they are kept in a state of constant move by deft hands. In an hour or two the leaves will be found to be well dried and the colour fixed, which is of a dull green at first but becomes brighter afterwards. From the foregoing it will be noticed that the hand seems to have most to do in the case of green teas, and the fire in that of black.

The leaves are now ready to receive their unnatural green colour. In his all-informing book, "The Middle Kingdom," Dr. Wells Williams says in respect of this artificial colouring that "the first tea sent to Europe was from Fohkien and all black, but as the trade extended some of the delicate hyson sorts were occasionally seen at Canton, shipped to England and America, and their appearance was appreciated in those countries as more and more was sent. It was found, however, very difficult to maintain a uniform tint. If cured too slightly the leaf was liable to fermentation during the voyage; if cured too much it was unmarketable, which for the manufacturer was worse. Chinese ingenuity was equal to the call." In short, it faced the hysons. For we have it on record that when the Bostonians on December 16, 1773, summarily threw overboard the tea cargoes of the *Dartmouth*, *Eleanor*, and *Beaver*, only amounting, it is true, to 342 packages, the contents were known to have been hysons. In reference to that event Dr. Holmes has it that—

"The waters in the rebel bay
Have kept the tea-leaf savour—
Our old North-Enders in their spray
Still taste a Hyson flavour."

The notion that green tea derives its colour from being cured in copper pans is not wholly dead yet, and the question is often asked how tea obtains its green colour. The operation is simple enough and may be seen any day in Shanghai when the faking of what are called Shanghai packed green teas is going on. Williams concisely describes it: "A quantity of Prussian blue is pulverised to a very fine powder and kept ready at the last roasting. Pure gypsum is burned in the charcoal fire till it is soft and fit for easily triturating. Four parts thereof are then thoroughly mixed with three parts of Prussian blue, making a light blue powder. About five minutes before finally taking off the dried leaves this powder is sprinkled on them, and instantly the whole panful of two or three pounds is turned over by the workman's hands till a uniform colour is obtained. His hands come out quite blue, but the compound gives the green leaves a brighter green hue." The compound, if deleterious, is only so in an infinitesimal degree, and bears the proportion of about one pound of the powder to two hundred pounds of tea, and



THE COLLECTING BASKETS.

pendicular poles. The operators, supported and steadied by the bamboo, gather the sun-dried leaf and work it into a ball—often as large as an Association football—with their feet. When a sufficient "twist" has been obtained, the ball is broken up, the leaves thrust into cotton bags and hawked about the nearest marts for sale. Any one who has seen the Chinese irrigate their fields with chain-pumps worked by the feet will easily understand how the "twist" may be given to tea. The writer, when in Sung Yang, in the province of Hupeh, on a tea visit, was much struck with the speed with which the twist was thus given to the leaf. The real manufacture of tea only begins when it reaches the firer's hands, and the operation has been so well described by many writers, notably by Fortune (whose account, written more than sixty years ago, is about the best and truest existent to-day), Wells Williams, Sir John Davies, and Dyer Ball, that a reference to any of these authorities is all that is needed.

"The leaves are first thinly spread on

drying and rolling for most of the heap, and makes the leaves a uniform black. They are now placed in the basket in greater mass and pushed against its sides by the hands in order to allow the heat to come up through the sieve and the vapour to escape; a basket over all retains the heat, but the contents are turned over until perfectly dry and the leaves become uniformly black."

Thus much for the manufacture of black tea, from which may be gathered the main fact that often a considerable time may elapse after the sun-drying process and before the teas are put into the firing pans. Thus it is that black teas are heavily fermented.

Different altogether is the course of procedure in regard to green teas, whose leaves are roasted almost immediately after they are gathered, and dried off quickly after the rolling process. When the leaves are brought in from the gardens or patches they are lightly spread out on flat bamboo trays in order to dry off any superfluous moisture, and are left exposed for an hour

as gypsum is not a dangerous or irritating substance, "being constantly eaten by the Chinese," and forms the bulk of the preparation, the remaining ingredient does not count for much. And, curiously enough, it is just that scum from the gypsum which rises on infusion of the tea, quite innocuous, which so exercises the minds of the American food inspectors, whose illogical action is the cause of so much embarrassment to shippers of green tea to the States to-day. For even the choicest gunpowders are "shut out" from the American markets with the same airy nonchalance as would be the rankest, most highly faced Twan-kay. Nor does this inspection law extend only to green teas. All black teas must be up to a certain standard or they will not be admitted into the States. But there is nothing fixed about that standard, which seems to be lowered or raised annually at the caprice of the Inspection Board, and, moreover, it is very uncertain in its application; for it is on record that counterparts of teas that have been unhesitatingly admitted into America have been as ruthlessly rejected. The one taken, the other left, and yet one and the same tea. And here again the choicest black teas are not always exempt from suspicion and rejection, for it is a matter of common knowledge that "when the inspection law was first enacted in the United States of America the first inspector appointed to New York City thought fit to reject as unfit for consumption a small shipment of part of the very choicest Souchong produced, on the ground that the flavour was foreign to tea, and, consequently, that the tea was inadmissible under the standards of purity approved by the New York Tea Board." But it would seem that the reign of coloured green teas was approaching its end. Five of the health commissioners appointed by the authorities at Washington, whose function it is to put an end to adulteration of any kind, have taken up amongst others, the question of green tea adulteration, and two of the five, two years ago, voted against any further importations of "faced" tea. Possibly some definite action in this connection will be taken under the new Presidential régime.

It is not possible to gauge with any great certainty the volume of the brick tea business, but its known proportions are enormous. The rich province of Szechwan, in the far west of China, furnishes an abundance of good tea, which is exported overland to Siberia. This brick tea is cured by pressing the damp leaves in a mould into the form of a brick or tile, 8 to 12 inches long and about 1 inch thick. The brick tea for Tibet is composed of the coarsest leaves, and of stalks moistened by steaming over boiling water, and then wedged into a mould until dry and hard; the pressing and drying being assisted by sprinkling the mass with rice water. The foregoing are the native methods of making brick tea, but the brick tea manufactured by certain Russian firms in Foochow, Kiukiang, and Hankow is altogether a superior article. It is not composed so much of leaf as of the fannings that have been separated from the leaf by winnowing, and good strong whole-some dust imported from India and Ceylon. In his report on the foreign trade of China for the year 1906, the commercial attaché, Sir Alexander Hosie, writes: "In 1905, India, Ceylon, and Java sent 4,906,800 lbs., mostly dust and sifflings, for blending with China teas, principally in the manufacture of brick and tablet tea; in 1906 they sent 8,767,200 lbs., in 1907, 15,000,000 lbs." The bricks which emanate from the Russian factories are hydraulically pressed into bricks appetisingly faced with British-grown dust, that from

Ceylon imparting a rich chocolate colour to the brick, each brick being stamped with a special design or with Chinese chop characters. They are usually packed in bamboo baskets to contain 72 bricks of 2½ lbs. each, or 56 bricks of 2½ lbs. each. These teas are shipped by steamer to Vladivostock and then disseminated by rail through Mongolia and Siberia. The following figures show the remarkable increase in the export of this article:—

In 1867... 8,441,466 lbs. passed the Customs.
 In 1886... 49,361,600 " " "
 In 1907... 80,563,433 " " "

Of this quantity, 37½ per cent., or 30,020,100 lbs. were green tea dust. How much further this expansion of the brick tea trade will go it is difficult to conjecture. The Trans-Siberian Railway must gradually take away much of the traffic from the old caravan routes, while its feeders will tap new districts. It is well known that the inhabitants of Siberia and Central Asia make a soup of these brick teas, possibly because a drinking infusion of them were wellnigh an impossibility, but it may be that when

demand. The demand came, but it came very late in the year, in November in fact, yet China was equal to the occasion. She put upon the London market 3,000,000 lbs. of very common Congou in the space of a couple of months which otherwise had not been exported, and 2,810,933 lbs. of dust, which was 10 per cent. more than the aggregate of the previous year's export. This fact is merely adduced to exhibit China's potentiality in the matter of supplies, and her ability to meet any sudden or extraneous demand for tea.

THE DIFFERENT KINDS OF CHINA TEA.

BLACK TEAS.

Broadly speaking, there are two kinds of China tea, black and green, but these are subject to very distinct subdivision. The black teas from the North of China are quite distinct and different from the "red" teas of the South. The choicest Northern teas are the Keemuns, which are grown in the



PACKING THE CHESTS.

they become acquainted with leaf tea brought on for distribution by the main railway line and its arteries, there will not be that inclination for the wretched hotch-potch now supplied to them in the commoner brick teas. On the other hand, it is well known that the preparation of brick tea for Tibet is receiving much attention at the hands of Indian planters, who have voluntarily submitted to a self-imposed tax to be devoted to pushing their productions amongst the Thibetans.

It is significant of the elasticity of the so-called moribund China tea trade how easily the article in any of its forms can be supplied when the demand arises for it. Take tea dust, for instance, which, as has already been shown, continues to be in increasing demand for brick tea. Last year, 1907, the impression obtained that there would be a deficiency more or less marked in supplies of leaf from India and Ceylon, and that the void thus occasioned would bring common China tea and dust for blending purposes into, at least, temporary

province of Anhwei, and the Ningchows and Monings from Kiangsi, and represent about one quarter of the total production of the North. But the great bulk comes from the two provinces separated from each other by the Tungting Lake, Hupeh and Hunan. From the first come those teas generally known as Oopacks and named after the particular districts in which they are grown, Sungyangs, Yangloutungs, Tongsans, Ichangs, and Cheongshukais. From the latter the distinctive Oonahm teas, Oanfas, Lilings, Nipkasees, Wunkais, Lowyongs, and Shuntans. Practically all the South China congous are grown in the province of Fokien, and consist principally of Panyongs, Packlums, Souchongs, Soomoos, Suey Kuts, and a number of minor districts. The most desirable of these are Panyongs, Packlums, Soomoos, and Souchongs, the last named being the favourite teas on the continent of Europe. Russia takes but little tea from the South of China, the water and method of serving making the Northern teas more palatable. Foochow Oolongs have a delicate

but not such an aromatic flavour as the Formosan tea of the same name. "Oolongs have some of the characteristics of black tea combined with certain of the cup qualities of green teas, and therefore in a measure somewhat resemble a blend of the two." The other varieties of Southern teas are Scented Capers, Scented Orange Pekoes, Pouchongs, Kooloos, and Flowery Pekoes. The fragrance of all scented tea is not natural, but is imparted by firing the leaf with a sort of jasmine flower, called by the Chinese "Mok-lee." In inferior teas the scenting flower is strewn over the top of the tea when packed and removed after a day or two. It is needless to say that the scent so applied is not long retained. "Flowery Pekoes are white, velvety tipped teas with no fragrance and are unfermented, and are used only on the continent of Europe and in Persia. These teas are made only from the earliest buds of young leaves in the Paklum, Chingwo, and Panyong districts. Scented teas generally possess but little cup merit."

made up entirely for style to catch the eye—the American eye. The Hoochows, which are confined almost entirely to gunpowder makes, draw, when good, a water not unlike the Yenshu district teas of Japan.

A third kind of green tea which can always be made to order in any quantity, and is made largely for the continental markets of Europe in the form of small leaf Sowmee, goes by the name of Shanghai packed. Its chief constituent element is Pingsuey leaf, with sometimes a very modest admixture of country tea to "bring up or brighten the infusion." Though not at all "desirable" teas, yet a very considerable business is done in them, while a new outlet has been found for them by Parsee buyers, who blend certain grades to cheapen the cost of their extravagantly high-priced Hysons.

Formerly country green teas came to market in the shape of full chops of 500 to 1,000 half chests. Now they arrive for the most part minus the Hysons, which are almost entirely taken for Batoum, and which aggregate the large total of 130,000 half

Hysons, Hyson skin, and Twan-kay, and the derivation of those names is not without its interest. Dr. Wells Williams tells us that "Gunpowder and Imperial are foreign made terms; the teas are known as Siauou Chu (small leaf) and Ta Chu (large leaf) by native dealers. The first is rolled to resemble shot"—rather an Irish way of putting it. The native names for Imperial are the equivalents of "Sore crab's eyes, sesamum seeds, and pearls. Hyson is a corruption of Yu-tsen, before the rains, and of Hi-chun, meaning flourishing spring." Young Hyson, of course, and Hyson skin explain themselves, while Twan-kay is said to be the name of a district.

Black teas as a rule derive their names from the districts from which they come. A list was once made of the "localities, each furnishing its quota and peculiar product, amounting in all to forty-five for black, and nine for green. The area of these regions is about 470,000 square miles."

Until comparatively late years green teas arrived in full chops, and were shipped off in their entirety. At first began the selling out of the Hysons to Bombay buyers at such prices as would materially lessen the cost of the original chop. The opening of Batoum ruined the Bombay market, and so great has been the demand for Hysons for the newer market, and so high the prices paid, that the natives now seldom include the Hyson in a chop, but send it down to Shanghai three weeks ahead of the arrival of the bulk there. Later again Batoum and France have made such inroads into the young Hyson grades that a special preparation of them has been made, commonly designated small leaf Sow-meets. And as the demand for special lines continues to increase so much the nearer comes the day when the "chop," as a chop, will cease to exist. The green tea "chop" will not recognise itself in the near future, any more than now do the once distinctive teas, Oanfa, Cheongshukai, and Shuntam, amongst many others, recognise themselves. An extra demand upon any one special district naturally leads to its being supplied by tea nominally only from that district. The extra quantity required is usually made up from an admixture of leaf from contiguous districts; this has noticeably been the case with Oanfa and Shuntam teas, when extra supplies of each have been found in mutual borrowings. And the fair name of Moning covers a multitude of sins.

SOME EXPORT FIGURES.

It is not necessary, nor would it serve any practical end, to furnish here in detail the progressive export of tea from China since the opening of the Treaty port of Hankow in the sixties, triumphant as that progress was until the culminating year 1886, when the direct export to foreign countries amounted to the great total of 295,626,800 lbs. Then China began to feel seriously the effect of competition with British-grown teas, as shown by the figures of 1906, when only 187,217,100 lbs. were exported. So that in the space of twenty years had occurred the visible shrinkage of 108,409,700 lbs., or 63 per cent. This difference, it is true, was somewhat reduced last year, 1907, when, owing to a temporary demand in England, the export rose to 214,683,333 lbs.; but for the past decade, 1898 to 1907, the average of 196,500,000 lbs. has been maintained; an average not likely to be disturbed for some time unless any further phenomenal expansion should take place in British-grown production to the expulsion by so much of China tea, or consumption outstrip the general average



PUTTING THE "CHOP" ON THE CHESTS.

GREEN TEAS.

As with black teas so with green. The dividing line between green teas of Anhwei and those of Chekiang is broad and distinct. The former are known as country teas, and in order of merit and popularity are the Moyunes, Tienkais, and Fychows. Although very similar in make and appearance they are wholly dissimilar in their liquoring qualities. The Moyunes have a most delicate flavour, emphasised by a slight but acceptable burntness. The Tienkais are wanting in any marked cup merit, but the infusion is of a very delicate yellow colour. The Fychows are of a lower grade altogether, not so well made in the leaf, and drawing a comparatively strong, rather rank and smoky water.

The Chekiang teas comprise the Pingsueys, Hoochows, and Wenchows. These latter arrive here from the Chekiang port of Ningpo, and in make somewhat resemble the Fychows. The Pingsueys are, with the exception of the allied Hoochows, very metallic in the cup—brassy was a term applied to them in earlier days—and are

chests. The modest quantity of green tea which is now shipped to Bombay, about 1,000,000 lbs. is made up of the lower kinds of Hysons and a small proportion of choice Chun-meets, the highest type of Young Hysons. Whether the export trade in green tea to Russia will increase is a question which time alone can decide. Meantime, the tendency is towards increase. Regarding America, unless some wonderful increase in the general consumption take place, the prospects are anything but encouraging, for British-grown teas are but too visibly growing into favour, and so ousting the China article, possibly as some compensation for the cold water thrown upon the attempts to foist foreign made green teas upon her markets. The manufacture of Indian and Ceylon green tea has not been a success, despite the advantage of a "cess" under which it was started.

A full chop of green tea consists of several grades of leaf, of different make and flavour, well known in their order of make as Gunpowders, Imperials, Hysons, Young

production, and so create a demand which China is well fitted to supply.

Meantime, to those who have not made themselves acquainted with the volume of China's direct exportation of tea to foreign countries, and are unaware of the multiplicity and nature of her customers, the following abstract from the Imperial Maritime Customs returns will reveal information of peculiar interest.

As has been stated above, the total export in 1907 was 214,683,333 lbs., which was distributed as follows:—

	Lbs.
European Russia	25,000,000
Russia : Russia and Siberia ...	25,500,000
Russia : Pacific ports	81,250,000
United States of America	27,000,000
Great Britain	21,000,000
Hongkong	13,250,000
North Sea ports	7,750,000
Mediterranean ports	4,350,000
Canada	1,750,000
Japan and Korea	1,500,000
British India	1,250,000
Macao	1,100,000
Australia and New Zealand ...	950,000
French Indo-China	920,000
Singapore and Straits	550,000
Turkey, Persia, Egypt	500,000
Siam	475,000
South Africa	250,000
Central and South America ...	180,000
Dutch Indies	125,000
Other countries	33,333
	<u>214,683,333</u>

It is very difficult to trace the destination of teas exported from Hongkong and Macao, nearly 14,500,000 lbs., but the presumption is that the bulk of it goes to America, and limited quantities to Australia, South Africa, and England.

Figures and facts have been adduced to show sufficiently that China is still a great tea producing country, and a factor to be reckoned with in the future production of the article. It is unfortunately true that the great markets of England and Australia have been lost to her, the latter, perhaps, irrecoverably, for India and Ceylon supply exactly the article that the Commonwealth requires—something dark and strong and cheap. With England the prospect is more hopeful, and there are those who do not hold with Sir Alexander Hosie that "the English taste has become so perverted and insensible of the delicacy and cleanness of flavour characteristic of China tea, that the market can never be recovered even by reduced price."

THE DECLINE OF THE TRADE WITH ENGLAND.

The decline has come entirely from the competition with India and Ceylon. Not only has the English market been almost entirely lost to China, but that of Australia, with the largest per capita consumption in the world, has become hopelessly so. China tea no longer presents a fair mercantile risk. Formerly it was dealt with in the London market by merchants in the same manner as other products which require from importers a knowledge of markets. The merchant could find reasons for holding or selling as the case might be, but as he discovered year after year that his knowledge was of no avail he gradually withdrew from the trade and allowed it to pass into the hands of the dealers, who, through their special agents, have become importers themselves, as also to those who have special

outlets for certain teas, and conduct their business almost entirely by telegraph. This giving London "firm offers" or "refusals" for a certain time has reduced the trade, as far as China is concerned, to a very poor commission business. Although finest China tea is returning fair profits at the time of writing, it is only because it is not in over supply and is being judiciously managed. Last year finest China tea was in rather too full supply, with the consequence that the importer who had not his special outlet and had missed his chance of sale on arrival had finally to put up with fabulous losses of 50 per cent. or more. To attempt to hold China tea nowadays is fatal, even the very commonest and cheapest kinds. In a booklet written by the agent in China of the "Pure China Tea Importing and Distributing Company," appears the following brief but very informing view of the present position of the article, with the causes that have brought it about:—"It is but a few years since Indian, Ceylon and Java teas took up the

a falling market, has continuously forced the pace and driven the tea into the consumer's teapot. The demand from the masses for strong tea was met by the extra strength from the British-grown varieties. This demand exists mainly from English tea drinkers of middle and lower classes, who have always insisted that all their beverages should be pungent, strong and stimulating, whether it be porter, ale, coffee or other liquor, regardless of the effect upon the nervous system. The increased demand for other than China tea is entirely due to this and not to any desire for quality or flavour, but merely for strength in the cup." That strength is kept in the leaf by the foreign method of rolling. In China the sap is expressed in the native efforts to get curl and twist in the sun-dried leaf by their mode of manipulation, and consequently much of the real strength of the tea is lost. To retain that sap without the aid of machinery is a question which may yet be solved by native genius when once properly centred upon the great advantage to be



TEA READY FOR SHIPMENT.

leading positions in the world's markets, and whilst to the casual observer it might appear that this position has been attained solely by their superior merits, it is a well-known fact in the tea trade that this is not the cause. The advent of Indian, Ceylon and Java teas found the existing method of disposing of shipments to be too slow, and the crops from these countries continuing to arrive practically throughout the whole year, it was necessary to dispose of the product quickly at auction at the best price it would fetch, the direct result being that the article has been literally forced into consumption. In this manner the merchant was bound to sell because other shipments were following close upon the one in hand. The broker who bought in the auction sale was compelled to get rid of his purchases immediately to the large wholesale dealer, who in turn was compelled to let go to the exporter and small dealer who again were forced to get rid of their holdings to the blender and shopkeeper. Every pound bought had to be paid for in a very short time, and this fact, coupled with the fear of

gained by the effort. At present this sap, the life-blood of the leaf, is almost entirely lost. It is not difficult to imagine that it is quite possible to save some of this natural and much desired strength and return it to the leaf before the final firing.

As for the Chinese process being a dirty one, as so strenuously urged by the Indian planter to the detriment of China tea, the objection to the manipulation of tea by hand (and by feet) instead of by machinery has about the same logic on its side as has the objection to the grape being trodden under foot before the wine is produced. No one gives much thought to the fact when drinking a favourite claret. Machinery has been tried in China, both at Foochow and at Hankow, but has not proved successful owing to the lack of a continuous supply of leaf to keep it going. Nor is it obvious that machinery can ever be made use of in China, save perhaps in the thickly planted green tea districts of Chekiang, for, "owing to the peculiar nature of the Chinese laws as to inheritance and probably also, in some degree,

to the despotic genius of the Government landed property is much divided throughout the Empire: and so it is that tea is grown in gardens, or patches or plantations of no great extent." Until such time as large areas of tea land can be leased or owned, cultivated and carefully managed as they are in India, Ceylon, and Java to-day, there can be nothing similar to an Indian plantation or a Ceylon estate in China, where the land is owned by the foreigner, the plants tended and cultivated by the foreigner, the leaves picked day by day, and day by day manufactured by machinery on the spot.

More might be done immediately for the improvement of China tea had shippers such a vested interest in the article which has given them some control over it *ab initio*. In India and Ceylon everything belongs to the planter, land, produce, machinery, besides control over the manufacture. It is in his power to make such a quality of tea as he may have a special market for. In his hands lie the power to increase or reduce the output and to regulate shipments, and a combination has been actually entered into by the Indian and Ceylon growers to adopt a common policy to regulate the quantity made, shipped and sold on the London market. "Growers are no longer independent units, but an organised body acting in concert with a definite aim." In China it is a case of each shipper for himself. It is only those who have witnessed the opening of the Hankow tea market in the month of May who can form any idea of the conduct of the business. They will have seen the extraordinary and irregular prices paid, and the speed with which the article is shipped off to markets too often quite unable to deal with more than a moderate quantity, a speed which may be gauged by the fact that some 600,000 half chests out of a possible total supply of 800,000 half chests of Congou are afloat within the very limited time of six weeks. And in due time from across the seas comes the effort to sell, with the result that such fluctuations in prices occur as are unknown and impossible in any other article of produce in the known world. It is this absolute inability to control prices in any degree which has driven the genuine old exporter from the field, and is one of the causes of the decline of the China tea trade. To such fluctuations the British-grown article is never subject because shipments are regulated, and the quantity offered for sale at one time on the home market, although large, never excessive. The cost of production in India and Ceylon varies but little. A good season may bring out a larger supply of leaf than usual, and so lessen the cost of the article. In China neither quality nor quantity materially affect prices which alone are determined by the caprice of buyers, for the tea-man once having brought his produce to market must perforce sell it or ship it. And he is much too wise to do the latter. Very interesting is a comparison of the average prices realised for a season's yield of British-grown tea, and the average prices paid for China tea.

In 1904 the average obtained, according to the *Daily Telegraph*, for all the Indian and Ceylon tea sold in London was 7½d. per lb. for the former and 7d. for the latter. In 1905 the prices were respectively 7¼d. and 7½d. In 1906, 8¼d. and 8d.

According to the Customs returns the average value of black tea from all China was for the following decades:—

1862 to 1871 ...	... \$24.73 per picul.
1872 to 1881 ...	... \$19.99 "
1882 to 1891 ...	... \$16.64 "
1892 to 1901 ...	... \$20.25 "

It would be very difficult with any accuracy to determine the average laying-down cost of tea in any of these decennial periods because of the fluctuations in exchange; but the prices paid to the native tea-men were on a marked decline for the thirty years from 1862 to 1901, a decline that no British planter could understand and a depreciation unknown to British-grown produce. And anomalous as it may appear, despite the very low average price at which China tea has been laid down in London this year, the article, save for a moderate quantity of finest quality tea, is practically unsaleable.

Is it possible to recover, at least, a part of the lost trade with England? And if so, how?

This is a question to which the answers are as numerous as they are varied, strongly confirming the latinism of long centuries ago, *quod homines, lol sententia*, that the number of opinions was limited only by the number of men capable or otherwise of forming them.

There are those who look upon the future of the tea trade with England as hopeless. There are again those who think the present limited trade will drag on for years under much the same conditions as now exist. The Indian view of the prospects of China tea are thus summarily dismissed in an article on the Indian tea companies, in the *Daily Telegraph* of August 17, 1908:—"China's export may be expected to decline if India's advance." Everything points to an Indian advance, though "as regards Ceylon the opinion prevails that its output will not increase." But let India take heed lest she has but "scotched the snake, not killed it," for China is a land of surprises. And there are a few, very few, who think that a part of the lost trade may be recovered. Amongst these last I am content to take a humble place and believing in the adage that "she may have been asleep but is not dead yet," I think that China, imbued with the spirit that is now making for a new China, will rise to the grand occasion, and through her all-powerful officials not only make the effort to resuscitate her tea trade, but even to extend it materially. And for whatever they may be worth I submit the following suggestions as possible aids towards the extrication of the trade from the slough of despond in which it is at present so hopelessly floundering:—

1st.—The effort must be made to cheapen the cost of the article.

(a) This end might in a measure be attained could some combination, such as that which regulates output and shipments in India, be entered into not to pay such inordinate prices for that great bulk of tea which fills up the space between choicest and commonest descriptions.

(b) In India there is no tax on the production or export of tea; in China there is a specific export duty of \$1.25 per picul, based on an average value of Tls. 25, and a series of taxes on the article from the place of production to the port of shipment, levied by the local officials and generally known as *likin*, which amounts on the average to rather more than the export duty, "with something added for irregular levy and delay and loss of interest."*

Obviously no industry thus burdened can compete with a rival free of all burden. And strange to say, with the knowledge that these internal taxes are illegal and abolished by

Treaty, which in their place imposes a transit duty of one half of the export duty, namely, \$0.625 per picul, the natives are content to be mulcted rather than incur the displeasure of the local officials, and the consequent penalties and lets and hindrances to the prosecution of their legitimate trade. Nothing could be clearer on this head than the words of the supplementary Commercial Treaty with China, which was ratified at Peking on July 28, 1903:—

Preamble.—"The Chinese Government recognizing that the system of levying *likin* and other dues on goods at the place of production &c. &c. &c. undertake to discard completely this means of raising revenue."

Art. VIII.—"The total amount of taxation leviable on native produce for export abroad shall, under no circumstances, exceed 7½ per cent. *ad valorem*."

It is possible that natives will sooner or later resent the fact that their produce is being illegally taxed, while it is not only to the interest but it is actually the duty of all those engaged in the tea trade, whether foreigner or native, to obtain their Treaty rights. That a little perseverance will go a long way towards attaining this end is proved by the fact that the present writer, in the month of June this year (1908), actually succeeded in bringing tea down from the country free of all burdens except the legitimate tax imposed by Treaty, viz., one half of the export duty per picul.

What has been attempted by an individual single handed, who takes this opportunity of thanking the Consuls-General of Shanghai and Hankow and the Consul at Kiukiang for their whole hearted and inspiring support of his action, might be carried into general and permanent effect by the combination and co-operation of all those engaged in the trade to insist upon their Treaty rights. Had the Chinese Government properly fulfilled its Treaty obligations there would have been saved last season to the export trade in leaf tea and dust no less a sum than Haikwan Tls. 621,981 (as per Customs returns), or roughly £90,000 sterling, while exporters of brick and tablet teas would have enjoyed an abatement on 82,000,000 lbs. of the article so manufactured. Surely this is a betterment which shippers as a body should at once make an effort to obtain.

2nd.—Greater strength must characterize China tea.

At first sight it does not appear very obvious how strength can be imparted to the leaf, but when it is suggested that this end may in a degree be attained by returning to the leaf before its final firing some of that precious sap wherein lies the strength now largely lost through the existing native methods of manipulation, the experiment should certainly be worth the trial. Inventive native genius should surely be able to manufacture a rolling machine to be worked by hand which would answer all the purposes which the Indian machine is supposed to meet, or in any case to devise some means whereby the loss of strength of the tea may be minimised. For great and natural original strength is in the leaf undoubtedly. Again, greater strength and increased productiveness might be ensured were those tactics followed which have been so successful in India and Ceylon, viz., replacing worn-out sections of the patches or gardens by newly planted areas on more fertile soil, and by more scientific manuring.

* Morse, "The Trade and Administration of the Chinese Empire."

The system now adopted in India is called "Green manuring." It has been ascertained that leguminous trees, shrubs, and annual green crops provide the organic matter and the nitrogen required by the tea bush for its fullest development. And China is rich in this resource, with her bean and pea fields, her *Sesamum* and kindred vegetable plants. A little local official pressure, the terror of the agriculturist's life, in this direction would soon result in a productiveness without increased planting which would benefit both grower and tax-collector alike.

3rd. — Regulated, not hurried shipments.

It is a time-honoured belief that because tea arrives in almost unwieldy quantities in the markets of China within a month that it must be philanthropically shipped off without delay to relieve the local congestion. Further, buyers are actuated by the fear that if they do not buy tea immediately it is offered on the market they will miss their opportunity, and be left out in the cold until another tea season comes round. The result of these ill-considered hurried shipments, while usually disastrous, is at the same time preventable. Why, for instance, cannot the native tea-man be made to hold his stock in China for a few weeks instead of delegating that task to the foreign exporter, who has to carry his holdings, whether in America or England, for months, and sometimes for years? Here, again, a lesson may well be learnt from the Indian

shipper. Rational combination to retard shipments should not be impossible.

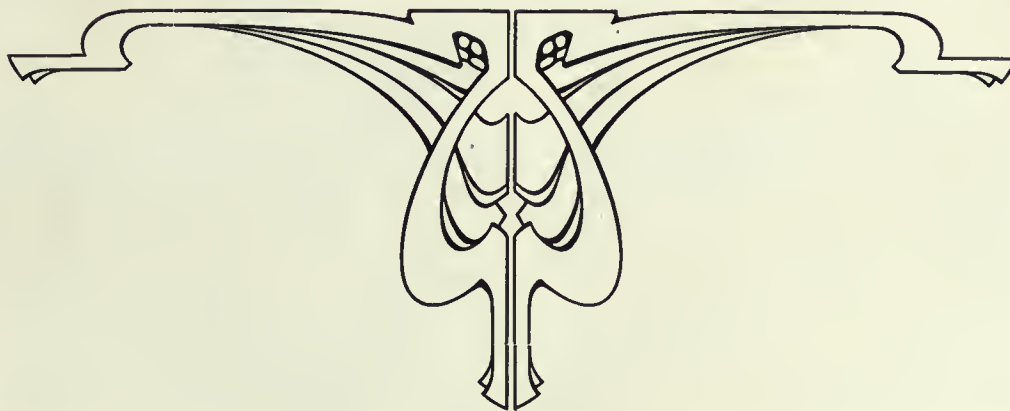
4th.—A more serious pushing of the article and insistent advertising.

There can be no question of the superiority of China tea in the æsthetic properties of aroma and flavour, while it is distinctly a more wholesome beverage and superior dietetic nutrient. While Indian, Ceylon, and Java teas contain an excessive amount of tannin, the fruitful mother of dyspepsia, only an insignificant amount is found in China tea. The consensus of opinion of the leading medical authorities in the world has proclaimed in favour of China tea above all other teas. These important facts should be brought home to the great tea drinking public of Great Britain in some less lymphatic manner than that adopted by the self-constituted China Tea Association. Tea should be advertised, as Indian and Ceylon teas have been advertised, and as strikingly and as appealingly as the merits of patent medicines are made known. Even for this purpose should a voluntary tax be levied as in India. China must vigorously fight India, Ceylon, and Java with their own weapons if she would get back even a part of that trade which once, and not so long ago, was all her own.

An independent step, but one quite in the right direction, is now being taken by a private enterprise well fitted financially and with ability to carry its project to a successful issue. The Pure China Tea Importing and Distributing Company, with its buying agencies in Hankow and Shanghai, and a

London distributing office, are prepared to place in the hands of those requiring it strictly choice pure China tea packed in China and distributed in original packages only at most moderate prices. With the aid of intelligent pushful travellers and a strong advertising appeal to the common sense of the great body of tea drinkers, there can be little doubt of ultimate success. But this is a step which, at its inception, ought to have been taken by the China Tea Association, who should have canvassed for funds from all those interested in the amelioration of the trade, and so got them financially interested in the new departure. But there is yet time for that august body to take the matter in hand.

I am strong in the belief that with a scientific enrichment of the soil and a more intelligent attention to the growth and cultivation of the plant the resultant extra-productiveness would largely tend to the cheapening of the initial cost of the leaf—a cost that will be further lessened by the removal of the present illegitimate internal burdens; that a saving of the wastage now occurring by reason of the ancient native method of manipulation will impart a much desired strength; and that, finally, with an article not comparing unfavourably in cost and strength, but comparing only too favourably in wholesomeness, quality, and flavour with the British-grown teas of India and Ceylon, properly regulated shipments, and persistent, strenuous, intelligent advertising, China may not unreasonably look forward to a future bright with promise for her naturally magnificent industry.





COTTON.

BY JAMES KERFOOT, M.I.M.E., Manager of Ewo Cotton Mills, Shanghai.



HE spinning of cotton into yarn, and the weaving of that yarn into cloth, are industries which have existed in China for over a thousand years. Weaving is carried on, practically, throughout the Empire,

but the great centre for spinning has been the country where cotton is grown under the most favourable conditions. The seaboard round the mouth of the Yangtze, the Hangchow Bay, and the plains of the Hupeh Province. It is in the last-named districts that the mills have been erected for treating the raw material by means of steam-driven machinery.

One of the earliest ventures in this direction was the Chinese-owned mill, built in 1891, near the point on the Yangtze Poo Road, Shanghai. This has always been regarded, more or less, as a Government venture. Financially, it has never been successful. The management has been entirely in Chinese hands, and "squeezing"—a colloquial expression describing the pernicious system of securing illicit personal commissions from every kind of business transaction has been notorious. One example of this will serve to illustrate the difficulties of producing a sound balance sheet. The mill had not been built long before there was a fire. No provision had been made by the management for grappling with such an emergency, and as the municipal fire brigade was not allowed to render assistance, the employés were helpless. As a result, the premises were gutted. It was then found that the official who had been entrusted with the insurance premiums had considered himself entitled to a considerable portion of the money. Consequently the policies had been allowed to lapse, and the shareholders suffered heavy loss.

Subsequently a larger mill was built on the same site. The originators claimed for themselves a quasi monopoly, and prohibited those who were not prepared to pay a fixed royalty for the privilege from engaging in any similar undertaking. Although certain Chinese accepted this onerous condition, foreigners resented it as an undue infringement of their Treaty rights, and Messrs. Jardine, Matheson & Co. imported certain machines, in 1893, to obtain a test case. It was, however, only when Japan, after her war with China, had inserted in the Treaty

of Shimoneseiki, in 1895, an article conceding to Japanese subjects the right to engage in all kinds of manufacturing industries in the open ports of China, and to import the necessary machinery, that foreigners were afforded an opportunity of exploiting these fields, rich in their possibilities for modern commercial enterprise. No time was lost in turning this particular clause in the Japanese Treaty to account. No fewer than eleven mills, Chinese and foreign, were erected between 1896 and 1898. In 1896 the mills owned by the Chinese were working some 120,000 spindles and 850 power-looms. Before the end of 1908 there will be 732,500 spindles, and 2,500 power-looms in operation.

Weaving has not expanded at the same rate as spinning. The reason for this is a simple one. Nearly every homestead in the country districts contains one hand-loom or more operated by the female members of the household in their spare moments. The cost of production is therefore exceedingly low. Large quantities of coarse cloth are placed on the market by this means at a price at which it is impossible for power-looms to compete. If it were possible to spin yarns of, say, from 20's to 24's from native cotton, a tremendous expansion would take place in the weaving industry, because this would allow Chinese mills to compete against Japanese and American cloths, made from American and better-class Indian cottons. At the present time best Chinese cotton cannot be spun successfully into higher counts than 16's yarn owing to its short staple.

The capital invested in the cotton industry does not fall far short of £3,000,000, taking into consideration land, buildings, and machinery. But from a foreign point of view, when due allowance has been made for depreciation, the 700,000 spindles taken at a fair market price would not be worth much more than half this sum, or 15 taels per spindle. It is doubtful whether the shareholders have received 2½ per cent. per annum on their capital. In the foreign-managed mills, however, the machinery and plant have been maintained in good condition, and it may only be a question of waiting a few years before the cotton industry comes to be looked upon as a safe investment yielding from 7 to 10 per cent. So

far there have been many factors militating against the profitable working of the mills. Foremost among these has been a lack of working capital. The mills have to cover their yarn sales immediately they are made, as it would be unsafe to risk the fluctuations of the cotton market, which are due to the large exports of raw cotton to Japan, amounting to between six and eight hundred thousand piculs per annum. Owing, also, to the seasonable character of the market, the yarn had to be stocked for months. If such a precaution were unnecessary, the interest on working capital would go a long way towards paying a return of 3 or 4 per cent. on the money invested. Another factor adversely affecting the fortunes of the Chinese mills has been their failure to obtain supplies of raw cotton at reasonable prices. The estimates, made at the time when foreign capital was about to embark on the new enterprise, were based on the belief that cotton would never go beyond 11.50 taels per picul, as for years its price had remained stationary at 11.00 taels. Japan's increased requirements, and the demands made by the increasing number of spindles in China, had not been anticipated. In 1903 and 1904 the price of Chinese cotton was 90 per cent. above the figure on which the original calculations were founded. The mills, too, have to contend against the "dumping" of surplus stocks of yarn by Japan and India, and the high price of the commonest coal also increases the cost of working to a large extent. At the beginning, the labour question presented some difficulty, but the women, having worked cotton and yarn in their homes, make apt pupils, and, unless the foreign mills start working during the night, there are now sufficient hands obtainable, except for a few months in the summer. When the quality of cotton used is taken into consideration, the Chinese operative, under foreign supervision, is quite as cheap and as expert as operatives in Japan and India. The foreign mills are worked during the day only, from 6 a.m. to 7.30 p.m., and unless the margin of profit is at least 10 taels per bale, it is far better not to have night work, for this not only means an increase of more than 100 per cent. in depreciation, but, also, the production of a poorer quality of yarn.



Preparing Roving for Spinning.

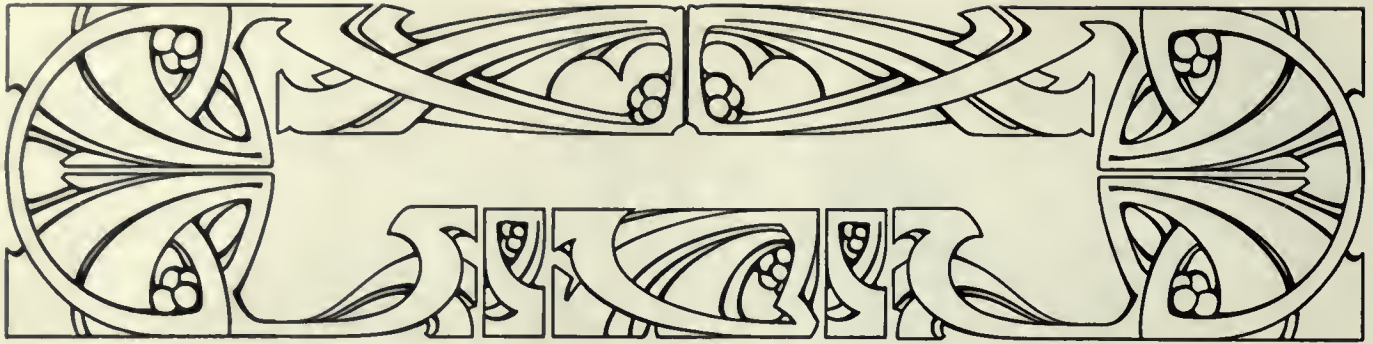
COTTON.

Extracting Seed from Lint Cotton.

Weaving Cloth.

Opening or Wilowing Cotton.

Spinning three threads simultaneously.



THE FLORA OF CHINA.



CHINA possesses what is probably one of the largest flora in the world. "The most moderate estimate cannot put the whole flora as containing less than twelve thousand species," says Sir W. T. Thiselton Dyer in the "Index Floræ Sinensis," which enumerates 8,271 species, 4,230 of which are endemic, or not known to occur outside the Chinese Empire.

The popular cry that China requires nothing from abroad, having all that she needs within her own boundaries, is no empty boast so far as her vegetation is concerned. Lying between about 45° N. latitude, where the winters are Arctic, and about 15° N. latitude, where the climate is equatorial, she has an extensive range of climate. From the high line of mountains in Szechwan, whose peaks are covered with perpetual snow, to the flat alluvial plains on the Pacific coast, it is possible for her to cultivate practically all known plants. Not only is her flora one of the richest in a general sense, but it is also one of the most extensive, in so far as decorative plants, suited to the gardens of Great Britain, are concerned, and this survey will be chiefly confined to remarks on some of the most popular of the hundreds of garden plants that have been introduced from China to Britain.

Our knowledge of Chinese flora from a decorative point of view only dates back to 1843, when Robert Fortune, a botanical collector sent out by the Royal Horticultural Society, arrived in Shanghai. He was an intrepid collector and overcame considerable difficulties in his attempts to enrich the gardens of the old country. He had, of course, a new field to explore, and though certain facilities for obtaining plants were afforded him by the nurseries in Shanghai, it is to his own personal efforts that thanks are due for a great number of our most popular flowers. It was he who brought home the chrysanthemum, which, though divided into Chinese and Japanese varieties, certainly originated in China. A peculiarity which is generally overlooked in discussions on the question of Japanese and Chinese forms of this plant is very obvious to those who know the difference between the two peoples. The Japanese plant is light and

fantastic, with curved twists of petals; in other words, it is artistic, and typical of what the Japanese admire in art. The Chinese variety, on the other hand, is stiff, globular, formal—like the Chinese character, conservative and solid. There is little doubt that each race, finding the flower adaptable, developed in its peculiarities to suit their tastes.

Amongst the most popular garden plants introduced by Fortune are the following:—Pæonies, azaleas, camellias, *Gardenia fortunei* and *G. radicans*, and roses in many varieties. The Tea rose, and its consequent hybrids, were all derived from *Rosa Indica*, a Chinese species.

Fortune's greatest work, however, was the introduction of the tea plant (*Camellia thea*), from the vicinity of Chekiang to India. After completing his investigations for the Royal Horticultural Society, he accepted a commission from the East India Company in 1848 to obtain seeds, plants, and full information relative to the cultivation of tea in China, with a view to starting the cultivation of tea on the Himalayas. Up to that time the Chinese had guarded the secret of tea production very carefully, and it was commonly supposed that black tea was made from the leaves of *Thea Bohea*, grown on the Foochow and Canton Hills, and that green tea was the product of *Thea viridis* cultivated in Chekiang. Fortune's investigations revealed the fact that black and green tea were both the product of the same plant, *Camellia thea*, and that the difference in colour was due simply to difference in the methods of manufacturing, *i.e.*, drying, &c. On August 10, 1885, Fortune, who had previously shipped considerable quantities of plants and seeds to India, left Shanghai with eight expert tea cultivators and manufacturers from Fokien. From their arrival dates the great tea industry in India and Ceylon, which now so seriously threatens the China tea trade with extinction that two years ago Chinese commissioners were deputed to visit Ceylon in order to investigate the methods in vogue there. From the fact that the tea plant is not infrequently found growing wild in Assam but never in China, it may be inferred that India was its original home. The probabilities are that the Chinese imported the plant from Assam centuries ago, and that through Fortune they merely repaid a loan.

NORTH CHINA.

The vegetation of China is divisible into three well-defined regions. The Northern, or Temperate, region, extends from Shantung northwards. This is the home of numerous pines, the most famous of which is the White Barked pine (*Pinus bungeana*), so abundant near the Ming tombs in the vicinity of Peking. This tree is greatly venerated, and attains a great age and size. Its stem, when matured, appears as though it were whitewashed, and forms a striking object in the landscape. The Shantung Province and North Honan are the chief fruit-growing areas. Apples, pears, plums, grapes, persimmons (*Diospyros kaki*), thorn apples (*Crategeus pinnatifida*), cherries, apricots, and all other temperate fruits are grown in great variety. A plum-cot, similar to the famed Burbank hybrid, is said to have existed for centuries in the vicinity of Weihaiwei, while other peculiar fruits found in this locality are the seedless jujube and flat jujube, the apple-shaped pear, and a large peculiar shaped persimmon.

Amongst flowering plants the more familiar varieties are *Anemone chinensis*, *Lilium concolor*, daphnes, hawthorns, *Jasminum nudiflorum*, *Forsythia suspensa*, the China aster (*Callistephus hortensios*), *Clematis orientalis*, *Thalictrum minus*, *Anemone hepatica*, *Adonis vernalis*, *Pæonia albiflora*, *Chimonanthus fragrans*, *Delphinium grandiflora*, *Aconitum*, and *Aquilegera*.

CENTRAL CHINA.

The central region, *i.e.*, that adjoining the Yangtze Valley, is agriculturally, and also in the extreme richness of its flora, unique. In the vicinity of Shanghai the flat alluvial plains are devoted to agriculture, the rich soil producing excellent crops of cotton, rice, barley, beans, *Sesamum Indica* and large supplies of vegetables. At Sicawei, which is the chief peach-growing region, good peaches in considerable variety are produced, the favourite being a flat-fruited variety. Unfortunately, the Chinese do not give careful attention to their cultivation, with the result that almost every other fruit has a maggot in it. The peaches are plucked before they are ripe to prevent the maggot from developing and to avoid the risk of theft; consequently, a really ripe, luscious

peach—the perfect, delectable fruit that is usually pictured—is unobtainable. Indeed, foreigners may literally be said to be starving whilst in the midst of plenty, so far as this fruit is concerned.

In this region no square inch of land is left uncultivated, consequently, wild flowers are rarely seen, the only exceptions being *Anemone Japonica*, *Lycoris squamigera*, *L. radiata*, *L. auria*, *Lonicera gyno-chlamydea*, and *Rosa multiflora*. On the so-called hills, situated at a distance of about 20 miles from Shanghai, are found *Ficus repens*, *Tracheteopernum*, *Jasminoides*, Hart's-tongue, Royal, Sword, *Pteris cretica*, and a variety of other ferns, and two forms of asparagus.

Other plants which are natives of this region, but can scarcely be said to occur in a state of nature, are *Salix babylonica*, *Ilex cornuta*, *Viburnum macrocephalum*, *Ligustrum lucidum*, *L. sinensis*, *Ailanthus glandulosa*, *Sterculia Platanifolia*, *Pterocarya stenopera*, and *Quercus serratta*.

The hills in the vicinity of Ningpo and Hangchow are clad with azaleas, *Rhododendron sinensis*, and *R. Indicum*, like the hills of Scotland with heather, and when in flower a magnificent effect is produced by the varied coloured blooms which appear in great profusion. The natives treat the azaleas as scrub, and in winter remove every branch for use as fuel. Amongst the azaleas are lilies of sorts—chiefly *Lilium Brownii*, which is found in many varieties from yellow to white. Ferns and lycops, particularly the stag-horn moss, abound. Amongst the more prominent trees are *Castanopsis Tibetiana*, a large evergreen chestnut, the leaves of which frequently measure from twelve to fourteen inches in length, and four inches in width. This tree is a handsome object, attaining considerable dimensions, and appears to be confined to the vicinity of Hangchow, where it was first discovered by the Right Rev. Bishop Moule. *Gleditschia sinensis* and *Gymnocladus sinensis*, the large pods of which produce a saponaceous matter and are employed by the natives instead of soap, are abundant. Various species of rhus, from one or more of which the famed Ningpo varnish is obtained, are more or less cultivated.

Casanea sativa (sweet chestnuts), and some good varieties of "Loquats" (*Eryobotrya Japonica*), both white and yellow fruited forms, are grown in large quantities; whilst on the island of Pootoo, Chinese strawberries, the fruit of the *Myrica sapida*, are cultivated for the Shanghai market, where they are purchased by both natives and foreigners. *Stillingia sebifera* (the tallow tree) is grown in considerable quantities all over the Chekiang Province, and from its fruit a saponaceous matter is expressed which, when purified, forms a high-class tallow that might be found well worth the attention of soap-makers. This tree is cultivated much in the same manner as peaches, that is to say, the larger fruiting varieties which yield the greatest amount of tallow are grafted on to the seedling stock.

The flora of the Yangtze Valley really may be said to begin in the vicinity of Kiukiang, particularly on the Kuling Hills, where may be found such plants as tulip trees (*Liriodendron tulipifera*), *Lilium speciosum* var *Fermosana*, *Zanthoxylinum piperitum* (the seeds of which are used as a condiment), *Xanthoceras sorbifolia*, *Wistaria*, *Viburnum tomentosum*, *Vitis inconstans* (better known as *Amelopsis Veitchii*), *Anemone Japonica*, *Akebia quinata*, *Akebia lobata*, and a host of other popular flowering shrubs.

For our knowledge of the rich flora of the

vicinity of Ichang, we are in the first place indebted to Dr. Henry—formerly of the Imperial Maritime Customs service, and now Professor of Arboriculture at Oxford University (vide the "Index Florae Sinensis")—whose collection reached the large number of 15,700 specimens, each represented by numerous duplicates, amounting in all to 150,000 sheets; and, later, to H. E. Wilson, collector to James Veitch & Sons, who sent to London seeds of 1,800 species, 30,000 bulbs of new and rare species of liliums, and living roots of various herbs, shrubs, &c. His herbarium collection comprised 20,000 dried specimens, many of which were collected in the higher reaches of the Yangtze and in Szechwan.

Ichang is the home of *Primula sinensis*, now one of the most popular winter flowering greenhouse plants at home. It is found growing on the face of the rocks, whilst another popular primula *P. obconica*, is found in the moist valleys. Other notable plants abounding in this neighbourhood are *Davidia involueralata*, probably one of the finest flowering trees extant, *Astelbe Davidii*, *Buddleia*

and Chinese olives (*Canarium album*). Typical forms of this vegetation are the banyans and other forms of *Ficus*, *Ixoras*, *Murra exolica*, *Hiluscus*, *Rosa sinensis*, *Garcinia multiflorum*, *Iloya carnosia*, *Magnolia*, *Chamapaca*, and *Caniaga adorata*. Orchids are found in considerable variety, especially in Yunnan and Hainan, whence large consignments have been sent home to the English market. This is also the original home of the beautiful little primula, *P. Forbesii*. From Foochow large quantities of the bulbs of the sacred lily, or joss flowers (*Narcissus tazetta* var *Chinensis*), are exported to Europe, America, and also to other parts of China. On the hills near Foochow tea is grown in considerable quantities. Foochow poles, derived from *Cunninghamia sinensis*, are very largely exported from here to Central China, where they are in great demand for building purposes.

Since Formosa has been handed over to the Japanese, the cultivation of camphor has received more attention in the southern provinces, and, when further developed,



THE TALLOW TREE.

variabilis, and *B. Asiatica*. *Daphne genkwa* clothes the hills here like azaleas do those of Chekiang, and when it is in bloom the effect is said to be very beautiful. In the province of Szechwan the opium poppy is one of the chief agricultural crops. Tobacco, also, is grown, but not to a great extent. The hills on the Thibetan frontier are particularly noted for their great assortment of rhododendrons as well as for various rare and beautiful alpinas, such as *Meconopsis integrifolia* and *M. punicia*, and a number of rare primulas.

SOUTH CHINA.

In Southern China the climate approximates to that of the tropics, consequently palms in variety, tree ferns, and other plants of a tropical nature are found in profusion. The fruits grown in this region which find their way into the Shanghai market are *Citrus aurantium*, *C. decumana*, *C. nobilis*, and *C. medica* (producing oranges, lemons and pumeloes), *Nephelium litchii* and *N. longana* (the "litchies"), bananas, guavas, mangoes, wangpoo

this industry will tend to give a more ample supply of this commodity, which at present is obtained almost entirely from Formosa.

Chief among the botanists who have contributed to our knowledge of the Chinese flora may be mentioned Dr. Hance, whose herbarium, containing 22,000 species, is now in the British Museum; Dr. Henry Maries, H. E. Wilson, Dr. Faber, R. Fortune, and Père Delavayi and several other Jesuit fathers. With the publication of well-known works and descriptions of plants the names of F. B. Forbes, W. B. Hemsley, C. J. Maximowicz, Franchet and Brets are best known, and the names of James Veitch & Son, of Chelsea, and Andrieux Vilmorin, of Paris, are prominently associated with the introduction of large numbers of Chinese plants to the gardens of Europe.

FIBRES.

The chief fibres produced in China are *Crotalaria* (Sunn hemp), *Bohemeria nivea*, hemp (*Cannabis sativa*), *Crocorhus*, and *Abutilion aveninaceae*.

AGRICULTURE.

Agriculture in China ranks above all other industries, and is second only to the learned professions, for it is recognised that, in a country with so large a population, a sufficient supply of food is all-important. Once a year the Emperor himself ploughs a furrow. Agriculture in China differs from agriculture in Western lands in that it is more akin to horticulture; it is, in fact, intensive culture, on small holdings, about which so much has been heard at home in recent years. The land is handed on from father to sons, the original area thus becoming in course of time a collection of small plots. Cultivation is mainly by manual labour, though buffaloes are frequently employed in ploughing. For manuring purposes night-soil is applied in a liquid form during the growing season, and bean-cake is also largely used in the same way. The ashes of bean and cotton stalks are carefully collected for use when

planting bean and cotton seeds. A form of medicago is largely grown and dug into the soil in a green state, from which it is to be inferred that the Chinese, through actual practice, have discovered the enriching value of the roots of leguminous plants, and have for ages been applying the principle of our "recent discovery" of nitro-culture.

The land generally in the central districts yields two crops annually. The main crops are beans (broad), wheat, barley, and rape during the winter months, and *Soja hispida* (oil beans), cotton, sesamum, and rice in the summer. Practically all the more common vegetables of Europe are grown in large quantities.

ARBORICULTURE.

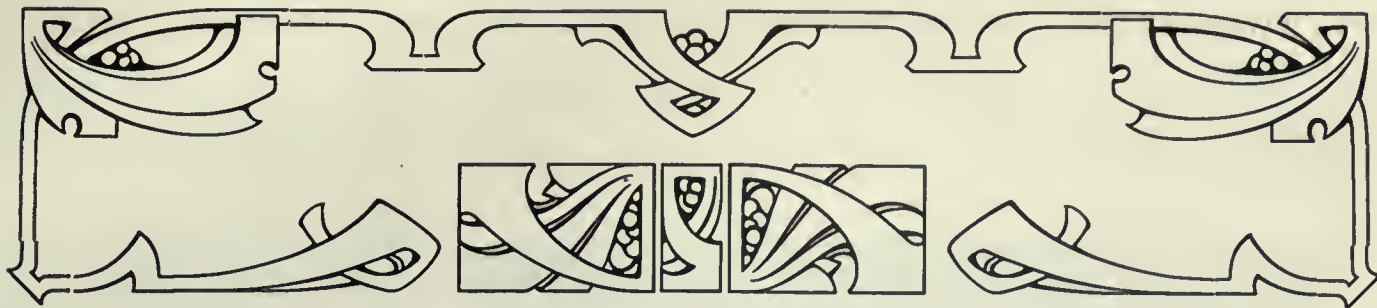
Unfortunately, forestry does not exist in China, and the few forests which remain intact are being gradually denuded. This is the more regrettable since it would be

possible to grow nearly all known timbers, as well as many valuable trees that are confined to China. The afforestation of the hills would be one of the most profitable undertakings that could engage the attention of China. As a direct asset her arboriculture in some years would be worth millions of taels—probably it would be of greater value than that of America—whilst, indirectly, the ameliorating effect of trees on the climate would tend to put an end to the floods, droughts, and famines which now occur with such frequency.

Bamboo is utilised by the natives to an almost unlimited extent. With it they can build and furnish their houses completely, and it is not surprising, therefore, that it is a feature of the landscape. Roughly speaking, there are about forty species of bamboo in China, ranging from the small Shantung variety of the north to the great *Dendrocalmus* of the south.



A GROUP OF CHRYSANTHEMUMS.



CEREMONIES AND CUSTOMS OF THE CHINESE.

BY S. W. TSO, of Hongkong.



FROM the cradle onwards the Chinese are surrounded by social customs and religious observances so interwoven as to be almost indistinguishable. When a child is born the ceremony of bathing the baby takes place on the third day. According to Chinese reckoning, this may be after a lapse of anything from twenty-five to forty-nine hours, for any portion of a day counts as a day which the child has seen. Age is reckoned in the same way. Thus, a child born on December 31st would be two years of age on the following day, for he would have lived in two years. The method of calculation is similar to that followed in regard to English race-horses.

The bathing is followed on the twelfth day by another ceremony, but the most important of these early functions is that which takes place one Chinese moon, or lunar month, from the date of birth. The infant is then considered to have attained a position in the family, and becomes recognised as a permanent member; a child dying before that age is scarcely given a name. The full-moon festival is one of great rejoicing, especially in the case of an eldest male child. Friends send presents to the parents for the child, and the parents, in return, invite their friends to a feast or dinner, and introduce to them the new member of the family. It must be borne in mind that this remark applies more especially to male children, for, although nowadays in Hongkong and some of the larger coast ports a female child usually receives some recognition, in the interior of China little notice is taken of girls, except occasionally when the firstborn is a female. It may here be mentioned that the practice of binding the feet of girls, in accordance with a distorted notion of beauty, is gradually dying out, the Empress of China having expressed her strong disapproval of the custom.

NOMENCLATURE.

A Chinaman may have five names or more. One name is given to him in childhood by the father; another by his teacher when he is old enough to go to school; a third he adopts for the convenience of his friends when he arrives at manhood; and a fourth at marriage. This last is the name by which he is registered in the ancestral hall, or temple devoted to ancestral worship.

Should he become an officer in the employment of the Government he will receive an official name, which may be one of the names by which he has been known formerly, or may be a new name altogether. In China a business is generally carried on under a name different from that of the proprietor, but in Hongkong this custom is falling into desuetude, and not

the surname is written first, and is followed by the individual names, as in an alphabetical directory. A similar arrangement is followed in addressing letters—the province is written first, followed by the town, street, and number or name of the house, and, last of all, the surname and name of the individual.



"BOUND" FEET.

infrequently now a man employs his own name in the designation of his premises.

Girls generally have only two names—one a maiden name, or "milk-name," as it may be more literally rendered from the Chinese; the other a school name. Upon her marriage a girl places the surname of her husband before her own, so that, to anglicise an illustration, if a Miss Adam married a Mr. Smith, she would become Mrs. Smith-Adam.

Children receive the father's surname, or, more properly speaking, the surname of the father's family or clan. In all Chinese names

SCHOOL DAYS.

A small ceremony characterises the first entrance of a Chinese boy of the upper and middle classes to school. It begins with a form of religious worship, viz., the worship of Confucius and Wun Chang, the god of literature. A "school fee" is paid to the teacher who imparts the first lesson to the pupil, a dinner is generally given to celebrate the event, and the child receives his "school name."

Formerly the aim of all study was the passing of State examinations, in which a

series of degrees were conferred for literature and composition, but these examinations are rapidly being done away with throughout China, for it is becoming recognised that a knowledge of the classics or the ability to

the prospective bridegroom is sometimes allowed to see his future wife or a photograph of her. The girl, however, is rarely allowed a similar privilege; indeed, she is seldom even told who has been selected as

the family—eldest, second, or third daughter, and so on—together with the names of her parents and of their native place. The girl is then seen by the mother and other female relatives of the young man, and if they are favourably impressed with her they send a similar piece of paper containing their son's name, date of birth, &c., to her family with an intimation of their approval. The girl's family then interview the young man and make inquiries among his friends and acquaintances concerning his health, attainments, and position in life, and if they are satisfied, they signify through the middleman their willingness that the marriage should take place. A date is then fixed for the sending of the first present, which takes the form of an article of jewellery, some cakes and a few dollars, wrapped in red paper, and the acceptance of the gift by the girl's parents signifies the girl's acceptance of the marriage lines. The dollars really represent the purchase-money, for in theory a wife is still acquired by purchase in China, though the practice of actually buying a wife has been for many years non-existent among the more enlightened upper and middle classes. Nowadays the money is usually returned as "school fees for the bridegroom," the girl's parents thereby intimating that they refuse to sell their daughter, but are willing to give her in marriage without price. By so doing they claim for the girl equality with her husband. In poor families, however, the money is often accepted as a dowry, and for the purchase of the girl's trousseau. All this occurs while the girl remains in ignorance of the fact that the arrangements are in progress, or even if she does know something about them custom demands that she shall pretend that she does not. Though her husband is not of her own choosing she is usually well content, for she sees that all marriages are arranged by the



ARRIVAL OF MARRIAGE PRESENTS AT THE BRIDAL RESIDENCE.

write elegant composition does not by itself fit a man to occupy a high position in the State or in the commercial world. Gradually the superior advantages of Western education are becoming recognised, more especially in official circles. Students are satisfied now with one of the minor degrees, and, after passing the first degree, are only examined once more if they obtain a diploma from a foreign university or acquire a profession abroad. This second examination takes place in Peking, and the student receives rank and office according to the proficiency he displays.

Girls are taught at school just as much as is necessary to fit them for their social station in life. When they are small children they attend the same school as the boys, but at the age of about eleven or twelve they are, as a rule, withdrawn from the society of boys. At that age the path of study for the two sexes begins to diverge; boys continue to attend school and pursue a higher course of study for State examinations, while girls remain at home, probably under a governess, and learn, in addition, those domestic accomplishments necessary to qualify them for the management of their future households. When grown-up girls form their own society of girl friends, so accustomed are they to the exclusive association of their own sex that it becomes a habit, as well as a rule of etiquette, among them to abstain from the society of the other sex. So strictly is this rule adhered to that no young girl at the marriageable age would ever see a young man unless he be either a brother or cousin. Even her intended husband would be denied an interview.

MARRIAGE.

In China a marriage is the outcome of negotiations between the parents, through the instrumentality of a middleman, and it frequently happens that the young people do not see each other until the wedding actually takes place. In Hongkong and the outports

her future husband. The middleman, who receives fees for his services, is recognised as a witness to the contract, and is held responsible in any dispute which may subsequently arise in regard to the marriage. He



A WEDDING CHAIR.

goes to the parents of the prospective bridegroom and hands them a piece of red paper—red being the Chinese lucky colour—on which are written various particulars, such as the date of the girl's birth, her position in

parents, and that the proportion of good matches is quite as large in China as in countries where the difficult task of selection devolves on the young people themselves.

The first present is followed by two other

gifts of cakes, and wine, money, and jewellery. Besides the presents, letters are exchanged between the parents of the contracting parties, and these letters, usually three in number, are held to be written evidences of the mar-

riage, and are accepted as legal documents. The marriage usually takes place within about a month after the giving of the last present, but there are certain seasons of the year in which marriages are forbidden by ancient custom. For example, they take place but rarely in the first month of the year, and never in the third, fifth, and ninth months.

cup, a vessel usually of silver, but sometimes of pewter. This dinner inaugurates the marriage feast, which lasts two days, and is really a series of festivities. The bride is entertained by the ladies of the household, to the bridegroom, who is hampered by no restrictions such as are imposed upon his bride. The feasting over, the young people return to the husband's parental roof, under which they are to reside in rooms specially reserved for them. The bride is supposed to provide the furniture and everything required for the household.

The marriage ceremonies which have been outlined are among those more commonly observed in China, and are, of course, subject to considerable variation in different parts of the Empire; but the three essentials—the consent of the parents, the intervention of the middleman, and the ancestral worship in the family hall—are most rigidly adhered to everywhere. Girls are usually married between the ages of seventeen and twenty (in English reckoning, from sixteen to nineteen), and men between the ages of eighteen and twenty-one (seventeen and twenty).

When a girl marries she calls her husband's people her family, and her own parents her "outside family." In saying "I am going home" she implies that she is going to the home of her parents-in-law; she always refers to her maiden home as her "outer home." In this may be traced the influence of the ancient custom which held that when married a woman ceased to belong to her own people, and became the possession, or chattel, of her husband.

SOCIAL LIFE.

The Chinese in their social intercourse have certain well-defined rules. A visitor will seek the acquaintance of the inhabitants of the town or village by calling on any gentlemen to whom he may have letters of introduction, while his wife or female relatives visit the ladies. The arrival of a distinguished man in a place of any importance is usually celebrated by a dinner given in his honour by the leading residents. At a dinner party the gentlemen sit at one



BABIES IN THEIR SAFETY CHAIRS.

including the sisters of the bridegroom, but Chinese ideas of modesty forbid her to do more than just touch the proffered dishes at these ceremonial meals. Meanwhile the friends and relations of the family are entertained by the husband's parents, in acknow-

ledgment of the presents which have been received by them. On the third day the bride returns to the home of her father and mother, paying a visit of a day's duration, and in the evening her parents give a dinner

table and the ladies at another in a different room. Dishes are served ready cut up, the food being placed in a large bowl or dish in the centre of the table, from which the guests help themselves mouthful by mouthful.



DINNER PARTY AT A MANDARIN'S HOUSE.

ledgment of the presents which have been received by them. On the third day the bride returns to the home of her father and mother, paying a visit of a day's duration, and in the evening her parents give a dinner

The table is usually square or round, a long table being rarely seen.

Tea and tobacco are always to hand in a man's office or place of business, both for his own use and for that of callers. The tea is regarded not only as a stimulant, but as a desirable substitute for strong drink.

In official circles tea has a curious ceremonial use. At the commencement of

FUNERAL RITES.

In a country where the veneration of ancestors forms part of the very fibre of the national character it is not surprising to find that the customs and ceremonies attendant upon the disposal of the dead are of the most elaborate description. Before a Chinaman breathes his last his relatives

the corpse, the colours white and red—the Chinese mourning and lucky colours, respectively—alternating. The red is supposed to augur well for the man's posterity. The hour at which death occurs is made known to a priest, who thereupon makes certain calculations, and writes upon a piece of paper *inter alia* the time when the body may be encoffined, and when the soul of the departed may be expected to return to visit the family. Many superstitious Chinese actually believe the latter prediction to be true, and at the time indicated by the priest, a table, spread with wines and cakes, is placed in the hall for the refreshment of the returned spirit. They aver that invariably something is taken from this table, showing that the soul of the departed has actually come back, and has consumed a portion of the food in order to manifest its return. During the lying-in-state, Taoist or Buddhist priests are called in to say mass, and to perform other religious rites, and more often than not nuns are also in attendance. A vigil is kept every night, candles, sent by relatives of the deceased, are lighted, and the subtle fragrance emitted by burning joss-sticks rises continuously. Sounds of mourning mingle with the prayers muttered by the priests in an unknown tongue, incense is offered, and paper money, gilt or silvered, cut or fashioned in the shape of coins, is burned in the belief that the departed will be able to make use of it as currency in the nether world. Round the hall the members of the dead man's family, with hair dishevelled, sit upon mats or straw thrown upon the ground, wailing and bemoaning their loss.

The heir of the departed, attended by different members of the family, and possibly by some friends, goes out at a time appointed by the priest to buy water for the last ablutions before the body is placed in the coffin. In a country district the water is taken from a stream, and a few cash are thrown in for payment; but in a town where there is no stream available the water is obtained from a bucket placed at a street corner near the house. In days gone by the body was actually washed, but nowadays a white cloth is dipped in the water by the heir of the family and passed in front of the face and limbs of the deceased, without coming into actual contact with them.

The coffin is often of the most expensive description, costing sometimes as much as several thousands of dollars. Pine from Laochow, in the Kwangsi district, is generally used in its construction, and the price varies according to the fineness of the wood. Great care is taken to place the body fairly on its back, exactly in the centre of the coffin. The coffin is then packed with small bags of lime, obtained from the cuttlefish, and these serve the double purpose of keeping the body in position and of absorbing moisture. Putty is used in fitting on the lid of the coffin, so that, when fastened down, the receptacle is practically airtight. The screws used are of brass, and are a foot or more in length. When the coffin has to be carried a long distance tarred ropes are placed round it to facilitate handling and to render the fastening more secure.

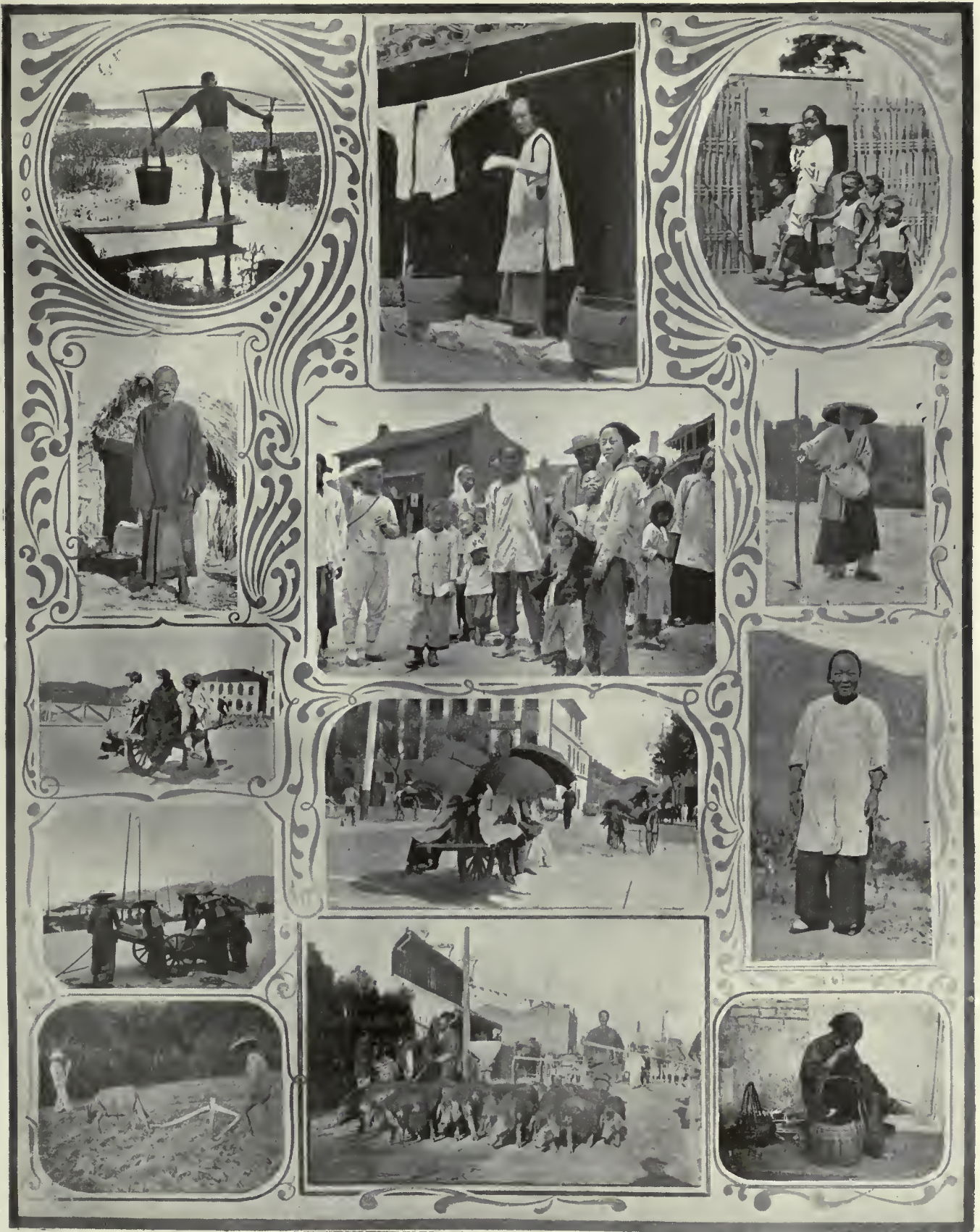
The wearing of unhemmed white dresses of some coarse material is enjoined upon children mourning their parents, and over this dress a sort of surplice of sack-cloth is worn. The head-dress for the male is woven of bamboo and coarse cloth, with tassels of cotton; but that for the woman is a hood of hempen sack. The shoes are of coarse straw. Each of the chief mourners carries a curious stick, usually of bamboo,



CHINESE FUNERAL PROCESSIONS.

a conference cups of the beverage are brought in and placed before the official and his visitor, and when the official, whose ideas of politeness will not suffer him to dismiss his visitor in so many words, desires to intimate that the interview must be brought to an end, he does so by lifting the cup and drinking the tea, whereupon the visitor departs.

lift him from his bed and carry him into the hall, where he is clothed in full mandarin costume. Every head of a family is entitled after death to lie in state for a certain number of days in the hall, where his friends may perform the last rites and pay their respects to the memory of the departed. Coverlets of silk or cloth are sent by his kinsmen and more intimate friends, and are laid upon



The Watercarrier.
 Aged Peasant.
 The Family Conveyance.
 Handbarrow Men.
 Ploughing.

TYPES OF THE PEOPLE.

Washing Day.
 A Cheerful Crowd.
 A "Fair" Load.
 Swineherd and his Charge.

Coolie Family.
 Aged Peasant.
 Country Dame.
 A Street Sewing Woman.

with a paper frill, attached with gum, wound spirally along its whole length. In some parts of the country these sticks are necessary for driving away dogs, hyenas, wolves, and other wild animals, for Chinese burial grounds

deposited outside the grave, awaiting the decision of the necromancer as to a lucky date for the final interment. Not until the jar itself is placed in the ground do the Chinese consider the burial complete.

and sisters mourn each other for one year, and grandchildren mourn grandparents for the same period. A husband mourns his wife for one year, but a widow wears her weeds for three years. Nephews and nieces mourn for one year. For the purposes of mourning a year is only nine lunar months, and a married daughter is only permitted to mourn for her parents one year, reserving the three years' mourning for her husband and her parents-in-law. Whilst in mourning for parents the Chinese are not supposed to take part in gaieties of any kind.

Among the official classes it is a recognised rule that no man may hold office during a period of mourning for a parent except by the special permission of the Emperor. The period of mourning the death of the Emperor himself is three years.

THE DISPOSITION OF PROPERTY.

The head of a family may make a will, or dispose of his estate by word of mouth, or by memoranda, signed or unsigned. But in the absence of any verbal instruction or instrument in writing, all his sons, whether by his wife or handmaids (whose position will be defined later on), take equal shares of all his property other than the sacrificial, or family property. The formal will is uncommon in the interior of China, because a Chinaman believes it to be unlucky to talk about death when in perfect health, or, when he has an ailment, to anticipate death by making a will. The most common method of bequeathing property is by giving oral instructions. Feeling the end approaching, the head of the family assembles the members of his family and some of his clansmen, and gives them directions as to the future conduct of his business, and as to the manner in which his possessions shall be divided. Invariably the eldest son, or heir, inherits all sacrificial property, or property set aside for family or ancestral worship. It is necessary



RICKSHAW COOLIES.

are often at some long distance from human habitations.

The coffin is carried by from eight to sixteen men, sometimes by even more. The funeral is attended by bands of native instrumentalists, wearing white clothes, and playing mournful music. Banners are carried in the procession, and friends and relatives often send scrolls of silk or flannel bearing complimentary references to the departed. These scrolls are taken back to the house and hung up for a certain time, after which the characters affixed to them are taken off so that the material may be used for clothing or for other purposes. If the burial-place is some distance away in the country, or if the deceased is to be buried in another country, the procession makes its way to a temporary resting-place, where the coffin is deposited, and the friends who have followed the cortège take leave of the departed after burning incense, kowtowing, and performing other religious rites. Only the relatives follow to the graveside and witness the interment.

The cemetery itself is not necessarily the last resting-place of the deceased. The relatives consult a necromancer, who engages in a search for a "lucky spot" for the grave, as near to their own ancestral village as possible. This search may occupy months, or even years. Many points have to be considered. If possible, the site must be on a hill-side, and it must occupy a certain position in relation to the wind and the sea, or the nearest river. The situation having been selected, the coffin is buried on an auspicious day indicated by the necromancer, and a horseshoe-shaped tomb is built round it. In some cases in which it is not practicable, for pecuniary or other reasons, to move the coffin, the body is buried for ten or twenty years, and the bones are then exhumed and placed in jars. These jars are conveyed by the relatives to their native village, and

For forty-nine days—seven periods of seven days each—after a man's death masses are said, religious ceremonies performed, and sacrifices offered. The days of the third and fifth periods are days of sacrifice, and a third sacrifice falls within the seventh period. During these forty-nine days a business man



CARRIAGE AND "MAFOOS."

mourning his father absents himself from work, and allows his head to go unshaven.

Quite a number of rules surround the practice of mourning for the dead. Children mourn their parents three years, brothers

here to explain that, though the law of China enjoins monogamy, certain latitude is allowed when no heir has been born to a man. In such cases a man may take, in addition to his wife, other women who would be called

respectively his second, third, or fourth handmaids. When a handmaid gives birth to a child, male or female, she is recognised as a secondary mother to the family; but if she have no issue she is regarded merely as a servant-maid all her life. These handmaids are generally girls of the lower classes, acquired by purchase from poor families. They become virtually the property of their employers, the purchase-money ranging from a few scores to thousands of dollars. In the absence, therefore, of a son by the wife, the eldest son of one of the handmaids is regarded as the heir. If the heir lives to have a family of his own, but predeceases his father, his eldest son becomes the heir to the sacrificial property; if he predeceases his father, and leaves no family, the son next

In disposing of landed property *inter vivos* certain formality has to be observed. When once a man acquires a piece of land his near relatives seem to have in it a right of pre-emption. In all purchase deeds, therefore, there is always a recital stating that the vendor first offered the property to his near relatives, but no one was willing to buy, and that through a middleman (the broker), a purchaser was then found who was willing to buy, &c. In actual practice no such offer is really made, but a notice posted for a certain time at a public place to the effect that it has been made is considered sufficient for the purpose; and the sale may, after the expiration of the time mentioned in the notice, be completed without being liable to be upset at a future date.

discuss the prescription and not infrequently decide to eliminate certain of the drugs specified and to add others. They may also come to the conclusion that the dose suggested by the doctor is too large or too small, and alter it accordingly. When they have settled these matters to their own satisfaction, the approved drugs are boiled together until the decoction is reduced to from six to ten ounces, and the patient swallows the bowlful at one draught. This is one of the most curious features of the Chinese medical system. Every man who can read regards himself as a doctor in embryo. Even in the native hospital at Hongkong it is a common practice still for the director and certain members of the committee to assemble the native doctors round a table and discuss the



A PEKINGESE LADY.



A CHINESE GENTLEMAN.

in order of age inherits; but if a man has no son, either by his wife or his handmaids, it is competent for him to adopt one of his brother's sons as his heir.

If a man die without leaving any one to represent his line of descent he is considered to be under a curse. Consequently an heir is always found for him whether he leaves any estate or not. If he has no one to succeed him so nearly related to him as a brother's son, then one of a remoter degree in kinship or one of the same clan or even one bearing the same surname may be adopted. But it is a *sine qua non* that the heir be of the same surname and of the proper generation, that is, of the same generation as the man's own heir would be if he had one, otherwise the adoption would be illegal.

The lower classes of Chinese make some provision for the future by subscribing to societies which undertake to bear their funeral expenses, and to provide something for their widows and children. Almost every village has one of these friendly societies.

MEDICINE.

The medical profession in China is one for which neither law nor custom demands that a man shall be specially trained. Any one who chooses to do so can practise as a doctor without registration of any kind. He reads one or two standard Chinese works on medicine, and gains a knowledge of certain drugs, which he combines in so-called prescriptions, charging his patients from ten cents to one dollar. The patient holds a consultation with some of his friends and relatives, who

various prescriptions which they have given during the day.

In the Chinese pharmacopea there are numbers of useful and powerful drugs, practically unknown in Europe, only waiting for some one with time, means, and the necessary training to demonstrate their value and impress them into the service of man. Jen-tsin, for example, is a powerful tonic and cardiac stimulant, but its uses are commonly known only to the Chinese.

Major surgery is practised only to a very limited extent in China, but minor operations, such as acupuncture and dry cupping, are frequently performed. Bonesetting, the reduction of dislocations, lancing of abscesses, and dental surgery may also be mentioned as having their place in Chinese surgery.

Altogether the Chinese make a considerable

claim to efficiency in their methods, and though there is a substratum of practitioners employing witchcraft and the black arts, doctors of the better class aver that their percentage of cures is very high. In the

Taoism is a religion, because it speaks of a higher existence. Lao-tzu is looked upon as the founder of Taoism, though it is practically certain that the religion, which consists in the following of Tao, or "the

of the people. Each religion has borrowed from the other doctrines, formulas, and observances which have won popular support or which have been favourably received by successive emperors; but, with changing times and the spread of enlightenment, these devices are proving futile, and both religions are hastening to decay.

This assimilation by the various religions of the essential features of others has made it practically impossible for it to be said that the Chinese belong to any particular religion. In reality Chinamen are pantheistic, and believe just as much as they please of as many religions as they please. There are innumerable minor deities, each having its own sphere of activity, beneficent or malign. For example, a medical man would worship Wa To, the god of medicine; while carpenters and others would sacrifice to Lo Pan, formerly an officer of the Public Works Department, and now deified as the god of architecture and building construction. Soldiers have Kwan Tai, their god of war; men of letters, Wun Chang, the god of literature; and so forth. Belief in a future existence is general. Somewhere in the centre of the earth there is said to be a region ruled by a king, or, according to some, by ten kings, where the deeds of men are weighed, and reward or punishment is meted out accordingly. The good will return to earth as great men, blessed with riches, honour, long life, and children; the less worthy will enjoy similar happiness, but in a lower degree; the evil will suffer privation and hardships of all kinds; while those guilty of rebellion, murder, disobedience to parents, and other heinous offences will take the shape of horses, cattle, wild beasts, or some other animal.

The conversion of the adult Chinese to Christianity makes slow progress, and the reason is not far to seek. Usually, the Chinese display an easy tolerance of all religions, but there were, and still are, certain rules enjoined by Christianity which make



A DEVOTEE CONSULTING THE STICKS OF FATE.

case of small-pox, for instance, they guarantee 90 per cent. of cures—the European percentage is barely as high as 70. The outstanding name on the medical roll is that of Wa To, who lived in the Han dynasty. He used the knife freely, both for amputations and for minor operations, and obtained great repute. He has now been canonised, or deified, and is worshipped as the god of medicine.

RELIGIONS.

Chinese religions and their inter-relationship with each other and with national social observances are dealt with at some length in another part of this volume, but as no article on the "Manners and Customs of the Chinese" would be complete without some reference to the people's beliefs, a passing allusion to them may here be permitted. As a general rule Chinese religions are regarded as three in number, namely, Confucianism, Taoism, and Buddhism, and into these is woven the all-prevalent ancestor-worship. Whatever its creed or conglomeration of creeds, every family or clan has its temple, in which are placed the tablets of the dead, supposed to be inhabited by the souls of departed ancestors; and in every house there is a hall set aside for the observance of the prescribed ceremonials, whereby the hovering spirits are propitiated.

Strictly speaking, it is a mistake to class Confucianism as a religion, for its founder—politician, economist, philosopher, and moralist—professed to teach only the ethics of right conduct and temporal welfare, and consistently evaded his disciples' inquiries concerning a future existence. "You do not understand life yet; how can you hope to understand death?" he would ask. He refrained from discussing the problem; he rarely, if ever, spoke of gods and spirits; and even when he was ill he refused to offer up prayers, though urged to do so by one of his followers.

right principle," really existed prior to his time. He was a contemporary of Confucius, and the latter often questioned him concerning the principle he advocated.

The introduction of Buddhism to China dates from the Han dynasty. It is said that one of the Han emperors, having dreamed that he saw a giant with a golden body, preaching a new religion, sent an ambassador



LADIES OF A MANDARIN'S FAMILY AT CARDS.

to make inquiries. The ambassador, falling in with Buddhist priests in India, invited them to China.

Both Taoism and Buddhism have degenerated, and are losing their hold on the minds

of the Chinese to embrace the faith. For instance, ancestral worship is prohibited, and monogamy is strictly enjoined. Thus, when a man who has taken to himself a wife and a handmaid desires to become a

Christian, he is told that he must put away the handmaid, or second wife, and the question then arises—what is to become of her and her children? The Chinaman is apt to think twice before entering any society which demands the breaking up of his family in such a way. Another serious obstacle to the spread of Christianity is created by the numerous sects into which Christians are divided, and the conclusion at which the Chinese not unnaturally arrive is that a religion about which there is so much diversity of opinion among its followers cannot be so sound as it is claimed to be.

CHARITIES.

The Chinese have a wide field for the exercise of their charitable instincts. Not only is almsgiving enjoined by their religions, but the construction and repair of roads and bridges for the convenience of travellers, the building of hospitals, and the maintenance of homes for the aged or foundlings, are all regarded as meritorious works, securing to those who perform them, or contribute towards their performance, reward hereafter. For poor Chinese coffins are provided, and their funeral expenses are often borne by their more fortunate countrymen. Beggars are frequently assembled by the well-to-do and given a few cash each; quilted garments are distributed in the winter time; and a sort of rice gruel, known as congee, is freely dispensed to the needy. In the summer months people are accustomed to place supplies of tea outside their doors, or in places accessible to passers-by, for the refreshment of the thirsty. Almost every hamlet has its school, maintained at the common charge, where education is given for a nominal fee of a dollar or two a year to those who can afford to pay the sum, and free to those who are indigent. Buddhistic influence is traceable in many of these customs, and especially in the practice of purchasing birds and animals for the purpose of restoring them to liberty.

GUILDS.

As in other countries, so in China, there are many and various kinds of societies, unions, or guilds among the people. But, in the Middle Kingdom, there is this difference, that none of them are legally registered or incorporated. So long as they do not commit anything against the peace or good order of the place or against the Imperial Government they are tolerated and even recognised by Government officials as institutions having certain rights and privileges. The most commonly known and by far the greater majority of these societies or unions are the guilds. These guilds are really trade or business unions or associations of artisans, manufacturers, or merchants. Each one particular trade or business has its own guild, in which all persons or firms engaged in that trade or business are associated together for mutual protection and aid. It has its own rules and regulations, its funds, and committee of management. The members of the committee are generally elected annually by members of the guild. The election usually takes place at the beginning of the Chinese year, when members meet and feast together. All rules or customs affecting any particular trade are regulated by its guild. Should any individual member transgress any of the rules he is liable to a fine, and should he persist after he has been warned or fined he is liable to be expelled

from the guild. A member after expulsion is subject to a boycott by the other members of the guild, and oftentimes the boycott is maintained in such a vigorous manner that the ex-member is only too willing to submit to any terms that the guild may impose for his re-admittance. The common funds of the guild are raised differently in different guilds. Though collected chiefly for the purpose of protecting the trade or the

vince—such, for example, as the Canton Guild or Ningpo Guild in Shanghai or Tientsin. These guilds can scarcely be classed with the trade guilds, but are rather associations of a social and charitable nature. They possess big buildings known as "the Wiu Koon," in which the members meet and discuss matters affecting the welfare and interest of their provincials. There are also in China many other societies, some of



"BOUND" FOOT.

members, they are often devoted to charities or used in connection with festivals, religious ceremonies, processions, and other public functions. On such occasions the different guilds frequently vie with each other in making the best show. Besides these guilds formed by persons engaged in some particular trade or business, there are other guilds formed by merchants of one particular province, or district trading in another pro-

vince. The Ko Lo Wiu, the Big Knife and Triad Societies, are some of the better-known secret societies, to which only the lower classes belong. Even beggars themselves have their own associations. They divide themselves into districts, each of which is ruled by a headman, who is all-powerful among his own associates, and the beggars of one district may not encroach upon another district.

FESTIVALS.

The Chinese year is marked by four festivals, during each of which occurs a settling day, when accounts are paid as at Lady Day, Midsummer Day, Michaelmas Day, and Christmas Day in England. The first settling day is the fifth day of the fifth moon, the second occurs in the eighth moon, and the third in the eleventh. On these days it is optional, in some cases, whether a man pays his accounts or not. The fourth settling day is the last day in the year, when, in the absence of any very unusual circumstances, all accounts must be paid. A creditor will wait for his money until midnight, but if he allows the account to remain unpaid after that hour it is tantamount to giving the debtor another year's grace.

The New Year Festival is by far the most important. It begins on the first day of the first moon in the Chinese year (about the beginning of February), and for ten days practically every Chinaman keeps holiday, and business is at a standstill. Sounds of feasting and merriment, the wailing of weird instruments of music, and the explosion of countless fire-crackers create together an incessant din. The thoroughfares are thronged by day with holiday-makers in brilliant raiment, and are illuminated at night by myriads of diversely coloured paper lanterns.

The Dragon Boat Festival in the fifth moon is held in commemoration of a loyal minister of Cho, named Wat Yuen, who lived during the Chau dynasty and committed suicide by drowning himself. This festival falls on the fifth day of the fifth moon, about the time of the summer solstice.

The Eighth, or Harvest Moon, Festival, occurs in mid-autumn, that is, on the fifteenth day of the eighth moon, and is celebrated by the lighting of all kinds of lanterns, in the fashioning of which the Chinese display wonderful ingenuity both of design and construction.

The Eleventh Moon, or Winter, Festival, is a movable feast.

The settling day connected with each of these festivals is observed as a holiday, the other holidays kept by the Chinese being about one month in the Ching Ming, which falls in the third moon, when business men



PUNISHMENT FOR ROBBERY WITH VIOLENCE.

and their employes take leave by turns within this month to worship at the tombs of their ancestors, and the ten days at new year already referred to. In Hongkong, Shanghai, and the outports, Chinese in the employment of European firms have the leave customarily given on Bank and other holidays.

In the ninth moon many Chinese proceed to the mountains to conduct the autumnal sacrifices, and during this moon, as well as during the third and fifth moons, there is, as has already been stated, neither marrying nor giving in marriage.

MUSIC AND GAMES.

No Chinese festivity is complete without music. According to popular tradition, the Emperor Fu, a contemporary of Tubal, invented "the divine art," and taught his people its rudimentary rules some four thousand years ago. There are now numerous examples of the three main classes of musical instruments — stringed, wind, and percussion. Of operatic airs, used in theatrical performances, there are, perhaps, not more than a dozen, but there are numbers of tuneful melodies to which songs are set. Chinese music can, of course, be rendered on the violin or other instrument of the viol tribe, upon the trombone, or by the human voice, but it cannot be exactly reproduced on a piano or other keyed instrument, or upon a European fretted stringed instrument, as there is a slight difference between the intervals of the Chinese scale and that used in the West. The inattentive ear will not readily distinguish any tune in music played by a Chinese band, and will probably receive an impression of melancholy and monotonous discords, but the careful listener may identify the various tunes, and will, without doubt, be surprised at the skill displayed by the musicians in performing upon most primitive instruments.

Of games there is an infinite variety, from



BOUDOIR AND BEDCHAMBER OF LADY OF RANK.

games of chance, which gratify the almost universal love of gambling, to games comparable only to chess in the demands they make upon the skill of the exponent. Elephant kee, as it is called, is, in fact, very similar to the great scientific game played by Western nations, in that the checkmating of the king, or commander, decides the issue. The Chinese game is based on military tactics, and, for the reason that women are not supposed to go to war, there is no queen. For hundreds of years this has been a favourite pastime of the educated classes, and its origin is lost in antiquity.

THEATRICALS.

In the South of China theatrical performances are prefaced by some spectacular representations of propitious and happy omens. These preludes consist of shows representing the Eight Genii paying respect to the Queen of Heaven and wishing her eternal years, the presentation of a son and heir by a fairy, and the personification of official success and advancement. The plays-in-chief are generally adapted from historical events, the performance of which may extend over several days and nights. But in the northern part of China short historical acts, each quite unconnected with the other, are preferred, and the plays commence without any of the preliminaries of the south. Plays are usually selected pointing the moral that the wicked are punished and the virtuous rewarded. On the stage no serious effort is made to produce scenic effects, everything being left to the suggestive actions of the players and the imagination of the audience. For example, two tables, one piled on the top of the other, with the written Chinese characters for a "rampart" on the side may be all that represents a rampart. In the same manner, a chair put sideways, or a divided curtain held up by attendants, will be employed to represent respectively a river bank or a city gate. Again, an actor taking a whip in his hand and going through the movements associated with riding is to be taken as being on horseback, and so, too, when he goes through the action of closing and bolting a door, the door must be considered to have been closed and bolted, though, in fact, no door is visible. Although the stagery is primitive, the acting is most realistic to those who are in a position to understand and appreciate it. The chief and sole aim of an actor is to perfect himself in the rôle he takes without any adventitious aid from scenery. Although there are actresses in China, they do not as a rule act with men, as it is not considered to be decent by the better class of Chinese for them to do so. Consequently, female characters have in most companies to be undertaken by men. Each actor makes a special study of some particular character, whether it be that of an old man, a youth, a clown, a fighter, a literati, or a female, and does not take any other part. A good actor may command a big salary—some of them get as much as \$10,000 a year—but their social status is not high.

THE INTRODUCTION OF THE QUEUE.

The wearing of the towchang, or queue, by the Chinese is, contrary to popular belief, a custom of comparatively recent origin, and the story of its introduction is one of the most interesting in the history of the nation. A little less than three hundred years ago, the struggle between the Mings and the Manchus ended in the conquest of China by

the Tartars. One of the ministers of the fallen dynasty, desirous of seeing the Mings re-established, ingratiated himself with the conquerors, and urged them to humiliate the Chinese by enforcing upon them the wearing of the queue and of certain forms of dress, in token of their subjugation. The

a futile struggle. Disappointed at this unexpected failure of his scheme, the minister put an end to his life, and the wearing of the queue has in course of time come to be regarded as a badge, honourable rather than servile, of loyalty to the reigning house. The wearing of the towchang, enforced



THE BARBER.

Not as gentle as he might be.
A Gentleman's Toilet.

Al Fresco Tonsorial Artists.

minister was actuated by the hope that the Chinese, exasperated beyond endurance, would make a last supreme effort to throw off the Tartar yoke, but, wearied with thirty years of bloodshed, and broken in spirit by the horrors attendant on the war, they submitted quietly to the indignity rather than prolong

originally under pain of heavy penalties, has long ceased to be compulsory, and to-day, owing to the influence of Western ideas, large numbers of Chinese have discarded the appendage, and have adopted European dress. In official circles, however, the queue has still its loyal significance. Quite recently

the Chinese Ambassador at Berlin sent a memorial to the Imperial Government requesting that members of the Chinese Embassy should be permitted to adopt European costume, so that they might not be conspicuous, but suggesting that the queue be allowed to remain "as a mark of respect to the Emperor."

Under former dynasties the mode of wearing the hair was similar to that until recently common in Japan, and still more recently in Korea. It may be added that under the old Manchu edict ladies were left free to dress their hair and attire themselves as they chose, and permission was granted for the dead to be arrayed by their friends in the costume of the former dynasty.

The practice of allowing the finger-nails to remain uncut originated in Hunan some two hundred years ago amongst Chinese ladies, from whom it was copied later by the literati, who sought in this way to show that they were not engaged in any manual occupation. The custom is now dying out, although it obtains still among the leisured classes in the interior.

It was the wife of the Emperor Li Hou Tsu, of the Tang dynasty, who first set the fashion of binding the feet, some twelve hundred years ago. The practice is rapidly falling into disfavour, and an imperial decree has, as has been stated previously, been issued within the last few years urging its discontinuance.

JUSTICE.

In conclusion, a brief mention must be made of the laws of China and their administration. The penal code now in force, known as the Tai Ching Lut Lee, was compiled at the beginning of the present dynasty, and comprises (at least in one edition) some twenty-four volumes. It has been added to, altered, confirmed, or modified from time to time, by the rescripts or edicts of successive emperors, the emperor being, both in theory and practice, the lawgiver. Four, or sometimes five, ministers of his own choosing act as his advisers. They are usually venerable officers

of high standing, and hold office during their lifetime, or until disability or the imperial pleasure dictates their retirement. The administration of the penal code is left to magistrates appointed by the Viceroy of the several provinces. During the hearing of criminal cases not only the defendant but also the complainant and the witnesses are liable to be punished if suspected of sup-

ingenuity, and are certainly effectual in securing to justice a victim, even though an innocent one, for every crime committed. The punishments meted out by the court in criminal cases include fines, imprisonment, and death by the cord, by the sword, or by torture.



PUNISHING AN EVILDOER.



THE "CANGUE."

pressing the truth—caning, bambooning, and torture being inflicted at the discretion of the magistrate. Until quite recently these methods of "truth-compelling" were permitted in civil cases, and though they have now been formally abolished by imperial edict they are still commonly employed in a great number of places. The tortures, which have so frequently been described that they need not here be detailed, are fiendish in their

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CHINESE CHARACTERS.

BY JAMES B. WONG, B.A., of Nanking University.



To learn the derivation and meaning of a sufficient number of Chinese characters to enable one to carry on a certain limited correspondence on ordinary topics in the Chinese language is not a formidable task, but to become proficient enough to read all sorts of written, or printed, documents or inscriptions requires years of diligent and patient study.

The derivation of Chinese written characters is a matter of extreme interest to philologists. The characters have undergone innumerable modifications through successive dynasties since the remote age in which they were first devised, and, as a consequence, the Chinese written language of the present day is very different in appearance, construction, and signification, from what it was when the inscriptions upon the innumerable relics of antiquity, such as metal utensils, tripods, stones, &c., that are scattered about so freely in almost every town and village of the Empire, were chiselled by the forgotten craftsmen who wrought them.

It was in the reign of Tai Hao, who is commonly regarded as having been the first Emperor of China, and who, according to the chronicles, died somewhere about the year 2963 B.C., that written characters were invented by Chuang Chi Sze, in obedience to a royal command, which laid upon him the task of devising a series of signs to represent ideas, so that matters of importance could be recorded. Chuang Chi Sze chose as the basis of his system a number of symbols, the shape of which was suggested to him by birds and other creatures. These symbols, to the number of two hundred and fourteen, are still retained in the written language, and are known to the modern student under the name of "radicals." Their form was not fixed all at once but underwent a series of modifications between the years 2953 B.C. and 331 B.C., when they finally took on the aspect which they now wear. It may be interesting to mention, that during that long period, no fewer than five dynasties occupied the throne of China.

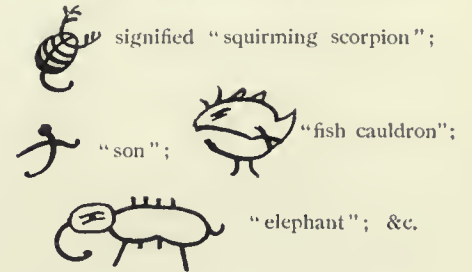
In the beginning of the reign of Ching Chi Wang, these symbols were called Hsiang Hsing characters, and the difference between them and the modern Chinese characters will easily be seen by a glance at the following table:—

Modern.		Antique.	
日	(sun)	☉	(sun)
月	(moon)	☾	(moon)
鳥	(bird)	𪇑	(bird)

During the reign of the Emperor Chi Huang Ti, or Ching Chi Wang, from 331 B.C. to 209 B.C., the appearance and meaning of these characters were finally fixed. All the ancient books, with the exception of certain works on agriculture, medicines, and necromancy, were burnt to ashes at the suggestion of the prime minister, who also caused a great number of literary men—four hundred and sixty, it is said—to be buried alive.

From the inscription engraved on the imperial seal of the Emperor Chi Huang Ti, it is apparent that the characters which prevailed in the dynasty of Ching, were really derived from the original symbols. The imperial seal bore eight characters, as follow:—

A large number of very ancient Chinese characters have been discovered in the inscriptions on copper and iron cauldrons belonging to the dynasty of Shuang (1766 B.C. to 1154 B.C.). Here are a few examples:



These are the most ancient Chinese characters of which there is any record; they are contained in books dealing from before the dynasty of Ching.

The ancient Chinese characters are classified by Chinese scholars of the present century, as follow:—

1. Niaotsè, or the imitative symbols derived from the appearance of various kinds of birds.

Modern.	Antique.	Translation.
既 受		I took this
壽 命		seal under
永 昌		the command
		of heaven.
		It means
		long life and
		prosperity.

2. Kotau, or the imitative symbols derived from the appearance of shrimps and frogs.
3. Tachuan, or the characters that were improved by Tai Sze Liu in the reign of Hsuen Wang (827 B.C.), of the dynasty of Chow.
4. Hsiao-chuan, or the improved seal characters which were invented in the dynasty of Ching.
5. Tishu, or the documentary characters which were used in the reign of Chi Huang Ti, of Ching dynasty.

The Tishu characters are still used in China and Japan on signboards and monuments.

Through twenty-six dynasties the Chinese characters have been absolutely changed in appearance and largely increased in number.

The modern Chinese characters are forty-one thousand in number, but about one-half of them are obsolete, being found only in ancient Chinese philosophical and poetical works. With a quarter of this number, that is to say, with ten thousand characters, all kinds of essays and writings can be composed, and styles can be varied without limit.

The characters are now arranged in six classes, and under each of these, the

supposed number is stated below with information about the origin of the characters and the changes they have undergone.

1. Imitative symbols like 月 moon.
2. Indicative symbols like 二 two.
3. Symbols combining ideas like 泪 tear.
4. Inverted symbols like 正 straight.
5. Syllabic symbols like 鲤 a carp.
6. Metaphoric symbols like 心 heart.

Each of the modern Chinese characters is composed of a "radical" and the "primitive." The radicals, of which we have said there are two hundred and fourteen, are like the alphabet in European languages. No pronunciation of Chinese characters, however, can be indicated. The only way to obtain a knowledge of Chinese characters is to study their meaning and acquire "tones"

by memory. Anybody who has forgotten the pronunciation of any Chinese character is obliged to consult a dictionary. Thus, many Chinese scholars would be unable to pronounce the characters which they employ to express their ideas.

Some Chinese characters are very easy to understand, owing to the primitive and radical of which they are formed. For

instance, the character 明 is constructed by the radical 日 (sun) and the

primitive 月 (moon), the whole word

meaning "light." The character 泪

is composed of the radical 水 (water)

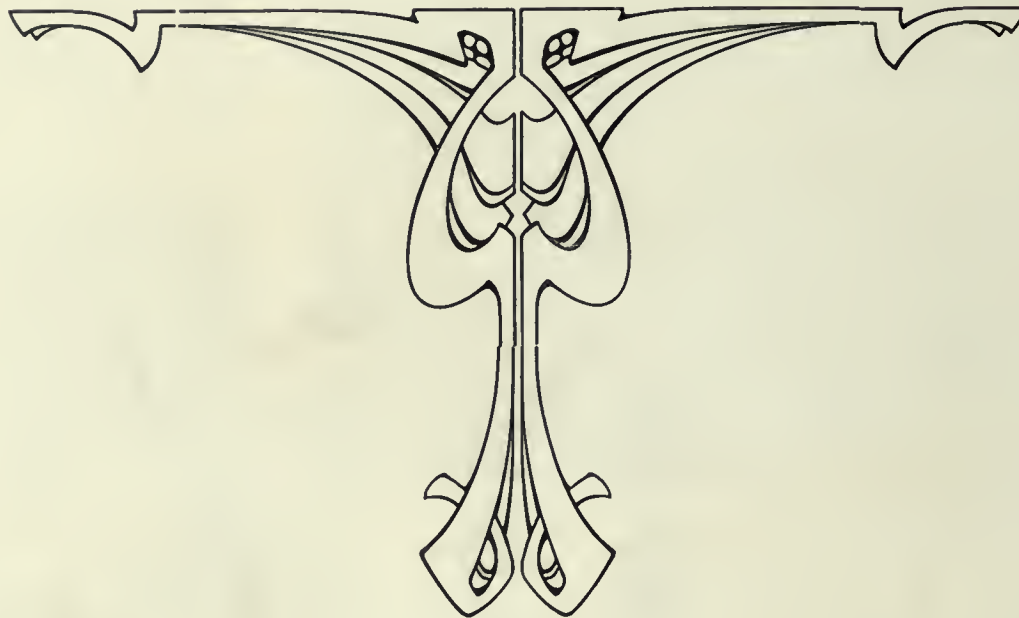
and the primitive 目 (eye), and means

"tear."

A large number of new characters have

been invented recently by Chinese scholars

and business men, in order that the language may become the vehicle of ideas which were unknown in former ages.





ECCLESIASTICAL.

THE ROMAN CATHOLIC CHURCH.

BY FATHER J. DE MOIDREY, S.J., of Siccawei.

THE NESTORIANS.



It is uncertain whether St. Thomas carried the faith as far east as China, but the inscription on the famous stone at Singanfu, the authenticity of which is beyond question, makes it certain that the Nestorian priest Olopen brought the religion of Christ to China in 635 A.D. It flourished for centuries, and there were still Nestorians at the time of Marco Polo.

THE MEDIEVAL CHURCH.

The second period in the history of the Chinese missions opens in 1246, when the Franciscan friar, John of Plano Carpini, set out from Lyons, in France, reached Karakorum, the residence of the successors of Gengis Khan, and founded the great Christian settlement of Peking. St. Louis, king of France, sent presents to the Tartar princes through Friar William of Rubruquis, who brought him back a letter and a silk gown. Such was the success of the Franciscan missionaries that John of Montecorvino was consecrated Archbishop of Khambalu, or Peking, in 1308, with seven suffragan bishops, only three of whom, however, reached China. Another diocese was created at Zaitun in Fokien. The Blessed Odoric of Pordenone, and others, preached in many provinces. Thousands of converts had been baptized, several Franciscan monasteries had been founded, and there was hope of further development when the Tartar dynasty was overthrown by the Ming in 1368. During the period of disturbance which followed, the Chinese Church became isolated from the west. It was not abandoned, however,

From 1370 to 1400, the Franciscan Order sent more than one hundred of its sons to distant Cathay. But, sad to say, it is not even certain whether they reached their destination. Nothing of the mediæval church of China remains, not even the annals of its decline or the names of its martyrs.

BEGINNINGS OF THE PRESENT MISSION.

The overland route to China being now closed, the third, or actual, epoch in the history of the mission dates from the discovery of the sea route. St. Francis Xavier, the apostle of Japan, died on the island of Sancian, in December, 1552, in sight of the mainland of China, which he had longed to win to Christ. Three years later, the Dominican, Gaspard of the Cross, was the first to set foot in China by the south route. He was succeeded in 1575 by the Augustinian friars, Martin de Rada and Jerom Marin. Both missions, however, proved unsuccessful. In 1583 the Jesuits Ruggieri and Pasio, soon followed by the celebrated Matthew Ricci, and several of their brethren, were able to settle at Chaokingfu, near Canton, where they built a chapel and residence, and made numerous converts. Their field of action was soon extended to Nanking and Hangchow in Chekiang (where the graves of some of the first pioneers are still to be seen), and a few other places.

MISSIONARIES AT PEKING.

Ricci had understood that the success of the mission must not be left to the mercy of local Mandarin caprice. He therefore set out, in 1595, for Peking, and resolved to gain admittance to the Emperor himself. After six years' effort he obtained permission

to establish himself at the capital. His friendly relations with the monarch and the *élite* of the capital, and the protection afforded by the high Mandarins, enabled his brethren in the provinces to announce with courage the name of Jesus Christ to the poor and ignorant. Foremost among his noble disciples was Paul Siu, or Zi, of Shanghai, a Prime Minister, and the true founder of the Church of the Sungkiangfu, in which prefecture Shanghai is situated. The grave of Zi is seen at Zi-ka-wei (or Siccawei). This great result was obtained in less than fifteen years, and when Ricci died, on May 10, 1610, his funeral, at the imperial expense, was the consecration of the establishment of the Church in China.

Ricci was succeeded by Longobardi as superior of the Jesuits in China. Others remained in Peking as astronomers, the best known among them being Adam Schall von Bell. After the overthrow of the Chinese dynasty, the Manchus created Schall president of the Board of Mathematics in February, 1645, and entrusted him with the task of reforming the Chinese calendar. In 1650 he received an imperial edict so highly praising his life and work, that it has sometimes been understood as a positive approval of his faith and an authorisation to preach it. His successor, Ferdinand Verbiest, enjoyed the friendship of the great Emperor Kanghi. His death took place in 1688. Up to the beginning of the nineteenth century the Board of Astronomy was presided over by various missionaries. A second residence, founded by the French Jesuits, also exercised a powerful influence in favour of the evangelisation of the provinces.

The friendship of the imperial demi-god was only maintained at the expense of

constant and arduous labour, and was, moreover, subject to eclipses. Fathers Schall and Verbiest suffered disgrace and even imprisonment. During times of persecution the astronomers, guarded at court as indispensable auxiliaries, found themselves unable to go to the help of their brethren. By order of Kanghi, they surveyed the whole empire and prepared the famous maps which have not yet been surpassed, if equalled. Other missionaries—Parennin, Gaubil, and Amyot—acted as interpreters to the Emperors, while Brothers Castiglione and Attiret were their painters, &c. The philological, historical, and scientific researches of these men were, and are still, universally admired in Europe and in China.

MISSIONARIES IN THE PROVINCES.

It would be a great mistake to imagine that Jesuits alone laboured in China. We find them, indeed, in almost every province; but their number was never very large. In 1625, there were eighteen priests and four lay brothers. The almost complete list of Jesuits who have worked in China down to the suppression of the Order in 1773 includes 456 names, of which 81 were Chinese.

Other orders—Augustinians, Franciscans, and Dominicans—also obtained a foothold in China after persevering efforts. In 1633, the Franciscan, Antony of St. Gregory, and the Dominican, John-Baptist Morales, began successful work in Fokien, whence they passed into Kiangsi and other provinces. In spite of persecutions and also of the commercial jealousy which sometimes placed serious obstruction in the way of the Spanish missionaries at Macao, there were as many as 14,000 converts in the three coast provinces in 1665. In 1764, the Franciscans of the Manila province alone had five distinct missions in Shantung, Kwangtung, Kwansi, Fokien, and Macao, while others were labouring in Shansi, Shensi, Hunan, &c. Separate territories had not as yet been allocated to the different missionary bodies, but China and the adjacent countries were divided on April 10, 1690, into three dioceses—Peking, Nanking, and Macao. Many of the bishops were Franciscans or Dominicans. Besides these three sees, vicariates apostolic were formed in 1696, and, later, in Fokien, Shensi, Hukwang, Szechwan, &c., generally comprising several provinces. The first of the vicars apostolic to succeed in reaching his destination was Mar. Pallu, of the Paris Society for Foreign Missions, who arrived in China in 1682 and died in Fokien in 1684. Among the prelates we must note the Dominican, Gregory Lo, or Lopez, the only Chinese who has, as yet, been raised to the dignity of a bishop. He died a saintly death in 1691.

THE CHINESE "RITES."

Is the Chinese worship of ancestors and Confucius a purely civil function, or is it tainted with superstition? Can the words "heaven" or "emperor above" be applied to the true God? Such is the question of "rites." Ricci had tolerated the "rites," but his successor, Longobardi, condemned them unconditionally. The religions of the other orders adopted almost unanimously the opinion of Longobardi. The Dominican, J. B. Morales, hastened to Rome in 1643 to ask for the judgment of the Holy See on the question. Certain ceremonies were forbidden in 1704, after six years' consideration, and Cardinal Tounon was sent to

Peking as a special envoy. But unfortunately the Emperor Kanghi had been invited to state his views, and he declared that the "rites" were free from all superstition. The autocrat became very indignant when the legate published the Papal Constitution, and war was officially declared against the Church.

The controversy was only ended in 1742 by the celebrated Bull of Benedict XIV, prescribing an oath for all engaged in the China Mission that they accept the condemnation of the "rites" and all its consequences. This oath is even now taken by every new missionary on his arrival, and by every native priest. The progress of the mission suffered a check, but there were also other causes at work to account for it.

PERSECUTIONS.

The first general persecution was that of the Ming Emperor Wangli in 1617. It lasted but a short time. Another small outbreak took place during the minority of Kanghi, when Father Schall was condemned to death at the instigation of the Mahomedan astronomer, Yang Koangsen, and, in fact, died in prison. Kanghi himself, as we have said, declared war against the Church, though he was always friendly to the missionaries at the court.

It was his son, Yungcheng, who initiated the almost uninterrupted series of persecutions which continued during the long and brilliant reign of his successor, Kienlung (1736-96), and, indeed, down to the opening of the Treaty ports.

The Vicar Apostolic of Fokien, the Dominican, Blessed Peter Sanz, and several of his priests, were martyred in 1747 and 1748; and the Jesuits Athemis and Henriquez with several neophytes suffered in Soochow in 1748. Many others, priests and laymen, bore similar testimony to their faith, and the life of the missionaries became a monotonous repetition of hardships. They were obliged to travel in disguise and to preach and officiate at night in continual danger of being discovered, imprisoned, and put to death. But their zeal was rewarded by the firmness of their neophytes, which withstood 150 years of unceasing persecution.

OTHER MISSIONARIES.

These sufferings served only to increase the zeal of the missionaries, and new recruits constantly joined them. Since its foundation, the Paris Society for Foreign Missions had never relaxed its efforts to secure a real foothold in the south-western provinces. It was, however, only after 1769 that they began to meet with any permanent success. The fine missions of Szechwan, Yunnan, and Kweichow really date from the long episcopate of Bishop Pottier. In 1756 he found only 4,000 converts, but in 1801 he was able to number 25,000. His two successors, Bishop de St. Martin and the Blessed Bishop Dufresse (martyred 1815) governed and organised the mission with remarkable prudence amid almost continual persecution. In 1803 the first synod ever celebrated in China was held in Szechwan, and its statutes are still admired and put into practice. There were also Lazarists, or Vincentian missionaries. One of them, Appiani, who was secretary to Cardinal Tounon, died in prison in 1732 after twelve years' suffering. Another Lazarist, Pedrini, won the favour of Kanghi and Yungcheng, and founded the residence of Sitang at Peking.

FROM 1773 TO 1856.

In 1773, the Society of Jesus was suppressed by Pope Clement XIV. Ten years later the Propaganda conveyed to the Lazarists the inheritance of the Jesuits in Peking. The old missionaries, however, remained to work and die with their successors. Nothing is more pathetic than the letter they wrote to the Superior of the Vincentians thanking him for having sent them "not mere substitutes but true brethren." The missionaries, however, were now too few for their task, and the surviving native priests were insufficient to carry on the work in the provinces. The French Revolution cut off the recruits of the foreign missions. Spain and Portugal were no more able to render assistance to their missionaries, and all the missions were reduced to great extremities. In the meantime persecution was steadily enforced, and the apparently enfeebled mission year after year witnessed the martyrdom of foreign and native priests, and their followers, including even women, a number of whom have lately been raised to the altars. Blessed Clet (1820) and Blessed Perboyre (1840) were Lazarists, and Blessed John of Triora (1815) was a Franciscan.

Though the work of the mission suffered much, it still had enough vitality to extend its field of action to Mongolia in 1798, to Korea in 1827, and to Manchuria in 1839. The Lazarists Hue and Gabet even attempted the evangelisation of Tibet and succeeded in passing a few months in Lhasa (1844-46).

At the end of this period the outlook began to change. The revived Society of Jesus re-entered China in 1842, and the organisations of the Propagation of the Faith and the Holy Childhood were set on foot to provide funds for the mission. Liberty to preach the Gospel was stipulated for in the treaties between China and the foreign powers, and the French Embassy was invested with authority to protect Catholics, native as well as foreign.

FROM 1856 TO THE PRESENT DAY.

This period begins with the suppression of the two sees of Peking and Nanking and a new readjustment of the missions. Pius IX divided China into vicariates apostolic, the number of which has been increased from time to time, each being entrusted exclusively to one congregation of missionaries.

The opening of China, the rapidity of the voyage from Europe, the better organisation of the several missions, the creation of several new missionary associations in Belgium, Germany, and Italy, and the comparative freedom enjoyed by the missionaries, make it possible now to send a much larger number of workers into the field. Seminaries have been multiplied, and the native clergy have become more numerous and more thoroughly trained. Several orders of nuns—the Sisters of Charity, the Franciscan Sisters, the Carmelites, the Helpers of the Holy Souls, the Little Sisters of the Poor, &c.—greatly assist in the evangelisation of women. Congregations of Chinese nuns have been instituted and a great impetus has everywhere been given to the preaching of the faith.

Persecutions have not ceased, but they are only local and often take the form of riots, which are generally fomented by the literati and more or less secretly favoured by the officials. The principal events of the period under review are the great Taiping rebellion, the second European war, the final peace in 1860, the Tientsin massacre of 1870, and the great Boxer outbreak of 1900, when bishops, priests, native Christians of both sexes and

all ages met death with a faith, simplicity, and courage, the recital of which brings tears to the eyes.

THE PRESENT.

The mission to-day may be said to consist actually of one diocese, Macao, suffragan of the archdiocese of Goa (India), and 43 missions, which depend immediately on the Pope, through the Congregation of Propaganda. Of these, 38 are vicariates apostolic, four are prefectures, and one, Ili or Kuldja, is a simple mission. All, except three, are governed by bishops, and as three bishops have coadjutors, the total number of bishops is 44.

The care of each of these missions is placed exclusively under the control of one missionary body, and no other order of priests is allowed to work within the same field. This arrangement has done much to avoid friction and maintain union and fraternal charity. It does not extend to lay congregations, e.g., of teaching brothers or nuns.

THE TWELVE MISSIONARY SOCIETIES.

THE PARIS SOCIETY FOR FOREIGN MISSIONS.—This is the most important missionary association in the Far East. Its missions in China form two groups of unequal importance—the Manchurian group comprising two vicariates only, and the south-western group with three vicariates in Szechwan, one in Kweichow, one in Yunnan, one in Thibet including the Thibetan borders of Szechwan, and the two prefectures of Kwangtung and Kwangsi. A part of Kwangtung, however, belongs to the diocese of Macao, and to the vicariate apostolic of Hongkong.

The Thibetan vicariate has a station at Darjeeling, in India, and several in Yunnan and Szechwan, but Thibet proper is not yet open to missionary work.

The Society has "procurations," or agencies, in Hongkong and Shanghai, with a sanatorium and a large printing office in Hongkong. It includes 11 bishops, 399 French priests, 170 Chinese priests, 256,779 baptized converts, and more than 80,000 catechumens or worshippers ("adoreurs"). The more flourishing centres of these missions are at Szechwan and Kweichow. The work extends also to the aboriginal tribes of South-west China.

FRANCISCAN FRIARS OF VARIOUS BRANCHES.—Their field of work extends over eastern and northern Shantung, Shansi, the greater part of Shensi, Hupeh, and southern Hunan. They have 11 bishops, 176 foreign and 121 Chinese priests, 149,424 converts, and over 74,000 catechumens.

LAZARISTS OR VICENTIANIANS.—These, also called priests of the mission, actually evangelise the greater part of Chihli, where they have three vicariates; the whole of Kiangsi, which forms three vicariates, also; and Chekiang, which has not been divided. The northern group is very promising; indeed, it is the most promising in China, especially since the Boxer troubles. The city of Peking alone contains nearly 7,000 Christians. The increase in the diocese was nearly 15,000 from July, 1906, to June, 1907. The Visitor-General and procurators reside in Shanghai. There is a general seminary at Kashing (Chekiang). The Vincentians have 7 bishops, 158 foreign priests (a few of whom are secular priests) and 113 Chinese priests, 216,948 converts, and about 54,000 catechumens. In the vicariate of Peking there is a Cistercian monastery with 6 foreign and 5

Chinese priests and 65 monks, most of whom are Chinese. They do not engage in missionary work proper.

THE JESUITS have two missions—one in the south-eastern part of Chihli and the other comprising the two provinces of Kiangsu and Anhwei (Kiangnan mission). There are 2 bishops, 179 foreign priests, 80 Chinese priests, 226,542 converts, and 103,000 catechumens. The prefecture of Sungkiang, in which falls the district of Shanghai, is the most densely populated with Christians throughout the whole Empire. Next comes Paotingfu in the vicariate of Peking. The respective totals are 58,336 and 44,777.

BELGIAN MISSIONS (CONGREGATION OF SCHEUTVELDT, NEAR BRUSSELS).—The immense territory extending from the Great Wall, near Shanhaikwan, to the borders of Russian Turkestan, and including the extramural parts of Chihli, Shansi, and Shensi, as well as Ninghiafu (Kansu), is entrusted to this congregation, which has three vicariates in Mongolia, one vicariate and one prefecture in Kansu, and a mission in distant Ili. This last is practically for the care of the descendants of the martyrs who were exiled to Turkestan in the eighteenth and first half of the nineteenth centuries. There are in Ili about 300 Christians, and their number seems to remain almost stationary. In the other vicariates the converts are mostly Chinese, the native Mongol tribes having so far paid little heed to the gospel news. The Ortos Mongols have 406 converts and 178 catechumens; the native Fangtze of Kansu have none. There are 4 bishops, 170 Belgian priests, 37 Chinese priests, 56,780 converts, and 18,000 catechumens. The General Procurator is in Shanghai.

DIocese of MACAO (SECULAR CLERGY).—This diocese, which, as has been said, depends on the archdiocese of Goa, and not on the Propaganda, comprises the Portuguese colony, the adjacent district of Hungshan, in Kwangtung, the islands of Hainan and Timor, and the Portuguese population of Singapore. In Chinese territory there are a bishop and 66 foreign and 8 Chinese priests, some of whom form a regular chapter, the only one in China. The number of Christians is 27,930, a large part of whom are of Portuguese descent.

DOMINICAN FRIARS.—These have two vicariates in the province of Fokien, including Formosa. Excluding the island from consideration there are 2 bishops, 54 foreign priests, 17 Chinese priests, 51,299 Christians, and 30,000 catechumens. The vicariate of Foochow is much more important than that of Amoy, which was only established in 1883.

GERMAN MISSIONARIES OF STEYL (CONGREGATION OF THE DIVINE WORD).—There is one vicariate in the German colony of Kiaochau with all the adjoining prefectures. The centre is at Yenchowfu. It counts one bishop, 52 German, and 12 Chinese priests, 39,370 converts, and 43,300 catechumens.

FOREIGN MISSIONS OF MILAN.—There are three of these missions in China—two in Honan and one in Hongkong—to which are annexed the three adjoining districts of Kwangtung. The missions have 2 procurators—one at Hongkong and another at Hankow—3 bishops, 35 Italian and 25 Chinese priests, 31,627 Christians, and 10,800 catechumens.

SPANISH AUGUSTINIAN MISSION OF NORTH HUNAN.—There is a procurator at Shanghai and another at Hankow, with one bishop, 27 Spanish, and 2 Chinese priests, 2,677 Christians, and 3,300 catechumens.

SEMINARY OF ST. PETER AND ST. PAUL (ROME).—That part of Shensi which is south of the Tsingling Mountains was separated from the Franciscan mission in 1887, and entrusted to the Roman Seminary for Foreign Missions with one bishop, 15 Italian and 2 Chinese priests, 11,489 Christians, and 6,300 catechumens.

SEMINARY OF ST. FRANCIS XAVIER (PARMA).—Part of western Honan was entrusted to this seminary two years ago. It forms a prefecture apostolic, but, so far, only 8 Italian priests are carrying on work there. They can claim about 1,055 Christians and double that number of catechumens.

SUMMARY.

Bishops	44
Foreign priests	1,345	} 1,981
Chinese priests	...	...	592
Baptized Christians	...	...	1,071,920
Catechumens	...	...	426,000

The annual increase in the number of baptized Christians is now about 8 per cent., and amounted last year to more than 80,000. The proportion varies very much in different parts of China, but is increasing.

The number of baptized Christians in the several provinces in 1907, irrespective of the ecclesiastical divisions, was as under:—

Chihli...	217,947	Anhwei	27,992
Kiangsu	136,096	Kweichow	25,368
Szechwan and		Chekiang	25,126
Thibet	119,961	Shenkiang	20,628
Kwangtung	102,125	Honan	18,487
Shantung	72,838	Kirin and	
Hupei	52,549	Heilungkiang	15,823
Fokien	51,299	Yunnan	11,389
Mongolia and		Hunan	9,176
Ili	48,495	Kansu	7,985
Kiangsi	36,329	Kwangsi	3,610
Shensi	35,881	Sinkiang	300
Shansi	32,516		

Mongolia includes the outer parts of Chihli, Shansi, and Shensi, but does not include Ninghiafu.

HELPERS.

In addition to the clergy proper there are—Ecclesiastical students preparing for orders, Chinese or foreigners ... 1,120
Religieux, other than priests, foreigners 229
Religieux, other than priests, Chinese ... 130
Nuns, foreigners ... 558
Nuns, Chinese ... 1,300
Schoolmasters, other than religieux * ... 4,160
Schoolmistresses, other than nuns † ... 3,282
Native preachers (catechists) ‡ ... 4,350

There are many other helpers, paid and unpaid, the number of whom cannot be given on account of the different organisation of the various missions. In the Kiangnan mission, for instance, there are about 800 secular "virgins," that is to say, women who, living in their family, take no vows, but openly profess to remain unmarried. They are employed by the mission sometimes as schoolmistresses and sometimes as caretakers of orphan asylums, or in visiting the sick, taking care of the chapels, &c.

Though the Chinese priests are as much priests as any Catholic priest, still in several missions the more important functions are, as a rule, entrusted only to foreign priests. But a Chinese priest may have foreign priests under his control, and is of superior dignity to any unordained foreigner. In addition to priests there are religieux of four kinds, viz., those who are destined for the priesthood, but are not yet ordained; those who belong to an order having priests

* In 34 missions. We have no report from 10 missions.
† In 35 missions.
‡ In 33 missions.

but are simply lay brothers assisting the mission as architects, accountants, or in general household work; those who belong to some teaching order which has branches in Europe; and others who form special teaching congregations. The first three may be Chinese or foreigners, but the fourth class is composed exclusively of Chinese. Nuns, also, may belong to the great religious orders, which receive Chinese members on a footing of equality with foreigners, or they may be members of special Chinese congregations.

It is a well-known fact that Catholic priests, religious, and nuns are bound to celibacy. It may be added that when they request to be sent to foreign missions it is generally for life, and with no prospect of a return home. Circumstances or superiors may decide otherwise, but the Catholic missionary gives himself up to his work for his whole lifetime in this world.

SCHOOLS.

It can be affirmed, as a general rule, that wherever there is a sufficient number of Christians a school is established, and all the children of Christian parents must attend it. The principal aim of these schools is the teaching of religious doctrine and morals, but more is taught according to circumstances, whenever children are able to learn more. In some cases the school fee is extremely small, the work being carried on practically at the expense of the mission. The organisation of these schools exhibits a considerable variety. The numbers and attendance are approximately as follow:—

	Schools.	Pupils.
Paris Foreign Missions	1,712	27,107
Franciscan Friars ...	630*	11,500
Vincentians	819	17,317
Jesuits	1,592	31,556
Belgian Missions ...	284	6,590
Macao	36	2,871
Dominican Friars ...	163	2,000*
Steyl Mission	168	1,752
Seminary of Milan ...	278	4,698
Augustinian Mission ...	29	300
Seminary of Rome ...	26	300
Seminary of Parma ...	24	386
Totals	5,652	105,938

* Approximately.

As some missions do not include in this number schools for orphan children, it cannot be very far from the truth to say that there are about 6,000 of these lower schools attended by considerably more than 100,000 pupils. The number of girls is fairly equal to that of boys. Non-Christian children are generally not excluded.

To these village schools must be added those schools in which the Chinese classics are regularly taught. In a few missions they conform to the new official organisation, and are divided into lower elementary, higher

elementary, and secondary schools, but in other missions they do not conform, so that it is impossible to give anything like a complete summary. In Shantung there are 86 of these schools with 1,158 pupils, in Honan 13 with 518 attendants, &c.

Some missions have normal schools for the training of masters and mistresses. There are also schools for boys who intend taking Orders, but who as yet follow the lower curriculum. Other schools, especially in the Treaty ports, are opened for foreign children. The teachers belong, in most cases, to the congregation of the Marist Brothers, or to an order of nuns. Mention must also be made of the schools which are now being opened in many places for Chinese boys and girls desirous of studying foreign sciences or languages. Some of these are lower elementary or higher elementary, and a few are secondary or even higher schools. Some priests or religious are masters in Government schools at Tsinanfu, Lanchowfu, &c. The work of instructing catechumens, who cannot be baptized before they have

are brought up in industrial schools, on model farms, &c., until they are married or otherwise provided for. Orphans or pauper children belonging to Christian families cannot be supported out of the funds of the Holy Childhood; they are provided for by other benefactors. In 1907, in the seven Vincentian vicariates, more than 20,000 children belonged to the Holy Childhood.

Other charitable works include numerous hospitals, dispensaries, and homes for the aged, some of which are found in almost every mission. In Yaochowfu, Kiangsi, there is a lepers' asylum with 20 inmates, and there is another in Chefoo. In many places the secular "virgins" who take care of the schools and chapels visit also the sick in their neighbourhood.

SCIENTIFIC WORK.

There are several printing establishments at Hongkong, Siccawei, Yenchowfu (Shantung), Chungking (Szechwan), Peking, and Tsinanfu. Newspapers are published at Chungking, Yenchow, and Siccawei. The scientific publi-



ROMAN CATHOLIC CATHEDRAL, HONGKONG.

been thoroughly instructed and trained, has led to the organisation of a special educational work, somewhat analogous to classes for adults.

CHARITABLE WORK.

The work of the Holy Childhood depends on alms furnished by young children. There is no mission in which it has not a branch. Children, mostly female infants, abandoned or exposed by their parents, are received in "Foundlings' homes," the total number of which is about 300. Many, probably the greater number of the poor little creatures, live only a few days or weeks owing to the hardships they have undergone before being rescued. Those who survive are provided with nurses and entrusted to Christian families. In many cases, these families adopt the child as their own. For instance, in the very poor districts of Ch'ungming and Haimen the villagers consider it an honour and a blessing to add a "child of the Holy Church" to the numerous children who already crowd their miserable hovels. Children, when not adopted,

cations of Hongkong and Siccawei are well known.

The Kiangnan mission maintains three first-class observatories—one at Siccawei for meteorology and seismology; another at the Zo-si Hills for astrophysics; and a third at Lukiapang, near Kunshan, Soochowfu, for terrestrial magnetism. There is also at Siccawei a museum of natural history and a large library, foreign and Chinese.

THE FRENCH PROTECTORATE.

The French protectorate of Catholic missions dates from the Treaty of Tientsin, June 27, 1858. The French Minister at Peking delivers passports to Catholic missionaries of all nationalities, and is charged with the protection of their persons and properties. The German mission of South Shantung has been placed under German protection. It is reported that an Italian mission is desirous of obtaining the Italian protection. Any foreigner may apply to his own consul for protection, but a Catholic missionary runs a risk of meeting with practical difficulties,

principally in purchasing and holding property, outside of the Treaty ports, without the French passport.

THE LEGAL STATUS OF CATHOLIC MISSIONARIES.

By a decree of March 15, 1899, the foreign Catholic clergy in China were granted certain privileges of rank when visiting officials. The instrument in question did not confer upon them effective official rank, but enabled them to call upon officials and to be received in a manner befitting the various degrees of the Catholic hierarchy. Thus, there was an equality of rank between bishops and viceroys or governors, between vicars-general or deans and provincial judges, treasurers, and taoutais, and between other foreign priests and prefects, &c. The bishops were to give to the viceroy or governor a list of the priests specially entrusted with treating business matters with the officials.

The decree, which positively excluded native priests, changed but little the existing custom. It settled chiefly a question of

of the lovely ravine known as Glenealy. Near the main building stands a handsome Gothic tower, containing a peal of bells, added several years later.

The principal features of the interior are the beautiful altars. That dedicated to Our Lady of Sorrows, presented by the Braga family of Portuguese settlers, is of Italian marble, the centre being occupied by a painting from the Academic School of Belle Arti, Milan. The altar, dedicated to St. Joseph, was presented by King Victor Emmanuel II, grandfather of the present King of Italy, and bears the arms of the Savoya Royal Family. The main altar, commemorating the Immaculate Conception, is of Italian marble, which contrasts with the Chinese marble of which the altar rails are made. The Blessed Sacrament altar has been newly decorated by the members of the Hongkong branch of the Apostleship of Prayer. The memory of St. Francis Xavier, the great pioneer missionary of the Far East, is commemorated in another small altar of Italian workmanship. The bishop's throne is of Venetian

religious beliefs. In 1906 there were 1,420 missionaries of the Society engaged in spreading the Gospel. Of these, 36 were bishops in charge of 32 vicariates or dioceses, and they were helped in their evangelisation work by 739 native priests and 2,727 catechists. The Society, in its various missions, then had 5,478 churches or chapels; 42 seminaries in which 2,247 boys were being educated for the priesthood; 3,955 schools with 119,441 children; 337 orphanages with 21,461 orphans entirely supported by the Society; 474 dispensaries; and 112 hospitals or leper asylums. The Society has the entire charge of the Roman Catholic Church in Japan (four dioceses); Korea (one vicariate apostolic); Manchuria (two vicariates apostolic); Western and South China (seven vicariates); Thibet (one vicariate); French Indo-China (eight vicariates); Cambodia (one vicariate); Burma (two vicariates); French and British India (four dioceses); and Siam (one vicariate). Some of the results obtained during the last ten years will be seen from the following figures:—



PREMISES OF LA SOCIÉTÉ DES MISSIONS ÉTRANGÈRES, HONGKONG.

Years.	Adult Pagans converted.	Pagan children baptized.
1897 ...	46,826	169,448
1898 ...	72,700	193,363
1899 ...	46,003	155,312
1900 ...	38,112	137,958
1901 ...	32,472	132,790
1902 ...	34,587	133,934
1903 ...	38,321	131,736
1904 ...	36,470	130,871
1905 ...	34,880	135,138
1906 ...	34,476	134,899
Totals ...	414,847	1,455,549

As will be gathered from such facts as these the sphere of influence exercised by this great missionary enterprise is a large one. The possibilities of the work are enormous. Naturally, however, the question of organisation is an important and difficult one. There is a general procuration in Hongkong, and there are secondary procurations in Shanghai, Saigon, and Singapore. Here all the administrative work is done and material assistance is sent to the missionaries in the field. The Society has also at Pokfolum, Hongkong, a sanatorium for those of their workers who have broken down in health, and a Maison d'Etudes, to which is attached one of the best-equipped printing offices in the Far East. Here books are printed, from type cast in the establishment, in almost all the languages of the Orient. The Very Rev. Father L. Robert, Procureur-General of the Society, resides in Caine Road, at the headquarters of the mission in Hongkong.



THE RT. REV. DOMINICO POZZONI, Roman Catholic Bishop of Tavia, and Vicar Apostolic of Hongkong, was born in December, 1861, at Paderno d'Adda, in the province of Como, Italy. He arrived in Hongkong as a missionary in 1885, and spent twenty years in the southern portion

etiquette. In dealing with Catholic missionaries the courtesy of many high Mandarins goes far beyond the rules laid down in the protocol. Friendly visits are requested and paid, and these often serve the purpose of avoiding friction and of bringing to a close protracted lawsuits. The decree was cancelled on April 10, 1908.

THE CATHEDRAL AT HONGKONG.

The first Roman Catholic church in Hongkong was that begun in 1842 on a site in Wellington Street granted by the Government. It was destroyed by the fire which in 1859 broke out in the neighbourhood of Queen's Road and Stanley Street.

The present cathedral, dedicated to the Immaculate Conception, was built by the late Mgr. Raimond, a former Vicar Apostolic of Hongkong, and was opened in 1888. It is a cruciform structure, with a low tower at the inter-section, and is an example of continental Gothic. It occupies a commanding site in the Caine Road, on the western slope

work, and the organ, a fine, though small, instrument, was brought from Italy and presented to the cathedral some eighteen years ago by the Portuguese community. The pictures representing the stations of the Cross were painted in Rome.

The Bishop of Tavia and Vicar Apostolic of Hongkong is the Rt. Rev. Mgr. D. Pozzoni. The Provincial Apostolic and Procureur-General is the Very Rev. Fr. P. de Maria, and the Apostolic Mission Rector is the Rev. Fr. P. Gabardi. The assistants attached to the cathedral are the Rev. Frs. D. Arvatti, A. M. Leon, and F. Cheon.

THE SOCIÉTÉ DES MISSIONS ÉTRANGÈRES.

The Société des Missions Étrangères, founded in Paris, in 1658, for the propagation of the faith in pagan countries, had, in 1892, already sent 1,968 missionaries to the Far East. At the outset their work was arduous in the extreme, and no fewer than 67 suffered death on account of their

of the Kwangtung district. In the early days of his labours there, he and another missionary, dressed in Chinese costume and wearing the queue—the Mandarins preferring to receive them as Chinese—itinerated through the whole district; but, later, the district was sub-divided into five sections, and, the Mandarins having changed their attitude, the missionaries reverted to the customary garb of their Order. Only once was the reverend father's life in danger, and that was



RIGHT REV. DOMINICO POZZONI,
R.C. Bishop of Victoria.

when he received a call to the bedside of a dying convert, who had been removed by his relatives into the Temple of Ancestors in the neighbourhood—to the precincts of which Europeans were denied admission. Obeying the call, he dared the consequences, and but narrowly escaped with his life. Like many others in the mission field, he was often called upon to act as woh-t'au or arbitrator between Chinese disputants—not necessarily converts—the missionaries being greatly respected for the equity of their judgments, which were given dispassionately and without regard to monetary considerations. He was elected Bishop of Tavia and Vicar Apostolic of Victoria in 1905, in succession to the late Mgr. Piazzoli, and was consecrated on the 1st of October of that year. The episcopal residence is in Caine Road, adjoining the cathedral.

TUNG-KA-DOO CATHEDRAL.

The Roman Catholic Cathedral of St. Francis Xavier at Tung-Ka-Doo is a building in the style of the Roman basilica, without transepts. The Catholics obtained the site from the Taoutai in satisfaction of their claim that they owned a place of worship in the native city before they were expelled from China. The cathedral was built by Bishop de Besco, and was opened for worship in 1853, four years after the foundation stone was laid. The interior is of white, adorned with numerous copies of paintings by old masters, among them being a painting of the patron saint of the cathedral.

ST. JOSEPH'S CHURCH.

In the Rue Montauban, Shanghai, a little way back from the street, stands the Roman Catholic Church of St. Joseph, used for both foreign and Chinese services. It is a Gothic modification of the French Renaissance style of architecture, and was opened in 1862 on the Feast of the Assumption. Numbers of pictures adorn the walls, one being a large oil painting of St. Joseph and the Holy Child. Many of these paintings are the work of students at the Roman Catholic School at Siccawei. The chapel by the south door contains a carved scene of the Crucifixion, representing Mary with the body of Jesus.



ST. JOSEPH'S CHURCH, SHANGHAI.

THE ANGLICAN COMMUNION.

BY THE VEN. ARCHDEACON BANISTER, Hongkong.

THE object of this article is to describe briefly the history, activities, and organisation of the Anglican Communion in China. England and America have contributed, each their share, to the corporate activities of the Church, on behalf of the peoples of the Far East. Efforts are now being made to combine in one corporate body the different

congregations of the Anglican Church in China, whether owing their origin to the work of the American or English branch of the Anglican Communion. There are in China and Hongkong eight different dioceses, and it will be convenient to deal with each in order, beginning from the south.

Before days of treaties, the Church, both

in America and England, turned its eyes to the many millions of the Far East. The first step taken by the English Church was the formation of a special fund, by the Church Missionary Society, in 1807, to print a version of the Chinese New Testament, which had been found in the British Museum by the Rev. W. Mosely, a nonconformist

minister. In 1824 the same society held a consultation with Dr. Morrison with regard to the prospects of a mission to China. In 1836 the Rev. E. B. Squires was sent out by the Church Missionary Society, but he worked only in Singapore and Macao, and left the East in 1840. About the same time the Protestant Episcopal Church of America began its efforts on behalf of China, and in 1835 the Rev. H. Lockwood and the Rev. R. Hanson were sent to Canton, but, finding they were unable to remain there, proceeded to Batavia. In 1837 the Rev. W. J. Boone, M.D., was sent out, and subsequently became the first bishop of the American Church in China. The result of the war of 1840, and of the subsequent Treaty of Nanking in 1842, was the cession of Hongkong to Britain, and the opening of five Treaty ports to the commerce of the world. This led to a forward movement on the part of all missionary societies, and the Anglican Church, both in America and England, laid larger plans, which, in their later developments, have resulted in the eight episcopal jurisdictions now existing in China.

DIocese OF VICTORIA.

The Bishopric of Victoria, the mother see of the English Church in the Far East, was founded in 1849. Endowment had been provided by an anonymous donor, a friend of the Society for the Propagation of the Gospel and the Society for Promoting Christian Knowledge; and one of the pioneer missionaries of the Church Missionary Society, the Rev. George Smith, was appointed first bishop. His jurisdiction extended to the whole of the East, including China and Japan, and he and his immediate successors, Bishop Alford and Bishop Burdon, travelled, in prosecution of their duties, in both China and Japan. It was in the time of Bishop Burdon that Japan was made a separate diocese, to be afterwards separated into the six dioceses of the present day.

The Church in the diocese of Victoria owes much to the far-seeing faith of the first Consular Chaplain in Hongkong, the Rev. Vincent Stanton, who founded St. Paul's College for the training of clergy and catechists for the work of the Church. Though it has had many vicissitudes, it is now fulfilling the object of its founder in providing teachers for the Chinese churches of the diocese. It is at present under the direction of the Rev. G. A. Bunbury, as sub-warden, and the Rev. A. D. Stewart, as tutor, and its limited accommodation is fully occupied. The work of the Church in the diocese of Victoria is almost entirely missionary, and is carried on by the Church Missionary Society, in the provinces of Kwangtung, Kwangsi, and Hunan, and in the Colony of Hongkong.

The bishop resides at St. Paul's College, Hongkong, and the work within the Colony is now entirely diocesan, both sections of the Christian community—European and Chinese—being represented in the Colonial Church Council. The cathedral of St. John the Evangelist is the centre of the Church's work amongst the British population, and was founded in 1842. It is a large Gothic building, contains a fine organ, and the musical and other services are reverently rendered without excess of ritual. A chaplain, appointed by the Church body and the bishop, is responsible for the services. The present chaplain is the Rev. F. T. Johnson.

St. Andrew's Church, Kowloon, was erected in 1906, at the sole cost of Sir Paul Chater, a distinguished resident of Hongkong. It was dedicated and opened for service on

October 6, 1906, by the Archdeacon of Hongkong, the Ven. William Banister, acting as commissary for His Grace the Archbishop of Canterbury. The late revered Bishop of Victoria, the Right Rev. J. C. Hoare, D.D., was taken to God in the fierce typhoon which caused such terrible loss to the Colony on September 18, 1906. He had made all arrangements for the consecration of the church, and his wish that it should be opened on October 6th was carried out. The Rev. A. J. Stevens was appointed to the charge of St. Andrew's, and the spiritual care of the churchpeople resident on the Kowloon Peninsula.

Hongkong is now one of the largest ports in the world, and the spiritual interests of the sea-going population are cared for by the

at Kowloon Old City; and All Saints', at Yaumati. The Chinese Church is self-supporting, with the exception of a small grant made towards the stipend of the catechist at Yaumati, from funds of the local Church Missionary Association.

The missions on the mainland are carried on by the Church Missionary Society—with European missionaries at Canton, Pakhoi, Shiu Hing, Kweiling (the capital of Kwangsi), and Yung Chow (a city in south Hunan).

At Canton the spiritual interests of the Anglican community are cared for by the Rev. P. Jenkins, of the Church Missionary Society, and services are held in the well-kept Christ Church, which is supported by the members of the local community.

The philanthropic activities of the Church



THE FIRST ANGLICAN CATHEDRAL, SHANGHAI.

Mission to Seamen's Society, and there are now two chaplains at work, the Rev. J. H. France and the Rev. T. C. Thompson. The seamen's church is dedicated to St. Peter. A new organ has recently been erected, and dedicated to the service of praise and prayer by "those who go down to the sea in ships."

At the invitation of the bishop of the diocese, the Church Missionary Society began work in 1862, when the Rev. J. Stringer was sent out. Since that time the work has expanded and extended, until it has now passed out of the control of the Church Missionary Society, and is merged into the diocesan organisation, under the bishop and a Chinese Church body. There are three churches for the Chinese, St. Stephen's, at West Point, Holy Trinity,

consist of a large and most successful hospital at Pakhoi, founded by the late Bishop Burdon, and carried on for many years by Dr. E. J. Horder. In connection with the Pakhoi hospital there is also a large leper asylum, where lepers, both men and women, are cared for and tended in every possible way. The influence of this work at Pakhoi has enabled the Church Missionary Society to extend its operations to the city of Liem Chow.

There are several educational institutions. First among these is St. Paul's College, which is now really fulfilling the pious intentions of the founder. St. Stephen's College, a public school for sons of Chinese gentlemen, under the direction of the Rev. E. J. Barnett, with a staff of English and Chinese

masters, is worked in connection with the Church Missionary Society; in 1907 there were 150 students on the books. The Diocesan Boys' School, a day and boarding school for European and Eurasian and Chinese boys, under the able direction of Mr. G. Piercy, as head-master, and a staff of masters, has had a long, useful, and successful career. The Diocesan Girls' School, a day and boarding school for the education of European and Eurasian girls, is a flourishing and growing institution which owes its origin to the work carried on for many years, under the auspices of the Female Education Society, by Miss Margaret Johnstone. The Eyre Diocesan Refuge is an institution for the reform and training of a special class of unfortunate girls, who have been sold into the slavery of sin. It is a "Door of Hope" for any who wish to escape from this degradation. Started by Miss Eyre, of the Church Missionary Society, it was taken over, as a diocesan institution, in 1908, and placed under the direction of the bishop and a strong committee of ladies, under the patronage of Her Excellency Lady Lugard. The Victoria Home and Orphanage was started by the Rev. J. B. Ost, of the Church Missionary Society, in the eighties, and after a useful career at West Point, is now situated at Kowloon Old City. It is for the protection and education of friendless and poor girls of the untainted class, who, through misfortune, find themselves homeless, and for those who are rescued from cruel mistresses or masters by the authorities. The Fairlea School, formerly under the Female Education Society, and now under the Church Missionary Society, has for many years given a Christian education to Chinese girls, Christian and others. For many years it has been associated with the name of Miss Margaret Johnstone, now retired through ill-health. Its old scholars are found all over the world wherever the Chinese dwell. To meet the new aspirations of the Chinese it is to be developed into a Chinese Girls' High School.

St. Stephen's Preparatory and Girls' School is intended for the children of the wealthy classes in Hongkong. It is hoped that it will develop into a Ladies' College with a department for small boys, as preparatory to St. Stephen's College. At present there are between thirty and forty scholars.

DIocese OF FOKIEN.

The diocese of Fokien is the east sub-division of the original diocese of Victoria. The distance from Hongkong, the different dialect spoken, and the very extensive nature of the work, employing thirty or more European and Chinese clergy, made it absolutely necessary that a new diocese should be formed, and in 1906 this was done. The Ven. Archdeacon H. McCartie Price, of Osaka, Japan, was consecrated first Bishop of Fokien on February 2, 1906. Bishop Price is the son of a Church Missionary Society missionary, the Rev. W. Salter Price, now Vicar of Wingfield, Suffolk, and formerly a missionary in Sierra Leone, West Africa, and afterwards in Japan.

The diocese of Fokien includes the whole of the Fokien Province, and is entirely missionary, with the exception of the provision of church services for the European communities at Amoy and Foochow. The missionary work of the Church is, however, confined to the northern half of the province, beginning with the prefecture of Hing Hwa and extending to the borders of the provinces of Kiangsi and Chekiang. The history of the Church's activities in this diocese

is full of interest, and the remarkable progress made since the Church Missionary Society sent its first missionaries, the Rev. W. Welton and Rev. W. Jackson, to Foochow, in 1850, is one of the most striking features of the Church's work in China.

The chief personality in the Church's expansion during the fifty-eight years of its work in the Fokien Province has been the Ven. Archdeacon J. R. Wolfe. He came out in 1862, and is still working in the diocese. When he arrived there were not ten converts, now there are twenty-four cities and towns occupied as mission stations where European missionaries reside. There are eight hospitals, in which thousands of patients are treated every year. There are four leper homes and refuges, and two homes for the blind, where industrial work is carried on. There are native Christian churches in twenty-six cities, besides those in country towns and villages.

The district of Fuh Ning, in the north-east of the province, is the field of work of the Dublin University Mission.

Two Church societies—the Church Missionary Society, and the Church of England Zenana Society—maintain a large staff of workers. In schools and colleges, in hospitals and refuges for the blind, lepers, and the sick, they find ever widening spheres of work.

Scattered throughout a wide extent of territory, the twenty-four stations where Europeans reside are centres of Christian activities, educational and philanthropic; all witnessing to the power of the "Body of Christ." There are 220 out-stations, and about 23,000 adherents, of whom 11,300 are baptized, and there are 4,200 communicants. There are 19 native clergy. There are 200 day schools for children, and the members of the different congregations contribute in the year over £1,200, or \$12,000.

In Foochow there is a Divinity College, founded by the late Rev. R. W. Stewart in 1878. The original building was destroyed by a mob, but the college was rebuilt on another site at Nan Sai.

There are also, at Foochow, a Boys' High School, and a Girls' Boarding School, a Women's Training Institution, and Junior Boys' Boarding School.

DIocese OF MID-CHINA.

The diocese of Mid-China was separated in 1880 from the diocese of North China, founded in 1872. The original title of North China was given when Dr. Russell, of the Church Missionary Society was consecrated the first bishop on December 2, 1872, in Lambeth Palace Chapel. In 1880, after Bishop Russell's death, the diocese was divided into North China and Mid-China, and Dr. G. E. Moule was consecrated Bishop of Mid-China. He has now resigned, after nearly fifty years of missionary service, first as priest, and then as bishop.

Shanghai was the first station, occupied by the Rev. T. McClatchie, colleague of the Rev. G. Smith, afterwards Bishop of Victoria, in 1844. It is still the headquarters of the Church Missionary Society secretary, and for sixty-two years work has been carried on in the city and settlement of Shanghai. From this beginning the work has spread to other cities also.

Ningpo was occupied in 1848 by the Rev. R. H. Cobbold and the Rev. W. A. Russell, afterwards Bishop of North China. It has been the home and scene of work of many able missionaries, the most distinguished

being the Ven. A. E. Moule, Archdeacon of Mid-China (who is still working and who still gives service, by his personal activities and by his pen, both in English and Chinese), and the late Rev. J. C. Hoare (who arrived in Ningpo in 1878, and for more than twenty years carried on the work of training catechists and clergy for the mission). The latter was the founder and first principal of Trinity College, Ningpo, where most, if not all, of the present native clergy of Mid-China were trained.

Hangchow was opened by Bishop Moule, then the Rev. G. E. Moule, in 1864, and has, up to the present time, been the residence of the bishop. He has seen the work spread to the different centres of his diocese, and has watched over the growth of the native Church, as one place after another has been occupied.

Sai Chow, farther down the coast from Ningpo, was occupied in 1887, as the result of the evangelistic work of the students of Trinity College, Ningpo, and the Rev. J. C. Hoare. There is now a growing Church with about 1,500 baptized members, and also a medical mission with a fine hospital, containing 52 beds, opened in 1905, under the charge of Dr. Babington.

Another district city, Chu Ki, is occupied by the Rev. J. B. Ost. The mission here was started by the conversion of one man who saw the sign, "Holy Religion of Jesus," over a chapel in Hangchow. After inquiring who Jesus was and what the name meant, he carried the news and his faith to the villages of his native hills in Chu Ki, where now there is a Church of 500 or 600 Christians.

The most conspicuous philanthropic work in this diocese is the large medical mission in Hangchow, so long carried on by Dr. Duncan Main and his assistants. It has the well-deserved reputation of being the largest and best equipped missionary hospital in China.

The workers of this diocese have contributed very largely to the literature of the Church, both in Chinese and English. Archdeacon Moule, the Revs. J. C. Hoare, W. S. Moule and W. G. Walsh, have given permanent contributions, in their theological, historical, and expository works, to the library of truth needed for the Church's service.

DIocese OF SHANGHAI.

The diocese of Shanghai, comprising the province of Kiangsu, is presided over by the Right Rev. F. R. Graves, D.D., who was appointed bishop in 1893. The work of the American Episcopal Church in China was begun (as stated above) by the sending out to Canton, in 1835, of the Revs. H. Lockwood and F. R. Hanson. Unable to settle in Canton, they worked amongst the Chinese in Batavia, the capital of Java.

The Rev. W. T. Boone was sent out in 1837, and when the five Treaty ports were opened in China the mission removed to Amoy. In 1884, Bishop Boone was consecrated and returned to China with nine new missionaries, and Shanghai became the centre of the mission, and Amoy was abandoned. The first convert and the first clergyman, was Wong Kong Chai (1851-86). Bishop Graves is the fifth Bishop of Shanghai.

Work in the province of Kiangsu is carried on at six main stations, Shanghai, Soochow, Wu Sih, Kiading, Kiangwan, and Tsingpoo, each of which is a centre for work in sub-stations in the surrounding districts. There are four large churches in Shanghai, viz., Jessfield, Sinza, Honkew, and in the native city of Shanghai.

There is a body of 10 foreign, and 12 Chinese clergy, who are assisted by a staff of catechists and school teachers. The mission has always placed great reliance upon its Chinese clergy, who are carefully trained in a theological school before ordination, and who have proved such valuable workers.

Work for women is carried on by the ladies of the mission, aided by a body of earnest native Bible women, who have been educated for the work in the Training School at Jessfield.

The most striking feature of this diocese is the splendidly equipped and successful College of St. John, under the Rev. F. L. Hawks Pott, D.D. It was founded in 1879, by the Right Rev. S. I. T. Schesuchewsky, the third Bishop of Shanghai. It is situated at Jessfield, about five miles from Shanghai. The present large buildings were erected in 1892. The science hall was begun in 1898, and formally opened in 1899. In 1902 the pressure of an increasing demand for education on the part of Chinese led to steps being taken for the third enlargement of the institution. The corner stone of the new building was laid in 1903, and a year later it was formally opened, under the name of the "Yen Hall," in honour of a distinguished Chinese clergyman, the Rev. Y. K. Yen, M.A. In January, 1906, the college was incorporated, under the laws of the United States, as St. John's University. There are 263 students in all departments.

One of the greatest gifts of American Christianity to China is the well-equipped colleges for higher learning in different parts of the country. Amongst the best and most successful is St. John's College, Shanghai. Its influence is felt all along the Yangtze Valley, and it will take a still more influential position in the future.

There is a successful mission hospital, called St. Luke's Hospital, in Seward Road, Shanghai. The head physician is Dr. Boone, a son of the first Bishop Boone.

The staff of this diocese have contributed very largely to the increasing Christian literature of China. They have assisted in the translations of the Bible, Prayer Book, and Hymn Books, and have produced many original works and translations of theological, historical, and expository books on the Chinese clergy and Christians.

DIocese OF HANKOW.

The diocese of Hankow, founded in 1901, embraces the four provinces of Hupeh, Hunan, Kiangsi, and Anhwei.

The missionary district of Hankow was separated from that of Shanghai by the general convention of the American Church, in 1901. The first Bishop of Hankow, the Right Rev. J. A. Ingle, D.D., was consecrated at Hankow, on February 24, 1901. He died on December 7, 1903, and was succeeded by the Right Rev. L. H. Roots, D.D., in 1904.

The foreign staff consists of 14 clergymen besides the bishop, 5 physicians, and 2 laymen. The Chinese staff consists of 13 laymen, 36 catechists, 59 school teachers, and 16 Bible women.

The work is educational, medical, and evangelistic. The present bishop, is a broadminded and sympathetic churchman, who, while maintaining strenuously the Church's historical position, holds out the right hand of fellowship to all who really love the Divine Head of the Church. He is much beloved for his sympathetic attitude towards those who are not within the bounds of his own Church.

DIocese OF NORTH CHINA.

The present diocese of North China was separated from the original diocese of North China in 1880. It has since lost the province of Shantung (which became a separate diocese in 1903), and now comprises the five provinces of Chihli, Shansi, Shensi, Honan and Kansu. The bishop is the Right Rev. Charles Perry Scott, D.D., consecrated in 1880.

In 1862 the Rev. J. S. Burdon, afterwards third Bishop of Victoria, was sent by the Church Missionary Society to Peking. He translated there the Prayer Book, a Bible History, and put Dr. Martin's Evidences into Chinese. He was afterwards joined by the Rev. A. Atkinson and the Rev. T. McClatchie, but the latter soon returned to Shanghai.

In 1865 the Rev. W. H. Collins joined the mission, and the work which he started in 1869, at a place called Yung Ching, has been carried on ever since. In 1873 Mr. Burdon became Bishop of Victoria. In 1875 the Rev. W. Brereton joined the mission. In 1879 the Rev. W. Banister, now the Archdeacon of Hongkong, was designated to Peking, but before he came out the Rev. W. H. Collins resigned, and the Church Missionary Society finally withdrew in 1880.

In 1863 the Society for the Propagation of the Gospel sent Dr. J. A. Stewart to Peking, and he was joined in 1864 by the Rev. F. R. Mitchell. Soon afterwards, however, they both withdrew, and the work of this Church Society was suspended for ten years.

In 1872 the S.P.G. sent out the Rev. C. P. Scott and the Rev. M. Greenwood to Chefoo.

In 1878-79 there was a terrible famine in North China, and Mr. Scott and Mr. Capel were permitted to distribute £4,000 in relief. The favourable impression made by such generosity led the churches to take advantage of the feeling; and Dean Butcher, of Shanghai, and Admiral Ryder, urged the S.P.G. to establish a strong mission in Shantung, under a resident bishop. An offer of £10,000 led to the ultimate foundation of the Bishopric, and accordingly the Rev. C. P. Scott was consecrated Bishop of North China.

Since 1891 the Rev. F. L. Norris has been trying to form the nucleus of a Training College at Peking. Tai An Fu was opened in 1878, and Ping Yin in 1893.

This diocese suffered in the early days of the Boxers' movement. On December 20, 1899, the Rev. Sydney Malcolm Wellbye Brooks was murdered by Boxers while on his way to support the Rev. H. Matthews, who was alone at Ping Yin. On June 1, 1900, the Rev. H. V. Norman and the Rev. C. Robinson suffered death by Boxers at Yung Chin. Several of the Chinese Christians were put to death, and the new church at Tai Hang Chuang was burnt down.

The mission ministers to Anglican Christians at Chefoo (1874), Peking (1880), Tientsin (1890), Shan Hai Kway, Pei Tai Ho, Newchwang, and Weihaiwei.

DIocese OF SHANTUNG.

The diocese of Shantung extends over the province of Shantung, except such portion as is now German territory. The work of this diocese is carried on in Chefoo, Weihaiwei, Tai An Fu, and Ping Yin.

There is a staff of 8 clergy, and 25 native helpers. Progress is being made under the direction of the present bishop, the Right Rev. Geoffrey D. Iliff, D.D. (1903). A Conference has been established as an advisory council to the bishop, at which both

the foreign and native workers are represented. A theological college has been also founded, where the native clergy and catechists are to be trained.

DIocese OF WESTERN CHINA.

The diocese of Western China extends throughout the province of Szechwan and comprises the field occupied by the Church Missionary Society, and the China Inland Mission. The China Inland Mission has work in different parts of this province of Szechwan, but in 1895, the eastern portion, i.e., east and north of the Kialing River, was assigned to the Church of England members of the China Inland Mission, and the superintendent, the Rev. W. W. Cassels, was consecrated first bishop of this diocese. The China Inland Mission began work in 1877, when Messrs. Judd and McCarthy, occupied Chungking. The Church Missionary Society began work in 1888, when the Rev. J. H. Horsburgh made extensive itinerations with the object of founding a mission. A party of 15 missionaries was sent out with Mr. Horsburgh in 1891, and, after many difficulties, the work was established in various centres. There are now 10 stations with resident European missionaries, the most distant station being on the borders of Thibet. There are now on the staff of the diocese, 18 foreign clergy, and one native, 17 lay workers, and 63 women workers.

The bishop—the Right Rev. W. W. Cassels, D.D. (1895)—lives in the city of Pao Ning. A training institution has been established, where native clergy and workers will be prepared for their work. Little has been done in the way of educational or medical work.

The statistics of the Anglican Church in China, for the year ended December 31, 1906, were as follows:—

Dioceses	8
Staff : Clergy, Foreign	102
" Native	69
Lay, Foreign	34
" Native	450
Doctors	51
Women : Foreign	256
Native... ..	295
Converts : Catechumens	5,103
Baptized	23,396
Communicants	10,756
Baptisms (1906)... ..	1,952
Children	904
Native contributions	\$42,000 = £4,200

HONGKONG CATHEDRAL.

The members of the Church of England among the early settlers in Hongkong lost no time in providing themselves with a place of worship. Through the efforts of the Rev. W. Phelps, R.N., and Mr. A. J. Johnson, subscriptions were raised, and in the year following the British occupation of the Colony a "matshed" structure was erected upon what is now the military parade-ground. In 1843 the first colonial chaplain arrived in the island, and on Christmas Eve held his first service in the church. The unpretentious little building was not long to continue, however, for on March 11, 1845, the foundation stone of the cathedral of St. John the Evangelist, designed by Mr. St. J. Cleverly, Surveyor-General, and estimated to cost £6,960, was laid by Sir John Francis Davis, then Governor of the Colony. On March 11, 1849, the new building was opened, and in the following May it was created a cathedral by letters patent.

The first bishop of Victoria, the Rt. Rev. George Smith, D.D., arrived in the Colony early in 1850; and in September, 1852, during the chaplaincy of the Rev. S. W. Steedman, the cathedral was consecrated. Bishop Smith resigned in 1867, and was succeeded by the Rt. Rev. G. R. Alford, D.D., during whose occupancy of the see the first stone of the new choir was laid by the Duke of Edinburgh. The next occupant of the bishop's chair was the Rt. Rev. John Shaw Burdon, D.D., who was consecrated on March, 15, 1874, and who spent upwards of twenty years in the faithful ministry of his high office. He retired in 1895, beloved by all, and was succeeded by the Rt. Rev. Joseph Charles Hoare, D.D., a man of noble nature, powerful personality, and cool courage. Bishop Hoare's tragic end in the great typhoon of 1906 will not soon be forgotten; the story of his calm resignation to the horribly inevitable will ever be told in the Colony when men speak of the heroes of peace. The present bishop is the Rt. Rev. Gerard

building, due chiefly to the length of the choir. To remedy this it is proposed to bring forward the altar and erect a reredos.

The cathedral contains some excellent examples of stained glass. The east window is filled by a memorial to the late Mr. Douglas Lapraik, who died on March 24, 1869. The subjects—the Crucifixion and the Ascension—are treated with a fine breadth of feeling and colour. The clerestory windows in the choir were presented by Lady Jackson, in 1900. In the north transept is a window to the memory of the late Dr. F. Stewart, a former Colonial Secretary, the subject being the sufferance of the children, whilst in the south transept it has been decided to insert a window as a memorial to the late Bishop Hoare.

The upper portion of this window is designed to show St. John in the Isle of Patmos, writing the Revelations, as instructed by an angel sent from God. In the top centre light appears the Lamb enthroned, and upon the Book with Seven Seals,

family, and relations in England, which sets forth the tragic manner of his death. A window depicting the perils of the deep, in memory of Hongkong residents who perished in the wreck of the s.s. *Bokhara* off the Pescadore Islands, on the night of October 10, 1892, fills one of the smaller lights; another, representing St. Peter receiving the keys, is to the memory of the Hon. Mr. Donall, who died in 1873; a third was erected by the students of St. Paul's College as a tribute to Bishop Smith's devotion to the Colony; and, in a fourth, honour is paid to Elizabeth Frances Higgin and Emma Gertrude Ireland, two hospital sisters, who lost their lives whilst in the execution of their duty during the plague outbreak of 1898. In the baptistry, two windows of exquisite workmanship are erected to the memory of the wife of Edmund Sharp, a former trustee of the cathedral. In the north aisle are two windows presented by the officers and men of the 2nd Battalion the Royal Regiment, "in memory of their comrades who died in China between October 24th, 1858 and December 18th, 1860." A window to the memory of the widow of Henry Kingsmill, depicts women of Old and New Testament mention.

There are numbers of mural tablets, amongst others those commemorating the Peninsular and Oriental officers who perished in the *Corea*, which foundered, with all on board, in a typhoon on the China Sea on June 30, 1865; the wife of Bishop Burdon; Capt. Colthurst Vesey; Robert Lyall; Capt. Augustus Frederick Hippolyte Da Costa, a captain in the British Corps of Royal Engineers, and Lieut. Dwyer, of the Ceylon Rifles, who were "wantonly attacked and murdered by some Chinese pirates whilst walking by the seaside at Whang Ma Kok, in this Island," on February 25, 1849; Lieut. H. M. Dallas, of the 98th Regiment; William Harding, "one of the best specimens of the British sailor, killed, 1st June, 1848, in a gallant attack by the boats of H.M.S. *Scout*, off Chimmo Bay, on a large piratical vessel subsequently taken"; Arthur Gordon Ward, organist of the cathedral for eight and a half years, who died in 1905; and Charles May, who died at sea on his homeward passage in 1879, after forty-five years' labours in the Civil Service.

The bishop's throne, a fine specimen of the Chinese carver's art, was presented to the cathedral by Messrs. Robert and Edward Alford, former residents of the Colony, in memory of their father's labours in the diocese. The pulpit was presented by Sir William Robinson, and the choir stalls were constructed of timber taken from the old British man-of-war, the *Victor Emmanuel*.

On the column behind the lectern hang the colours of the old Hongkong Regiment—the King's colours, and the old yellow regimental ensign—which were deposited in the cathedral for safe-keeping, and "as a memorial of that regiment for ever," at the close of the morning service on October 12, 1902. The regiment afterwards returned to India, where it was disbanded on October 23rd of the same year.

The services of the cathedral are held according to the general usages of the Church of England, matins being sung at 11 a.m., and evensong at 5.45 p.m., with celebrations of the Holy Communion every Sunday at 7.30 a.m., and on certain Sundays at noon. Services are also held on Wednesdays and Fridays, and on Saints' and Holy Days. There is a large and well-trained voluntary choir of between forty and fifty voices, and all the best cathedral services



ST. ANDREW'S CHURCH, KOWLOON.

Heath Lander, D.D., who was enthroned on November 23, 1907.

To return to the cathedral. In 1891 the Church, which had up till that time been governed by the local legislature, was disestablished, and its control handed over to a Church body, consisting of the bishop, the senior chaplain, and six laymen elected annually—a form of direction which exists to this day. The first chaplain, under the new order of things, was the Rev. R. F. Cobbold, M.A., who succeeded the Rev. W. Jennings, M.A., and was, in turn, followed, in 1902, by the Rev. Frederick Trench Johnson, M.A., the present incumbent. The lay-members of the Church body are Mr. W. Armstrong, the Hon. Dr. J. M. Atkinson, Dr. Francis Clark (hon. treasurer), Mr. G. A. Hastings, Mr. E. Ormiston, and Mr. A. Bryer (hon. secretary). The cathedral is now entirely self-supporting, there being no endowment.

There is a certain "feeling" of the Early English Gothic style about the structure, and the tower, lofty and graceful, adds a pleasant home-note to the general characteristics of the city. There is a lack of proportion in the

worshipped by the elders, and surrounded by hosts of angels, who sing, "Amen, blessing and glory, wisdom and thanksgiving, and honour and power and might be unto our God for ever and ever." Encircling these are "they which came out of great tribulation," &c., holding palms (Rev. vii. 14). At the base of the window, pictures relating to the sea are placed; on the left, Christ calling the disciples, St. James and St. John, whilst mending their nets in the boat; in the centre, Christ stilling the tempest; and, on the right, Christ walking upon the sea and appearing to the disciples in the boat. In the window will appear the inscription: "To the glory of God, and in grateful memory of the episcopate of the Right Rev. Joseph Charles Hoare, D.D., fourth Bishop of Victoria. Born November 15th, 1851; consecrated St. Barnabas Day, 1898; died September 18th, 1906." The cost of the window has been borne by the community, and the designs are in the hands of the well-known Westminster firm of Morris & Co. An additional memorial to the late bishop is the brass tablet, erected by his wife,

and anthems are in regular use. The full cathedral choir sings matins and evensong on alternate Sundays, with the exception of certain festivals, when the complete choir attends both services. All other services are more or less of a congregational character, and under existing circumstances only a small section of the choir is able to be present at these.

The first organ was erected in the cathedral in 1860, and was dedicated on Christmas Day of that year, the organist being Mr. C. F. A. Sangster. The splendid instrument now in use was erected in 1887, and was opened on June 21st of that year, "on which date" says a brass memorial affixed to the pillar in front of the organ, "the Acting Governor (Major-General W. G. Cameron, C.B.), and the members of the Legislative Council attended a solemn service of thanksgiving in celebration of the fiftieth anniversary of the Accession of Queen Victoria." It is a three-manual organ, with between forty and fifty stops, and was built by the well-known London firm of Messrs. Walker & Sons. The present organist is Mr. Denman Fuller, F.R.C.O., L.R.A.M., who succeeded Mr. A. S. Ward in 1905.

The cathedral is now lighted by electricity, and in summer time punkahs are used to keep the temperature as low as possible. The pews of teak-wood and rattan are roomy and comfortable, and every seat is provided with books for the use of members of the congregation. The excellent custom is followed of leaving the building open to all seeking a retreat for quiet meditation.

ST. ANDREW'S CHURCH, KOWLOON

The idea that Kowloon should have its own church was mooted in 1897, but it was not until 1904, when a grant of land fronting the Robinson Road had been made by the Government, and Sir Paul Chater had generously undertaken the entire cost of the building, that St. Andrew's Church was commenced. The late bishop of the diocese, the Rt. Rev. J. C. Hoare, D.D., performed the ceremony of laying the foundation stone on December 13, 1904, and on October 6, 1906, the church was dedicated by the Ven. Archdeacon Banister. A melancholy interest attaches to this date, for it was that fixed by Bishop Hoare for the consecration of the church; but his death, in the typhoon of September 18th, made it necessary for another to consummate the work which he had so much at heart. The church, though small, does not lack dignity. It is built of granite and red brick, in the Early English Gothic style of architecture, and is a fine example of modern work. The spire contains a peal of tubular bells, and the interior of the church, with its capacity for three hundred persons (though at present there is seating accommodation for two hundred only), is graced by a handsome east window, also given by Sir Paul Chater, representing the Crucifixion and the Last Supper, with figures of St. Peter and St. Andrew. The small marble shafts around the main columns are of Grecian marble, direct from Athens. The late Bishop Hoare made himself responsible for the provision of the holy table, pulpit, prayer-desks, and choir and chancel seats; the Rev. F. T. Johnson for the font and for communion vessels, which communicants at the cathedral and Peak church were invited to present; the hon. architect (Mr. Bryer) gave the brass eagle lectern; Messrs. Wilks and Jack undertook to collect for and subscribe to the installation of the electric light; the Hon. Mr. E. Osborne contributed to and collected for the bells; and there were many other

generous helpers. A vestry, consisting of the chaplain and elected lay-members, directs the affairs of the church. The chaplain is the Rev. Arthur Joseph Stevens, B.A., who also, pending the day when Kowloon becomes wholly responsible for the support of its chaplain, holds the position of Assistant Chaplain of St. John's Cathedral.



THE RIGHT REV. GERARD HEATH LANDER, D.D., fifth Bishop of Victoria, was educated at Trinity College, Cambridge, and at Ridley Hall, and was ordained in 1884 to the curacy of St. Bride's, Liverpool. Afterwards he was appointed to St. Benedict, Liverpool, and subsequently to St. Philip's, Litherland. In 1894 he was appointed Hon. Canon of Liverpool, and, in 1895, Vicar of St. Cyprian, Liverpool. On June 29, 1907, St. Peter's Day, he was consecrated Bishop of Victoria, in the parish church of St. Mary, Lambeth, and was enthroned in the cathedral



RIGHT REV. GERARD HEATH LANDER, D.D., M.A.,
Bishop of Victoria.

church of St. John, Hongkong, on Saturday, November 23, 1907. He succeeded Bishop Hoare, who came to China in 1875, was appointed Bishop of Victoria, on June 11, 1898, and lost his life in the typhoon of September 18, 1906, while out with four of his Chinese students, preaching and teaching. When last seen he was kneeling in prayer on the deck of his small yacht, the *Pioneer*.



THE ARCHDEACON OF HONGKONG, the Ven. William Banister, came out to China in the year 1880. He was educated privately, and at the Church Missionary College, Islington, London. He was ordained deacon in 1879, and priest in 1880, by the Bishop of London. From 1879 to 1880 he was Curate of St. Mary's, Bulderstone, near Blackburn, Lancs., under the late Archdeacon of Blackburn. He was sent to Foochow, and was for some years located at Ku Ching in the charge of a large missionary district with its manifold operations. In 1893 he was given direction of the Church Missionary Society's Theological College, Foochow, and remained there until

1897, when he was appointed to Hongkong and became secretary of the Church Missionary Society for South China. In 1902 he was appointed Archdeacon of Hongkong by the Bishop of Victoria.



THE REV. FREDERICK TRENCH JOHNSON, M.A., Chaplain of St. John's Cathedral, Hongkong, is a son of the Rev. Canon Johnson, Rector of Carbury, County Kildare, Ireland. Born in 1872, he was educated at Trinity College, Dublin, where he subsequently took his degree, and in 1896 he was appointed Curate of Holy Trinity, Belfast. Two years later he came out to the Colony as assistant chaplain, and in 1902 he succeeded the Rev. R. F. Cobbold on that gentleman's resignation of the chaplaincy.



HOLY TRINITY CATHEDRAL, SHANGHAI.

The existing Anglican cathedral is the fourth church which has stood upon the site, and dates back to 1869. The first building, dedicated to the Holy Trinity, collapsed in a storm in 1850, only three years after the foundation stone was laid. The congregation had but a very short while before been assembled within the church, and as a thank-offering to God for their escape they rebuilt the church, which was opened again in the following year. In 1860 it was decided, at a general meeting of the congregation, that a large and permanent church, worthy of the port, should be built on the site of the old building. Accordingly the old church was pulled down, and a temporary structure for services was erected near the side of the compound. The outcome of the effort was the church as it stands to-day, with the exception of the tower, the foundation stone for which was laid in 1891. The new building was opened for service in 1869, and in 1875 it was elected by Bishop Russell to be his cathedral, the Rev. C. H. Butcher being appointed dean.

The cathedral was designed by Sir Gilbert Scott, and is a cruciform structure of beautiful proportions, except that the chancel is shorter than was intended by the architect. There is some good modern glass, the chapel lights being especially worthy of note; and one of the most interesting windows is that in the south aisle to the memory of the Hongkong cricketers, who were wrecked on their return voyage after an inter-port cricket match. In the narthex are several memorial slabs, some of which were transferred from the earlier churches. The building presents an imposing exterior, which is seen to great advantage in the spacious compound by which it is surrounded. The close, bounded by the Kiangse, Kiukiang, Hankow, and Honan Roads, contains also The Deanery, the Cathedral School, and other houses.

The patronage of the cathedral was formerly in the hands of the Foreign Office, but now it is vested in three trustees, who are elected annually by the British subscribers to the establishment, and have certain powers in regard to the appointment of incumbents and in respect of all disbursements. The funds of the cathedral are derived from an endowment, supplemented by pew-rents and voluntary offertories.

The present incumbent, the Very Rev. A. J. Walker, M.A. (Cantab.), was appointed by the trustees in 1903, and was made dean by the bishop in the following year. His assistant chaplain is the Rev. R. G. Winning, B.A., now acting as chaplain-in-charge during his absence on leave.

The Cathedral School is under the care of the Rev. F. Perry, B.A., and has some forty scholars, most of whom are in the choir.

The Church of St. Andrew, situated in the Broadway, is a daughter church of the cathedral, and is connected with the Missions to Seamen. The chaplain, the Rev. H. M. Trickett, resides at a house adjoining the church.



BISHOP MOULE, the late incumbent of the Mid-China See, stands in the foremost rank of the men who have devoted themselves to mission work in China. For close upon fifty years he laboured as student, teacher, evangelist, and bishop, until, overtaken by age and infirmity, he resigned his task into the hands of younger men, and retired to the rest he had so justly earned. The Rt. Rev. George Evans Moule, D.D., was born at Gillingham Vicarage, Dorset, in 1828. He was educated privately until he went up to Corpus Christi College, Cambridge, in 1846, where he took honours in classics and in mathematics. It was while at Cambridge that he felt the missionary call, and he was one of the founders, in 1848, of the Cambridge Union for Private Prayer, which now numbers hundreds of men all over the world. He was ordained in 1851, and was given a curacy at Fordington, Dorsetshire. Four years later, in order to prepare himself for missionary life, he undertook, in addition, the chaplaincy of the Dorset County Hospital. Joining the Church Missionary Society in 1857, he came to China, and, having whilst in Hongkong married his cousin, Adelaide Griffiths, he proceeded in the following year to Ningpo. He was there during the Taeping rebellion; and he and his brother, now the Ven. Archdeacon Moule, who joined him in 1861, were under fire, and in great personal danger. In 1864 he planted a mission in the vast inland city of Hangchow and that place has been his home ever since. He was consecrated Bishop of Mid-China, in succession to Bishop Russell, in October, 1880, the service taking place in St. Paul's Cathedral. During the twenty-eight years of his labours he proved himself, in the words of an eminent writer on the work of the Church Missionary Society in China, "a true father in God, and also a most loving brother in Christ to his fellow-missionaries and the whole of the scattered Christian flock." He

witnessed a wonderful accession to the number of his co-workers, and had the joy of seeing three nephews join the mission. Shortly before his resignation, in 1907, he was made an Honorary Fellow of his College in recognition of his life-long labours, and especially of his literary work. He has translated parts of the Prayer Book into classical Chinese, has contributed several papers on religion, topography, and language to European periodicals in China, and he was one of a committee of missionaries appointed to supervise a Chinese version of Scripture. In his retirement he still resides at Hangchow.



THE RIGHT REV. HERBERT JAMES MOLONY, D.D., was appointed to the Bishopric of Mid-China by the Archbishop of Canterbury, on February 26, 1908, in succession to the Rt. Rev. Bishop Moule. Ordained deacon in 1888, and priest in the following year, Bishop Molony worked for two years in the parish of St. Stephen, Low Elswick, and then proceeded to India for the Church Missionary Society to join the band of evangelists in the Gond mission. In 1904, he was appointed clerical secretary of the Central Provinces Diocese, and later returned to England. He was consecrated bishop on St. Paul's Day, January 25, 1908, in Westminster Abbey, and on his appointment to the Mid-China See in the following month, he received the degree of Doctor of Divinity, *causa honoris*, from his *Alma Mater*. Bishop Molony visited England in 1908 as representative of his diocese at the Pan-Anglican Congress and the Lambeth Conference.



THE REV. A. J. WALKER, M.A., Dean of Shanghai Cathedral, is the son of a clergyman, and was educated at the Merchant Taylors' School and at St. John's College, Cambridge, where he was a choral student. Entering the Church, he was for a time Curate of St. John's, Tunbridge Wells, before volunteering for work in the mission field. He came to China under the aegis of the Church Missionary Society, and was stationed at Ningpo as vice-principal of Trinity Training College for Chinese students.

A year after his arrival he went to Hongkong to meet his bride, Miss Middleton, to whom he was married in St. John's Cathedral by the late Bishop Hoare. He returned to Ningpo, and, after five years' earnest work, went to England on leave. At the end of his furlough two appointments were offered him—the head-mastership of Shaoshing School and the office which he now fills. He came to Shanghai in April, 1904, and has since that date endeared himself to his congregation by his earnest and kindly zeal in the cause to which he has devoted his life. He took the initiative in the formation of the now excellent choir at Holy Trinity Cathedral. Despite the indifference which threatened to prevent the realisation of the idea, he started the Cathedral Choir School, which, under the head-mastership of the Rev. R. G. Winning, himself a former choral scholar of King's College, Cambridge, soon had a roll of fifty boys. Mr. Walker was responsible for the formation of the Communicants' Guild, which was started in October, 1907, and now numbers nearly one hundred members; and has interested himself, also in the prison, hospital, Hanbury School, and kindred institutions. He is hon. chaplain to the Shanghai Volunteer Corps. Mrs. Walker has closely identified herself with her husband's work; notably in connection with the Ladies' Benevolent Society and the Mothers' Union. Mr. Walker visited England in 1908, and attended the Pan-Anglican Congress as delegate for Shanghai.



THE REV. R. G. WINNING, B.A., Acting Chaplain-in-charge of Holy Trinity Cathedral, was a choral scholar of King's College, Cambridge. He was ordained deacon, in 1906, and priest in the following year. Upon coming to China he was, in April, 1906, appointed head-master of the Cathedral School. In December, 1907, he resigned in order to take up the secretaryship of the foreign branch of the Y.M.C.A. in Shanghai. In the absence of Dean Walker, Mr. Winning has been assigned by the trustees, with the approval of the bishop, to the acting chaplaincy of the cathedral, and he has taken up his residence at The Deanery. He has in Mrs. Winning a most sympathetic second in the work he is called upon to undertake.

PROTESTANT MISSIONS IN CHINA.

BY THE REV. J. STEELE, B.A., Presbyterian Church of England, Swatow.

IN the years that followed the Reformation missionary activity was not a characteristic of the new-born Protestant Church. Even while labouring in the throes of this birth the mother Church had produced within herself the great Jesuit order, and so inaugurated a new era of missions. But after the division, the Reformed Church was so occupied with the work of reconstruction, and, later on, so pressed down with the weight of intellectualism little tempered with love, which issued in the deism of the eighteenth century, that she failed for long to realise her duty to non-Christian nations.

This could not last for ever. A Church that read on its charter the words "Go . . . and preach the Gospel to the whole creation"; and which numbered among its saints Paul the Apostle, and the great Gregory, and Lull, and Xavier, must sooner or later gird herself to the work. Luther nailed his theses to the door of the Schlosskirche at Wittenberg in 1517. In 1556 Protestant missionaries began a work in Brazil, and in 1559 in Lapland. Other attempts of some magnitude were made, but it was not until the religious movement of the eighteenth century that the Church as a whole awoke to its duty; and then, within

a short ten years, the four great Protestant Missionary Societies were born.

While the Church was still undivided, colonisation and the movements of trade determined the order of missionary expansion, and the course which the Protestant Church followed was substantially along the same lines. Thus it came about that China was the last of the great non-Christian nations to become the sphere of Protestant missionary activity.

It was fitting that the missionary interest of the Protestant Church should be directed to China by the discovery in the British

Museum, in the year 1795, of a manuscript of the New Testament in Chinese prepared by a Roman Catholic missionary. In 1805 the London Missionary Society determined to engage in work among the Chinese resident in the Malay Peninsula, and designated the Rev. Robert Morrison to establish a mission in Prince of Wales' Island (now known as Penang). Within the next few years that island, Malacca, Bangkok, Singapore, Batavia, and Java were occupied by various societies as points of vantage from which the problem of the evangelisation of China might be attacked. Morrison was fated to begin work nearer the objective. Before he sailed his destination was altered, and he landed in Canton on September 7, 1807, the pioneer of Protestant missions.

When he arrived in China Canton was the only point of contact with the West, and the channel of intercourse was no wider than the little Oil Gate in the southern wall of that city, at which petitions to the Chinese authorities might be presented but through which no foreigner might pass. In such circumstances Morrison was compelled to restrict his work to the narrow limits of the "Factories." Two of his converts found places in the train of an Imperial Examiner, and distributed tracts to the students at the various examination centres in the province. With this exception, the early work in Canton was but another parallel driven nearest of any to the foot of the glacis. The walls still remained unbreached. Preparation was being made for an advance, however. An Anglo-Chinese College had been opened at Malacca. Morrison's Dictionary had been published in 1821, at a cost of £12,000; the complete Bible in two editions—one by Marshman of Serampore, and the other by Morrison—was ready; and many workers had already acquired the language. Gützlaff, as agent for the Netherlands Missionary Society, had made seven voyages along the China coast, penetrating as far as Tientsin, and had widely distributed the Scriptures. And, on the north-west frontier, work among the Mongols had been begun with the concurrence of the Czar of Russia.

Then came the first great opportunity. At the conclusion of the war between Great Britain and China the Treaty of Nanking, signed in 1842, opened to the commerce of the world the Treaty ports of Canton, Amoy, Foochow, Ningpo, and Shanghai, and guaranteed the safety of British merchants residing there. Almost immediately, twelve missionary societies entered into occupation. In 1842 work was begun in Amoy; in 1843, at Shanghai and Ningpo; in 1847, at Swatow and Foochow, and among the Hakkas of the Kwangtung Province; while in 1861 Central China was opened to work by the occupation of Hankow by Griffith John. Since then the work of expansion has gone on without interruption, and now the eighteen provinces of China, along with Manchuria and Mongolia, are open to the Gospel. Efforts have been made to reach the so-called aboriginal tribes, who occupy a large part of the provinces of Yunnan and Kweichow, and of late these people, the Nosu, and Hwa Miao, have responded to the work done among them in a movement similar to the mass movements among the jungle tribes in India. Ten thousand Miao tribesmen and women have been enrolled as adherents.

Sporadic riots have, from time to time, caused the destruction of mission property, from 1864 and onwards. The most serious of these occurred in Chentu, Szechwan, in 1895, when the compounds of three Protestant missions, and one Roman Catholic

mission were destroyed, but without loss of life.

Massacres, too, have not been infrequent. Among others the murder of eight missionaries and two children, belonging to the Church Missionary Society, took place at Ku-cheng, Fokien, in 1873; and four adults and one child belonging to the American Board Mission suffered death at Lienchow, in Kwantung Province, in 1905.

But eclipsing all others were the losses sustained during the great "Boxer" rising of 1900. The reform measures of the Emperor, the aggression of foreign powers, and illegitimate, and to some degree legitimate, missionary enterprise, roused the intensely conservative Dowager Empress to action, in the hope that she might preserve China for her dynasty. She checkmated the Emperor and the Reform Party by the *coup d'état* of 1898; but she convinced herself that the other evils would yield to nothing but force. There lay to her hand a weapon ready forged in the Society of Righteous Harmony Fists, the "Boxers," and with these and the officials she hoped to exterminate all the foreigners within the Empire. The Boxers did all that could be expected of them, but some of the officials showed themselves wiser than their mistress, and so the trouble was confined, in the main, to the country north of the Yangtze and Manchuria, and broke itself against the walls of the legations at Peking.

While missionaries were not specially aimed at in the Dowager Empress' secret edict calling for the extermination of all foreigners (*yang ren*), their position in the interior caused them to suffer most. The losses of that time are tabulated as follows:—

	Adults.	Children.
China Inland Mission	58	21
Christian and Missionary Alliance	20	16
American Board Mission	13	5
English Baptist Missionary Society	13	3
Shouyang Mission	11	2
American Presbyterian Mission	5	3
Scandinavian Alliance Mongolian Mission	5	—
British and Foreign Bible Society	2	3
Swedish Mongolian Mission Society for the Propagation of the Gospel	3	1
Unconnected	2	—
Total	134	54

The number of native converts who suffered death is beyond estimation. Many of them exhibited a heroism which was not surpassed by that of the noblest Christian martyrs of any age. There is room for but one example. A young artist was apprehended in Manchuria soon after the storm burst. On the execution ground the Boxers bound him, and then asked him if he would still preach the Jesus religion. "Yes," was the reply, "as long as I live." Then an eyebrow was cut off, and the same question put elicited the same reply. Another eyebrow, and then the ears were severally removed, and at each stage opportunity for recantation was given. After each cut he still answered that while he lived he could not but preach the way of salvation to sinners. When he felt himself getting weak he said, "I may be unable to speak, but I shall never cease to believe."

and then one great cut released him from his pains. Even the Boxers praised his constancy and sincerity.

Many missionaries bore willing testimony to the kindness which they received from the officials, at the risk of disgrace, and even in some cases of life itself.

The amazing thing about all the troubles that the Chinese Church has been called to pass through is that these have not imposed more than the most transitory check upon its advance. The Church has always issued from the fire strengthened and purified; and larger and more suitable premises have always risen upon the ruins of those destroyed, not seldom without any indemnity having been exacted from the destroyers.

SOCIETIES.

At the end of the year 1905 the Protestant missionary societies in China numbered:—

British	18
American	29
Continental	8
Bible and Tract Societies	4
Educational Societies	3
Y.M.C.A.	1
Total	63

The missionaries connected with these societies, along with 108 independent workers, totalled 3,445, of whom 964 were single ladies, and 301 doctors. These workers were distributed over 632 stations.

Arranged in order of the number of their workers the principal societies ranked as follows:—

China Inland Mission	849
Church Missionary Society	275
American Presbyterian (North)	265
Methodist Episcopal (American)	196
London Missionary Society	131
American Board	106
English Presbyterian Mission	99
American Baptist (North)	90
(South)	88
American Episcopal	84
Wesleyan Missionary Society	82

The London Missionary Society was first on the field in China, represented by Morrison, who landed in Canton in 1807. Next in time came the American Board with the Rev. Elijah C. Bridgman, who joined Morrison in 1830. In 1831 Karl Gützlaff, deputed by the Netherlands Missionary Society, made the first of his seven voyages along the China coast. The American Episcopal Mission, and the American Baptist Mission also took up positions before the opening of the Treaty ports, the first in Canton in 1835, and the second in Macao in 1837. When the ports were opened societies began to send workers in much larger numbers. The Dutch Reformed Church (American) occupied Amoy in 1842; the Church Missionary Society began work in Shanghai in 1844; and the English Presbyterians in Amoy in 1847. The foundations of the China Inland Mission were laid in 1853 by the arrival of Dr. Hudson Taylor as agent of the China Evangelisation Society, and the society itself was organised in 1865.

These societies have come upon the field not as independent expeditions pursuing different aims, but rather as different regiments, taking their places in the fighting line of that division of the Grand Army of Christ which is campaigning in China. From the time when the American, Bridgman, joined himself to Morrison, the Englishman, the feeling of comradeship has been most conspicuous.

This feeling has manifested itself in the various adjustments of forces that have been carried out. The American Episcopal Mission withdrew from Amoy in favour of the American Board, and that society, in turn, made way for the mission of the Dutch Reformed Church. The Church Missionary Society retired from Peking in favour of the Society for the Propagation of the Gospel. These arrangements, and others like them, demonstrate the oneness of aim which inspires societies, differing widely on questions of government and belief. The most conspicuous example of co-operation is furnished by the China Inland Mission. That great society unites under one directorate Episcopalians, Presbyterians, and Independents, baptizers of infants and adults, and of adults only, natives of the four divisions of the British Isles, and the Colonies, and associated missionaries from Sweden, Norway, Germany, and Finland. Separate spheres are arranged for the different classes of workers, but there is an identity of aim and a unity in operation that is both visible and effective.

The unity of the Protestant missionary body in China has been promoted by three general Conferences, in 1877, 1890, and 1907. At the last of these, when every Protestant missionary society in China was represented, it was resolved to form a Christian federation of missionaries working in China, (a) to encourage everything that will demonstrate the existing essential unity of Christians; and (b) to promote co-operation among the missionary societies in the interests of harmony, efficiency, and economy. The Conference summed up the situation in these words: "We frankly recognise that we differ as to the methods of administration, and Church government. But we unite in holding that these differences do not invalidate the assertion of our real unity in our common witness to the Gospel of the grace of God." And, in order to help forward the union of the various native Churches, the Conference appointed a committee, consisting of three members from each of the following Churches working in China—Baptist, Congregational, Episcopal, Lutheran, and Reformed Methodist, and Presbyterian. The spirit of the Protestant missionary body in China to-day, despite all differences of name, is summed up in the motto of its most recent conference, "Unum in Christo."

MEN.

Among the many Protestant missionaries who have worked in China there are some whose names call for special mention.*

Robert Morrison (1782-1834). The pioneer of Protestant missions in China. Landed in Canton September 7, 1807; was appointed Chinese translator to the East India Company; finished his Chinese grammar in 1812; Chinese New Testament in 1813; complete Bible, 1819; and dictionary, which was published by the Company, in 1821. He baptized his first convert after seven years' work, and at his death there were ten members in the Church.

William Milne (1785-1822). Joined Morrison at Macao in 1813. Next year he wrote, "To acquire the Chinese is a work for men with bodies of brass, lungs of steel, heads of oak, hands of spring-steel, eyes of eagles, hearts of apostles, memories of angels, and lives of Methuselah." Made a tour of the Malay Peninsula, in order to distribute the New Testament among the Chinese settlers there. Was appointed head of the Anglo-Chinese College at Malacca. He estimated

that one hundred years after the establishment of Protestant missions in China there would be one thousand Christians, children included. The total number in 1907 was reckoned at seven hundred and fifty times Milne's computation.

Elijah Coleman Bridgman (1801-61), the first American missionary to China, arrived in Canton in 1830. He took a principal part in the formation of the Society for the Diffusion of Useful Knowledge in China, the Morrison Education Society (since defunct), and the North China branch of the Royal Asiatic Society, of which he was elected first president.

Samuel Wells Williams (1812-84), arrived in China in 1833, and was secretary to the U.S.A. Legation for sixteen years. Wrote a "Tonic Dictionary of the Canton Dialect," a "Syllabic Dictionary of Chinese," and the "Middle Kingdom."

Peter Parker, M.D. (1804-88). Was sent to Canton in 1834, as the pioneer medical missionary, by the American Board.

William Chalmers Burns (1815-68), reached Hongkong in 1847; moved to Amoy in 1851. Afterwards worked in Shanghai, and Peking; and died in Newchwang, in an endeavour to begin settled work there. His translation of the "Pilgrim's Progress," and his hymns, original and translated, are in use in every mission in China.

J. Hudson Taylor (1832-1905). Having graduated in medicine, he arrived in China, in 1854, and worked for a time, with William Burns, inland from Shanghai, and in Swatow. Intending to take up work at the latter place, he was led to devote himself to the evangelisation of Inland China, and formed the China Inland Mission in 1866, when he sailed with sixteen others in the *Lammermuir*. This mission has developed work in all of the eighteen provinces except Kwangtung and Kwangsi.

James Legge (1814-98). Appointed Principal of the Anglo-Chinese College in Malacca, he removed to Hongkong in 1843. He issued the first volume of his translation of the Chinese Classics in 1861, and completed the work in seven volumes. He translated, also, the "Book of Rites," the "Book of Changes," the "Texts of Taoism," &c. He was appointed to the Chair of Chinese Studies at Oxford in 1876.

Alexander Wylie (1815-87), arrived in China in 1847 to superintend the printing press of the London Missionary Society in Shanghai. Afterwards he was agent for the British and Foreign Bible Society. He wrote "Memorials of Protestant Missionaries," and "Notes on Chinese Literature," a descriptive catalogue of the most important Chinese writings.

James Gilmour (1843-91), was celebrated for his work among the Mongols, concerning which he wrote two books.

AIM.

The aim of missions in China is to proclaim the Evangel of our Lord Jesus Christ. Mission operations stand to be judged by the faithfulness and efficiency with which they do that work. Converts, scholars, hospitals, printing presses, Bibles, and newspapers, all have their places as auxiliary to this end, and are viewed in relation to it.

METHODS.

The methods in use to compass this end are various. First comes preaching. Every missionary is first of all a preacher—not often from the pulpit, nor always with the tongue.

In the hospitals the preaching is done in deeds.
More strong than all poetic thought."

The missionary evangelist goes out to the villages, or into the streets of the cities; and on the ferries, and by the wayside; he speaks as he has learned, and, as far as the difficulties of the language and the convolutions of minds, alien to his in all but their humanity and common need, will allow.

None is more conscious than he of his limitations, and it is a mighty uplift when one and another (of their honesty let the section on results tell) responds, and he can begin to train native evangelists.

It has been accepted on all hands that China can only be evangelised properly by the Chinese. Acting upon that assumption most missions have devised methods for training their native preachers. Some missionaries, as Mackay of Formosa, take their students with them on their itinerations; others gather promising men at centres, and train them there. A training school and theological college is a feature of every well-found mission to-day.

The work in such institutions is developing in two directions. Amalgamation of separate colleges has been accomplished in Soochow, Nanking, Mukden, Amoy, and other places, in the interests both of efficiency and economy. The standard of education is being gradually raised, in order that students may be prepared to assume the charge, as pastors, of the native churches. Simpler courses equip men who through age, or defective education, are unfitted to grapple with the subjects of an advanced curriculum; but young and well-educated men are taught all the subjects, with the exception of Greek and Hebrew, which a student in a home theological college studies, though not as yet with the same thoroughness.

When native evangelists are equipped and sent out the number of converts grows rapidly. The next stage, then, is the organisation of native churches. In this matter each mission follows the Church order to which it belongs. In some places there are bishops, priests, and deacons; in others ministers, elders, and deacons; in others again, no settled ministry is recognised; but, in all, there are congregations gathering from Sunday to Sunday for worship, preaching, and the celebration of Holy Communion. The diversity of forms is not as confusing to a Chinese as it is to a Western mind. All differences are blurred to him by that haze of strangeness that covers everything connected, however indirectly, with the foreigner. But the desire of the missionaries is that these divisions shall not be perpetuated. The recent Conference declared that the foreign missionaries "desire only to plant one Church," that they recognise "the liberty . . . of the Churches in China," and that they eagerly anticipate the time when these Churches "shall pass beyond the guidance and control" of the foreign missionary. The Conference also declared for "the right of the Churches in China . . . to organise themselves in accordance with their own views of truth and duty."

What form of government or variety of doctrine the Church of China will adopt, no one would venture to predict to-day. The missionaries have made it clear to their converts that they stand to them in the relation of nursing-fathers, and only desire that the new Church, when it comes, shall be true to its Lord, and true to all that is best in the genius and character of the Chinese race.

SCHOOLS.

The organisation of Churches implies the education of the children of Christians. The system of missionary schools has been

* Anglican missions are dealt with in a separate article.

designed with a view to this end, rather than to serve as evangelistic agencies proper. The Educational Association of China, founded in 1890, links all engaged in teaching in co-operation for the promotion of educational interests. Since the publication of the imperial scheme for elementary and advanced schools and colleges, the curricula of mission schools have been remodelled to bring them into line with Government requirements as far as possible. Up to the present such schools have failed to secure recognition from the Government, and so find a place in the educational machinery of the country. The example of Japan justifies the expectation that before long recognition will be extended to all such institutions which satisfy the educational requirements of the Government examiners.

Resuming consideration of agencies directly evangelistic, we now hark back to the medical work. Mission hospitals both create suspicion and allay it. A nation whose materia medica includes thirty-two parts, or products, of the human body, is necessarily suspicious of the doctor with his magic anodyne, and no less wonderful knife. A bottle of preserved cherries on a doctor's mantelshelf was interpreted by a Chinese as a collection of eyes taken from the heads of innocent children, and a riot was the consequence, with the destruction of much valuable property and the peril of many lives, happily without a fatality.

But if the doctor is uncanny, who comes after eyes and hearts, how utterly inexplicable is the action of the preacher, who asks for nothing, and gets more, and less, than his desire? Motiveless volitions are unknown to the Chinese; intangible motives are moonshine to him. So the preacher is an object of extreme suspicion, and, therefore, of intense dislike. But the skill and devotion of the doctor opens for the patient a window, through which he dimly sees the substratum of a common humanity beneath the outlandish exterior, and the rest is easy. The hospital door has been the widest door to the Church in many a town in China.

In 1905 there were 301 mission doctors in China, of whom 94 were ladies; 166 hospitals and 241 dispensaries. As many as 35,301 in-patients and 1,044,948 out-patients were treated. Special attention is paid to lepers, and to the care of the insane.

In addition to treating patients, the doctors are engaged in training students in medicine, surgery, and the allied subjects. Here, again, amalgamation is in the air. The most notable example of this is the Union Medical College at Peking, in which the doctors of several missions co-operate. The Dowager-Empress gave ten thousand taels to this institution. Students are attracted from all over the empire, and the diplomas of the College are recognised by Government. At the other end of the land, in Canton, a Medical College for Women has been established by the American Presbyterian Mission. A Medical Association looks after the interests of the foreign doctors. It publishes a magazine bi-monthly, and is engaged in reducing to uniformity the system of medical nomenclature, and publishing textbooks in which the new terms are used.

THE BIBLE.

The translation, printing, and distribution of the Bible have occupied the energies of the ablest Protestant missionaries. These were not the first to begin the work, but they have carried it furthest towards completion. The first Chinese Bible was printed at Serampore, India, in 1820; and was the

joint production of Joannes Lassar, an Armenian Christian born in Macao, and the Rev. John Marshman, who had never been to China. The most important revision, and the most popular at the present day, is that known as the "Delegates Version." In the New Testament it is the production of a committee of delegates from the various Churches, who began work in Shanghai in 1847, viz., Bishop Boone, the Rev. Drs. Bridgman, Medhurst, and Milne, and the Rev. J. Stronach. The Old Testament portion was produced by the last three; and the whole was completed in 1853.

Since then many versions in High Wenli, Easy Wenli, Mandarin, and various local dialects, have been produced.

A thorough revision of the whole Chinese Bible has been proceeding since 1890. The work is now in the hands of a committee for Wenli, and another committee for Mandarin.

Three Bible Societies are engaged in the production and distribution of the Bible, New Testament, and Scripture portions, with or without notes and introductions.

In 1905 the circulation was as follows:—

	Bibles.	New Testaments.	Portions.
British and Foreign Bible Society	16,488	40,525	1,018,167
American Bible Society	7,078	31,672	498,554
Scottish National Bible Society	2,566	21,218	883,490
Total	21,132	93,415	2,400,211

With the exception of a few grants to officials all these have been sold, a contrast to the days when Gützlaff and his successors failed at times to secure acceptance for such books even as a gift.

RESULTS.

As stated above, Dr. Milne made a calculation in 1820 that if Christianity in China were in every succeeding twenty years to double its access of numbers, as it had in the first twenty, then at the close of the first hundred years there would be a thousand Christians in China. But at the end of these first hundred years, at the Conference in Shanghai in 1907, it was announced that the actual number of Church members alone was 200,000. If to these be added the number of those who attend regularly, but are not yet baptized, and the children, whom Milne included, the grand total is 720,000.

Church members are drawn largely from the farmer, working, and shop-keeping classes, with a fair admixture of literary men, and a very few officials of low grade, as in every country the appeal has been made largely to these first classes, *pauperes evangelizantur*. Special attention, however, is now being devoted to the scholars and officials, and to the student class from which the ranks of both these classes are recruited.

Christians are organised into Churches, which are developing rapidly along the three lines of self-government, self-support, and self-propagation.

SELF-GOVERNMENT.

In every Protestant mission it has been the object of the foreigners to train a native ministry which shall, in time, assume the lead in the native Church, controlling, teaching, and guiding it. The natives have responded well to the trust imposed upon them, and

have shown themselves thoroughly capable of directing their own affairs and administering their own funds.

In most missions the foreigner takes his place alongside the native minister in the church courts, and shares in the work of legislation and administration on the principle of one man one vote. His influence beyond this single vote lies in the force of his character, the ripeness of his experience, and the depth of his affection for the Chinese among whom he works. In time, even this assessorship will disappear, and the Chinese Church will stand entirely alone, making its own laws, shaping its own doctrine, and "dreeing its own weird." This is the aim of the foreign mission work, and all approximations to it are welcomed by the missionaries.

SELF-SUPPORT.

Chinese Christians are rice-eaters, but the rice which they consume is their own, and not a foreign dole. The home societies necessarily support a staff of preachers, teachers, and hospital assistants. Beyond this, money subscribed in the West is not expended on the support of Chinese.

The latest complete statistics, those for 1905, put the total contributions of Chinese Christians for the year at \$301,263 (Mexican). The greatest advance in this line has been made by Churches in the south-east. There the average annual contribution per member is \$4.50 (Mexican). The salaries of all their native missionaries are paid by the people over whom they are ordained, and 80 per cent. of the pay of native preachers is contributed by the natives.

SELF-PROPAGATION.

The native Churches have long recognised their duty to their non-Christian neighbours. Additions to the Church are more the result of work done by unofficial Church members than through the immediate agency of their leaders and teachers. But, beyond individual effort, native missions to the unevangelised have been established by some of the churches. These are organised, financed, controlled and manned entirely by natives. The islands of Namoa and Tungshan on the south-east coast are worked by such organisations.

From this brief resumé of Protestant mission work in China it will be seen that the result is a purely native Church, with a history, an ideal, and a future; that Christianity in China is no longer a negligible force; and that, judged by Western standards, the Chinese Christian, while he may not in the aggregate be a "plaster saint," is a man with an honest conviction, a message, and a hope, and, as such, is entitled to respect and sympathy.

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THE UNION CHURCH, HONGKONG.

The establishment of the Union Church, which is the centre of religious life among nonconformists in the Colony, was due to

started which, from its inauguration, has attracted talent from all sections of the Colony, its weekly meetings during the winter are largely attended and highly appreciated. In 1904 the Hongkong and

walls are tablets commemorating the eminent scholarship of Dr. Legge and Dr. Chalmers and the services of Dr. Young, all three of whom, at different periods, were ministers of the church. Altogether there have been thirteen pastors, as well as the famous Dr. Eitel, who rendered much appreciated interim service, and the Rev. T. W. Pearce, who still does so. The present minister is the Rev. C. H. Hickling, who recently returned from Europe for a second term of service by the hearty desire of the congregation. Besides ministering to the church under his charge he acts as one of the chaplains to the Navy and Army for the Colonial Government, and also shares in the services conducted in the Peak church, which has numbered among its members some of the most esteemed residents in the Colony.



UNION CHURCH, HONGKONG.

the initiative and religious fervour of Dr. Legge, a man of scholarly attainments and the well-known author of "Chinese Classics." He came to Hongkong as an agent for the London Missionary Society in 1843, and at once opened his house to Europeans for worship and speedily promoted the building of a chapel. A basis of agreement was drawn up which was Protestant, evangelical, and undenominational, and an appeal having been made for funds in reply to which two-thirds of the cost of the building were supplied from outside the Colony, a church was erected in Wellington Street, and opened in 1845. Four years later Dr. Legge formally undertook the pastorate and, with the exception of an interval between 1867 and 1870, continued his ministration continuously until 1873. His services throughout the whole of this period, were highly appreciated, and under his direction the small struggling Church gradually grew in strength. The building in Wellington Street, becoming dilapidated and too small for the requirements of the community, a second structure was raised in 1865, in Staunton Road. Sunday-school work was commenced in 1872, and, in various ways, the Church became so firmly established that in 1880, with full and grateful acknowledgment of the assistance which had so constantly been rendered by the London Missionary Society during the previous thirty-five years, the members decided to make it self-supporting and independent in financial matters. Ten years later, the neighbourhood of Staunton Road being considered unsuitable for a European church, the present edifice in Kennedy Road, and a commodious manse adjoining, were opened in 1891. A church hall was added six years later. In 1893 a ladies' committee was elected, and in 1894 a Christian Endeavour Society was formed. Both of these continue to contribute largely to the furtherance of the general objects of the Church. In 1902 a literary club was

New Territory Evangelisation Society was inaugurated as a joint effort on the part of the Union Church and the To Tsai (London Missionary Society, Chinese) Church, to evangelise the local populations under the British flag. Very remarkable success has attended this effort, both on the mainland and on the adjacent islands. Sunday-school

THE UNION CHURCH, SHANGHAI.

The Union Church, situated in Soochow Road, near the British Consulate, is a graceful structure of blue-grey and red brick, in the Early English style of architecture, with an open-timbered roof and an octagonal shingled tower. As the name implies, the congregation consists of a union of all Free Church denominations. The Rev. Dr. Medhurst, of the London Missionary Society, took the initiative in its formation as early as 1845. For many years services were held in a chapel in the Shantung Road, but at length the unsuitableness of the neighbourhood and the growing requirements of the congregation made necessary the acquisition of a new site. A building committee was formed towards the close of 1882; funds were raised by means of a bazaar and an appeal to the public; and the present site was acquired for the sum of Tls. 20,945.65. The new church was erected by Mr. Dowdall, at a cost of about Tls. 9,000, and was opened for divine service on July 4, 1886. New school



UNION CHURCH, SHANGHAI.

work is now carried on in three districts with marked benefit.

The present church buildings are centrally situated and commodious. A tower rises above the cruciform structure, which accommodates 500 worshippers, and around the

premises, lecture hall, class-rooms and manse were built on land adjoining the church in 1889, and the church itself was enlarged to its present size in 1901. The minister is the Rev. C. E. Darwent, M.A., who came to the Settlement early in 1886.

THE ANCIENT FAITHS OF THE CHINESE.

BY THE REV. T. W. PEARCE, London Missionary Society, Hongkong.

WRITERS on Chinese religion are wont to distinguish clearly three great systems—Confucianism, Buddhism, and Taoism—and it is the practice to treat of these as if all the units of a vast population, numbering not less than 350,000,000, throughout the provinces and dependencies of the empire could, for the purposes of an article, like the present, be grouped as followers of Confucius, disciples of Buddha, or believers in an outward and corrupted creed, associated in its original purity with the "Old Philosopher," Laotzu.

The academic discussion of religions in China, with sharply drawn distinctions derived from the ancient books, canonical or heretical, is often the reverse of convincing to the student of "things Chinese," who has been in a position to verify allusions, to test citations, and to gauge the accuracy of much descriptive writing by daily contact with the people. To study Chinese religion at first hand is to see it everywhere in contact with life.

The general effect is fraught with complexity and singularity, aptly compared to the impression made on the mind by a group of trees, of outstanding girth, height and lateral extent, giants of the forest, that, during the decades and centuries, have grown and flourished, quickened by the spring rains, warmed into fullest life by the summer suns, strengthened by the blasts of autumn, and hardened by the frosts of winter.

They stand to-day as they have been growing during the passing of the generations of the Chinese race. Boughs are intertwined above, roots are interlaced below, a living mass grown together inextricably; and not only so, but grown together beyond the power of the untrained observer to distinguish the smaller and more recent growths so as to assign each to its own proper tree trunk, or main branch. Such are Confucianism, Buddhism, and Taoism in the inter-relation of their growths as trees of religion deep-rooted in the soil of China.

The illustration may be carried considerably further. Under the shadow of these trees is undergrowth of many kinds, a veritable forest, so dense as to be wellnigh impenetrable; a closed dank tangle that owes its existence to the fostering shelter of the trees, and could not survive for one moment their uprooting and downfall. Thus is it in the living inter-relation of manners and customs with the ancient faiths of the Chinese people. Religious motive determines the trend of social observance; sacred ceremonial blends with the administration of law. In the ordered and settled government of China's millions, religious factors are prominent and potent.

As are the giant trees to their undergrowth so are the religions of the land to the family and social, the political and national, life of the people. A bewildering mass of observances is knit, compacted, bound up in vital ways with religion. Herein is the twentieth century problem that lies before Christendom and China. Movements of the new time in the old empire make for an uprooting. What may one day seem the sudden is, in reality, the gradual freeing of the ground for new growths. To plant these under favouring conditions of soil

and climate will be the task of the missionary Church in the hundred years period.

The greatest of Chinese religions is

CONFUCIANISM.

The all-pervading presence and potency of Confucianism are without parallel among Oriental religions. There are those who account for its predominant position and its abiding character by denying its claim to be called one of the chief religions of the world. To them the ages return an answer, final, decisive, irrevocable. Voices of emperor and statesman, of seer and sage, assign Confucius his place among objects of worship. Adoring multitudes through the centuries have joined in "one according cry." Divine honours are paid at his shrine, and the worship of the teacher who, as a moral guide, has the pre-eminence, gives to his system the binding force of religion. To-day the religious faith of most Chinese appears to themselves inseparable from the divine sanctions which, for them, attach to the teaching of Confucius. To revert to our illustration, the growths of religious faith and practice are intermingled root and branch, but Confucianism is everywhere readily traceable by reason of its dominant vitality and vigour.

By the "law of survivals," working through all movements and changes of the new time, it is seen to be of Chinese religions the fittest. Its advocates in the native Press set forth the advantages that would accrue to the new empire from a Confucian worship-day, analogous to the Christian Sunday and occurring at the same intervals. On the Confucian rest and worship-day, assemblies convened for the purpose in temples and in public halls should, it is urged, join in hymn and prayer not less than in attending to precept and injunction; the multitudes throughout China following a form and mode of worship akin to that observed throughout Christendom, Confucius being put in the place of Christ. It is further pleaded that the new learning, having few points of contact with morality and religion, schools and colleges in all the provinces should keep a Confucian Sunday, when the regular teaching may give place to the new ritual to worship and to exhortation that centre in the person and the doctrine of the sage. These are suggestive facts that must needs count for much in any fitting record of twentieth century impressions of Chinese religion.

What manner of man was Confucius? What charm of life and doctrine gave to him the place he holds among the teachers of the race? What potent forces have wrought for the diffusion of his influence and for its conserving as a prime factor of reconstruction in the sphere of Chinese religion to-day?

Reply to such an inquiry, since it can only be of the briefest, should take us at once into the heart of things.

Our means of knowing Confucius, if not ample, are at least adequate. In the "Analects, or Conversations, of Confucius with his Disciples," the whole of one book, the tenth, is devoted to a delineation of the habits and deportment of the master as he was known to his immediate followers in private and in public life. With the

loving hand and the earnest purpose of Boswell portraying Johnson, the disciples of Confucius have sought to picture their master. Particular details are too minute, they take from the symmetry and finish of the completed portrait. It has, however, to be borne in mind that national habits and characteristics as we see them in the Chinese to-day—their race features—are what his followers saw in the sage of China 2,500 years ago. The times are evil, there has been a falling away from pure and lofty ideals, there are none that have attained, but the seekers after truth strive to be as the perfect sage. Ceremonial observances on which Confucius set the seal of his approval, constant virtues as seen in him, their highest exponent—these are the goal and aim of the Confucian. He is concerned always with the duties arising from the great human relations. When these are fulfilled all is well with the individual, the family, and the State.

Over the Western mind the "Analects" may cast no spell; the non-Chinese reader of the Confucian canonical books, who has no working acquaintance with the Chinese people, is not likely to discover the secret of the magician's power.

To such we say, "Live among the Chinese, be in daily touch with their modes of thought and their outlook on life, and the wonder ceases." Adaptation to the genius of the race has been carried to the farthest point, and Confucianism has held its place as a world religion, because on its own finite lines and within a limited sphere, its appeals to humanity are direct, forceful, irresistible.

The founder, Confucius, was born in what is now the Yen-chau department of the Shantung Province, a territory comprised in the ancient state of Lú. The date of his birth is placed by some writers in 552, and by others in 550 B.C. Apart from the portents that were said to herald his birth, there was, in the circumstances of his parentage, no augury of a destiny distinguished among the millions of the race. The sage could, however, trace his descent back to the imperial house of Yin, and his forefathers for more than five hundred years had been men of probity and talent. His father figures in the history of the times as a soldier of daring prowess, and from his mother's kindred came Yen-Hui, his own favourite disciple.

The budding genius of Confucius was abundantly marked by the "capacity for taking pains." His acquirements in the literature of the period seemed to his contemporaries all-comprehensive, and he eagerly drank of the spirit of the most ancient sage monarchs, whose exploits shine resplendent in the first dawning light of Chinese history. This, more than anything else, determined the trend of his character and teaching. For him the past held whatever was of greatest worth. To turn the minds of men in his own degenerate times backward to the golden age, was for Confucius the heaven-appointed means of regenerating society.

As a servant of the State from the twentieth to the fifty-seventh year of his age, when Confucius finally retired from office, he embodied those public virtues which he honoured in his chosen exemplars. As Minister of Works and, subsequently, as Minister of

Justice, his praise "flew in songs through the land."

He proved the efficacy of the doctrines taught by the ancient kings to work an entire transformation in the manners of the people. Of his literary labours, after his retirement from office, the verdict of posterity is that they are invaluable. They were directed to the collocation and arrangement of the works which now form the "King," being the second portion of the Chinese canonical scriptures.

The one original work of Confucius, called the "Spring and Autumn," with reference probably to the succession of the seasons, is a chronicle of his native state. Its purpose is to make the facts of history the means of conveying principles and truths—which his countrymen in each succeeding age have agreed to call inspired.

Confucius died in 479 B.C.; and it was not until three hundred years afterwards that there was any imperial recognition of his transcendent character and services. From the time that the founder of the Han dynasty offered sacrifice at his tomb, Confucius has held a unique place in the veneration alike of rulers and people. Temples to "The Saint," the "Chief Doctor," the "Great Master," are in all provincial, prefectural and district cities; before his tablet the youth of the nation bow in schools and colleges; and most Chinese of every sort and condition are wont to associate the religious faith which they have received with belief in Confucius.

Yet Confucius founded no religion; he was, he declared, a transmitter, not a maker. There had come to him

"Legends of the saint and sage,
And tales that have the time of age,
And chronicles of old."

In these lay the moral and religious nuclei which were to become the "power centres of a system." These he may be said to have rediscovered and to have set in their proper relations. He collocated with a view to moral and religious sanctions in common life. The result is a system, not of theology but of morals. It should be added that the instructor of emperors and kings expressly refrained from treating those subjects which lie within the special domain of the King of all Sciences.

A Confucian China means a conservative China. To eradicate from the body politic vices that have grown with its growth, and strengthened with its strength, was a grand aim of the system. To accomplish this, ancient customs and practices must be restored in their primitive purity. This idea, blending with those of entire subordination and the utmost attention to family, social and civic usages commended the sage's teachings to the rulers.

For the rest, insistence on the supremacy of parental authority and, all that is implied therein will account, perhaps more than ought else, for the enduring vitality of the great national tree of religion, "whose antique root peeps out" from a mass of habits and observances that have grown up under the tree's wide-spreading branches, and in its grateful shade.

Turning our attention to

BUDDHISM

in China as illustrated by a second "plant of stately form," standing side by side with Confucianism, so that branches intermingle and roots intertwine, we find ourselves looking at a tree that is not native to the soil.

Transplanted to China in the second century B.C., at which time there was already

an extensive overland trade carried on between East and West, it found congenial conditions in which it soon flourished again. The oft-told story of its first planting has not lost its charm, whether as myth or fact. Ming Tai (94 A.D.), the seventeenth emperor of the great dynasty of Han, had heard of the coming of the Prince of Peace, for whose advent the world had waited long, and ambassadors were despatched from China westwards to learn tidings. These fell in with votaries of Buddha and embraced their faith. Buddhist priests returned with the ambassadors to China, and Buddhism became established as one of the religions of the country. Decades have passed since Dr. Morrison, the first Protestant missionary to the empire, wrote concerning the religion of Buddha in China: "It is derided by the learned, laughed at by the profligate, and yet followed." The observation holds good to-day with a difference. The movements of the new time have been more unfavourable to this than to other ancient faiths of the people, and disintegrating processes have wrought more effectually in loosening its hold on the popular mind.

The spread of enlightenment has meant the diffusion of ideas subversive of grosser forms of idolatry which, in the course of centuries, had become accretions of Buddhism in China.

Shrines are less frequented and revenue has become more and more restricted to the endowments of temples and monasteries. These latter buildings have become objects of desire to leading promoters of the new education. Numerous, in most provinces, with surpassing advantages of situation in relation to centres of population, of extensive dimensions, and suitable in structure, it is not to be wondered at that proposals to appropriate Buddhist temples and monasteries for the purposes of the new learning met with large favour in high places. There seems little doubt that a policy of confiscation, now begun, will be made thorough, for Buddhism, though a factor in the religion of most Chinese, is not a force so potent that it can resist official aggression, or inspire its votaries to any united or organised endeavour for its conservation as part of a national creed.

Of the years that lie between the two points of time thus marked as the date of the entry of Buddhism into China, and our twentieth century impressions of its corruptions, decay, and impending sacrifice to the demands of the new time, we cannot write particularly. Attention should, however, be called to certain peculiarly attractive and instructive phases of its history as one of China's religions.

To realise the power that Buddhism once had over the minds and hearts of its adherents among the Chinese let it suffice to refer to the best known pilgrimages to its holy land. Among these the story of Fa Hien, translated by Rennissat, Beale, and Legge, may be cited. Here is seen the pious outgoings, the devout aspirations of the pure soul directed to things not akin to the "dust of this world," and the self-subjugation and self-abandonment that are possible only when the heart is inflamed, and the whole nature enlightened by the presence of a great truth that wholly possesses the soul. In Fa Hien's time, 399 A.D., and for seven centuries in all, Buddhists from India "came and went in a ceaseless stream."

At other periods it was under a ban, as in the middle of the ninth century A.D., when wellnigh fifty thousand monasteries and smaller shrines were destroyed, and about

two hundred and fifty thousand inmates, male and female, had to find a way back into lay society.

It is still true that, throughout the land, Buddhism is the religion most in evidence. Its temples and pagodas stand among the fairest scenes, compelling the admiration of travellers on the inland waterways. On the upper slopes of mountains at commanding view-points, or by belts of charming woodland in the valleys, are the temples and altars of this religion. In the cities and towns its shrines are the most frequented, and its priests are constantly met with in contact with the people.

It became what it was to the Chinese, and what it might have continued to be, by processes of selection in the sphere of dogma and worship. Its leading doctrines changed their significance. The essential features of Guatama's teaching were discarded. China, in accepting Buddhism, held to its belief in a supreme God and in many lesser deities, good and evil. As an example, it may be noticed that in South China, and probably throughout the empire, every Buddhist temple has its shrine to Kwan Yin, concerning whom the story is told that she had merited Nirvana and was about entering heaven, when she was drawn back to earth again from the very threshold by the thought of the woes and miseries of men. Heaven was not for her until she had seen the sin-stricken and toil-worn sons of earth safely gathered there.

Buddhism, like Confucianism, is an example of the law of survivals. The chief strength of its creed lay, however, for the Chinese in its borrowed elements.

In his fine fragment, "Hyperion," Keats lays down a law which is ever in operation—

"First in beauty should be first in might."

Nothing noble in religious faiths is allowed to die. The "noble blends with noble things," and it thus serves to awaken in many that restless, unsatisfied longing which is met by a response of the soul to the highest truth in the revelation of the Son of God.

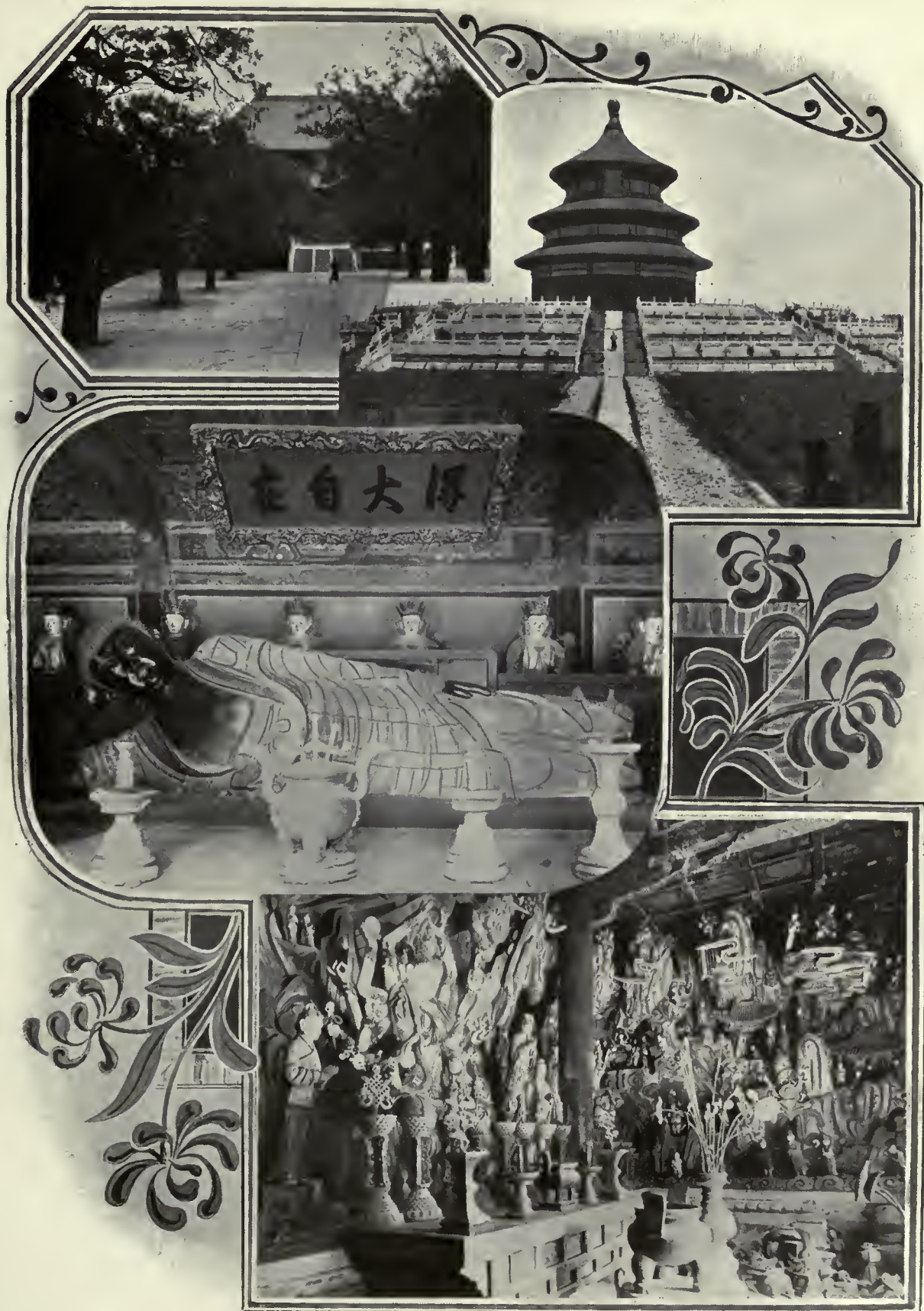
TAOISM.

Taoism is a third tree of religion that has retained some of its earlier vitality, though it has long been marked by signs of decay, tending to downfall. Lao-tzu, its founder, was born half a century before Confucius. A probable, certainly a credible, part of his life-story is that he held the high office of keeper of the archives at the imperial court of the Chan dynasty. The leading doctrine taught by Lao-tzu, the venerable philosopher was that of abstraction from worldly cares. His chief speculations were concerning reason and virtue. There is a tradition that Confucius obtained an interview with the unorthodox teacher, but could find nothing to profit in his bold flight of imagination, "soaring like the dragon above the clouds of heaven."

On retiring from office, and whilst in the act of leaving his native state, Lao-tzu was prevailed upon to write the "Canon of Reason and Virtue," a short treatise containing rather more than five thousand words.

This book has long been one of the chief puzzles of translators, and the mass of lore written for its elucidation has not sufficed to make clear some of the more abstruse utterances of its author.

A key to the part understanding of the Tao King on the transcendental side is found in the following comprehensive definition of the Tao by a modern European writer:—Tao is "1.—The Absolute, the totality of being and things. 2.—The phenomenal world and



THE TEMPLE OF CONFUCIUS.
THE SLEEPING BUDDHA.

PEKING SHRINES.

THE TEMPLE OF HEAVEN,
PI YUNG SU TEMPLE.

its order. 3.—The ethical nature of the good man and the principle of its action."

On the practical side the *path* of Laotzy lies before him plain and straight. It leads back from the complex to the simple; from the disorders and vices of corrupt society to primitive conditions. Our philosopher would have all things as they were at the beginning, when men could live their lives on the highest plane of virtue, and the "onward march" of the race had not carried it from its proper goal. To attain this, the one means is self-abnegation, a sacrifice on the part of the individual that "puts away" losing, that it may gain; denying, that it may acquire . . . itself.

The student of Chinese religions will inquire what the teaching of Laotzy has to do with the magic arts of the present day priests of Tao, their charms and spells and senseless incantations; and he will seek to know, further, how the "Canon of Reason and Virtue" is related to the pantheon of gods and goddesses in Taoistic worship.

To such inquiries the answer, covering long stretches of history, is that Taoism, as interpreted by the disciples of Laotzy, has gathered to itself during the centuries all manner of superstitious beliefs. The "elixir of life," "pills of immortality," and "the philosopher's stone," became, in the course of time, articles of its creed. She Wang Ti, that great emperor who founded a united China on the ruins of the old feudal system (B.C. 259-210), was an ardent patron of this already debased and degenerate religion.

The affinities which Taoism, as it exists to-day, has for the mind of man in dark ages is shown by its multitude of willing followers.

The dawn of enlightenment, through the new civilisation and education, must needs have far-reaching results on the future of Taoism. Like all grosser forms of error, it is destined to fall as the forces of truth win their widening way through the land.

Thus far attention has been occupied with the more striking and permanent features of Chinese religion, illustrated by three gigantic growths that overshadow lesser forms of life. It remains to be added that certain of

these latter were in existence in the soil before they became what we have seen fit to call undergrowths. Most ancient among these lowlier religious plants is

FETISHISM.

No one can point with assurance to a time when China was free from fetish worship. Mountains, stones, plants, and trees are among the objects that have for the present generation of Chinese an awesome potency. In its most intense form this power is centred in the holy mountain, Tai Shan.

Animals are tokens. Among tokenistic animals the dragon holds the first place. The dragon of the sky is indissolubly linked in the minds of the masses with the emperor who sits on the dragon throne, and who, after death, ascends upon the dragon "to be a guest on high."

The right relation of celestial influences, over which the dragon presides, with terrestrial influences that work for good or ill in human life is a vital principle of geomancy—a pseudo-science, and at the same time a most flourishing and widely extended religious undergrowth in the soil of China.

Last, but far from least, is the

WORSHIP OF ANCESTORS.

There is a true sense in which ancestral worship may be said to be both the root and the flower of Chinese religion. It is above and it runs through other forms of faith and worship which derive much of their efficacy from the ancestor-worship with which they are interpenetrated.

The Chinese believe that man has three souls, for which after death the tomb, Hades, and the ancestral tablet are the appointed abodes. As are the needs of men in this life, so are the needs of their disembodied spirits in the after-world. There, however, the spirits of the dead are clothed with a fearsome power to inflict calamities on their living posterity. From this view it follows that sacrifices to the dead are propitiatory; and, also, that they are the outcome of a faith unfeigned, an ardent hope, and a fervent desire, on the part of the worshipper. Its connection with the family and social

life of the nation gives to ancestral worship in China a position which is probably unique in the history of non-Christian religions.

The worship of departed heroes who have been deified by imperial decree may here be mentioned as an extension of the worship of ancestors.

Finally, it should be stated that the worship at the Altar of Heaven in Peking, which the Emperor, as the high-priest of his people offers, periodically, with solemn sacrifices, in other words, the

STATE RELIGION OF CHINA,

is also to be regarded as in closest association with ancestral worship. We are not here concerned with the degree of personality attaching to the name "Heaven" and "God." It is, at least, strongly probable that the Supreme Ruler, often called "Heaven," was regarded by the early fathers of the Chinese race as a personal Supreme Being.

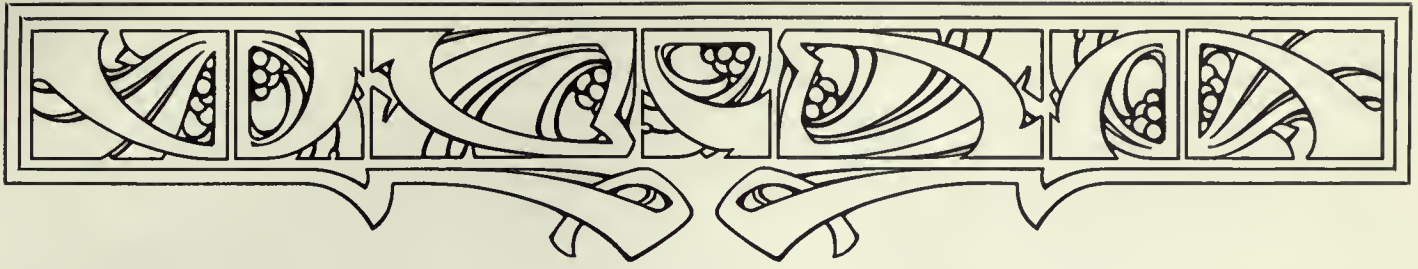
This survey of "impressions" may fitly conclude by quoting the first reference to religious worship found in Chinese history, where it is said of the Emperor Shun (2736 B.C.): "He sacrificed specially, but with the ordinary forms, to Shang Ti; sacrificed with purity to the Six Honoured Ones; offered appropriate sacrifices to the hills and rivers, and extended his worship to the host of spirits."

Here, in the first ages of the world, are the plants of Chinese religion. These helped to enrich the soil and to prepare it for the seeds and roots sown and planted in after times.

The whole as we see it to-day is tangled and intermixed in such a way that clearing must mean uprooting over large spaces. This is a work of time to be brought to pass by forces irresistible in their silent, ceaseless energy. The action of such forces in China to-day may well recall the lines of a poem already quoted in these impressions of Chinese religion:—

"We fall by Nature's law
 . . . On our heels a fresh perfection treads,
 A power more strong in beauty
 . . . fated to excel us . . .
 We are such forest trees."





SOCIAL LIFE.

HONGKONG.



HONG Englishmen who have never visited the outlying portions of the Empire the idea prevails that social distinctions are forgotten in the presence of the stern realities of life in the colonies, and that "all sorts and conditions of men" are united in the bonds of brotherhood by a common feeling of expatriation. But, though this idea may not be without justification in the backwoods of Canada, the bush of Australia, and the veldt of South Africa, it is certainly a travesty of the conditions obtaining in our Crown Colonies. Nowhere, perhaps, is it more completely repudiated than in Hongkong, where society is cast into innumerable divisions and subdivisions. Apart from the Chinese, the population of the island numbers in round figures twenty thousand, and if from this the rank and file of the land and sea forces be withdrawn, the figure is reduced to between ten and twelve thousand. In this little community are produced all the characteristics of suburban life in England, intensified by peculiar local circumstances. As is, perhaps, only natural, each of the principal nationalities represented—British, German, Portuguese, Indian, and Japanese—resolves itself into a separate and distinct unit, while Eurasians here, as elsewhere, hold a precarious position somewhere between the foreign and the native elements. The British community is divided into two main classes—official and mercantile—but these are capable of infinite multiplication. After all the more familiar methods of social distinction have been exhausted, and officers of the Navy and Army, civil servants, professional men, merchants, and large retailers, have grouped themselves into separate constellations, other and more ingenious devices are introduced to satisfy the desire for exclusiveness. Thus a man's exact position in the social scale is not infrequently determined by the altitude of his house. Generally speaking, it may be said that the higher he climbs up the side of the Peak the rarer becomes the social atmosphere which he breathes, and, as a consequence, between those who reside at the summit and those who live in the peninsula of Kowloon there is as wide a gulf as that which divided Dives and Lazarus. A club which welcomes with open arms a mercantile clerk—or rather "assistant," as

he becomes upon landing in Hongkong—closes its doors resolutely against the head of a departmental store, and hence the existence of the Peak, Hongkong, and St. George's Clubs. That Pope's dictum, "The proper study of mankind is man," should find general acceptance in a society so constituted need occasion no surprise, especially when the paucity of other interesting topics of conversation, owing to the circumscribed character and isolated position of the Colony, is borne in mind.

For all this, though, life may be passed very pleasantly in Hongkong, both by those who move in the "upper circles" and by those whose souls are untroubled with social aspirations. Sport forms the pivot of existence. Happy Valley is its chief, though by no means its only, home, and here at different seasons of the year cricket, tennis, football, hockey, and golf hold sway. Races take place in February on three consecutive days, which are observed as general holidays. All the world and his wife may then be seen upon the course, but nobody so far forgets himself as to show anything more than a languid interest in the proceedings. The inspiring cry of the bookmaker and the clamour of excited voices are unknown, betting being carried on in grim silence by means of the pari-mutuel and totalisator. "All the air a solemn stillness holds" that is broken only at intervals by the music of a military band. There is a fourth day's meeting at the end of the week, when the events are furnished by those ponies who have failed to carry off prizes on the previous three days. Gymkhanas are held on the same course at other seasons of the year. Polo is played on another ground specially reserved for the purpose. Yachting is very popular during the winter and spring, the Canton Delta affording magnificent opportunities for indulging in this delightful pastime. In the summer months relief from the enervating heat is sought in the cool, refreshing waters of the harbour, and numerous picnic parties repair by steam launch to the seclusion of one or other of the adjacent islets.

Of sporting, athletic, and social clubs it may be said that "their name is legion." They exist for every branch of sport and for every section of the community. The premier club is undoubtedly the Hongkong Club, which occupies a commanding and well-appointed building, containing reading, writing, dining, billiard, and card rooms, bowling alley, residential quarters, and a

library stocked with upwards of twenty thousand volumes. In point of importance and equipment the German Club comes next. The Peak Club, a much smaller institution, is designed, as its name implies, to meet the gregarious tendencies of those who reside at the Peak and feel disinclined in the evening to return to the city of Victoria in quest of society. Ladies are admitted to the privileges of the Club, and dances and bridge parties form the chief amusements between the tea and dinner hours in the cool months of the year. The club-house commands charming views of the surrounding scenery and is enclosed in a garden which is always bright with flowers.

The chief form of amusement during the long winter evenings is dancing. The season opens with St. Andrew's Ball and closes with the Volunteer Ball, and in the meantime a constant succession of subscription dances is maintained by various local organisations. Plays are occasionally produced at the theatre by the Amateur Dramatic Society, and from time to time performances are given by travelling companies. For the rest, people are thrown upon their own resources. The prevailing character of the European residences is such as to allow of no excuse for inhospitality. The houses are commodious and, although perched on the hill-side, are almost invariably surrounded by gardens. Many of them also possess tennis courts. The difficulty of getting from one place to another, however, tends to restrict social intercourse. The gradients make carriages impossible—even the Governor is carried about in a chair by eight scarlet-clad coolies—and in these circumstances a call often partakes of the nature of an expedition.

SHANGHAI.

What Shanghai lacks in beauty it atones for in vivacity. Throughout the winter it is kept gay with a constant succession of dances, concerts, dinner parties, and other social gatherings. The St. Andrew's Society, which embraces every leal Scotsman in the Settlement, is responsible for the largest ball of the season. The Masonic brethren, who are very strongly represented, combine to give a grand ball every alternate year, and regular dances and occasional smoking concerts are held under the auspices of the Volunteer Companies, the Merchant Officers' Association, the Engineers' Institute, and the Customs Club. The St. George's, St. Patrick's, and Lancastrians' Societies provide various

forms of entertainment for members and their friends, as well as holding out a helping hand to any distressed fellow countrymen who may be in need of assistance. Excellent performances of well-known plays are presented by the British, French, and German Amateur Dramatic Societies, and a series of classical concerts is contributed by the *Konzert Verein*. A well-trained band of capable instrumentalists, engaged by the Municipality, renders selections of high-class music in the Town Hall during the winter months, and plays popular music in the public gardens and the recreation ground during the summer.

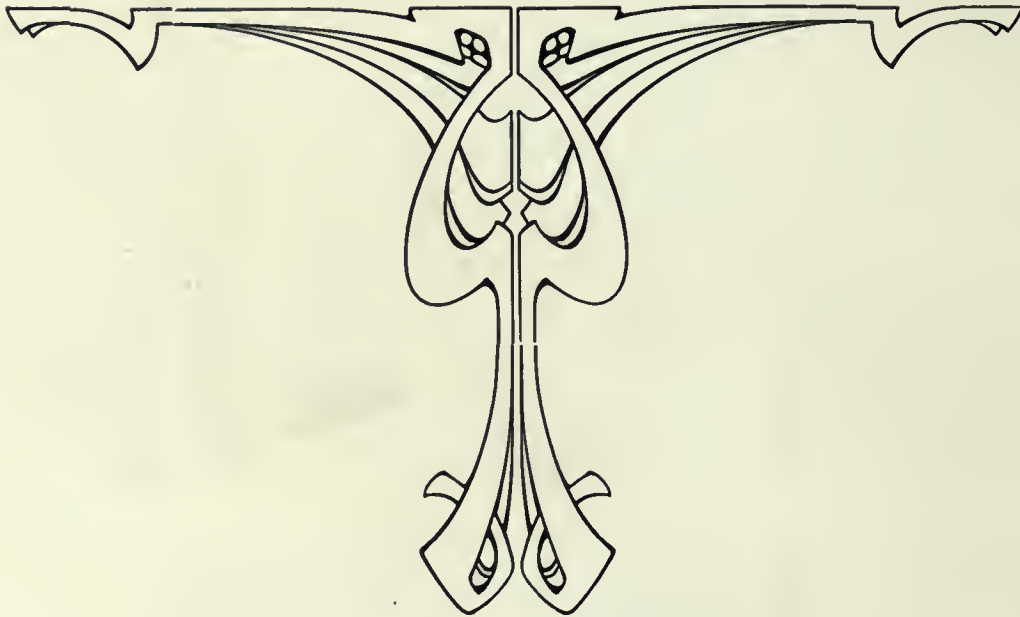
The Settlement is honeycombed with social and sporting clubs, the most important of those coming within the first-named category being the Shanghai, Concordia, Masonic, Country, and Customs Clubs. Owing to the fact that the foreign population is almost entirely of a mercantile character, the social conditions are much less complex than in India or Hongkong; but, nevertheless, some anomalies have been established. For instance, a clerk in a bank, shipping, or mercantile office will be welcomed with open

arms into a circle from which a well-to-do and highly esteemed British resident who has the misfortune to be directly connected with a large retail store will be tabooed.

No fewer than seventeen nationalities have their own Consular representatives at the port, but the British section of the community has always maintained a long lead in both social and mercantile circles, the next in importance being the German section. It is, no doubt, due to this predominance of the British that sport occupies so prominent a place in local life. Hunting, horse-racing, polo, baseball, cricket, hockey, tennis, shooting, rowing, and sailing have each a representative club, which, with the solitary exception of baseball, was originally instituted by the British. During the summer months tennis, swimming, and boating are the most favoured pastimes, but in the winter golf, hockey, and football claim most attention. For those who enjoy a run across country excellent sport is provided by the Paper-hunt Club and the Drag-hunt Club. An Automobile Club has been formed, but little is heard of it, although close upon two hundred motor

licences have been issued by the Municipal Council up to date.

The average woman leads a much more luxurious life in Shanghai than at home. For this, thanks are due to the Chinese, who make admirable servants, a good "boy" or cook being quite capable of taking all the responsibility of managing the entire affairs of the household. Social engagements, therefore, claim the major part of every woman's time. For paying calls a carriage can be kept at a cost that would barely suffice to pay the wages of a coachman in England. Ample opportunity for indulgence in the mild excitement of shopping is provided by the many excellent foreign stores, at which it is possible to buy almost anything purchasable in England, and the fascinating pursuit of bargain-hunting may be followed from time to time at one or other of the "annual sales" or autumn sales. When wearied of the daily round, the ladies of Shanghai can find quiet and seclusion at the Empress Club, the only ladies' club in China that can boast its own premises and independent set of rules.





THE PRESS.

BY W. H. DONALD, Editor of the "China Mail."



THE early history of the Press in the Far East is somewhat shrouded in mystery. So far as can be ascertained no data exists as to whether the printer and the ubiquitous reporter followed hot on the heels of the Honourable East India Company or not. Between 1613—when the daring pioneers of the China trade first sent their white-winged clippers round the Cape to gather in the silks and teas from far Cathay and Japan—and 1830, there is no trace of a newspaper having been established. Though a foreign settlement was in process of growth in Canton as early as 1702, and though it gradually developed, despite Chinese opposition, until 1834, the men of that time lived without what is now regarded as a *sine qua non* of civilisation—the newspaper. But the printer was not to be denied. He appeared, it is certain, in 1834 in Canton, and the *Canton Register* burst upon the people of the city of Rams at a period when history was in rapid process of formation; when the days were pregnant with big happenings. One John Slade was the editor of this pioneer of the Press in the Far East, and his paper shows him to have been a man with the bump of combativeness largely developed, though the circulation of his lucubrations may have been limited. He lived in an age of keen dissension and at a time when food for the Press was of a hair-raising character such as few modern journals have the fortune to obtain. In the columns of his little paper history was writ large, and therein is to be discovered records of the agitation—ultimately forcibly assisted by warlike anti-foreign Chinese—which eventually led to the founding of a British Colony in Far Eastern seas.

In the early days of this agitation, Hongkong—where now lives and has its being the whole of the foreign Press of Southern China—was scarcely thought of as a possible Colony. It was a mass of rock—a nest of pirates—though in 1836 a correspondent in the *Canton Register* prophetically suggested that "if the lion's paw is to be put down on any part of the south side of China, let it be Hongkong; let the lion declare it under his

guarantee a free port, and in ten years it will be the most considerable mart East of the Cape." The prophet was right. About this period the *Register* found opposition, and the papers thrived while the British merchants were allowed asylum in Canton, fighting vigorously the while for a strong and forceful British policy in China. And the good fight initiated so long ago has been carried on down the corridors of time by every other paper that has since been founded.

What is erroneously described as the opium war in 1839, brought about the temporary suspension of Cantou papers. Driven from Canton to Macao, and moved on from that settlement, the two thousand British subjects ultimately settled in Hongkong in 1841, and brought their predilections for a Press with them. On January 26, 1841, possession was formally taken of the island, and on May 1st, of the same year, the first press was established. A *Government Gazette* was published. It was a four-page paper issued at half-monthly periods, but even this frequency was too much for its publishers, and gladly it was handed over in 1842 to the first proprietor of a newspaper on British soil in the Far East.

On March 17, 1842, the *Friend of China* was established, and gave the news of the period in weekly doses. It was of four small pages, but, on taking over the *Gazette* on March 23rd, the issue of the journal on March 24th was enlarged in size though not in pages, and the title was altered to the *Friend of China and Hongkong Gazette*. The editors were then the Rev. J. L. Schuck and Mr. James White (later M.P. for Brighton, England) and, though the publisher's name was not disclosed in the early years, in 1845 it was given out as John Carr, and later a Portuguese was the printer. In the issues of this paper are naturally to be found the impress of the first steps taken to make Hongkong the important port it is to-day, the editor remarking in the issue of September 22, 1842, upon the "magnificence of the prosperous career now before us. . . . Already we hear the teeming projects fraught with good for our Island." The *Friend of China* did not have the journalistic field to itself,

however. The *Canton Register* was in circulation, and on January 1, 1843, the *Eastern Globe* made its appearance, though it did not prove of lusty growth, despite the political warmth of the time. The officials were in the bad graces of the populace, and the Press strongly criticised their actions, not even sparing the then Governor, Sir H. Pottinger. Though an ordinance to regulate the starting of newspapers was passed in 1844 (the second act), apparently the widest freedom was given, for no clauses to safeguard against libel were inserted, and the expressions of opinion of Press writers were couched in what would nowadays be counted criminally libellous language. Sir H. Pottinger was described in one issue of the *Friend of China* as a man who "appears either to have been utterly devoid of the sense of the moral obligations imposed upon him, his heart being perfectly seared to the impression of suffering humanity, or deliberately living in seclusion among a few adoring parasites whose limited intellects were devoted to pander to the great man's vanity;" and the lesser officials were mercilessly dealt with.

The lines of the early guardians of the constitution were by no means cast in pleasant places. They had managed to incur the displeasure of both the Press and the entire commercial body, but despite the manifest antagonism, the Colony progressed, and in 1845, which year the historian describes as having centred in it the principal social and general progress of the Colony, the *China Mail* was established, with the notification that it was to be the official paper for Government announcements. All other papers published before it subsequently died, and to-day it stands as the oldest living link connecting the affairs of the present with those of the dim and distant past. On February 20, 1845, it appeared as a four-page weekly, edited by Mr. Shortrede, and became, like its predecessors, a fearless exponent of the public's views, despite that it was the official organ of the Government.

About this time there also flourished a paper known as the *Hongkong Register*, edited by one Mr. Cairns, and it seems that he is

chiefly mentioned in history as the successful party in an action in 1847 against a Lieutenant Sargent, of the 95th Royal Irish Regiment, claiming damages for assault. The lieutenant objected to a paragraph appearing in the *Register* and promptly assaulted and battered

Hongkong did not follow his good example, as events will show.

In the same year, when the judicial affairs of the Colony were regarded with a certain amount of distrust, the editor of the *China Mail* was cited for not conforming with the

spacious some time before in the matter of some revelations concerning the police," and it was quashed when it reached the criminal session stage, the Crown Prosecutor refusing to lend himself to such vexatious proceedings. The defence regretted "that the prosecution had not been suffered to take its course so as to have had an opportunity of exposing its whole history." Mr. Cairns later vacated the editorial chair of the *Register*, and it was taken by Mr. W. H. Mitchell, who, in 1850, resigned to join the Government service as a police magistrate and sheriff, the appointment being considered improper and much criticised. He was succeeded by Mr. W. F. Bevan, who, in 1853, in turn joined the Government service.

Considerable feeling existed in Hongkong in 1847 regarding the dismissal of Mr. William Tarrant from the Surveyor-General's staff—he having brought charges of extortion against certain Government employes—and later being charged with conspiring to injure the character of Major Caine. The charge was dismissed and the incident is only mentioned because Mr. Tarrant, in June, 1850, purchased and edited the *Friend of China and Hongkong Gazette*, in which paper he carried on a vigorous campaign against the Government. The year 1853 (September 24th), saw the publication of another *Government Gazette*, little satisfaction, in the shape of favourable treatment, having been obtained by the Government from the *China Mail* by virtue of its notifications having been published exclusively in that paper.

In 1855 Mr. Andrew Scott Dixon—who some years later became proprietor of the *China Mail*—started a shipping sheet under the title of the *Hongkong Shipping List*, and, whilst it made no pretensions to give news, it seems to have filled a want, for it lasted many years. In 1857 came the *Daily Press*, started by Mr. G. M. Rider, first as a daily shipping list with limited news, but later as a full-fledged newspaper, with Mr. Yorick Jones Murrow as editor. Though small, it pioneered the way, at all events, for the daily newspaper in the Colony, the *China Mail* being transformed from a weekly to a daily shortly afterwards.

This year saw the beginning of bitter vendettas in Hongkong, and warfare was waged in and out of the Press. Actually, feeling was brought to fever pitch as the result of the great attempted poisoning scandal on June 23, 1857. In connection therewith the editor of the *Friend of China* was awarded \$1,010, against Cheong Ahlum, for damages sustained in consequence of his having been poisoned by bread delivered by defendant, the editor taking action as a test case. Cheong Ahlum was the proprietor of the principal bakery in the Colony, and on January 15, 1857, an atrocious attempt was made to poison the foreign community by mixing about ten pounds of arsenic in a batch of bread baked at his premises. It was deduced that Cheong was cognisant of the attempt, since he settled many of his accounts and left for Macao in the morning before his customers' breakfast hour. He was given over by the Macao authorities, and, with nine others, was tried but found not guilty. Though he may have gone to gaol originally a rich man, his trial left him a poor one, and "consequently the verdict of \$1,010 puzzled most people to know why this case, brought by one of the several hundreds poisoned, should have taken so much money to effect a cure." In the middle of July, 1857, Cheong Ahlum was released from gaol (after having been illegally detained for twenty-two days), and immediately quitted



"CHINA MAIL."

"HONGKONG GAZETTE."

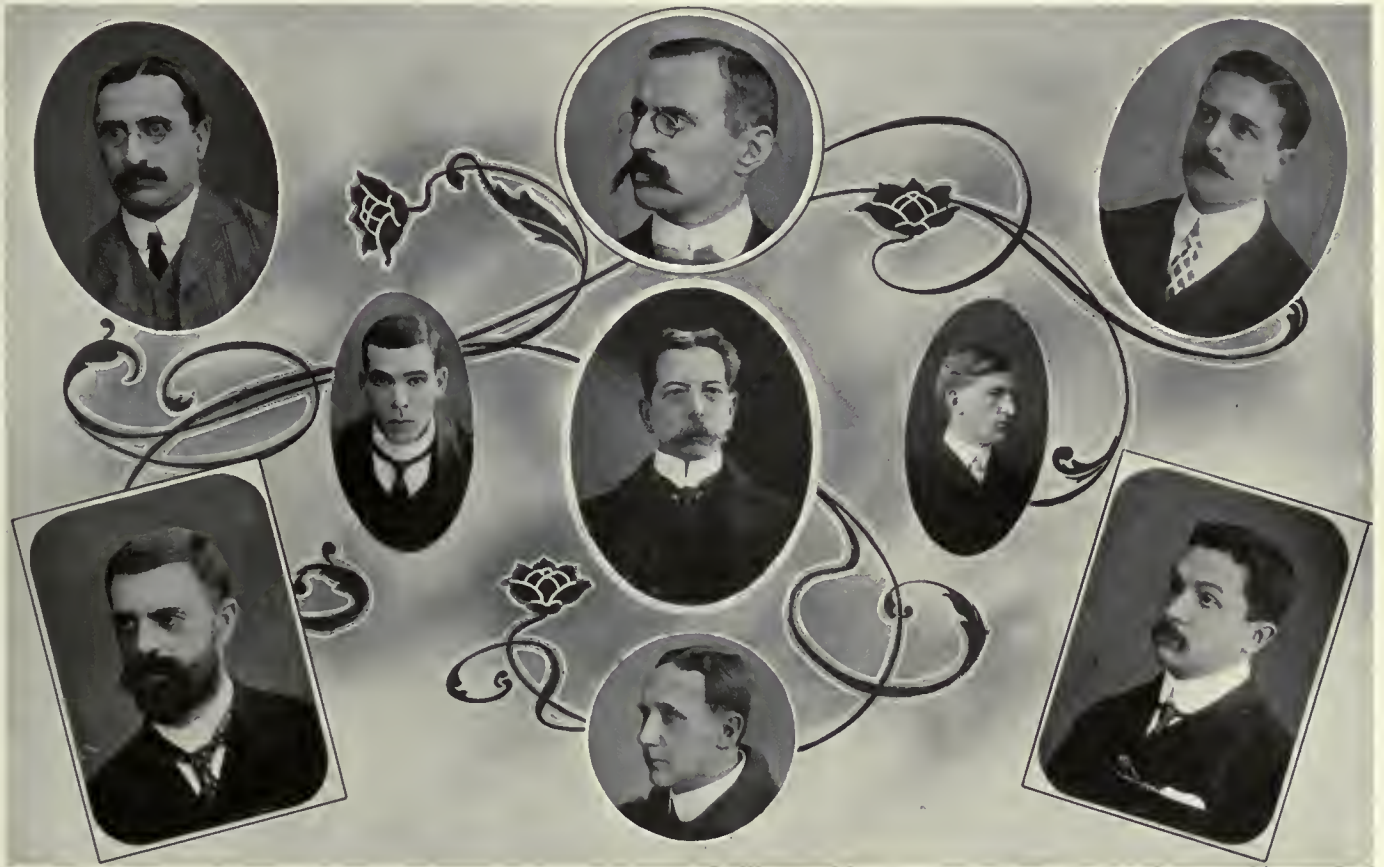
the editor. The jury awarded the editor \$1,000 damages, and he had the distinction of being described in court as "a very inoffensive man, and one who, as an editor, seldom had come to extremes or suffered gall to mingle with his ink." In that respect all his successors in the journalistic world of

provisions of Ordinance No. 2, of 1844, by "having removed his printing establishment two years before from one place to another without communicating the fact to the authorities." The prosecution was supposed to have had something at the bottom of it, as "Mr. Shortrede had made himself rather con-

the island, leaving his creditors, among them Mr. Tarrant, in the lurch. This inspired the editor of the *Friend of China* to launch out into a violent attack on Dr. Bridges, the Colonial Secretary, who was also Cheong Ahlum's counsel, and the result was an action for libel, the editor refusing to publish an apology. Neither was any attempt made to disprove the libel when the case came before the Court, and the jury (specially selected by Mr. Tarrant) brought in a verdict of guilty, and he was fined £100, and ordered to "be imprisoned until the same be paid." Sympathisers soon raised the necessary

The public life of the Colony was at this time convulsed by "an internal chronic warfare, the acerbities of which beggared all description," and naturally the tone of the community was vividly reflected in the columns of the papers. The *Friend of China*, "generally criticised the Government and most public officers with some animus," writes Dr. Eitel, in his history of the Colony, "and repeatedly insinuated that the Lieutenant-Governor (whilst Chief Magistrate) had been in collusion with his compradore's squeezing propensities." The fact that the Lieutenant-Governor allowed five years to pass before

league with pirates." The Registrar-General resigned, but he was later on induced to resume office. The *Daily Press*, however, did not cease its assault on public functionaries, and the editor, in April, 1858, having accused the Governor (Sir J. Bowring) of corruptly favouring the firm of Jardine, Matheson & Co. in the matter of public contracts, was proceeded against in court, and was sent to gaol for six months. The jury were unanimous in their verdict and were in retirement but fifteen minutes. In addition to the sentence, a fine of \$100 was imposed, as the judge remarked, "to vindicate



HONGKONG PRESS GROUP.

B. A. HALE,
Manager, *Hongkong Daily Press*.

T. WRIGHT,
Editor, *Hongkong Daily Press*.

T. PETRIE,
Assistant Editor, *South China Morning Post*.

G. T. LLOYD,
Editor, *South China Morning Post*.

G. MURRAY BAIN,
Proprietor, *China Mail*.

A. W. BREBNER,
Editor, *Hongkong Telegraph*.

J. W. BAINS,
Sports Editor, *China Mail*.

W. H. DONALD,
Managing Director and Editor,
China Mail.

J. P. BRAGA,
Manager, *Hongkong Telegraph*.

amount by public subscription, the editor was released, and later boastfully published the list of subscribers. This proceeding made it hard for the next man tried for libel, as the judge, bearing this incident in mind, remarked, when Mr. Y. J. Murrow was before him in 1858, upon the law having been previously set at defiance, and sentenced Mr. Murrow to imprisonment in addition to fining him. The fining of Mr. Tarrant did not deter him from his attacks on Dr. Bridges, however, and later in 1857, he repeated the libel for which he was originally fined, but, having apologised, the case against him was dropped.

he stopped these unfounded calumnies by the appeal to the Court, which, as soon as made, consigned the editor to the ignominious silence of the gaol (September 21, 1859), encouraged in the Colony a vicious taste for journalistic personalities. The more wicked a paper was, the greater now became its popularity. Soon another local editor, Mr. Murrow, of the *Daily Press*, who, in certain business transactions in connection with emigration, had been crossed by the Registrar-General, outstripped in scurrility his colleague of the *Friend of China*, and commenced to insinuate that the Registrar-General was "the tool of unscrupulous Chinese compradores, and in

cate the law, and put a stop to the unmeasured abuse of public individuals." Mr. Murrow was placed in the debtors' side of the prison and was allowed every comfort. He conducted his paper from the gaol, writing his editorial effusions within the prison walls, and his attacks on Sir John Bowring (whose administration history shows to have been a disgrace to the British name), continued unabated. As a result the *Illustrated London News* on July 3, 1858, severely criticised the Government for allowing Mr. Murrow to write from the gaol, and showed no sympathy for the imprisoned editor. On his release Mr. Murrow instituted an action

for assault and false imprisonment against Sir J. Bowring, claiming \$5,000 damages, but when the case came on, on December 30th, it was decided in favour of defendant, "and thus terminated one of those scandalous matters which will for all ages mark out the year 1858 as a memorable one in the dark pages of Hongkong."

The Press, perhaps, was the least to offend in these unwholesome days, the Government officials among themselves indulging in the most disgraceful open calumnies and undisguised defamations. In 1857 the Attorney-General (Mr. T. C. Anstey) charged the Registrar-General with "having a scandalous association with a brothel licensed by himself; with having passed a portion of his life amongst Chinese outlaws and pirates; with an alliance with some of the worst Chinese in the Colony, through his wife—a Chinese girl from a brothel; with being a speculator in brothels," &c. Whilst it may, perhaps, be better to draw the curtain gently over this ghastly page of history, it must be mentioned in justice to the men of the Press who endeavoured to fight down the monster of iniquity, which gradually increased its hold of the Colony, and found themselves in gaol for it. Their battle was a strenuous one and their reward was not one of glory. In the case of the Attorney-General v. the Registrar-General public feeling ran high. A commission was appointed to investigate the charges and brought in a verdict of "not guilty." Prior to this the Attorney-General tendered his resignation but it was not accepted. Mutual recriminations amongst the heads of departments became outrageous and a disgrace to the Colony, and when the Commission's report was published, the Governor, Sir John Bowring, asked the Attorney-General to defend himself under pain of suspension. He was suspended in February, 1858, and later practised as a lawyer, giving the Government a decidedly unpleasant time whenever possible. The Press violently attacked the Commission, the *Friend of China*, alleging that the charge against Mr. Caldwell had broken down "through a contemptible, damnable trick on the part of the Government." Although the *China Mail* managed for a long time to keep without the pale of the law in these parlous times, it, as was natural, could not do so all the time, and on December 18, 1858, found itself in court on a charge of libel against Mr. Anstey. Mr. Andrew Wilson was then the editor, and he made such reflections on Mr. Anstey's conduct in the libel case, the *Crown v. Tarrant*, that the plaintiff secured a verdict and the editor was bound over to keep the peace in the sum of \$1,000, and ordered to apologise. The *China Mail* avoided the court chiefly because it was then the avowed organ of the Government, a distasteful distinction it seems, for ultimately it shook off the connection with the powers of the land and ranged itself with the other papers.

In August of the same year (1857), the editor of the *Friend of China* was brought to court for libelling the Acting Colonial Secretary on a charge of burning the books of the pirate Machow Wong to screen himself and the Registrar-General against a charge of complicity with pirates, but the jury brought in a verdict of not guilty, and the Court awarded costs against the Government. It must be explained that prior to this alleged libel the Attorney-General had laid information against the Acting Colonial Secretary on the charge mentioned. "The conduct of the Governor, who, to avoid a subpoena being served on him in this libel case, had hurriedly departed to Manila, being too ill to attend,

provoked much criticism at the time, and, elated by this measure of success, the editor of the *Friend of China* and the Attorney-General (who had been suspended) commenced an agitation in England which only served to bring upon the Colony greater odium." The libel case in which Brevet-Lieutenant-Colonel Caine, Lieutenant-Governor of the Colony, sued William Tarrant, editor of the *Friend of China*, on September 17, 1859 (referred to above), created great interest. In the article complained of the sentence occurs that "Colonel Caine must either be one of two things, either the cleverest rascal that ever lived—a felon for whom transportation would be too light a punishment—or he is a much-maligned man, and deserving of the sincerest pity," and the charges were that he wanted a dollar per head from each inmate of Chinese brothels, *ad lib.* In court Tarrant defended himself and pleaded justification, but, after three days' hard fighting, the jury found defendant guilty, and the judge sentenced him to gaol for twelve months, and fined him £50 in addition. This temporarily ended the *Friend of China*. It ceased to appear, and whatever property Tarrant had was ruined. In gaol Tarrant became "ill" and was put in hospital, but stern visiting justices would have none of it, and he was sent back to his cell and "the companionship of felons and refractory seamen." But the community once again moved on his behalf and petitioned the Governor to allow Mr. Tarrant to be confined to the debtors' side of the gaol. The Governor, Sir Hercules Robinson, refused, and agitation grew within the Colony and without, and the conduct of the gaol came in for severe criticism. Colonial, English, and Indian papers took the matter up, and ultimately the Duke of Newcastle (Secretary of State) ordered Tarrant to be placed in the debtors' side of the gaol, and suggested that half the sentence should be remitted. Shortly afterwards the case was brought before the House of Commons, and on March 20, 1860, after six months of the sentence had been served, Tarrant was released, his fine of £50 having been paid by subscription. But his troubles were not at an end. He was returned to the debtors' prison for costs (\$2,263) due to Dr. Bridges in connection with the trial, and Dr. Bridges, having a grudge against Tarrant, now sought long-awaited revenge. Tarrant was in prison four months. He tried every means to obtain release but failed, and once again representations were made to the Home Government. Dr. Bridges acknowledged that Tarrant was being kept in gaol, not for the money, but for ulterior motives, and eventually the public decided once again to stand by Tarrant, and his debt was paid by public subscription. He was released on August 4, 1860, after four months' confinement on account of this bill, and revived the *Friend of China*, eventually transferring it, first to Canton, and in 1862, to Shanghai. In 1869 he sold the *Friend of China*, which shortly afterwards succumbed, and in 1870 went to London much debilitated, and died on January 26, 1872. Upon his death he bequeathed to the City Hall Library a complete file of the *Friend of China*, and it is there now, somewhat dilapidated, to tell all who care to open the pages, something of the bitter times that Hongkong knew in early days. In a speech in the House of Lords on June 28, 1860, the Duke of Newcastle declared that "in no part of Her Majesty's dominions was libel so rife and flagrant as in Hongkong."

It must not be forgotten as Mr. Norton Kyshe points out in his "History of the Laws and Courts of Hongkong," that "the Hong-

kong Press, albeit open to some of the animadversions cast upon it on the score of violence, had, on the whole, deserved well—if not at the hands of the officials, at least at those of the community. But for it, colonial reformers at home—such was the indifference of some of the leading men of the community—would have heard nothing of the many and enormous abuses and crimes which, after having for so many years been openly perpetrated, to the scandal of the name of the British Government in China, by persons holding magisterial and other appointments under it, were still allowed by an alarmed administration to enjoy the immunity on which they had so confidently relied. But for the Hongkong Press there can be no doubt at all that the Parliamentary Blue Book which was laid on the table of the House of Commons in April, 1859, and March, 1860, upon Mr. Edwin James' motion for papers relating expressly to the case of Mr. Caldwell, who had since become notorious throughout Asia, would never have been heard of or seen the light at all."

With the advent as Governor of Sir Hercules Robinson, who was sent from London with definite instructions to avoid "stirring up that mass of mud which appeared to have encumbered society in Hongkong" (1859), an improvement was expected to take place in the social and commercial life of the Colony.

However, upon the commencement of the inquiry into the Civil Service abuses of the previous administration the old animosities were renewed. The editor of the *Daily Press* again entered the lists, and, in March, 1860, charged Mr. Caldwell with extortion and perjury, but withdrew the statement when proceeded against for libel. Shortly after this (November, 1860) Sir H. Robinson determined to take action to prevent the Press libelling so freely, and brought before the Legislative Council a bill to "amend the law relative to newspapers in Hongkong." The only law then applicable to the Press was Ordinance No. 2, of 1844, which released the Press from all restraint, and made no provision for libel or defamation. The bill introduced by Sir Hercules provided for newspaper publishers entering into a personal bond of £250. It also provided a new procedure in libel cases. Hitherto, parties libelled had to apply to the magistracy for a summons, and if the evidence was strong enough the defendant was submitted to the Supreme Court as if for misdemeanour, when the Attorney-General prosecuted. This had a tendency to create the belief that the Government occasionally promoted actions for libel against certain editors. The amending bill provided that a party libelled "must sue for damages, and that costs at all events should be secured for the plaintiff. The Ordinance was passed, and was numbered 16 of 1860. This measure was later repealed by No. 6, of 1886, which made the bond \$1,200, but in a sense maintained the procedure.

In August, 1860, a committee of inquiry was appointed to investigate the charges brought against Mr. Caldwell (he was ultimately dismissed), and in connection with this Mr. Murrow, the editor of the *Daily Press*, produced prisoners as witnesses, "to hunt down the object of his hatred." But "the rancour of the editor of the *Daily Press* was not satisfied with the scope of the inquiry, and he clamoured for further investigations, and desired the former Acting Colonial to be impeached. When Sir H. Robinson resisted any re-opening of the inquiry, the irate editor appealed to the Secretary of State, hurling various charges against the Governor."

Ultimately the editor was informed that "as he had been five times prosecuted for libel he was not entitled to any consideration, and that the Colonial Secretary would receive no further communication." And here practically ended the strife that had so long been carried on in the Colony. The Colonial Service was placed upon a better basis, and the Press had little call to use violently abusive language, though criticism continued to be free. During Sir H. Robinson's six years of office (he departed in March, 1865), the tone of life in the Colony was greatly elevated, and harmony was produced. The Press was conducted on better lines, and Mr. Murrow lived to carry on his work until 1884. A set of regulations adopted by Sir H. Robinson regarding civil servants and the Press are worthy of mention here. They were to the effect that whilst there was no objection to public servants furnishing newspapers with articles signed with their names on subjects of general interest, they were not at liberty to write on questions that could properly be called political, nor to furnish any articles whatever to newspapers which commented on the measures of the Government, and habitually exceeded the bonds of fair and temperate discussion. These regulations have been maintained to this day, though of recent years the necessity for them has entirely disappeared. In April, 1867, *China Punch*, a fortnightly illustrated paper, was published by the *China Mail*, and conducted by Mr. W. N. Middleton and others. On May 28, 1868, it ceased publication temporarily, but in November, 1872, the previous proprietors were induced to revive the production. Local topics and men were dealt with in a humorous and effective manner, to the intense amusement of the public. This journal, run on lines somewhat similar to its London prototype, only lasted whilst Mr. Middleton was in the Colony. When he left (November, 1876) *Punch* subsided, and since that time no paper of the kind has managed to rival its humorous and its witty caricatures and cartoons. On November 1, 1869, H. C. P. Glasson published an advertising sheet called the *Daily Advertiser*, which, after two or three years, developed into a newspaper, but did not last long. Then came the *Hongkong Times*, which also quickly languished, and left no serious footprints in local history to mark its existence. In the seventies the field was left to the *China Mail*, published in the evening, and the *Daily Press*, issued in the morning, and whilst they strove to fulfil the mission of the Press, nothing startling occurred to mar the even tenor of their ways until towards the end of 1870, when the *Daily Press* incidentally accused Mr. C. C. Smith, the Registrar-General, of having ill-advisedly interfered in certain judicial proceedings in the Police Court, and, being sued for libel, was mulcted in the sum of \$250 damages and costs. In 1872, too, the *Daily Press* was once more in court for publishing a letter by Mr. Welsh, a merchant, who had been fined by the judge for, as a juryman, "paying insufficient attention to the case," but having apologised, the publisher, Mr. Bell, was excused. Mr. Welsh, it may be mentioned, was sent to gaol for fourteen days for contempt.

Either late in the sixties or early in the seventies Mr. George Murray Bain (who may be now regarded as the doyen of journalists in the East, having joined the *China Mail* in 1864 as sub-editor and reporter), took over the editorial work on the *China Mail*, and

in 1872 became proprietor. His journal was conducted on most conservative lines and with studious regard for fair play, and the esteem with which he was regarded increased with the years. In 1877 he commenced the fight of his life, for then there arrived in the Colony as Governor Mr. (later Sir) John Pope-Hennessy, and against his policy the *China Mail* launched itself vigorously. Prison discipline and flogging were the subjects upon which the Governor first trespassed with unappreciated results. Flogging was abolished and crime increased remarkably, the Governor endeavouring to cure crime by reclaiming the criminals. Naturally this failed in such a place as Hongkong, and the public and Press were up in arms. On October 7, 1878, a public meeting was held to draw attention to the existing state of insecurity of life and property, and the policy of the Governor was severely criticised. In a despatch to the Secretary of State, Sir John acknowledged the increase of crime, but added, "it cannot be attributed to me, for it commenced before I arrived." So eager were the community for an explanation of the proceedings going on under the Governor's direction within the gaol walls that the *China Mail* was determined to find out for them, and managed, unbeknown to the authorities, to procure a berth in the gaol as turnkey for Mr. W. Arthur Quinton, who, in November, 1907, died in Yokohama. Mr. Quinton remained at his post long enough to become thoroughly familiar with the prison details, and then wrote a series of articles for the *China Mail*, which made for subsequent reforms, and also incidentally caused the departure from the Colony of Mr. Quinton—and, later, the Governor.

During Sir J. Pope-Hennessy's time the *Hongkong Telegraph* was founded (June 15, 1881), by Mr. Robert Frazer-Smith, who rapidly showed the community the metal of which he was made. He preached the gospel of anti-humbug in his columns most effectively. With scathing pen he pricked various bubbles, and made worthy and unworthy citizens alike tremble in their shoes. His work became reminiscent of the tirades that disfigured the Press in Sir John Bowring's time, though there was generally a spice of humour in them that did not appear in the articles of his predecessors. Early in his career Frazer-Smith fell foul of the law, and for libelling the German tragedian, Daniel Edward Bandmann, he was sent to gaol in July, 1882, for two months, being given the privileges of a first-class misdemeanant: As with Tarrant so with Frazer-Smith. He was received upon his release from gaol by a representative deputation and presented with an address and \$1,000, as an expression of sympathy. Actively resuming the control of his paper, Mr. Smith's pen wrote personalities to the discomfort of many and the enjoyment of most. Early in 1883 he attacked the editor of the *China Mail*, Mr. Bulgin, and a libel case ensued, the complainant claiming \$1,000. He was awarded \$100 and costs. Forthwith the defendant returned to the baiting, and in November of the same year succeeded in obtaining his third writ from Mr. J. M. Price, the Surveyor-General. He won the case, but the sympathies were not with the virile editor on this occasion, for the Hon. F. B. Johnson and ninety-nine residents signed a letter offering to pay Mr. Price's costs of the proceedings in court, but the offer was courteously declined. Smith accused the Surveyor-General of being guilty of jobbery and corruption.

In 1885 and 1886 the newspapers had

much of a public nature to busy themselves with, for the development of the Colony was proceeding apace, and files of the *China Mail* and *Daily Press* show a clear grasp of local conditions and a studiously courteous style of journalism. The *Telegraph* continued to supply the spice to life, and Mr. Frazer-Smith, in February, 1890, once again crossed swords in court, the plaintiff this time being Mr. Oscar Grant, who recovered damages amounting to \$251 on three counts, with the costs of the suit. The whole of the Press this year were in vigorous opposition—the *Daily Press* in particular—to the practice of appointing local barristers as acting magistrates with the privileges of continuing their private practices, and the scandals were somewhat suggestive of the days of Dr. Bridges, previously alluded to. Becoming tired of prosaic life, apparently, Mr. Frazer-Smith trespassed on thin ice with disastrous results towards the end of the year, and he and a reporter named Ward were convicted of criminally conspiring to bring a charge of rape against J. Minhinnett, a foreman of the Public Works Department. The jury recommended the defendants to mercy, and a sentence of six months' imprisonment in each case was passed, with damages to plaintiff of \$3,000. Before the case was heard in 1891 Frazer-Smith went to Australia for a trip, and as he was on the vessel to leave he was arrested on a writ issued by Minhinnett. He was allowed to proceed later, and eventually sued Minhinnett for \$1,000 damages for needless arrest, but he lost the case. In June, 1901, the Jockey Club held a meeting and struck Smith from the list of members. A public meeting on the Cricket Ground (not representative) passed a vote of confidence in the editor. He was not, however, cured of his taste for risky writing, and in 1892 Mr. John Mitchell, of Messrs. Butterfield & Swire, sued him for libel and obtained \$250 damages. He continued for three more years, constantly being in conflict with leading citizens, and on February 9, 1895, died and was buried at Happy Valley.

In 1894 Mr. T. H. Reid became a partner in the *China Mail*, and also editor of the paper, and in 1900 the *Hongkong Telegraph*, after being run by Mr. Chesney Duncan, and later by Mr. J. J. Francis, Q.C., was formed into a limited company, the principal shareholders being Chinese residents who took over the business from Mr. Francis in order that they might have an organ in which to give expression to their views. With Mr. J. P. Braga, later on as manager, the paper has been conducted with becoming regard to the tenets of fair criticism, several gentlemen having occupied its editorial chair since its formation as a company. The three papers (*China Mail*, *Daily Press*, and *Telegraph*) were now with one accord moulded on high principles, and thoroughly living down the evil reputation newspapers gained, some not undeservingly, in former years. In November, 1903, the *South China Morning Post* joined the ranks as a morning paper, in opposition to the *Daily Press*, and made an endeavour to oust the older morning paper from the arena. It was founded as a public company in March, 1903, by Mr. A. Cunningham, a former editor of the *Daily Press*. The first editor, Mr. Douglas Story, remained but a short while, and before four years had passed the founder had severed his connection with it, the manager and editor now being Mr. G. T. Lloyd. In the *China Mail* office recent years worked changes. Mr. T. H. Reid departed in 1904, and was succeeded as managing-editor by Mr. W. H. Donald, whilst in 1906, the proprietor, Mr. G. Murray Bain,

having earned a rest from long and arduous labours, had the business converted into a private limited company. Mr. W. H. Donald was made managing-director and editor, Mr. Bain himself being the chairman of directors, whilst the members of the latter's family

worthily fill the responsible positions occupied by them, and the whole Press of the Colony compares most favourably at the present day, so far as tone is concerned, with the best English journals. The journalists mostly take a keen pride in the important work

excellent, and since it has now passed into oblivion and history contains no record of it, no harm will be done by ensuring the safe-keeping of the fact in this volume. The first committee consisted of the following: President, Mr. T. H. Reid (*China Mail*); Chairman of Committee, Mr. P. W. Sergeant (*Daily Press*); Committee, Mr. Douglas Story (*South China Morning Post*), Mr. W. H. Donald, (*China Mail*), and Mr. E. A. Snewin, (*Hongkong Telegraph*). The primary object, as shown in the Constitution of the Association, was "the elevation and improvement of the status of journalists in the Far East." This recalls an incident which may prove of interest. In 1850, when the Criminal Sessions of the Supreme Court were held for the first time in the room now occupied in the upper part of the building in Queen's Road, members of the Press were provided chairs at a table inside the bar, and a hope was expressed "that they would testify their regard for the attention shown for their accommodation by appearing there in the ordinary garb of gentlemen." History sayeth not whether they complied with the suggestion, but later on the reporters were given special accommodation immediately in front of the dock. With the increase of papers in the Colony in more recent years greater facilities for work were required, and in 1907 the reporters were once again favoured with seats *vis-à-vis* the legal fraternity.

Having traversed the history of the newspapers in the Colony, it might be interesting to note the circumstances of to-day. From the news point of view the papers have great difficulties to face. The Colony is small and local happenings are not always interesting, and excessive cable rates place limitations upon enterprise in the direction of obtaining foreign intelligence. However, the papers keep the Colony excellently supplied with the happenings of the outside world. Editorially the papers offer a strong contrast to those of fifty years ago. They are all well-conducted, though editors use rose-water too liberally in their criticisms. Criticism, however, is not so free as is possible in other parts of the world. The community is small, interests are surprisingly interwoven, and a tendency exists in some quarters to prevent even legitimate reference to certain interests by withdrawing support from the paper guilty of the "indiscretion." One or two papers endeavour to stem this tide of demoralisation, and whether the survival of the fittest will ultimately see the editors on top or not remains to be seen. The efforts of the papers are not always recognised by the community as fully as they might be, or they are misunderstood, and some who have so much to gain by the presence of a free and outspoken Press, and so much to lose by the absence of it, would do no harm to indulge in a little occasional heart-searching to adjust the focus of their views and ascertain if, after all, they realise and adequately acknowledge the value and supreme importance of the newspapers which exist in their city. It is essential that they should know fair from unfair criticism, and though in 1904 the *China Mail* was boycotted for twelve months by a foreign section of the community for commenting upon a matter which the editor deemed fairly within his province, it is questionable whether boycott is a wise or a good thing. But in Hongkong in minor and individual ways it has been used frequently, and the result is that the average editor has to think twice before he publishes an article such as the general reader sometimes looks for. Hongkong, in short, does not cater for a strong Press, and any limpness noticeable is due more



[See page 349.]

THE "CHINA MAIL."

EDITORIAL OFFICES.

PRINTING OFFICES.

were the only other shareholders. In the *Daily Press* office the management has been of recent years in the hands of Mr. B. A. Hale, Mr. T. Wright being the editor at this time of writing, whilst the *Telegraph* is now edited by Mr. A. Brebner. These gentlemen

which constitutes their mission, and with an endeavour to promote a kindly feeling of comradeship, formed on December 16, 1903, and inaugurated on January 6, 1904, the first Journalistic Association in the East. It did not last long, although its objects were

to force of circumstances than to the weather, which the article elsewhere on that subject will show to be extremely trying.

Hongkong, unlike most other cities, is now without a weekly paper (excepting the weekly news editions of the newspapers), though many attempts have been made to establish one. Already mention has been made of *Punch*, which enjoyed but a brief life, and from the cessation of that paper, no attempt seems to have been made to conduct a genuine weekly paper until within the past three or four years. When the *South China Morning Post* was established, an attempt to run a weekly illustrated was made, but the production (the *Weekly Post*) was suspended after a few months and converted into a news summary. In 1903 a weekly advertising sheet called the *Reminder* was published by Mr. T. Swaby, and it afterwards developed into the *Island*, a more pretentious paper, but without any particular literary merit. Then on August 4, 1906, the *China Mail* established a weekly illustrated paper, and offered \$500 to the general public for the best title, titles to be selected and voted for. Until a name was selected the paper was called the *New Weekly*, and when the "name competition" closed, it was felt that not one of the numerous titles selected would suit, and the proprietor paid the \$500 to the person whose selection had secured the highest number of votes, and called the paper the *Hongkong Weekly*. No effort was spared to make the paper popular; high rates were offered to encourage literary and artistic assistance, and though a little was forthcoming, sufficient was not available to bring the paper up to the ideal the proprietors had in view when they started it, and reluctantly they ultimately decided to abandon it. The last issue was on March 7, 1908.

The public of Hongkong do not seem to have reached the weekly paper stage. Neither do they want magazines. The *China Review*, established many years ago by the *China Mail* (to supplant *Notes and Queries*, published by the same paper), though supported and widely read for many years, treating as it did on Chinese subjects, ultimately left the Colony for Shanghai, whilst a second trial of the kind was made under the title of the *Review of the Far East*, by the *Morning Post* in 1907. This collapsed after two issues. A small sporting magazine called the *V.R.C. Magazine*, conducted by the Victoria Recreation Club, lingered through part of 1906 and 1907, but ultimately failed for the want of support. The bones of many forlorn hopes whiten the "inky way" in the East.

Of more serious publications, Hongkong has the *Directory and Chronicle of the Far East*, issued annually by the *Daily Press*, whilst *Who's Who in the Far East* was originated in 1906 by Messrs. F. L. Pratt and W. H. Donald and continues to be largely supported to date. It is published by the *China Mail*.

The China Mail.

Rising amid the bones of several futile enterprises that bleached on the journalistic wayside in the early days of Hongkong, the *China Mail* was of vigorous birth and was thus able to withstand the withering influences that laid waste all predecessors. To-day it thrives with the distinction of being the oldest paper in the Colony, if not in the Far East. Started on February 20, 1845, as a British journal, it has, through the years that have been lean, or fat, remained true

to its colours, and the high policy it established at the outset of being fair to all men in general and stoutly loyal to British traditions in particular has been maintained through varying changes to the present day. It now stands, without prejudice, for the best that is British and the best that is cosmopolitan in the Colony. Its criticisms—when necessary unsparring, but at all times studiously free from rancour—bear the impress of genuine effort to uphold the right. A watchful eye is first kept upon the Colony's interests, and, withal, a broad imperialism is the political gospel preached, with a fair commercial field and no favour to all men.

Its columns are never sullied by personalities, and, in general, the conduct of the journal is in line with the very best traditions of English journalism.

The first appearance of the *China Mail*, in 1845, was as a weekly paper, published each Thursday. Then the Colony knew not the cable, and news came only by the occasional steamer, or by the sailing ship which was such a feature of the Eastern trade of sixty-three years ago. With the growth of the Colony the *China Mail* kept pace. It soon developed into a daily paper—first of four pages, then of eight, and a further increase is now contemplated, and will probably be effected before these lines are in print. The *China Mail*, too, has been the parent of several "little ones." First, there came the now long-defunct *China Punch*, a highly popular illustrated humorous paper in its day; later, the *China Review*, a scholarly journal dealing with Far Eastern affairs, which still lingers, though under different ownership; then *Notes and Queries*, confined to Eastern subjects; and, in the present day, the *Hongkong Weekly*, an illustrated Saturday paper, dealing with sport and the lighter side of the Colony's life. All along, there has been published in connection with the *China Mail*, the *Overland China Mail*, which devotes itself to giving the week's Far Eastern news and comments. The *China Mail* also originated and published the *Hongkong Directory*, afterwards disposing of it to its present owners. For many years the proprietors of the *China Mail* have published a vernacular paper, the *Wa Tsz Yat Po (Chinese Mail)*.

From its first issue and for several years—until the *Government Gazette* was established—the *China Mail* bore the following notification on its title page: "Government Notification.—It is hereby notified that from and after the 20th instant (February, 1845), and until further orders, the *China Mail* is to be considered the official organ of all Government notifications." Then, as now, however, the paper was a free critic of Government policy, and through its career has been distinguished for having the courage of its own convictions in regard to questions vitally affecting the public. In Sir John Pope-Hennessy's time the *China Mail* conducted a campaign against what is historically known as that Governor's "vicious policy," and was instrumental in preventing considerable harm being done the Colony. As a newspaper, the *China Mail* ranks as first in the Colony. Its telegraphic services from London, Australia, and the whole of the Far East, including Japan, Colombo, and the Straits Settlements, enables it invariably to give the earliest information of current events. The publication of news of Chinese affairs, with criticisms, is a feature of the journal, and one that is of distinct service to all interested in the Chinese Empire.

The present chairman of directors of the company, Mr. George Murray Bain, became proprietor of the paper in 1872, and between

1894 and 1904 had as a partner and editor, Mr. T. H. Reid. In 1904, Mr. W. H. Donald succeeded as manager and editor, and in 1906, when Mr. Bain decided to convert the business into a private limited company, he was made managing director and editor, which position he still holds. Mr. G. Murray Bain being chairman of the board of directors, and Mr. H. Murray Bain, secretary. On the literary staff of the paper are Mr. W. H. Donald, Mr. F. Lionel Pratt, Mr. J. W. Bains, Mr. Taylor, and Mr. Li Sum Ling. As the "China Mail," Ltd., the company conducts a printing and publishing business—*Who's Who in the Far East* being the chief annual publication, in addition to the journals mentioned. The address is No. 8, Queen's Road, Nos. 2, 4, and 6, Wellington Street, and No. 5, Wyndham Street, Hongkong.



MR. GEORGE MURRAY BAIN, the principal proprietor of the "China Mail," Ltd., is one of the oldest journalists in the Far East. Born in 1842 at Montrose, he was educated at the Montrose Borough School, and joined the *China Mail* as sub-editor and reporter in 1864. His ability was quickly recognised, and his promotion, consequently, was very rapid. In a short while he was appointed editor, and within eight years of joining the literary staff, became the proprietor of the paper. During 1877 and 1882 he took an active part in fighting the vicious policy of Sir John Pope-Hennessy, then the Governor of the Colony, and has consistently upheld British interests and maintained an impartial attitude towards other nationalities. In conjunction with the late Dr. N. B. Denneys, he started the *China Review* in 1872, and in 1906 converted the *China Mail* into a private limited company. Mr. Bain takes an interest in all public movements, and encourages all sports. He is a member of the Hongkong, the Jockey, and the Cricket Clubs, and lives at "Birmam Brae," Conduit Road.



MR. WILLIAM HENRY DONALD, the managing director of the "China Mail," Ltd., and editor of the *China Mail*, was born in 1875, at Lithgow, N.S.W., and is the eldest son of George Donald, first mayor of Lithgow, and later M.P. for Hartley. He was sub-editor and afterwards editor of the Bathurst *National Advocate*, and, having served for some time on the staffs of the *Daily Telegraph*, Sydney, and *The Argus*, Melbourne, came to the Far East in May, 1903, to take up the position of sub-editor of the *China Mail*. In the following year he was promoted managing editor, and, upon the formation of the limited company in June, 1906, was made managing director. As the representative of the *China Mail* and several Australian and English papers, he did a great deal of important journalistic work in Japan during the Russo-Japanese War. He was the special correspondent for the *Daily Express*, London, and the *China Mail*, with the ill-fated Baltic fleet, under Admiral Rojdestvensky, at Vanfon Bay and Port Dyot, Annam, Indo-China, and was the only English correspondent to witness the final departure of the fleet for Tsushima on May 14, 1905. In conjunction with Mr. F. L. Pratt, he established *Who's Who in the Far East*, in 1906, and still retains his interests in that publication. He is the correspondent in South China of the *New York Herald*, *Daily Express*, London, *Daily Telegraph*, Sydney, and several other papers. He is a member of the Hongkong Club, the

Cricket Club, the Royal, Hongkong, and Corinthian Yacht Clubs, &c. He resides at "Goodwood," No. 5, Babington Path.



MR. JOHN WILLIAM BAINS, the writer of our article on sport in Hongkong, was born at Wreck Bay in 1880. After being educated at Camdenville Superior Public School, he received a training in newspaper work in the office of the *Sydney Daily Telegraph*. In July, 1903, he left Australia for Hongkong to join the *China Mail*, on which newspaper he is sub-editor and sporting editor. He is keenly interested in sport, and has a seat on the committee of the Victoria Recreation

such news as arrived by mails—then few and far between. Mr. George M. Rider figures in the imprint as editor and proprietor, and certainly deserves what glory may attach to the bold enterprise of publishing the very first *daily* newspaper to appear in the Far East. "Having roamed somewhat extensively on the surface of this Planet," he confides in his first editorial, "we have naturally acquired a trifle above the average knowledge of matters connected with Shipping." As a shipping paper the *Hongkong Daily Press* began, and as a shipping and commercial paper it still chiefly claims pre-eminence among its contemporaries. Even in those early days, however, it had a soul above mere dollars and dividends, and showed

increased their number. It is now an eight-page production, showing on each page its acknowledged status as a caterer for serious-minded men of business and affairs. There is a weekly "mail edition" of from twenty to twenty-four pages, which conveys to a wide circle of distant readers an epitome and digest of the news of the Hongkong hebdomad. For forty-five years it has issued the Directory and Chronicle for the whole of the Far East—a book now regarded as indispensable in offices, all over the world, having anything to do with China, Japan, Korea, the Straits and States, Borneo, the Philippines, &c. This volume, though condensed as much as possible, has swollen to over 1,720 pages, giving details of places, as



"HONGKONG DAILY PRESS."

MACHINE ROOM.

COMPOSING ROOM.

Club. For some time past he has been one of the instructors at the Hongkong Technical Institute.

The Hongkong Daily Press.

Having published its jubilee number on October 1, 1907, the *Hongkong Daily Press* obviously must have shared the major part of the history of Hongkong as a British Colony. Sixteen years after the cession of the island—during the administration of Sir John Bowring, the last Governor to be at the same time Minister Plenipotentiary and Superintendent of British trade in China—the *Daily Press* made its appearance as a four-page shipping paper, with only a couple of short columns of editorial comments on

a stronger sense of public duty than modern communities, in comparatively small towns, are accustomed to from journals depending largely on their subscribers, and advertisers, for existence. On public affairs of interest to the Colony, its pronouncements had a tone refreshingly candid; a spade was a spade fifty years ago; and in its second volume there are indications that this journalistic infant was growing as sturdy as its conception had promised. Some of its editorials were written in the local gaul, the Governor of that period having his own view of the limits of legitimate criticism. Governors and editors came and went, practically *pari passu*, and as the Colony developed and expanded so did the *Hongkong Daily Press*, which almost immediately trebled the area of its pages and

well as of persons, and much important information bearing directly on all departments of the Far East. The European staff of the *Hongkong Daily Press* and its germane publications, which include occasional books and pamphlets relating to Hongkong, China, and the Orient generally, includes (in London) the managing-lessee and two reporters; (in Hongkong) the editor, two reporters, two European proof-readers, the business manager, accountant, and others. From its office in Fleet Street it receives, daily, an independent service of telegrams, with the letters and reports of its European correspondents in London, Paris, Hamburg, &c. It also has correspondents in Japan and various cities and Treaty ports in China.

MR. T. WRIGHT.—A list of names of newspapers, principally provincial, can have but little interest, and though claiming nearly a quarter of a century's experience as a journalist, the subject of this note has not had a career that lends itself to picturesque narrative. His first trespass upon editorial space was a "letter to the editor, in which, as a boy of ten or eleven, he criticised a "leader" that had emphasised the adage about sparing rods and spoiling children. The editor, Mr. George Chatt, a great man in the North COUNTRY, sent a message to his correspondent: "Join us, and we'll make a journalist of you." Being at that time, thanks to a too indulgent father and a sorely tried tutor, full of leisure, the boy accepted the invitation

confreres who managed to survive his morbid humour. At the outbreak of the war he achieved special distinction by declining to accept the chance of glory, and dysentery, by going to Korea as the *Daily Mail's* war correspondent. Instead, he preferred to join the late Mr. "Bob" Little, of *North China Daily News* fame, at Shanghai, whom he was intended to succeed on retirement. Mr. Little's intention to retire was, apparently, abandoned, and the chair of the *Hongkong Daily Press* falling vacant, Mr. Wright came to Hongkong, where he has been endeavouring to conduct that fifty-year-old journal strictly in accordance with its own traditions.

a pleasantly situated house on the Peak, and is a member of the Hongkong Club.

The Hongkong Telegraph.

The *Hongkong Telegraph* was established by Mr. Robert Frazer-Smith, and its first issue appeared on June 15, 1881. After a somewhat chequered career, the paper became the property of the late Mr. John Joseph Francis, Q.C., who at that time was undoubtedly the cleverest lawyer practising in Hongkong. Mr. Francis in due course converted the business into a limited liability company, the registration taking place on February 22, 1900.

While owing to a special desire to



"HONGKONG TELEGRAPH."

THE "TELEGRAPH" IN 1881.

EDITORIAL OFFICES.

and entered upon a journalistic career. The first sum he earned was six shillings, for a "turn-over" entitled "The duty of parents to children." He was then about twelve years old. In course of time he acquired the usual local fame by the usual vigorous criticism of the usual deplorable condition of the usual parish pump, attained a high position on the local stepladder and a salary exceptional for one of his years. To count age by the almanack is not always to count truly: Mr. Wright claims that he was really born on the steamer that brought him to the Far East in 1902. Till then, he discovered, he had merely existed in chrysalis form. His advent in Japan, and meteoric career there, is still spoken of with hated breath by those

MR. BERTRAM AUGUSTUS HALE, manager of the *Hongkong Daily Press*, is a son of Mr. Charles Hale, for many years town surveyor of Shepton Mallet, Somersetshire. Born in 1870, he was connected with journalism in Devonshire and London for some years, and came East to join the *Japan Chronicle* in 1895. In 1899 he became editor and part proprietor of the *Hiogo News*, and whilst in Japan he also acted as correspondent of the *London Standard*. He arrived in Hongkong in February, 1903, as manager of the *Daily Press*. He married in November, 1898, Florence, a daughter of the late Charles Boulton, of Dover. He lives at "Wellburn,"

promote Chinese interests, the *Telegraph* has followed an entirely independent policy, directing its attention largely to the advancement of the commercial interests of the Colony, without disregarding the various other facets of work on an evening journal. Its connection with Canton, the capital of Southern China, has been singularly successful, owing to the excellence of its news service from that centre of Chinese activity, while it has also established a close connection with the Treaty ports along the coast.

The *Telegraph* is recognised as a staunch upholder of British trade in Hongkong, and its criticisms and editorials on trade generally, with particular reference to the

industries and other enterprises promoted in the Colony and in the southern provinces of China, have been characterised by acute inside information and keen perception, with the result that the mercantile community generally are firm supporters of the journal.

Gleaner in Kingston. During the Cuban war he acted as special correspondent for the *London Daily Telegraph*. After a sojourn in England, he was appointed assistant editor of the *Bangkok Times*, Siam; and, after a short connection with the *Straits*

St. Joseph's College, and, proceeding to Calcutta, passed through St. Xavier's College and Roberts College. In 1889 he was awarded the only scholarship secured by the European students in the Matriculation Examination of the University of Calcutta. On his return to Hongkong he joined the firm of Government printers and publishers, and was admitted a partner of Messrs. Noronha & Co. in 1899. This partnership was dissolved upon the death of the senior proprietor, and in July, 1902, Mr. Braga received his present appointment.

South China Morning Post, Ltd.

The youngest daily newspaper in Hongkong is the *South China Morning Post*. Registered as a limited liability company, with a capital of \$150,000, on March 18, 1903, it made its bow to the public in November of the same year.

The founder of the Company was Mr. A. Cunningham, who had previously been connected with newspapers in Singapore, Shanghai, and Hongkong, and who afterwards acted as general manager and editor. The first editor was Mr. Douglas Story, a prominent London journalist and war correspondent. The Company started with splendid backing, and had on its first directorate such prominent men as Mr. E. H. Sharp, K.C.; Mr. C. Ewens, solicitor; Père Robert, the head of the Mission Etrangères; and Mr. G. W. F. Playfair, manager of the National Bank of China. Adopting a vigorous, independent, and up-to-date policy, the venture rapidly came to the front in local journalism, and now claims to have the "largest circulation." Elaborate cable services from London, Berlin, and Tokyo were its chief features, and business people were not slow to recognise that through the *Post* they were brought into touch with the affairs of the world in a manner hitherto unattempted by private enterprise. The *Post* also takes the credit of being the originator of the 10-cent newspaper in Hongkong. In a short time the *Post* increased in size, and now it gives its readers a daily average of thirty columns of reading matter and forty columns of advertisements. During the Russo-Japanese War the *Post* was strongly pro-Japanese, but has not permitted its enthusiasm to interfere with unbiased criticism of certain dubious methods imported into the commercial field by our ally. British trade in China has always had a staunch supporter in the *Post*. In matters Chinese the *Post* has consistently maintained a strong lead. It initiated a movement for the suppression of piracy, lent its support to the cause of railway development, and has urged reform and enlightenment on legitimate lines. The good intentions of the Chinese authorities have always been applauded, and oft-repeated back-sliding has been denounced. The opium question has received due attention, and the effect of the arrangement between China and our philanthropic Home Government on the mercantile interests of Hongkong has been emphasised time and again. One consistent aim of the *Post* has been to promote a clearer understanding, both politically and commercially, between the Chinese and the "barbarians" of the West. In local politics the *Post* maintains a fearless attitude in voicing the views of the laity on all matters requiring adjustment, and ideas mooted in its columns for the betterment of conditions of life generally in the Colony have, many of them, received the approval of the local administrators.



"SOUTH CHINA MORNING POST."

LINOTYPE ROOM.
COMPOSING ROOM.

MR. A. W. BREBNER, the editor, is a native of Aberdeen, Scotland, and received his education at Robert Gordon's College in that city. Afterwards he joined the editorial staff of the *Aberdeen Free Press*, and in 1895 proceeded to Jamaica, West Indies, to take up the position of sub-editor on the *Daily*

Times, he joined the *Hongkong Telegraph*, of which he was appointed editor in January, 1906.

MR. J. P. BRAGA, the manager, is a native of the Colony. He was first educated at

In addition to its daily issue, the *Post* publishes a weekly mail edition, which also has a large sale. Like most newspaper enterprises in the Far East, the "South China Morning Post," Ltd., does not confine itself to the production of newspapers. Its printing department is fitted with the most modern English and American machinery and plant, including the linotype, of which marvellous invention the Company is the pioneer in the Far East, and of which the Chinese trained on the premises by Mr. G. J. Dyer come to be expert operators in a comparatively short time. So successful has the innovation been, that the Company is now erecting its third machine. Chromolithographic work is done on a big scale, and experts have pronounced it equal to the

keen interest in the progress of the business. Mr. G. T. Lloyd, formerly assistant editor, is now general manager and editor, and he is supported by a capable and experienced staff.



MR. GEORGE T. LLOYD, the editor and general manager of the *South China Morning Post*, was born on October 2, 1872, and educated at Carmarthen, South Wales. His early training in journalism was obtained in the county of his birth. He occupied the editorial chairs of several English provincial newspapers before he came to Hongkong, in 1904, as assistant-editor of the *Morning Post*. Three years later he was appointed to his present position. Mr. Lloyd was president

of the *Siam Observer*, but, his health failing, he was compelled to leave Siam, and next joined the staff of the *Japan Herald* at Yokohama. In 1904 he returned to Hongkong, to take up sub-editorial work on the *Morning Post*, and in 1907, he became assistant-editor. He received the appointment of Official Shorthand Writer to the Supreme Court of Hongkong, and has acted in a similar capacity to various Commissions—those *re* the Private Chair and Jinrickshaw Coolies, the Public Works Department, and the Public Health and Buildings Ordinance. At the last-named, which sat in 1906 for ten months, no fewer than 183 witnesses were examined, and a remarkable amount of evidence was taken. Mr. Petrie was formerly a member of the Institute of Journalists.



THE "CHINESE MAIL."

THE EDITORIAL STAFF.

best home work of its class. A feature of the lithographic work is Chinese calendars, of which many thousands are turned out every year-end, and for which the demand is rapidly increasing. As a sign of development, it may be mentioned that the Company has recently erected its own gas-producing plant, which supplies the necessary power for driving the 16 and 32-horse-power engines, and also the electric motors which light the premises. Reforms have recently been instituted which will permit of further development. The present directorate consists of Dr. J. W. Noble (chairman); Mr. G. C. Moxon, National Bank of China; Mr. J. Scott-Harston, of Messrs. Ewens and Harston, solicitors; and Mr. H. Pinekney, of Stewart Bros.—all of whom take a very

of St. George's Club for 1907. He resides at the King Edward Hotel, Hongkong.



MR. THOMAS PETRIE, assistant-editor of the *South China Morning Post*, Hongkong, is a native of Scotland, and commenced his journalistic career on the staff of the Forfar branch of the *Dundee Courier and Argus* and *Dundee Weekly News*. Later he was transferred to the head office at Dundee, and remained with this firm for four years. In 1900 he decided to come East, and in March of that year joined the staff of the *China Mail*, Hongkong. He remained in the Colony for two and a half years, and then proceeded to Bangkok as sub-editor of the

The Chinese Mail.

The *Chinese Mail*, known in Chinese as the *Wa Tsz Yat Po*, is one of the leading Chinese papers in South China. Its original promoters were Mr. George Murray Bain, of the *China Mail*, and Mr. Chun Oi Ting, Chinese Consul-General to Cuba—who, after his return to his own country, took part in the negotiation of the British Commercial Treaty with China. Mr. Chun Oi Ting is still a proprietor, and under his supervision, the paper, for over half a century, has pursued an impartial policy, and has striven to promote education and commerce. During the China-Japan War the offices were wrecked by an infuriated mass of Chinese, because the paper published the first-hand information

about the loss of the Chinese fleet in the China Sea, the surrender of Port Arthur, and the defeat of the Chinese Army near Korea. In 1805 the premises caught fire, and after this the headquarters were removed to their present situation, No. 5, Wellington Street. Mr. Lan Man Shan, who was for some time Attaché to the Chinese Legation in America, has held the position of managing-editor, with intervals, for over twenty years, and, through the columns of the paper, he has done much to create a healthy public opinion with regard to various movements for advancing the welfare and prosperity of the country generally. The present manager is Mr. Li Sum Ling, who took over the responsibilities of the post from Mr. Chun Un Man, the son of Mr. Chun Oi Ting.

The paper has always had the courage of its opinions, although the policy of expressing itself freely on matters of public interest has often appeared to be opposed to its own immediate business interests. In 1903, owing to an attack made upon Pui King Fuk, the notorious Nam Hoi magistrate, an attempt was made to stop the publication of the paper, but it was shown that the editor was within his rights as defined by ordinance. Again, in 1906, owing to the trouble which arose in connection with the Canton-Hankow Railway, all Chinese papers in South China unanimously joined in an attack upon the management. As a consequence an order was issued by the Canton Viceroy, Shun Chun Hsen, prohibiting the Hongkong vernacular papers from circulating in Canton or in any ports under his jurisdiction. Owing to immense influence being brought to bear in certain quarters, however, the *Chinese Mail* and one or two other publications were exempted from this prohibition.

The paper has a high standing among Chinese officials and in Chinese commercial circles. Many improvements have been made recently in its organisation, and all important news relating to the political movements in the Chinese capital and Central China, is obtained with the least possible delay.

Who's Who in the Far East.

This publication, as the name implies, is a work of reference which supplies information in regard to persons, native and foreign, holding positions of prominence in the Far East. Especial effort was made during its compilation to obtain information as full and accurate as possible in regard to the statesmen and civil and military officials of Japan and China.

Two editions of the work have been published, the first in June, 1906, and the second in June, 1907. The third edition will be published in January, 1909, and thereafter at intervals of two years.

Who's Who in the Far East owed its inception to the enterprise of two Australian journalists, Mr. F. Lionel Pratt and Mr. W. H. Donald, who are still the proprietors. The former, who edits the work, was for many years connected with the Australian Press, and represented important Sydney and Melbourne dailies with the Japanese Army in Manchuria during the late war. Mr. Donald is the managing director of the "China Mail," Ltd. (q.v.)

The book, which contains some 2,000 biographies, is published for the proprietors by the "China Mail," Ltd.

Messrs. Noronha & Co.

The printing and publishing of the *Government Gazette* and other official

productions has been carried on for three generations by the house of Messrs. Noronha & Co., the oldest printing firm in the Colony. The business was established in 1844. A heavy stock of type is carried, and the firm is thus enabled not only to keep a great deal of the matter required by the Government always in type, but also to undertake large private contracts. A speciality is made of all branches of book-work and publishing.

SHANGHAI.

WITH the necessary reservation applicable to all generalisations, it will be readily conceded that every country and every place has the Press it deserves. It follows, therefore, that it requires no great erudition in the science of human nature to be able to gauge a community from its newspapers. To those who have never tried the experiment it may safely be recommended as an instructive and entertaining pastime. If they have not time to make a serious study of the whole Press, let them turn to the advertisements, peruse these carefully, and, with a few glances at the body of the paper, they will be able to reconstruct with tolerable accuracy the life of the community in which they find themselves.

In the case of Shanghai the theory certainly holds good. Tradition—the religion of the port—is there exemplified in the history of the *North China Daily News*, which, to the older section of the population at least, is always *loul court* "the paper." Instinctively this section feels a sense of proprietorship over it, and for that reason is ever its most captious critic, resenting every innovation until it has, in turn, become sanctified by usage. The movement of population is reflected in the number of newspapers that have come and gone; its intellectuality and pursuits by the standard of those still existing. Enter into the social life of the community and you will find that the proportion between those whose thoughts are for the most part bounded by the restricted limits of the Settlement and its immediate surroundings, and those whose minds dwell upon *Weltpolitik*, science, art, and the hundred and one subjects that form the basis of conversation in the big capitals of the world, is well preserved in the contents of the daily Press. Shanghai is a commercial centre, and the reward for strict attention to business in business hours is complete relaxation of mind at all other times. The leisured class does not exist, and it would, therefore, be idle to expect the Press to cater for such a *clientèle*. Intense devotion to the temporary place of adoption—that great characteristic which makes the Anglo-Saxon race such a successful coloniser—is as dominant in Shanghai as elsewhere, and it is faithfully reproduced in the Press.

From these reflections we may turn to a consideration of the various journalistic enterprises undertaken during the history of the Settlement. It was in the closing weeks of 1843 that Shanghai was formally declared open to foreign commerce, but the first steps in the establishment of a foreign settlement were deliberate. Consequently, the pioneers of those days have little to be ashamed of in the fact that the first newspaper did not make its appearance until nearly seven years later. There were only 157 foreign residents in Shanghai when the *North China Herald* issued its first number on August 3, 1850, and for fourteen years it supplied, with

the addition of a daily shipping list, the immediate wants of the community. With the gradual growth of the Settlement, however, came the opening for a daily newspaper, and on July 1, 1864, this appeared from the office of the *North China Herald* in the form of the *North China Daily News*, which incorporated the *Daily Shipping List*. For twenty-four years in all, until 1874, these papers held undisputed sway. But on July 4th of that year this position was challenged by the *Celestial Empire*, and from that date journalistic effort in Shanghai may be likened to the hundred-headed hydra of antiquity. The *Morning Gazette and Advertiser*, with an evening counterpart known as the *Evening Gazette*, inaugurated the list of unsuccessful publications, which, though started often under the best auspices, soon languished for various reasons. Among them may be mentioned the *Cathay Post*, the *Shanghai Times* (the first of this name), the *Shanghai Daily Press*, while others such as the *Courier* and the *Temperance Union* found their elixir of life in incorporation with healthier organisations.

On April 17, 1879, the *Shanghai Mercury* appeared as an evening paper, and, absorbing the *Courier* and the *Celestial Empire*—the latter as its weekly edition—quickly established itself on sound lines, which have successfully carried it onward to its present standing in the Press of the Settlement. The story of the individual newspapers which still circulate in Shanghai will be told at length under separate headings. Here it is sufficient to record the order of their appearance. Shortly after the *Mercury* in the same year came an unpretentious weekly known as the *Temperance Union*, which, thanks to outside contributions, was able to advocate its principles in an attractive and scholarly manner, maintaining an unbroken record until 1896. In that year the paper passed into the hands of the present editor, who changed its name to the *Union* and, while retaining its advocacy of total abstinence, enlarged its scope to cover the interests of all who "go down to the sea in ships." On July 2, 1894—the summer heat of Shanghai has exercised and still exercises a peculiarly stimulating effect upon local journalistic efforts—appeared with the *China Gazette*, the second evening paper, the joint proprietorship and editorship of which have remained in the same hands throughout the twenty-four years of its existence. It represents that form of journalism which is unfettered by tradition, and which expresses its likes and dislikes with a potent and facile pen. Another journal that was conspicuous for its doughty championship of foreign interests was the *Shanghai Daily Press*, which at one time changed its name to that of the *New Press*. In its latter days it enjoyed Japanese financial support, but when this terminated abruptly, the *Shanghai Daily Press* ceased to exist. Finally, in 1901, the position of the *North China Daily News* as the only morning paper of the Settlement was challenged by the advent of the *Shanghai Times*. After a chequered career it has settled down under a semi-official Chinese aegis, with a penchant for the United States.

All the newspapers to which reference has been made are, or were, written in the English language. Foreign journalism is represented by *Der Ostasiatische Lloyd*, founded in 1886 as a small daily newspaper devoted to German interests. A year later it became a weekly publication, and in its present form it occupies a high position in the local Press by reason of the able manner in which it is conducted, its wide scope and scholarly

articles. French interests are in the capable care of *L'Echo de Chine*, which for eleven years has maintained a creditable record for all that gives French journalism its unique position in contemporary ephemeral literature.

Side by side with the daily Press Shanghai has been well supplied with literature of a different nature, ranging from the more serious effort of an illustrated quarterly to comic weeklies. It is impossible to give too high a meed of praise to the *East of Asia*, a valuable publication, unfortunately no longer continued, issued at one time by the "North China Daily News and Herald" Company, Ltd. It was started in January, 1902, under the direction of Mrs. Timothy Richard, and on her death, which occurred soon after the completion of the first volume, Mr. W. J. Hunnex was appointed editor. For some time a German edition of the magazine, under the editorship of Mr. Chas. Fink, was published simultaneously with the English edition. The special aim of the magazine was to increase the general knowledge of the East of Asia. The co-operation of some of the leading writers and thinkers in the East was secured, and the subject-matter was brought before the world in fitting dress. The magazine was printed from type and machines specially procured, on art paper in colours, with a characteristic cover specially designed by a Chinese artist. Each number contained about a hundred pages. The illustrations were from original drawings or photographs, taken in the majority of cases by the authors themselves, or under their supervision. From time to time the drawings and paintings by native artists were reproduced, displaying a pleasing contrast between Occidental and Oriental art. At the conclusion of the fifth volume the *East of Asia* ceased to be published, and only a few copies of the five volumes are still to be had.

In a category of its own may be placed *Sport and Gossip*, a bright Sunday paper that sustains its title more consistently than its owners, to judge from the frequent changes in its proprietorship.

Of the weeklies, whose name is rapidly becoming legion, priority belongs to the *Eastern Sketch* as the mirror *par excellence* of local life. Under the editorship of Mr. H. W. G. Hayter, whose facile pencil provides its most effective illustrations, the *Eastern Sketch* has identified itself particularly with *le haut monde* and political cartoons. *Social Shanghai* is a monthly that reflects the greatest credit upon its editor, Mrs. Shorrocks; for it is a valuable record of social events in the Settlement, set out in attractive style and copiously illustrated. In the *Broad* (recently under new management), an attempt is made with rapidly increasing success, to combine the light and more serious sides of everyday life. The *Saturday Evening Review* breaks a lance in Chinese interests, and makes its bid for popularity with several pages of comment on current events and articles culled from foreign publications. The *Sunday Sun*, the *Mirror*, and the *Prince* are other efforts in similar directions, which have not yet been in existence long enough to enable the degree of their hold upon the public to be gauged accurately. One and all, it is to be feared, fall short of *Puck* and the *Rattle* that flourished from fifteen to twenty years earlier. These were conspicuous for real literary efforts which give pleasure even when their original setting is forgotten. Their successors of to-day are of an essentially ephemeral nature, prompted more by a desire for commercial success

than by the *cacoethes scribendi* of a genius, whose scintillating pen will not be denied.

The North China Daily News and Herald.

The *North China Herald* was founded in 1850, by Mr. Henry Shearman, and the first issue appeared on August 3rd of that year. It was a small, unambitious effort, and for many years consisted only of a double sheet

possession of the native city. The foreign residents, no less than the *Herald*, regarded the daily encounters between the imperialists and the rebels without dismay, and it is amusing to read in the issue of April 1, 1854, three days before the battle of Muddy Flat, a warning against ascending in large numbers to the church tower to watch the attack of the imperialists against the city as "the upper portion of the tower is very slightly built, and if it be crowded as on Wednesday



THE "NORTH CHINA DAILY NEWS AND HERALD" OFFICES.

the inside of which alone was devoted to the week's news. The first number contained a list of foreign residents, who then numbered 157, and subsequent issues gave the reader a short course of lessons in the local dialect. As a record of the early history of the Settlement these early numbers make interesting reading, though a present-day journalist would hardly be satisfied with the short paragraphs devoted to local events. Strenuous times were those early days, when the Taeping rebellion had reached its zenith, and the Triads were in

night last, and again on Thursday, a catastrophe too painful to contemplate may result." Nor to the writer who described the battle of Muddy Flat did there seem anything foolhardy or extraordinary in three hundred volunteers and sailors setting out to oust some twelve thousand imperialist troops from their camp.

The *Herald* was, however, more than a bare record of events. It contained many contributions of permanent value from scholars who have long since passed away,

Dr. Medhurst was a frequent contributor to its columns; Dr. W. A. P. Martin, the veteran missionary who is still alive and as active as ever, regularly wrote for the paper, and in its columns many public questions of real moment at the time were threshed out to a satisfactory conclusion. Mr. Shearman died after a short illness on March 22, 1856, and, in informing its readers of the event, the *Herald* described him as "an unoffending man whose departure could not be unaccompanied by regret." The paper was continued by his executors until May 17th, when it passed into the hands of Charles Spencer Compton who remained editor and proprietor until 1861. He was succeeded by Samuel Mossman (1861-63). During the régime of R. Alexander Jamieson (1863-66) the daily shipping list developed into the *North China Daily News*, a small three-page paper, containing a shipping list, about three columns of letterpress, and a number of advertisements.

The next occupant of the editorial chair was R. S. Gundry (1866-79), and under his direction the paper was immensely improved. The *Herald* was increased in size, a daily leading article was introduced, and in 1870 the *Supreme Court and Consular Gazette*, a small weekly periodical devoted almost entirely to legal reports, passed from the hands of its proprietor, D. Wares Smith, and became

the paper. Practically verbatim reports of every important case in the Supreme and Consular Courts have been published since that time, and to the present day great care is devoted to full and accurate reporting of every legal case of interest. It was during Mr. Gundry's editorship also that an index of the *North China Herald* was published half-yearly.

Mr. Gundry was succeeded by Mr. G. W. Haden (1877-78) who had been his sub-editor. The next editor was Mr. F. H. Balfour, who brought to his work the knowledge of a sinologue, and steered the fortunes of the paper for nearly six years (1881-86). He was the author of "Taoist Texts" and several other scholarly works. Mr. Balfour, who is still living, retired in 1886, and his place was taken by Mr. J. W. MacClellan, his sub-editor, who is best remembered by his short history of Shanghai. During his editorship the late Mr. R. W. Little joined the staff as sub-editor, and when Mr. MacClellan retired in February, 1889, Mr. Little was appointed editor by the proprietors.

Mr. Little brought to his task a vast store of local knowledge—he came out to the East in the early sixties, and from 1879-81 was chairman of the Council. Mr. Little was to the fore in everything affecting the welfare of the Settlement, and he wrote

speaker, a graceful writer, and one whose name will be remembered with affection on the China coast for many years to come.



HARRY L. GILLER,
Secretary and General Manager.

Mr. Little's length of tenure was a valuable asset to the paper, but on his death the growth of the Settlement, and the feeling that the paper should extend its scope beyond purely local considerations, led the proprietors to adopt a new policy and secure the services of a trained journalist. To this end they obtained the services of Mr. H. T. Montague Bell, who for ten years had been on the foreign staff of *The Times* in various parts of the world. "Old custom" dies hard in Shanghai, and of course there were some who, at the outset, criticised every departure from the traditional policy of the paper. Its main features, however, have been conserved, though the advent of new blood has led to several improvements in the form and size of the *North China Daily News*. Just before Mr. Little's death the old and cumbersome eight-page paper was changed to one of twelve pages of a more convenient size. Latterly there has been an addition to the number of columns devoted to letterpress, and a further increase is contemplated.

The offices of the *North China Daily News and Herald* occupy a prominent position on the Bund, whither they were removed from 2, Kiukiang Road, in 1902. The offices had been in Kiukiang Road since 1887, and prior to that date at 24, Nanking Road (to 1866), and at 10 and at 15, Hankow Road.

Mr. Shearman was the original proprietor of the paper, and Mr. Compton purchased it from his executors. Then Messrs. Broadhurst, Tootal, and Pickwood became partners in it, and finally the late Mr. Pickwood was the sole owner. Mr. Balfour acquired an interest on assuming the editorship, and in 1906 Messrs. Pickwood & Co. formed a private limited company to take over the paper.

Besides the *Herald*, a Shanghai Calendar was published in 1852 from the same office, containing a list of foreign residents in China, and a variety of useful information. In a few years this developed into the "Hong List," which at one time included China and Japan, but now confines itself to North China.

The *North China Daily News* of the present



THE COMPOSING ROOMS.

amalgamated with the *Herald*, the title of which now became the *North China Herald and Supreme Court and Consular Gazette*. Under Mr. Gundry's editorship, too, the amount of letterpress in the daily paper was increased. Mr. Gundry is still familiar to Far Eastern residents as the founder of the China Association, of which, until recently, he was president. He continues to write with authority on Eastern affairs, and many important memoranda on questions of Eastern policy have been addressed to the Foreign Office by him. With the amalgamation of the *Herald* and the *Supreme Court and Consular Gazette* particular attention was devoted to law reports, which have since been one of the features of

with an almost infallible judgment. He was one of the original members of the Miho-loong Fire Company, a keen member of the Shanghai Rangers, and took a prominent part in the A.D.C. Known as "Uncle" Bob to the whole Settlement, he had hundreds of friends and not a single enemy. Under his able guidance the *North China Daily News* added to its reputation as a reliable chronicle of Eastern affairs. His energy was boundless. He would work in the office until 2.0 a.m. and be down the same morning by 9 o'clock, a feat that none of the younger members of his staff could attempt. When he died, after a short illness, on April 21, 1906, Shanghai lost a brilliant

day is a twelve-page paper, containing about twenty-one columns of letterpress, besides shipping news, commercial intelligence, and a share list. In addition to Reuter's telegraphic service, it has an exclusive cable service from Washington, Tokyo, and London. A feature is made of outport news, early and reliable information being obtained from correspondents in over eighty of the principal cities in China.

Notes on Native Affairs, published daily, contains the latest information from native sources, and regular letters are published from correspondents in London (where the paper has political, lady, and sporting correspondents), Paris, St. Petersburg, Hongkong, Peking, Tokyo, Australia, Chicago, and India. Special attention is given to commercial news.

As the medium of official notifications of the Municipal Council, the *North China Daily News* publishes a weekly *Municipal Gazette*.

The *Herald*, which is the weekly edition of the paper, contains about seventy pages of letterpress, and is published on Saturday, for transmission by the Siberian mail on Tuesday. A quarterly index is published, as the *Herald* has now reached a size when it cannot conveniently be bound in six-monthly volumes.

The *North China Daily News and Herald* occupies a unique position, not only in China but throughout the East.

The *Herald* circulates all over the world, and its views are not infrequently quoted in the Houses of Parliament, and within the past few years Prince Bülow has cited it for its friendly policy towards Germany.

and Macedonia. During the Boer War he was in the field for some eighteen months, as war correspondent for *The Times* and received the Queen's medal. Subsequently, from 1902 to 1906, he was *The Times'* correspondent for the whole of South Africa. He arrived in Shanghai to take up his present appointment in July, 1906. Mr. Bell, who is thirty-five years of age, was married in 1903 to the only daughter of the late Mr. E. Chadwick, of Bromley, Kent. His chief

The Shanghai Mercury.

The record of the *Shanghai Mercury*, a ten-page evening journal with a large circulation, has been one of steady progress, and no local newspaper commands a greater share of influence in the field of domestic politics in Shanghai. It was founded on April 17, 1879, by Messrs. J. D. Clark and Rivington, and speedily attained wide popularity. Mr. Clark was a man of varied



H. T. MONTAGUE BELL.
Editor.

MR. HENRY THURBURN MONTAGUE BELL, editor of the *North China Daily News*, and *North China Herald*, was formerly a member of the foreign staff of the *London Times*. He is a son of the late Mr. J. L. Bell, merchant of Egypt and Ceylon. While at the St. Paul's School, London, he gained a classical scholarship, to Peterhouse, Cambridge, where he graduated with first-class classical honours in 1895. In December, 1895, he was appointed assistant correspondent for *The Times* in Berlin. In 1898 he proceeded to the Balkans as acting correspondent for *The Times*, and remained there for two and a half years, gaining an intimate knowledge of Greece, Servia, Bulgaria, Montenegro,



THE EDITORIAL OFFICE.

recreations are cricket and tennis, but in earlier years he was an enthusiastic all-round sportsman, captaining his college cricket and Rugby teams, and gaining his colours for rowing, tennis, and athletics. He is a member of the principal local clubs, and of the Raud Club, Johannesburg.

experience. He had been in the Royal Navy, he had assisted in the establishment of the *Rising Sun and Nagasaki Express*, and he had been in business in Shanghai as a merchant and broker. He therefore brought to bear upon the conduct of the paper a knowledge of peculiar value in Shanghai, and the result was that the *Mercury* began at once to make headway. In 1889 the *Courier* and the *Celestial Empire* were bought, and the latter was continued as a

weekly edition. In 1890 a company was formed to take over from Mr. Clark, who was then the sole proprietor, the *Shanghai Mercury* and *Celestial Empire*, together with the large and growing jobbing business carried on in connection with the papers.

MR. JOHN D. CLARK, M.J.I., editor-in-chief of the *Shanghai Mercury* and of the *Celestial Empire*, was born on August 12, 1842, and was educated privately and at Norwich Grammar School. He joined the Royal Navy and came to the Far East in 1861, being

The Shanghai Times.

The *Shanghai Times* was founded in the spring of 1901 by Frank P. Ball, at that time "taipan" in Shanghai of the American Trading Company. Realising that there was no newspaper in the Far East, outside Manila, devoted to the adequate representation of American interests, Mr. Ball conceived that the establishment of a journal with such a purpose was likely to prove a commercial success, as well as being of service politically to the United States, and to this end he entered into an arrangement with two professional journalists, namely, Mr. Tom Cowen, an Englishman, since deceased, and Mr. W. N. Swarthont, an American, who had previously been associated together in the establishment of the *Manila Times* at the Philippines capital. Mr. Cowen was a journalist of proved ability. During the early nineties he had been sub-editor of the *Hongkong Telegraph* under the well-known Mr. Frazer-Smith, founder and editor of that paper. Later on he had experience in Shanghai and Japan, after which he went to Manila and became interested with Mr. Swarthont in the *Times* there. He died in Japan in 1906. One of his brothers is Mr. John Cowen managing director and editor of the *China Times*, Tientsin.

Mr. Swarthont, an old ex-soldier of the American Army in Manila, was a practical printer of great experience and ability. Under the arrangement with Mr. F. P. Ball he and Mr. Cowen were to be joint editors of the *Shanghai Times*, in which each had a small monetary interest.

The first premises occupied by the paper were situated in Nanking Road, over the well-known jewellery shop belonging to Mr. Hung Chong. The original "make-up" of the journal was on the American model, that is to say, the front page was given up to news, and no advertisements were permitted to appear there under any conditions. Shanghai, however, had always been accustomed to seeing advertisements on the front pages of its daily newspapers, and, finding that advertisers were not willing to fall in with the new plan, the proprietors of the *Times* were obliged before long to bow to the dictates of "old custom" and do as their contemporaries did—that is, put their advertisements practically where and in what manner their patrons wished.

The *Shanghai Times* had not been running for many weeks when it became involved in a disastrous libel suit. Mr. Henry O'Shea, editor and proprietor of the *China Gazette*, brought an action against Mr. Cowen, as editor and part proprietor of the *Times*, for libel on account of an article, of which Mr. Cowen was the author, and which appeared in the *Shanghai Times* identifying Mr. O'Shea with the notorious but mysterious "Shanghai Liar," who had invented the story of the capture of the Legations in Peking by the Boxers and the boiling alive in oil of every foreign man, woman, and child in that capital. The fiction appeared in several London and New York papers, and memorial services were actually held in St. Paul's and other churches, for the victims. Mr. O'Shea recovered damages against Mr. Cowen, which, however, were never fully discharged, and there can be no doubt that the result of the trial was a serious "set-back" to the *Shanghai Times*. Mr. O'Shea also had a subsequent suit against his lawyers, Messrs. Browett and Ellis, whose bill he declined to pay on the ground that it was extortionate and that counsel had not obeyed his instructions with regard to the prosecution of the suit against



THE PRINTING ROOMS.

Mr. Clark, however, continued, as managing director, to control and manage the business. At the present day the *Mercury* is a ten-

present at the actions of Shimonoseki and Kagoshima. He left the service in 1865. In 1873 and 1874 he helped to establish the *Rising Sun* and *Nagasaki Express*, and, coming to Shanghai in 1875, he set up in business as a broker and general merchant. In 1879 he established the *Mercury*, and he has been chiefly responsible for its continued success. His publications include "Formosa," and "Sketches in and around Shanghai," &c. He is a member of the Masonic and Shanghai Clubs, and of the Constitutional Club, London. At present Mr. Clark is on leave.



J. D. CLARK, M.J.I.,
Managing Director and Editor.

page evening journal, with a wide circulation and considerable influence in the promotion of the general welfare. In policy the *Mercury* is Conservative, but it is not bound to any home political party; the good of Shanghai and the welfare of its residents being the first article of its creed, and the advancement of British interests in the Far East, the next.



R. D. NEISH,
Assistant Editor.

Mr. Cowen. Ultimately the matter was arranged by arbitration before Mr. F. S. A. Bourne, Assistant Judge.

become useless, and hand-setting had again to be resorted to. In 1905 the editorial offices had to be removed to Kiukiang Road, on account of political considerations. The Bund offices were part of a Japanese Shipping Company's premises, and as the *Times* had been espousing the cause of the Russians towards the end of the war, the Japanese took offence and gave the papers notice to quit. Towards the end of 1905 differences arose between Mr. Maitland and Mr. Collinwood, and the editorship of the two papers passed into the hands of Mr. A. Marnham, who had for some months previously been

over the editorship of that paper and *Sport and Gossip* on June 15, 1906. Mr. O'Shea had been connected with the *Times* in the first few months of its existence, and, for a short time after Mr. T. Cowen left Shanghai, had been joint editor with Mr. Swarthont. In January, 1907, Mr. Maitland died; the other directors of the company did not wish to carry on the papers, which had been steadily losing money, and once again the *Shanghai Times* and *Sport and Gossip* were placed in the market. They were sold separately, the *Times* to Mr. J. C. Ferguson, and S. & G., as it is familiarly called in



JOHN O'SHEA, Editor.

In the middle of 1902 the offices of the *Shanghai Times* were removed to Honan Road, and, Mr. Swarthont having returned to Manila and Mr. Cowen gone to Tientsin, a new editor was found by Mr. Ball. Shortly afterwards, however, Mr. Ball, who had lost considerably by the paper, sold it to Mr. Willis P. Grey, the head of the syndicate which had the original concession to build the Canton-Hankow Railway. Mr. Grey engaged Mr. "Volcano" Marshall to edit the paper, but this gentleman soon became involved in a suit for slander with Mr. John Goodnow, the American Consul, and other Consuls, and a complete re-organisation of the *Shanghai Times* was the result. Mr. Frank Maitland, proprietor of the weekly, *Sport and Gossip*, and Mr. Henry O'Shea, of the *China Gazette*, became interested with Mr. Grey in the *Times*, and a partnership was arranged under which publication of the *Times* and *Sport and Gossip* was taken over by the *China Gazette*, the three papers to be run as a joint venture by the gentlemen named. Linotype machines were bought by Mr. Grey and installed, with a great deal of other plant, in the *Gazette* office, and Mr. O'Shea became editor of the *Times* and was entrusted with the general management of the entire concern, Mr. Maitland retaining the editorship of *Sport and Gossip*. The arrangement, however, did not endure longer than a few months, and finally a dissolution of partnership and an arbitration took place between Mr. O'Shea and Mr. Grey. Ultimately the latter sold his interest in the *Shanghai Times* to Mr. Maitland, who became sole proprietor of the paper, as well as of *Sport and Gossip*. Mr. George Collinwood, who had been business manager during the partnership between Messrs. Grey, Maitland, and O'Shea, became editor of the *Times* and of *Sport and Gossip*. The offices were removed to the corner of the Bund and Canton Road, and a godown was secured on the Yang-king-pang to serve as a printing office. The linotype machines had by this time

sub-editor. Mr. Maitland sold his interest in the papers to a company. The "Shanghai Times and Sport and Gossip," Limited. The plant and machinery were bought by the Oriental Press, by whom the publication of the two papers was undertaken, and the offices were removed to the Rue du Consulat, in the French Concession, where Mr. John O'Shea, the present editor of the *Times*, took

Shanghai, to Mr. J. D. Clark, of the *Shanghai Mercury*, and Mr. George Lanning. The Oriental Press was settled up with, and the papers were removed to No. 18, Nanking Road, the premises formerly occupied by the Shanghai Library, the responsibility of publication being undertaken by the *Mercury*. Dr. Ferguson went home for a year to America, and on his return *Sport and Gossip*

The image shows a page from 'The Shanghai Times' dated Saturday, May 15, 1908. The masthead features the newspaper's name in a large, stylized font, flanked by 'AQUARIUS' logos and the text 'A PERFECT MINERAL TABLE WATER'. Below the masthead, the page is divided into several columns of text and advertisements. Key sections include:

- TO-DAY'S DEPARTURES:** A list of ships and their destinations.
- FUTURE DEPARTURES:** A list of upcoming ship departures.
- THE ALCAZAR:** Advertisement for the Alcazar Orchestra, performing at the Alcazar Theatre.
- THE QUEEN INSURANCE COMPANY:** Advertisement for marine and fire insurance.
- NOTICE:** Various public notices and legal announcements.
- GREAT SALE:** Advertisement for a 'Bamboo Dress-Suit Cases' sale by FUJITA & CO., with prices ranging from \$1.35 to \$3.50.
- ASTOR HOUSE HOTEL:** Advertisement for the hotel's dining room and facilities.
- AQUARIUS:** Advertisement for the mineral water brand, highlighting its purity and health benefits.
- THE CHINESE ENGINEERING & MILING COMPANY:** Advertisement for engineering services.

A RECENT ISSUE OF THE "SHANGHAI TIMES."

was taken out of the *Times* office into the office of the *Mercury*, and the *Shanghai Times* was once more alone.

The paper is now firmly established. It is practically the official organ of the Viceroyal Government of Kiangsu, and is also looked upon as a representative American daily—the only one in the Far East. At the date of writing, June, 1908, its prospects are very bright indeed, and there can be little

years in China, for he came to Shanghai in February, 1890, on the staff of the *Shanghai Mercury*. He was subsequently on every daily paper in the Settlement, and then, after travelling extensively, and working in Japan, Korea, Siberia and North China, he returned to Shanghai to take up his present appointment in 1906. Mr. O'Shea was born in Dublin on July 15, 1869, his father being at one time editor of the *Freeman's*

to commence its career at the outbreak of the China-Japan War, and it rapidly achieved position and circulation by reason of its exceptionally accurate information upon the progress of that struggle. It espoused the Japanese side of the quarrel, and in this way enjoyed the distinction of being the only paper published in China which treated the war from the more truthful Japanese side, instead of printing the wild and grotesque Chinoiseries and tales of imaginary victories, which formed locally such a memorable phrase of that epoch-making campaign. Since then the *China Gazette* has devoted its attention mainly to political questions, and, as the recent war between Russia and Japan progressed and its lessons became clear to those who could see a little behind the scenes, the paper re-enacted its rôle of ten years before and espoused the Russian side. On both occasions this policy naturally incurred for it a certain measure of unpopularity which, however, it has now outlived, and the value of its services as a corrective to the overwhelming press propaganda conducted in Japanese interests has since been widely recognised. Among its chief contributors on the late war and on political questions arising out of it was Mr. Putnam Weale, who went north in the interests of the *Gazette*, the result being his first permanent work, "Manchu and Muscovite," which began in the columns of the *Gazette* at the close of that year.

The early publication of important State papers, treaties, conventions, and secret agreements has also been a prominent feature of the *Gazette*, which, for this reason, enjoys quite an extensive circulation in quarters where Far Eastern questions are specially studied. The editor and proprietor, Mr. Henry O'Shea, originally started the paper, and continues at the helm.



THE "CHINA GAZETTE" PREMISES.

doubt that with efficient management it is on the highway to success commercially.

The staff consists of Messrs. John O'Shea, editor; W. Sheldon Ridge, assistant-editor; S. Trissell, sub-editor; L. D. Lemaire, manager; S. Hammond, S. Wilkins, and A. Wood, reporters.



MR. JOHN BARRETT O'SHEA, editor of the *Shanghai Times* has been nearly twenty

Journal, Dublin, and latterly editor-in-chief of the *Catholic Standard and Times*, Philadelphia, U.S.A. He received his education at St. Patrick's, Drumcondra, and privately at Dublin, and for a time studied medicine.

The China Gazette.

The *China Gazette*, an evening journal (with an overseas weekly edition), was founded just fourteen years ago, its first issue appearing on July 2, 1894. The *Gazette* was lucky



HENRY D. O'SHEA.
Proprietor and Editor.

Der Ostasiatische Lloyd.

The German community and their interests are ably represented by the *Ostasiatische Lloyd*, a paper which, during its twenty-three years' existence, has experienced many vicissitudes and appeared in various forms. It is now firmly established as a weekly review, containing some twenty-five to thirty pages, and dealing not only with matters of local interest but also with international topics in the Far East and with the affairs

of the home country. Founded in 1886, it was first issued as a small daily newspaper appealing exclusively to German residents in Shanghai, but within a very short time radical alterations were made in its constitution. After twelve months it was published once a week, and articles upon subjects of general interest to those living in the East formed one of its chief features. The property passed into the hands of several different persons during these early years. In 1898, Mr. Fink was entrusted with the task of entirely re-organising the business, and from that date steady and continued progress has been made. A little more than a year ago a branch office was opened in Peking, and correspondents have been appointed in all the more important business centres in China. The paper has a wide circulation, for, besides being distributed throughout China, Japan, East Siberia, Siam, the Dutch Indies, &c., many copies are sent to Europe. In 1900, Mr. Fink established a news agency in connection with this paper, and this has developed so quickly that it now supplies papers in Cairo, Singapore, Penang, Batavia, Sourabaya, Bangkok, Hongkong, Tsingtau, Tientsin, Peking, Hankow, Kobe, Yokohama, and Tokyo, and has made the name *Der Ostasiatische Lloyd* known throughout the world.



MR. CARL FINK, the editor of the review and manager of the news agency, was a "free lance" journalist for some years before 1889, the date of his first appointment on the staff of a newspaper. He was engaged in newspaper work in the United States of America for four years, after which he occupied an important position on the



C. FINK,
Managing Editor.

Conservative paper, *Die Post*, in Berlin. During his residence in Shanghai, Mr. Fink has taken a prominent part in the social life of the community, and has endeavoured in a variety of ways to promote the interests of his fellow countrymen. It was in large measure due to his initiative that the "Deutscher Konzert Verein" was founded, and that the German A.D.C. was revived in 1905 after a lapse of many years.

Der Ostasiatische Lloyd

報新 文德



Der Ostasiatische Lloyd
Verlag: H. Böttcher, Leipzig
Redaktion und Geschäftsstelle
No. 15, Nanking Road, Shanghai

Interessanten in Europa
Generalvertretung für Deutschland
Verlag: H. Böttcher, Leipzig
Berlin SW. Lindenstrasse 4
Kaiserliches Patentamt in Deutschland
No. 50 vierteljährlich.

海上海 中設館

Organ für die deutschen Interessen im fernen Osten.

Tägliche Telegramm-Ausgabe in Shanghai, Tsingtau, Peking und Tientsin.

XXII Jahrgang. Shanghai, 29 Mai 1908. Nummer 22.

Inhaltsverzeichnis.

Shanghai Nachrichten.

Chinas Russenhandel im Jahre 1907.

Der russische Handel mit China im Jahre 1907. Bericht über den russischen Handel mit China im Jahre 1907. Das F. Lande.

I. Allgemeines.

Der russische Handel mit China hat sich das Geschäft nur ...

Leonhardi's Tinten



Zyewriter Ribbons.
Aug. Leonhardi.
Dresden.
Alzarin-Schreib- und Kopiertinte.

"DER OSTASIATISCHE LLOYD."

L'Echo de Chine.

The *Echo de Chine* is now entering upon the twelfth year of its existence. Founded by a group of Shanghai residents for the purpose of maintaining French interests in the Far East, it was for a long time the only French organ, and it still remains the most popular and authentic. Having made its *début* amid the good wishes of the community, the journal has found numerous correspondents among that very important body, the Catholic missionaries, as well as official and commercial men in this part of the world, and from their regular contributions

it has gained much of its interest. This circle of correspondents embraces not only the Chinese provinces, but also the following territories—India, Ceylon, Burma, Siam, Indo-China, Hongkong, the Philippines, Manchuria, Korea, and Japan; in other words, practically the whole of the Far East. It is sufficient testimony to the high repute in which this journal is held to say that its columns are freely resorted to in France by the Press and by all those who are interested in Asiatic questions. An independent organ, the *Echo de Chine* studiously avoids the discussion of French domestic politics, confining itself exclusively

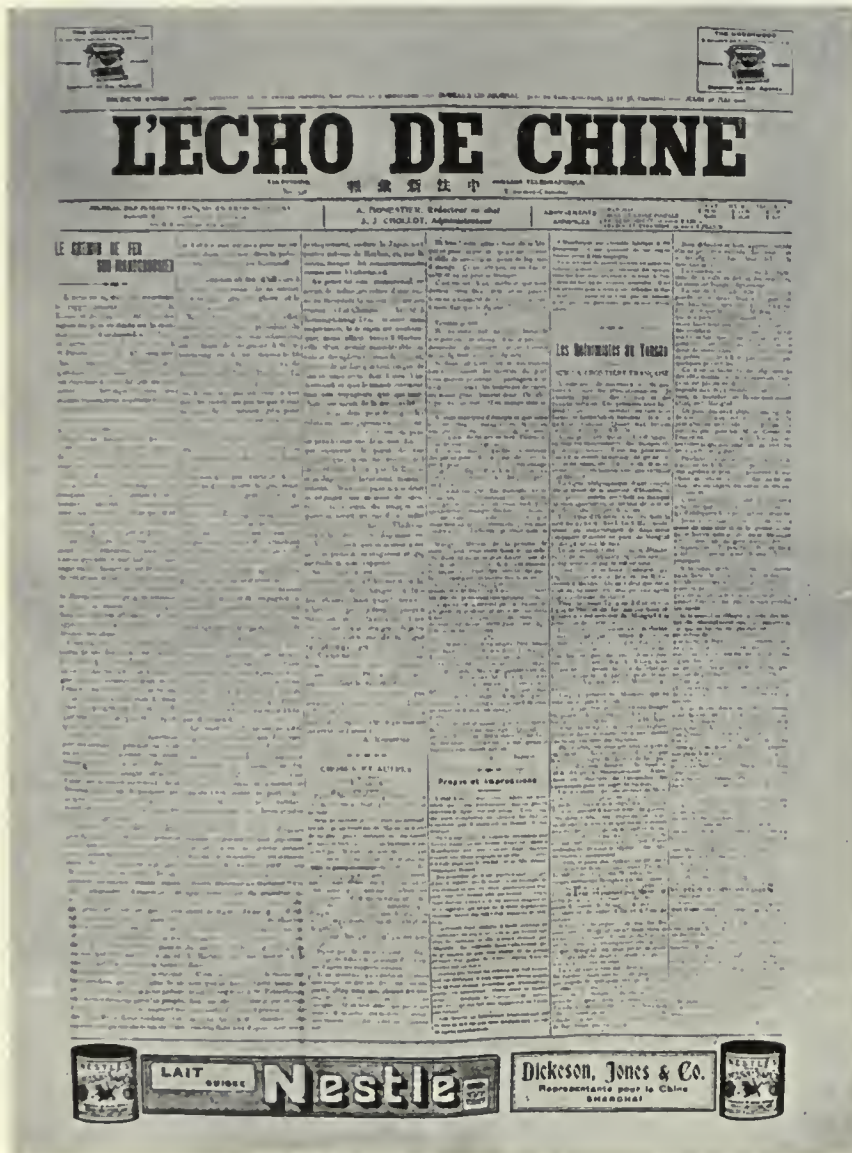
to the domain of general subjects and international questions. Its Chinese section is unusually weighty, containing daily native accounts and translations of official documents, which conduce to an understanding of the Chinese mind and its workings better than elaborate treatises. In common with the majority of its English contemporaries, the *Echo de Chine* has a weekly edition. This consists of fifteen pages containing the chief features of the daily editions, and is intended principally for subscribers in the interior

In its early years the venture did not prove very successful, chiefly because at that time very few Chinese were accustomed to read newspapers. The circulation did not exceed three thousand copies a day, including the copies sent to subscribers in other parts of China, although at that period there was only one other Chinese paper in Shanghai—that published by Messrs. Major, Brother & Co. After the *Sin Wan Pao* had been in existence three years it was found necessary to raise additional capital. Some improvement in

by Dr. John C. Ferguson, a well-known American subject in Shanghai. Since that date a great improvement has been made in



ALPHONSE MONESTIER,
Editor, L'ECHO de Chine.



AN ISSUE OF "L'ECHO DE CHINE."

of China and in France. Since Mr. A. Monestier, the editor, and Mr. J. J. Chollet, the managing director, took over the conduct of affairs two years ago, the paper has made very gratifying progress.

The Sin Wan Pao.

The *Sin Wan Pao* is a leading semi-official Chinese paper. It was first published by Mr. F. F. Ferris, in the year 1903, for some prominent Chinese merchants in Shanghai.

the paper followed, and shortly afterwards, during the China-Japan War, the circulation reached four thousand copies a day. Later on, owing to lack of funds, the paper was printed by indifferent machinery, on poor Chinese paper, with worn type. As a consequence the circulation fell to two thousand copies a day, and the leading Shanghai firms could not be induced to advertise in the paper. In 1899, Mr. A. W. Danforth, who was then the proprietor, liquidated his business on the failure of the cotton trade, and the paper was acquired

the editorial staff and the management. In 1900 the paper competed successfully with three younger rivals. It gave the latest and most reliable reports on the situation at Peking during the Boxer trouble, and it contained the first account that reached Shanghai of the attack upon the foreign legations in Peking, and the massacre of foreigners. When the news of the murder of Count von Kettler, the German Minister at Peking, was announced, the office of the paper was besieged by natives eager to obtain copies of the paper at thrice the usual price. The circulation leapt up immediately to ten thousand, and the advertisements began to flow in freely.

During the Russo-Japanese War the *Sin Wan Pao* gave fuller accounts of the campaign daily than any of its local Chinese contemporaries, both the Reuter and Tokyo services being utilised. Special supplements were issued from the office free of cost, even as late as midnight. The editorial staff worked from dawn to midnight, and the paper was enlarged from six to sixteen pages. After the war, two modern-pattern machines were ordered from America to cope with the large circulation. In 1906 the proprietors converted the enterprise into a limited liability company, and registered it in Hongkong with a capital of Tls. 100,000, which was raised by the issue of shares both to Chinese and foreigners. A dividend of 16 per cent. for the year 1907 was declared in February, 1908. The *Sin Wan Pao* now has a circulation of one hundred and fifty thousand copies a day, excluding copies sent to San Francisco, Honolulu, Sydney, Singapore, Java, Manila, and Japan, and it has gained considerable influence among commercial and official circles in all parts of the Chinese Empire. A rotary machine—the first to make its appearance in China—has been imported from America, and, when erected, will produce fifteen thousand copies, cut and folded, an hour. The paper will then be of the same size as *The Times*, of London, and the price will remain 14 cash, or 1½ cents per copy, as at present. A new building of four storeys, lighted by electricity, is being erected

for the offices of the *Sin Wan Pao*, in Hankow Road, and will soon be ready for occupation.

Mr. J. D. Clark, Dr. John C. Ferguson, and Mr. Chu Pao Shan are the directors, and Mr. J. Morgan is the secretary of the company. The editorial staff consists of two assistant editors, four sub-editors, and eight proof-readers, under the editor-in-chief, Mr. Yao Pak Hsuen. Forty-three compositors are employed in the composing room, under a competent foreman, and nineteen printers are engaged in the machine room. A Japanese and a European foreman will be required for the printing room when the new machine is set to work.



MR. YAO PAK HSUEN, editor-in-chief of the *Sin Wan Pao*, is thirty-eight years of age, and a native of Shanghai. He was educated at the Mai-chi College, a middle college established by the Shanghai Taotai in the native city. Before the China-Japan War he was private secretary to His Excellency Shao Shiao, then Governor of Formosa. In 1900 he came to Shanghai as assistant editor of the *Sin Wan Pao*, and three years later he was promoted to the editorial chair. He is president of the Hupeh Primary School and a member of the Chinese Self-Government Society. His father, Mr. Yao Shien Ming, who retired into private life four years ago, is an expectant prefect of the Chekiang Province.

The Saturday Review.

The *Saturday Review* is a weekly paper published at Shanghai and circulating throughout the Far East in general and China in particular, more especially amongst the thinking classes of Chinese and foreign residents. The object of the paper is to furnish a *résumé* of what the world says and writes about the Far East; to review the events and books of the day; to emphasise the value of any matter or effort conducing to the uplifting and prosperity of China and the Chinese people; and to supply elevating and interesting reading at a reasonable cost. Its policy is one of sympathy with all Chinese effort towards progress.



CAPTAIN WALTER KEARTON,
Editor, *Saturday Evening Review*.

CAPTAIN W. KEARTON, the editor, has travelled the world for the major portion of his life. He served with distinction in the South African War, and, as correspondent for the *Graphic*, he accompanied the Macedonian insurgents in the last insurrection, and was attached to the First Japanese Army—Kuroki's—in the Russo-Japanese Campaign. He is a member of the Savage Club.

Social Shanghai.

Probably no place in the East has been so prolific in the production of periodicals as Shanghai, where the population is of so unique and cosmopolitan a character and the interests represented are so varied. Papers in profusion, both weekly and monthly, have seen the light of day. Many of them, after a brief and hopeless struggle for existence, have passed into the limbo of things forgotten.

The need, however, of an illustrated paper to record the doings of local society had been long felt when, in February, 1906, there appeared the first issue of *Social Shanghai*, a periodical similar in design to the well-known London publications and containing some forty-three pages of letterpress and fifteen very creditable half-tone blocks. At the outset the paper was intended only for ladies; the promoters promised to chronicle

appear in a similar form until the following June, when the enterprising promoters issued



MRS. MINA SHORROCK
Editress.



SPECIAL "INTERNATIONAL FETE" NUMBER OF SOCIAL SHANGHAI.

dances, parties, "at homes," and other social gatherings, and to give due attention to the fashions, music, sports and pastimes, and gardening. This promise was amply fulfilled in the first number. The paper continued to

an enlarged and improved edition, containing seventy-five pages of reading matter, as well as close upon one hundred reproductions of well-known local people and current events. It was printed on heavy art paper and was as attractive

as the materials at the command of the printers could possibly make it. Since that date the paper has continued to advance in popular favour, and has become one of the institutions of the Settlement. The scope has been enlarged month by month until *Social Shanghai* is no longer a ladies' paper only, but a first-class up-to-date magazine, dealing with all the brighter phases of life in Shanghai and the outports, the editress always showing a specially warm interest in the Volunteers, Fire Brigade, sporting clubs, and juvenile members of the community. Many old Shanghaianders, who have left the Settlement, now look forward to the monthly appearance of the magazine by the homeward-bound mail, and on perusing its interesting columns fancy themselves back in the gay Far Eastern city of which they retain endearing recollections. From its inception up to the present day *Social Shanghai* has been the work of only one lady, who, after working hard for years, alone and almost unaided, has the satisfaction now of knowing that her production has met a want, is being appreciated, and is extending its scope and usefulness month by month. The proprietress and managing editress, Mrs. S. H. Shorrock, née Gow (better known as Mrs. Mina Shorrock), is a native of Glasgow, and was educated at the Bellahouston Academy and at the Ladies' College, at that time the two leading ladies' educational establishments of the city. She married the late Mr. S. H. Shorrock, M.I.M.E., who was at one time a very familiar figure in Shanghai, and came to the Settlement in 1897. As "Belle Heather," Mrs. Shorrock was a valued contributor of social items to the *North China Daily News* and *Sport and Gossip*. Besides being editress of *Social Shanghai* she is the founder and president of the Empress Club, the only ladies' club in Shanghai.

The Union.

The *Union*, an independent weekly newspaper, is published on Wednesdays. It is the successor of the *Temperance Union*, which was established in 1879, but changed its name in 1896, when it became the property of the present editor. Its motto is "Water invincible," and its first two leader columns are devoted to articles on total abstinence. Then come editorials on local topics, followed by news and other items. It circulates largely among the shipping community and at the outports. Among its special features are a gazette detailing the changes in the personnel of the shipping, Customs, and public services, and anticipated tide-tables for the Woosung Bar and Shanghai River. The editor and proprietor is Mr. William R. Kahler.

The Bund.

The *Bund* is an illustrated weekly journal of comment which, after remarkable vicissitudes, has entered upon the calm waters of success with a policy of fair criticism upon broad lines suitable to the international character of the Settlement. Its present proprietors are the Marquis Vittorio Rappini and Mr. T. M. Tavares, formerly a member of the French Municipal Council. Mr. V. Marshall is editor, and his vigorous articles constitute the strongest attraction of the paper, which, however, receives contributions from many clever amateur writers. Its forecasts upon leading events of the day have already established a strong regard for its opinions. The following extract from the *North China Daily News* refers to the metamorphosis that occurred in the *Bund's* policy after the last

change of proprietors:—"The *Bund* this week contains several humorous illustrations by V. R., in which the Mixed Court trouble and the French Bund appear prominently.



V. MARSHALL,
Editor, *The Bund*.

The letterpress has some interesting original articles, the most striking of which is 'At the Ming Tombs,' by V. M., whose initials were not needed to reveal the author. It is written in his best serio-comic style and is appropriately illustrated. 'The Education of Children' and 'Men's Fashions' are also well worth perusal. The number is one of the best that has appeared."

The Eastern Sketch.

The *Eastern Sketch* is an illustrated humorous weekly, published in Shanghai every Sunday morning. The paper was started in September, 1904, by Messrs. Roddis and Prior, and was shortly afterwards acquired by the



H. W. G. HAYTER,
Editor, *Eastern Sketch*.

late Mr. H. Smith and Mr. H. W. G. Hayter, the latter of whom has conducted the paper ever since. The chief feature of the *Eastern Sketch* is its illustrations, which comprise Chinese political cartoons, caricatures of foreign residents, and pictures of sporting events. Since its inception the *Sketch* has levied contributions from some of the best local writers, both of poetry and prose.

The area of its circulation embraces Shanghai and the other Treaty ports.

The Shanghai Sunday Sun.

The *Sunday Sun* was added to the list of Shanghai's weekly papers in May of this year. It is freely illustrated with cartoons and photo-reproductions, and its letterpress chronicles and comments upon the leading topics of local and general interest. A feature is also made of short stories and anecdotes. The editor, Mr. Geo. Collinwood, an American, seeks to make his publication "the most readable periodical in the Far East."



GEO. COLLINWOOD,
Editor, *Shanghai Sunday Sun*.

The Mirror.

The *Mirror* is a popular periodical which has risen, phoenix-like, from the ashes of the *China Business Exchange*, an advertisement sheet that was distributed free to the principal firms in the Settlement. The goodwill of this publication was acquired by Mr. O. Cainadan, a local solicitor, who altered its name, enlarged its scope very considerably, and placed it on a sound financial footing. The *Mirror* made its first appearance on April 1, 1908. It contains thirty-two pages, two of which are printed in French, and has a circulation of about five hundred copies a week. The editorial offices are at No. 92, Hankow Road.

TIENTSIN.

The China Critic.

At the commencement of the Russo-Japanese War, the whole of North China was supplied by the Japanese subsidised Press and telegraphic agencies with the Japanese view of its cause, and with their version of occurrences

during its progress. With the object of presenting both sides of the question to the public in the Far East, a paper was subsidised in Korea, another in Shanghai, and a third in Chefoo, whilst a special organ was started in Tientsin by the Russian War Department. This was the *China Review*, the first number of which appeared in August, 1904. The editor, specially appointed by the department, was Lt.-Col. C. L. Norris-Newman, F.R.G.S., F.R.S.A., late Instructor to the Naval Staff in Port Arthur, and a special correspondent of the *Daily Mail* attached to the staff of General Kondratovich in the early months of the war. The *China Review*, issued every evening, more than counterbalanced the efforts of the subsidised local Japanese paper. It ran with increasing popularity, and in December, 1906, it was purchased by the editor, who carried it on under the name of the *China Critic* until the beginning of January, 1908. It was then acquired by the present owners, the North China Printing and Publishing Company, Ltd., which was floated successfully for the purpose. Colonel Newman remains with the Company as managing director, and as chief editor of its publications.

The "China Times," Ltd.

When the Boxer rising was suppressed in August of 1900, the troops and Press correspondents in Peking had nothing to do but read the latest news from South Africa. General Barrow, chief of staff to General Gaselee, suggested that the Press correspondents at Peking might follow the example of their colleagues in Ladysmith, who established the *Ladysmith Lyre*, and start a newspaper



J. COWEN,
Editor.

under the title of the *Peking Loot*. Two of the correspondents, Mr. John Cowen, formerly of *The Times* editorial staff in London, and his brother, Mr. T. C. Cowen, who had been correspondent of *The Times* in the China-Japan War, adopted the idea, but not the title, and founded the *China Times* with very inadequate materials. At that time it was asserted that Tientsin and Peking could not support a daily newspaper. The district not only supported one, however, but very soon had eight morning and evening papers. The *China Times* is the principal organ of opinion, and is much read by educated Chinese and the official and mercantile classes. Its head

offices are in the principal thoroughfare of Tientsin, Victoria Road. During times of high feeling between different nationalities, the *China Times* offices have been attacked, or threatened with attack, on more than one occasion. The proprietors are the "China Times," Ltd.; the editor and general manager is Mr. John Cowen, who is assisted by his

capital of Tls. 100,000 in shares of Tls. 50 each. The Company are proprietors of the *Peking and Tientsin Times*, which was started by a private syndicate as a weekly newspaper in 1894, and converted into a daily in 1902, since which time it has been enlarged twice. It was purchased by the present Company in 1904. The manager of the firm

THE CHINA TIMES.

JOURNAL INTERNATIONAL.

Vol. I: No. 19. Peking, Tuesday, February 12th, 1901. Daily, 5 cents.

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AN EARLY ISSUE OF THE "CHINA TIMES."

elder brother, Mr. W. C. B. Cowen; and the secretary is Mr. T. G. Fisher.

The "Tientsin Press," Ltd.

The "Tientsin Press," Ltd. was founded about the year 1880 by six or eight prominent men of the Settlement, and was turned into a limited liability company in 1903, with a

is Mr. John Jackson, and the editor is Mr. H. E. Redmond, formerly of the *London Standard*, for which he is now correspondent. The sub-editor is Mrs. Vaughansmith, who, previous to Mr. Redmond's arrival in China, had occupied the editorial chair from the time of the formation of the original syndicate. The "Tientsin Press," Ltd. are also general printers, publishers, bookbinders,

stationers, and theatrical agents, as well as agents for Reuter's Telegram Company, Ltd. The offices are situated at No. 33, Victoria Road.

and Mr. Marx died shortly after the enterprise was fairly under way, and the journal passed into the hands of Mr. T. Ross-Reid. It consists of eight pages of six columns each, of which sixteen columns are devoted to

Lloyd's Greater Britain Publishing Company, Ltd.

IN the belief that the reader may be curious to know something of the inner working of so great an undertaking as the production of this series of "Twentieth Century Impressions," the compilers are accustomed to include in the Press section of each volume a short exposition of their aims. Lloyd's Greater Britain Publishing Company, Ltd. was formed in response to Mr. Chamberlain's appeal, while Secretary of State for the Colonies, for the wider dissemination of knowledge relating to the scattered communities who combine to form the British Empire. The unanimous voice of the Home and Colonial Press has testified to the adequate manner in which the Company is fulfilling its objects; indeed, in the various territories which have been visited—Western Australia, Natal, and the Orange River Colony, Ceylon, and British Malaya—it has been admitted that the publications of the Company constitute additions of great and enduring value even to local knowledge.

Despite the experience which the Company has gained in the past, the compilation of this volume on Hongkong, Shanghai, and other Treaty ports of China, has presented its own peculiar problems for solution. Operations have extended from Hongkong in the south to Newchwang in the north, a distance of more than 1,400 miles, and from Shanghai to Hankow some 600 miles up the Yangtze-Kiang. Travelling within this area



THE PRINTING OFFICES OF THE "CHINA TIMES."

HANKOW.

The Hankow Daily News.

The *Hankow Daily News* was founded in March, 1906, by Mr. John Andrew, a well-known merchant on the China coast, with the assistance of Mr. Otto Marx. In spite of many difficulties at the outset, the paper is receiving a gratifying measure of support from the business houses, and at the present time has a fair circulation. Both Mr. Andrew

general news and the remainder to advertisements. Telegrams are received through Renter's agency, and letters dealing with topics of local interest are written from time



THE OFFICES OF THE "TIENTSIN PRESS."

to time by correspondents located at various ports on the Yangtze.

has not been unattended with difficulty, for many of the smaller and more remote ports can only be reached by coasting steamers, or by railways, which, though rapidly developing, afford as yet only partial facilities.



T. ROSS-REID,
Editor, *Hankow Daily News.*

Illness has played its part in retarding the work, some of the members of the staff having been incapacitated by their transition in the autumn of 1907 from the tropics to the rigorous cold of Shanghai and the more northerly ports. But these difficulties notwithstanding, the close of July finds the last instalment of letterpress and photographs on its way to the printers.

The headquarters of the Company are in Durban, South Africa, but the real centres of activity are, of course, the London office and the branch offices established in the capitals and chief towns of the various territories visited.

The directorate of Lloyd's Greater Britain Publishing Company, Ltd. includes some of the best known and most substantial business men and financiers in South Africa. Mr. J. Ellis Brown, J.P., the chairman of the Company, was Mayor of Durban for many years. The deputy-chairman, Sir Benjamin Greenacre, is head of the great Durban firm of Harvey, Greenacre & Co., and deputy-chairman of the Natal Bank, Ltd. The other directors are Mr. Maurice Evans, C.M.G., M.L.A., the Hon. Mr. Marshall Campbell, M.L.C., managing director of the Natal Sugar Estates, Ltd., the largest concern of its kind in South Africa; and Mr. Alexander Harvey Rennie, resident partner (in Natal) of the "Rennie" Steamship Company. All these gentlemen are also on the directorate of the Natal Trust and Finance Company, Ltd., Sir Benjamin Greenacre being the chairman. The secretary of Lloyd's Greater Britain Publishing Co., Ltd., is Mr. Henry Ernest Mattinson, F.I.A.N., and the auditor is Mr. George Mackeurtan. The general manager is Mr. Reginald Lloyd.



THE PREMISES OF THE "HANKOW DAILY NEWS."



THE CHINA REVIEW.

An Evening Journal
OF
MEN AND MATTERS,
IN THE FAR EAST.

Vol. I. TIENTSIN, MONDAY, SEPTEMBER 22ND, 1904. No. 1.

INTRODUCTORY.

In founding our new journalistic venture, we offer no apology: satisfied to look to the future, relying upon the old aphorism that "the fittest will survive." If therefore we do not succeed in giving to the public what the public wants, we shall fail, and justly so; but, on the other hand,—we venture to think we can—we are able to give evening the latest news in a heart, pithy manner; publishing notes from the seat of war containing the truth and the facts thereof,—and supplementing these by our comments on all matters of interest political, commercial, social, and general in the Far East, then we shall have justified our existence, and shall secure that amount of influence and support as will enable us to become something more pretentious in form, and more useful even in a crowded sphere, than our first start can possibly be.

When the arrangements develop which are slowly being made to secure all the leading cable and telegraphic services, the paid assistance of influential and able Special Correspondents and contributors from the various centres in China, Japan, Korea, and Manchuria, we shall increase the size of the paper, and add a portion in the Chinese language. Finally, no personifications will be published, only fair criticism of the public acts of public men and bodies, and our motto will always be "A fair field and no favour," drawing no distinctions between race, class, or creed.

THE EDITOR.

CABLES.

BY BRITISH AGENCY.

London, Sept. 20th.

1. Home news of the day to be published in the Chinese language, and to be published in the Chinese language, and to be published in the Chinese language.

TELEGRAMS.

(FROM OUR SPECIAL CORRESPONDENTS.)

Yankow, Sept. 11.

News has reached here to the effect that Kuropatkin is at Tieling, preparing the defences, with the Japanese following the Russian forces, although slowly through bad roads and heavy rains. There was heavy firing on Saturday heard here from the north. Daily encounters ensue.

Moukden via Shinkintou, Sept. 10.

Since the occupation of Liaoyang by the Japanese, the soldiers have been generally looting; the commanders being unable to control the men. In an attempt made to enter and loot the Missionary Red Cross compound on Friday, a fracas occurred, resulting in the wounding of Dr. Westwater, the well known Missionary Doctor. This however is the first kindness in the campaign, where Japanese have sacrificed their good repute for instances to the wounded and strict observance of the property and lives of neutrals. Marshal Oyama is taking severe steps.

Hakcheng, Sept. 11.

Prince Kaikan, one of the Imperial Princes, passed through here for the north, to take command of the second cavalry brigade. Japanese reinforcements are being hurried up all along the line from the south.

BLOCKADE RUNNING.

It is stated that a number of Russians in Shanghai are just now buying all the large sea-going junks they can secure, and are paying big prices for the vessels, writes the "Mercury." The junks are being purchased ostensibly to ship goods to Tsingtau and W-shaiwei. A good many vessels have been obtained so far, but a difficulty is being experienced in getting crews to man the craft as, where it is known that the junks are bound for the north, the Chinese refuse to proceed in them. It is believed that the vessels are really intended to be employed as blockades runners, the first destination of Tsingtau or W-shaiwei being used as a blind, the real object being to take advantage of rainy or foggy weather in order to reach Port Arthur.

OFFICIAL REPORTS.

The following Report has been kindly placed at our disposal by the Japanese Consul general.

OFFICIAL REPORT BY MARSHAL OYAMA.

Our light army occupied Yantai Colliery and Yantai-shan after the falling on the 14th and 15th Sept. The main force of the army is believed to have retired to the north of the U-tai River. Nobody says that the enemy sent back over 10,000 killed and wounded. We captured 1,000 Russian magazines and the equipment, but we captured an immense quantity of provisions and munitions.

Peking & Tientsin Times.

Countess Peter Grant

Vol. LXXI. TIENTSIN WEDNESDAY, 10TH OCTOBER 1902. Price 10 cents.

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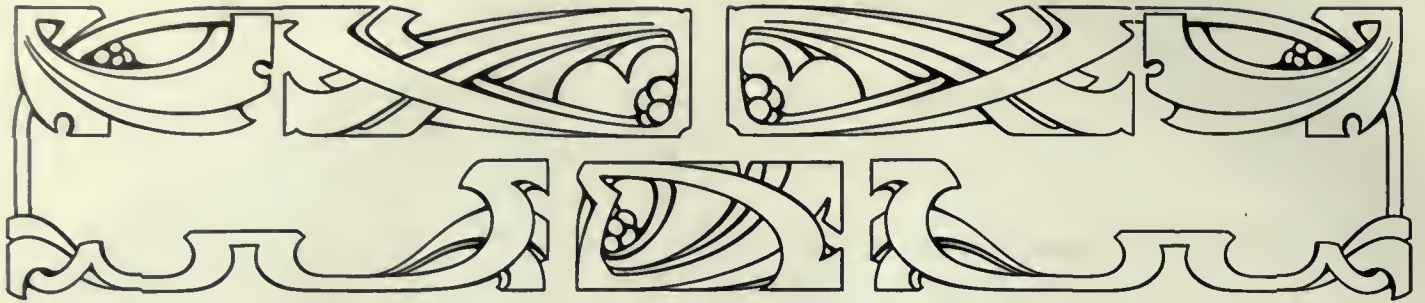
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THE FIRST ISSUE OF THE "PEKING AND TIENTSIN TIMES."



SHANGHAI.

BY H. A. CARTWRIGHT.

SHANGHAI, the most northerly of the five ports thrown open to foreign trade under the British Treaty of Nanking, is the commercial metropolis of China. A regular port of call for all the large shipping lines engaged in the trade of the Far East, it is the distributing centre for more than one-half of the commodities exchanged between the Chinese Empire and the rest of the world, and, with its cotton mills, silk filatures, and docks for building and repairing ships, it is rapidly becoming a place of considerable industrial importance. The value of its trade, which has increased seven or eight fold during the last half century, amounts approximately to sixty-five million pounds sterling a year.

Shanghai appears to have been a place of commercial importance from very early days. It is said to have been founded three hundred years before Christ by Hwang Shieh, Governor of Soochow in the kingdom of Ts'u, who was impressed with the advantageousness of the site. The first Emperor of the Yuen dynasty created it a separate district under the name of Zaunghe, meaning "up from the sea" or "upper sea," in 1292 A.D., and prior to that it had been made a Customs station. In 1360 it attained the dignity of a hien, or district city. In 1756 Mr. F. Pigou, of the East India Company's factory at Canton, reported on the place in favourable terms, but it seems to have remained disregarded by the foreigner from that time until 1832, when Mr. H. H. Lindsay, head of the firm of Lindsay & Co., and the Rev. Dr. Gützlaff visited it in the *Lord Amherst*, and returned with "a glowing account of its commercial possibilities." Mr. Lindsay stated that he counted upwards of four hundred junks passing inwards every day for seven days, and found the place possessed commodious wharves and warehouses. This account was confirmed three years later by the Rev. Dr. Medhurst.

Shanghai was taken by the British in 1842 upon the successful conclusion of the military operations against Canton and the southern ports. The fleet arrived in June, under Vice-Admiral Sir William Parker, and, in conjunction with a military force of four thousand

men led by Sir Hugh Gough, captured the Woosung Forts and the little walled city of Paoshan. It was then found that, in the hope of striking fear into the hearts of the invaders, the Chinese had painted a number of conical mud heaps white to make them resemble tents and create the impression that a very large army was encamped at the spot. A few days later Shanghai was

existing Peking Road on the north. Development after this proceeded but slowly, the initial difficulties of the settlers being accentuated by the disturbances due to the Triad and Taeping rebellions. Rapid progress, however, followed the opening of the Yangtsze and the northern ports in the sixties, and this was accelerated further by the opening of Japan to trade.



THE CITY WALLS.

occupied, very little resistance being offered by the terror-stricken inhabitants, despite the elaborate preparations which had been made for the defence.

The city was evacuated on June 23rd, and after the arrival from Nanking of Sir Henry Pottinger, the British Plenipotentiary, on the conclusion of peace, a site was selected for a foreign settlement extending from the Yang-king-pang Creek on the south to the

Shanghai's prosperity is attributable mainly to its exceptionally favoured geographical position. The Settlement lies at the mouth of the Yangtsze-Kiang, than which there are only two longer rivers in the world, in the south-east corner of the Kiangsu Plain, one of the most densely populated and fertile regions of China, about midway between Canton and Tientsin, and is the natural terminus of the ocean traffic from Japan and

the Pacific coast of America. It is thus the meeting place of four distinct streams of trade—from north, south, east, and west. The tonnage of the vessels entered and cleared at the port has doubled during the

come next in order of precedence. The chief articles of import are cotton and woollen goods, opium, metals, and sundries. The principal exports are tea, silk, and cotton, but it is impossible to give the proportions

inevitable consequences of this were foreseen by the Chinese in very early days, and from 960 A.D. to the middle of the eighteenth century measures were taken to keep the river open to the sea, by dredging and by cutting off the bends of the stream, in order to preserve as straight a course as possible, and thus accelerate the speed of the current and reduce the deposition of mud. To keep the Soochow Creek clear a flood-gate was erected in the twelfth century near what is now the end of Fokien Road. At the time of writing a bar at Woosung prevents all but shallow-draught river boats from navigating the Whangpoo except at high water; at other times large vessels are obliged to load and discharge cargoes from and into lighters. The delay and expense which this entails are heavy charges on commerce. Repeated representations on the subject have been made since 1860 to the Imperial Government at Peking, who, regarding the bar as a powerful aid in their policy of exclusion, turned a deaf ear for many years to all appeals. Under the Protocol between China and eleven powers in 1901, however, a portion of the Boxer indemnity was set aside for "straightening the Whangpoo," and improving its course, a Conservancy Board, composed of imperial and local representatives, being appointed to carry out the project. Even then a policy of procrastination was pursued, and it was not until three months after the Whangpoo Conservancy Convention was signed, in September, 1905, that an engineer was engaged, and preparations for executing the necessary work were commenced in earnest. Efforts are now being directed towards closing the Ship Channel on the north side of Gough Island—which, within the memory of persons still living, was merely a bank covered at high water—and confining the stream to the Junk Channel on the south, so as to employ the tide as a scouring agent, and modify the awkward bend at Pheasant Point. For this purpose *zinkstucks*, or huge mattresses of brushwood divided into compartments by high fences, are filled with stone and sunk into position. As soon as they become solidified with mud, others are deposited on the top of them until at last



LIGHTING THE MOUTH OF THE YANGTSZE RIVER.

past ten years, and now aggregates 17,500,000 tons annually. The bulk of the shipping since 1856 has been British. In that year, which is the earliest for which records are available, Great Britain claimed 182,215 out of a total of 320,458 tons. During the past ten years, however, Japan, America, and Germany have proved formidable competitors; indeed, in the case of Japan, the actual increase in tonnage has exceeded that of Great Britain, the amount having advanced from 575,833 to 3,102,070 tons, as compared with 4,498,278 and 6,848,400 tons in the case of Great Britain.

taken by China's various customers, owing to the fact that many cargoes are sent to Hongkong for trans-shipment, and, as there are no customs at that port, their ultimate destination cannot be traced.

For years past the port has been placed at a grave disadvantage, owing to the silting up of the Whangpoo, the tidal river by which it is approached from the sea. It is not too much to say that if this action were allowed to continue unchecked the days of Shanghai as a seaport would be numbered. For Shanghai is built upon alluvial deposit brought down by the Yangtsze, which, when swollen



VIEW OF THE WHANGPOO RIVER.

It is gratifying to find, nevertheless, that the imports from the United Kingdom are worth sixty-five million taels a year, or more than double those from America, and treble those from Japan, the two countries which

by the floods of summer, is believed to carry in mechanical suspension four feet of mud in a continuous stream. A portion of this mud is forced up the Whangpoo by the tide and deposited in the bed of the river. The

a wall is formed capable of resisting the strongest tidal action and the channel is blocked. At the same time five dredgers are engaged in deepening the Junk Channel. Already there are indications that the theory



BIRD'S EYE VIEWS OF SHANGHAI—FROM THE FOOTING WATER TOWER.

upon which the operations are based is a sound one, and if the present rate of progress is maintained the Junk Channel should, within the next three or four years, be navigable at any state of the tide for vessels drawing 20 feet of water. The cost of the improvement will not be less than a million sterling. The ideal project—that of cutting a new mouth for the river through the Pootung Peninsula, whereby Shanghai would have been brought considerably nearer the sea—had to be abandoned owing to the sacrifice of vested interests at Woosung that it involved. When Woosung was made a separate port the idea prevailed that its greater accessibility would lead to the eclipse of Shanghai. A bund was constructed and the land was laid out in squares in readiness for houses and offices, which, however, have yet to be erected. The two places have been connected by railway since 1898.

From Woosung to Shanghai, a distance of some thirteen miles, the river is alive with shipping. Liners, as has been stated, anchor off the mouth of the stream, but at high water large steamers may be seen passing up and down. A constant succession of tenders, lighters, junks, and sampans is met at all states of the tide, and it is interesting to watch the skill with which the Chinese navigate their clumsy-looking and heavily-laden craft. Not infrequently a junk will carry a cargo of poles lashed to each side of it in such a way as to make steering seem an impossibility. Long before the landing-stage at Shanghai is reached, the river banks begin to wear a busy aspect, cotton mills, silk filatures, docks, wharves, and godowns appearing in almost unbroken succession.

Except as a flourishing centre of trade, Shanghai fails upon first acquaintance to create a very favourable impression. This is due to the fact that the land upon which the Settlement stands, is absolutely flat, and, that, owing to the short-sighted policy of the old Committee of Roads and Jetties, the streets are too narrow to be beautified with trees or to exhibit advantageously the many commanding buildings which abut upon them. Nor can it be said that the red and black bricks which are so freely employed in building construction produce a very pleasing effect. The general style of architecture

of the year Shanghai enjoys a temperate climate, extreme heat being experienced only in June, July, and August. During these months the thermometer sometimes registers as much as 100 deg. Fah. in the shade, and

never gained a footing—thanks to the stringent quarantine regulations.

The advantages which Shanghai thus offers as a place of residence to foreigners have been added to very considerably by the



VIEW IN THE PUBLIC GARDENS.

being usually accompanied by considerable humidity, this high temperature proves very trying. At all times of the year, sudden changes are liable to occur—on April 24th last, for instance, the thermometer fell 36 deg. in four hours—but, notwithstanding this and the fact that it is so low-lying, Shanghai is by no means an unhealthy place in which to live. The death-rate among foreigners is about the same as that of a large English city. It has ranged during the past twenty years from 24.6 per *mille* in 1891 to 11.2 per *mille* in 1905. Serious epidemics are of rare occurrence, although there is no statutory power to compel notification of infectious disease. Tuberculosis

enterprise and public spirit of the inhabitants, who enjoy every comfort and convenience to be found in the most progressive European cities. An ample supply of good water is furnished by two private companies, and electricity has been used as an illuminant since 1882. The means of locomotion has been very considerably improved during the past twelve months by the introduction of electric tramways, which traverse all the principal thoroughfares of the two Settlements. The demand for news and other reading matter is fully met by the publication of five daily newspapers, a plethora of periodicals, as well as by the provision of a public library. Quite exceptional facilities



SHANGHAI IN WINTER—FROM THE ROOF OF THE ASTOR HOUSE HOTEL.

presents no very distinctive features. All the houses have verandahs, but the arcades which are so welcome to the pedestrian in Hongkong and Singapore are here unknown. The reason is, of course, that for three-fourths

and small-pox are the infectious diseases most prevalent. Cholera is endemic in certain districts occupied by the poorest class of Chinese, but foreigners enjoy comparative immunity from the disease. Plague has

have been provided for indulgence in all forms of out-door recreation, and numerous clubs have been established for the promotion of social intercourse. An excellent band, maintained by the Municipality, gives public

performances of high-class music throughout the year, and a series of dances, concerts, and other entertainments dispels the dullness of the winter months. In short, the monotony which is characteristic of life in the

foreign assessor appointed by the principal Consulates.

The heart of the Settlement lies in the old British Concession, which was soon extended northwards from the Peking Road to the

name of this delightful promenade—stands a large statue of Sir Harry Parkes, G.C.M.G., K.C.B., British Envoy Extraordinary and Minister Plenipotentiary to China from 1882 to 1885. This was erected in 1890 by the foreign merchants in China in recognition of his great services. Further along is a monument in the form of a broken mast to commemorate the heroic death of the crew of the German gunboat *Illis* which was wrecked during a typhoon off the coast of Shantung in 1896.

At the northern end of the Bund are the Public Gardens, occupying an admirable situation at the junction of the Whangpoo, which is about a quarter of a mile wide at this part, and the Soochow Creek, originally the more important stream of the two. The site, which was reclaimed from the foreshore, belonged to the British Consulate until 1864, when the Foreign Office agreed to its conversion into a public garden on the understanding that if it ever ceased to be used for that purpose it would revert to the British Government. Towards the cost of levelling the property and laying it out in lawns, shrubberies, and flower-beds, the trustees of the Recreation Fund contributed Tls. 10,000. The little enclosure is kept bright throughout the year with a constant succession of flowering plants, many of which have been imported from Europe and elsewhere. Snow-drops, hyacinths, tulips, and roses are to be seen in season, but the most beautiful sight of all is afforded by the magnolias in bloom. Facing the band-stand there is a large fountain of rockwork, erected to commemorate the jubilee of Shanghai, which was celebrated on November 17 and 18, 1893. In close proximity to this stands a graceful granite monument to Augustus Raymond Margery, who was sent by Her Britannic Majesty's Government to open up a trade route between China and Burma, and was murdered in



THE FRENCH MUNICIPAL COUNCIL OFFICES.

East is absent from Shanghai, which is often styled the "Paris of the Orient," in recognition of its gaiety.

Shanghai is divided into three parts—the International Settlement, the French Concession, and the Native City—which are adjacent to one another. The first two constitute the Foreign Settlement and embrace an area of nine square miles. As the French Concession consists only of about 1,625 mow, it will readily be seen that the International Settlement is by far the more important of the two. Within it a unique system of administration obtains, and the remarkable success by which it has been attended has won for Shanghai the name of the "Model Settlement." Under the Land Regulations, which have been approved by the imperial authorities at Peking and the Ministers of the various Powers having treaties with China, the foreign owners of land and occupiers of houses possess the fullest powers of self-government. For the conduct of public affairs a Municipal Council is elected each year by popular vote, but it has no power to levy rates, make bye-laws, or embark upon new projects without first obtaining the sanction of the ratepayers assembled in public meeting. For the settlement of disputes between the Council and individual members of the community a Court of Consuls was constituted in 1870. There is a Municipal Council, also, in the French Concession, but its decisions are inoperative until they receive the assent of the French Consul, who is, *ex officio*, president. The spirit of progress has recently communicated itself to the Native City, and as a consequence the first Chinese Municipal Council in the Empire was established here two or three years ago. In the Settlement every foreigner is amenable to the laws of his own country. Cases against Chinese are heard before a Mixed Court, presided over by a Chinese magistrate, with whom sits a

Soochow Creek. A magnificent boulevard runs along the riverside, where in the early days a sedge swamp was bordered by a towing path, and this is the redeeming feature of a town otherwise devoid of beauty. The river bank is carpeted with a wide and well-kept



THE FRENCH CONSULATE.

stretch of level grass bordered on either side by an asphalt path, while the roadway beyond is lined with trees whose foliage refreshes the eye and affords grateful shade in the summer. In the middle of the Bund—for that is the

Yunnan on the return journey on February 21, 1875. A second fountain depicts two little children in terra cotta seeking shelter from the rain under an umbrella, and a short distance away a small granite obelisk records

the names of the officers who fell while fighting with Gordon's "ever victorious army" against the Taeping rebels in the

crowds repair to them to enjoy the cool breezes and listen to the excellent music discoursed by the town band. At such times

Indians and Japanese of the lower orders, but the Chinese, no matter what may be their station in life, are rigorously excluded,



THE MARGERY MONUMENT.



THE "ILTIS" MEMORIAL.

sixties. The gardens are a very favourite resort, more especially in the early evening and after dinner during the summer, when

foreigners of all sorts and conditions are to be seen, from the heads of leading European commercial houses and their families to

notwithstanding the fact that their emperor is lord of the soil. As some sort of solatium for this treatment another garden a little further along the Soochow Creek has been set apart for their use.

The offices of most of the banks and some of the oldest mercantile houses are situated on the Bund. They follow a variety of architectural styles, but all alike present a substantial appearance. The earlier buildings never consist of more than three storeys and usually have fore-courts, while the more recent structures attain a greater height and abut upon the path—differences which are significant of the vast increase which has taken place in the value of land. Among the most noticeable business premises are those of the Hongkong and Shanghai Bank, the Eastern Extension and Great Northern Telegraph Companies, the new Russo-Chinese Bank, the Deutsch-Asiatische Bank, the Palace Hotel, and the Yokohama Specie Bank. The hong of Messrs. Jardine, Matheson & Co. is interesting by reason of the fact that it is one of the very few that survive from the infant days of the Settlement. The premises, which date from 1851, have a long return frontage to Peking Road, and are now being reconstructed and enlarged.

Probably the most striking building on the Bund is the Club Concordia, a very ornate edifice in the German Renaissance style, the foundation stone of which was laid by Prince Adalbert of Prussia, on October 22, 1904. Another very conspicuous feature of the water



THE ANGLICAN CATHEDRAL. [For description see page 378.]



1, 3. ON THE BUND—INTERNATIONAL SETTLEMENT.

SHANGHAI STREETS.

2. THE FRENCH BUND.

4, 5. UP AND DOWN THE MALOO (NANKING ROAD).
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THE BRITISH CONSULATE.

which is six acres in extent, was acquired by Sir Rutherford Alcock, in 1848, and was formerly occupied by a half-demolished Chinese fort surrounded by ditches and quagmires. The first Consulate, built in 1852, was destroyed by fire on December 23, 1870. In the grounds a stone slab, laid in position by Mr. W. Medhurst, a former consul, in April, 1873, defines the geographical position as latitude 31 degrees 14' 42" N. and longitude 121 degrees 20' 12" E. A few yards along the Soochow Road, which starts at this point, is the Union Church, built in the Early English style, with a tower surmounted by an octagonal spire rising to a height of 108 feet. Opposite is the Rowing Club's boat-house, and a little way beyond this are the gardens for the use of Chinese residents.

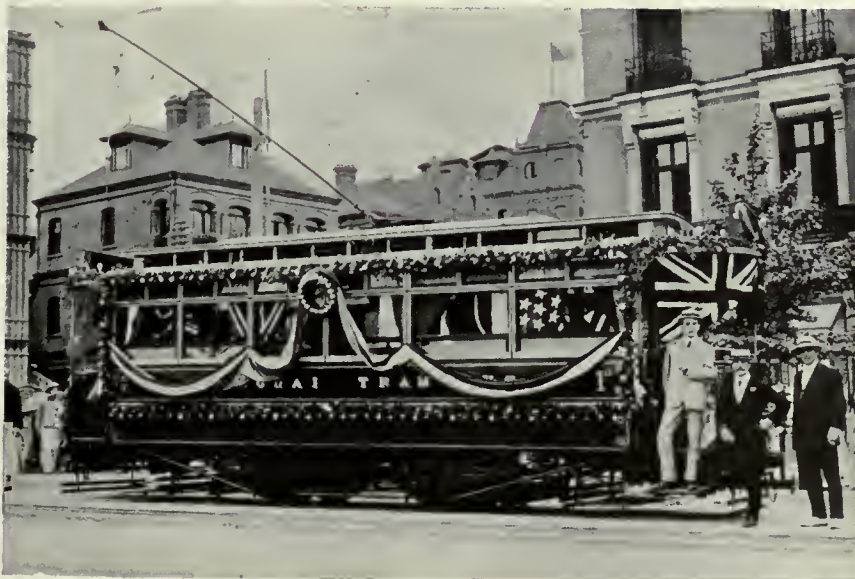
Across the Soochow Creek lies Hongkew. This was originally the American quarter, but

front is the Chinese Customs House. Designed in the Tudor style of architecture it is built of red brick with facings of green Ningpo stone, the high-pitched roofs being covered with red French tiles. From the centre a square clock tower containing a four-faced clock with Westminster chimes rises to a height of 110 feet and divides the building into two wings. Close to the Yang-king-pang stands the Shanghai Club House. The premises, which were erected in 1864, at a cost of £42,000, are now in course of demolition. Their place is to be taken by a new building of six storeys in the English Renaissance style, surrounded by turrets and constructed of imitation Portland stone with columns of Tsingtao granite. In the meantime the members, who number 1,300, find temporary accommodation in Jinkee Road, and are granted the use of the German Club on special terms. The Masonic fraternity have a splendid hall, approached by a double flight of steps, in a free treatment of the Renaissance style, but so great is the demand upon it that it is about to make way for still more commodious premises. Near by are the British Consulate-General and Supreme Court standing in the midst of verdant lawns on the south bank of the Soochow Creek. The site,



GARDEN BRIDGE.

was amalgamated with the so-called British Settlement in 1863. Until 1867 the only means of crossing from one Settlement to the other was by ferry-boat; now communication is maintained by means of seven bridges. The first of these was built by a private company, who levied a toll upon all who used it, and refused every offer that was made to them to part with their monopoly until the Municipal Council adopted the expedient of constructing another wooden bridge alongside in 1873. When tramways were introduced in March, 1908, this bridge, known as the Garden Bridge, was replaced by a steel structure, 60 feet in width with a carriage-way of 36 feet 9 inches. The new bridge, which is not conspicuous for its beauty, owing to the heavy superstructure, has two equal spans of 171 feet. Facing it on the Hongkew side is Astor House, the leading hotel of Shanghai. The building occupies a prominent site at the corner of Broadway and Whangpoo Road, but has an unpretentious appearance, and is about to be reconstructed. Next to it is the new German Church, a handsome edifice surmounted by a graceful spire, and containing over the altar an oil painting presented by the Kaiser. Immediately opposite, and overlooking the river, is the German Consulate, and in the



A TRAMCAR "EN FETE."

immediate vicinity are the Consulates of America, Austria-Hungary, and Japan.

From the Garden Bridge the tramway line runs by way of Seward Road and Yangtsepoo Road to within a short distance of the Point,

early section is a legacy left by the Committee of Roads and Jetties, who rejected as extravagant the suggestion which Captain Balfour made in his capacity as Consul that roads should not be less than 25 feet in

rarely exceed two storeys in height, and in their construction a building line has been carefully observed. Shortly before the Defence Creek is reached a block standing on the left-hand side of the road between the Kwangse and Yunnan Roads arrests attention by its prominence. This is the Town Hall which, with the market attached to it, covers an area of some 43,000 square feet. It was built in 1896, and is of red brick with Ningpo stone dressings. Heavy gables are a feature of the front elevation. Approached by a handsome double stone staircase is a lofty and well-lighted hall measuring 154 feet by 80 feet, which was intended to serve primarily as a drill hall for the volunteers, but is now so often in demand for public gatherings that the volunteers have asked to be provided with other accommodation. Across the road is the Louza Police Station, an imposing building with pointed arches surmounted by a central tower.

Foochow Road, which also runs east and west, is the principal Chinese thoroughfare. In it are to be seen the large and fashionable opium shops, tea-houses, and restaurants, while adjacent to it are the Chinese theatres, in which historical plays are presented that sometimes extend over several weeks. Although costly and elaborate costumes are worn by the actors, scenery and various other adventitious aids to realism, to which the Western mind has become accustomed, are here unknown; consequently, much has to be taken for granted. A chair, for instance, has sometimes to be accepted for a wall, and an actor who goes through the movements of riding must be assumed to be mounted on a high-spirited horse. It is, perhaps, because of the strain which this involves upon the imagination that hot damp cloths for mopping the brow are handed round among the occupants of the more expensive seats. The Chinese General Hospital, which was founded by Dr. Lockhart



THE TOWN HALL.

where one of the most picturesque riverside views in Shanghai can be obtained. For the first part of the journey Chinese and Japanese stores line the route, but further along, as the open country is approached, the great cotton mills and silk filatures begin to appear. On the way the reservoirs of the Water Company are passed. Their situation below the city has been determined by the fact that the best water is not that which flows down the Whangpoo, but that which is forced up from the Yangtze-Kiang by the incoming tide. The Yangtsepoo Road, which has a total length of about five miles, is eventually to be continued to Woosung. The return to Shanghai is made in the tramcar, *via* the Broadway. From this thoroughfare, which runs parallel to Seward Road, access may be had to the many busy wharves which line the river bank.

From the Bund eight roads strike inland to the Defence Creek, which, as it connected the Soochow Creek and the Yang-king-pang and with them enclosed an island, was soon selected as the western boundary of the old British Settlement. Of these eight roads by far the most important is Nanking Road, or the Maloo, as it is often called by old residents. Starting from a point opposite the memorial to Sir Harry Parkes, it is exactly a mile long, and forms the main artery of traffic in Shanghai. At all hours of the day it is thronged, and at five o'clock in the evening a continuous stream of carriages pours along it on the way to the rural districts that lie beyond. For nearly three-fourths of its length Nanking Road follows a straight line, and is a fine wide thoroughfare. The bends which occur in it during the first two or three hundred yards are due to the fact that it originally followed the winding course of a creek which ran from the Yang-king-pang to the Whangpoo along what is now Kiangse Road. The narrowness which still characterises this

width. Just recently this narrowness has been more acutely felt owing to the introduction of a double line of tramways, which at some points leaves a space between the track and the pavement insufficient even for a rickshaw to pass. It is in this congested locality that the principal foreign stores are found. Thence onward the road is lined



HONGKEW MARKET.

on both sides with Chinese shops, easily distinguished by their open unglazed fronts and their hanging signs resplendent with gill. In not a few instances they exemplify the Chinese style of architecture. They

in 1846, and transferred to the community in 1872, also lies along Foochow Road. This hospital was the first medical mission in China, just as the London Mission, which shares the same compound, was the first



CITY FATHERS AND POLICE TWENTY-FIVE YEARS AGO.

Protestant mission in Shanghai, the celebrated Dr. Medhurst having settled here with Dr. Lockhart in 1843.

The Nanking Road is intersected at right angles by a number of roads which run north and south to the boundaries of the original Settlement, and are continued thence by means of seven bridges over the Soochow Creek and eight over the Yang-king-pang into the Hongkew district on the one side of the French Concession or the other. The first of these is the Szechuen Road, which, if followed in a northerly direction for about two miles, leads to the outskirts of the Settlement, where are to be found in close proximity to one another the rifle range and the new recreation ground consisting of some 258 mow of land. Along the road or adjacent to it there are several important public institutions. At the corner of Peking Road is the recently erected Chinese Imperial Post Office, followed by the British Post Office. A few yards from the bridge over the Soochow Creek is the road leading to the Lyceum Theatre at the back of the British Consulate. At the point of intersection with North Soochow Road stands the General Hospital, a building of utility rather than ornament, dating from 1864. A little way down Boone Road is the Shanghai Public School, which owes its foundation to the Masonic fraternity by whom it has been



NATIVE (CHINESE) POLICE, INTERNATIONAL SETTLEMENT.

in passing that a Municipal Isolation Hospital for Chinese, with accommodation for 150 patients, and a separate block for out-patients, has been provided in this locality at a cost of Tls. 21,000, while the St. Luke's Hospital, containing 100 beds for men and 50 for women, has done splendid work among the Chinese since 1869, in which year it was founded by the American Protestant Episcopal Church Mission. In Range Road, the site until 1897 of the Volunteers' Rifle Butts, is the Victoria Nursing Home, which was erected by the inhabitants at a cost of more than Tls. 32,000 to commemorate the Diamond Jubilee of the late Queen Victoria.

Running parallel to the Szechuen Road from one end of the Settlement to the other is Honan Road. Abutting upon this thoroughfare, some three hundred yards to the south of Nanking Road, is the Central Police Station, a dignified building of red brick in the Early Renaissance style erected during 1891-94 from competitive designs at a cost of Tls. 76,000. Adjoining are the headquarters of the Volunteer Fire Brigade. This building, also in the Renaissance style, is of four storeys, and



FRENCH SETTLEMENT NATIVE POLICE (ANAMITES).

was completed in March, 1903. The ground floor is equipped as a thoroughly up-to-date fire station, and the upper floors serve as quarters for members of the brigade. Next to this block are the new Health Offices, containing on the first floor a municipal laboratory replete with the most modern appliances for bacteriological research. At the rear of this group of buildings and fronting the Kiangse Road are the Municipal Offices. The premises were originally used for business purposes, and date from the infancy of the Settlement. Next to them and standing in the midst of a spacious compound enclosed by the Kiangse, Hankow, Honan, and Kiukiang Roads is Holy Trinity Church, the Cathedral Church of the Anglican bishop of Mid-China. It is the second church of this name to occupy the site—the first, which was opened for divine worship on April 10, 1847, having been razed to the ground in 1862 on account of its dilapidated condition. The present building was erected between the years 1866-69 from designs drawn in the first instance by Sir Gilbert Scott, R.A., and modified locally to meet the climatic conditions. It is of red brick with stone dressings, and follows the early thirteenth century Gothic style, with nave, aisles, transepts, chancel, and two chapels for organ and vestry. It is 152 feet long, 58 feet 6 inches wide, and 54 feet high. Owing to the fact that Shanghai is east of Jerusalem the altar is at the west end. An open arcade is carried round the aisles for granite shafts. The foundation stone of the graceful spire was laid in 1901. Within the cathedral



THE GRAND-STAND AT THE RACECOURSE.

compound are the Deanery and a new Parish Room, in harmony with the style of the church. Crossing over the Nanking Road and continuing along the Honan Road as far as the Soochow Creek, the starting-place is reached of the Chinese passenger trains to

Soochow. These trains consist of a string of boats packed close with humanity from stem to stern, towed behind a launch. Across the bridge is seen the Temple of Heaven. Appropriately enough, the place of honour in the main building is accorded to the



Queen of Heaven, the guardian of sailors. The side altar on the left is to Kwanyin, the goddess of mercy, and the shrine on the right to the "Three Pure Ones." Two two-storied buildings like kiosks contain images of Ching Tsiang Ching and Liu Tsiang Ching, who are reputed to hear and see respectively anything said or done within a thousand li of Shanghai. Some distance

further along, where North Honan Road is crossed by Boone Road, is the Shanghai Bankers' Guild House, which, despite its unostentatious exterior, is the most sumptuous Chinese building in the Settlement. One hall is dedicated very appropriately to Say Zung, the god of wealth. Around the walls are twelve pewter representations of gods that were made at Ningpo, and there are

also two life-size pewter storks—emblems of immortality. Kwan Tai, the god of war, is similarly honoured with a temple. Above him is a picturesquely carved canopy of red lacquer and gold, while in front stand a blackwood lamp with red tassels, and candlesticks of Ningpo pewter, 7 feet in height. On either side are rows of halberds with red shafts and pewter heads, and in front of these are two groups of four figures, each representing "the legendary beings of the Taoist sect, who attained immortality." Altogether there are four main buildings and three courts, within which are to be seen many interesting specimens of carving, stone lozenge work, and other forms of Chinese art. Off the extreme end of the North Honan Road lies the railway station, whence the train may be taken either to Woosung or to Nanking, a former capital of this part of China, and the burial place of one of the Emperors of the Ming dynasty.

From the end of Nanking Road, on the east side of the Defence Creek, Bubbling Well Road stretches to the eastern boundary of the Settlement, some two miles distant, and forms the approach to the most desirable residential quarter of Shanghai. Constructed as a private driving road in 1862 by the trustees of the Shanghai Riding Course, it was handed over to the Municipal Council four years later, as the subscriptions for keeping it in repair fell below the required amount. Shaded with trees for almost its entire length, and bordered by the lawns and gardens of the many charming houses that lie along its course, this road is a favourite drive, and in the early evening is thronged with carriages making their way to the outskirts of the Settlement. Several places of interest are passed *en route*. Just across the Defence Creek bridge is the Recreation Ground, enclosed by the racecourse, which has a circumference of a mile and a quarter. Embracing an area of 430 mow, this magnificent open space is probably the largest in the Far East. For its possession the inhabitants of Shanghai are indebted to the public spirit of four or five gentlemen of a former generation who, foreseeing the growth of the Settlement, purchased some property which was on the market for a recreation ground, and then invited subscriptions towards the cost. In a few years this land was sold at an enormous profit, and with the proceeds the present site was acquired, the original subscriptions were returned, and a fund was established from which at one time or another nearly every local organisation which exists for the amusement of the public has received support. Like the widow's cruse the fund never fails, for it is constantly replenished by the rentals paid by the cricket, football, tennis, polo, golf, baseball, and swimming clubs for the use of the ground, and by the interest which accrues from loans advanced to tide various organisations over their difficulties. Next to this reserve are the premises of the Race Club, easily distinguishable by the clock tower which rises from their midst. A little further along is the Country Club, the great social rendezvous. The building has the appearance of a substantial private residence, and contains several commodious and well-appointed apartments. The front faces extensive grounds laid out with lawns, flower beds, and ornamental water. Close at hand are Chang Su Ho's pleasure gardens and Arcadia Hall, a popular resort at which various kinds of amusement are provided, while almost directly opposite is the Chinese Taoutai's Yamen, a plastered building of no great architectural merit. Some distance further



BUBBLING WELL ROAD, SHANGHAI.

CECILE COURT.
THE PAVILION.
A SECTION OF THE GARDENS.

along on the same side of the road are the Yu Yuen Gardens, which furnish an excellent example of Chinese landscape gardening. Near by is the temple of Zung Au Aye, containing representations of Buddha seated

geomancers engaged to find lucky spots by the relatives of the deceased.

Sandwiched between the International Settlement and the Chinese city is the French Concession, a narrow strip of land which

signalling station, from which the weather forecasts for the China coasts are signalled. A few yards away is the pontoon to and from which the tenders for the French and German mail steamers sail. Further along are the wharves, offices, and godowns of the well-known firm of Butterfield & Swire, and the extensive wharves and godowns of the China Merchants Steam Navigation Company. These are centres of great activity. At any hour of the day a constant stream of coolies, bearing heavy burdens of merchandise suspended from poles across their shoulders, may be met passing between the godowns and vessels at the wharves. The Rue de l'Est, which leads to the east gate of the native city, constitutes the southern boundary of the Concession.

Running down the centre of the French Settlement is a long thoroughfare known as the Rue du Consulat. At the corner of this, and overlooking the Whangpoo, stands the French Consulate-General, a handsome building of the Modern Colonial type with wide covered verandahs, that was opened on January 14, 1896. About half a mile further along are the French Town Hall and Municipal Offices, an imposing group, standing well back from the road. The main building, surmounted by a dome and approached by a double flight of steps, dates from 1864, but the side pavilions were added in 1887. In the centre of the spacious fore-court a large bronze statue, on a granite pedestal, by Thiebaut, perpetuates the memory of Admiral Protet, who fell while directing an attack upon the Taeping rebels, near Soochow, on May 17, 1862. The greater portion of the Rue du Consulat is occupied by native shops, and the districts on either side of it are almost exclusively Chinese. Several European buildings of interest, however, are to be seen in the Rue Montauban, which is the first street to cross it at right angles. These include the Hotel des Colonies, French Post Office, Convent School, Municipal



ENTRANCE TO THE NATIVE CITY.

in the midst of his companions; the Metreya Buddha, with the four heavenly kings ranged on either side; and the "three rulers of Heaven, Earth, and Water." Opposite the temple is the spring of muddy water charged with carbonic acid gas from which Bubbling Well Road takes its name. At this point the western limit of the Settlement is reached. The road which runs past the end of Bubbling Well Road leads through open country to Sicawei if followed to the left, and to Jessfield, on the banks of the Soochow Creek, if followed to the right. In the neighbourhood of Jessfield stands St. John's College, surrounded by trimly-kept lawns and well-grown trees. Founded in 1878, it is the centre of the mission work of the Protestant Episcopal Church of America, which commenced its labours in Shanghai under Bishop Boone in 1837. Out in these rural districts the wheelbarrow is the only means of transport known to the natives, a dozen of whom may sometimes be seen seated complacently upon one of these vehicles while for a few cash the poor perspiring coolie in the shafts staggers along patiently over miles of rough roads, with difficulty preserving an equilibrium.

In the Sinza district, lying a little to the west of the Defence Creek along the Soochow Creek there are several Chinese mortuaries. The most remarkable of these belong to the Cantonese community, and consists of some acres of ground thickly strewn with brick graves. Broken coffins, from which the bones have been removed for internment in Canton, lie scattered about, while a pile of coffins form the central pier of a bridge which spans a broad ditch. Standing along the north side of the enclosure and approached by a brick drive is an imposing group of buildings comprising a Buddhistic Temple, and apartments for the reception of coffins and earthenware jars containing the remains of those whose final resting-places have yet to be selected in their native towns or villages by the

widens at each end. It has a frontage of nearly a mile to the Whangpoo, and stretches inland for a distance of about a mile and three-quarters, but beyond the western limit the Municipal Council have constructed several fine broad roads, along which many commodious dwellings have been erected. The riverside is lined with an avenue of trees,



CHINESE HAWKERS.

but is devoid of any other embellishment. for, unlike the Bund in the International Settlement, it is almost wholly given up to shipping business. At the foot of the bridge over the Yang-king-pang is, the semaphore

School, and Roman Catholic Church of St. Joseph. The interior of the church is adorned with many pictures, including a large painting of St. Joseph and the Holy Child over the high altar. In the chapel by



THE TEMPLE OF HEAVEN.
IN THE NATIVE CITY.
THE LUNGWHA PAGODA AND JOSS HOUSE.

IN AND ABOUT SHANGHAI.
LI HUNG CHANG MEMORIAL.

A THREE-ARCH BRIDGE.
THE FAMOUS "WILLOW PATTERN" TEA-HOUSE.
THE LUNGWHA PAGODA AND JOSS HOUSE.
ENTRANCE TO PAO SHAN COLLEGE.

the south door is a carved representation of Mary with the body of Jesus.

In the recent extension of the Concession beyond the Defence Creek is situated the old cemetery, amid whose reposeful beauty the former inhabitants of Shanghai lie sleeping their last sleep together without distinction of nationality. Opposite to the cemetery gate a Chinese temple rears its orange-tinted walls, within which reposes a gigantic effigy of Buddha in gilded wood. The face alone is said to measure 36 feet from the chin to the top of the head. The priests who serve in the temple come from the sacred island of Pootu, in the Chusan Archipelago.

From the Defence Creek, a splendid wide road, some three miles in length, has been constructed and planted with shady trees. This is the Avenue Paul Brunat, from which radiate most of the other roads built by the French Council in the district lying beyond the confines of their concession. At its western end the road strikes the Siccawei Road, which leads to Bubbling Well on the right, and to Jessfield on the left. The imposing red brick buildings surrounded by spacious grounds which are seen near the point of intersection are those of the Nanyang College, an institution for the higher education of Chinese youths.

At Siccawei, a little native village founded by the Su family, is situated the headquarters of the Jesuit mission in Shanghai. During the Ming dynasty (about 1580) practically the whole neighbourhood was converted to Christianity, but during the persecution of 1722 the Jesuit Fathers were obliged to withdraw. They returned, however, about the middle of the last century, and are now actively pursuing their beneficent work with great success. In addition to two orphanages, in which boys and girls not only receive a thoroughly sound education but are taught some useful occupation suited to their respective tastes, such as wood-carving, painting, embroidery, weaving, or dressmaking. The mission also conducts one of the most famous observatories in the world, and daily issues forecasts of the weather on the China coast for the guidance of those "who go down to the sea in ships." There is also a Natural History Museum, containing a remarkable collection of the fauna and flora of China, and a printing press from which issue many educational works—some of the best of them from the pens of the learned fathers. From Siccawei, the French Concession may be regained by way of the Rue Française de Zikawei. At the fork formed at the end of this road by the convergence of the Quai de la Brèche and the Rue Palikao, stands the Ningpo Joss House, through the grounds of which the French Council proposed to drive a road in 1898 and thereby provoked a riot.

The native city, which adjoins the French Concession, is enclosed by a wall measuring some three and a half miles in circumference, 30 feet in height and 10 feet in thickness. Erected by means of voluntary contributions during the latter part of the sixteenth century as a protection against the incursions of Japanese freebooters, this wall is surrounded on all sides except that next the river by a ditch, which is choked with all manner of debris. At the present moment a project is under consideration for demolishing the wall and laying out the site as a drive. There are seven gateways, and of these the north gate, opposite the end of the Rue Montauban, is the most freely used. Inside the city the streets are extremely narrow and crowded, but the provision of electric light and a good water supply show that the spirit of progress

is abroad. The houses never exceed two storeys in height, and the shop-fronts lie open to the street. In the City Temple are to be found the usual assortment of josses,

according to the Chinese conception of it. At the entrance stand large cages containing prisoners. Sometimes an unfortunate wretch may be seen undergoing a sentence of death



BEAUTY SPOTS ABOUT SHANGHAI.

among which the place of honour is taken by the city god, a large idol seated upon a gilt throne. Not far away is the City Magistrate's Yamen, where justice is dispensed

by slow strangulation. His head is passed through a hole in the top of his cage and the supports upon which he stands are removed gradually, the operation extending over

several days. In the meantime the friends of the victim are permitted to administer opiates to reduce his sufferings. The execution ground for those who receive the more merciful sentence of decapitation is near the

pewter ware are here to be seen. The Cantonese Guild House, also, affords an excellent example of Chinese architecture.

From the end of the French Settlement the Bund has been continued by the Chinese

This latter is an oblong enclosure about one hundred and fifty yards long and sixty yards wide. Four main buildings, separated by courts, stand one behind the other in the middle of this enclosure. The first is dedicated to Midoo, the coming Buddha; the second to Ta Tien Waung Dien, "the God of Heaven"; the third to Buddha; and the fourth to Dien Zaum Zaung Waung, "the God of the Earth." The largest is, of course, the temple to Buddha. A finely executed image of the god occupies a central position, and on either side are figures of the two patriarchs—Kashiapa and Ananda—seated on the sacred lotus and borne by an elephant which rests on a massive pedestal of red and black soapstone. Around the wall are thirty-six images, which, says the Rev. C. E. Darwent in his excellent handbook on Shanghai, "are most likely the eighteen Lohan, each one duplicated." On either side of this main range of buildings are smaller shrines, and the dwellings of the priests. The two three-storeyed buildings to the left and right of the entrance court are the drum and bell towers, by means of which the attention of the drowsy gods is called to the fact that they are about to be worshipped.

In conclusion, it is interesting to recall that from the neighbourhood of the Loonghwa Pagoda the Whangpoo originally flowed eastwards through the district of Pootung, and entered the sea at various points east of Woosung. It was not until sometime between the fifteenth and seventeenth centuries that it was connected by means of a canal with the Woosung River, which, known to-day as the Soochow Creek, is declared by an old historian to have been not less than five miles wide in the ninth century and to have covered the country for miles north of the rifle-butt with its waters. Truly, time in its flight brings many changes!



A BUSY SCENE ON THE CHINESE BUND.

south gate, which was formerly the chief means of ingress and egress. The Taoutai's Yamen, the finest residence in the city, lies near the east gate, and is surrounded by extensive and artistically laid-out grounds. Perhaps the object of greatest interest to the visitor is the willow pattern tea-house, which is said to be the original of the willow pattern ware so popular in England. It is a two-storeyed wooden building of octagon shape standing in the centre of a small weed-covered lake and approached by a zig-zag bridge, which is supposed to offer an insuperable barrier to the passage of evil spirits. A delightful contrast to its congested surroundings is afforded by the Mandarin tea-house and garden. Enclosing a small pond, masses of rockwork rise one above another as though hurled into position by the hand of nature, and from their midst springs a wealth of palms, willows, ferns, grasses, and other vegetation. Cunningly constructed little paths lead with many windings to a pavilion perched on the top of the rocks, whence a bird's-eye view is obtained of the city and the settlements.

Leaving the city by the east gate, the riverine suburb of Nantao is entered. In this district is situated Tung-Ka-Doo Cathedral, the largest and most important Roman Catholic place of worship in Shanghai. It is in the Roman basilica style of architecture, with nave and side aisles, but no transepts, and was erected by Bishop de Besco in 1849-53 on a site given by the Taoutai as compensation for some property in the city which belonged to the Catholics before they were expelled from China. It contains some good paintings copied from old Masters, including one of St. Francis Xavier, the patron saint. Among the noteworthy Chinese buildings are several guild houses, by far the most striking of which is the Mosang Way Quay, belonging to the timber merchants. Some cleverly executed carving, mural reliefs, and

authorities for some three miles and a half to the Kiangnan Arsenal and Dockyard. This improvement was undertaken in 1904, after a fire had cleared away a noisome collection of huts and hovels that lined the river bank. Moored alongside the Bund is a dense crowd of junks and sampans, the only homes known to thousands of Chinese.



THE OBSERVATORY, SICCawei.

From the Kiangnan Arsenal, which covers several acres of ground, a road leads past peach orchards, beautiful with white blossom in April, to Loonghwa, famous for its six-storeyed pagoda and Buddhistic Temple.

THE RECREATION GROUND.

VERY early in the history of the Settlement provision was made for the recreation of foreign residents. In 1854 certain gentlemen,

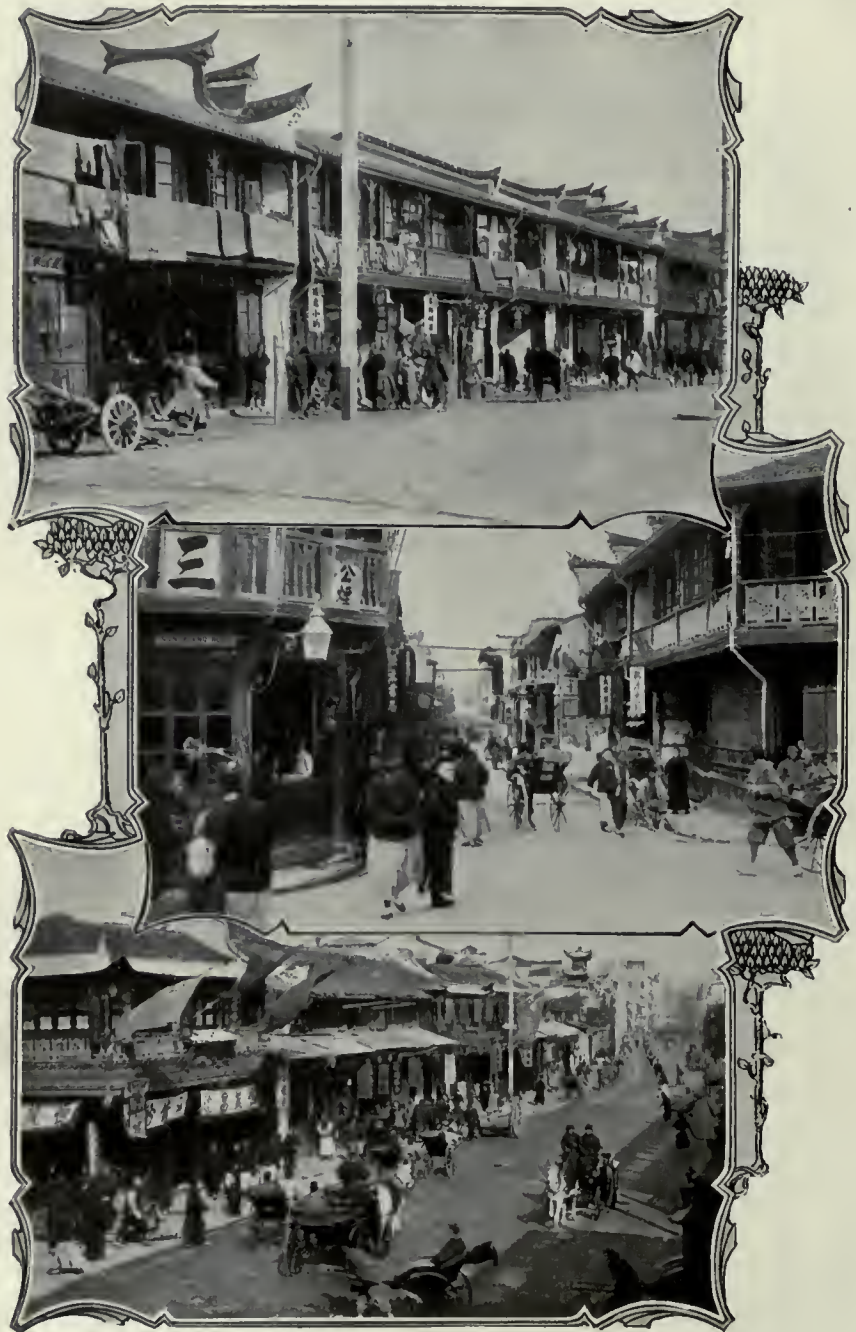
finding that the land in the English Settlement was rapidly increasing in value, and that the plot of ground at the north-west corner of Park Lane (now the Nanking Road) and Barrier Road (now Honan Road), known as the Old Park, and used as a racecourse and for other purposes of recreation, was likely to be crowded out, purchased a plot of land at the back of the Settlement, near the Defence Creek, and laid it out as a riding course. This course, the second constructed since the opening of the port, was called the Shanghai Riding Course, and was used as a riding and racecourse. Hupeh Road, Chekiang Road, and Thibet Road formed part of it.

In 1862, owing to the influx of Chinese seeking refuge from the Taeping rebels, land in the English Settlement increased so much in value that the trustees of the Shanghai Riding Course decided to construct a road, 40 feet wide, through the centre of the course, and sell the 20 feet remaining on each side of the road so formed as frontage to the owners of land in the interior of and surrounding the course. By this means the handsome sum of Tls. 100,036 was realised. From this money Tls. 10,000 were voted for the purpose of filling in and reclaiming the Consulate foreshore, so that it might be used as a public garden or recreation ground. This scheme was carried into execution by the Municipal Council, and the management of the garden was in 1868 handed over to a committee of local gentlemen. A new driving course was formed in 1862, and toll-gates were erected at various points, and persons making use of the course had to pay tolls in accordance with the tariffs fixed by the committee of management. In October of the following year the trustees handed over the lines of road formed by them to the Municipal Council. In 1866, as it was found impossible to defray the cost of keeping the new driving course, now known as the Bubbling Well Road, in proper repair, the road was handed over to the Municipal Council.

The real parent, however, of the many organisations which exist at the present day for the recreation and amusement of the foreign residents of Shanghai was the Recreation Fund, which owed its origin to the public-spirited action of Messrs. R. C. Antrobus, James Whittall, Alfred Heard, and Henry Dent. These four gentlemen issued a circular on November 15, 1860, announcing that they had purchased 34 mow, 5 li of ground in the centre of the Racecourse (where the Town Hall now stands) opposite Mr. Gubbay's stable, for the sum of \$2,245.75. They explained that they had acquired this property in view of the rapidly growing state of the Settlement, which made it expedient to procure without further loss of time some suitable plot of land which should always be preserved, "more especially for a cricket ground, but also for other games and purposes of general recreation." The cost of rendering the ground fit for use was estimated at from \$2,000 to \$3,000, thus bringing the total outlay up to \$5,000, and, in order to meet this, subscriptions for shares of \$50 each were invited. In pursuance of the terms of this circular a meeting of subscribers of the "Recreation Fund" was held at Messrs. Lindsay & Co.'s hong, on April 1, 1861, at which it was decided to purchase the property from Messrs. Antrobus, Whittall, Heard, and Dent, for purposes of general recreation and amusement, the proviso being inserted that the site should "never be diverted from such purpose except by the unanimous consent of the shareholders."

Subscriptions amounting to \$6,900 (Tls. 5,365.50) were collected, and the ground was taken over and laid out at a cost, including the purchase money, of Tls. 4,421.34, leaving in the hands of the hon. treasurer, Mr. J. P. Tail, an unexpended balance of Tls. 944.16, on June 6, 1862.

The original shareholders unanimously endorsed this policy, and a sum of Tls. 49,425 was obtained for the property. It was this sum which constituted the original Recreation Fund. Acting on behalf of the committee of the Recreation Fund Mr. Henry Dent, in 1863, purchased through



SHANGHAI STREETS.

CHEKIANG ROAD.
SUNGKIANG ROAD.
UPPER NANKING ROAD.

In March of the following year the value of land in Shanghai had appreciated so considerably that it was deemed advisable to sell the Recreation Ground and to purchase with the proceeds a larger and more suitable site situated in the interior of the new race-

course. The original shareholders unanimously endorsed this policy, and a sum of Tls. 12,500. Mr. Dent also advanced as a loan to the committee of the Shanghai Club the sum of Tls. 33,900, to the Shanghai Rowing Club Tls. 1,400, and

to the Shanghai Baseball Club. Tls. 2,000. He further authorised the expenditure of Tls. 6,764.56 for raising, levelling, and fencing the cricket ground. The loan to the Shanghai Club, made for the purpose of completing the building of the club-house, subsequently caused the members of the Club, the trustees of the Recreation Fund, and the shareholders of the Racecourse considerable anxiety. It

Recreation Fund was indebted to the shareholders of the Racecourse to the extent of Tls. 3,428, plus interest at the rate of 8 per cent. per annum from October 23, 1862, and had promised payment "whenever the Recreation Fund should be placed in funds by the receipt of monies advanced by them to the Shanghai Club." After several schemes had been proposed for placing the Shanghai Club

time being of the Municipal Council, the manager of the Hongkong and Shanghai Bank, Messrs. F. B. Johnson, F. A. Groom, David Read, and F. B. Forbes. These trustees were authorised to realise the trust either by purchasing the Club and re-mortgaging it, or otherwise as they might be advised, and, as soon as they had the necessary funds, to repay the shareholders their original subscription of \$50 per share, the balance to be devoted to such purposes of recreation as seemed naturally to fall within the original intention of the donors. From that date onwards the fund prospered, the arrears of rent and interest, as well as various debts, were paid to it by the clubs that had leased portions of the Recreation Ground or had received loans, and the committee of the Shanghai Club, after renting the property which they had formerly held, ultimately recovered the lease.

From time to time the Recreation Fund has initiated and supported numerous projects for the entertainment of the foreign residents. The Lyceum Theatre, Yacht Club, Rowing Club, Cricket Club, Baseball Club, Museum, Flower Show, and Public Band have all in turn been indebted to it. In 1894 the trustees agreed to let to the Municipal Council on lease for the purpose of a public park and recreation ground for foreigners only all the land inside the Shanghai Racecourse except that portion occupied by the Shanghai Cricket Club, the Shanghai Recreation Club, the Shanghai Swimming Bath Club, and the inner, or training course. The rent agreed upon was Tls. 600 Shanghai sycee per annum. In 1902 the trustees, acting on behalf of the Municipal Council, secured a large plot of ground, bordered on one side by the railway and on the other by the rifle-range, and made a contribution towards the cost of laying it out as a recreation ground, and in 1905 they made a grant of Tls. 3,000 to the Municipal Council towards the cost of constructing a public swimming bath on the property.

The present financial position of the fund (1908) is exceedingly satisfactory. An income of about Tls. 3,000 per annum is derived from the interest on loans to various clubs and investments in debentures. The assets on December 31, 1907, were Tls. 86,782.50. Of this Tls. 31,000 represents the nominal value of the interior of the Racecourse, the actual value of which, as gauged by the surrounding lands, is nearer Tls. 3,000,000.

The changes in the trustees have been very numerous, upwards of forty gentlemen having administered the trust from time to time. The secretaries, on the other hand, have been very few. Mr. F. A. Groom held office for several years down to 1880; on his retirement Mr. George R. Corner succeeded to the position for eighteen years; and upon his death, in 1898, the present secretary, Mr. Crawford D. Kerr, was appointed.



NATIVE CRAFT AND A HOUSE-BOAT PARTY ON A CREEK CLOSE TO SHANGHAI.

seems that the trustees of the Recreation Fund eventually found themselves unable to discharge their liabilities to the Race Club. A meeting of the shareholders was held on January 26, 1868, at which it was ascertained that Mr. Dent, acting on behalf of the Recreation Fund Committee, had, on September 1, 1865, acknowledged that the

on a firm financial footing and enabling it to repay the sum due to the Recreation Fund, the club building was on December 17, 1869, sold to Mr. Francis A. Groom, on behalf of the Shanghai Recreation Fund, for Tls. 35,000. Under an order of the Supreme Court new trustees of the Recreation Fund were appointed, consisting of the chairman for the

ROYAL ASIATIC SOCIETY.

THE North-China Branch of the Royal Asiatic Society sprang from the Shanghai Literary and Asiatic Society, which was founded on October 16, 1857. The Rev. E. C. Bridgman, D.D., the first president of the newly formed Society, delivered an inaugural address of great interest, and a paper was also read by Sir F. W. Nicolson, Bart., Captain of H.M.S. *Pique*, on "Cyclones, or the Law of Storms."

This Society, after communication with the Royal Asiatic Society of London, was soon organised into the North-China Branch of the Royal Asiatic Society. Mr. Alexander Wylie

and Mr. (afterwards Sir) Harry Parkes were, perhaps, the most interested persons in the early development of the Society, although the names of Dr. Edkins, Dr. Bridgman, Dr. Griffith John, Dr. Muirhead, Dr. Benjamin Hobson, Sir Walter Medhurst, Dr. Martin, Dr. Breitschneider, Mr. T. W. Kingsmill, Dr. Macgowan, Dr. Faber, Mr. Joseph von Haas, Mr. P. G. von Mollendorff, and Mr. G. M. H. Playfair, should also be mentioned as having been prominently associated with the Society in its early days. A journal, which formerly made its appearance at irregular intervals, has recently been published by the Society every year. In this has been gathered a collection of papers on literary and scientific subjects connected with China, such as can be found in no other publications with the possible exception of the *China Review*. All those who have distinguished themselves in the study of Chinese literature during the last three-quarters of a century have been contributors to its pages.

The Society has also a very valuable library of about six thousand volumes, which was commenced by the purchase of the library of Mr. Alexander Wylie and has been added to year by year. It has been recently re-catalogued after modern methods, and forms a valuable source of reference for students of things Chinese.

The museum was founded at a general meeting, held on February 13, 1874. The committee appointed to establish the museum consisted of Messrs. Michie, Groom, Fitzgerald, and Pryer. The museum is controlled by the council of the North-China Branch of the Royal Asiatic Society. It contains good specimens of the birds and reptiles of China, and is visited daily by hundreds of people. Its development and classification have been largely the work of Mr. F. W. Styan and Dr. A. Stanley.

The Society holds regular monthly meetings during the winter months, at which papers are presented, followed by discussion of the contents.

FREEMASONRY.

SHANGHAI is the headquarters of Freemasonry in Northern China, and the Masonic Hall on the Bund is centrally situated and well adapted for Masonic purposes. The present handsome structure was completed in 1867, and was built entirely out of funds subscribed by lodges working in Shanghai under the English Constitution. Exclusive of the land on which it stands, the cost was nearly Tls. 40,000. The interests of the owners are vested in an Executive Committee consisting of representatives of the Northern Lodge, the Royal Sussex Lodge, and the Tuscan Lodge, whose duties and responsibilities are laid down in an agreement dated June 24, 1865. The Chinese name of the Masonic Hall is "Kwei-Ken-Tang," meaning "Compass and Square Hall," which was adopted at the suggestion of Mr. Medhurst, the Consul.

In the early days of Shanghai, Masonic meetings were held in houses of Chinese construction in Church Street, now known as Kiangse Road, opposite the Cathedral Compound, but in 1854 land was procured and a building erected in Nanking Road. This was eventually sold, and in 1861 the second Masonic Hall was erected in Canton Road at a cost of Tls. 11,500. These two buildings were the property of the Northern Lodge of China, No. 570, E.C. In 1864, it was found necessary to find more commodious accommodation, and the three before-mentioned lodges joined forces and erected the present

hall, which is now being enlarged and improved.

From the commencement of the Masonic organisation in the Far East until the year 1877 the whole of China was worked as one "province" or "district." In the year 1877 a patent was granted to Bro. Cornelius Thorne, who formed the first District Grand Lodge of "Northern China." He occupied the position of District Grand Master until 1885, when he resigned, and was succeeded in the office by Bros. J. I. Miller, Lewis Moore, and W. H. Anderson, the present D.G.M., who has announced his intention of resigning in October. The English lodges working under the District Grand Master of Northern China are Royal Sussex Lodge, No. 501; Northern Lodge of China, No. 570; Tuscan Lodge, No. 1027; Doric Lodge (Chinking), No. 1433; Union Lodge (Tientsin), No. 1951; Northern Star of China (New-chiwang), No. 2673; Far Cathay (Hankow), No. 2855; Coronation (Tientsin), No. 2951; Daintree (Wei-hai-wei), No. 2938; Kiukiang, No. 2984, and Tongshan, No. 3001.

Freemasonry under the Scottish Constitution is represented by Lodge Cosmopolitan, No. 428, working under a warrant dated March 7, 1864, and Lodge Saltoun, No. 936. There has been only one other Scottish Lodge opened in Shanghai, viz., St. Andrew's in the Far East, No. 493, which was closed in 1874 after an existence of five years. The Star of Central China (Hankow), No. 511, was also closed after a brief existence. At the present time a lodge working under Scotch auspices is held in Chefoo.

Freemasonry under the American Constitution (Massachusetts Constitution) consists of a District Grand Lodge, whose present head is R.W. Bro. G. A. Derby, his predecessors being Bros. J. R. Hykes, D.D., A. W. Danforth, D. C. Jansen, J. B. Eames, W. C. Blanchard, and C. E. Hill.

The warrant of Ancient Landmark Lodge is dated December 14, 1864. American Masonry is also represented in Shanghai by Shanghai Lodge and Simin Lodge.

The Lodge Germania, founded in 1872, and officially known as St. Johannis Freimaurer Loge, Germania in Orient zu Shanghai, had a flourishing existence in its early years, but on account of decreased membership was closed in 1883. It was revived, however, and is now having a most successful career, the present master being Bro. M. Mittag.

In addition to the foregoing Masonic bodies there are the Zion Royal Arch Chapter, No. 570, E.C.; Rising Sun Royal Arch Chapter, No. 129, E.C.; the Keystone Royal Arch Chapter (American Constitution); Orient Mark Masters Lodge, No. 482, E.C.; the Ancient and Accepted Scottish Rite; the Royal Order of Scotland; the Orient Consistory, No. 1, Ancient and Accepted Scottish Rite, U.S.A.; and Cathay Council of Kadosh, No. 2, of the Southern Jurisdiction, U.S.A.

In addition to frequent contributions to the Central Masonic Charities in England, a local Charity Fund is established on a solid foundation, and is constantly meeting claims. Its funds are augmented bi-annually by a Masonic Ball, which is held under the auspices of the Craft, and forms one of the public functions of Shanghai. The Freemasons were responsible for the commencement of the Shanghai Public School, which was carried on by them for many years, and known as the Masonic School until 1893. In that year the committee recommended that the ratepayers should take over the management of the school, and this was accordingly done under an agreement between the Council of the Masonic School

Fund and the Shanghai Municipal Council. By this agreement the Fraternity secured the free education of four children.

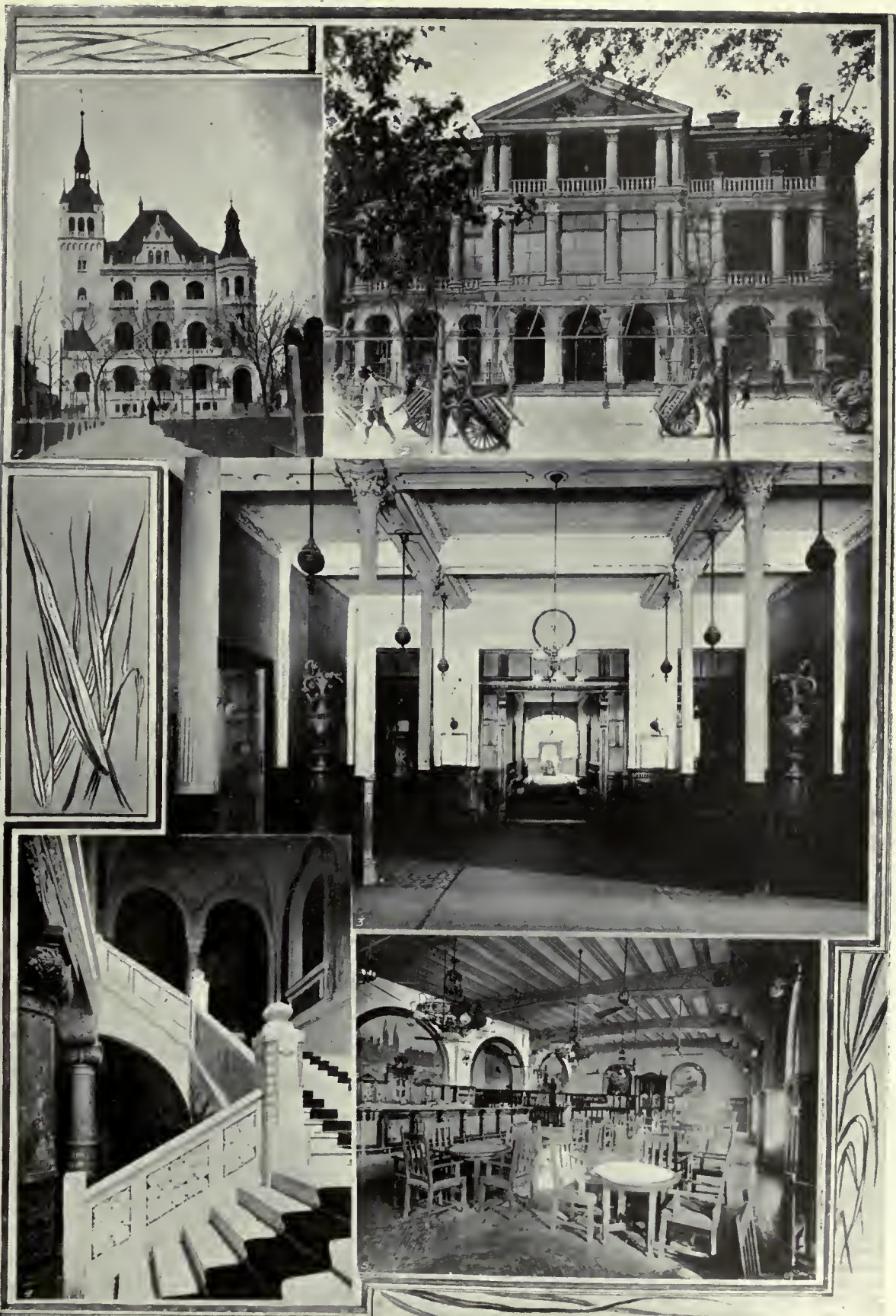
CHAMBER OF COMMERCE.

THE Shanghai Chamber of Commerce was formed by the various British houses interested in the trade of the port in 1847, under the chairmanship of Mr. A. G. Dallas. Its object, as stated in the present rules, is "to watch over and protect the general interests of commerce, to collect information on all matters of interest to the mercantile community, and to use every means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; to communicate with authorities and others thereupon; to form a code of practice whereby the transaction of business may be simplified and facilitated; to receive references and to arbitrate between disputants—the decisions in such references to be recorded for future guidance." These objects it has striven always to accomplish, and the measure of its success has been proportionate to the increase of membership and sphere of influence which have accompanied the development of trade in the Settlement. The Chamber was re-constituted in 1863 and its title changed to "The Shanghai General Chamber of Commerce," the privileges of membership, which had hitherto been restricted to British subjects, being extended to all foreign houses without regard to their nationality. From this date, therefore, the committee, representing as a body the whole of the trading interests in Shanghai, have been in a position to address all foreign Governments having Treaty relations with China. The usual procedure is to address the Senior Consul, who communicates with the doyen of the diplomatic body in Peking. The membership now numbers 136, and includes 73 British, 28 German, 11 American, 6 French, 5 Japanese, 4 Swiss, 3 Dutch, 2 Danish, and 2 Italian firms, and 1 Norwegian and 1 Russian firm.

Unfortunately, owing to the absence of early records, it is impossible to follow our usual custom and recount the principal achievements of the Chamber from its formation up to the present day. The Conservancy of the Whangpoo, now in progress, and the establishment of the Board of Conservators is, however, one important public improvement which may be traced almost directly to the efforts of the Chamber.

THE SHANGHAI LIBRARY.

THE Shanghai Library was established as a subscription library in 1849, its affairs being managed by a committee of subscribers, who have of late years thrown it open to the general public. In 1890 the sum of Tls. 500 was voted by the Municipal Council to the Library in consideration of the institution being thrown open to the public as a free reading room. Subsequently, the Library entered into possession of its present quarters on the ground floor of the Town Hall, in the Nanking Road, and the grant of the Municipality was increased to Tls. 1,000, in return for which the committee agreed to furnish a free reading room, with local and foreign newspapers, reviews, and magazines, besides supplying the police stations with books free of charge. The Library contains about thirteen thousand volumes, and receives monthly a supply of books from its London agents amounting to between three and four



1, 4, 5. CLUB CONCORDIA.

SHANGHAI CLUBS.

2, 3. SHANGHAI CLUB.

hundred works a year. The subscription for a year is \$16; for six months, \$9; and for three months, \$5. The number of subscribers averages from 130 to 140 annually.

THE SHANGHAI CLUB.

THE Shanghai Club, the centre of the business and social life of the Settlement, is one of the largest institutions of its kind in the Far East. It has about thirteen hundred members, three-fourths of whom are British, while nearly seven hundred reside in Shanghai. The entrance fee is \$100, and the monthly subscription, \$7. Absent members pay a nominal subscription of \$5 a year. To be eligible for membership a candidate must either have been resident in Shanghai for six months, or have been a member of some other recognised club. A visitor may be admitted as a paying guest for a fortnight, not exceeding three times in any one year. Commissioned officers on the active list in the European, American, Colonial, and Japanese naval, military, and diplomatic services may, upon the invitation of the committee, become members of the Club by paying the monthly subscription, without entrance fee, but they are not entitled to vote. The Club is not at present affiliated with any of the home clubs, although the members are usually accorded visitors' privileges by the Thatched House Club in London. There is a reciprocal arrangement with the Hongkong, Singapore, Bengal, Yokohama, and Kobe Clubs, under which the members of those institutions are entitled to use the Shanghai Club, and vice versa, for three months, on payment of the ordinary subscription, but without entrance fee.

The early history of the Club is one of many vicissitudes. A committee of several well-known residents was formed in 1862, and plans and estimates were prepared for the erection of a club-house upon ground, $3\frac{1}{2}$ mow in extent, formerly occupied by Mr. Hiram Fogg's store and a wood-yard. Finding themselves in difficulties in 1863, the management borrowed from the "Recreation Fund" Tls. 33,900 with which to complete the building. The new Club was opened in 1864, but was seriously handicapped by want of funds, and eventually, in 1869, the building was sold for Tls. 35,000 to Mr. Francis A. Groom, acting on behalf of the trustees of the Recreation Fund. The Shanghai Club continued, however, to rent the building, and in course of time was able to recover the lease. During the eighties a period of prosperity set in, and the Club has ever since held a sound financial position.

At the time of writing, the Club is occupying temporary quarters in the Jinkee Road, pending the erection of new premises on the site of the old building on the Bund. On account of the limited accommodation available, the committee of the Club Concordia have very courteously invited members of the Shanghai Club to make use of their premises on payment of \$3 a month, and about a hundred members have availed themselves of this privilege.

There is some doubt as to who designed the old club-house. It was substantially built, and contained two large dining rooms, private dining rooms, three billiard rooms, card rooms, a library, reading room, bar, and oyster bar. There were also twelve bedrooms for the use of members. The shell of the old building, which was sold when the management decided to rebuild, realised Tls. 7,400.

The new building, designed by Mr. B. H. Tarrant, will be in the English Renaissance style of architecture, with turrets about 120 feet in height. It will be carried out in brick, with a stone front, and will consist of six storeys. The ground floor and first floor will contain a main entrance hall, 120 feet by 40 feet; a dining room, 100 feet by 50 feet; a bar, 110 feet in length—probably the largest in the Far East; two billiard rooms, each containing five tables; card rooms; library; and reading room. In the basement there will be an oyster bar, barber's shop, bicycle stand, and bowling alley. The library, upon which the Club expends annually about £400, contains upwards of twenty thousand volumes. On the second and third floors, reached by electric lifts, there will be forty bedrooms for members and visitors, and the top floors will contain the servants' quarters and kitchens. The building will be of fire-resisting construction, and electric lighting, refrigerating plant, cold storage, and other modern conveniences will be provided. The cost of the new premises is estimated at about Tls. 250,000, exclusive of furniture.

The interests of the members are vested in a committee of twelve, of which Mr. W. A. C. Platt is chairman, and Mr. A. W. Marshall, vice-chairman. The secretary of the Club is Captain C. G. Close, and the staff includes a European assistant secretary and two European stewards, besides about 135 Chinese clerks, librarians, bar-boys, billiard markers, dining-room boys, and coolies.

THE COUNTRY CLUB.

THE Country Club, now the centre of social life in Shanghai, was the outcome of a casual suggestion. It seems that Messrs. F. C. Forbes, F. A. Groom, and C. D. Kerr were taking a stroll together one Sunday afternoon in January of 1879, when they noticed that a piece of waste land, some 11 mow in extent, lying between the present Club and the road leading out of Love Lane, was advertised for sale, and the idea occurred to one of them that this would form an admirable site for a club, the primary object of which would be to place all the conveniences of the existing institutions, together with certain additional facilities for out-door recreation, within easy reach of residents in that part of the Settlement. The suggestion speedily found acceptance, a prospectus was issued, and, at a meeting held on April 2nd of the same year, it was unanimously decided that a club should be formed, with a membership limited to eighty. The erection of a club-house was commenced forthwith, and the building was ready for occupation in the following July. The premises were unpretentious, consisting simply of a large central room, with a small room on one side that would just accommodate two billiard tables, and two rooms on the other. The grounds were tastefully laid out, but in spite of their attractiveness the Club had a very precarious existence for the first twelve months. At the end of the first half-year, out of 90 members who had joined, 21 had already resigned, and, although families of members were admitted as honorary members, few availed themselves of the privilege. Many schemes were devised for making the Club more popular. Theatricals and dances were successfully inaugurated, and during the following summer the new Town Band played in the gardens each evening. On April 21, 1881, the Club was formed into a proprietary body, shares being issued to each of the eighty members.

In the following January, the adjacent property, measuring about 40 mow, and including "The Lawn," was purchased, but the members had hardly entered into their new quarters when they recognised that they had made a mistake in parting with the old Club grounds, and on June 12th, in the same year, they decided to re-purchase the lower half of the area. In the winter a new wing was added to the premises in order to provide a suitable stage for theatricals. In 1897, extensive additions were made to the billiard and reading rooms, and quite recently the adjoining property, "Pendry," was purchased with the object, no doubt, of including it at some future date, in the Club grounds.

Altogether many thousands of taels have been spent on improvements, in one way or another, and the Club now is as thoroughly equipped and as comfortable as the most exacting could desire. In appearance it resembles a large private country residence, surrounded by beautiful shady trees, green lawns, and well-kept gardens, the whole occupying an area of nearly 60 mow. The rooms are light, airy, and tastefully furnished. On the ground floor there are, in addition to the bar and secretarial offices, a reading room, ladies' room, drawing room, and smoking room, a court for squash racquets, and the theatre which, during the winter and in wet weather, is often utilised for "Badminton." The top floor contains a billiard room with seven tables, a large dressing room with lockers for the convenience of those members who play tennis or any of the other games in progress during the summer months, a card room, and a dozen or more bathrooms.

The management of the Club is vested in a committee composed at the present time of Messrs. W. S. Jackson, H. W. G. Hayter, J. McKie, R. Macgregor, H. A. J. Macray, W. A. C. Platt, and C. W. Wrightson. There are sub-committees for arranging entertainments, supervising the out-door games, looking after the garden and grounds, &c. The secretarial duties are carried out by Mr. Brook. The Club has a membership of 225, the full number allowed by the rules, in addition to the honorary lady members. The qualifications for membership include a six months' residence in Shanghai, the entrance fee is \$150, and the monthly subscription is \$10.

THE CLUB CONCORDIA.

It is related that two Englishmen and two Scotsmen were once cast away on a desert island, and when, a year or so later, they were rescued by a passing vessel, it was found that the Englishmen had not spoken to one another because they had not been introduced, whereas the Scotsmen had formed a local branch of the Caledonian Society! The story, apocryphal though it be, serves to show, by contrast, the gregarious nature of the Scotch. If anything were needed to prove the possession of a similar characteristic by the Germans, the many splendidly equipped clubs which they have established in the Far East would amply suffice. At Shanghai, the Club Concordia is one of the most handsome structures on the Bund. It is a three-storeyed building in the German Renaissance style of architecture, and the interior is furnished and decorated with unusual sumptuousness.

The Club had its origin at a meeting of some fifty gentlemen, held on October 20, 1865, at the old hong of Messrs. Oxford & Co., the Acting Prussian Consul-General presiding. At this meeting it was decided to rent the house of Mr. Probst, situated on the south



SHANGHAI CLUBS.
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2. THE MASONIC CLUB.

3. THE COUNTRY CLUB.

5. THE RACE CLUB.

4. DEUTSCHER GARTENVEREIN.

side of Foochow Road, between Fokien and Shantung Roads, for an annual rental of Tls. 2,000. The entrance fee was fixed at \$20, and the monthly subscription at \$5.

The Club entered into possession of their premises on January 10, 1866, when there was a membership of about ninety on the roll. In 1871, \$500 were voted for the purpose of forming a Club library. In April, 1880, the Club obtained the lease of a house on the corner of Szechuen and Canton Roads, and this remained their habitat until February, 1907.

In the meantime several proposals had been made for erecting a special club building, but they were abandoned one after another owing to the difficulty of obtaining the necessary capital. Eventually, however, a scheme submitted by Mr. Lundt and a special committee was adopted at an extraordinary meeting in June, 1903. Considerable difficulty was experienced in securing a suitable site, until finally the building committee, chiefly through the efforts of the late Mr. Sneath, succeeded in acquiring the old hong of Messrs. Gibb, Livingston & Co., on the Bund, owned at the time by the Shanghai Land Investment Company. Designs and estimates for the new building were invited from all the architects in China, and of the three prizes offered for the best designs, the first was awarded to Mr. H. Becker for that from which the present handsome edifice was constructed. The architect for the interior was Mr. Baedecker. The foundation stone was laid by H.R.H. Prince Adalbert of Prussia on October 22, 1904, in the presence of a large gathering of the prominent residents of the Settlement. The building operations extended over two and a half years, the members entering into occupation on February 4, 1907.

The premises cost Tls. 550,000. They are very commodious, well arranged, and elegantly appointed. A feature of the Club is the carved wood-work throughout the building, and the stained glass with which all the windows are filled. The decoration of the hall is carried out in a rich shade of terra-cotta relieved with bronze-green and ivory. The lofty groined ceiling is supported by magnificent pillars, the gift of Mr. Hermann Melchers, of Bremen. Near the foot of the stairway is a beautiful fountain, presented by the Russian Bank, and opposite it there is a large picture, composed of tiles set into the wall, which was given by the Dutch Bank. On the entrance floor is the bar room, decorated with beautiful mural paintings representing Berlin and Bremen. On the rafters of the ceiling are painted several well-chosen quotations in German. The apartment is lighted at night by a number of fine electroliers, which were presented by the Bremen Club members, and it contains a gift from some Swiss friends, consisting of a tall grandfather's clock, inlaid with various kinds of wood, representing landscapes. Four fine panels, also, were contributed by the Norddeutscher-Lloyd. The prevailing tone of the decorations is grey-blue against a background of cream and cedar-brown. On the same floor are the billiard room, containing six tables, and the reading room, which is well supplied with periodicals and papers. The library has a splendidly selected assortment of some 23,000 volumes in various languages.

From the hall a magnificent flight of marble stairs, presented by Mr. Hermann Melchers, leads to the first floor, upon which is situated the dining room—a spacious, lofty, and well-lighted apartment, with a musicians' gallery at one end of it. Views of Berlin, Vienna, and Munich are depicted on the walls,

which are finely panelled, while the coat of arms of nearly every nation is represented in the stained-glass windows. Adjoining the dining room is the Kaiser Saal, a lofty and commodious apartment with a parquet floor for dancing. It contains a picture of the Kaiser, presented by the German Cruiser Squadron, and is lighted at night by means of a very handsome electrolier. Leading out of this room and approachable, also, from the corridor are two other apartments which are reserved respectively for the use of ladies and for cards and other in-door games.

The membership has increased by 25 per cent. since the Club entered its new premises, and now numbers 540.

THE MASONIC CLUB.

THE Masonic Club, which rents a portion of the Masonic Hall on the Bund, was founded in 1882, and now has a membership of about three hundred. Regular members, who must, of course, belong to the Fraternity, pay an entrance fee of \$75, and an annual subscription of \$72. Masons visiting the Settlement may enjoy the privileges of the Club, after ballot, for three months without entrance fee, on payment of \$6 a month; whilst resident members are entitled to nominate, for a period of a fortnight only, visiting members who need not necessarily be Masons. The affairs of the Club are managed by a committee of fifteen members, who elect one of their number annually as president. The present holder of the office is Captain J. Vaughan. The ground floor and first floor of the premises are allocated to the use of the Club and contain a library, reading room, reception room, dining room, bar, and billiard room. The growth of Freemasonry in recent years has been such that the Masonic Hall cannot now meet all the demands made upon it, and a scheme of enlargement has been entered upon. The rear portion of the building has been razed to the ground, preparatory to rebuilding, and as soon as this is completed a large slice of the front portion of the Hall will be similarly treated. When the whole of the alterations have been carried out, the Club will be located on the first floor, and the space available for Lodge and other purely Masonic purposes will be very materially increased.

The secretary of the Club, Mr. A. H. Campbell, a Mason of thirty-seven years' standing, has just completed his first term of office, and is entering upon a second term of three years.

LE CERCLE SPORTIF FRANCAIS.

THE French Sporting Club was started by a few prominent French residents in 1904. It is situated in the Rue Voyron, near the Military Camp, and has a membership of about one hundred and seventy-five. The president is Dr. Fresson. The premises and grounds are leased from the French Municipal Council, at a nominal rent of a dollar a year, and embrace a dozen tennis courts and an excellent alley for French bowls.

THE FRENCH CLUB.

THE French Club has been established for some years as a place of social intercourse for members of the French Volunteer Companies and Fire Brigade. The president is Mons. A. Berthet, foreman of "Le Torrent" Company. The premises, which are situated

in the Rue Montauban opposite the French Post Office, contain a billiard room, reading room, bar, and other appointments.

THE SHANGHAI AMATEUR DRAMATIC CLUB.

THE Shanghai Amateur Dramatic Club was founded in 1866, and during the forty-two years of its existence it has given no fewer than 150 performances. It was not, however, the first organisation of its kind, for as early as 1864 there existed two histrionic societies known as the "Rangers" and the "Footpads," while a playbill is still extant of an amateur performance that took place in May, 1853. The present A.D.C. was, indeed, the outcome of an amalgamation of the two old clubs on November 30, 1866. The earlier performances had been held in various unoccupied godowns, but under the new management the New Lyceum Theatre—a wooden building, of much the same dimensions as the existing Lyceum Theatre—was erected in the Gnaomen Road. Here, on March 1, 1867, the A.D.C. opened their active career with a farce in one act, entitled, "Whitebait at Greenwich," followed by Burnand's burlesque, "Faust and Marguerite." All the actors adopted stage names, and men were cast for the women's parts. Altogether, six entertainments of two plays each were presented during 1867. The theatre was totally destroyed by fire in 1871, and the Club were indebted to the Club Concordia for the use of their theatre pending the erection of new premises. In 1874 the present Lyceum Theatre, a substantial structure situated at the corner of Hongkong Road and Museum Roads was completed. It was opened on January 27th, a farce, "Incompatibility of Temper," and the well-known comedy, "Masks and Faces," being selected for the occasion. The 50th performance, given on April 18, 1876, was noteworthy as marking the introduction of ladies to the amateur stage in Shanghai; and it is hardly necessary to record that the play selected—T. W. Robertson's "School"—was more than usually successful. Burlesques were, perhaps, the most popular form of play, for the reason that they lent themselves to local and topical allusions and mild personalities, which never failed to appeal to the audiences. The 100th performance, a Shanghai version of Byron's burlesque, "The Tale of Tell re-told," was held on March 2, 1893, and put a period to a spell of depression which had lasted about five years. The piece had a run of four nights, and met with such a gratifying reception, that in the following November "The Patriot and the Pippin," a still further departure from the original, was produced. A performance of Gilbert and Sullivan's "H.M.S. Pinafore," in February, 1880, was the first attempt made by the A.D.C. at comic opera, but though it proved to be the most popular success up to that date, no further essay was made in the direction of Savoy opera until 1895. With the exception of the Falstaff scenes from "Henry IV," which were once staged, no Shakespearian performance has ever been given; but the Club are ambitious, and there is some hope that, in the near future, an attempt may be made to present a complete Shakespearian play. "The Admirable Crichton" was presented, for the 150th performance, in the spring of 1908, and its phenomenal success augurs well for the future of the A.D.C.

Membership of the Club is open to all nationalities, but is limited to sixty in number. The subscription is \$5 per annum.

GERMAN
AMATEUR DRAMATIC
SOCIETY.

THERE are records showing that a German Amateur Dramatic Society existed in Shanghai as far back as 1870. For some reason it was disbanded, and there was no question of its revival until three years ago, when Schiller's centenary was celebrated by a special performance of "Wallenstein." A number of Germans, encouraged by their success on this occasion, then set to work to reorganise a dramatic society, and the productions given every year since at the Lyceum Theatre, freely placed at their disposal by the Amateur

agency in raising the standard of music in Shanghai. The Society was formed in the autumn of 1901 by a number of German residents, whose object was to secure the very best talent available for the concerts which, it was proposed, should be given under the Society's auspices at stated intervals during the year. These concerts leapt rapidly into public favour, and now form an important and popular feature of the winter entertainments in the International Settlement. They were held during the first few years in the Masonic Hall; afterwards, when larger accommodation was required, in the Lyceum Theatre; and are now given in the Town Hall. The reorganisation of the town band alone provides very tangible evidence of the effect which the Society has had on the

THE FRENCH AMATEUR
DRAMATIC SOCIETY.

THIS Society was formed about the year 1868, membership being restricted to residents of French nationality. In 1892, however, after a period of torpor extending from 1886, the Society was reorganised, and foreigners of any nationality were eligible for admission. From the autumn of 1903 the Society has been limited to two hundred members, because there are only 400 good seats in the Lyceum Theatre, in which the plays are produced, and two tickets are issued to each member. Since 1892 thirty-one performances have been given, among the most successful of which may be mentioned "Les Cloches de Corneville," "Blanchette," "Le Mariage de Barillon," "Les Divorçons," and "Les Joies du Foyer."

THE YOUNG MEN'S
CHRISTIAN ASSOCIATION.

THE first Young Men's Christian Association in China was established among the European young men of Shanghai more than twenty years ago, and the first college Y.M.C.A. was formed among Chinese students in one of the leading Christian colleges of North China in 1885. The rapid growth of the Association, however, began with the arrival of the first foreign secretary in 1895. It was this secretary, Mr. D. W. Lyon, sent to China by the International Committee of the Young Men's Christian Associations of North America, who established the first city Association for Chinese young men in Tientsin. Since that date city associations for Chinese business and professional men have been established in Tientsin, Shanghai, Hongkong, Canton, Foochow, Tsingtau, Chefoo, and Peking. The organisation has been particularly privileged to work among the educated classes of these cities. In this they have been assisted by the college Young Men's Christian Associations which are established in more than forty schools of higher learning in almost every province of the Empire. These college associations have a membership of about three thousand.

The work among the European young men in China is confined to Hongkong and Shanghai, the two principal centres of foreign population. The various Young Men's Christian Associations of Shanghai are organised under one general advisory committee, with a general secretary. The object is to unify the various associations and decide questions of relationships, but each Association is given the fullest degree of autonomy as far as its inner work is concerned. There are in Shanghai a foreign Y.M.C.A. for Europeans and Americans, a Chinese Y.M.C.A., a Japanese Y.M.C.A., and eight college Y.M.C.A.'s.

THE FOREIGN YOUNG MEN'S CHRISTIAN ASSOCIATION of Shanghai was organised in the middle eighties and had a useful, but somewhat intermittent, existence, until reorganised in 1900. Since that time the Association, organised on an "institutional" basis, with a building or rooms, has advanced in spite of many difficulties. The suite of rooms now occupied at No. 4A, Peking Road, comprise a reading room billiard room, social rooms, &c., and offer a comfortable home for the European and American young men whose lot is cast in Shanghai. The work of the Association is guided by a board of directors and a secretary, the Rev. R. G.



CHINESE Y.M.C.A., SHANGHAI.

Dramatic Club, have met with increasing favour, their last performance, that of Strauss' light opera, "Die Fledermans," in which some seventy persons took part, surpassing all others. Mr. Carl Fink, to whose efforts the revival of the Society was largely due, is chairman of the committee; while among those who have taken an active part in the work of organisation, the names of Mr. R. Rosenbaum, Captain Schellhaus and Mr. Finger should be mentioned.

DEUTSCHER KONZERT
VEREIN.

LOVERS of music owe a deep debt of gratitude to this Association, which has had, perhaps, a more direct influence than any other known

musical life of the community. For the earlier public concerts assistance had to be obtained from the musicians attached to one or other of the German warships, and, later, an orchestra from Tsingtau was employed. Public opinion was directed towards this anomaly, with the result that last year Herr Buck and eight German musicians were engaged by the Municipality. They brought about such an improvement that the band soon reached the standard desired by the Society, and now no help at all from outside the Settlement is required. Although the Association was originated by Germans, and since its formation has been principally officered by them, the membership is by no means confined to one nationality. All those who care for music are welcomed.

Winning, whose connection with Holy Trinity Cathedral and his own personal capabilities, make him a strong leader. The various activities of the Association are carried on by means of committees made up of the members of the Association.

THE CHINESE YOUNG MEN'S CHRISTIAN ASSOCIATION is loyally supported. The Association occupies a large building situated at No. 120, Szechuen Road. This property is the fourth held by the Association since its organisation by Mr. R. E. Lewis, of the International Committee, New York, in 1900, and was opened in October, 1907. The cost of the site was about Tls. 50,000, and this was contributed chiefly by Chinese gentry and officials. The fund for the building (about Tls. 94,000), was contributed by Americans interested in the development of the Association in the Far East, and was raised by the then general secretary of the Association, Mr. R. E. Lewis, through co-operation with the International Committee. The building is a three-storeyed structure. The ground floor in front is occupied by stores, the rentals for which are devoted to the upkeep of the building and to the promotion of its activities. At the rear on this floor is located the gymnasium, 60 feet by 40 feet, with shower bath and locker rooms. The directors have engaged the services of a foreign gymnastic expert, who will soon arrive to take charge of the equipment and train young men in its use. The first floor of the building is constructed on the plan of a rotunda, with social and reading rooms leading from it. Here are located the general offices and the secretarial offices. On the same floor is the Martyrs' Memorial Hall, which is capable of seating 700 people, and is used for entertainments, lectures, and religious meetings. On the second floor are the dining rooms and kitchens, where Chinese or foreign food may be obtained, and the offices of the general committee of the Y.M.C.A. of China and Korea. The remainder of the floor is reserved for day and evening classes for Chinese men.

The local Association's activities are extensive. The budget for 1907 exceeded \$18,000. In the educational work there are lectures and class work. In the latter there are, in all, 375 different students regularly enrolled and paying fees—170 in the day course in Chinese and English, and over two hundred in evening classes studying English, German, Mandarin, book-keeping, shorthand, building construction, and other subjects. The work done through special lecture course is less regular but not less valuable, for the foreign and native talent of Shanghai is called into requisition.

Social and religious work occupies an important place in the programme of the Y.M.C.A. Almost every week some social event is held in the building for the purpose of bringing the members into more intimate relationship. The employment department seeks to put in touch with foreign firms capable men who are either members of the Association or come from other parts of the Empire with letters of recommendation. Religious meetings are held in English and Mandarin, as well as in the native dialect, and are so numerous that they cannot be mentioned in detail. The last report shows over three hundred in regular Bible-study classes.

The Association is under a Chinese board of directors, of which Taoutai Wong Koh-shan, of the Shanghai-Nanking Railway, is chairman. The general secretary at present is Mr. W. W. Lockwood, a representative of the International Committee, who is

associated with Mr. S. K. Tsao, senior Chinese secretary, Dr. W. E. Taylor, Mr. J. H. Wallace (of the International Committee), Mr. P. Y. Kong, and others who co-operate with the members in carrying out the work.

The Association has received the support of prominent Chinese. His Excellency M. T. Liang, Shanghai Taoutai, His Excellency Chen Kwei-lung, Governor of Kiangsu, and Viceroy Tuan Fang, of the Liangkiang, have recently contributed sums of one thousand dollars or more each, and the Imperial Customs, Chinese merchants, and other companies have given similar amounts to make possible this work for the development of the body, mind, and spirit of the young men of the Middle Kingdom.

THE JAPANESE YOUNG MEN'S CHRISTIAN ASSOCIATION was organised in 1906, and its work has grown with the steady increase of the Japanese community in Shanghai, which is now estimated to number eight thousand. One of the important features of the Association is the evening classes, which have been greatly appreciated. In the early part of 1908, as the result of a visit from Mr. Niwa, of the National Y.M.C.A. of Japan, it was decided to call a Japanese secretary from Japan, to be supported locally, and to give his whole time to the interests of the Association. In February of that year Mr. Kawashima, of Nagasaki, who had been educated in Japan and America, arrived, and began active work. At the time of his arrival the Association numbered over a hundred members, and since that time has gone steadily forward. As a result of its work, a Japanese church has been organised, which bids fair to receive increasing support. The Association is now endeavouring to secure a building of its own in a central position.

THE WATER SUPPLY.—THE SHANGHAI WATERWORKS.

THE water supply in the International Settlement of Shanghai is provided by a private company. That the supply is adequate may be gathered from the fact that the engines of the Shanghai Waterworks Company are capable of pumping into the Settlement no less than 16,750,000 gallons in twenty-four hours, but the daily maximum consumption of water does not exceed 8,750,000 gallons. In the distribution of the supply 74½ miles of mains are employed, and for use in case of fire there are no fewer than 680 hydrants. The efficiency of the present-day system are in strong contrast with the crude methods which obtained prior to 1883, when water from one or two settling beds near the river at Yangtszepoo was distributed to the public in hand-carts.

The Shanghai Waterworks Company was formed in London in 1881, with a capital of only £100,000. The first steps taken were the establishment of a small pumping-station near the Whangpoo on the Yangtszepoo Road, about two and a half miles from the Garden Bridge, and the laying of a system of mains over a restricted area. The works were opened in 1883. From time to time considerable increases have been made to the capital, which now stands at £327,000, and the system itself has grown to very large proportions. The Company to-day own upwards of 35 acres of land, much of which is developed. Water is taken from the Whangpoo at flood tide, partly by gravitation, and partly by means of two centri-

fugal pumps—together of 1,250,000 gallons capacity an hour—and conveyed into settling reservoirs, of which there are four, with an aggregate capacity of 20,000,000 gallons. When the solids have been precipitated, the water flows through floating suction pipes, and is pumped afterwards into the service reservoirs, which are raised some 10 or 12 feet. From these the water gravitates on to the filter beds, which are 16 in number, and are fitted with valves to regulate the flow and discharge. From the filters the water flows into two pure water reservoirs, which are entirely covered in, and is then ready for distribution throughout the Settlement.

The main engine and boiler-house is a substantial building, and the plant, recently extended, is the largest and most complete of its kind in China. Four Lancashire boilers generate steam for the main engines, which are four in number, three being of the horizontal compound condensing type, and the fourth a differential engine by Messrs. Hathorn, Davey & Co. These engines have a combined capacity equal to nearly double the present maximum requirements, so that the Company are able to guarantee a constant supply even in the event of a partial breakdown, or of a sudden and unexpected increase in the demand. Two of the smaller engines were laid down in 1881, a third, of much greater capacity, was added in 1891, while the fourth, a huge pump, with a 24-ton flywheel 16 feet in diameter, was installed in 1901. For this large engine a new engine-house had to be built. A dynamo in the main engine-house supplies current for lighting the pumping-station and compound.

Quite recently very considerable works have been carried out by the Company, among them the construction of an additional pure water reservoir, and two of the filter-beds above referred to; and the erection of a second water tower in the Sinza district, at a distance of five miles from the pumping-station. This tower, 125 feet in height, is supported on 17 columns, which rest upon solid granite blocks weighing about six tons each. It is of larger capacity and is 25 feet higher than the old tower in the Kiangse Road, and it is designed to allow of a greater pressure being put on the water supply, so that the requirements of the high buildings now being erected in Shanghai may be met. The towers regulate the pressure, and constitute a reserve supply of about 300,000 gallons of water. The principal mains are two of 20 inches and one of 25 inches in diameter, and water is supplied through these at a pressure of from forty to fifty pounds to the square inch. They extend nearly to the Point on the Yangtszepoo Road in one direction, to the Rifle Range in another, and to Jessfield and Siccawei in a third.

The charges made for the supply are upon a sliding scale. For domestic purposes the maximum charge to foreigners is 4 per cent. on the net annual rental, and to natives 5 per cent., the difference being made on account of the Chinese occupying much smaller tenements, at rentals proportionately much lower than those charged to foreigners. For business purposes water is supplied at 40 Mexican dollar cents per thousand gallons for quantities of from 10,000 gallons to 200,000 gallons, at 35 cents per thousand for additional quantities up to 500,000, and at 30 cents per thousand for greater quantities. Even at these reasonable rates the Shanghai Waterworks Company, Ltd., are able to show year by year a handsome return on their outlay, and it is satisfactory to note



SHANGHAI WATERWORKS COMPANY, LTD.
KIANGSE ROAD AND SINZA ROAD WATER TOWERS. THE POWER HOUSE (1881).

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ALEX. McLEOD,
CHAIRMAN OF DIRECTORS.

that the public now, through the Municipal Council, participate to a large degree in the prosperity of the Company.

The Company have powerful steam water-boats plying on the river, supplying water under contract to vessels in the harbour and off Woosung.

It may be added that the Company have large showrooms in the Kiangse Road, containing a very large stock of the latest hydraulic fittings, and employ a large staff of skilled workmen to lay on hot and cold water supplies and instal heating apparatus.

The head offices of the Company are at Shanghai. The directorate includes Messrs. A. McLeod (who has been chairman in Shanghai since the inception of the Company), L. J. Cubitt, W. D. Little, and A. Hide. Messrs. E. Pettit (chairman), E. Iveson, Cecil Hanbury, and W. H. Poate form the London Committee, with Mr. William Walter as secretary. The secretary and engineer-in-chief in Shanghai is Mr. A. P. Wood, M.I.C.E., who has been with the Company since 1885, and to whose initiative much of the progress made by the Company may be traced.



A. P. WOOD,
SECRETARY AND MANAGER.

THE FRENCH WATERWORKS.

THE construction of the French Waterworks was begun by the French Municipality in 1900, and completed in February, 1902, at a total cost of about Tls. 350,000. The pumping-station is at Tung-Ka-Doo, and the water, derived from the Whangpoo, is driven through the mains by means of two powerful pumps, with a delivery of 60 litres per second each. The water tower, from which pressure is derived, is over 90 feet in height, and is situated in the Place du Château d'Eau, on

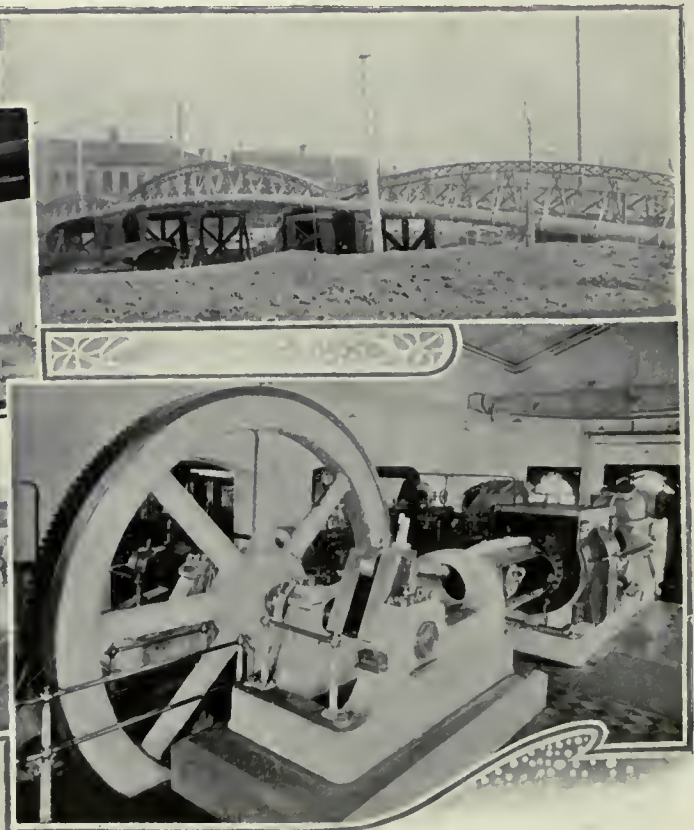
the French Bund. At the beginning of May, 1908, the waterworks were taken over by the Cie. Française de Tramways et d'Eclairage Electriques de Shanghai. The present output of 6,000 cubic metres per diem not being sufficient for the requirements of the concession, the pumping plant will be augmented, and a new water tower will be erected by the Company, while the whole system will



PUMPING ENGINES,
A RESERVOIR.

SHANGHAI WATERWORKS.

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KIANGSE ROAD VIADUCT.
PUMPING ENGINES.

undergo extensive repairs. The price of water to ordinary consumers is Tls. 0.07 per cubic metre.

SHANGHAI MUNICIPAL ELECTRICITY DEPARTMENT.

"THE undertaking is now a sound commercial asset, and, though it may be somewhat of a speculative nature, the benefit of a cheap supply of electricity to the Settlement both for lighting and for power is of immense advantage. The financial risks are exceedingly small providing care is exercised in the expenditure upon new capital account and ample provision is made for depreciation." These are the concluding words of an eminently satisfactory report made by Mr. A. H. Preece, M.Inst.C.E., E.E., after an exhaustive examination of the Shanghai Municipal electricity works and plant in October of last year. The ratepayers of Shanghai have the cheapest supply of electric light in the East, and for a capital of Tls. 1,350,000 have not only a complete and up-to-date electrical system capable of dealing with about 4,400 kilowatts installed, or, say, a maximum load of about 3,200 kilowatts, but an undertaking which, as a going concern, is valued at some £300,000.

Electric lighting was first introduced into Shanghai some twenty years ago by a private company which, from a small generating station in the Chefoo Road, supplied current for a limited number of street lamps. The undertaking never attained large proportions and in 1893, when it was taken over by the Municipality there were only 151 arc lamps and the equivalent of 6,902 eight-candle-power lamps in the Settlement. The existing

structed, certain alterations were made in the management, the most modern machinery was introduced, and, as a result, steady and continuous progress has been made. Last year, in order to secure a better continuity of control than was practicable under a committee of the Council whose term of office expired annually, the Council delegated the management to a salaried committee of ratepayers composed of Messrs. J. Grant Mackenzie, E. C. Pearce, and H. W. Pilcher. The supervision of the whole electric lighting works is now in the hands of this Committee, but in order that the Council may be kept in touch with the department, and in formal recognition of the Council's responsibility, resolutions passed by the Committee have to be submitted to the next ensuing meeting of the Council for confirmation.

The following table shows the growth of the undertaking from 1900 to 1907:—

	Equivalent No. of 8 c. p. lamps connected.	Per cent increase.	No. of consumers added during the year.	Units sold.	Per cent. increase.	Coal. Tons.	Lbs. of coal per unit sold.	Maximum load k.w.	Per cent. increase.
1900	17,148	23	54	523,922	11	4,800	20.52	292	—
1901	21,812	27	53	568,669	8	4,850	19.10	320	9
1902	31,841	46	139	754,342	32	4,570	13.57	444	38
1903	42,500	34	270	996,021	32	6,072	13.65	580	26
1904	66,840	57	402	1,214,562	22	8,679	16.00	858	48
1905	88,201	31	249	1,776,323	45	10,629	13.40	1,090	27
1906	108,525	23	414	2,307,675	30	12,681	12.30	1,411	29
1907	140,846	30	529	2,743,388	19	13,489	11.01	1,630	15

The total number of arc lamps now in use for street lighting is 238, and the total

have to be enlarged in order to cope with the increased demands for current. Since 1903 the mileage has increased annually by 36.8, 34.0, 46.7, 37.3, and 55.38 miles. Electricity is now supplied in Shanghai through a net-work of some 400 miles of mains. The current leaves the station at 2,000 volts and, after being transformed in the various sub-stations, is distributed to private houses at 200 volts.

The electrical plant at the Fearon Road station, although continually being extended and improved, will soon become inadequate if the demand upon it continues to increase at the present rate. Plans are already being prepared for a new station in order that, in the future, the department may be able to cope effectively with the growing requirements of the locality. The equipment at present consists of six Babcock & Wilcox water-tube boilers, fitted with chain grate stokers and feed water heaters, and two

water-tube boilers of American make. The two boilers, which were put down last year, are not only the largest in the East, but also the largest that Messrs. Babcock & Wilcox have ever made, having a capacity of 24,000 lbs. an hour. The engine-room contains 2,400 k.w. of alternating current plant, besides the 1,200 k.w. direct current plant installed for supplying power to the tramway service.

When considering the financial results of this enterprise, it must be borne in mind that the primary object is not to make a large profit for the general body of ratepayers at the expense of the comparatively limited number of consumers, but rather to provide an efficient supply at a reasonable charge. The cost of lighting has been reduced from 20 tael cents per unit to 14 tael cents per unit, with a scale of discounts for large consumers. The street lamps are provided and kept in good order for Tls. 175 a year each. For power supply 7 tael cents per unit is charged, with discounts reducing it as low as 5.7 per unit in some instances, according to the number of hours the motors are in use. The charge for lifts is 9 cents per unit, while current is supplied to the tramways at a special scale of 4.8 tael cents per unit for the first 600,000 units, 4.6 tael cents for the next 600,000, and 4.4 tael cents for any greater quantity. Notwithstanding these low charges the department made a clear profit of Tls. 50,000 last year after paying interest on debentures and allowing a large sum for depreciation of plant.

ELECTRIC LIGHT.

THE French Concession is supplied with current for electric lighting by the Cie. Française de Tramways et d'Eclairage Electriques de Shanghai, the power station



SHANGHAI MUNICIPAL ELECTRICITY WORKS.

power station at the corner of the Fearon and Yuhang Roads was erected in 1896 in anticipation of future developments.

For some reason or other, however, in spite of the great increase in population, the volume of business under municipal control remained almost stationary and, during the first five years, the enterprise proved a financial failure. In 1902, therefore, the whole department was re-con-

equivalent of eight-candle-power incandescent lamps for lighting side streets and outlying roads is 738. During 1907, 713 additional electric fans were connected, bringing the total to 2,967. Current is supplied, at the present time, for motors aggregating 400 h.p. and for 23 elevators aggregating 96.5 h.p. Each year additional mains are laid for the transmission of energy over more extensive areas, and not infrequently existing mains

being the same as that in which the energy for the tramway service is generated. For street lighting purposes there are at present 75 arc lamps and 200 incandescent lamps; but a considerable extension is contemplated, and, in order to carry it out, two dynamos, each of 250 units, will be added to the plant. Current is supplied to the French Municipal Council at Tls. 0.07 per unit, and to private consumers at Tls. 0.14 per unit.

THE SHANGHAI GAS COMPANY, LTD.

GAS was first used in Shanghai at the beginning of 1865, when a small private company, formed a few months previously, provided the supply. The capital amounted at the outset to Tls. 100,000, but within the first twelve months it was increased to Tls. 150,000. A small plant was erected upon a site in Hankow Road, and some 8,600 yards of mains were laid for supplying gas to 58 consumers. From this beginning has grown the Shanghai Gas Company, Ltd., which now manufactures more gas than any other British company outside Europe and America, ex-

cepting only the gas companies at Sydney, Melbourne, Toronto, and Montreal.

was declared in 1869, and from that day to this an average return of from 12 to 16 per cent. has been paid on the capital. The charges made to consumers have declined as steadily as the quantity of gas manufactured has increased. In the first year, when the dollar was equivalent to 4s., the price of gas was \$4.50 per thousand cubic feet; now, with the exchange at something below 2s., a similar quantity costs \$1.70.

The first board of directors included Messrs. C. J. King, E. Whittall, C. D. Nye, and Nichol Latimer. None of these gentlemen now take any active part in the management of the Company, but it is interesting to note that the present chairman, Mr. E. Jenner Hogg, joined the board as far back as 1869.

Mr. G. R. Wingrove, who has been resident in the East for the past thirty-two years and was formerly in the service of Messrs. Brand Bros. & Co., has been secretary to the Company since 1895; and Mr. H. King Hiller, M.I.Mech.E., has carried out the duties of chief engineer during the same period. There are some twenty-five foreigners on the staff, and regular employment is given to between two and three hundred Chinese workmen.

Municipal Council agreed to replace the existing Garden and Chekiang Road bridges with two new steel girder bridges, on the understanding that as soon as they were ready for traffic the Construction Company would contribute towards the cost the sums of £5,500 and £2,000 respectively. It was further arranged that if it should be necessary to reconstruct any other existing bridges across the Soochow Creek in order to allow of the extension of the line at a later date, the Company should furnish £2,000 towards the cost.

The route mileage of the tramways is, approximately, 16 miles, 6½ miles of which are double track, the remaining 9½ miles being single track, with loops at frequent intervals. The total length of equivalent single track is thus about 25½ miles, and when this is linked up, as proposed, with the tramways in the French Settlement, there will be a ready means of access to all parts. The narrowness of the streets has necessitated the laying of a narrow gauge line. The road-bed is generally of a macadam construction, with granite setts, measuring 4 inches by 9 inches by 5 inches deep on either side of the rails. These setts rest on a 6-inch bed of concrete, which extends the full width



THE GAS WORKS.

THE SHANGHAI ELECTRIC TRAMWAYS.

cepting only the gas companies at Sydney, Melbourne, Toronto, and Montreal.

In less than eighteen months after they were opened, the works in Hankow Road were removed to the site which they now occupy in Sinza Road. In 1866 the amount of gas sold was 5,318,000 cubic feet; in 1886, 42,703,000 cubic feet; in 1895, 110,000,000 cubic feet; and in 1901, 160,000,000 cubic feet. At the present day about 495,000,000 cubic feet of gas are manufactured in the twelve months; the consumers number fully 8,000, and the mains are estimated to be about 76½ miles in length. The works are equipped with machinery of the most modern description, and have a capacity for the manufacture of 3,000,000 cubic feet of gas a day.

To enable the Company to respond to the growing demands made upon it, the capital has been increased from time to time. It was raised in 1885 to Tls. 200,000, and in 1896 to Tls. 300,000. In 1901 the Company was incorporated under the Hongkong Ordinances as a limited liability company, with a paid-up capital of Tls. 400,000 and a nominal capital of Tls. 2,500,000. To-day the paid-up capital amounts to Tls. 1,200,000.

From a profit-making point of view the Company has been eminently successful. The first dividend, amounting to 12 per cent.,

ELECTRIC cars were first seen in the streets of Shanghai at the beginning of March, 1908. The history of their introduction is long and complicated, the negotiations preliminary to the construction of the line extending over many years. The idea, indeed, was mooted as far back as 1882. At different times several English companies obtained the necessary concession from the Municipal Council, but were unable to raise enough money to ensure the successful completion of their schemes, and one firm as a result forfeited the £5,000 which they had deposited. On October 10, 1905, however, Messrs. Bruce, Peebles & Co., electric contractors, of Edinburgh, obtained, through their agents in Shanghai, Messrs. S. H. Shorroek & Co., a concession for thirty-five years. The Shanghai Electric Construction Company was then floated, with a capital of £320,000, and, in December of the same year, took over the agreement, on the condition that Bruce, Peebles & Co. received the contract for the construction and equipment of the system. The first sod was cut on April 24, 1906, and the work, facilitated by the flatness of the district, was completed in two years. The

of the track and 18 inches beyond it. Along the Bund and in the Nanking Road, the principal business thoroughfares used by foreigners, hard Australian Jarrah wood blocks, the first used for road-work in China, have been laid on a 6-inch bed of concrete. The rails are of the grooved girder pattern, weighing 90 pounds to the yard, and of the British standard. On sharp curves, rails of 96 pounds to the yard and with a slightly wider groove are used. The points and crossings are of Manganese steel, 12 feet in length, with a radius of 150 feet. Where the track is single and the width of the roadway permits, the overhead trolley wires are supported on bracket arms projecting from steel poles sunk 6 feet in the ground at intervals of 40 yards. Where the track is double, similar poles with span wire suspension have been adopted. Insulators, sectional switches, lightning arrestors, choking coils, &c., are provided in accordance with the rules and regulations of the British Board of Trade, and a complete telephone system is installed providing means of communication between the section boxes, power house, and car dépôt. The transmission cables to feed the overhead line are all laid underground, and special attention was given to their insulation. They were supplied by Callender's Cable Company, and are



SHANGHAI GAS COMPANY, LTD.

THE SHOWROOMS IN NANKING ROAD.

A VIEW OF THE WORKS.

THE RETORTS.

THE OFFICES.

laid on the solid system, the cables resting on glazed earthenware bridge pieces in vitrified earthenware troughs, the vacant spaces between the cables and the troughs being filled with refined Trinidad bitumen.

The Company obtain the necessary power from the Municipal Electricity Department under agreement. A direct current at 500 volts is supplied to the tramways at a traction switchboard erected in the Municipal Lighting Station in Yuhang Road, a special plant consisting of two sets of Belliss & Morcom engines, and two Bruce Peebles, 600 k.w. direct current generators being installed for the purpose. The engines are of the vertical enclosed high speed type, and are designed to run at 230 revolutions a minute. There is also a supplementary motor generator of 300 k.w. capacity, capable of producing either direct current for the tramways, or alternating current for lighting purposes.

The rolling stock consists of 65 cars, and for the accommodation of these a large depot has been erected at the junction of the Hart and Great Western Roads. Each car is divided into two compartments, designed to seat respectively twelve first-class and twenty second-class passengers. The seats in the first-class compartment are covered with rattan, while those in the second are of wood, and a sliding door separates the two classes. The cars are lighted by electricity, and are provided with side windows and sun shutters, small upper windows and roof ventilators, all of which can be thrown open to admit a current of air during the hot weather. The drivers and

conductors are Chinese. They were quick to learn their new duties, and have since proved themselves to be skilful and efficient operators.

The whole work of construction was carried out by native labour under European supervision. Mr. Jameson was the engineer-in-chief for Messrs. Bruce, Peebles & Co., and the work of the contractors was supervised by Mr. W. R. Wright, as the representative of Messrs. Harper Bros., Ltd., London, the consulting engineers for the Company. At the conclusion of the work Mr. Wright, who has had considerable experience in the construction of tramways in different parts of the world, was appointed temporarily general-manager of the system. Two or three months after the opening of the line the permanent general manager, Mr. Donald McColl, of the London Underground Railways, and formerly of the Lisbon Electric Tramways and the Glasgow Corporation Tramways, arrived in Shanghai and assumed control of the system.

It is too early yet to make any definite statement regarding the prospects of the enterprise from a profit making point of view, but, judging from the number of passengers carried during the first months, the financial success of the undertaking seems to be assured. The Municipal Council receives a royalty of 5 per cent. on the gross traffic receipts. At the outset the rickshaw coolies naturally viewed the invasion of their privileges with great disfavour, and it was rumoured that active opposition would be offered, but they are growing accustomed to

this new form of competition, and accept it with philosophic calm, amounting almost to indifference.

THE FRENCH TRAMWAYS.

THE French tramway system extends for ten miles, the roads traversed being the French Bund, Rue du Consulat, Avenue Paul Brunat, Rue Hué, and Route Française de Zikawei. At present the system is distinct from that laid down in the International Settlement, but arrangements for a joint service between the two systems are now pending. Complete monopoly of the French system is enjoyed by the Cie Française de Tramways et d'Éclairage Électriques de Shanghai, which has also the monopoly of the electric light and water supply in the French Concession. The Company was floated in June, 1906, with a capital of 3,200,000 francs—increased in the following year by 1,000,000 francs. The head office is at No. 5, Rue Chausat, while the Shanghai office is at No. 4, Quai du Yang-king-pang. The work of installation was entrusted to two contractors. The Cie. Général Électrique de Nancy built the power station, which is situated at Lockawei, and is equipped with three dynamos of 250 units, each, one of 350 units, and one of 50 units. These dynamos supply a continuous current of 500 volts, and can be used at will, either for the tramways or for electric lighting. Messrs. Bruce, Peebles & Co. laid the track and supplied the cars.



SHANGHAI ELECTRIC TRAMWAYS.

LAYING THE TRACK IN BUBBLING WELL ROAD.

THE CAR SHED AND TYPE OF CARS.

ON THE NEW GARDEN BRIDGE.



LOCAL GOVERNMENT AND LAW.

BY H. A. CARTWRIGHT.



THE Foreign Settlement of Shanghai is held on a perpetual lease from the Emperor of China, and is divided into two portions for administrative purposes. The older and by far the larger part is commonly referred to as the International Settlement, while the other is known as the French Concession. Contrary to popular belief, the existence of the French Settlement does not imply any special privilege to French citizens. This was stated specifically in the correspondence which passed between Lord Salisbury and the French Ambassador in 1900, and was one of the grounds upon which the British Government gave their support to an application for the extension of the Concession.

The International Settlement is endowed with a democratic form of local government that is in strong contrast to the bureaucratic administration of Hongkong. The exclusive possession of no one nation but the protégée of all the powers having treaties with China, it escapes many irritating restrictions while enjoying perfect security. Subject only to the limitations of the Land Regulations, which have been revised from time to time by the community, and endorsed by the Foreign Ministers and the Imperial Government at Peking, the foreign residents are as free to manage their own affairs without hindrance or interference as are the citizens of any incorporated town in Great Britain. A Municipal Council is elected annually by popular vote to administer local affairs in accordance with the express will of the rate-payers, who retain in their own hands the power to levy rates and sanction new schemes.

A form of municipal government has been established, also, in the adjacent French Concession, which possesses a separate Charter; but, although the Council here is elected on a wider basis than that in the neighbouring Settlement, it is really an advisory body unable to act without the consent of the Consul, who alone is responsible for the control of the police and the preservation of good order.

To understand clearly how the present régime has been established, it is necessary to go back to the year 1842, when Shanghai was first opened to foreign trade under the Treaty of Nanking. By Article II, of this instrument, it was provided that British subjects with their families and establishments should be allowed to reside in Canton, Amoy, Foochow, Ningpo, and Shanghai, for the purpose of carrying on their mercantile pursuits, without molestation or restraint, and that in each place a British Superintendent, or Consular Officer, should be appointed to serve as a medium of communication between the Chinese authorities and the British community. A set of Land Regulations was drafted three years later by Taoutai Kung and Captain Balfour, the British Consul, giving British merchants in Shanghai permission to acquire and hold real estate subject to the right of the Chinese to visit any graves on the property during the "Tsing Ming" Festival. The boundaries of the Settlement were, on the north, the line of the present Peking Road, soon extended to the Soochow Creek; on the south, the Yang-king-pang; and on the east, the Whangpoo. It was not until some time later that the line of the Defence Creek was made the western boundary.

Originally it was the intention of Captain Balfour to purchase in the name of Her Britannic Majesty from the Chinese Government a plot of land sufficient for a foreign settlement, and re-sell it afterwards in lots to suit purchasers. The Taoutai, however, would not agree to this, and insisted that individuals should be left to make their own bargains with the existing owners—a proceeding attended with no little difficulty owing to the natural genius of the Chinese for chaffering, and their prejudice against foreigners, which, always strong, was intensified by recent hostilities. Ten mow of land were the most that any holder might occupy. It is worthy of note, in view of the conditions prevailing in the Settlement to-day, that any foreigners, other than British, who might be desirous of participating in this privilege, were directed by the native authorities to make "distinct application to the British Consul to know

whether such can be acceded to, so as to prevent misunderstanding." At that date the only Consulate in the Settlement was British.

In the year following the arrival of the British, that is to say, 1843, a "Committee of Roads and Jetties," composed of "three upright British merchants," was appointed by the British Consul, for the purpose which its name indicates. The necessary money for carrying on this early form of local government was provided by a tax upon imports and exports. Owing to the large number of Chinese who, after the capture of the native city by the Triad rebels in 1853, were mercifully allowed to seek shelter in the Foreign Settlement, notwithstanding a prohibition contained in the Land Regulations, the "Committee of Roads and Jetties" found it necessary to ask for assistance in managing the affairs of the rapidly growing community. A Municipal Council of seven members was accordingly elected on July 23, 1854, under a new set of Land Regulations, which conferred a vote upon foreign land renters of every nationality, and provided that all foreign-owned land should henceforth be registered at the purchaser's own Consulate. Thus, the exclusive British privileges, which had always been a thorn in the side of the other nations represented at the port, were allowed to lapse. The right of other nations to fly Consular flags in the "British Settlement" was conceded after a long but friendly discussion between the British and American authorities.

The French, who received permission under the Treaty of Whampoa, in 1844, to settle in any of the Treaty ports, obtained through their Consul in Shanghai (M. de Montigny), a concession from the Taoutai, in 1849, consisting of the land stretching from the Yang-king-pang canal to the native city, and from the Whangpoo to Roanti's Pagoda. The most valuable portion of this concession, which embraced an area of 650 mow, or 108 acres, lay along the river bank, and proved too costly at that time for the French to acquire it; but a few years later they obtained this riverside suburb, which had been laid waste by fire in the struggle between the Imperialists and the Triads, in

return for their services in helping to drive the rebels from the native city. In this concession a Municipal Council was established in 1862, and a separate set of Land Regulations was obtained four years later by direction of the French Government, which disapproved of the arrangement entered into by their own Consul, and the representatives of the other Powers at the port in 1854.

The Americans, who had settled in Hongkew, on the other side of the Soochow Creek, under the terms of the Treaty of Whang-Hia (1844), although there is nothing in the records to show that they were ever granted a concession, decided in 1863 to amalgamate with the so-called British Settlement, and thus the International Settlement was formed.

In 1869 the Land Regulations received the recognition of the Consuls, and the Council were enabled to assess resident natives for the purpose of taxation. But, though an advance upon those which had preceded them, these regulations soon proved inadequate, and in 1873 a committee of ratepayers was appointed to draw up a fresh set. Revisions continued to be made until 1881, but during the whole of this time the Ministers at Peking turned a deaf ear to all appeals for their approval, which, indeed, was withheld until 1899. In the meantime it was of course competent for any litigious person to dispute the validity of the regulations.

Under the revised rules the International Concession is administered by a Municipal Council of nine members, elected annually by public vote at a meeting of foreign ratepayers. The date for the election of the Council is fixed by the foreign Treaty Consuls as early as possible in January or February in each year, and fourteen days' notice of it must be given to the ratepayers.

Any two persons entitled to vote may nominate any duly qualified person as a candidate for the Council not later than one week before the date fixed for the election. In the event of the nominations exceeding nine in number, a poll is taken during two consecutive days, and it is worthy of remark that voting papers have to bear the signature of the voter. If fewer than five nominations are received, a ratepayers' meeting must be called, to elect, by ballot or otherwise as may be decided, as many more representatives as may be requisite to bring the total up to a minimum of five. Every foreigner, either individually or as a member of a firm, residing in the Settlement is entitled to vote if he has paid all taxes due, and is an owner of land valued at Tls. 500, whose annual payment of assessment does not amount to less than Tls. 10, or who is a householder paying rates on an assessed rental of Tls. 500 per annum. As in England, the voters' list is revised annually. In the event of being absent from a settlement, a ratepayer may vote by proxy, but no firm is entitled to exercise more than one vote. The qualification of a member of the Council is the payment of rates amounting to Tls. 50 a year, or the occupation of a house assessed at a rental of Tls. 1,200 per annum.

A public meeting of the ratepayers must be held after twenty-one days' notice in January or February to decide upon the rate to be levied for the purpose of carrying on the government of the Settlement. It is stipulated that the proportion between the tax on the gross value of land and on the annual rental of houses shall always be as one is to twenty. By resolution of the ratepayers dues may be imposed on all imports into or exports from the Settlement, provided that they

do not, in any case, exceed one-tenth of one per cent. on the value of the goods.

At the annual meeting of the land renters, the out-going Council gives a detailed account of its stewardship during the preceding year, and submits for endorsement an audited statement of the accounts, which has been published ten days previously; proposals for the conduct of affairs during the forthcoming year and detailed estimates of receipts and expenses are presented to the meeting for consideration and approval. It will thus be seen that the members of the Council are in a very literal sense representatives of the general community.

The chairman and vice-chairman are elected at the first meeting of the new Council, and, like their colleagues, hold office for twelve months. Three members of the Council constitute a quorum for the despatch of business. The Council is authorised to fill, by co-option, vacancies, not exceeding three in number, which may occur in its membership during its term of office. The officers of the Council are appointed only for three years, unless a longer term is sanctioned by a public meeting of ratepayers.

The Council is empowered to make and amend by-laws providing they be not repugnant to the provisions of the Land Regulations and do not come into operation until approved by a majority of the Consuls and Ministers of foreign Powers having treaties with China, and by the ratepayers in special meeting assembled. Regulations governing building construction and sanitation do not come into force until six months after publication and must be submitted to the Land Commissioners for their information. For breaches of the by-laws offenders may be summoned before a foreign Consul and mulcted in a fine not exceeding \$300, or sentenced to imprisonment for a term not exceeding six months.

New roads may be constructed in the Settlement, after due notice has been given by advertisement in English, so as to afford frontagers an opportunity of stating any objections which they may have, and two-thirds of the total cost of the work may, unless otherwise decided, be recovered from the frontagers.

The Council may acquire land within the area of its administration by compulsory purchase, compensation being awarded after due inquiry into the circumstances by three Land Commissioners, appointed respectively at the beginning of each year by the Council, by the registered owners of land in the Settlement who pay taxes amounting to not less than Tls. 10 per annum, and by the ratepayers. Any land required for the purpose of constructing a railway may, with the approval of the Council, be obtained in the same manner after a plan has been deposited with the Council showing how the public rights will be affected by the projected line.

A public meeting of the ratepayers may be convened at any time after ten days' notice by the foreign Consuls, either collectively or singly, or by twenty-five electors for the consideration of any question affecting the municipality. Any resolution passed at such a meeting is valid and binding upon the whole of the electors if not less than one-third of their number was either present or represented. Should a decision be come to upon any subject of which notice has not previously been given it cannot be carried into effect without the approval of the Consuls. In this way any person who considers that his interests are prejudiced by the decision is given an opportunity of representing his case to the Consuls.

Alterations or definitions of the Land Regulations can only be made by the foreign Consuls and local Chinese authorities, with the approval of the foreign representatives and the Imperial Government at Peking.

In theory those foreigners who reside beyond the municipal limits are subject to Chinese régime, but in practice they live under similar conditions to those within the Settlement. They pay the same ground-tax to the Chinese authorities, and one-half the ordinary general municipal rate to the municipality. As there is no statutory power to obtain this contribution to the Municipal Exchequer, an arrangement has been made with the Waterworks Company under which only those who accept liability are supplied with water.

The French Council, consisting of four Frenchmen and four representatives of other nationalities, is elected by all owners of land in the Concession, by occupiers paying a rental of 1,000 francs per annum, and by residents with an annual income of 4,000 francs—irrespective of nationality, except that they must be foreigners. Each candidate must be nominated by two Frenchmen and two other foreign ratepayers, and voting is by ballot. The term of office is two years, one-half of the Council retiring annually. Although the Consul is nominally president of the Council, he invariably delegates his powers, and a chairman is chosen by the members themselves. In the event of the voting upon any question being equally divided, however, the Consul reserves the right to give a casting vote. The Council possesses full administrative powers, subject to the veto of the Consul, for, while the general body of ratepayers is called together to consider matters of more than ordinary interest and importance, or to express its opinion on some proposed innovation, there is no recognised annual meeting of residents, such as that held in the Foreign Settlement.

The revenue of the Council is obtained from various sources. Foreigners pay a rate of one-half per cent. upon the value of land and of 8 per cent. upon the annual rental of buildings which they occupy within municipal limits, while Chinese contribute 12 per cent. of the amount of their rent. Shipping companies using the river frontage are charged Tls. 2.50 a year for each square foot of land which they occupy, and the Commissioner of Customs pays direct to the credit of the Council a percentage of the wharfage dues collected. The tramways, waterworks, and electric lighting undertakings in the Concession each furnish a moiety of their receipts to the municipality, and a certain income is derived from the taxation of rickshaws, carriages, and motor cars. Since 1900 the Council has purchased outside its own boundaries roads extending as far back as the Siccawei Observatory. These are maintained by the municipal engineers, and are patrolled by the French police, and, in return for these advantages, a contribution is obtained, by arrangement with the water and electric lighting companies, from the occupiers of houses equal to 8 per cent. of their rentals, and from the owners of waste land equal to one per cent. of the value of their property.

The limits of the International Settlement were extended in 1899 to enclose 33,503 mow, or nearly 9 square miles, and in the following year the area of the French Concession was increased to about 1,625 mow, or 270 acres. These are the dimensions at the present time of that which, strictly speaking, constitutes the Foreign Settlement of Shanghai, though, as we have seen, the influence of the two

Municipal Councils is not really restricted to this area.

THE LAWS AND THEIR ADMINISTRATION.

THE administration of the law in Shanghai, considering the volume of business transacted at the port and the amount of property, the ownership of which depends upon the decision of the Courts, would be a hopeless anomaly to a practised lawyer. If the state of things that prevails were to be described to a learned theoretic professor at a university in the West, he would probably say that no civilised existence could be led by men under such conditions, and yet the cosmopolitan community live together in surprising peace and good order.

The present régime began in a small way. For several years after the port was opened the foreign population did not exceed two hundred, and consisted mainly of British merchants with a sprinkling of Americans and French. The laws of China being quite unsuitable to the requirements of Western existence, the old method, known and practised for nearly two thousand years in the Mediterranean, was introduced, namely, the application to individuals not of the laws of the place in which the magistrate sat, but of the law of the State from which the defendant came. The result to-day is that each foreigner in China who is the subject of a Treaty Power brings the law of his country with him, and the Chinese are answerable to their own law. In the Settlement of Shanghai the Chinese Government is represented by a magistrate, who sits with a foreign assessor, and administers justice to the Chinese residents, while foreigners are subject to the tribunals appointed by their sovereigns—sometimes a Court and sometimes a Consul, who combines with his ordinary consular duties judicial functions. The existing Courts are those of all the foreign Powers—nearly twenty in number—which have treaties with China and are represented in Shanghai. The law applied by these foreign Courts is the law which has been instituted by the several States for the government of their subjects in China. The English Court is established, and its jurisdiction defined, by Orders of the King in Council, under the authority of the Foreign Jurisdiction Act. These Orders, in the main, apply to British subjects in China the law of England for the time being, with such additions and modifications as peculiar local circumstances render necessary. Special offences are created, such, for instance, as disrespect to the religious customs of the Chinese, or smuggling in contravention of the Chinese Customs Regulations.

In disputes between foreigners the principle obtains that the plaintiff or complainant follows the defendant, and for dealing with minor cases Police Courts are held at the various Consulates. For the settlement of all civil causes in which the plaintiff is a foreigner and the defendant a Chinese, and for the trial of natives charged with criminal offences in the Concessions, or with infractions of the municipal by-laws founded on the Land Regulations, there is a Mixed Court consisting of a Chinese magistrate and a foreign assessor, who is usually a Vice-Consul. It is the duty of the assessor to safeguard the interests of foreign plaintiffs, and to ensure that the by-laws of the Settlement are enforced by the adequate punishment of those who contravene them. Except during certain holidays and festivals the Court sits on six days of the week. On three days the duties of assessor

are performed by the British consular representative, on two days by the United States representative, and on one day by the Austro-Hungarian or, in his absence, by the German representative. There is a similar Court for the French Concession, but with this difference—a French magistrate presides and the Chinese are represented by an assessor. The sentences inflicted by the Mixed Court comprise fines ranging in amount from 20 cents to \$250 or more, and imprisonment extending from twenty-four hours to two years or an unspecified period. Prisoners may also be ordered to wear the cangue, or to repair the roads with the chain-gang. For some years bambooning under European supervision was a recognised form of punishment, and served as a useful deterrent of crime, but was discontinued by Imperial Edict in 1905. The Mixed Court has failed to command the confidence of the foreign community by reason of the tendency of Chinese magistrates to dispense justice according to Chinese methods, which appear grotesque to the Western mind. The production of a respectable grandfather, for instance, has been known to outweigh conclusive independent evidence of a prisoner's guilt, and disputes between the Chinese magistrate and the foreign assessor have, as a consequence, been frequent.

The British Supreme Court exercises full civil, criminal, and Admiralty jurisdiction over all British subjects in China and Korea, but it is not empowered to grant divorce. It was first established in 1865, after the Treaty of Tientsin, prior to which date there was a Consular Court at Shanghai, as at the other Treaty ports, and appeals lay to the Governor of Hongkong, in his capacity as Chief Superintendent of Trade in China, and to the Supreme Court of that Colony. The Consular or Provincial Courts in the other Treaty ports may in criminal cases award imprisonment not exceeding twelve months, with or without hard labour, and with or without a fine not exceeding £100; or inflict a fine not exceeding £100 without imprisonment; or, in case of a continuing offence, in addition to imprisonment or fine or both, they may impose a fine not exceeding 10s. for each day during which the offence continues after conviction. Any civil suit may be dealt with by the Provincial Courts, but if the sum in dispute is £150 or more the assistance of assessors must be sought. Usually, however, important civil cases that arise in the ports are tried by the Supreme Court on circuit, as also, are more important criminal charges.

Besides being a Court of Appeal from the Provincial Courts, the Supreme Court may direct appeals from its own findings to be heard before a "Full Court," consisting of two judges or more. It is empowered to award any punishment that would be awarded in respect of a similar offence in England, except that no fine may be inflicted exceeding £500, and imprisonment with hard labour must be substituted for penal servitude. The death sentence is subject to confirmation in writing by the British Minister resident in China. Appeal from the Supreme Court lies to the Privy Council in London in actions involving not less than £500.

For the redress of any grievance which a private individual may have against the Municipal Council there is a Court of Consuls, a judicial body constituted, in the first instance, expressly for that purpose by the Ministers of England, France, America, Prussia, and Russia, in 1869. The proceedings before this tribunal are conducted in the English tongue.

MR. D. SIFFERT, the Consul-General for Belgium, has been the doyen of the Consular body in Shanghai since the beginning of 1906. Born on March 27, 1860, he was educated at the University of Louvain, where he obtained a thorough technical training and secured the highest diplomas as an engineer, a profession in which he was actively engaged for the next eight years. In 1890 he was appointed Consul-General for Belgium at Durban, Natal, and eight years later was transferred to Hankow. He has been stationed in Shanghai since 1901. He is an Officer of the Order of Leopold, a Commander of the Order of Isabel the Catholic, an Officer of the Order of Orange Nassau, and has been decorated with the Order of the Double Dragon, Second Class, Third Degree. Mr. Siffert is fond of healthy, physical exercises, and, in his leisure, takes a delight in riding, fencing, and tennis.

SIR PELHAM LAIRD WARREN, K.C.M.G., His Britannic Majesty's Consul-General at Shanghai, is a son of Admiral Richard Laird Warren. He was born on August 22, 1845, and entered the Consular service at the age of twenty-two years, as a student interpreter on the China establishment, in February, 1867. He became a third-class assistant in 1869, was promoted to be a second-class assistant in 1873, and, after acting as interpreter at Foochowfu for twelve months, rose another step in the ladder, being made assistant in the first class in November, 1876. During the next five years he carried out the duties of Consul successively at Ningpo, Wenchow, and Taiwan, and in 1883 was appointed Her late Majesty's Vice-Consul at Pagoda Island. He went to Taiwan as Consul in 1886, and was transferred to Hankow in 1893, becoming Consul-General there six years later. From July, 1899, to October, 1900, he acted as Consul-General at Shanghai, was employed on special service here between October, 1900, and April, 1901, and in the following July was confirmed in his present post. Mr. Warren was made a Companion of the Order of St. Michael and St. George in July, 1901, and was advanced to a Knight Commandership in the following year.

MR. FREDERICK EDGAR WILKINSON, who is the son of the late Mr. Richard Wilkinson, formerly Her Britannic Majesty's Consul at Salonica, Malaga, and Manila, was appointed His Britannic Majesty's Vice-Consul at Shanghai in August, 1906. He was born on May 15, 1871, and was appointed a student interpreter in China in March, 1893. In 1897 he was promoted to be a second-class assistant, and, after carrying out the duties of Consul at Chefoo and Chinkiang, became an assistant of the first class in 1900. Since then he has acted as Consul at Soochow, as Vice-Consul at Shanghai, and as Consul at Nanking, and has been an assistant at the Mixed Court, Shanghai, and in the Chinese Secretary's office at Peking. Before entering upon his present duties in Shanghai he was Acting Consul at Wuchow for two years.

MR. CHARLES DENBY, Consul-General for the United States of America at Shanghai, is a native of Indiana. His father, Col. Charles Denby, was American Minister at Peking for some years. Mr. Denby was educated at Princetown University, in the class of 1882. He entered the Legation at Peking as Second

Secretary in July, 1885, and was promoted First Secretary on October 30, 1893. From March 17 to October 27, 1894, and from May 14 to August 1, 1896, he acted as *Chargé d'Affaires*. He resigned in 1897. During the war between China and Japan (1894-95) Mr. Denby had charge of the interests of Japan in China, and at the conclusion of hostilities he was received in audience by the Emperor of Japan, and thanked for his services. Decorations were offered him both by the Emperor of Japan and the Emperor of China, but they had to be declined under the rules of the service. On July 18, 1900, Mr. Denby was appointed Secretary-General of the Provisional Government established by the allied Powers for the district of Tientsin; and from August, 1902, to November, 1905, he was Foreign Advisor to His Excellency Viceroy Yuan Shih Kai, Governor-General of Chihli. While in Washington in the autumn of 1905 he accepted the position of Chief Clerk of the Department of State, an office which he held until his appointment as Consul-General at Shanghai on April 15, 1907. Mr. Denby was married in 1895 to Miss Martha Orr, by whom he has three children.

MR. LOUIS RATARD, Consul-General for France in Shanghai, was born on February 28, 1852, and took part in the Franco-German War, 1870-71. Entering the service of the French Government, he was appointed to a position in the Chancellery on April 9, 1873, was promoted Chancellor on November 28, 1878, Consul Honoraire on December 31, 1888, Consul on September 26, 1892, and Consul-General in August, 1905. He has occupied consular posts in Newcastle, Barcelona, Honolulu, Havana, Buenos Ayres, Lisbon, Naples, Rome, Batavia, Yokohama, and Shanghai. M. Ratard is a Chevalier de la Légion d'Honneur.

HERR PAUL VON BURI, who has been the Consul-General for Germany at Shanghai since October, 1906, is the only son of Councillor Dr. Maximilian von Buri. He was born at Giessen (Hesse) in 1860, and was educated at the Gymnasium, Darmstadt, and at the Universities of Heidelberg, Strassburg, Giessen, and Leipzig, where he devoted his attention chiefly to the study of jurisprudence. He joined the Prussian service in 1881 as Referendar at Leipzig, and, passing the State examinations in 1886, entered the Foreign Office two years later. His first appointment was that of Vice-Consul at Zanzibar in 1889, since which time he has served as Vice-Consul and Acting-Consul at Capetown, Pretoria, and again at Zanzibar. In 1895 he was once more attached as an assistant to the headquarters staff; in 1900 he carried out the duties of Consul-General at Bale; and in the following year was transferred to Sydney, Australia. During his twenty years' service, Herr von Buri has received many decorations in recognition of the valuable work he has accomplished, including the Prussian Red Eagle of the Fourth Class, the Prussian Order of the Crown (Third Class), a Knight Commandership of the Schwerin House Order der Wendischen Krone, the Zanzibar Star, and the Chinese Dragon. In 1896 Herr von Buri married Charlotte, eldest daughter of Dr. von Bonhard, late President of the Senate of the State Courts at Munich.

MR. MILOSLAV A. KOBR, Acting Consul-General for Austria-Hungary, was born at Raudnitz, Elbe, in 1878, and was educated at the Oriental Academy, Vienna, studying jurisprudence and State law and Eastern languages. During his subsequent military career he served in the 26th Regiment of Artillery, and is now an officer on the Reserve. He entered the service of the Foreign Office in 1903, and shortly afterwards was appointed Attaché at the Shanghai Consulate. He became Vice-Consul in 1905. His present acting appointment dates from February, 1908. Mr. Kobr, who is an able exponent of the art of fencing, is Superintendent of the Cercle Internationale, Shanghai, and of the International Institute.

MR. CONSTANTINE KLEIMENOW, who was born in 1856, was, for some time, an infantry officer in the Russian Army, and served in the Russo-Turkish War of 1877-78. Resigning his commission, he entered the Foreign Office in 1882, and, six years later was appointed secretary to the Russian Legation at Peking. He acted as the Russian Consul in Singapore from 1895 till the end of 1900, when he proceeded to take up his present position as Consul-General for Russia in Shanghai. He has received a number of civil and military decorations for his services.

MR. L. J. C. von ZEPPELIN OBERMULLER, the Consul-General for the Netherlands, was born at Haarlem, Holland, in 1874. He entered the Foreign Office in 1897, and at various periods, and in different capacities, has served in the Hague, Antwerp, Penang, Singapore, Constantinople, Bangkok, and Tientsin.

MR. THEODOR RAASCHOU has been the Consul for Denmark at Shanghai, and Consular Judge for China since January 20, 1904. He was born on June 28, 1862, and was educated at the University of Copenhagen, where he took the final degrees in law. After practising law for some time he was engaged in business until 1902, when he joined the Consular service, and was appointed Vice-Consul, and afterwards Acting-Consul, for Denmark in London.

MR. THORVALD HANSEN, Consul-General for Norway, was born in 1864 at Hollen, in the county of Bratsburg, Norway. He graduated in law at Christiania University, and after spending a year in an advocate's office he became, in 1890, secretary to the Swedish-Norwegian Consul at Leith, Scotland. In 1895 he was transferred to the Norwegian Consulate-General in London, and in 1900 became Norwegian Vice-Consul in New York. Whilst in the capital of the United States, he married Miss Constance Fabrizius Boyesen. He received his present appointment in Shanghai, on March 24, 1906. Mr. Hansen is a Knight of the First Class of the Order of Wasa.

MR. RICHARD BAGGE, Consul-General for Sweden, was born at Stockholm in 1860, and was educated at Upsala University. Graduating as a Doctor of Law in 1886, he practised in the Stockholm Courts for a year, and was then appointed Consul Attaché at Havre,

France, where he remained for three years. He became secretary to the Diplomatic Agency at Cairo in 1890, and two years later was transferred to New York as Swedish Vice-Consul. From 1894 to 1898 he was attached to the Consulate-General in London, and was then appointed Consul-General at Barcelona. Returning to London, he was again attached to the Consulate-General until he was ordered to proceed to Quebec as Consul-General. It was whilst in Quebec that Mr. Bagge met his wife, whose father had formerly held the position of Consul-General in that city. From December, 1905, until September, 1906, Mr. Bagge was Consul-General at Hamburg, and he was then transferred to Shanghai.

MR. RAFAEL SECO, Consul for Spain, has had a long career in the Consular service. Born at Extremadura, in Spain, forty-two years ago, he graduated in law at the Central University, Madrid, and in 1890 passed his examination for the Consular Courts. In 1895 he was appointed Vice-Consul at Philadelphia, and in the following year was transferred to Keywest. He was Vice-Consul of St. Dennis Island during the Spanish-American War, and subsequently held similar appointments in Certe (France), and Lisbon. Proceeding to the Philippines in 1904, Mr. Seco was first Vice-Consul at Iloilo, and then during the Governorship of General Wright, was appointed Acting-Consul in Manila. He was transferred to Shanghai in September, 1906, and at the time of writing is about to proceed to Para, in Brazil, as a first-class Consul. He will be succeeded in Shanghai by Mr. A. S. Arias. Mr. Seco, who is married and has four children, lives at No. 19, Seward Road, the Spanish Consulate.

MR. OSGAR GEORGE POTIER, the Consul-General for Portugal, graduated in the High School of Letters, and was appointed Attaché to the Portuguese Government Financial Agency in London on November 7, 1889. He became an Attaché to the Ministry of Treasury on April 28, 1892, and Chancellor in the Ministry of Foreign Affairs on April 9, 1896. He was promoted to the rank of Second-class Consul on December 24, 1901. On June 26th of the following year he was appointed to his present post, assuming the duties in the following November. Mr. Potier is a Fellow of the Royal Society of Geography, Lisbon, and of the Royal Institute of Lisbon, and is a Knight of the Royal Danish Order of Denneborg.

MR. A. MONACO, the Consul-General for Italy, has been in the foreign service of his country for the past twenty-seven years, during which time he has held appointments in many parts of the world. He has travelled extensively in North and South America, and was Italian Minister at Korea for three years during the Russo-Japanese War. He entered upon his present position in Shanghai in 1907.

MR. HISAKICHI EITAKI, Consul-General for Japan at Shanghai, is a native of Japan, and received his education at the English Law College, Tokyo—a college where law and jurisprudence are taught upon English principles by Japanese professors. He passed the examination for admission to the



THE CONSULAR BODY.

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| 1. A. MONACO,
Consul-General for Italy. | 2. RAFAEL SECO,
Consul for Spain. | 3. L. J. C. VON ZEPPELIN OBERMULLER,
Consul-General for the Netherlands. |
| 4. V. MEYER,
Vice-Consul for Denmark. | 5. HERR PAUL VON BURI,
Consul-General for Germany. | 6. M. MARTI,
Consul for Mexico. |
| 7. MILOSLAV A. KOBR,
Acting Consul-General for Austria-Hungary. | 8. CHARLES DENBY,
Consul-General for U.S.A. | 9. D. SIFFERT,
Consul-General for Belgium (Senior Consul). |
| 10. SIR PELHAM L. WARREN, K.C.M.G.,
Consul-General for Great Britain. | 11. COL. BENJAMIN GIBERGA,
Consul-General for Cuba. | 12. T. HANSEN,
Consul-General for Norway. |
| 13. C. KLEIMENOW,
Consul-General for Russia. | 14. T. RAASCHOU,
Consul for Denmark. | 15. H. EITAKI,
Consul-General for Japan. |
| 16. O. G. POTIER,
Consul-General for Portugal. | | |

Bar in 1880, and also for the higher grades of the Civil Service, and in the same year became Judge's Associate. He was appointed Attaché for Foreign Affairs at Tokyo in 1890, and Elevé Consul in 1890, in which year he was sent to Fusan, Korea. He was transferred to Chemulpo, Korea, as Acting-Consul, in 1893, and to the Consulate-General at Shanghai in 1894, where for six months (from December, 1894, to May, 1895), he was Acting Consul-General. He was then sent to Shasi (on the Yangtze-Kiang) as Consul and while there was commissioned by the Japanese Government to negotiate the terms of the Japanese Concession at Shasi with the Chinese authorities. He was appointed Consul for New South Wales in November, 1898, and arrived at Sydney on January 18, 1899. The Consulate was raised to the rank of a Consulate-General in December, 1901, when he was instructed to assume the duties of Acting Consul-General for Australasia, a position which he held until 1903. While in Australia he took part in a discussion on the Immigration Restriction Bill with the Government of the Commonwealth; and in regard to the racial question he wrote a book in English, entitled "Color-phobia," which was published in Sydney. At the end of 1903 he was transferred to Hankow as Consul, and in 1905 he received his present post.

M. MARTI, the Mexican Consul, was appointed by the President of the United States of Mexico on May 18, 1907. He has jurisdiction in the provinces of Kiangsu, Chekiang, and Anhwei.

CHEVALIER BENJAMIN GIBERGA, a colonel in the Cuban Army of Liberation, at present Chargé d'Affaires of the Cuban Republic in China and Consul-General at Shanghai, belongs to one of the most prominent Cuban families, being of Dutch descent on his father's side (who was Spanish born and had the title of Count, which he renounced) and of French descent on his mother's side. He studied at the University of Barcelona, Spain, and at Paris, London, and New York. He is well known in the Spanish-speaking countries as the author and translator of several works. He is one of the survivors of the *Tillie* expedition, which was shipwrecked with a valuable cargo of arms and ammunition for the Cuban revolutionists during their War of Independence. He was decorated by the Venezuelan Government for his services to public education in Venezuela, and is a chevalier of the Order of Simon Bolivar, the great South American liberator. He served as secretary to the former President of the Republic of Cuba, the Hon. Tomás Estrada Palma; also to the present Cuban Minister Plenipotentiary at Washington, the Hon. Gonzelo de Quesada; and during the late Cuban War was secretary to Major-General Bartolomé Masó, President of the Cuban Republic in the field, and also to Major-General Calixto Garcia, Lieutenant-General and Chief of the Eastern Department of the Cuban Army. Mr. Giberger was Commissioner for Cuba at the Paris World's Fair of 1900. The Cuban Government also deputed him to raise a loan for \$35,000,000 (gold), with which to pay the Cuban Revolutionary Army. This loan was placed in New York in 1905. Colonel Giberger presented his diplomatic credentials to the Chinese Government at Peking on April 27, 1907.

SIR HAVILLAND WALTER DE SAUSMAREZ, Judge of His Britannic Majesty's Supreme Court for China and Korea, was born on May 30, 1861, and was the second son of the Rev. Havilland de Sausmarez. He was educated at Westminster and at Trinity College, Cambridge, graduating ninth senior optime in 1883. He was called to the Bar of the Inner Temple in the following year, and went on the Kent Sessions and the South-eastern Circuit, subsequently going



SIR HAVILLAND W. DE SAUSMAREZ,
Judge, His Britannic Majesty's Supreme Court
for China and Korea.

abroad. After practising privately in Lagos, where he acted as Queen's Advocate for eight months, he was appointed Assistant Judge in Her Majesty's Consular Court for Zanzibar, a position he occupied for five years. In 1897 he became Assistant Judge, and in 1903 Judge of the Supreme Court of the Ottoman Dominions. He came to Shanghai in his present capacity in 1905. Sir Havilland has been twice married, his first wife, who died in 1893, being Dora Beatrice, second daughter of the late Major-General Gother Mann, C.B., and his second, whom he married in 1896, being Annie Elizabeth, younger daughter of the Rev. F. W. Mann. He lives at No. 3, Yates Road, Shanghai, and is a member of the Oxford and Cambridge and of the Savile Clubs.

HIS HONOUR MR. JUSTICE FREDERICK SAMUEL AUGUSTUS BOURNE, Assistant Judge of His Britannic Majesty's Supreme Court for China and Korea, Shanghai, and Judge of His Majesty's High Court, Weihaiwei, was born on October 3, 1854, and is a son of the late Rev. S. W. Bourne, B.A., Rector of Winfarthing, Norfolk, and of Mary Caroline, daughter of the late Henry Cassin, M.D. Educated at St. Edmund's School, Canterbury, Mr. Bourne entered the service of the War Office in 1873, and three years later was transferred to the China Consular service. In 1885-86 he was employed on special service, exploring the country bordering on Tonkin, and in the latter year received the thanks of the President of the United States for services rendered at Chungking. In 1890 he was called to the

Bar by Lincoln's Inn, and in 1893 he was appointed Vice-Consul of Canton. He was Consul-in-charge of the Blackburn Commercial Commission in 1896-97, and has



F. S. A. BOURNE,
Assistant Judge, His Britannic Majesty's Supreme Court.

subsequently received his present appointment. Mr. Bourne, who married, in 1889, Alice, youngest daughter of the Rev. John Chalmers, LL.D., lives in Shanghai. His address in England is Southborough, Tunbridge Wells, and the Conservative Club, London.

MR. LEBBEUS REDMAN WILFLEY, the first holder of the appointment of Judge of the United States Court for China, was born in Missouri, U.S.A., on March 30, 1866, his father being of German, and his mother of Welsh descent. His early days were spent on a farm, and his education began at the Central College, Missouri, where he took his A.M. degree in 1888. From 1888 to 1891 he was President of Clarksbury College, Missouri. He took the summer course of law at Virginia University in 1891, and was admitted to the Bar in Virginia in the same year. Proceeding to Yale University, he graduated with honours in the Law School in 1892, taking his LL.B. degree; and he then entered upon private practice in St. Louis. Although a democrat in politics, he did not support Bryan's candidature in 1896, and since then has been a member of the party known as "gold democrats." In 1901 Judge William H. Taft, then Governor-General of the Philippines, asked the federal judges and certain prominent lawyers of St. Louis to recommend a man for the bench in the Philippines. As a result Judge Wilfley was appointed Attorney-General of the Islands. In 1906, when Congress created the United States Court for China, President Roosevelt, upon the recommendation of Mr. Secretary Taft and Mr. Secretary Root, appointed Judge Wilfley to the position he now fills. In Shanghai Judge Wilfley has been confronted with a number of vexed and difficult questions. The laws which Congress had extended to China were embraced within the term "common law," which was so vague,

indistinct, and archaic as to render it almost impossible of application; and Judge Wilfley is now engaged in trying to secure a new penal and civil code specially adapted to the requirements of United States citizens in China. Soon after the establishment of his Court three-fourths of the American Bar at Shanghai were rejected, and as a consequence, attempts were made to impeach Judge Wilfley. Congress, however, dismissed the charges brought against him as devoid of foundation, and the work of the Court was commended. At the close of the Boxer troubles and of the Spanish-American War, a large number of suspicious and undesirable foreigners of all nationalities found their way into Shanghai, and of this class of citizens America furnished her full quota. The situation called for drastic measures, and Judge Wilfley by sentencing a number of swindlers, gamblers, and "sharks" to terms of imprisonment, induced others to flee, and was thus the means of ridding the Settlement of many of the criminal class. Judge Wilfley is now desirous of securing the appropriation of a large sum of money for the erection of a Federal Building in Shanghai, for the Court Consulate-General and other offices.

THE MUNICIPAL COUNCILS.

THE INTERNATIONAL SETTLEMENT.

THE International Settlement comprises an area of 33,503 mow, or nearly 9 square miles, and contains an estimated population of 13,700 foreigners and 510,000 Chinese. It is bounded on the north by the Soochow Creek from the Hsiao Sha Ferry to a point about seventy yards west of the entrance thereto of the Defence Creek, thence in a northerly direction to the Shanghai-Paoshan boundary, thence following this boundary to the point where it meets the Hongkew Creek, and thence in an easterly direction to the mouth of the Ku-ka-pang; upon the east by the Whangpoo River from the mouth of the Ku-ka-pang to the mouth of the Yang-king-pang; upon the south by the Yang-king-pang from its mouth to the point at which the Defence Creek enters it, thence in a westerly direction following the line of the northern branch of the Great Western Road, and thereafter along that road to the Temple of Agriculture in the rear of Bubbling Well Village; and on the west by a line drawn from the Temple of Agriculture in a northerly direction to the Hsiao Sha Ferry on the Soochow Creek.

The Settlement is administered by a Municipal Council of nine members elected annually from and by the foreign ratepayers, in accordance with the provisions of the Land Regulations. At the close of their year of office the members of the Council present a detailed report of their proceedings to a statutory meeting of the ratepayers, who then consider the estimates for the ensuing twelve months and decide upon the methods by which the sum required for carrying on the public affairs of the Settlement shall be raised. In this way the community retain very effective control over their representatives, who, indeed, have no power even to make by-laws, except such as apply to themselves or the officers of the Municipality, without the approval of the ratepayers, in special meeting assembled, of the Consular Body, and of the representatives of the Treaty Powers in Peking.

But within these limitations the Council has wide scope for its activities. It is responsible for the policing of the Settlement and outside roads, the promotion of public

health by sanitation and food inspection, the construction and care of highways and open spaces, the supervision of building operations, the execution of public works, the supply of electric lighting and power, the issue of licences, and the administration of the volunteer corps, fire brigade, public band, and the chief centres of public instruction, foreign and native, within the Settlement. For the proper performance of these duties it is empowered to levy a tax upon land, to rate buildings, to collect dues upon goods passing through the Custom House, and to charge fees for licences. It is also entitled to a royalty of 5 per cent. on the gross receipts of the tramways system of the Shanghai Electric Construction Company.

For the more efficient discharge of its manifold duties the Council resolves itself into three committees, viz.:—The Watch Committee, which has control of the police, volunteers, fire brigade, and health department; the Works Committee, which is charged with the construction and maintenance of highways, bridges, drains, and open

August 6, 1868, and was educated at Fettes College, Edinburgh. After a few years spent in the service of the Royal Bank of Scotland and the Chartered Bank of India, Australia, and China, he joined Messrs. Jardine, Matheson & Co., Ltd., in March, 1890. At different periods he has been stationed at Swatow, Hongkong, and Shanghai. It was at the beginning of last year, when Mr. Keswick was transferred to Hongkong, that Mr. Landale was placed in charge of the firm's interests at Shanghai. For a number of years past Mr. Landale has taken a prominent part in the public and social life of the Settlement. Excepting during two years, he has been a member of the Municipal Council continuously since 1900. He was chairman of the Finance Committee in 1903-4, and was elected to his present position in May, 1907. He is a member of the Sports Club and of the Thatched House Club, London, and of practically all the local clubs. His recreation is found chiefly in polo playing and shooting. He is president of the Shanghai Gun Club, a steward of the



HON. L. R. WILFLEY, Judge, United States Court of China; A. BASSETT, U.S. Attorney; F. E. HINCKLEY, Clerk of Court; and HUBERT N. O'BRIEN, U.S. Marshal.

spaces, &c.; and the Finance Committee, which, of course, is responsible for framing the estimates and providing the means for carrying on the work of the Council. The direction of the electricity department has been delegated to a salaried committee, whose decisions are subject to the veto of the Council. The band, and public educational establishments are administered with public funds by committees upon which the Council is represented. The Council also nominates one member out of the three who constitute the Land Commission, a body appointed each year to award compensation in respect of property compulsorily acquired for public purposes.

MR. DAVID LANDALE, the chairman of the Municipal Council, is the son of the Rev. David Landale, of Applegarth Manse, Lockerbie, Dumfriesshire, Scotland, and Margaret, daughter of Sir Wm. Jardine, Bart. He was born at Applegarth on

Race Club, and a member of the committee of the Polo Club. In February, 1902, he married Mildred, the second daughter of Mr. John Fortune, of Bengaim, Kircudbrightshire.

MR. ALBERT WILLIAM BURKILL, the chairman of the Watch Committee, has, with the exception of a year spent in England, been a member of the Council since 1903. He is the son of Mr. A. R. Burkill, founder of the firm of Messrs. A. R. Burkill & Sons, and was born in Shanghai on February 14, 1873. When six years of age, he went to England, and was educated at King Edward's School, Bromsgrove, returning, in 1892, to join his father in business. He became a partner in the firm in 1896, and has had charge of its interests since 1897. For many years past Mr. Burkill has been a prominent figure in local sporting circles. He used formerly to be a regular member of the Shanghai football team, but now his chief

recreation is riding. He is an enthusiastic polo player, is master of the Paper Hunt Club, and is one of the best known amateur jockeys in the Settlement.

MR. WILLIAM D. LITTLE, who was first elected a member of the Municipal Council in 1891, was born of Scottish

Sixty," now known as the "King's Hundred." Coming to Shanghai in December, 1886, he joined the local volunteers as a private and won the gold cross at the Autumn Rifle Meeting in 1884. Subsequently, he rose to command the Infantry Battalion, and when, in 1903, he was placed on the retired list, with the rank of major, he received a special letter of thanks from the Municipal Council for his

chairman of the Shanghai General Chamber of Commerce for five years, and is a vice-president of the Shanghai Rifle Association.

MR. ALFRED DENNY LOWE, who is now serving his second year as a member of the Municipal Council, was born on February 14, 1863, at Newstead House, near Stamford Line, and was educated at Stamford Grammar School. It was intended that he should follow in the footsteps of his grandfather and three uncles, and study medicine, but the death of his father interfered with this plan, and Mr. Lowe was apprenticed to a large tea firm in London. He remained with them for nine years, and in 1887 came to China as "Chasee"—tea-taster—to the house of Jardine, Matheson & Co. This position he held for nearly six years, when, his agreement having expired, he returned to England on account of his health. After some months' rest, he was approached by Mr. A. R. Greaves, with the result that he returned to China in the service of Greaves & Co.—an offshoot of the now extinct American firm of Russell & Co. Mr. A. R. Greaves retired from the China firm in 1900, and the business was eventually taken over by Mr. C. E. Geddes and Mr. A. D. Lowe, operations being carried on in Shanghai and Hankow under the title of Geddes & Co. During the whole of his residence in the Settlement Mr. Lowe has taken an active interest in municipal affairs, and is now a member of the Watch Committee. He is managing director of the Shanghai Ice, Cold Storage and Refrigeration Company, and has a seat on the boards of several local companies. For many years an enthusiastic member of the Victoria Fire Company, he is now one of the few honorary active members of the Shanghai Fire Brigade. He is on the committee of the Shanghai Club, and is a member of all the other principal local social and sporting clubs. Mr. Lowe is a married man with a family of five children.

MR. OTTO MEUSER, chairman of the Works Committee, has been a member of the Council since 1901. He came to Shanghai in 1874 and, in his private capacity, is the manager of Messrs. Rhode & Co.

MR. J. H. McMICHAEL, senior partner in the firm of Messrs. Fraizar & Co., was first elected a member of the Municipal Council in 1895. The son of Mr. Richard McMichael, merchant, of Albany, New York, he was born on June 29, 1856, at Schenestady, New York, and was educated at the Erasmus Hall Academy. For fifteen years he was with the old China firm of Wetmore, Cryder & Co., and when that firm was merged with Fraizar & Co. he came out to Shanghai in 1887, to manage the business in the East. Subsequently he became the sole proprietor, and in January, 1907, he admitted Mr. Walter S. Emens into partnership. Mr. McMichael has always taken an active interest in public affairs. After his first period of membership of the Municipal Council, in 1895-96, he retired, but was re-elected in 1907. During 1896-97 he served on the committee of the Shanghai General Chamber of Commerce. In 1896, also, he took part in the revision of the Land Regulations. In the following year he acted as chairman of the Sundry Exports Sub-



SOME MEMBERS OF THE SHANGHAI BAR.

1. R. N. MACLEOD.

4. W. V. DRUMMOND.

6. A. P. STOKES.

5. W. A. C. PLATT.

7. J. H. TEESDALE.

parents at Singapore in 1857. He was educated at a private school at Blackheath and at University College, London. At the age of sixteen he joined the London Scottish Volunteers, and has continued ever since to take an active interest in the volunteer force. In 1879 he won a St. George's Badge at Wimbledon, and in the following year shot into the "Queen's

services to the corps. Mr. Little came out to China to join the firm of Carter & Co., which was subsequently changed to Westall, Little & Co., and later to William Little & Co., although it was known throughout as the old Chung Ho hong, established by William Broughall in 1851. Besides serving for several terms on the Municipal Council, he has acted as

Committee, appointed to consider questions relating to the taxation of exports. Mr. McMichael is a director of the Perak Sugar Cultivation Company, Ltd., and of the Kalumpang Rubber Company. An enthusiastic sportsman, he is a member of all the local clubs, and devotes much of his leisure to riding and golf.

MR. W. A. C. PLATT, who has served on the Municipal Council for two years, was born in London in 1859. He was educated at Magdalen College School, and at Hertford College, Oxford, where he graduated in law in 1883. Entering Lincoln's Inn, he was called to the Bar in 1885, and practised for a number of years on the Western Circuit. In 1892 he came to China, and joined the local firm of Johnson, Stokes & Master. On various occasions he has acted as Crown Advocate. He is a member of the Union and Thatched House Clubs, London; a past chairman of the Shanghai Club, and a member of practically all the local institutions.

MR. JOHN PRENTICE, who has been a member of the Municipal Council for many years, is chairman and managing director of the Shanghai Dock and Engineering Company. He is interested also in a number of other large industrial enterprises, and, consequently, his opinions, based upon long experience and intimate knowledge of local affairs, always receive careful attention. Born at Glasgow, he was apprenticed, upon the completion of his education at Greenock, to the engineering firm of Scott & Co., Greenock. He came to Shanghai in 1870, and joined the firm of David Muirhead as a marine engineer and shipbuilder. Afterwards he became connected with Messrs. Boyd & Co., whose business was subsequently reconstructed as S. C. Farnham Boyd & Co., and is now the Shanghai Dock and Engineering Company, Ltd. Mr. Prentice, who had been managing director of Boyd & Co., was, until recently, chairman and managing director of the present Company. During the past year, however, he has given up the active supervision of the work carried on, but still retains his position as chairman of the Company. He is on the local board of directors of the famous Langkat Oil Company, of Sumatra, and is a director, also, of the Sunatra Tobacco Company, and of the Yangtze Insurance Company. Mr. Prentice is a member of the Thatched House Club, London, and of most local institutions and sporting clubs.

THE FRENCH CONCESSION.

The French Concession, lying between the International Settlement and the native city, with a frontage on the Whangpoo, contains 1,625 mow. This area is administered by a Municipal Council, consisting of four French members and four foreigners of other nationalities. The Consul is, *ex officio*, president of this body, but he invariably delegates his powers, and a chairman is chosen by the members from among their own number. The Consul, however, retains the right to veto any decision of the Council that does not meet with his approval. The members are elected by foreign owners of land, occupiers of houses, and residents with an annual income of over 4,000 francs, irrespective of nationality, except that, as in the neighbour-

ing Settlement, the Chinese have no formal rights. The members hold office for two years, one-half of their number retiring annually. The Council resolves itself into five committees, namely, the Finance, Public Works, Police, Municipal School, and Hos-

and patrolled by the municipal police. The Council has recently established its own fire brigade. Hospital accommodation is provided for the police, but there is no municipal general hospital, the Council making contributions to the Shanghai General Hospital,



MEMBERS OF THE SHANGHAI MUNICIPAL COUNCIL.

- | | | |
|---------------------|-----------------------------|---------------------|
| 2. W. D. LITTLE. | 1. J. C. HANSON. | 4. A. W. BURKILL. |
| 5. J. PRENTICE. | 3. W. A. C. PLATT. | 7. O. MEUSER. |
| 9. J. H. MCMICHAEL. | 6. DAVID LANDALE, Chairman. | 11. E. B. SKOTTOWE. |
| | 8. M. C. BEAN. | |
| | 10. A. D. LOWE. | |

pital Committees, and discharges the usual functions of a highways and sanitary authority. Since 1900 roads have been purchased outside the boundaries of the Concession, extending as far back as Siccawei. These are maintained by the Council's engineers

the Pasteur Institute, and the Shanghai Municipal Dispensary. There is a small municipal school in the Concession, attended by about two hundred Chinese pupils, and it is the intention of the Council in the near future to erect a large municipal school

and establish a small university. For this purpose the sum of Tls. 25,000 has been ear-marked, and a contribution of a similar amount is expected from the French Government.

The tramways, electric lighting works, and waterworks are all controlled by one private company. The amalgamation, however, is of very recent date, for electric lighting was a municipal service in 1905, and the waterworks were owned by the Council until May 1, 1908. Revenue is obtained by the Council from each of these enterprises as well as from land tax, rates, licences, and wharfage dues.

Although there is no recognised annual meeting of land renters the general body of ratepayers are called together whenever there is any matter of special importance to consider.

MONS. VICTOR BERTHOZ, Barrister-at-Law, was born at Lyons in 1867. Educated for the legal profession he qualified as Attorney and Barrister-at-Law before the Court of Appeal of Aix-en-Provence. Coming to the Far East in 1900 he practised at Saigon for four years, and in 1904 removed to Shanghai and Tientsin. On becoming a member of the French Municipal Council in 1907 he was unanimously elected chairman. Mons. Berthoz, who is married, has a charming residence in the Avenue Paul Brunat. He is a member of the Shanghai and Tientsin Clubs, and of the Cercle Sportif Français.

MR. W. M. DOWDALL, F.R.I.B.A., A.M.Inst.C.E., vice-chairman of the Council, is on the staff of the Shanghai Volunteer Corps, and a short sketch of his career will be found elsewhere in this volume.

MR. THEO. ECKARDT, proprietor of the Shanghai Nurseries in the Avenue Paul Brunat, was elected a member of the French Municipal Council in January, 1908. A native of Kiel, in Germany, he is forty-one years of age, and has resided in China for the past six years.

MONS. J. GAILLARD, a native of Montcarra, Isere, France, came to the Far East twenty-seven years ago in the import and export business. He established branches at Shanghai, Peking, Tientsin, Hankow, Foochow, Chefoo, Nagasaki, and Port Arthur, and eventually secured a contract as purveyor to the French Army and Navy in China. Owing to failing health, however, he was compelled, in 1903, to relinquish a great part of his business, retaining only that of wholesale dealer in diamonds, jewellery, and watches, with branches at Shanghai and Hankow. In 1885 he joined the Shanghai Fire Department as first officer of "Le Torrent" Company, and in 1891 he was appointed district engineer, a post which he filled for eight years. He was elected a member of the French Municipal Council in July, 1907. Mons. Gaillard married in September, 1893, Mdlle. Cecile

Eymard, daughter of a well-known silk merchant in Yokohama, by whom he has four children.

MR. E. GHISI, manager of the Shanghai branch of the Societa Coloniale Italiana, is a native of Milan. He came to Shanghai in October, 1883, in the service of Messrs. Dufour Bros. & Co., a well-known firm of silk exporters. He remained with them until 1901, when he joined the Societa Coloniale Italiana, opening the local branch of which he has ever since been manager. From 1889 until 1901 Mr. Ghisi was Consul for Italy in Shanghai. He is a familiar figure in the social life of the Settlement, and is a member of practically all the local clubs. Of the Italian Bowling Club he is hon. president. Mr. Ghisi, who is in his fifty-second year, is married, and has four children.

MR. W. LA GRO is the manager of the Netherlands Trading Society in Shanghai. He came to the Settlement when the local branch of this bank was opened in 1903, and has been in the service of the institution for upwards of fourteen years. A native of Meppo, in Holland, he was educated at Groningen, and is now thirty-four years of age. He resides in Yates Road, and is a member of all the principal clubs in Shanghai.

MONS. H. MADIER, a native of Peyrins, France, came to Shanghai as a silk inspector for the firm of Messrs. M. Tillot & Co. in 1900, and in March, 1907, he acquired the sole proprietorship of the business. A very popular man, Mons. Madier is a member of the Shanghai Club, the Race Club, and the Cercle Sportif Français. He resides in the Avenue Dubail.

MONS. BRAISER DU THUY is the agent-general for the Messageries Maritimes Steamship Company in the Far East. He was born at Singapore, his father having come out to the Straits Settlements in the service of the Company in 1861 or 1862. After holding the position of agent-general in Sydney for about eight years, Mons. du Thuy was transferred to Shanghai in November 1906, and soon took a prominent place among the residents in the Settlement. In addition to being a member of the French Municipal Council he is a member of the Shanghai Chamber of Commerce. As a member of the French Club, the French Amateur Dramatic Club, and the committee of the Shanghai Club he takes his share in the social life of Shanghai.

MONS. G. LAFERRIERE, secretary to the French Municipal Council, was born in Paris. He has been resident in China for about twelve years. After being a clerk in the employment of Messrs. E. L. Mondon & Co. for three years he entered the service of the Municipal Council, and was successively tax-collector, accountant, and, since July, 1904, secretary. Mr. Laferriere, who is a

member of the Shanghai and French Clubs, and of the French Amateur Dramatic Club, is at present home on leave.

THE CHINESE CITY.

A MUNICIPAL COUNCIL was formed in the native city in August, 1905, and was the first of its kind in the Empire. The Taoutai at that time, His Honour Huan Shu Hsuen, who is now the Acting-Governor of the Shantung Province, was induced to sanction the creation of such a body by a number of leading Chinese merchants, who, being firmly convinced of the advantages that would follow upon some measure of local self-government, repeatedly brought the matter before his notice. The constitution of the Council resembles that of the Municipal Councils in the Foreign Settlement. The members, who number thirty-three, are elected for two years. At the conclusion of this term, according to the original regulations, they should all retire together, but the disadvantages of such a system soon became apparent and now one-half the Council retires annually. The election is by ballot, and the franchise is limited to men of not less than twenty-five years of age, who possess certain property qualifications and are permanent residents in Shanghai. Originally it was stipulated that every voter must have been born in Shanghai, but recently this proviso has been withdrawn. Each year there is a meeting of electors, akin to the annual meeting of ratepayers in the International Settlement, to which the Council submit the estimates for the forthcoming twelve months. The members of the Council elect their own president and chairmen of committees, those holding office at the present time being Mr. Li Chung Yü (president); and Messrs. Koh Hsi Lun, Yook, Huai Chi Tseng Tsu, and Chu Pu Seng (chairmen of committees). For the more efficient government of the area administered by the Council the work has been organised in three departments, namely, the Police Department, the Civil Administration Department and the Engineering or Public Works Department.

The Police Department has charge of the police stations, the sanitary department, and the fire brigade. A force of 700 men has been trained for service in the different police stations inside and outside the city wall, the police districts being divided as follows:—Inside the city wall: Eastern city district, western city district, southern city district, and northern city district. Outside the city wall: Eastern district, western district, and southern district.

The Civil Administration Department includes the census office, the tax-collector's office, and the land register office.

The Engineering Department is responsible for surveying and engineering, public works, and street lighting.

The Council's revenue has been derived, so far, from taxes levied on shops, houses, and public vehicles, but, the money from these sources proving inadequate, the Taoutai has promised to levy a tax of 20 cents upon every lottery ticket sold in the city to make up the deficiency.

A Government building in Mao Chia Lung, on the Bund of the native city, serves as the Council's headquarters.



POLICE.

BY MR. K. J. MCEUEN, Deputy Superintendent of Police.



THE Police Force of Shanghai, as an organised body, has a history which goes back a little over half a century. In the earliest years of its existence the Settlement was policed by Consular constables and native watchmen, and that primitive arrangement served—or had to serve—for the needs of the small foreign population which then existed. In 1853, however, came a change owing to the influx of Chinese who were driven to take refuge in Shanghai by the unsettled conditions of the adjacent Chinese territory. A scheme was then mooted for the creation of a force of 30 foreign constables with a chief and assistant superintendent. But in consequence of the difficulty of raising the funds only 8 constables were employed, and a part of the building erected with a view to the accommodation of the larger number (the nucleus of the present Central Station) was lent to the Library Committee, the rent helping to pay the 8 constables and their superintendent, Mr. S. Clifton. About 1855 the force was increased to 30, and when in 1862 the presence of the rebels and the consequent crowds of refugees made a larger force an urgent necessity, the number was raised to 164 men, many of whom were enlisted from the regiments leaving China after the Peiho Expedition. The need for economy, however, soon led to a reduction of this number, and about the beginning of 1865 the expense was still further lessened by drafting into the force native constables. In 1875 the force stood at 112 effective men.

The force forms the first line of the local defences, and consequently the organisation is of a semi-military character. The foreign section of the force, comprising Europeans and Indians—many of whom have served with the colours—is armed with the Lee-Enfield carbine—soon to be replaced by the short service rifle—and undergoes an annual training in musketry, while a small mounted contingent carries swords and revolvers. All the foreign members of the force, and as many Chinese as possible, are accommodated in barracks. There is a training dépôt for Indians and Chinese, and another is about to

be provided for Europeans. The total strength of the force on June 1, 1908, was 1,460 of all ranks. For the discharge of ordinary police duties this number, considered in relation to the population, may seem unusually high, but experience has shown that it is not in excess of the peculiar requirements of the Settlement.

RIOTS.

In 1891, for instance, the disturbances in the valley of the Yangtze approached so near to Shanghai as to cause grave apprehension at the mission stations at Jessfield and Siccawei. Soochow, Hangchow, and Sungkiang were in a disturbed state, necessitating extra vigilance on the part of the native officials, and even at the hills and the neighbouring villages rumours of suspicious characters being about were rife. The elements of disturbance, which at one time had every appearance of following the line of the Soochow Creek, apparently split at Soochow, branching off to Sungkiang and Hangchow in one direction and Haimun in the other. Special precautions, however, were taken in Shanghai to avert trouble, and during June, July, August, and October, fifty-four suspicious characters who could not give a satisfactory account of themselves were arrested and taken before the Mixed Court, with the result that they were either deported or sent into the native city to be dealt with there.

In 1897 a riot occurred in consequence of the decision of the Municipal Council to increase the wheelbarrow tax, from 400 to 600 cash per month from April 1st. The barrow-men refused to take out licences and created several serious disturbances. At 2.45 p.m. on April 2nd a large crowd of them assembled on the Bund near the Yangking-pang Bridge and prevented a hand-cart from being loaded. P.C. Laureson attempted to disperse them, but being unable to do so telephoned for assistance. Before it arrived he was knocked down by the crowd and very roughly handled. Several foreigners, however, went to his assistance, and on the arrival of men from the Central Station the crowd dispersed into the French Settlement. At

8 a.m. on the 5th a crowd of barrow-men collected on the Soochow Road and threw a hand-cart into the creek. The police were telephoned for, and on their arrival the crowd dispersed. At 9.45 a.m. on the same day some hundreds of barrow-coolies, many armed with carrying bamboos, were seen coming towards the Settlement from the French Bund. They were met at the Yangking-pang Bridge by Inspector Matheson, P.C. Lundquist, and Troopers 79 and 112. The rioters used their bamboos freely, and threw bricks through several windows. Several gentlemen from the club came to the assistance of the police, and in about five minutes the crowd was driven into the French Settlement. Inspector Matheson sustained a serious injury to one leg that incapacitated him from duty for three weeks, and both troopers were wounded on the head. Several foreigners were also injured. From the commencement of the first disturbance on April 2nd all the police off duty were confined to barracks, in order to be ready to turn out at a moment's notice.

In July, 1898, there was very serious rioting in the French Settlement, and to prevent the disturbance from spreading into the neighbouring Settlement the bridge over the Yangking-pang was guarded by armed police as long as the necessity for doing so existed. The Ningpo shops in the International Settlement were all shut for some days, and the washermen struck work. There was a small riot in Hongkew in connection with the latter occurrence, but it was promptly dealt with and the ringleaders were arrested and punished.

The year 1900, which will be a memorable one in the history of China owing to the Boxer uprising in the North, was full of anxieties. Every precaution was taken to prevent the Boxer element from finding its way into Shanghai. Men were posted at several important places to obtain information; steamers arriving from the North were searched; and whenever news was received of possible trouble the police were confined to barracks so as to be ready to turn out at a moment's notice. Extra Indians were taken on the strength, and certain parts of the Settlement were patrolled by mounted

police. Rockets were distributed to the principal mills and factories, to be used for signalling purposes in the event of trouble. All this entailed a vast amount of work on the police in general and on the detective staff in particular.

There was a great exodus of Chinese from Shanghai on account of the scare caused by different rumours—some of them of the most mischievous nature—which prevailed in native circles. The Council posted proclamations to pacify the minds of the people; and through the medium of the native guilds promises were made of police assistance in case of trouble. During June and July a very large number of the native residents left for Ningpo, Soochow, Canton, and other places, but they soon returned, finding in all probability that they were safer in Shanghai than in their native places. In August and September troops of various nationalities landed in Shanghai, and the Council took the precaution to notify the Chinese people by proclamation that the soldiers were coming for their protection as well as for the protection of foreigners. A system of Provost Guards was instituted on November 27th, Major Watson, and subsequently Captain, now Major Rose, of the 1st Ghurkhas, being Provost Marshals. Some of the guards were stationed in Scott Road and others at Hongkew Station. The system worked well, and its establishment was of considerable assistance in maintaining order.

Serious riots occurred on December 18, 1905, which the Captain Superintendent of Police attributed to the arrival of young and hot-headed students from Europe, America, and Japan, the premature discussion of the American Exclusion Treaty, and the effect on the Chinese mind of the Japanese success against Russia. A local committee, watching and pushing forward the boycott of American goods, held numerous meetings during the latter portion of the year, at which many violent speeches of an anti-foreign nature were made. After the fracas which occurred at the Mixed Court on December 8th, the minds of certain sections of the native community were poisoned by untrue and malicious reports of what took place, and several meetings were held, at which threats were uttered of a general strike, of refusal to pay taxes, and of a general exodus of natives from the Settlement. In the evening of December 17th, a meeting of about three hundred people, headed by two men of the name of Koo Bang Yuan and Nyi Zung Nyih, leaders of the boycott movement, was held at the Ningpo Guild in the French Settlement, for the purpose of forcing the hands of the native bankers, merchants, and shopkeepers, who had adopted an almost neutral attitude. After some violent speeches, a resolution was passed calling for a general strike and for the closing of shops to begin from the morrow. Certain influential native merchants endeavoured to counteract the effect of circulars which were issued after the meeting by distributing other notices, but without result. The organisation of the riots on the 18th was a complete surprise to the police. The manner in which the attacks were delivered, the class of people in the Settlement at the time, and the general organisation, showed the work of persons of a higher class than loafers and beggars. Moreover, the points of attack were not valuable shops or banks, but police stations and markets, and persons molested were not natives but foreign police and foreigners.

From careful investigations it was ascer-

lained that the mob which invaded the Settlement at between 8.30 and 8.45 a.m. came from two quarters: (1) From the south and west of the native city, where the loafer gang, entitled the Sung Tsze Ming Taung, had their haunts; and (2) From the Hongkew and Li Hongkew districts.

The first mob poured into the Settlement over the Yunnan Road and Cemetery Road bridges, and other bridges to the east along the Sungkiang Road, compelling all shops to put up their shutters, and preventing rickshaw and wheelbarrow coolies from plying their trade. Swelling in numbers, it converged on to the Nanking Road by the various cross roads, after having destroyed and burnt the fencing at the south-east of the Racecourse. The points of attack were the Annexe Hotel, the Town Hall, and the Louza Station.

The mob from Li Hongkew made its principal attack on the Hongkew Market, and, after effectually putting a stop to business there, although many times charged by the police, the most violent portion diverged from the Hongkew Station and made its way over the Szechuen Road bridge into the central district, and thence along the Nanking Road. A native was shot dead near the Kiangse Road corner. The mob, perceiving firearms and ammunition exhibited in the shop window of the International Bicycle Company's premises, attacked it, broke in the windows, seized many sporting guns and revolvers, and several thousand rounds of ammunition, and passed on its way. A native was shot dead at the entrance to the shop by the foreign employés, and many others must have been wounded.

The Li Hongkew mob, swelling as it went, effected a junction with the other mob at the Town Hall, Market, and Louza Station, molesting all foreigners met, destroying a motor car, several bicycles, and other property, and driving in isolated policemen, many of whom received severe treatment.

The Town Hall, to which several foreigners fled for refuge, was defended by two foreign and three Sikh constables fully armed. The Louza Station was made the scene of the most determined attack; the foreign and Sikh police were driven in, amidst a hail of bricks and stones, after having charged the attackers a dozen times. The attack commenced at about 9.30, and lasted till 10 o'clock, when the mob obtained the upper hand, forced an entry into the station, turned out the fires in the grates of the various rooms on the ground floor, and thus set fire to the station in three or four different places. In the meantime the attack on the Town Hall was being pressed with vigour, but the police there fired on the mob, killing three men in the crowd and two other innocent shop assistants who were sitting behind closed shutters on the opposite side of the road—an unavoidable accident. This somewhat cowed, though it did not disperse, the mob, which was finally partially driven into side streets on the arrival of a landing party from the British warships in port. In addition to three Chinese killed at the Town Hall, and one at the corner of Kiangse and Nanking Roads, three others were shot in this neighbourhood, making seven in all, but it is believed that others died from wounds received. The total number of wounded could never be ascertained.

The crowd at the Central Station and in the neighbourhood was estimated at 2,000 or more, and at times became violent, but was never at any time dangerous. The police here were kept in reserve, as it was anticipated that an attack would be made on the Council's buildings.

Evidence, in the possession of the police, showed that intercourse of a confidential nature had taken place before the riots between certain native officials and the promoters of the movement which culminated in the riot.

THE GROWTH OF THE FORCE.

The increase in the Police Force during the past forty-three years is shown by the following table:—

Year.	Officers.	Foreigners.	Indians.	Chinese.	Total.
1865	1	61	—	42	104
1866	1	58	—	47	106
1867	1	46	—	54	101
1868	1	39	—	66	106
1869	1	36	—	74	111
1870	1	32	—	84	117
1871	1	32	—	89	122
1872	1	30	—	98	129
1873	1	31	—	100	132
1874	1	29	—	104	134
1875	1	30	—	105	136
1876	1	31	—	110	142
1877	1	30	—	115	146
1878	1	31	—	120	152
1879	1	30	—	135	166
1880	1	29	—	153	183
1881	1	30	—	160	191
1882	1	29	—	170	200
1883	1	50	—	214	265
1884	1	49	16	235	301
1885	1	45	49	205	300
1886	1	54	50	204	309
1887	1	52	50	216	319
1888	1	52	54	227	334
1889	1	54	55	237	347
1890	1	59	49	280	379
1891	1	45	55	318	419
1892	1	40	56	332	429
1893	1	49	62	358	470
1894	1	52	62	358	473
1895	2	52	69	382	505
1896	1	51	80	395	527
1897	1	56	94	434	585
1898	2	72	132	490	696
1899	2	66	165	555	788
1900	1	74	159	561	795
1901	2	83	168	571	824
1902	2	83	167	604	856
1903	2	86	186	613	887
1904	2	94	186	675	957
1905	5	95	188	723	1,011
1906	4	125	201	753	1,088
1907	7	169	416	722	1,314
1908	8	187	434	831	1,460

The control of the force is in the hands of a Captain-Superintendent appointed by the Municipal Council and directly responsible to the Watch Committee. The first Superintendent of the force was Mr. C. E. Penfold. Appointed in 1860, he remained in charge until his death in March, 1884, when he was succeeded by Captain J. P. McEuen, R.N., who was styled Captain-Superintendent of Police. On July 25, 1896, Captain McEuen was invalided to England, but he was too ill to proceed further than Yokohama, at which port he died on August 30th. Captain Donald Mackenzie, who was appointed Deputy Superintendent in 1895, assumed control until Mr. P. B. Pattison, of the Royal Irish Constabulary, was engaged to fill the vacancy on February 12, 1897. Mr. Pattison returned home on October 4, 1900, to resume his post in the Royal Irish Constabulary, and the command devolved upon Chief Inspector Howard, as senior officer, until the arrival of Captain A. M. Boisvagon on March 8, 1901. Five

years later Captain Boisvagon went home on leave, and on September 20, 1906, he resigned. Mr. K. J. McEuen, Deputy Superintendent, acted in the capacity of Captain-Superintendent until the arrival of the present incumbent of the post, Lieut.-Colonel C. D. Bruce, on August 7, 1907.

The officers of the force at present are:—
 Captain-Superintendent: Lieut.-Colonel C. D. Bruce, appointed to the command of the force on July 14, 1907.

Deputy Superintendent: Mr. K. J. McEuen, appointed cadet on April 19, 1900, promoted Deputy Superintendent on October 13, 1904.

Assistant Superintendent in charge of the Indian branch: Captain E. I. M. Barrett, appointed May 1, 1907.

Assistant Superintendent in charge of the Chinese branch: Captain A. H. Hilton-Johnson, the Lincolnshire Regiment, seconded for service with the force, from April 15, 1908.

Second Assistant Superintendent in charge of the Municipal Gaol: Mr. A. H. Fenton, engaged as cadet on December 10, 1904, promoted Second Assistant Superintendent on September 19, 1907.

Second Assistant Superintendent for Chinese and Mixed Court respectively: Messrs. R. M. J. Martin and M. O. Springfield, engaged as cadets on November 10, 1905, promoted Second Assistant Superintendents on December 20, 1907.

Mr. E. C. Creasy, engaged in July, 1907, is at present undergoing a preparatory course of instruction in India before taking up his appointment as a cadet.

There are two chief inspectors—one in the uniform branch, Mr. J. Ramsay, who joined the force on August 31, 1883, and the other in the detective service, Mr. W. Armstrong, who joined on August 1, 1893. There are also eleven inspectors, of whom one is on the detective staff, while another is storekeeper and drill instructor, and ten sub-inspectors—six in the uniform branch, two detectives, one assistant storekeeper, and one on plain clothes duty at the Mixed Court.

The present number of sergeants, constables, &c., is as follows:—

	Sergeants.	Detective Sergeants.	Constables.	Detective Constables.	Interpreters.	Various.
European	47	12	101	4	—	—
Indian	40	—	377	—	1	12
Chinese	52	2	683	57	12	12
Total	139	14	1,161	61	13	24

CONDITIONS OF SERVICE.

Officers are engaged at home as cadets, and, as a rule, are selected from the alumni of public schools, who have just completed their education. After two years' service as cadets they receive the rank of second assistant superintendent.

With a view to placing in charge of the Indian and Chinese branches of the force men who are specially qualified for such work, by reason of their experience with natives, the Council have recently engaged Captains E. I. M. Barrett and A. H. Hilton-Johnson, who have been seconded from the British Army for service in these positions.

Inspectors are promoted from amongst the sub-inspectors, a rank which was created in September, 1907. Promotion to these ranks, as well as to that of sergeant, is by merit as vacancies arise.

The rate of remuneration in the non-commissioned ranks ranges in the European section of the force from Tls.70 a month for a probationary constable to Tls.240 a month for a chief inspector; in the Indian section, from \$16 a month for a probationary constable to \$75 a month for a jemadar; and in the Chinese section, from \$11 a month for a recruit to \$20 for a first-class sergeant.

Europeans on attaining the age of fifty or completing twenty years' service, while deferred pay is issued to Indians at the end of every term of five years.

STATISTICS OF CRIME.

A good idea of the work of the force may be gained by the following return of the number of persons arrested during each of the



CENTRAL POLICE AND FIRE STATION.

In the detective branch an entire grant, varying from Tls.20 a month for a constable to Tls.50 for a first-class inspector, is made in lieu of uniform to Europeans, and a special rate of pay, ranging from \$18 a month for a third-class constable to \$30 for a detective sergeant, is made to Chinese. There are additional allowances to all

past ten years:—25,763 in 1898, 24,037 in 1899, 25,221 in 1900, 28,795 in 1901, 41,567 in 1902, 40,748 in 1903, 42,824 in 1904, 42,685 in 1905, 50,722 in 1906, and 52,565 in 1907. It is gratifying to find that the increase in the number of offences committed during the period under review is not proportionate to the increase in the population of the Settlement.

Of the total for 1907, no fewer than 19,526 cases related to the commission of nuisances, such as firing crackers and burning joss sticks, and 19,128 to obstruction, while 5,472 had reference to misdemeanours, 3,403 to larceny from dwellings, 1,172 to fighting and creating disturbances, and 858 to assaults. The more serious offences included 82 cases of arson, 317 of burglary and housebreaking, and 35 of murder.

The total value of property reported to the police as lost or stolen in 1907 was \$640,968.82, and of this \$475,299.20, or 74 per cent., was recovered, mainly as the result of the efforts of the detective branch. In this connection, the following comparison with the London Metropolitan Police may not be without interest:—

	Shanghai.		London.	
	Stolen.	Recovered.	Stolen.	Recovered.
	\$ c.	\$ c.	£	£
1902	173,299 73	139,553 33	158,992	46,268
1903	302,874 16	253,332 41	191,885	42,108
1904	230,177 40	169,084 80	163,876	42,562
1905	289,066 86	212,214 26	181,018	52,915
1906	244,733 80	142,694 50	147,993	42,035

THE GAOL.

All males sentenced to imprisonment by the Mixed Court are returned to the Municipal Police for detention. As a rule prisoners sentenced to less than six months' imprisonment are confined in the police-station cells, which were originally intended for the use of prisoners awaiting trial, but the accommodation at the Municipal Gaol has of late become insufficient, and now only prisoners sentenced to imprisonment for six months and over are sent to this building. The Municipal Gaol is situated in the Wayside district, on the Ward Road. Built in 1903, it is one of the best equipped gaols in the Far East. The administration is in the hands of the Captain-Superintendent of Police. The staff consists of a head gaoler, an assistant

gaoler, 8 European warders, and 65 Indian sergeants and warders.

The prisoners confined in the gaol are given various forms of labour, such as road-making, stone-breaking, masonry, and work for the Public Works Department. The number of prisoners in custody at the Municipal Gaol on June 1, 1908, was 145. Female prisoners are confined in the cells attached to the Mixed Court.

For the detention of other than Chinese prisoners the British is the only Consular Gaol. Japan and the United States of America confine their prisoners in their respective consulates, but the majority of the Consular Courts send their prisoners to the British Gaol, or, in some cases, to the Municipal Gaol, and pay the expenses involved.

THE FRENCH CONCESSION.

The Police Force in the French Concession consisted at the end of 1907 of 55 Europeans, 51 men from Annam and Tonkin, and 150 Chinese. During the year the strength was increased by the addition of 80 French subjects from the two southern provinces and 50 Chinese, so that the full force now numbers 386 men. Eight of the Europeans are mounted, and there is a cyclist brigade consisting of twelve Tonkinese and four European policemen whose chief duty is the night patrol of the roads outside the boundaries of the Settlement. The European police carry revolvers, and rifles are kept at headquarters in case of emergency. The Tonkinese are armed with bayonets. The force is under the command of Captain Mallet.





A PARADE OF THE SHANGHAI VOLUNTEERS IN THE EARLY DAYS.

VOLUNTEERS.

ALTHOUGH the residents of Shanghai may be said to be under the protection of all the great powers, it is owing to this very fact that no regular force is stationed in the Settlement. In other words, "that which is everybody's business is nobody's business," and, recognising this, the residents have from the earliest days maintained a Volunteer Force, capable, in conjunction with the police, of repelling any sudden attack which might be made upon them until reinforcements could arrive from other parts of China. The necessity for this measure of self-defence has been proved on more than one occasion, and explains why, out of a foreign population of not more than fourteen thousand—men, women, and children included—there is a Volunteer Force of nine hundred, exclusive of the Chinese Company which has recently been formed. In these circumstances, the Shanghai Volunteer Corps, which was one of the pioneers of the Volunteer movement, calls for more than ordinary notice.

Of the measures taken for the defence of the Settlement in the early days little is known beyond the fact that practically every able-bodied man felt himself bound by considerations of personal interest, as well as duty, to join one or other of the irregular bodies formed for the purpose.

For ten years there was peace, the centres of disturbance within the imperial dominions being too far removed for the ripples to do more than lap harmlessly against the foreigners' boundaries. Gradually, however, they came nearer; and at length Sir George Bonham, Her Majesty's Plenipotentiary, authorised the formation of a Volunteer Corps for Settlement protection. When on September 7, 1853, the native city of Shanghai fell into the hands of the Triad rebels, the residents of the Foreign Settlement had some cause for alarm, both by reason of the proximity of the rebels and of the imperial troops sent to disperse them. But neither the Triads nor the Imperialists had any definite quarrel with the foreigners, the alarm subsided, and gave place to annoyance at the liberties indulged in by the Chinese on both sides. It was the friction engendered by these liberties which led to the Battle of Muddy Flat—or Muddy

Foot, as some say it should rightly be named. Patience was strained beyond the point of endurance when an English lady and gentleman were wounded by imperial soldiers, and on the following day, April 4, 1854, an ultimatum was issued to the commander-in-chief of the Imperialists that unless he removed his men from their entrenched position on the Defence Creek an attack would be made upon him by the full foreign force available. The strength of the foreigners was three hundred all told, including marines and bluejackets from Her Britannic Majesty's ships *Encounter* and *Grecian*, and from the United States sloop *Plymouth*; the Infantry Volunteers under Mr. (afterwards Sir) Thomas F. Wade, the British Vice-Consul; about twenty sailors from some of the merchant vessels in port, and a number of American civilians. The British force, numbering two hundred men, was commanded by Captain O'Callaghan, with Lieutenant Roderick Dew as second in command, and was accompanied by Mr. Alcock, the British Consul. The remaining contingents were commanded by Captain Kelley, of the *Plymouth*, with Lieutenant John Guest as second in command, and were accompanied by Mr. R. C. Murphy, the American Consul. The force duly marched towards Defence Creek in the hope that the Chinese general would be impressed by the demonstration and withdraw. This expectation, however, was not realised, and the handful of foreigners found themselves, somewhat dismayed, face to face with earthworks, behind which some ten thousand Chinese lay entrenched. The probable issue of this unexpected stand was, fortunately, averted by the fact that whilst the handful of foreigners were making a determined attack on the defences, the Triads, emboldened by their example, issued in their thousands from the gates of the native city, and turned what looked like a certain disaster into a complete victory for the allies. The imperial troops—indifferent material at the best of times—fled incontinently, and their camps were occupied to the north by the foreigners and to the south by the Triads. The casualties consisted of three Volunteers wounded (two fatally), ten British seamen wounded, and one American killed and four wounded. In the Anglican Cathedral porch may be seen a marble tablet.

Sacred,
To the Memory of
R. H. PEARSON,
of Newbury Port, Massachusetts, U.S.A.,
Late Commander of the American
Ship "Rose Standish";
J. A. BRINE,
of this place and a member of the
Volunteer Corps;
W. BLACKMAN,
Carpenter of H.B.M. Steamer
"Encounter";
G. MCCORKLE,
Seaman of the U. States sloop,
"Plymouth";
Who fell when in arms in defence
of this Settlement on the
4th April, 1854.
This tablet is erected by the Community
as an expression of gratitude for
generous service,
of admiration
of their bravery,
of sorrow for their death.
"Thou hast girded me with strength unto
the battle;
Thou hast subdued under me those that rose
up against me."

Psalm xviii., 39.
And in the Shantung Road Cemetery is a
grave, the unpretentious headstone to which is
"Sacred
to the memory
of

JOHN ADOLPHUS BRINE,
who departed this life on the
28th April, 1854.
Aged 24 years;

"His untimely end proceeding from a wound
received on the 4th of the same month in an
attack by the combined forces of England
and America and Shanghai Local Volunteers
on the Imperialist Camps west of this Settlement."

In course of time the Triads dispersed, and quiet prevailed until the approach of the Taepings, who captured Soochow on June 29, 1860. This led to a reorganisation of the Volunteer Corps. A further scare was caused on December 9th in the following year, when Ningpo was occupied by the rebels; and the Mounted Rangers, afterwards known as the Light Horse, were mobilised for scouting purposes. The exploits of Gordon at the

head of "the ever-victorious Army" in 1862, however, resulted in the complete discomfiture of the rebels, and with every prospect of prolonged peace the Volunteer Corps as a corps practically ceased to exist, nothing but a Rifle Club remaining.

The Tientsin massacre of June 20, 1870, re-awakened the interest of the community in the defences of the Settlement, and as the result of a largely attended public meeting

the question of organisation, and shall generally control the action of the corps." The Council accepted the responsibility, and added a "Defence and Watch Committee," consisting of Messrs. Dixwell, Anderson, and Reid, to the list of its regular committees. The executive duties of the corps were first undertaken by Captains Maclean and Thorne, but upon the retirement of these officers Mr. T. Brewer, formerly of the Military Train,

the corps had risen to 333 of all ranks, made up as follows: Shanghai Mounted Rangers, 36; Artillery, 33; Mih-ho-loong Rifles, 79; No. 1 Rifle Company, 59; No. 2 Company, 60; No. 3 Company, 66.

In the meantime the question of finance had arisen, and in 1873 the Municipal Council, acting on the recommendation of the Defence and Watch Committee allocated the sum of Tls. 2,500 to the maintenance of the corps. In the same year 300 Martini-Henry rifles were imported, the cost of the new arm being provided by loan; and the question of the provision of a suitable parade ground was solved, at the suggestion of Captain Brewer, by the reclamation of a plot of ground lying between the Peninsular and Oriental Company's flagstaff and the Public Gardens.

In April, 1874, the volunteers were mobilised to suppress the disturbances which arose out of the French Council's decision to cut a roadway through the old cemetery near the Ningpo Joss House. The prompt action taken by the International Council on this occasion produced a good effect upon the natives, who, on the approach of the corps, took refuge in the native city. Though the corps remained under arms for several nights, there was no recurrence of the disturbance. In connection with this riot it is significant that though several natives were killed the Chinese officials apparently took no notice of the fact.

On the resignation of Captain Brewer, in 1875, Captain James Hart, formerly of the 78th Highlanders, was appointed to the command of the corps, with the title of Major instead of Adjutant-General. The armament of the corps was increased in the same year by the purchase of a Gatling gun, and in the following year 200 additional Martini-Henry rifles were purchased.

Then set in one of those recurrent periods of reaction common to all organisations of the kind. No. 3 Company was disbanded, there was a considerable falling-off in the membership of the other companies, and the Mounted Rangers virtually ceased to exist. Matters became so bad that on November 8, 1878, a public meeting was called, at the instance of the Defence Committee, "to take into consideration the present state of the corps, and to decide upon such measures as may seem most desirable to restore it to its former efficiency." As a result, the corps was re-organised. The dark green uniform form of the scarlet uniform of Her Majesty's Marine Light Infantry. The ladies of Shanghai presented new colours, of pale blue, with a gold chaplet and the dates 1854-70 embroidered on them; and, although the strength of the re-formed corps was only 181, including all ranks, it was felt that a brighter day had dawned.

The work of directing the affairs both of the volunteers and of the police had, in the meantime, become too onerous for one committee to discharge. Consequently, in 1880 two committees were appointed—the Defence Committee and the Watch Committee—to assume control respectively of the volunteer corps and the police force. With the introduction of the new régime Major J. F. Holliday, who had succeeded to the command in April, 1879, and his officers took a great interest in the corps, and, under the inspiration of their enthusiasm, the Rangers were resuscitated, and a marked increase followed in the general efficiency of the volunteers. A camp of exercise was established in 1881, with such success that it became a feature of the annual training; and, in the following year, the



THE LIGHT HORSE.

MAJOR H. E. KEYLOCK, late O.C.

CAPTAIN W. J. N. DYER, O.C.

LIEUTENANT J. MOSBERG.

LIEUTENANT P. F. LAVERS.

held at the "Main Guard," under the presidency of Sir Edmund Hornby, Kt., early in July, the Municipal Council began to take official cognisance of the Shanghai Volunteer Corps. The resolutions passed at the meeting were: "That the Shanghai Volunteer Corps shall consist of Artillery, Mounted Rangers, and three companies of Infantry," and "that the management of the corps shall be vested in the Municipal Council who shall, through their chairman, decide upon

originally a branch of Her Majesty's forces, was appointed Adjutant-General of the entire force. Lee-Enfields were issued, but were subsequently withdrawn, and replaced by 500 Snider rifles; an armoury was opened, an ample supply of ammunition was procured, and the rifle butts, which had been laid out by a former commandant, Mr. Webb, a member of the old firm of Dent & Co., were taken over and placed in repair. By April 4, 1872, the strength of



STAFF OF THE SHANGHAI VOLUNTEER CORPS.

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|---|---|-------------------------------------|
| 1. CAPTAIN W. M. DOWDALL. | 3. LIEUT.-COLONEL W. M. WATSON, Commandant. | 2. CAPTAIN G. F. COLLYER, Adjutant. |
| 4. MAJOR T. E. TRUEMAN. | 6. REV. A. J. WALKER, Chaplain. | 5. MAJOR BRODIE A. CLARKE. |
| 7. HON. LIEUTENANT R. BUCK, Bandmaster. | | 8. SURG.-MAJOR C. LALCAGA, P.M.O. |

twenty-eighth anniversary of the battle of Muddy Flat was made the occasion of the first inspection of the corps by the chairman and members of the Municipal Council. By the close of 1882 the corps, consisting of Artillery, Light Horse, and four companies of Infantry, had a total strength of 288; whilst the expenditure had increased to Tls. 5,302.69.

The enthusiasm infected even the older residents of the Settlement, for in 1883 arrangements were carried out for the formation of a Veteran Company, composed of men not under thirty-five years of age, who had seen at least two years' service with some properly constituted military organisation of volunteers, militia, or regulars. This company, under Captain A. Myburgh, soon had a roll of forty members.

an accuracy, steadiness, and zeal which deserved high praise." Speaking of the corps as a whole, he added that "their efficiency well corresponds to the purpose for which they have been organised." In his official report to the officer commanding in Hongkong, China, and the Straits Settlements the gallant Major wrote:—"Shanghai, not a Colony, not even a concession, but a fortuitous aggregate of self-governing English merchants—for the atrophied French settlement may be put out of consideration—furnishes a fine example of independence and resolution applied to self-defence. Without drawing one shilling from the Imperial Exchequer, it expends annually about Tls. 5,500 (£1,330 sterling) on its Volunteers; the merchants and settlers cheerfully devote time,

may fancy with what feelings of pride the corps learned of this recommendation! And, thanks to the initiative of Major Knollys, to the concurrence of the officer commanding, and to the exertions of Sir Harry Parkes, who warmly supported the suggestion in the right quarter, the War Office issued to the Shanghai Volunteer Corps a battery of four 9-pounder R.B.L. guns with limbers, carriages, and fittings complete. The guns arrived in 1886, and were formally presented to the corps on March 6th of that year by Mr. (afterwards Sir) Chaloner Alabaster, Her Britannic Majesty's Acting Consul-General, "as a mark of the appreciation of my Government." The War Office further approved the issue to the corps of a free grant of 30,000 rounds of ammunition.

On March 30, 1886, Major-General Cameron, C.B., commanding Her Majesty's troops in China and the Straits Settlements, paid the Volunteers the compliment of inspecting them in person. He reported that "the Corps compares favourably with the volunteers in England," and that "my visit to the Settlement, with its admirable system of self-government, and its contented, vigorous, and enterprising community, will long be remembered by me with the greatest pleasure." In addition to these encomiums the corps had the honour of royal recognition, for H.R.H. the Duke of Cambridge expressed his appreciation of the creditable condition of the force as evidenced by Major-General Cameron's report.

But the pendulum soon swung in the opposite direction. At the close of the self-same year, 1886, the Defence Committee had to deplore a slight lapse in efficiency, as "the stimulus of the war between France and China (1885), and the chance of local disturbances, had ceased on the clearing of the horizon." Happily this state of things did not prevail for long. With Major G. J. Morrison in command the Committee were able, in 1888, to report a marked advance. Instruction with Morris' tubes, introduced some time before, began to form a regular part of the training of recruits, and the shooting of the corps was by this means greatly improved. In an inter-port match between teams of ten men each from Singapore, Hongkong, and Shanghai in 1889, Shanghai proved victorious. The artillery, too, made a great advance. Captain Dallas, who had commanded the battery for many years, resigned with the rank of Major, and was succeeded by Major Brodie Clarke, who exerted himself strenuously to promote the efficiency of his men. About this time, also, steps were taken for the formation of the Shanghai Home Guard. Certain places—the British Consulate, the Central Police Station, the Hongkew Police Station, and the Country Club—were selected as places of safety to which women and children might be taken in case of emergency, and one hundred and twenty men, many of them old volunteers, agreed to hold themselves in readiness to garrison these retreats so that the volunteers might be left free to quell any disturbances which might arise. Mr. Robert Mackenzie was elected Captain of the Guards, and in the course of a year or so the newly formed unit was in thorough working order.

On the occasion of the visit of T.R.H. the Duke and Duchess of Connaught, in 1890, the corps had the distinction of forming a guard of honour to the royal party, and the Duke expressed himself "gratified to find a force of this description existing in the Settlement."

Disturbances in the Yangtze Valley during 1890 gave a much-needed fillip to



THE ARTILLERY.

LIEUTENANT L. E. CANNING.

LIEUTENANT R. WALLACE DAVIS.

CAPTAIN A. J. STEWART, O.C.

A considerable advance in efficiency was made under a new system of training introduced in 1883. Instead of holding brigade, battalion, and company drills at intervals throughout the year, the entire corps was called out for a period of four consecutive weeks; and the experiment proved so successful that it has since become a regular practice. How great was the advance which followed this change may be gathered from the cordial praise bestowed on the corps by Major Knollys, R.A., of Hongkong, who inspected the Shanghai Volunteers at the close of the annual training in 1884. Of the infantry he said, "their officers knew their work and their men well seconded them; their drill movements were not ambitious but were performed without confusion, and with

money, and trouble to the improvement of the force; and their measures are so well concerted that in a sudden emergency, so far from contemplating a rush for refuge on board ship, they are perfectly prepared to protect their lives and property pending the arrival of succour from Hongkong. I, therefore, presume to suggest for the consideration of His Excellency the Major-General Commanding in China and the Straits Settlements whether he may think fit to move the English Government to a gratuitous bestowal of a fresh field battery according to the enclosed schedule. Such a gift may, perhaps, be deemed a deserving recognition of the merits of the Shanghai Volunteers, and it would undoubtedly be appreciated by them as a most flattering and encouraging compliment." One



COMPANY OFFICERS OF THE INFANTRY BATTALION.

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|---|---|---|---|
| 1. LIEUT. C. H. RUTHERFORD,
"A" Company. | 2. CAPT. H. W. PILCHER, O.C.,
"A" Company. | 3. LIEUT. R. I. FEARON,
"A" Company. | 4. LIEUT. G. M. JAMESON,
"A" Company. |
| 5. LIEUT. W. S. BURNS,
"B" Company. | 6. LIEUT. J. D. D. GORDON,
"B" Company. | 7. CAPT. H. R. H. THOMAS, O.C.,
"B" Company. | 8. LIEUT. C. KOCH,
German Company. |
| 10. LIEUT. E. DOS S. CARNEIRO,
Portuguese Company. | 11. LIEUT. B. M. CARION,
Portuguese Company. | 12. CAPT. J. NOLASCO, O.C.,
Portuguese Company. | 13. LIEUT. G. G. CARLSEN,
Signalers. |
| 16. CAPT. S. A. RANSOM, O.C.,
American Company. | 17. LIEUT. F. J. RAYEN,
American Company. | 18. CAPT. J. W. INNOCENT, O.C.,
Customs Company. | 19. LIEUT. D. C. DICK,
Customs Company. |
| 21. LIEUT. R. M. SAKER,
Chinese Company. | 22. CAPT. L. J. CUBITT, O.C.,
Chinese Company. | 23. CAPT. G. R. WINGROVE, O.C.,
Reserve Company. | 24. LIEUT. W. N. FLEMING,
Reserve Company. |
| | | | 14. LIEUT. S. KOAZE, O.C.,
Japanese Company. |
| | | | 15. LIEUT. T. ASANO,
Japanese Company. |
| | | | 20. LIEUT. F. HAYLEY-BELL,
Customs Company. |

the corps, and recruiting, which had fallen off considerably in the piping times of peace, became more brisk. Two new companies were raised, one a German Company, which practised German drill; and the other, a Portuguese Company ("D" Company), which adopted English drill. The spirit of emulation was thereby increased, and Major A. Tottenham, who came from Hongkong at the end of the annual training to inspect the corps, was able to refer to "the satisfactory number of efficient"—190 out of a total strength of 263. During the year Major Cecil Holliday succeeded to the command, and Major Morrison retired with the honorary rank of major in recognition of his ten years' service.

A valuable suggestion came from Major-General G. Digby Barker, G.O.C., in China, who

might be discharged. Speaking both as private citizens and as volunteers, the officers urged upon the Municipal Council that it was imperative "that a paid official should be appointed, whose business would be to perform the whole of the clerical and detail work connected with the corps in all its branches." This suggestion was brought before the annual general meeting of rate-payers on February 28, 1893, and met with unanimous approval. There was some discussion as to whether the adjutant should be a military man, and a certain amount of delay ensued, but eventually Captain Donald Mackenzie was appointed deputy superintendent of police and adjutant of the corps. He arrived in Shanghai early in 1895.

The outbreak of war between China and Japan during the summer of 1894 tended to

new life into the spirit of defence; and a further stimulus was afforded in July of the following year when, though no call was actually made upon them, the members of the corps were instructed to hold themselves in readiness to assist the French Volunteer Corps in the suppression of the Ningpo Joss House troubles.

Several changes had taken place in the staff since the appointment of the paid adjutant. Major Cecil Holliday had been succeeded in 1894 by Major G. J. Morrison, a former commandant, who in turn was succeeded for a brief interval by Major Brodie Clarke in 1896. Then Captain Mackenzie was appointed to the command, with the rank of major; but the Municipal Council, deeming it inadvisable to have the command of the police and of the volunteers vested in one person, he resigned in 1897. Eventually the command reverted to Major Cecil Holliday, and Captain C. A. G. Close, late of the New South Wales Artillery, was appointed adjutant of the corps.

There had also been changes in the units of the corps. In 1897 "C" Company was revived to take the place of the Engineers' Company which had been disbanded, and in 1898 the Reserve was augmented by the enrolment of a number of men armed with fowling-pieces, and called the "Twelve-bore Irregulars." A company of Naval Volunteers was also raised, under the auspices of the Mercantile Marine Officers' Association, for work with the machine guns either afloat or ashore, their uniform being a modification of that worn by the British Navy. The strength of the corps at the close of 1898 was: Staff, 12; Light Horse, 33; Artillery, 58; "A" Company, 68; "B" Company, 51; "C" Company, 25; German Company, 50; Naval Company, 44; Retired List (officers), 4; total, 345. The expenditure for the twelve months was Tls. 16,486-58. It was in this year that Prince Henry of Prussia visited the port and gave the German Company permission to wear the letters "P. H. von P." on their shoulder-straps.

During 1899 a point of curious interest, as showing how jealous the Shanghai Volunteers were of their status in the community, was decided. In consequence of what was known as the "Shooting Committee Incident," and of the manner in which certain offences against discipline were dealt with, a number of members of the corps submitted a memorial to the commanding officer in which they stated emphatically that they considered they were members of a strictly military force, and desired that all offences against discipline should be judged by the same standard as though such offences had been committed by a member of any regular force. Effect was given to this representation in a resolution passed by the Municipal Council.

It was about this time also that the provision of Maxim guns for the corps was first advocated. Major F. M. Close, who inspected the Shanghai Volunteers at the conclusion of the annual training in 1898, reiterated the suggestion made in the preceding year by Major-General W. Black, that four 303 Maxim guns would be of enormous value in the event of riots such as the corps might be called upon to suppress at any moment. Lieut.-Colonel A. R. Fraser, who inspected the corps in 1899, once more emphasised the point; and the result was that the Municipal Council requisitioned a battery of six Maxim guns from England. These arrived in the Settlement on September 6, 1900, four of them being allotted to the Artillery Company and two to the Naval Company. It is interesting to note that the limbers for the Maxim



THE MAXIM DETACHMENT.

1. LIEUTENANT A. F. WHEEN.

2. LIEUTENANT R. H. GASRIN.

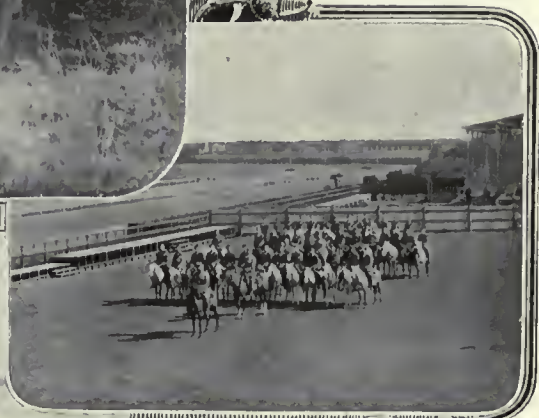
3. CAPTAIN G. E. STEWART, O.C.

inspected the force in person in 1892. It was that a small body of engineers would form a useful adjunct to the corps for extemporising defences when the force was opposed to superior numbers. Accordingly "C" Company was reorganised as an Engineers' Company, and this, with a considerable accession in numbers to the other companies, brought the strength of the corps up to 339, of whom 297 were efficient.

In this year, also, the old "standing orders" of the corps were revised, and re-issued as "regulations"; but of far more importance was the proposal to appoint a paid adjutant. The duties devolving upon the officer commanding the corps having increased to such an extent as to become too great a tax upon his time, a meeting of officers was called to discuss other means by which the duties

promote recruiting, which had recently fallen off, and the strength of the corps rose to 325, of whom 294 were efficient. The value of the corps as an effective force was also increased materially by the importation of 300 Lee-Metford rifles. With the conclusion of peace, however, interest again waned; the Portuguese Company was disbanded, and at the close of 1896 the corps numbered only 271. The Defence Committee were considerably exercised in mind owing to this, their opinion being that the corps should consist of not less than 500 of all ranks.

In 1897 the corps was mobilised in connection with the disturbance caused by the wheelbarrow coolies. It was called out at 11 a.m. on April 5th, and remained under arms until noon on April 7th. No fighting took place, but the incident served to infuse



SHANGHAI VOLUNTEER CORPS.

THE MAXIM DETACHMENT.
SOME OF THE MAXIM GUNS.

THE LIGHT HORSE.

guns were made locally. At the same time the British War Office revived the free grant of 30,000 rounds of ball cartridge, which had been discontinued when the Lee-Metford was introduced, and also increased their grant of free artillery ammunition. These grants were subject to the corps maintaining a standard of efficiency satisfactory to the officer commanding Her Majesty's troops in China, the principal conditions being that the corps should not number less than 250 of all ranks, and that at least 75 per cent. should be first-class efficient.

On January 20, 1900, Major Cecil Holliday once more resigned his command, and Major Donald Mackenzie, relinquishing his police duties, succeeded him. In June, Major

ing to the injured, and supplying food and ammunition to those under arms. Two new infantry companies—the Japanese and the Customs—were enrolled, and formed valuable additions to the corps. In September, the Shanghai Volunteers were attached to the 2nd Infantry Brigade of the China Expeditionary Force, under the command of Major-General O'Moore Creagh, V.C., for drill and manoeuvre. British, French, German, and Japanese troops had meanwhile been landed in the Settlement, and on September 22nd such a display of armed force was given on the Racecourse in honour of Count Waldersee, that every one felt re-assured. Happily, no attack was made upon the Settlement, and events recovered their normal aspect. The

The affairs of 1900 were not without their lessons; and these lessons were forcibly brought home to the volunteers, and to the citizens generally, by Lieut.-Colonel The O'Gorman, who inspected the corps at the close of the annual training in 1901. He referred with satisfaction to the very great increase in efficiency that had taken place since his visit twelve months previously, and praised the manner in which the newly formed companies and the cyclists' section had acquitted themselves. Then followed a warning against the danger of over-confidence to which the community was exposed. "I would impress upon all ranks," he said, "the urgent necessity of keeping the corps well up to the mark in numbers and efficiency. It was a happy accident that during the preceding year a brigade of regular troops was spared from North China to protect the lives and vast wealth of the foreign inhabitants of Shanghai. There is no guarantee that this will be done in the future in the event of another outbreak. I think that the men understand that a vast responsibility rests with them, and I believe that they are prepared to fulfil their trust loyally. The danger is that the presence of regular troops may create a false sense of security, which should be guarded against." He expressed pleasure that his suggestion to re-arm the Light Horse, Naval Company, and Reserve with Martini-Metford carbines in place of the worn-out Martini-Henry rifles had been carried out, and that 303 ammunition could henceforward be used throughout the whole corps. He further recommended that not less than 250,000 rounds of ammunition should be kept in stock, that khaki uniforms—serge for winter and drill for summer wear—should be adopted by all branches of the corps; that water-bottles and nekometers (range-finders) should be provided; that the 9-pounder guns, having become obsolete, should be replaced by modern weapons, and, finally that Major Mackenzie be granted the rank of Lieut.-Colonel in recognition of his excellent services to the corps. These recommendations were carried out by the Municipal Council as time and circumstances permitted.

During 1902 the corps was divided into two wings, the Light Horse and Artillery being placed under Major Brodie Clarke, and the Infantry Companies under Major W. D. Little. The Artillery also was permanently divided into two sections, consisting of the Field Artillery and the Maxim Battery. The Code of Regulations was amended, one of the principal alterations being the appointment of officers by the Council instead of their election by the members of the corps as hitherto. Application was made to the British War Office by the Municipal Council for a battery of four new 12-pounder guns in exchange for the obsolete 9-pounders, and Major-General Sir W. J. Gascoigne, who had always taken a great interest in the corps, forwarded the requisition with a strong recommendation that it be granted. The War Office expressed its willingness to comply with the request, but intimated that it could not supply the guns for a time.

The Council also asked that the China Medal should be awarded to Volunteers who served during the Boxer troubles of 1900, pointing out that "from the outbreak of hostilities in the north until the arrival of the China Expeditionary Force the Volunteers were the only shore garrison of Shanghai, and were constantly on duty in that capacity. During most of that time the corps was directly under the command of Admiral Sir Edward Seymour, and, upon the arrival of



THE MEDICAL STAFF.

SURG.-LIEUT. G. HANWELL.

SURG.-CAPT. R. J. MARSHALL.

SURG.-LIEUT. H. C. PATRICK.

Mackenzie went home on leave, and Major Brodie Clarke assumed command of the corps. His term of office proved to be one of the most strenuous that ever fell to the lot of an officer commanding in the Settlement, for the Boxer outbreak constituted a cause for alarm such as had scarcely been equalled in the modern history of Shanghai. The excitement became intense, and thousands of Chinese fled from the city. The Volunteers rose to the occasion. Every available opportunity for drills was seized, new companies were formed, and the corps held itself in readiness for action at a moment's notice. A General Service Company was organised early in the year for non-combatant duties, such as assisting the police and fire brigade, attend-

effect upon the volunteers, however, had been magical, and the close of the year found the corps with a total strength of 866, viz., Staff, 9; Light Horse, 46; Artillery, 79; "A" Company, 142; "B" Company, 87; German Company, 81; Naval Company, 98; Customs Company, 92; Japanese Company, 66; Reserve Company, 143; Medical Staff, 25; Retired List (officers), 4. The efficiency of the men was higher than it had ever been before, and the establishment of the Volunteer Club, with the advantages afforded for social intercourse by the new Drill Hall, opened early in the year, had done much to foster the spirit of unity, and to fuse good feeling with the laudible spirit of emulation between the various companies.



SHANGHAI VOLUNTEER CORPS.

"A" COMPANY.
CUSTOMS COMPANY. AMERICAN COMPANY.
GERMAN COMPANY.

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the garrison, they were brigaded with the 2nd Brigade, and continued so until its withdrawal." This request was duly acceded to, and the medals were formally distributed by H.E. Sir E. Salow, on August 13, 1903. The members of the German Company received also the German China (1900) medal.

Towards the end of 1902, the Municipal Council petitioned the War Office for a field officer to be seconded for duty with the corps for a term of years, on the ground

for an additional period of two years, namely, until March 11, 1908. In 1908 this period was further extended to March 12, 1909, so that at the time of writing the corps enjoys the advantage of having a Commandant to whose extensive military experience has been added an intimate knowledge of the peculiar needs of the Settlement.

The appointment of N.C.O.'s of the Regular Army to the permanent staff of the

abolished in 1903 in favour of two separate appointments, those of Corps Staff Officer and Adjutant of the Infantry Battalion. This change was made in 1904.

The year 1903 was marked also by a proposal to extend the franchise to all volunteers over twenty-one years of age who had been efficient for three years, including the twelve months immediately preceding the term for which the vote was granted. The matter was considered by the Municipal Council, who referred it to a special meeting of ratepayers following the annual general ratepayers' meeting; but as there was not a quorum at the meeting the proposal was dropped.

The formation of the Maxim Company in December, 1903, was a popular step. About forty members, many of whom had previously served in other units, were enrolled, and Lieutenant (afterwards Captain) E. D. Saunders was placed in command of the company. In May, 1905, he was succeeded by Captain G. E. Stewart. The company now consists of 3 officers and 67 non-commissioned officers and men, who are armed with six guns. A Signaling Company of one officer and 19 men was also formed during 1903, and has become a valuable adjunct to the corps. A considerable advance in efficiency was made during the year by the institution of a musketry course, similar to that prescribed for volunteers in England. The annual camp of exercise was also revived, and a modified efficiency course was laid down for the Reserve Company.

The death of the Rev. H. C. Hodges, M.A., which occurred on October 15, 1903, removed one of the links with the past, for the reverend gentleman had been associated with the corps as its Chaplain since 1887. He was succeeded as Chaplain by the Rev. A. J. Walker, who was appointed in August, 1904.

The fiftieth anniversary of the battle of Muddy Flat was celebrated in 1904 by a public ball, given by the corps in the Drill Hall, at which there was a record attendance.

An outburst of anti-foreign feeling amongst certain sections of the Chinese occurred in December, 1905, as the result of differences between the foreign and native officials regarding the jurisdiction of the Assessor at the Mixed Court. The disturbance reached its climax in a general strike and riot on the 18th, and the Shanghai Volunteer Corps was called out. By 9.30 a.m. the Telephone Exchange was manned by a small picket, and by 10 o'clock strong detachments were marching to appointed positions. By arrangement with the senior naval officer, the Naval Brigade undertook the defence of the northern and eastern districts, and the Volunteers were given charge of the central and western districts, while an Italian naval detachment mounted guard over the Italian Consulate. The Volunteers under arms numbered 12 officers and 521 non-commissioned officers and men, exclusive of the staff, but including the British and German Reserves. A force of 3,000 bluejackets of various nationalities and a strong body of municipal police were also told off for service. The rioters assaulted several foreigners, and attacked the Hongkew and Louza Police Stations, the latter of which was set on fire and partially destroyed. Shots were fired and a few of the rioters were killed. The Viceroy himself came to Shanghai and removed the initial cause of dispute; but long before his arrival the rioters had been forced to the conclusion that discretion was the better part of valour. The Volunteers, in the words of their commandant, "performed their duties thoroughly, efficiently, and with great cheerfulness."



W. W. THOMPSON,
Battalion Sergt.-Major.

A. W. STUDD,
Corps Sergt.-Major.

G. KINGSMILL,
Musketry Sergt. Instructor.

J. J. MANSFIELD,
Drum Major.

C. MATTHEWS,
Quarter-Master-Sergeant.

that this would conduce to more activity and general efficiency among the units of which the Shanghai Volunteer Corps was composed. As a result, Major W. M. Watson, of the West Riding Regiment, was appointed Commandant in the following February, in succession to Lieut.-Colonel Mackenzie. In 1906 the local rank of Lieut.-Colonel was granted to the Commandant of the Corps, and it was decided that the services of Lieut.-Colonel Watson should be retained

corps was sanctioned by the War Office in 1904, and Col.-Sergeant A. W. Studd, of the East Yorkshire Regiment, was appointed Orderly-room Sergeant. He was promoted Sergt.-Major in the following year, and Sergeant C. Matthews, of the Royal Garrison Artillery succeeded him as Orderly-room Sergeant. The services of a third N.C.O. have been applied for.

On the recommendation of Major Watson, the appointment of Corps Adjutant was

They remained at their posts until the 20th, and the Light Horse and Mounted Infantry continued to patrol the outlying districts at night until the 25th.

As on all previous occasions the troubles of 1905 had a stimulating effect upon recruiting, and early in 1906 two new companies were enrolled—the Portuguese and the American Companies. The former was a revival of the "D" Company which had existed prior to 1896. The American Company was formed as the outcome of a public meeting attended by upwards of 80 Americans under the chairmanship of Dr. Ransom, who was subsequently appointed Captain. Fifty men were enrolled, and the drill of the United States Army was adopted. Unlike the other units, this company possessed its own club-house, comfortably furnished and supplied with books and periodicals, and containing a billiard room and miniature rifle range. The club has become a valuable asset to the social life of Americans in Shanghai, the members taking an active part in celebrating American holidays and in promoting such functions as the Washington Birthday Ball.

An Emergency Company was instituted early in 1906 to guard against any possible disturbances on the occasion of the rebuilding operations at the Mixed Court. Three officers and 45 non-commissioned officers and men were paraded, and fortunately no trouble was experienced. Two irregular units were also enrolled—the Mounted Scouts and Twelve-bore Company—and at the close of the year the strength of the various units of the corps, inclusive of all ranks was as follows:—Staff, 10; Light Horse, 53; Mounted Infantry, 25; Artillery, 60; Maxim Company, 68; "A" Company, 124; "B" Company, 63; German Company, 56; Customs Company, 78; Japanese Company, 50; Portuguese Company, 76; Ambulance, 14; Signallers, 20; Reserve Company, 101; German Reserve Company, 51; Mounted Scouts, 29; Twelve-bore Company, 36; Retired List (officers), 8; total, 859. The expenditure for 1906 amounted to Tls. 40,027.36.

The corps were called out once during 1906, on the occasion of the strike of Sikh police in September; but they were quickly dismissed as the Sikhs submitted to disarmament without giving any trouble.

One of the most interesting chapters in the recent history of the corps is that relating to the formation of the Chinese Company, which was enrolled early in 1907. During the riots in December, 1905, the peaceable Chinese traders and residents in Shanghai suffered considerable loss and inconvenience. Accordingly, several influential Chinese merchants and compradores raised a fund of over Tls. 300,000 for the formation and equipment of a Chinese Volunteer Corps. A large plot of land was purchased just beyond the limits of the Settlement, between North Chekiang Road and the railway, on which were erected a drill-shed, gymnasium, and club-room. Several companies of infantry and a small mounted troop were enrolled, and, to give the organisation a harmless appearance, it was called "The Chinese Physical Recreation Association." About 500 men joined the ranks, and were drilled by ex-scholars from St. John's College, Jessfield. A consignment of 100 rifles of German pattern was imported, together with a supply of ammunition, but when it was found that the members of the association would not be permitted to parade the streets of the Settlement under arms the interest



SHANGHAI VOLUNTEER CORPS.

RESERVE COMPANY.
THE CORPS ON PARADE IN 1885.
CHINESE COMPANY.

at first manifested in the movement began to wane. Towards the end of 1906 the Mounted Company had seceded, and the numbers fell to 150. The Municipal Council had early been approached, indirectly, to give recognition to the organisation, but had not received the suggestion with favour. When, however, a few of the leading men, who appeared to be sincere in their desire that the Chinese community should bear their share of civic duties, made formal application for the admission of a Chinese Company to the Shanghai Volunteer Corps, the Council acquiesced and drew up a list of the conditions under which they were prepared to admit a company of not more than 100 nor less than 50 men. With slight modifications the conditions were agreed to, and a company of 83 men was finally enrolled at the Town Hall on March 13, 1907. Each man joining the company has to be guaranteed as respectable, as engaged in some commercial pursuit, and as unconnected with the official class. In addition, all candidates are guaranteed by Mr. Yu Ya Ching, compradore to the Netherlands Bank, who has been most prominently associated with the Chinese Volunteer movement since its inception. Captain L. J. Cubitt was detailed to command the company, in addition to discharging his regular duties as Captain of the Customs Company, and, at the beginning of 1908, he relinquished his connection with the Customs Company in order to devote his services entirely to the Chinese unit. The present strength of the company is three officers and 101 non-commissioned officers and men.

In May, 1905, following on previous correspondence, a communication was received from the Hongkong military authorities stating that the issue of 12-pounder guns for the use of the corps was receiving the attention of the War Office; and in August, 1905, further intimation was received to the effect that a battery of 12-pounder or 15-pounder guns would shortly be available. Major-General V. Hatton, C.B., who inspected the corps in 1906, wrote to the War Office urging the necessity for the early provision of a new battery, and the result was that in June of that year the War Office formally sanctioned the issue of four 15-pounder quick-firing guns on loan. Characteristic delays occurred, however, and the battery did not arrive in the Settlement until early in 1908. It consists of four 15-pounder quick-firing Erhardt guns, each of which is without trunnions, and rests on a cradle in which is a powerful spring. When a piece is fired, the spade brake engages in the ground, checking the recoil of the carriage. The gun itself continues its rearward movement until brought to rest by the compression of a ram acting on glycerine. When the energy is thus overcome, the spring returns the gun to the firing position. The old 9-pounder R.B.L. guns were made over to the police on the arrival of the new battery, and have been distributed among the principal police stations.

Formerly the Municipal Council hired ponies for the use of the Artillery Company, but, as this system had many obvious disadvantages, 18 China ponies were purchased towards the end of March, 1908, and until the completion of the annual training they were stabled at the Horse Bazaar, and were exercised by members of the company at early morning drives. Since May, however, the ponies have been taken over by members of the Shanghai Volunteer Artillery, and the cost to the community has thus been lessened considerably. A stable has been secured in the northern

district, and the guns go out on an average twice each month, with the object of keeping the draught animals in training and the men accustomed to their mounts and to the harness.

As to the present-day efficiency of the corps, Major-General R. G. Broadwood, C.B., commanding His Majesty's troops in South China, said in his address to the troops at the close of the last annual training: "I am very glad to observe that the Light Horse has had an accession of strength. The movements that I have seen on two parades have left little to be desired in speed and smoothness. I know the cavalry soldier very well, and the efficiency I saw on these parades means a great deal of hard work and perseverance. I am very pleased indeed to see the Mounted Infantry making a good show. The movements were well carried out, and everything was very satisfactory. I am very glad to observe that this branch is a good deal stronger than it was last year. The Maxims did their work very well and in a most workmanlike manner. With regard to the Infantry I am glad to see that the men have grasped the essentials of drill—that is to say, they all work together and are ready to move on the word of command; all the movements they carried out were well executed. In fact, generally speaking, I would like to congratulate Colonel Watson and every one concerned on the workmanlike and smart parade I saw yesterday; it would have been a credit to any body of troops."

The effective strength on the occasion of the annual inspection on April 4, 1908, was 1031 of all ranks, and it is interesting to note that no fewer than sixteen nationalities were represented as follows:

	Officers.	Men.	Total.
British	37	510	547
American	2	73	75
German	4	110	114
Portuguese	3	73	76
Japanese	2	57	59
Chinese	—	101	101
Danish	1	12	13
Austrians	1	6	7
Norwegian	—	11	11
Italian	—	4	4
Dutch	—	9	9
Swedish	—	3	3
French	—	6	6
Spanish	—	1	1
Belgian	—	1	1
	50	981	1031

The uniform of the corps is khaki—serge for winter and drill for summer wear. Field service caps are worn for drill order, and colonial hats for marching order and full dress. The uniform is modified in the various units in accordance with the customs of the respective nations.

The main armament of the corps is as follows:—1,000 Lee-Metford rifles with bayonets, 183 carbines, 50 troopers' swords, revolvers and swords for the use of officers, 2 Rexer machine guns, 6 Maxim guns, 4 15-pounder quick-firing guns, and 2 Nordenfelt guns.

The opening of the splendid Drill Hall in the Nanking Road on January 1, 1900, furnished much-needed facilities for instruction, and the establishment in connection with it

of a bar, reading room, gymnasium, and Morris-tube gallery served to enhance the popularity of the corps.

The question of providing a new drill hall has recently been mooted. During 1907 Lieut.-Colonel Watson forwarded to the Municipal Council a report made by a committee of officers convened by him, in which it was pointed out that great demands were made upon the present hall by the public, and that the time had arrived when volunteers should be granted the use of a hall which should not be associated in any way with the social functions of Shanghai. When the question came before the Council in 1908, however, it was decided that the scheme would not be practicable during the current year for financial reasons, the approximate expenditure involved being Tls. 200,000, about one-half of which would be required for the purchase of a site.

The erection of a new building to serve as the headquarters of the volunteers was begun in 1903, upon a site within the compound of the Central Police Station. It was completed in the following year, at a cost of about Tls. 13,500. The ground floor was used as a gun-shed, in which the Maxim guns and the new 15-pounder guns were housed; the first floor contained the commandant's office, clothing store, and armoury, and on the top floor quarters were provided for the staff sergeants. The provision of this building had the effect of completely separating the administration of the Shanghai Volunteer Corps from the Police. The great expansion of the corps, however, soon rendered considerably larger offices necessary. At the end of June, 1908, therefore, the Headquarter Offices were moved temporarily into premises formerly occupied by Messrs. Major Bros., in the Hongkew Road, adjoining the Municipal compound, pending the provision of more adequate accommodation.

COMPETITIONS AND TROPHIES.

From the earliest years of volunteering it has been recognised that the first duty of the recruit is to learn how to shoot, and to this end there have been competitions innumerable in the Settlement. One of the first trophies mentioned in the records is the Municipal Challenge Cup, presented in 1873. This was won in the first contest by Private Duncan Glass, and became the absolute property seventeen years later of Captain William Bright. By 1880 other competitions had been started, including those for the Recruits' Prize (Officers' Cup), the Underwriters' Cup, the Ladies' Purse, the Brokers' Cup (for Gatling gun practice), the "P.P.C." Cup and the Consolation Cup. It would be almost impossible to particularise the many changes which have taken place since that date; but it will suffice here to enumerate the events competed at the present day, viz.:—The Municipal Challenge Cup, value fifty guineas, presented by the Municipal Council; the National Rifle Association silver medal; the Skirmishing Competition Cup, presented by Major Brodie A. Clarke; the Ladies' Prize, subscribed for by the ladies of Shanghai; the City Fathers' Cup, presented by members of the Municipal Council; the Inter-Company Challenge Shield, presented by the Municipal Council; the Shorrock Cup, presented by the late Mr. S. Shorrock; the Novices' Cup, presented by Messrs. Kuhn and Komor; the Officers' Musketry Course Cup, presented by Surgeon-Captain Lalca; the Recruits' Challenge Cup, presented by Messrs. Watson & Co., of Dundee; the America Cup, presented by the American Company to the

three best shots of the Defence Forces; and the Africa Cup, presented by Captain Mannheimer.

In addition to the corps meetings, annual company competitions are held by each unit of the corps.

French Government in Shanghai, held under the presidency of the Comte de Bezaure, then Consul-General, being unanimously of opinion that the step was necessary in view of the possible recurrence of trouble. It was decided that the French Company should be

company, and a French non-commissioned officer was engaged to give instruction to the recruits; and in a short time 70 men had enlisted.

The necessity for the company was fully demonstrated in July of the following year, when a riot occurred in consequence of the French Council's proposal to cut a road through the grounds of the Ningpo Joss House. The French Company was called out, and a force was landed from men-of-war, whilst the Shanghai Volunteer Corps held itself in readiness to assist if necessity arose. The riot was suppressed, 15 Chinese being reported killed and many wounded. Again, in 1900, the existence of the company enabled the French civil community to take its share of the precautionary measures against the "Boxers."

At the present day the strength of the company is about 150. The captain commanding is M. Laferriere, who succeeded M. Bottu, as secretary, in 1904. He is assisted by Lieutenant Gautherin. The armament of the company includes two mitrailleuse, or quick-firing guns, of which Captain Lecoy de la Marche is in charge, and a number of Lebel rifles, with bayonets of the French triangular-section type. The summer uniform is of khaki, similar in pattern to that of the French Colonial Infantry, with white helmets such as those worn by the French Regular Army. In winter a dark rifle-green and red uniform is substituted.

The company has no drill hall, but possesses an excellent training ground at Koukaza Camp, which lies between the Avenue Paul Brunat and the Route Française de Zikawei or Siccawei.



LIEUT.-COL. WILLIAM MILWARD WATSON, the officer commanding the Shanghai Volunteer Corps, has seen a good deal of active service in various parts of the world during the course of a military experience extending over the past quarter of a century. Born at Nagode, India, on January 31, 1864, he was educated at Haileybury College, and at the



THE JAPANESE COMPANY, S.V.C.

There remains only the Inter-port Shooting Competition for teams from Hongkong, Singapore, Penang, and Shanghai. This competition was instituted in 1889, in which year the Shanghai team were successful. Since that date the local team have secured the first position on three occasions—in 1904, 1906, and 1907. The handsome shield which now constitutes the trophy was purchased in 1906, each of the four ports subscribing \$500 towards its cost.

THE SHANGHAI RIFLE ASSOCIATION.

The Shanghai Rifle Association was formed in 1902, of members of the Defence Forces of Shanghai, and such others as may be specially approved of by the committee. Monthly spoon and cup competitions and an annual prize meeting are held, all prizes being competed for in accordance with the rules of the National Rifle Association.

The principal prizes offered at the annual meeting are: The S.R.A. Cup, subscribed for by merchants of Shanghai; the St. Ninian Cup, presented by Major Brodie A. Clarke; the Astor Cup, presented by the proprietors of the Astor House Hotel; the Ne Che Cup, presented by Messrs. Holliday, Wise & Co.; the *North China Daily News* Cup; the "J.P." Cup, presented by the Shanghai Dock and Engineering Company; the Chung Wo Cup, presented by Messrs. William Little & Co.; and the Palace Cup, presented by the proprietors of the Palace Hotel.

THE FRENCH VOLUNTEERS.

The wheelbarrow riot was responsible for the formation of the French Volunteer Company, on April 20, 1897, a specially convened meeting of subjects and protégés of the

under the command of the French Consul-General, though it might co-operate with the Shanghai Corps in defence of the Settlement, and that the expenses of the company should be defrayed out of municipal funds.

A committee of organisation was formed,



THE PORTUGUESE COMPANY, S.V.C.

consisting of Messrs. Bottu, Chollot, Héritte, de Malherbe, and Wehrung, who were assisted by M. Simon, commandant of the French warship *Comète*.

M. Bottu, secretary of the Municipal Council, was appointed captain of the newly formed

Royal Military College, Sandhurst. In February, 1885, he was appointed Lieutenant in the Duke of Wellington's (West Riding) Regiment, and three years later was sent to Aden, where he carried out the duties of A.D.C. to the Political Resident until May,

1890. In March, 1891, he was given his Company, and two years from this date saw him taking part with the Bechuanaland Border Police in the operations in Matabeleland. His experience of South Africa also included service with the Mounted Infantry under Sir F. Carrington in 1886. In December, 1898, he joined the Chinese Regiment, and in 1900 he distinguished himself greatly in the operations for the relief of Tientsin and Peking. His name was mentioned in despatches, and he was given the brevet rank of Major. In March, 1903, he received his present appointment, and in December of the same year attained his majority. His decorations include the Matabeleland and China medals with clasps.

MAJOR BRODIE CLARKE, who was born at Achareidh, Nairn, Scotland, in 1844, has the distinction of being the oldest active volunteer officer of British nationality, with the longest record of continuous service. As early as April, 1860, he joined the Nairnshire Volunteers, and took part in the famous review before the late Queen Victoria at Edinburgh in August of that year. Coming to China in 1864, and to Shanghai in 1866, he was immediately enrolled in the Shanghai Rangers, who, in those days, were commanded by Mr. John Markham, the British Consul, and he remained with them until 1870, in which year he resigned. When the Mih-ho-loong Fire Brigade petitioned the Council to be armed as a military body, at the time of the Tientsin massacre, he joined them, and was almost immediately promoted to the rank of sergeant. He served with the Mih-ho-loongs until the beginning of 1881, when he joined the Light Horse, originally the Rangers, and in the same year received a commission as second lieutenant. In 1883 he went home on leave, but, returning to Shanghai at the beginning of 1884, he rejoined the troop, and remained with them until June 1888, when he was transferred by the Council to the Artillery, receiving a commission as acting lieutenant in command of the battery. In December of that year he passed the examination for captains before Captain Fletcher, of the Royal Artillery, and then took command of the battery. Ten years later, in December, 1898, he received his commission from the Council as Major commanding the Artillery. After holding this appointment for a short time, he was promoted to the Staff, and became second in command of the Shanghai Volunteer Corps. During his service with the artillery, and since being on the Staff, he has been in command of the corps on several occasions, the more noticeable of these being the Shanghai Jubilee in 1893, and the Boxer troubles of 1900. He has the China medal, as well as the Shanghai Jubilee medal, and for something like twenty-five years he has never missed an annual training. While in the fire brigade Major Clarke was for a long time foreman of the Mih-ho-loongs, and afterwards district engineer for the English Settlement. In his earlier years he had a good deal to do with the Rowing Club, the Paper Hunt Club, and the Race Club. Latterly he has been more closely associated with the Golf Club, of which he was one of the founders. For many years also he was vice-president of the French Municipal Council, with which body he was connected for nearly fifteen years. In his private capacity Major Clarke is now the sole proprietor of the firm of Messrs. Hopkins, Dunn & Co.

MAJOR T. E. TRUEMAN, the officer commanding the Infantry Battalion, has been connected with the volunteers during the whole of his residence in China, and has played by no means an unimportant part in placing the corps on an efficient military basis. He came to Shanghai in November, 1883, and in January of the following year was enrolled as a private of "B" Company. In those days the force numbered scarcely three hundred men or less than one-third of its present strength. Major Trueman's promotion was rapid. He became a corporal in 1885, a sergeant in 1888, and was given a commission as second lieutenant on October 3rd, 1889. He was promoted first lieutenant in 1891, and was given command of a company in July, 1894. Five years later, whilst in England, he joined the Chelsea School of Instruction and gained the special certificate in the examination for officers of his rank. On returning to Shanghai, however, he had to resign his commission in accordance with the old Municipal regulations, which, for no very definite reason, required all officers to go back to the ranks after returning from leave. The procedure was simply a matter of form as far as Major Trueman was concerned, for he rejoined as a private in November, 1899, and in February, 1900, was re-instated as captain. On November 14, 1906, he was gazetted major in command of the Infantry Battalion. The following year he was again on leave and passed the examination at the Chelsea School of Instruction for officers of field rank, obtaining, a second time, the distinction of a special certificate. He returned to Shanghai in December, 1907. Besides desiring to see the corps maintain as high a standard as possible in all their different exercises, Major Trueman has, from the beginning, taken a special interest in shooting. As a private he was a first-class marksman, and wore the cross guns every year until he obtained his commission. On three occasions he has held the cup for revolver-shooting, presented by the senior medical officer, Dr. Lalcaea, for competition amongst the officers of the corps. This example and his enthusiasm have not been without effect upon his men, and "B" Company, which he commanded, were the holders for a long while of the inter-companies' challenge shield.

CAPTAIN WILLIAM MACDONNELL MITCHELL DOWDALL, the Engineer staff officer and senior captain of the Shanghai Volunteer Corps, was born in Dublin on September 12, 1843. He served in the Artists Rifle Volunteer Corps (London), from 1865 to 1870, and took a large share in the formation of the Royal Naval Artillery Volunteers, with whom he was connected from 1870 to 1882. In the latter year he joined the Shanghai Corps. In 1886 he was appointed Inspector-General of Fortifications by the Viceroy of Nanking, and, although his active employment in fortifying the coast and the Yangtze River has now ceased, he still holds the honorary position. He organised the Shanghai Volunteer Engineers in 1893, and commanded them until their disbandment in 1897, when he secured his staff appointment.

CAPTAIN G. F. COLLYER, the corps adjutant, joined the Artists Rifle Volunteer Corps (London), in March, 1890, and three years later was given a commission as second

lieutenant in the 4th Volunteer Battalion East Surrey Regiment. At the outbreak of the South African War he volunteered for active service, and was present at the engagements of Allemann's Nek and Laing's Nek, receiving, in recognition of his services, the South African medal with four clasps, and the honorary rank of captain in the British Army. Captain Collyer's commission in the Shanghai Volunteers dates from March, 1904. He was enrolled as a lieutenant, but within a month was promoted captain. In his private capacity he is the assistant secretary of the Standard Life Assurance Company.

CAPTAIN A. J. STEWART, in command of the Artillery Company, has had considerable experience in the handling of guns. He joined the 1st West Yorks Volunteer Artillery in 1896, was attached to the 3rd Middlesex Volunteer Artillery in 1899, and joined the 1st City of London Volunteer Artillery in 1900. Coming to Shanghai in 1901 as assistant-master at the Shanghai Public School, he at once joined the Shanghai Volunteer Artillery as a gunner. He became second lieutenant in September, 1906; lieutenant in May, 1907; and captain, in succession to Captain F. H. Crossley, in June, 1908. Captain Stewart has attended several artillery courses—at Shoeburyness (one month) in 1900, at Sheerness and Thames Forts in 1901, on H.M.S. *Eclipse* in 1903, on H.M.S. *Thetis* in 1904, and at Okehampton and Woolwich in 1907.

CAPTAIN GEORGE EDWARD STEWART has been connected with the Volunteer movement in England, Hongkong, and Shanghai, for the past seventeen years. In the first instance he was a member of the 3rd Volunteer Battalion (Duke of Connaught's Own) Hampshire Regiment. After coming to China he served for two years in the Auxiliary Forces at Hongkong, and attained the rank of corporal in the "A" Machine Gun Company. He was enrolled as a private in "A" Company of the Shanghai Volunteer Corps in February, 1897, and, passing through the non-commissioned ranks, obtained a commission in August, 1900. He was promoted lieutenant in January, 1901, and captain in May, 1903. Whilst home on leave in the following year he attended the School of Instruction for Auxiliary Officers at Chelsea barracks, and obtained the "special" certificate. Upon his return to Shanghai in 1905 he was placed in charge of the Maxim detachment, a position which he still retains. Captain Stewart is a member of several local clubs and of the Rifle Association. He is also a past member of the Mih-ho-loong, Hook and Ladder Company, Shanghai Fire Department.

CAPTAIN WILLIAMSON JOHN NORMAN DYER, who recently succeeded Captain Keylock in the command of the Light Horse, was born at London on January 22, 1869, and was educated at Aberdeen College, London, and at the Gymnasium Zabern, Alsace. Having received a commercial training at Bale, in Switzerland, he came out to China in 1890, and joined Messrs. Gibb, Livingstone & Co. In 1892 he joined the New York Life Insurance Company, and a year later the firm of Messrs. Wheelock & Co., in which he is now a junior partner. Whilst in London he served for two years in the 2nd Middlesex (Garrison) Artillery, and shortly

after his arrival in Shanghai he joined the Light Horse as a trooper, and quickly made his way through the non-commissioned ranks to that of sergeant-major, which he held for seven years. He was promoted a second lieutenant in 1900, and lieutenant in the following year, and has now succeeded to the captaincy of his squadron. He was at one time a prominent member of the Victoria, No. 7 Company, Shanghai Fire Department, and of the Paper Hunt Club, and still belongs to the Race, Cricket, and Polo Clubs. He resides at No. 2, the French Bund.

CAPTAIN H. W. PILCHER, in command of "A" Company, joined the company early in 1890, and received his commission as second lieutenant in January, 1902. He became lieutenant in 1903, and captain in 1905. He has received the China medal for service during the Boxer rising of 1900, and the medal issued by the Municipal Council in 1893 to commemorate the jubilee of Shanghai.

CAPTAIN H. R. H. THOMAS, in command of "B" Company, is head of the firm of Messrs. Thomas Bros., merchants and commission agents. He was born in 1879 at Cardiff, his father being a civil engineer and colliery proprietor of that city. After being educated privately in North Devon, Mr. Thomas entered the service of Messrs. Caldwell, Watson & Co., a well-known London firm. In 1896 he was transferred to their Shanghai office, the firm being known locally as James Alexander Harvie, and in 1900 he obtained a partnership, the style being then changed to that of Harvie & Thomas. The present style of Thomas Bros., was adopted in 1904, when Mr. J. A. T. Thomas entered the firm. Mr. Thomas joined the Volunteer Corps in 1897 as a private and became lance-corporal in 1898. He qualified for commissioned rank in 1900, and was appointed second lieutenant. He was promoted first lieutenant in 1901 and captain in 1906. He has the China medal, 1900. In 1902 Captain Thomas married Miss Kate Jansen, daughter of the late Mr. D. C. Jansen, a well-known resident in Shanghai, and Mrs. Jansen, of "Broadfields," Jessfield Road. He lives at No. 27, Range Road, and is a member of all the principal local clubs.

LIEUTENANT W. STEWART BURNS, of "B" Company, was for nine years a member of the Submarine Miners' Division of the Royal Engineer Volunteers. He joined the Shanghai Volunteer Corps in 1900, and was granted a commission in "B" Company in the following year. Five years later he was promoted first lieutenant, and in July, 1907, obtained the "special" captain's certificate in the examination at Chelsea Barracks. Mr. Burns is sub-manager of the Shanghai Dock and Engineering Company.

CAPTAIN JONATHAN WILLIE INNOCENT, of the Customs Company, was born at Truro, Cornwall, in 1857, and was educated at the Blackheath School for Sons of Missionaries. He entered the Imperial Maritime Customs service at Shanghai in 1877, and was appointed deputy commissioner in 1904. In January,

1903, he joined the Customs Volunteer Company, and, passing quickly through the ranks, received a commission in March, 1904. He was promoted captain in September, 1907.

LIEUTENANT DAVID CRAWFORD DICK, Assoc. M. Inst. C.E., born in Edinburgh on August 8, 1866, was educated at Daniel Stewart's College in that city and at Edinburgh University. He was employed as a civil engineer with Messrs. Stevenson, of Edinburgh, and afterwards as assistant engineer on the Admiralty Dock Works, Gibraltar. He came to Shanghai in 1900 as assistant engineer to the Chinese Imperial Maritime Customs, and in 1908 was appointed engineer-in-chief. Shortly after his arrival in the Settlement he joined the Customs Company, receiving his commission as second lieutenant in 1905 and as lieutenant in 1907. He received the China medal for active service during the Boxer troubles. He is a member of the Race Club, the Shanghai Club, and the Country Club.

of honour, presented to him by His Majesty William II for special proficiency in shooting, and a medal and ribbon from the Prussian Government, a gold medal and blue ribbon from the Government of Norway and Sweden, and a gold medal from a German Association for saving life. In 1901 Captain Schellhoss retired from the Army, with permission to wear the uniform of his battalion, and in the following year was appointed by the Chancellor of the Empire consulting hydraulic engineer attached to the German Consulate, Shanghai.

LIEUTENANT S. KOAZE, to whose personal effort the present efficiency of the Japanese Company is mainly due, was born in Japan in 1875. After completing his education at the Commercial College, he joined the Nippon Yusen Kaisha. Within twelve months, however, he resigned in order to serve in the Army, and, two years later, was appointed second lieutenant. Rejoining the Nippon Yusen Kaisha in 1897, he was purser for five years on the line running to Europe, Australia, and America. For twelve months



THE MAXIM DETACHMENT TEAM.

Winners of the "Shorrock" and "Africa" Cups, 1907-8.

CAPTAIN S. A. RANSOM, commanding the American Company, was born in Washington, and, on completing his education, entered the United States Public Health and Marine Hospital service, in which he came to Shanghai as quarantine officer. When in December, 1905, the idea of forming an American Company of the Shanghai Volunteer Corps was mooted, Dr. Ransom took a prominent part in bringing the scheme to pass, and in April, 1906, he was appointed captain. Dr. Ransom is a fine revolver shot, and holds the Lalcaea Cup, offered for competition amongst officers of the corps.

CAPTAIN SCHELLHOSS, who has had command of the German Company since June, 1907, was born on July 30, 1864, and was educated at the gymnasium at Brannschweig. He entered the Prussian Army as an ensign in 1885, and was attached to the Pioneer Battalion von Rauch (Brandenburgian), No. 3. He was promoted lieutenant in 1887, first lieutenant in 1894, and captain in 1900, in the Rhenish Pioneer Battalion, No. 8, in Coblenz. His decorations include a sword

he was stationed at Hongkong, and was transferred to Shanghai in 1903. Lieutenant Koaze served throughout the Russo-Japanese War, and, for his services, received the Fifth Order of the Golden Kite and the Rising Sun. At the conclusion of hostilities, when he resumed his business duties in Shanghai, the local company of Japanese Volunteers had been in existence for some seven years. In May, 1907, however, it was disbanded in order that certain radical changes might be effected, and, at the request of the Consul-General for Japan, Lieutenant Koaze re-organised and assumed command of the company, which now numbers 62 rank and file.

CAPTAIN J. NOLASCO, the son of Mr. P. Nolasco de Silva, was born at Macao in 1871, and educated at Macao and Lisbon. He served in the Portuguese Army for two years at Lisbon, and for five years at Macao and Timor, during which time he rose to the rank of colour-sergeant. Subsequently, he entered the Civil Service at Macao, and for three years was first assistant to the Colonial Secretary. Having resigned this

position, he came to Shanghai, and joined Messrs. Buchheister & Co. in 1903. When the Portuguese Company of volunteers was formed in 1906, he was given a commission as lieutenant, and was promoted captain last year.



CAPTAIN L. J. CUBITT, the officer commanding the Chinese Company, has a record of service in the Shanghai Volunteer Corps extending over a period of nearly seventeen years. He is a partner in the firm of Messrs. Scott, Harding & Co., in whose interests he came to China in 1891. In January of the following year he was enrolled as a private in "A" Company; within twelve months was made a corporal; and in due course attained the rank of colour-sergeant. In 1896 he took part in the suppression of the wheelbarrow riots, and the following year was given a commission, while during the absence, on leave, of Captain Keswick, he was appointed adjutant. Mr. Cubitt went to England himself in July of the same year, and secured the "special" certificate in the captains' examination at Chelsea School of Instruction for Officers of the Militia and Auxiliary Forces. Upon his return to Shanghai in March, 1898, he resigned his commission, in accordance with the local regulations, and enlisted again as a private in "A" Company. He was quickly promoted to be a non-commissioned officer, and was given a commission for a second time in 1899. On several occasions he served as assistant-adjutant, and during the Boxer troubles of 1900 was promoted first lieutenant. Besides acting as assistant-adjutant, he was appointed quartermaster, and in 1901 was placed in command of his company. Towards the end of 1902, however, his leisure being seriously curtailed by increasing business duties, he sent in his resignation. This was accepted regretfully, and the officers and men showed their appreciation of his past services by making him an honorary member, and presenting him with a gold watch. On his retirement Captain Cubitt joined the Reserve Company as a senior subaltern, and was in command during two trainings. He was asked to take charge of the Customs Company during the two years' absence of Captain Wade, and, having now more time at his disposal, he acceded to the request, and was appointed captain for this purpose, remaining in command of the company throughout three trainings, in 1905-6-7. Last year, in addition to commanding the Customs Company, Captain Cubitt was attached as commander to the Chinese Company, which was then being formed. Resigning the command of the Customs Company, he was given his present appointment in September. For a number of years Captain Cubitt has been associated also with the Fire Brigade. He joined the Mih-

ho-loong Company in 1891, and remained with them until he went home in 1897, being for a few months assistant foreman in charge. Upon returning from leave, he rejoined as an ordinary member, but severed his connection with the service in September, 1899. During the time that Mr. Cubitt was in the brigade some important improvements were effected, and the general standard of efficiency in the Mih-ho-loong Company was raised considerably. The old appliances gave place to a modern and up-to-date equipment, and a uniform similar to that of the London Fire Brigade was substituted for red jackets of the American pattern. Mr. Cubitt is the possessor of the "good service medal" presented by the company to members who have been actively engaged with it for seven years, and is on the roll of honorary members of the company.



SURGEON-MAJOR CAWAS LALCACA was born at Bombay in 1862, and educated in India and London, where he qualified as a Doctor of Medicine and as a Licentiate of the Royal College of Physicians. He came to China in 1886, and joined "A" Company of the Shanghai Volunteers as a private in the following year. In 1891 he was promoted to the medical staff as surgeon-lieutenant, becoming surgeon-captain in 1896 and principal medical officer to the corps in 1907, and being granted the rank of major in 1908.



SURGEON-CAPTAIN GERALD HANWELL, M.R.C.S., L.R.C.P., of the medical staff of the Shanghai Volunteers, was for some time one of the civil surgeons attached to the South Africa Field Forces, and, consequently, has had a valuable experience of the special conditions under which medical work is carried out during warfare. He was a student of St. Thomas's Hospital, London, and has held the appointments of house surgeon at the Royal Berks Hospital, clinical assistant in the throat department of St. Thomas's Hospital, clinical assistant at the Chelsea Hospital for Women and at the Evelina Hospital for Sick Children, and assistant medical officer of the Metropolitan Asylums Board and of the Fountain Fever Hospital. His connection with the Shanghai Volunteer Force dates from February 3, 1904, when he joined the medical staff as second lieutenant. He was promoted first lieutenant in August, 1904, and captain in March, 1908.



CAPTAIN G. R. WINGROVE, the officer commanding the Reserve Company, has been connected with the Volunteer Force in India and China for over thirty years. He joined

the Bombay Rifle Corps in 1876, and, subsequently, upon taking up his residence in Hongkong, joined the newly formed Hongkong Artillery as a private, eventually attaining the rank of sergeant. Upon coming to Shanghai in 1880 he was enrolled as a private in "A" Company, or the Mih-ho-loong Rifles, as they were called in those days. He received a commission in 1891, and passed the qualifying examination for junior Volunteer officers held at Wellington Barracks in the same year. He remained with "A" Company until 1899, and was afterwards attached to the Reserve Company, but in 1900 was promoted captain, and appointed instructor of the Japanese Company, which was organised during the Boxer troubles. After returning from his last leave he served for a time as quartermaster and assistant-adjutant before assuming his present duties.



HON. LIEUTENANT A. W. BURKILL.—A brief allusion to Lieutenant A. W. Burkill, of the Mounted Scouts, will be found under the heading "The Municipal Councils."

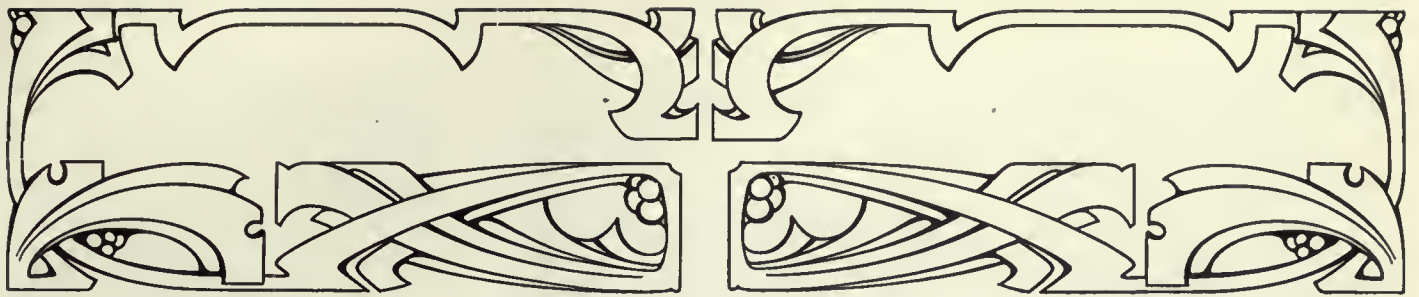


LIEUTENANT G. H. POTTS was born at Beadle, Yorkshire, in 1864, and was educated at Harrow. He served for a year with the London Scottish Volunteers before coming to Hongkong in 1885, where, ten years later, he was enrolled as a gunner in the Maxim Gun Company, subsequently attaining the rank of captain. At the taking of Kowloon City he was guide to General Gascoigne, and, in 1900, acted as transport officer to the relief column to Peking, for which service he received the China medal and clasp. Returning to Hongkong, he became a lieutenant in the Mounted Scouts, but resigned his commission in 1903. In 1904 he came to Shanghai, and two years later was appointed lieutenant of the Gun Club.



LIEUTENANT G. CARLSEN, in command of the Signalling Company, was born in 1870 at Copenhagen, Denmark. At the age of eighteen he joined the Great Northern Telegraph Company, and was stationed first at Newcastle, England, and afterwards at Libau, Russia. He was transferred to Shanghai in 1895, and in the following year joined the now defunct Engineers Company of the Shanghai Volunteer Corps as a private. He was made corporal of signallers in the spring of 1898, commissioned as second lieutenant to command the company in 1903; and, after an absence of three years from Shanghai was promoted first lieutenant and staff signalling officer to the corps in January, 1908.





SHANGHAI FIRE BRIGADE.



GHAT in so large a community as Shanghai the extinction of fires should be left to voluntary effort is remarkable, and the Settlement may be congratulated upon the fact that it possesses a body of men

who, under the inspiration of high ideals of duty, have attained a degree of efficiency unexcelled in the annals of unpaid organisations. Shanghai can claim to have a larger percentage of volunteer firemen in proportion to its population than either London, Edinburgh, or Dublin.

The Shanghai Fire Department was instituted in June, 1866, under authority from the Municipal Council, "for the better preservation of all property exposed to conflagration." The operations of the department, as defined in the original constitution, were limited to the British, French, and American Settlements, except in cases of urgent necessity elsewhere, and the organisation was carried out under a chief engineer and three district engineers. The chief engineer was the recognised executive officer, and was invested with wide powers to use all means at his command to save property and check the spread of fire. The newly formed department took over the engines and other appliances already in the possession of various private firms, who had previously organised small independent fire companies. From 1866 onwards the gear has been constantly improved, until now there are few volunteer brigades so well equipped.

The "Mih-ho-loongs" (Extinguishing Fire Dragons), or Hook and Ladder Company, were the first company to be formed, and they took for their motto, "Say the word, and down comes your house," which aptly described one of their chief functions—that of checking the spread of fires by the demolition of surrounding buildings. A certain exclusiveness was maintained by means of a ballot, and discipline was rigidly enforced by fines and other penalties. The French Hook and Ladder, the Shanghai Engine, the Hongkew Fire Engine, the Kin-lee-yuen Fire Engine, the Deluge Steam Fire, the French Municipal Engine, and the Victoria Steam Fire Engine Companies were successively formed, and, under capable commands, the efficiency of the brigade has never been suffered to decline.

At the present day there are four companies, exclusive of the French Company, which has recently been organised separately for service

in the French Concession. The "Mih-ho-loongs" and "Deluge" Companies are attached to the Central Fire Station, in Honan Road, while the Victoria Company and the Hongkew Company are stationed in Soochow Road and Hanbury Road respectively. At each station quarters are provided for the men on night duty, and plans are in course of preparation for a fifth fire station, in the Sinza district, with accommodation for about 24 men. The total strength of the brigade is approximately 74

gallons; four horsed engines—three of 450 gallons and one of 400 gallons; a chemically driven engine, with a 60-foot escape ladder; an 80-foot petrol motor escape; two 60-foot hand escapes; three horsed hook and ladder trucks; and twelve pony hose reels, with 8,700 feet of best rubber-lined canvas fire-hose in use and 5,000 feet in stock. Six horses and 21 ponies are kept in readiness for use at any moment. Hydrants, under pressure from the Shanghai Waterworks, are placed in convenient positions all over the Settlement;



A SECTION OF THE BRIGADE IN FRONT OF THE ROWING CLUB.

volunteers, and 70 paid Chinese firemen, stokers, mafoos, and cleaners. The uniform of the brigade is exactly similar to that of the London Fire Brigade. Formerly each company had its own distinctive uniform, and a turnout in those days was a picturesque sight.

The equipment is of the latest improved pattern, and includes a steam fire-float, with a pumping capacity of 1,100 gallons; a steam motor fire-engine, the "Fire King," of 800

indeed, in proportion to its area, Shanghai is better supplied than London with hydrants. Numbers of street fire-alarms have been installed, but even more important than these as regards their value in the matter of prompt notification of fires are the two bell towers—one of which is situated in the Shantung Road, while the other is in the compound of the Hongkew Police Station. In these towers, which are about 100 feet in height, watchmen are posted night and day for the purpose of



THE MOTOR "FIRE KING."

detecting outbreaks of fire in the Settlement. Of 211 calls made during 1907, the alarm was given from these towers in no fewer than 182 instances. Eleven of the outbreaks were large, and 80 were medium fires. Of the whole total, 179 fires occurred in Chinese buildings.

At one time arson was very prevalent, but, thanks to stringent measures on the part of the police, much has been done to mitigate this evil. It is gratifying to note that fires in the Settlement are attended with but slight loss of life, and that since 1866, only two firemen have met with death in the discharge of their duties. Among the more serious outbreaks on record are those of August 15, 1879, when over 900 houses were burned in the French Settlement, property being destroyed to the value of Tls. 1,500,000; December 21, 1885, when an equally heavy loss was sustained in the same neighbourhood; October 24, 1898, when some 250

houses were destroyed in the Canton Road; on November 26th, of the same year, when the premises of Messrs. Hall & Holtz were gutted; and on January 20, 1907, when a fire at Messrs. Burkill's premises entailed a loss of something like Tls. 750,000.

In 1895 the local fire insurance companies offered a challenge shield for competition annually among the various companies. The events upon which the competition is decided are usually two in number, and are arranged by the chief engineer and the foreman of the companies. The following is a complete list of winners of the shield:—

- 1895 Deluge Company.
- 1896 Mih-ho-loong Company.
- 1897 Le Torrent Company.
- 1898 Hongkew Company.
- 1899 Le Torrent Company.
- 1900 Deluge Company.
- 1901 Ditto.
- 1902 Ditto.
- 1903 Ditto.
- 1904 Ditto.
- 1905 Victoria Company.
- 1906 Deluge Company.
- 1907 Mih-ho-loong Company.
- 1908 Ditto.



THE LADDERS.



SOME OF THE BRIGADE.

The Municipal Council has of recent years offered gold medals for twelve years' service, silver clasps for eight years' service, silver medals for five years' service, and silver cups for the best attendances at fires—trophies which are much coveted by members of the brigade.

The annual cost of the Fire Department, exclusive of extraordinary charges, is about Tls. 50,000. When in 1907 the French Municipal Council were asked to increase their contribution from Tls. 5,000 to Tls. 10,000 they resolved to establish a separate Fire Department of their own, and accordingly in April, 1908, the connection between the French Company and the International Brigade was severed.

The French Brigade now consists of 19 volunteer firemen, under the command of Mons. M. Chapeaux, the chief officer, with Messrs. Madier and Rozier as his assistants. Mr. E. Leconte, formerly adjutant of the Paris Brigade, has been specially engaged to take charge of the apparatus and coolie corps. The brigade own a 70 horse-power Delahaye-Marcot motor engine, on the back and both sides of which are detachable hose reels, each carrying 160 metres of hose. Another 280 metres of canvas hose is carried under the four

short-length scaling and extension ladders. The vehicle can be driven at the rate of 40 miles an hour, and the motor can also be used to work a pump that delivers 2,000 litres of water a minute. Up till 1906 the steam engine belonging to the brigade was the most powerful in the Settlement. The equipment of the brigade also includes a turn-table, 25-metre horse escape, which can easily be wound up to its full height by three men and used as a water tower without any additional support, and a small extension ladder operated from the top; three tricycle extension ladders of 40 feet in length; and three horse reels of the ordinary type in use in Shanghai.

From 1871 until the end of March, 1908, the general management of the Fire Department was entrusted to a Fire Commission, consisting of a chairman, the chief engineer of the brigade, and the secretaries of the French and International Municipal Councils. The estimates proposed by this commission were subject to the approval of the municipal authorities and the annual general meeting of ratepayers. When the French Company passed under the control of the French Municipal Council, the commission was dissolved, and the Watch Committee of the International Settlement absorbed its functions.



MR. G. S. V. BIDWELL, chief engineer of the Fire Brigade, was born in Shanghai in 1878, and educated at the Jesuit College. His father was a well-known merchant in the Settlement and a keen supporter of the local turf. On leaving college, Mr. Bidwell was for a time in the Shanghai and Hongkew Wharf Company's posting office, and then entered the employment of Messrs. Boyd & Co., engineers. In September, 1898,

he joined the Russo-Chinese Bank, and has remained with that institution ever since. His connection with the Fire Brigade dates from July 5, 1895, when he joined the "Mih-ho-loongs" as a fireman. He won his

in that capacity he has been responsible for the introduction of several of the valuable appliances now possessed by the brigade. At the annual inspection held in April, 1908, he received the Municipal Council's gold



A POPULAR COMPANY.

way through the positions of second and first assistant foreman to that of foreman of his company, a position which he filled for four years. In January, 1905, he became chief engineer of the Fire Department, and

medal for twelve years' service. Mr. Bidwell, who on June 1, 1908, married Miss E. M. White, a daughter of the late Augustus White, formerly a well-known bullion broker in Shanghai, lives at No. 4, Siccawei Road.





PUBLIC WORKS.

Supplied by the Public Works Department.



HE Public Works Department, from which the Municipal Council of Shanghai derives its Chinese name, *Kung Boo*, was established in 1843 by the Committee of Roads and Jetties. As the name implies, its duties consist of the supervision of all public works belonging to the municipality in or about the Settlement, and relate to roads, drainage, lighting, bridges, landing stages, creeks (other than the Soochow Creek), public buildings, parks, and open spaces, survey work, and the supervision of new buildings in course of erection.

Owing to the form of government peculiar to Shanghai, certain duties come within the province of the Public Works Department which at home would be undertaken by the Government. Amongst these may be mentioned the survey of the Settlement, through the medium of which alone the land-tax can be equitably assessed and collected. The erection and maintenance of police stations and gaol buildings are also undertaken by the department.

Shanghai as a Settlement has suffered considerably from the want of foresight displayed by the old Committee of Roads and Jetties, who thought that a width of 25 feet for roads as suggested by Captain Balfour, the Consul, was much too great, and after a hard fight a compromise of 22 feet was agreed to. Land for roads which might then have been purchased for thirty taels a mow cannot now be acquired for as many thousands.

It is said that down to 1850 the annual revenue of the Committee of Roads and Jetties did not exceed twelve hundred dollars. In 1852 it rose to nearly five thousand dollars. At that time the only expenditure incurred was for roads, jetties, and drainage, for which the committee borrowed three thousand dollars at 10 per cent. per annum.

The area of the Settlement at this time was 1,080 mow. In 1863, after the inclusion of what was known as Hongkew, it was 9,406; but the boundaries were never officially defined, and even at a later date when a line was laid down by Mr. Seward, the Consul-General for the United States, the boundaries were still uncertain, although the area at that time was regarded as 11,406 mow.

When the exact boundaries were marked out in 1893 the area of the Settlement was found to be 10,606 mow. A further extension was obtained in 1899, the area of the Settlement now being 33,593 mow, or nearly 9 square miles.

The maintenance of accurate maps of this area and also of the outlying districts forms an important part of the duties of the Public Works Department, for immediately land is registered in one of the foreign consulates it becomes liable to taxation, and the Council's revenue from land-tax depends entirely on these surveys. In all, some ten thousand holdings of an estimated value of twenty million pounds sterling are registered in the foreign consulates. The negotiations for the acquisition of land for roads also forms an important function of the Public Works Department.

Until 1899 the community had no powers to acquire land compulsorily for road purposes, and extensions and widenings could only be carried out by negotiation with owners, whether native or foreign. As a natural consequence, many roads suffered in alignment. Compulsory powers were obtained under Clause VIa of the Land Regulations, and, as far as Chinese-owned land was concerned, further powers were obtained through the issue by the Taotai of proclamations authorising the expropriation of Chinese-owned land for road purposes at nominal rates. The proclamation for the Western District was issued in November, 1901, and that for the Northern and Eastern Districts in July, 1904. Since those dates 519 mow of land has been acquired at a cost of only Tls. 50,000, and thus it has been possible to construct 17½ miles of road at a very small cost. The total road mileage at the end of 1907 was 94½, and of paved footways 76 miles.

Owing to the difficulty in obtaining satisfactory supplies of stone for road purposes through native contractors, the Council in 1897 commenced to quarry its own materials at Pingchiao, some 150 miles by water from Shanghai. At the present time two European overseers and about one hundred and fifty Chinese are regularly employed at this quarry, and during the year 1907 fifty thousand tons of road materials were despatched. (A)

contract has recently been entered into for the supply of materials to the French Municipal Council, and on this account the capacity of the stone-breaking machinery is about to be largely increased.

All concrete pipes and gullies used for public drainage works are manufactured by the department at prices very much below those of stoneware articles. During the year 1906 no less than 63,282 pieces of concrete ware were turned out. The number of bridges under the charge of the department at the end of 1907 was 67. The department exercises supervision, under a code of rules, of new buildings erected in the Settlement. During the last five years no less than 25,000 buildings have been erected.

The following are some of the more important works carried out in recent years:

	Taels.
Town Hall	132,000
Public Markets	134,000
Central Police Station	83,000
Louza Police Station	42,000
Bubbling Well Police Station	27,000
Sinza Police Station	40,000
Gaol	178,000
Central Fire Station	28,000
Victoria Nursing Home	114,000
Isolation Hospital	163,000
Isolation Hospital for Chinese	22,000
Public Swimming Bath	17,000
Slaughter Houses	19,000
Cattle Sheds	20,000
Bubbling Well Cemetery and Crematorium	51,000
Public School for Chinese	54,000
Electricity Works Buildings... ..	188,000
The Garden Bridge and Chekiang Road Bridge (in steel), across Soochow Creek ... about...	461,000
Hongkew Recreation Ground, land about...	146,000

The average number of labourers and artisans employed daily on public works during 1907 (exclusive of contract work) was 2,827.

The expenditure of the department in 1907 amounted to Tls. 1,352,403.

The first engineer to the Council, Mr. John Clark, was appointed in the early sixties, and was succeeded by Mr. E. H. Oliver, who, in turn, was followed by Mr. C. B.

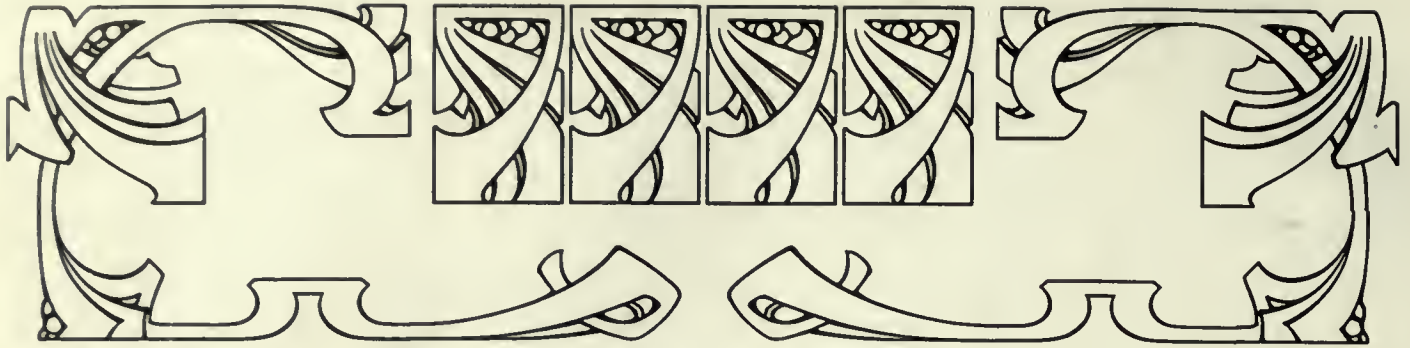
Clarke. The present incumbent of the office is Mr. Charles Mayne, M.Inst.C.E., M.Amer. Soc.C.E., who was appointed in 1889. The European staff consists of an engineer, deputy engineer, chief engineering assistant, two divisional engineers, two assistant divisional engineers, two architectural assistants, seven surveying assistants, six clerks, a superintendent of roads, four clerks of works, a building surveyor, four assistant building inspectors, a superintendent of machinery, two superintendents of parks, eight district overseers, and two quarry overseers.

The Public Works Department in the French Concession is responsible for the construction and maintenance of the highways and public buildings and for the execution of all engineering work in the area administered by the Municipal Council. Among the works carried out or in course of construction by the department may be mentioned the French Consulate, the Town Hall, the various police stations, the Water and Electric Light Works, the Semaphore Station on the Bund, and the new Recreation Ground at Koukaza. The Consulate, begun in August, 1894, and opened in January, 1896, is a handsome pile in the Modern Colonial style of architecture

occupying a fine site on the French Bund at the corner of the Rue du Consulat. The architect was Mr. J. J. Chollot, the present Municipal Engineer. The Town Hall is in the same style of architecture, with an imposing façade and dome. It stands in its own grounds, a little back from the Rue du Consulat, and contains a large banqueting hall, a council chamber, offices for the secretariat, police, and public works departments, and apartments for the secretary and for the chief of police. In the basement of the building is the Central Police Station. The annexes to the north, east, and west of the main building were added in 1877, and provide quarters for employés of the Council and for European and Chinese police, as well as hospital accommodation. In front of the Town Hall a bronze statue by Thiebaut to Admiral Protet stands on a granite pedestal bearing the inscription: "A l'Amiral Protet aux officiers Marines et Soldats Tucs Glorieusement Devant les rebelles Sur la terre de China, 1855-1862." Near the Town Hall is the Fire Station, the headquarters of "Le Torrent" Company. Besides the Central Police Station there are three other police stations—the Eastern, Koukaza, and Lokawei

Stations—each containing the usual quarters for police, guardrooms for the detention of prisoners, &c. A fourth is in course of erection in the Avenue Paul Brunat, near the Cemetery. The buildings are estimated to cost Tls. 150,000, and will be used as a police station, gaol, and fire station. The Waterworks and Electric Lighting and Power Works, constructed by the Public Works Department and formerly managed by the Municipal Council, were ceded to the Cie Française de Tramways et d'Éclairage Électriques in April, 1908. The Semaphore Station on the Bund, commenced early in 1907, is now practically completed. It is a tower of reinforced concrete, and is surmounted by a time ball and three masts for hoisting signals, the total height being about 48 metres. The Council have acquired about 20 mow of land on the Route Voyron, formerly occupied by the "Veladrome" and the Wigram Lawn Tennis Club, and are now engaged in laying out the ground for purposes of public recreation. There is also a proposal to place a culvert over the creek near the Western Police Station and lay out upon it a broad avenue and perhaps a public garden.





HEALTH AND HOSPITALS.

BY ARTHUR STANLEY, M.D., B.S. Lond.; D.P.H., Health Officer.

LIVING as it does on the alluvial plain of the Yangtze Delta, Shanghai should by all the canons of the sanitation of pre-bacterial days be an unhealthy place. It has been proved by deep borings that for more than five hundred feet down there is nothing but micaceous mud and sand. The ground water is but five feet below the surface, and, on account of the low elevation above high-water level, cannot be effectively lowered by drainage. The tropical heat of the summer suffices for the development of mosquitoes, among which the Anopheles—the malaria bearer—is found. Malaria would, therefore, be expected to be rife. All the dreadful miasmata that were believed to arise from low-lying ground have, however, been dissipated by the lamp of science. During the past ten years much has been done by spreading sanitary knowledge, and by eliminating stagnant water to minimise the danger of malaria. It has been found that the parts of the Settlement most occupied by streets and well-built houses have been most free from malaria, while the outlying districts, where pools and slow-running and blocked creeks occur, have been most prone to malaria. This was clearly shown in 1900 during the time that the German troops were stationed about two miles from the centre of the Settlement, nearly one hundred cases of malaria occurring among eight hundred soldiers. The malaria, however, in Shanghai is of a benign type.

The climate of Shanghai is subject to great extremes of heat and cold as a result of the prevalence of north winds during the winter and south winds during the summer. At all times of the year sudden changes of temperature are liable to occur. The great heat of the summer and the prevailing southerly winds render the placing of dwelling houses to face south and south-east advisable, together with a verandah to the south and west for the purpose of hanging sun-blinds,

VITAL STATISTICS.

The foreign population of the Settlement north of the Yang-king-pang, including the outside roads and Pootung, at the last census, taken on October 14, 1905, was 11,497, and consisted of 5,728 men, 3,270 women, and 2,499 children. The foreign shipping population, which numbered 2,510, was not included. The foreign population for the middle of 1907 was calculated at 13,700. The census of the foreign population taken at each quinquennial period since 1870 shows the following expansion: 1,666, 1,673, 2,197, 3,673, 3,821, 4,684, 6,774, 11,497.

The native population on October 14, 1905, was 452,716, and consisted of 212,517 men, 118,432 women, and 121,767 children. The Chinese population for the middle of 1907 was estimated at 510,000. The census of the Chinese population taken at each quinquennial period since 1870 shows roughly the following expansions: 75,000, 96,000, 108,000, 126,000, 168,000, 241,000, 345,000, 452,000.

During 1907 the total corrected number of deaths registered among foreigners, including non-Chinese Asiatics, was 328; of this number 245 occurred among the resident population. Six months spent continuously in Shanghai is taken to constitute residence. As the non-resident population is a variable and indeterminate factor, the deaths in this category are eliminated in the calculation of the death-rate. The death-rate per thousand per annum, therefore, calculated from 245 deaths occurring amongst the resident foreign population of 13,700 was 17.9, as against 12.1 in 1906. This death-rate is hardly comparable with that of previous years, 73 deaths among Japanese being reported, as against 13 in the previous year. The mean age at death among the adult resident population was 39.9.

Amongst the Chinese, 10,217 deaths were reported, compared with 5,689, 6,443, and 10,801 in the three previous years. The death-rate per thousand per annum was

20.00. There were 863 deaths from small-pox and 960 from tuberculosis, as against 29 and 1,000 respectively in 1906; and 655 deaths were caused by cholera.

The deaths registered among the resident foreign community in 1907 were attributable to the following causes:—

Small-pox	21
Cholera	18
Typhoid fever	8
Malta fever	2
Diphtheria	1
Scarlet fever	14
Measles	1
Whooping cough	0
Influenza	3
Tuberculosis	35
Malaria	0
Lobar pneumonia	4
Hydrophobia	1
Beri-beri	2
Syphilis	0
Plague	0
Tetanus	0
Erysipelas	0
Typhus fever	0
Dysentery	8
Sprue	5
Acute diarrhoea	14
Chronic diarrhoea	0
Abscess of liver	1
Alcoholism	8
Cancer	6
Sarcoma	0
Cardio-vascular diseases	16
Bronchitis	7
Diseases of kidney	5
Sunstroke	0
Drowning	1
Suicide	3
All other causes	62

The appended table gives the death-rate during twenty years :—

Year.	FOREIGNERS.					NATIVES.	
	Residents.				Non-Residents.		
	Adults.	Children.	Total Deaths.	Population.			Death-rate of Resident Population.
					Total Deaths.	Death-rate of Chinese Population.	
1887	64	20	84	3,731	22.5	46	...
1888	52	23	75	3,760	19.9	33	...
1889	39	28	67	3,789	17.7	25	...
1890	60	31	91	3,821	23.8	35	...
1891	61	38	98	3,980	24.6	45	...
1892	52	18	70	4,140	16.9	32	...
1893	45	21	66	4,310	15.3	31	...
1894	47	40	87	4,500	19.3	37	...
1895	45	35	80	4,684	17.1	44	...
1896	59	29	88	4,834	18.2	47	...
1897	42	27	69	4,909	14.5	32	...
1898	61	24	85	5,240	16.2	17	...
1899	75	29	104	5,510	18.9	28	...
1900	81	16	97	6,774	14.3	60	...
1901	91	37	128	7,000	18.3	91	...
1902	81	57	138	7,600	18.1	125	30.9
1903	86	46	132	8,300	15.9	82	21.2
1904	76	40	116	9,000	12.9	78	19.2
1905	96	33	129	11,497	11.2	112	14.2
1906	109	37	146	12,000	12.1	71	11.9
1907	153	92	245	13,700	17.9	83	20.0

The cases of infectious diseases notified among the resident foreign community during 1907 and the percentage of mortality resulting from them are shown below :—

Disease.	Total.	No. of Fatal Cases.	Percentage Case Fatality.
Small-pox ...	82	21	25.6
Cholera ...	14	18	...
Typhoid Fever ...	57	7	12.3
Diphtheria ...	13	1	...
Scarlet Fever ...	58	14	24.1
Tuberculosis ...	4	35	...
Hydrophobia ...	1	1	...
Plague ...	0	0	...
Total ...	229	97	...

The total number of cases admitted to the Isolation Hospital during the year under review was 864, made up as follows :—

Disease.	Foreigners.		Chinese.	
	Admitted.	Died.	Admitted.	Died.
Small-pox ...	83	21	33	10
Cholera ...	32	15	165	56
Scarlet Fever ...	70	12	43	7
Beri-beri ...	0	0	28	10
Measles ...	9	0	0	0
Diphtheria ...	13	0	16	0
Tuberculosis ...	0	0	0	0
Relapsing Fever ...	0	0	43	2
Leprosy ...	0	0	0	0
Syphilis ...	0	0	4	0
Chancroid ...	0	0	55	0
Gonorrhoea ...	0	0	243	0
Other Diseases	17	1	10	2
Total ...	224	49	640	87

INFECTIOUS DISEASE.

As regards infectious disease, a system of voluntary notification has been arranged by the Municipal Council with the medical practitioners. Isolation is also voluntary, fine hospitals having been provided for foreign and native cases respectively. Chinese are admitted to the hospital without fee, as also are indigent foreigners, of whom there are few in Shanghai. Ambulances are provided for the conveyance of patients suffering from infectious disease to the isolation hospitals.

Disinfection is compulsory after infectious disease. There is a disinfection station adjoining the isolation hospital. For each disinfection each disinfector dons a sterile overall. The general method of disinfecting in a house after a case of infectious disease is, firstly, to remove to the station everything that can be disinfected by steam; then to wash walls, floors, fittings, and furniture with disinfecting solution (cyllin). Fragile and delicate ware, such as bonnets, furs, books, and photographs, are disinfected by formalin. In many cases, such as after typhoid fever or diphtheria, the disinfection of walls, &c., is not always considered necessary, the washing with disinfectant being then limited to articles that have been actually in contact with infected material. After disinfection, the occupier is advised to paint or colour-wash the walls and ceiling before the room is again occupied, and unless the suggestion is acted upon no responsibility is accepted by the Health Department.

The infectious diseases prevalent in Shanghai are small-pox, typhoid fever, and tuberculosis. Diphtheria, scarlet fever, cholera, dysentery, Malta fever, relapsing fever, beri-beri, hydrophobia, lobar pneumonia, typhus fever, erysipelas, tetanus, sprue, measles, and influenza are also met with. Acute rheumatism does not appear to occur.

The deaths which have resulted from infectious diseases among the resident population, both foreign and native, in each of the past twenty years are as under :—

Year.	Small-pox.		Cholera.		Typhoid Fever.		Diphtheria.		Scarlet Fever.		Tuberculosis.	
	Non-Chinese.	Chinese.	Non-Chinese.	Chinese.	Non-Chinese.	Chinese.	Non-Chinese.	Chinese.	Non-Chinese.	Chinese.	Non-Chinese.	Chinese.
1888	2	...	5	...	4	...	0	...	...	...	9	...
1889	1	...	1	...	4	...	0	...	...	...	10	...
1890	4	79	32	...	4	...	0	...	...	...	8	...
1891	3	223	23	...	7	...	3	...	...	...	11	...
1892	5	78	0	...	7	...	2	...	0	...	18	...
1893	11	184	0	...	2	...	2	...	2	...	6	...
1894	9	125	0	...	5	...	3	...	0	...	7	...
1895	7	138	20	...	0	...	5	...	0	...	4	...
1896	19	316	10	...	8	...	1	...	0	...	9	...
1897	2	92	0	...	6	...	1	...	0	...	9	...
1898	2	65	0	...	7	...	1	...	0	...	9	...
1899	7	183	0	...	6	...	0	...	0	...	10	...
1900	0	54	0	...	4	...	2	...	2	...	14	...
1901	1	31	0	...	6	...	3	...	11	...	17	...
1902	3	434	8	1,500	6	...	8	...	27	1,500	7	2,000
1903	7	241	3	162	13	...	3	...	1	2	26	1,976
1904	11	759	1	0	7	...	2	...	3	0	11	1,827
1905	14	246	0	0	7	...	2	...	1	0	15	1,414
1906	0	29	4	193	11	...	1	...	3	5	14	1,000
1907	21	863	18	655	7	...	1	62	14	79	35	960

As regards small-pox, great headway is being made with vaccination among the Chinese. In Shanghai there is so much risk of infection that vaccination is recommended to be repeated every three years until it no longer takes. The Chinese are beginning to appreciate the benefits of vaccination as opposed to inoculation, which they practised with little benefit for hundreds of years, and which is now illegal in civilised countries. The first principles of vaccination came from the East, and thereon rests the basis of modern preventive medicine. The Chinese practised inoculation of mild small-pox as a protection against severe small-pox long before the days of Jenner, and it is therefore probable that the Chinese will take up vaccination widely. Small-pox should soon be looked upon as a mediæval scourge, surviving only in countries imperfectly civilised. It is more than likely that within twenty years Shanghai will be a well-vaccinated city, and cases of small-pox, now so numerous and fatal (28 foreign deaths and 863 Chinese deaths during 1907), will be as rare as in large towns in England.

Cholera is probably endemic in certain parts of Shanghai, where the poorest classes of the Chinese population live, and only requires the necessary conditions of heat and moisture to produce an outbreak which is then scattered broadcast by flies. The comparative immunity of foreigners may be attributed to sanitary education, especially to the stress which has been laid on the importance of consuming only food and drink that has been sterilised by cooking or other means. It has been noted, also, that the Cantonese community enjoy a greater measure of immunity than the rest of the Chinese during outbreaks of cholera, and this may be attributed to their more careful methods of feeding. The usual sequence of events in Shanghai in a case of cholera is as follows:—A fly from its accustomed environment of filth settles on food, and if the food is not sterilised by heat, or if, having been cooked, it is exposed to flies, the consumer becomes liable to cholera. The dejecta of cholera cases are the source of infection, and the fly is the usual carrier. In Shanghai, cholera is rarely water-borne.

Although scarlet fever has hitherto failed to establish itself in any part of Asia, except Asia Minor, and is practically unknown in the tropics, it appears to have come to Shanghai to stay. It was probably introduced by immigrants from America.

Tuberculosis is very common in Shanghai. The great death-rate from this cause is significant of local conditions of overcrowding, against which there is not at present any legislation. The two great causes of consumption—indiscriminate spitting and deficient air space—are markedly present.

Plague has never obtained a footing in Shanghai. Every credit for this immunity must be given to the Port Sanitary Station at the mouth of the Shanghai River at Woosung, under the management of the Imperial Maritime Customs, where vessels from infected ports are medically examined.

MUNICIPAL LABORATORY.

Inasmuch as the study of the life history of pathogenic organisms must precede all adequate measures for preventing the disease which they cause, no pains have been spared to develop the resources of the Municipal Laboratory. It is the centre of work of the Health Department. Its purposes have been the investigation of disease met with in Shanghai, the diagnosis of infective disease, the preparation of preventive and curative

remedies against these diseases, and the analysis of products bearing on the public health. The matters which have been under investigation have been the causes of variation in virulence of small-pox vaccine and cholera antitoxic serum; the natural filtration of water through alluvium; the suitability of fruits and vegetables as media for the growth of certain pathogenic organisms; preventive inoculation against cattle plague; the causation of beri-beri; the incubation period of rabies in China; and the prevalence of Malta fever.

The supply of glycerinated small-pox vaccine has been widely distributed throughout the Far East. As many as 15,958 tubes were sent out from the laboratory during 1907—the equivalent of 79,790 persons protected against small-pox. The number of tubes of vaccine issued from the laboratory in successive years since 1898 has been 5,000, 6,000, 22,500, 13,000, 12,000, 34,000, 28,500, 21,432 and 15,958 respectively. The vaccine is sent out in tubes containing sufficient for five vaccinations, each tube bearing a label marked "Shanghai Municipal Laboratory," the date of issue, and the number of the calf yielding the vaccine, so that any fault can be traced to the source. The vaccine is guaranteed to produce successful results for one month after the date marked on the tube, if kept under suitable conditions. The vaccine is glycerinated and kept in the laboratory before issue with the object of eliminating extraneous organisms. It is obtained from calves proved healthy by *post-mortem* examination, and is tested as regards purity and activity before issue. Haffkine's Plague prophylactic, mallein, and tuberculin are also manufactured in the laboratory.

Two horses are kept for the production of diphtheria antitoxin, and a good degree of immunity has been established, using Park's diphtheria bacillus for the production of the toxin. A total of 969,000 units were sent out from the laboratory during 1907 to meet the needs of Shanghai and the outports.

Since the opening of the Shanghai Pasteur Institute in 1899, 215 persons have received treatment, and of this number only two have died from hydrophobia. During 1907 twenty persons were treated. The animals were proved rabid by inoculation in eight cases; in the others they escaped observation, so that the suspicion could not be verified. Half the cases were the result of dog bites within the Settlement. All these cases, so far as is known, have escaped hydrophobia. The incubation period of rabies in rabbits inoculated with the brain of dogs sent to the laboratory for examination varied from eleven to seventeen days, the average being thirteen days. That the virus of rabies met with in Shanghai is of an exceptionally intense character may be concluded by comparing the above incubation period with that met with in Europe, which varied from four to twenty-one days.

SANITATION.

The foreign sanitary inspection staff consists of four inspectors and fourteen assistant inspectors. The inspectors have the Royal Sanitary Institute's certificates of full qualification, while the assistant inspectors have from time to time to pass the examinations of the Health Department, which are the local equivalent of those of the Sanitary Institute. A staff of over five hundred Chinese work under the inspectors.

House refuse is collected daily and carried away in boats. Any that cannot be sold for agricultural purposes is dumped on the river bank outside the Settlement.

Ordure is not allowed to be discharged into the sewers, nor are water-closets permitted, but there is a generally efficient daily removal by bucket to boats for use for agricultural purposes. There is a great demand for this material for certain crops, such as indigo, and the bulk of it is taken many miles away from the Settlement. As a result of this method of disposal the waterways yield a far purer potable water than would otherwise be the case. In this respect Chinese hygiene compares to advantage with European. In a broad way the Chinese solved the question of economic sanitation long ago. While the ultra-civilised Western elaborates destructors for burning garbage at great cost, and turns valuable excremental sewage into his waterways to poison the sources of the drinking water supply, the Chinaman assists the beneficent forces of nature by using both in the pursuit of agriculture. The policy adopted by the Municipal Health Department of Shanghai has been to make use of that which is good in Chinese hygiene, for it is the product of an evolution extending from more than a thousand years before the Christian era, and has resulted in the enormous and generally healthy and happy Chinese race of the present day.

There is a complete system of drainage in Shanghai, consisting of underground drains and sewers in the thickly inhabited districts, and open tidal ditches in outlying places. The large number of tidal waterways into which the sewers empty contributes largely to the efficiency of the sewers on account of the frequent tidal flushing, and compensates for the absence of fall due to the area drained being absolutely flat and level. The pipes used for drains and sewers are manufactured locally of cement concrete.

The laundries, dairies, food shops, &c., are licensed and under sanitary supervision. The meat supply also is under adequate supervision. All cattle intended for slaughter have to pass through the municipal cattle sheds, where they are inspected before entry to the slaughterhouse, and after slaughter the organs are examined for disease, and good meat is indelibly stamped. Meat that does not bear the stamp is not allowed to be offered for sale. For non-Chinese consumption over twenty thousand cattle and thirty thousand sheep are slaughtered annually.

There are seven municipal markets, for the use of which over three thousand dealers in food pay a small rent charge, and where their produce is under sanitary supervision.

The cemeteries for the burial of non-Chinese are also under the control of the Health Department. There is a crematorium in the largest cemetery modelled upon that in Manchester. Since the year 1859, when records were first kept, there have been 6,619 burials and 148 cremations of non-Chinese.

There is a public mortuary for the reception of dead bodies found in the streets and of bodies of persons into the cause of whose death legal inquiry is necessary. The mortuary is so divided as to separate bodies where death has been due to infectious disease from others. For post-mortem examinations a well-appointed room is set apart. The Health Department also has charge of a public swimming bath.

The water supply is derived from the river Whangpoo (a tidal estuary), the intake being some two miles below the centre of the town. Here the water undergoes sedimentation and filtration through sand, after which it is pumped up into water towers for supply

by gravity. The waterworks is in the hands of a private company, but monthly analyses of the water is made in the Municipal Laboratory.

HOSPITALS.

In addition to the municipal hospitals (Isolation Hospitals, Victoria Nursing Home, Police Hospital, Lock Hospital, Mental Wards, and Sanatorium), there is the General Hospital for foreigners as well as several mission hospitals for Chinese.

The Public Health Department in the French Concession is under the supervision of Dr. Fresson. According to a census taken in 1905, there were at that time 662 foreigners living in the Concession and 169 in the extension area—a total of 831. Of this number 274 were French, 109 English, 73 Japanese, 60 Russians, 51 Portuguese, 47 Germans, 30 Eurasians, 23 Manilamen, 20 Parsees, 15 Belgians, 14 Italians, 12 Swiss, and 103 of other nationalities. The Chinese population numbered 84,792. The floating population was computed at 4,340, and the number of persons *en passage* at 7,000, giving a grand total of 96,132 persons in the whole area under French control. It is believed that since that time the foreign population has increased by at least 50 per cent. Owing to the construction of the tramways, electric light station, and other public and private enterprises, the entire population is now placed at 110,000. A separate set of vital statistics for the Concession is not kept. In lieu of main-

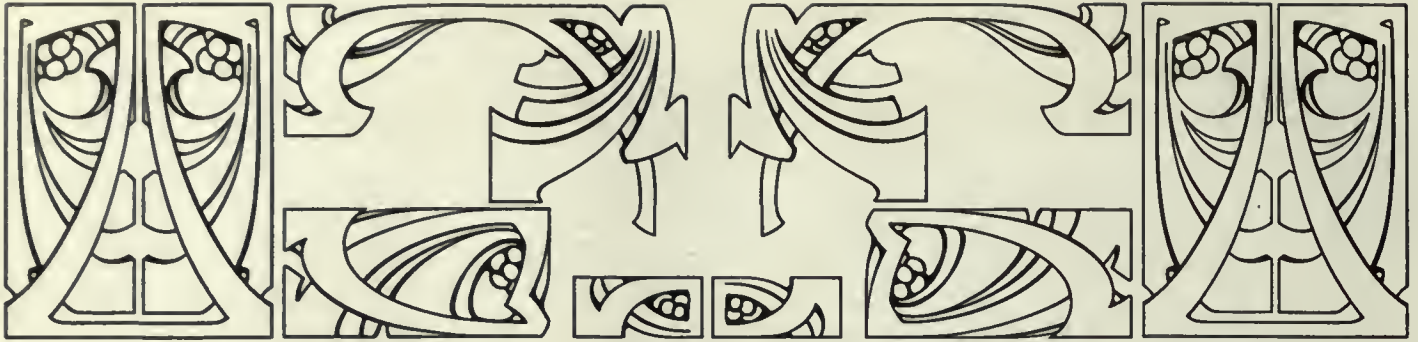
taining a municipal general hospital, the Council contribute Tls. 1,750 a year to the Shanghai General Hospital, and in return for this French subjects in needy circumstances who require medical treatment are admitted free of charge. The Council also contributes Tls. 1,000 to the Pasteur Institute, Tls. 600 to the Shanghai Municipal Dispensary, and Tls. 2,100 to the Chang Pao Cha Lazaret. They have recently established L'Hopital Ste. Marie, under Dr. Fresson's management, to which Chinese and Tonkinese police may go for treatment. Hitherto the police have been taken to the Sinza Hospital.



DR. ARTHUR STANLEY, Health Officer to the Shanghai Municipal Council, came to the Settlement in 1898. Born at Dalham, Suffolk, in 1868, Dr. Stanley, whose father was in the Home Civil Service, was educated at Truro School, at the Yorkshire College, Leeds, and at the Royal College of Science, South Kensington, gaining a Royal Exhibition at the last named institution in 1885. In 1888 he gained an Entrance Scholarship in Science to St. Mary's Hospital, and later a General Proficiency Scholarship in Medicine and Surgery. He took his M.B. degree with first class honours in 1894, and became an M.R.C.S. and L.R.C.P. Lond., in the same year. He qualified in 1895 as an M.D. Lond., in 1896 as a B.S., and in 1897 obtained the

Diploma of Public Health. He is a Fellow of the Royal College of Surgeons, of the Royal Institute of Public Health, of the Incorporated Society of Medical Officers of Health, and of the Royal Sanitary Institute. He held successively between 1890 and 1898 the appointments of assistant demonstrator of physiology and clinical assistant to the Skin Department, St. Mary's Hospital, London; resident medical officer to the Sussex County Hospital, Brighton; pathologist and assistant medical officer to the London County Asylum, Banstead; and resident medical officer to the North-Western Fever Hospital, London. Dr. Stanley has made many contributions to the contemporary literature of medical science, including "Diphtheria and the Heart" (Metropolitan Asylum Board Report, 1897); "Properties of Sodium Bichromate" (*Chemical News*, 1886); "Fermentations induced by Pneumococcus of Friedländer" (*Journal of the Chemical Society*, 1891); "Shanghai Pasteur Institute" (*Journal of Hygiene*, 1901); "Cattle Plague in Shanghai and its Limitation by the Gall Immunisation of Koch" (*Ibid.*, 1902); "Nature of Beri-beri" (*Ibid.*); "Beri-beri and the Heart" (*Journal of Tropical Medicine*, 1901); and "Sudden Heart Failure in Toxemic Conditions" (*British Medical Journal*, 1903). Dr. Stanley married, in 1903, a daughter of Mr. Benjamin Johnston, of Listowel, Co. Kerry, Ireland, by whom he has three children. He resides at the Municipal Offices.





FINANCE AND BANKING.



THE public financial position of Shanghai is shown by the assets and liabilities of the International and French Municipal Councils.

The total assets of the International Council at the end of 1907 amounted to Tls. 6,530,718.93, and the liabilities to Tls. 3,521,495.25, leaving a surplus of Tls. 3,009,223.68.

The assets consist of land, buildings, stock and stores, and investments in the Water-works Company, various industrial undertakings, municipal and other debentures, &c.

The principal liabilities are general loans amounting to Tls. 1,483,800, electricity loans to Tls. 1,119,000, and trust funds to Tls. 405,674. The loans run for periods varying from five to twenty years, and for their redemption the sum of Tls. 119,549 has been set aside.

by increasing the taxation on the gross value of land from $\frac{1}{10}$ of one per cent., at which it has stood since 1898, to $\frac{1}{5}$, and on the annual rental of houses and buildings within the Settlement from 10 to 12 per cent. On the assessed rental of houses beyond the limits of the Settlement a general rate of 6 per cent. has been levied. It is computed that the land-tax will yield Tls. 683,520, and the general municipal rate, Tls. 1,109,000. Other sources of income are as follow:— Wharfage dues, Tls. 175,000; licence fees, Tls. 396,300; rent of municipal properties, Tls. 38,100; contributions from the gas, water, telephone, and tramways companies, Tls. 28,000.

The following tables show at a glance the receipts and disbursements of the Council in 1907 and the leading items in the estimates for 1908:—

District,	1903.		1907.	
	Mow.	Taels.	Mow.	Taels.
Central	2,220.642	30,086.586	2,224.503	77,205.106
Northern	2,015.923	9,714.534	2,126.853	23,145.844
Eastern	4,938.862	12,541.081	5,753.083	24,306.233
Western	3,950.675	8,081.572	5,538.186	26,389.074
Totals	13,126.102	60,423.773	15,642.625	151,047.257

A re-valuation of land in the International Settlement was completed in the middle of 1908, and showed an increase of 150 per cent. when compared with the return for 1903. This increase was due both to the upward trend of values and to the registration and taxation of new lots which in 1903 were still owned by Chinese. The figures are as above:—

The ordinary income of the Council for the current year is estimated at Tls. 2,429,920, and the expenditure at Tls. 2,041,869, leaving a surplus of Tls. 388,051. In view, however, of a deficit of Tls. 201,513 carried forward from 1907, and extraordinary expenditure upon public works and upon the police force—together amounting to Tls. 625,980—it has been decided to raise the sum of Tls. 813,051 by issuing debentures for Tls. 400,000, and

EXPENDITURE.

	1907. Taels.	1908. Taels (estimate).
Police (including Gaol)	485,693.32	713,893
Health Department	108,658.93	137,049
Public Works Department	528,496.03	637,770
Secretariat	135,233.81	140,174
Fire Brigade	30,295.05	44,790
Volunteers	36,641.63	46,806
Public Band	40,836.21	42,300
Educational Grants	32,964.54	28,700
General Charges	35,446.51	39,369
Interest on Loans, &c.	71,245.52	91,379
Redemption of Debentures	31,600.00	119,549
Stock and Stores	73,926.82	—
Total of Ordinary Payments	1,611,038.37	2,041,869
Surplus transferred to Extraordinary Receipts	372,393.46	—
Estimated Surplus	—	388,051
Total	1,983,431.83	2,429,920

In order to carry out certain public works, including the construction of municipal offices, an electric lighting and power station, water and drainage works, &c., the French Municipal Council arranged, prior to 1903, for overdrafts with the Banque de l'Indo Chine and the Hongkong and Shanghai Bank. To repay these advances and obtain the necessary funds for completing their various projects, the Council decided to raise a loan in France of Fr. 3,000,000 by redeemable debentures. Of this sum the Banque de l'Indo Chine and La Banque Privée agreed, under contract dated September 30, 1903, to take up Fr. 2,000,000 at once, and to furnish the balance when required. The loan, which bears interest at the rate of $4\frac{1}{2}$ per cent. per annum, is repayable in thirty years from January 1, 1909, the debentures for repayment being drawn for annually. As security the whole of the municipal properties and wharfage dues collected in the French Concession have been pledged. The dues, amounting on an average to Tls. 65,000 a year, are specifically applied to the payment of interest and

INCOME.

	1907. Taels.	1908. Taels (estimate).
Land-tax	456,330.14	683,520
General Municipal Rate	906,110.22	1,109,000
Wharfage Dues	179,357.53	175,000
Licence Fees	394,704.76	396,300
Rent of Municipal Properties	41,298.40	38,100
Contributions from Public Companies	5,630.78	28,000
Total	1,983,431.83	2,429,920



HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.

THE MAIN HALL
THE BANK
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EXTRAORDINARY INCOME.

	1907. Tals.		1908. Tals (estimate).
Surplus of Ordinary Receipts ...	372,393'46	Estimated Surplus on Ordinary Budget	388,051'00
Amount raised by Debentures ...	250,000'00	Amount to be raised by Debentures if necessary	400,000'00
Deficit carried forward to 1908 ...	201,513'38	Half cost of two passenger pontoons and jetties north of Customs pontoons, receivable from the Imperial Maritime Customs	25,000'00
		Estimated Deficit to be carried forward	14,442'38
Total	823,906'84	Total	827,493'38

EXTRAORDINARY EXPENDITURE.

	1907. Tals.		1908. Tals (estimate).
Deficit from 1906	13,071'09	Deficiency from 1907	201,513'38
Bridges	190,371'45	Bridges	39,560'00
Bundings	21,780'20	Bundings	34,300'00
Landing Stages	38,495'07	Drainage	28,000'00
Land	158,339'05	Landing Stages	13,750'00
Buildings	177,528'14	Land	58,550'00
Roads	224,321'84	Buildings	228,420'00
		Parks and open spaces	43,400'00
		Roads	180,000'00
Total	823,906'84	Total	827,493'38

the formation of a sinking fund. They are collected on the Council's behalf by the Imperial Maritime Customs Department and paid direct to the Banque de l'Indo Chine in Shanghai.

The assets of the Council include Tls. 125,000 on fixed deposit at the Banque de l'Indo Chine, and Tls. 1,351,756'65, the value of principal properties as shown in the inventory of December 31, 1907.

The assessable value of land in the Concession, according to a re-valuation carried out in 1908, is Tls. 21,389,052'77 gross, and Tls. 20,536,561'75 net. The rate of $\frac{1}{2}$ per cent. on the value of land should, therefore, yield Tls. 106,945'26 next year for the whole area of 1548'2462 mow; while, subtracting Tls. 4,262'45 in respect of 173'7522 mow exempted from the payment of rates, the net receipts would be Tls. 102,682'81. The rate of 8 per cent. on the annual rental of European houses in the Concession is estimated to produce Tls. 18,000 in 1908 as compared with Tls. 16,655'71 in 1907, and the rate of 12 per cent. on Chinese houses is expected to yield Tls. 124,000 as against Tls. 116,076'37. The contributions for those living beyond the limits of the Concession are set down at Tls. 6,000 for 1908, an increase of Tls. 872'66 over 1907.

At the end of 1907 the Council were left with a surplus of Tls. 33,906 over an expendi-

ture of Tls. 524,291. For 1908 the ordinary revenue is estimated at Tls. 494,381, and the extraordinary revenue at Tls. 188,906—a total of Tls. 683,287; while the ordinary expenditure is estimated at Tls. 483,268'50, and extraordinary expenditure at Tls. 199,735, being a surplus of Tls. 283,902. The extraordinary receipts include, in addition to wharfage dues, a proportion of the receipts of the tramway, electric lighting, and waterworks companies.

BANKING.

THE foreign banks in Shanghai conduct business on lines very similar to those followed in the great European and American centres, so far as purely foreign transactions are concerned, the main difference being that in Shanghai exchange business is dealt with more extensively. When, however, a foreigner wishes to deposit a cheque on a Chinese bank, or there are transactions to be negotiated with Chinese banks and merchants, a method of procedure entirely unknown in the West is necessitated. Each foreign bank has its Chinese compradore, a man of undoubted integrity, good social standing, and considerable wealth, who is under contract and bound to accept entire responsibility for all dealings between the foreign bank and either Chinese banks or merchants. He employs a staff of accountants and shroffs, and has his own sets of books entirely distinct from those kept

by the foreign staff of the bank. The compradore and his shroffs make it their business to know the financial status of the various native banks and of the leading Chinese merchants, and their judgment in accepting or rejecting a cheque, or an application for a loan is seldom, if ever, at fault.

Very little can be ascertained regarding the foreign banks in existence in the earlier days of the Settlement. One of the first to be established was a branch of the Chartered Bank of India, Australia, and China, which was opened in 1857, and was located on the site now known as "Makalee" (from the Chinese name of the bank), in the Kiangse Road. The present offices on the Bund were purchased in 1892 from the New Oriental Bank. The Hongkong and Shanghai Banking Corporation commenced operations in Shanghai in April, 1865, the year in which their head office was established in Hongkong. The Deutsch-Asiatische Bank, which was founded by several of the leading German financiers for the purpose of furthering Germany's trade interests in Asia, started business in the Settlement in 1880. The Yokohama Specie Bank established an agency in Shanghai in May, 1893, which was obliged to suspend operations in September of the following year owing to the outbreak of hostilities between China and Japan. All outstanding affairs were placed in the hands of the Comptoir Nationale d'Escompte de Paris, until business was resumed in July, 1895. The other existing banks are the Mercantile Bank of India, Ltd., formerly known as the Chartered Mercantile Bank of India; the Banque de l'Indo Chine, practically a continuation of the Comptoir Nationale d'Escompte de Paris; the Russo-Chinese Bank; the International Banking Corporation (New York); the Nederlandsche Handel-Maatschappij; the Sino-Belgian Bank; and the Imperial Bank of China, a semi-official organisation established by imperial decree in 1897. Of banks which have long ceased to exist in the Settlement may be mentioned the Bank of Agra and Masterman's Bank (afterwards the Agra Bank); the Bank of Hindustan; the Central Bank of Western India; the Commercial Bank; the National Bank of India; and the New Oriental Bank, which occupied the site where now stands the Chartered Bank of India.

All the foreign banks, except three, issue notes, which are current in the Settlement and at many of the other Treaty ports.

Intermediate between the banks and the foreign merchants come the exchange brokers, who have formed themselves into an association, limited to thirty members. New members are elected by ballot, the final selection resting with the banks. There is also in Shanghai a Stockbrokers' Association, with offices on the Bund.

Chinese banks may be divided into three classes, viz., (1) the Kwan Yin Hao, or official banks; (2) the Hwei Piao Hong, or private merchants' exchange banks; and (3) the Ts'ien Chwang or Ts'ien Pu, usually called cash shops. The official banks receive on deposit official revenues, besides carrying on the ordinary business of banking, such as receiving fixed deposits, advancing loans, keeping current accounts, and transferring money from place to place. The largest bank of this description in Shanghai is the Yuen Tung, known also as the Customs Bank, which receives all the Customs duties collected at the port. The second class of banks are established by merchants who have business in many places in order to facilitate the transfer of their money, and to retain for themselves the profits which arise from their



GENERAL OFFICES.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

THE BANK BUILDINGS.

extensive exchange transactions. The standing of these banks depends entirely upon the status of their respective committees, and not necessarily upon the amount of their capital. Strictly speaking, the capital is purely nominal, often being only Tls.20,000, and

bills. They will not advance money on shares, land, or houses, but will accept only cargo and first-class bill discounts as security. For loans they charge from 8 to 12 per mille per mensem, according to the state of the money market and the nature of the cargo ;

Chinese. Their capital ranges from Tls.5,000 to Tls.10,000, and they advance small loans at a proportionately higher rate of interest, and derive some profit from petty exchange transactions. Though there is no Government control of Chinese banks, a certain local control is exercised by the bankers' guilds, which formulate rules by which their members abide.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

In the section of this book which deals with banking in the Colony of Hongkong, reference is made to the Hongkong and Shanghai Banking Corporation, and details are given of its history and resources. It is unnecessary to re-capitulate these in this notice of the Shanghai Branch of the bank, but a few local particulars may be given.

The Shanghai branch was opened at the same time as the head office in Hongkong, namely in April, 1865. The bank was fortunate in securing the services of Mr. David McLean as its first manager in Shanghai. Under his charge the bank made steady progress, and, when he left Shanghai in 1873 to manage the London office of the Corporation, Sir (then Mr.) Ewen Cameron, K.C.M.G., was appointed to succeed him. The business of the bank increased steadily under Sir Ewen Cameron's able management, and in 1889, when he, like his predecessor, returned to London to become one of the managers of the bank there, the Corporation had attained a leading position amongst financial institutions in China. Sir Ewen Cameron is now a member of the bank's consulting committee in London. The present manager of the local branch is Mr. H. E. R. Hunter.

The premises occupied by the bank are situated in about the centre of the English Bund, and were acquired in 1873. The building then erected has been enlarged on several occasions, and is still inadequate to the large volume of business transacted by the bank.

**THE YOKOHAMA SPECIE BANK,
LTD.**

This bank opened an agency in Shanghai on May 15, 1893. Temporary premises were obtained at No. 11A, Nanking Road, and for the first few weeks business was conducted by Mr. M. Toshima. The management was then taken over by Mr. T. S. Nishimaki, and, early in 1894, the offices were removed to No. 21, The Bund. The outbreak of hostilities between China and Japan, in September, 1894, necessitated the temporary suspension of business at Shanghai, and all outstanding affairs were left in the hands of the Comptoir Nationale d'Escompte de Paris. At the termination of the war the bank re-opened its offices. This was in July, 1895. Increasing business rendering more commodious premises necessary, new quarters, at No. 31, The Bund, were taken on September 1, 1900. On March 4, 1901, Mr. Sakio Choh succeeded Mr. T. S. Nishimaki, who was first transferred to Kobe and subsequently to London. Mr. Sakio Choh was transferred to the branch at Dalny on May 10, 1907, his place being filled by Mr. S. K. Suzuki, formerly manager of the Tientsin branch. The bank commenced its issue of notes on December 1, 1902.



H. E. R. HUNTER,
Hongkong and Shanghai Banking Corporation.

S. K. SUZUKI,
Yokohama Specie Bank.

E. B. SKOTTOWE,
Chartered Bank of India, Australia, and China.

ROBERT MILLER,
Mercantile Bank of India.

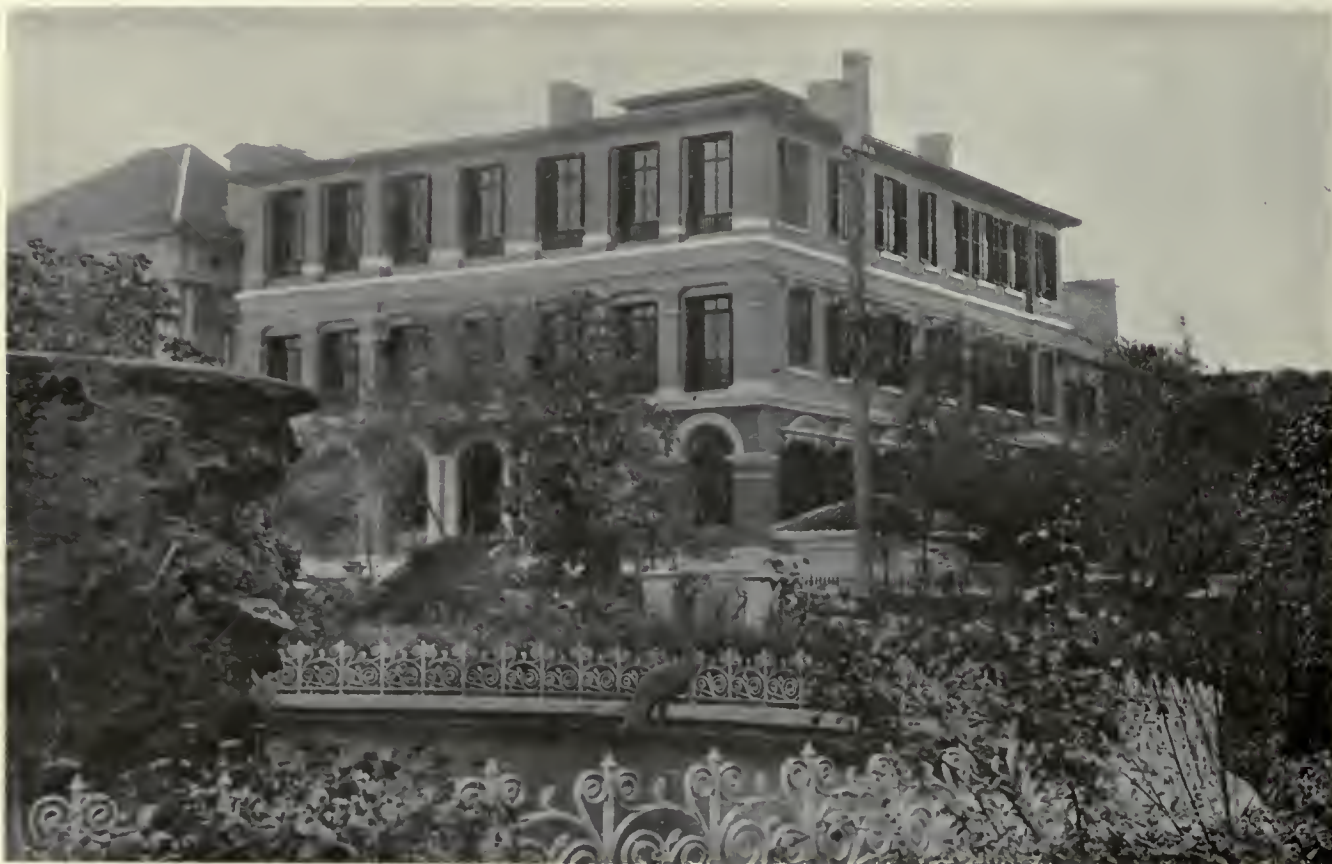
H. FIGGE,
Deutsch-Asiatische Bank.

seldom more than Tls.50,000; but in reality the capital is limited only by the financial "strength" of the committee. These banks do not transact ordinary banking business beyond receiving fixed deposits; they depend entirely upon making loans and discounting

while for fixed deposits they pay interest calculated at the average daily rate of interest for the month. The third class of banks stand in the same relationship to the retailers and working classes as do the second class to the wholesale traders, and well-to-do



THE DEUTSCH-ASIATISCHE BANK.
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THE SHANGHAI PREMISES OF THE YOKOHAMA SPECIE BANK.

**CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.**

THE Chartered Bank of India, Australia, and China, which has its head offices in London, and branches and agencies all over the world, was incorporated, under Royal Charter, in 1853. It has a paid-up capital of £1,200,000, and a reserve fund of £1,475,000, while the reserve liability of the shareholders amounts to £1,200,000. Every description of exchange and banking business is transacted, and drafts are granted upon any commercial centre of reasonable importance.

The Shanghai branch of the bank was opened in 1857, the premises being situated, in the first instance, in Mackley Terrace, near Szechuen Road, immediately behind the Shanghai Club. The present offices on the Bund were purchased from the New Oriental Bank in 1892. The first manager in Shanghai was Mr. Kellar; to-day the business is conducted under the supervision of Mr. Skottowe, who was born in the Isle of Man, and obtained general banking experience with the City of Glasgow Bank in Douglas. He came to the East in 1882, and obtained his present position in 1891. Mr. Skottowe is a member of the Imperial Institute, and of all the local clubs. In his absence, Mr. George Miller assumes control of the bank's interests. The staff in Shanghai, which is the headquarters for China, numbers about forty. Agencies have been established in Hankow, Chefoo, Newchwang, and Tsingtau.

DEUTSCH-ASIATISCHE BANK.

THIS Bank was established in February, 1889, by some of the leading bankers and financiers of Germany, such as the Disconto-Gesellschaft; the Deutsche Bank; Bleichroder; Rothschilds, &c. It has a capital of Tls. 7,500,000, in 7,500 shares of Tls. 1,000 each, and was founded primarily for the purpose of advancing the general interests of commerce between Germany and Asia, and also for the transaction of ordinary banking business. It buys and sells bills, stocks, and shares of all descriptions, keeps current accounts in taels and dollars, accepts fixed deposits, and does every description of exchange business. For the year ending December 31, 1906, the net profit made by the bank was Tls. 839,473, and dividends amounting to 11 per cent. were paid. The headquarters are at Shanghai, and there are branches at Berlin, Hamburg, Calcutta, Hongkong, Peking, Hankow, Singapore, Tsingtau, Tsinanfu, Yokohama, and Kobe. The premises of the Bank at Shanghai, Hankow, Tsingtau, Tsinanfu, Tientsin, Peking, and Yokohama are the bank's own property. The manager at Shanghai is Mr. H. Figge, and the offices, of which a photograph is reproduced, form an imposing building in the very centre of the Bund.

IMPERIAL BANK OF CHINA.

THE Imperial Bank of China, the headquarters of which are finely situated on the Bund, was established at Shanghai, by imperial decree, in 1897. It is a semi-

official organisation conducted on entirely modern lines. The capital amounts to Tls. 5,000,000, half of which is paid up, and there are branches at Peking, Tientsin, and Hankow. The bank's business, of course, is chiefly with the Chinese. H. E. Sheng Kung Pao is the director-general, and the directors include Messrs. Shen Tun-ho, Wong Tsuen-shan, and Ku Jen-chang. Mr. H. C. Marshall is the acting chief manager, and Mr. Liah Lun Fun the native manager.

**SHANGHAI LAND INVESTMENT
COMPANY, LTD.**

THE Shanghai Land Investment Company, Ltd., was formed in 1888, and incorporated under the Companies' Ordinances of Hongkong, with a capital of Tls. 1,000,000, in 20,000 shares of Tls. 50 each, for the purpose of carrying on the class of business ordinarily conducted by land investment, land mortgage, and building estate companies. The assured and permanent nature of investments in property situated within a reasonable distance from great centres was pointed out in the prospectus, and emphasis was laid upon the fact that the conditions required to bring an adequate return for money invested in this way existed in an exceptional degree in Shanghai—"the foremost for a long time among the Treaty ports of the East." No difficulty was experienced in raising enough money to float the enterprise successfully. Unlike most investment companies, this one began operations with the advantage of possessing properties by means of which it



SHANGHAI LAND INVESTMENT COMPANY, LTD.

PRIVATE RESIDENCES IN WHANGPOO ROAD.

MERCANTILE MARINE OFFICERS ASSOCIATION BUILDINGS.

A FINE BUSINESS BLOCK

at the corner of Szechuen and Kiukiang Roads

PRIVATE RESIDENCES IN GREAT WESTERN ROAD.



THE IMPERIAL BANK OF CHINA.

could secure an immediate and profitable employment of its capital. The first directors were Messrs. Edward Jenner Hogg, Alexander George Wood (of Messrs. Gibb, Livingston & Co.), John Graeme Purdon (of Messrs. Maitland & Co.), and Walter Cyril Ward (of Messrs. Iveson & Co.). Mr. H. Sneathage, who took a prominent part in promoting the enterprise, was chosen as general manager, and Messrs. Gibb, Livingston & Co. were appointed agents, a position which they still retain.

The properties owned by the Company at the commencement of its operations were all situated in Hongkew, and included Wills' estate and two other properties, containing together some 159½ mow. Although some of the land was such as to yield an immediate return, the larger part was more or less waste ground. The main object of the Company was then, as it has been in subsequent purchases, to acquire such land in favourable situations at reasonable prices and develop it.

The prudence and good judgment displayed in the conduct of the Company's affairs have been productive of excellent results. A dividend of 1½ per cent. was paid on the first year's working, and, although the capital of the Company has been increased from time to time until it amounts now to Tls. 3,900,000, in 78,000 shares of Tls. 50 each, a dividend of 12 per cent.—to say nothing of frequent bonuses—has been regularly declared since 1901. At the beginning of the present year the Company owned no fewer than 23 estates, which stand in the books at a value of about Tls. 6,000,000. Space does not allow of a detailed description of all these properties, but, in order to show what an important part the Company has played in building up the Settlement, mention of a few of them may be permitted. Upon the Jinkee Road estate the Company has erected a number of large foreign offices in place of the old, unattractive, buildings that formerly existed there, and the property has appreciated in value very considerably. The Hongkew Creek estate, which was nothing but waste land a few years ago, has been covered with Chinese houses; upon another large area of land in the western district—known as the Yates Road estate—private residences have been built; and the Chwang Hong estate, in the vicinity of Hongkew Park, has been opened up in a similar manner, with Chinese and foreign houses. On the Great Western Road estate, lumber houses on the American principle are being erected as an experiment, and the Company has some 500 or 600 mow of land waiting development in the near future. This enterprise has totally changed the appearance of some quarters of the town, and it says much for the foresight with which the



SHANGHAI LAND INVESTMENT COMPANY LTD.—THE COMPANY'S PROPERTY ROUND HONGKEW PARK.

SHANGHAI LAND INVESTMENT COMPANY LTD

CONTRACT NO 262

DRAWING NO 10



ELEVATION TO JINKEE ROAD

SCALE 6 FEET TO AN INCH

ATKINSON & OLLAS
ARCHT. ENGINEERS & BUILDERS LTD

PROJECT NO 262

DRAWING NO 11

CONTRACT NO 262



ELEVATION TO SZECHUEN ROAD

SCALE 6 FEET TO AN INCH

PLANS OF NEW BUSINESS BLOCKS OF THE SHANGHAI LAND INVESTMENT COMPANY, NOW IN COURSE OF ERECTION IN PEKING AND JINKEE ROADS.

directors have conducted their business, that portions of land, which they purchased for Tls. 300 a mow, have risen in value during the last ten years to such a remarkable extent that a mow could not now be purchased for less than Tls. 5,000.

Formerly the business of the Company was transacted at No. 22, The Bund, but the headquarters were removed to Jinkee Road, some six years ago. Mr. Peebles has held the position of general manager for the past four years, and the foreign staff includes an assistant manager, an accountant, two clerks of works and a book-keeper.

THE CHINA MUTUAL LIFE INSURANCE COMPANY, LTD.

THE Company was founded early in the year 1898, and incorporated under the Hongkong Companies' Ordinances. The capital stock was fixed at Tls. 500,000, divided into 5,000 shares of Tls. 100 each, all of which were duly subscribed for.

Although a certain amount of stock was required to cover initial expenses and to furnish a sufficient guarantee to policy-holders, the Company offers, as its name implies, mutual benefits to its policy-holders. The articles of incorporation, or deed of settlement, provide that policy-holders may attend and vote at general meetings of the Company, and be eligible for election as directors. They also stipulate that at least 90 per cent. of the net surplus of the Company shall be applied as bonuses to policy-holders.

The chief consideration which led to the establishment of the Company was the fact that very much higher rates of interest can be obtained from safe investments in Shanghai and the Far East generally than in Europe, Canada, or the United States. It is pretty generally known that only a comparatively small proportion of each premium on the average policy is absorbed by expenses and current death claims, the greater part of the premium being in the nature of a deposit which has to be accumulated at interest to pay the policies as they mature. It will be seen, therefore, that the rate of interest earned by a company on its investments has a very important bearing on its general progress, and particularly on the amount of profits to be divided among its policy-holders.

The funds of the China Mutual are invested in very much the same class of securities as those of companies at home, and are largely confined to municipal and company debentures and first mortgages on real estate. As regards the safety of such investments, the fact that during its entire existence the Company has suffered no loss speaks for itself. It should be remembered, moreover, that the Company's investments are made almost exclusively in the International Settlement of Shanghai, the "London of the East," the integrity of which is guaranteed not by one nation but by the leading nations of the world in combination.

As regards the rate of interest earned on investments, it is doubtful whether any other life insurance company in existence is more favourably situated. At the close of its fiscal year ending March 31, 1908, the Company held the following investments:—First mortgages on real estate, over Tls. 1,600,000, earning an average rate of interest of 7.91 per cent.; loans on the security of company policies, Tls. 312,000, earning an average rate of interest of 8.64 per cent.; stock loans, Tls. 83,000, bearing 8 per cent.; municipal and company debentures, Tls. 1,106,000,

yielding an average rate of 6.20 per cent.; and stocks owned amounting to Tls. 338,000, on which annual dividends are paid at the rate of 10 per cent.

A further very important factor in the establishment of the Company in Shanghai was the conviction, based on an intimate knowledge of the conditions of life in China, that the average mortality on carefully selected native lives would be found to be no higher than among Europeans residing in the East. The experience of the Company has shown that the mortality has on the whole been favourable, and the death losses well within the rate anticipated when calculating the premiums to be charged.

The Company commenced operations in Shanghai, and it was found that the Chinese took very kindly to the idea of life insurance. It was thought desirable to accept only short term endowment insurances on native lives, and these were freely applied for by leading Chinese officials and merchants, not only as an investment but for the protection of the family. The field of operations has been gradually extended until agencies have been established in all the Treaty ports in China, and at Hongkong, the Philippines, Singapore, the Federated Malay States, the Netherlands Indies, Burma, and, more recently, India and Egypt.

One important result of the Company's rapid growth is the decision recently taken by the directors to report annually to the Board of Trade in England, in the same manner as other British companies, and to make the deposit of £20,000 required by the Board of Trade with the Accountant-General of the Court of Chancery in England. This step has been taken in view of the ever-increasing number of Europeans, principally British, who have insured in the Company. Many of these have already returned home, and for their convenience in remitting premiums Messrs. Thomas Cook & Son, the well-known tourist and banking agents, have been appointed agents of the Company, and premiums can be paid to them at their head office, Ludgate Circus, London, E.C., or at any of their branch offices in Great Britain and on the Continent.

As an evidence of the rapid and highly satisfactory progress of the Company during the first decade, which ended on March 31, 1908, the following comparative figures are given, showing the total assets, total business in force, and reserve held for security of policy-holders, at the end of each quinquennium, also the premium, interest, and total income for the years ending March 31, 1903, and 1908.

	Total Assets.	Business in Force.	Reserve.
	Taels.	Taels.	Taels.
For first five years ending March 31, 1903 ...	640,801	6,953,000	458,575
For second five years ending March 31, 1908 ...	4,446,027	25,194,000	3,834,463
	Premium Income.	Interest Income.	Total Income.
	Taels.	Taels.	Taels.
For year ending March 31, 1903 ...	593,734	29,608	623,342
For year ending March 31, 1908 ...	1,731,578	242,672	1,974,250

Owing to the large and increasing number employed on the head office staff of the Company, and the urgent necessity for providing safe accommodation for the Company's valuable and voluminous records, the directors, in the latter part of 1906, acquired the site of the old German Club at the corner of Szechuen and Canton Roads, on which the future head offices of the Company are now in course of erection. The illustration which we reproduce is taken from the architect's drawing.

The managing director of the Company is Mr. J. A. Wattie, and the secretary is Mr. Arthur J. Hughes.

THE STANDARD LIFE ASSURANCE COMPANY.

THE proud position of "doyen" of life insurance companies in the East is held by this Company, which was established in Edinburgh in 1825 and commenced business in India in the early forties. At that time it was the only British Company having a local board and doing any considerable business in India. In 1853 power of attorney was granted to Mr. Thomas Moncreiff, of Shanghai, as chief agent for China, with authority to create a local board of directors. In the early seventies a permanent board was established, and, in 1877, Mr. Edward Holdsworth was appointed chief agent. In 1881 the firm of Chapman, King & Co. became agents, and in 1883 the late Mr. W. T. Phipps took over the chief agency, which he held until his retirement in 1900. In that year the directors at the head office decided to raise the agency to the position of a branch under one of their own officials, and Mr. Edward T. J. Blount was sent out to take charge. The long list of prominent men who, from time to time, have acted on the local directorate includes, among others, Messrs. Baker, A. Michie, J. P. Tate, R. I. Fearon, H. E. Hanssen, Krauss, F. H. Bell, C. S. Grant, R. E. Wainwright, Aug. White, J. Cooper, J. L. Scott, Ayscough, G. J. Morrison, and J. C. Hanson. The present board consists of Messrs. B. A. Clarke, D. McNeill, L. J. Cubitt, and H. R. Kinnear.

With such a long experience in the Far East it is not surprising that the "Standard" has become a household word among the insuring public in China, for whom it caters with all the newest and best schemes of life assurance. It has agencies in all the principal ports of China, in the Straits Settlements, and in Manila.

The funds of the Company amount to £12,000,000, and its revenue to £1,500,000. It has paid away upwards of £26,000,000 in claims.

THE SHANGHAI LIFE INSURANCE COMPANY, LTD.

THE Shanghai Life Insurance Company, Ltd., has established quite a record among organisations of the kind in the Far East, for in four years it has issued policies to the value of over Tls. 5,000,000. The object of the promoters was to cater for the growing interest of the Chinese in life insurance. The directorate includes the names of some of the leading men of the Chinese community, and the conduct of the business is in the hands of men of long experience in this particular branch of finance. The headquarters of the Company are at No. 17, Canton Road, Shanghai, and while they have already over fifty branches and agencies in

業 廣 有 限 公 司

上海業廣有限公司乃一千八百八十八年成立按照香港公司註冊章程在香港註冊共計資本上海規元一百萬兩分二萬股每股規元五十兩成立之後專做尋常生意中之如置產押地及造屋與諸公司所做者相同

然該公司創辦之原旨係專置租界熱鬧處價值相宜之產業而其宗旨業經載明於創辦原起之內矣按其章程不外以銀置產須得相當之酬報且欲以此法行於上海而望達其最高點也

其創辦原起之內曾言東方通商口岸之中已久有此等事業但此等事業需款鉅然不難籌集以應之而使其各事順手也該公司經營之法與所有置產之公司幾不相同因其獨能使其資本置產之後不久即能見利也

該公司第一次所舉諸董事即兆豐洋行之愛哇德尖納好格君亞力山大佐治吳德君（仁記洋行）元芳洋行之約翰格來姆伯爾頓君埃未生洋行之哇爾德西利爾哇德君等惟司尼夫來治君最能出力而使公司發達故選為總理而以仁記洋行為經理自今其經理一席仍歸仁記洋行也

查公司創辦之初所置之產業均在虹口一方面連章爾司之產及其他之產業兩處祇共有地皮一百五十九畝半其中有若干立時見利者然其無用之廢地亦屬不少也今該公司以能用廉價而購好地位之地為目的然後設法以發達之此為其目的之最要者也

該公司以任事者得人善於經營運籌有術故能使公司之結果極為美滿也今查該公司於其創辦之第一年紅利已派至一分五厘於是其資本由此日見膨脹目下已達上海規元三百九十萬兩矣按每股五十兩計共有七萬八千股之多降自西歷一千九百零一年以來則見其常時宣布派紅利一分二厘矣但未聞言及花紅者

降至今年初該公司計有產業廿三處此均註明公司之帳簿內者按時價而核之約值上海規銀六百萬兩之譜其產業座落處及各產業之詳細情形此書均無餘隙之處容載之也但該公司於租界內建屋不少姑將其建造情形以數行之地位略取而論之未嘗不可也

今查該公司將上海英租界仁記路所有昔日之舊屋折毀翻造極新之高大洋房無算專作西商事務以及洋行之用自該處舊屋折去之後煥然一新非若昔日之屋工程鄙劣而不堪寓目者所以仁記路由偏僻一變而成興盛之大路矣而該公司於與租界一端未始無功也

至其虹口所有之產業數年以前無非係荒野之地人皆視為無用者今則由該公司廣造華式之屋於其間又成熟闊之區矣英界西區該公司亦置有產業極多面積絕大座落晏芝路之間今由該公司廣造大廈於其中專供西人住宅之用該公司於虹口公園附近之區亦置有產業一處頗曰莊虹產起造中西住屋無算又於大西路又名長浜路之間按照美國式樣造成木質之屋甚多以資試驗

今詳查該公司所有之地尚有五六百畝之廣不久尚須設法開辦使其發達總之此等事業頗能使租界領市之區隨時變易其情形者也但其變遷之速亦該公司董事等當日所未能預料者也公司所購之地當日有以三百兩一畝購入者至今共越十載而每畝非規元五千兩不能購之租界變遷之情形由是可知矣

初時該公司乃假黃浦灘二十一號辦事交易但六年前其總部已遷於仁記路矣前四年曾以不潑爾司君為總理行中辦事人員除總理外有幫辦一員會計一位工務寫字兩位及司帳一位此業廣有限公司之大概情形也

China, the Straits Settlements, the Netherlands Indies, India, Burma, and Ceylon, they are continually extending their influence, especially in Manchuria and Mongolia, which are

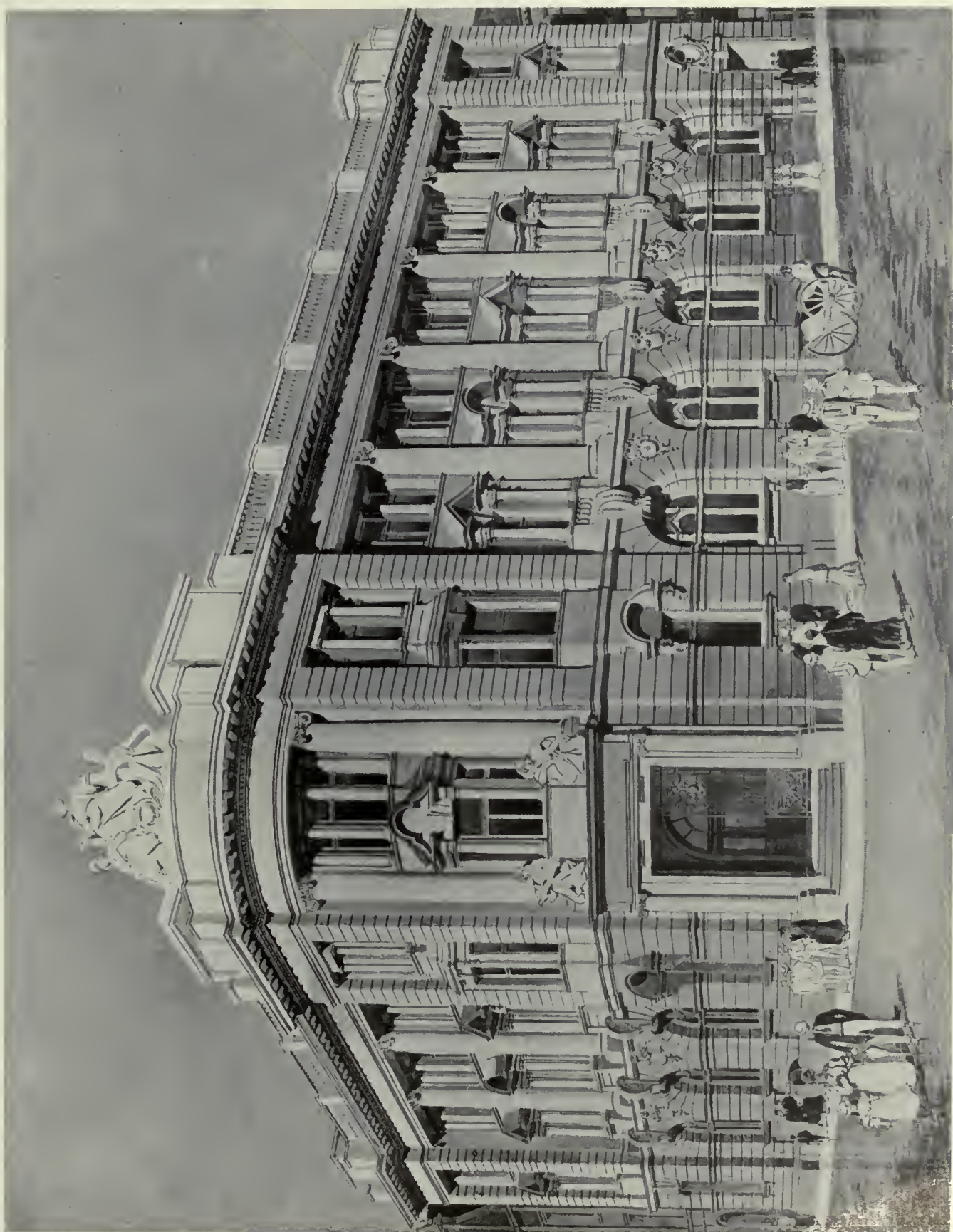
practically new fields for insurance enterprise. The published accounts for the year ending March 31, 1908, show that the total business exceeded by 55 per cent. that recorded for the previous year, whilst the actual income of the Company had increased by 89 per cent. The managing director of the Company is Mr. Robert H. Parker; the secretary and actuary, Mr. Arthur I. Israel; and the superintendent of agencies, Mr. Charles W. Frankel.

THE YANGTSZE INSURANCE ASSOCIATION, LTD.

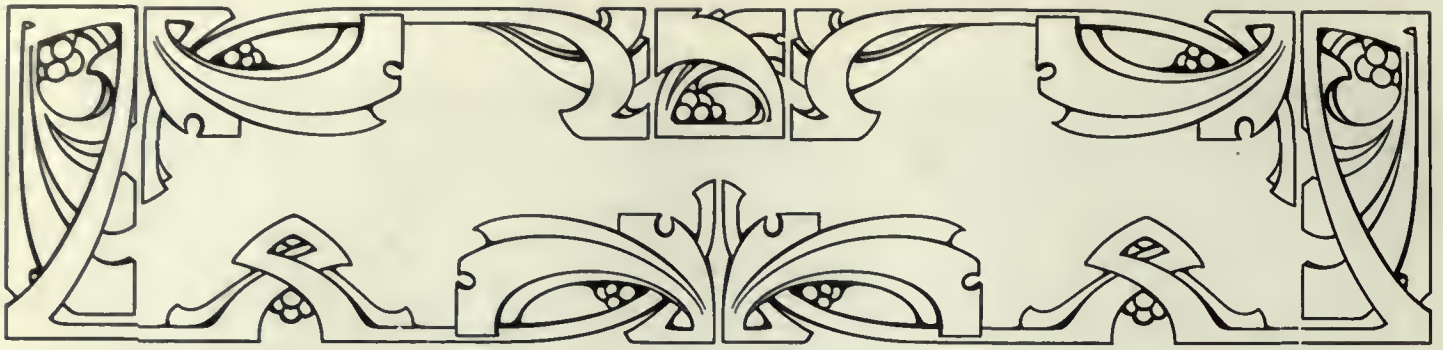
THIS Association was established in 1862 by the American firm of Russell & Co., for the purpose of insuring the hulls and cargoes of the Shanghai Steam Navigation Company's steamers—a fleet of ships trading at that time on the coast under the American flag, and managed and practically owned by Messrs. Russell & Co. themselves. The original capital of the Company was Tls. 400,000 in 400 shares of Tls. 1,000 per share. In 1883 the Association had extended its underwriting operations to London and other parts of the world, and it was therefore decided to re-organise the Company and register it in London as a limited liability company, with a capital of Tls. 800,000. It was again re-organised in 1899 and registered under the Hongkong ordinances. The Association was represented by the firm of Messrs. Russell & Co., as secretaries, from its establishment until June 3, 1891, when, that firm having failed, the Association became an independent company under a board of directors. It now has a subscribed capital of \$1,200,000, a paid-up capital of \$720,000, and a reserve fund of \$1,000,000. The Association has seventy-five branches and agencies, and does an underwriting business in practically all parts of the world. The chairman of directors is Mr. James M. Young, and other members of the board include Messrs. H. J. Such, of Messrs. W. Hewett & Co.; John Prentice, chairman of the Shanghai Dock and Engineering Company, Ltd.; C. W. Wrightson, of Messrs. Fearon, Daniel & Co.; and George Miller, manager of the Chartered Bank of India, Australia, and China. The head office is situated at No. 26, The Bund, Shanghai, and Mr. W. S. Jackson carries out the duties of general secretary and underwriter. Besides agencies at all the principal ports of India, China, Japan, Australia, Canada, and the United States of America, there are branches in London, at Leadenhall Buildings, E.C., under the direction of Mr. Richard Blackwell; in Yokohama, at No. 70, Main Street, under Mr. John W. Cain; in Kobe, at No. 52, Harima Machi, under Mr. J. D. Thompson; and in Sydney, at Royal Exchange Buildings, No. 56, Pitt Street, under Mr. H. S. P. Storey.



OFFICES OF THE YANGTSZE INSURANCE ASSOCIATION, LTD.



THE CHINA MUTUAL LIFE INSURANCE COMPANY'S NEW BUILDING IN COURSE OF ERECTION.



SHIPPING, COMMERCE, AND CUSTOMS.



SHANGHAI is sometimes styled the "Commercial Metropolis of China." To this proud title the magnitude of its foreign trade, which constitutes more than one-half of the total for the whole of the Empire, gives it an unassailable right. Without in any way disparaging the enterprise of its foreign residents, who have been responsible for developing its possibilities to the fullest extent, it must be conceded that, in the first instance, Shanghai owes its great prosperity to its exceptionally favoured geographical position. Situated on the Whangpoo, about 12 miles above the junction of this river with the most southern arm of the Yangtze-Kiang, the great waterway of China, it is the natural centre for the exchange of commodities between the middle and northern parts of the Empire and the rest of the world.

Shanghai is a regular port of call for all the largest shipping companies engaged in the Eastern trade, including the Peninsular and Oriental Company, Norddeutscher Lloyd, Messageries Maritimes, Canadian Pacific Railway Company (Royal Mail Steamship

Line), the Pacific Mail Steamship Company, Nisshen Kisen Kaisha, Nippon Yusen Kaisha, Great Northern Steamship Company, Portland and Asiatic Steamship Company, Eastern and Australian Steamship Company, and many others. Along the banks of the Whangpoo are a number of fine wharves large enough to accommodate any steamer that comes over the bar; these are flanked by huge godowns, and there is a general appearance of activity that speaks eloquently of commercial prosperity.

Year.	No. of Vessels.	Tonnage.
1856 ...	1,017	320,458
1898 ...	6,810	8,205,028
1899 ...	7,400	8,937,943
1900 ...	7,322	9,432,419
1901 ...	8,361	10,781,185
1902 ...	8,830	12,041,166
1903 ...	9,330	12,342,535
1904 ...	9,434	12,181,798
1905 ...	63,081	15,579,310
1906 ...	61,619	17,372,962
1907 ...	52,704	17,545,523

The increase in the tonnage of the vessels entered and cleared at the port since 1856, the earliest date for which figures are available, is shown above:—

The great difference between the figures for 1902-3-4 and those for the last three years is accounted for in large measure by the fact that towed passenger boats and cargo junks were not taken into consideration previous to 1905. The returns for 1907 represent 15,936 steamers with a tonnage of 16,487,946, 10,590 sailing vessels with a tonnage of 397,116, and 26,178 junks with a tonnage of 660,461.

Great Britain has carried the bulk of the trade ever since 1856. In that year out of a total tonnage of 320,458 registered at the port, 182,215 tons were British and 74,678 American, while the shipping of all other nationalities was represented by 63,565. During the past ten years Japan, America, and Germany have advanced rapidly, the percentage of the increase in tonnage being remarkable in the case of all three countries, while in the case of Japan the actual increase has been greater than that of Great Britain, as will be seen from the appended tabular statement:—

	1898.		1899.		1900.		1901.		1902.		1903.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British ...	3,116	4,498,278	3,348	4,792,417	3,526	5,043,723	4,186	5,720,316	3,835	5,723,663	3,705	5,597,358
Chinese ...	2,244	1,899,550	2,360	1,942,812	1,777	1,449,565	1,359	964,910	2,193	1,853,717	2,230	1,954,312
Japanese ...	602	575,833	811	903,871	860	1,076,961	888	1,285,108	991	1,653,293	1,078	1,744,249
German ...	390	516,463	375	511,580	628	1,065,056	1,074	1,699,856	960	1,641,575	970	1,566,066
Swedish and Norwegian ...	133	137,713	107	123,640	79	102,378	152	172,525	241	245,939	13	14,500
French ...	117	226,108	106	227,389	107	233,520	104	220,790	184	232,201	479	266,176
American ...	89	159,450	112	218,237	172	259,356	374	417,778	197	328,350	183	361,757
Russian ...	46	84,044	117	137,401	102	110,258	107	131,193	137	234,874	215	318,157
Danish ...	30	24,199	16	13,322	35	34,646	56	71,970	54	70,554	73	85,630
Austrian ...	16	44,936	16	39,566	20	37,640	33	62,037	23	36,435	26	75,576
Dutch ...	4	6,556	4	5,490	10	15,182	18	26,728	11	13,027	27	42,553



SHANGHAI DOCK AND ENGINEERING COMPANY, LTD.

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THE INTERNATIONAL DOCK.

THE OLD DOCK.

THE NEW DOCK.

454 TWENTIETH CENTURY IMPRESSIONS OF HONGKONG, SHANGHAI, ETC.

	1904.		1905.		1906.		1907.		SILK.				
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Year.	Silk.	Wild.	Waste.	Cocoons.
British ...	4,233	6,524,801	4,385	7,139,843	4,211	7,016,217	3,864	6,848,400	1900 ...	48,355 ...	13,068 ...	39,157 ...	6,484
Chinese ...	2,249	2,009,049	2,338	2,062,992	34,280	2,895,535	32,717	2,906,871	1901 ...	71,358 ...	14,115 ...	36,668 ...	4,823
Japanese ...	397	495,292	421	489,821	11,956	2,401,571	12,703	3,102,070	1902 ...	63,370 ...	10,819 ...	39,515 ...	9,493
German ...	988	1,614,027	1,231	1,928,084	1,094	1,867,626	931	1,708,623	1903 ...	38,162 ...	15,945 ...	45,692 ...	15,633
Swedish ...	10	8,404	34	25,032	19	16,124	4	8,720	1904 ...	54,135 ...	27,276 ...	35,626 ...	6,958
Norwegian ...	596	529,416	954	878,870	693	574,873	325	335,547	1905 ...	45,766 ...	19,201 ...	55,570 ...	9,247
French ...	637	292,357	488	446,932	2,880	840,245	1,746	1,247,223	1906 ...	50,520 ...	18,865 ...	49,708 ...	8,443
American ...	171	394,659	235	977,912	215	1,031,603	152	820,448	1907 ...	54,032 ...	16,952 ...	71,438 ...	8,851
Russian ...	29	41,765	28	71,973	112	224,644	96	184,853	COTTON.				
Danish ...	48	67,439	54	55,427	94	147,404	62	94,017	1900 ...	...	...	...	771,825
Austrian ...	40	129,422	50	175,707	44	170,164	50	197,564	1901 ...	...	...	...	359,664
Dutch ...	34	73,087	40	82,620	43	99,490	43	78,868	1902 ...	...	...	...	843,274
									1903 ...	...	...	...	844,651
									1904 ...	...	...	...	1,284,928
									1905 ...	...	...	...	826,868
									1906 ...	...	...	...	825,333
									1907 ...	...	...	...	994,867

Roughly speaking, during the last half-century the gross value of the trade of the port has increased seven or eight fold. In 1859 it amounted to Tls. 57,305,736, and in 1868 to Tls. 112,000,000. It rose steadily each year until 1881, when it reached Hk. Tls. 141,921,357, but from that date it declined seriously, the total for 1884 being 20 per cent. less than that for 1881. There has since been a rapid recovery. In 1906 the total trade was equivalent to Hk. Tls. 421,956,496, and in 1907 to Hk. Tls. 392,731,600. In the following table, showing the gradual development during the last ten years, distinction is made between gross imports, which include all goods brought to Shanghai for re-shipment, and net imports, which consist only of merchandise consigned to this particular Customs district :-

The imports from foreign countries, exclusive of foreign goods imported from Chinese ports, during the last six years were made up as shown below :-

	1902.	1903.	1904.	1905.	1906.	1907.
	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.
Collon goods including cotton yarn ...	99,303,917	92,217,079	93,169,366	143,595,630	113,888,695	83,827,739
Opium ...	21,245,981	26,604,911	21,289,063	18,536,232	16,820,597	15,559,496
Metals ...	5,937,756	7,449,919	9,690,872	19,502,081	11,801,679	9,478,650
Woollen goods ...	3,159,085	2,821,791	2,977,686	3,048,075	3,416,203	3,012,310
Sundries ...	51,754,523	53,453,892	65,521,035	71,275,532	74,888,790	77,026,586
Miscellaneous piece goods ...	778,533	1,205,481	1,519,439	1,436,760	2,301,970	1,846,821
Woollen and cotton mixtures	—	439,886	858,476	987,068	1,925,317	2,013,477

	1898.	1899.	1902.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.
FOREIGN GOODS										
Gross imports	127,156,897	154,254,623	126,808,218	160,120,312	183,295,031	185,221,356	196,905,998	259,575,765	227,535,546	194,468,147
Net ..	29,426,510	38,823,995	38,729,112	41,663,387	53,394,947	39,205,714	45,288,100	92,207,173	74,972,150	46,328,982
NATIVE PRODUCE										
Gross imports	76,090,915	81,624,293	66,534,803	75,788,456	85,995,730	100,937,149	127,970,828	112,274,251	115,424,069	124,525,907
Net ..	11,259,760	14,958,250	8,736,291	14,216,377	8,548,658	14,565,081	20,004,636	12,667,774	14,767,298	16,991,711
ORIGINAL EXPORTS	47,958,025	70,822,474	50,263,756	62,546,012	76,832,103	65,042,104	80,187,434	72,104,246	78,996,881	73,737,546

Allowing for the fluctuations in exchange these figures show that the value of the total import and export trade carried in foreign bottoms for the last ten years has been as under :-

1898 Hk. Tls. 251,205,837 at Ex.	1'51 Mex.	\$379,320,814 at Ex.	2s. 10 ³ / ₄ d.	£36,241,775
1899 .. 306,701,390 ..	1'53 ..	\$469,253,127 ..	3s. 0 ¹ / ₄ d.	£46,164,049
1900 .. 243,606,777 ..	1'55 ..	\$377,590,504 ..	3s. 1 ¹ / ₄ d.	£37,809,802
1901 .. 298,454,780 ..	1'52 ..	\$453,651,266 ..	2s. 11 ¹ / ₂ d.	£44,224,159
1902 .. 346,122,864 ..	1'51 ..	\$522,645,525 ..	2s. 7 ¹ / ₂ d.	£44,995,972
1903 .. 351,200,600 ..	1'54 ..	\$541,348,938 ..	2s. 7 ³ / ₄ d.	£49,338,909
1904 .. 405,664,260 ..	1'55 ..	\$627,849,603 ..	2s. 10 ³ / ₄ d.	£58,059,210
1905 .. 443,954,262 ..	1'55 ..	\$688,129,106 ..	3s. 0 ¹ / ₂ d.	£66,778,120
1906 .. 421,956,496 ..	1'54 ..	\$649,813,033 ..	3s. 3 ¹ / ₄ d.	£69,447,006
1907 .. 392,731,600 ..	1'51 ..	\$593,024,716 ..	3s. 3d.	£63,818,885

The total Customs revenue from this trade was in 1898, Tls. 6,907,194; in 1899, Tls. 8,120,845; in 1900, Tls. 7,117,387; in 1901, Tls. 8,152,696; in 1902, Tls. 10,814,078; in 1903, Tls. 9,924,891; in 1904, Tls. 10,323,434; in 1905, Tls. 12,080,186; in 1906, Tls. 12,823,818; and in 1907, Tls. 11,007,454.

The export of tea, silk, and cotton for the last eight years, stated in piculs, has been :-

	Year.	Black.	Brick.	Green.	
1900 ...	210,912	...	230,623	...	196,542
1901 ...	178,075	...	168,877	...	192,277
1902 ...	185,255	...	101,643	...	250,560
1903 ...	231,025	...	181,832	...	294,861
1904 ...	182,810	...	137,532	...	243,341
1905 ...	104,323	...	98,389	...	259,077
1906 ...	175,803	...	269,485	...	233,837
1907 ...	197,824	...	311,138	...	279,031

The corresponding figures in 1859 were 186,943 piculs of black tea, 228,047 piculs of green tea, 59,609 piculs of raw silk, and 64,165 piculs of cotton.

These figures show very clearly the present stagnation in the piece-goods trade. In 1905 and 1906 the large houses considerably overstocked themselves, and, as a natural consequence, the import of cotton goods in that year showed an increase of over 50 per cent., when compared with 1905. The exports of the United States to Shanghai, consisting mainly of piece goods, jumped from Hk. Tls. 25,986,201 to Hk. Tls. 60,247,687. This period of abnormal activity was followed by a re-action which was felt acutely in 1907. The appended table shows the contributions which the chief competing countries have made to Shanghai's total imports during the last six years. From this it will be seen that Great Britain easily outstrips all competitors.

The exports of Chinese produce from Shanghai during the last six years have gone chiefly to the following countries :-



SHANGHAI DOCK AND ENGINEERING COMPANY, LTD.

THE COSMOPOLITAN DOCK. S.S. "KING HSIN" BUILT BY THE COMPANY.
THE TUNG-KA-DOO DOCK.

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	1902.	1903	1904.	1905.	1906.	1907.	
	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	
Great Britain	9,563,180	8,929,484	10,279,451	9,897,088	11,420,203	9,880,541	
India	2,652,130	1,658,063	1,925,129	2,416,010	1,398,995	2,635,075	
Singapore and Straits Settlements	691,668	954,772	933,305	845,104	937,070	1,010,853	
British America	343,461	443,051	505,217	378,010	710,143	690,463	
United States	22,823,040	18,519,139	26,012,116	23,289,786	23,913,820	25,835,557	
Continent of Europe, Russia excepted.	38,929,134	33,764,506	40,452,136	Germany ...	3,982,234	4,641,435	4,756,098
				Netherlands	400,264	465,779	572,670
				Belgium ...	2,092,649	2,604,244	3,347,568
				France ...	18,496,988	23,565,311	20,627,664
				Italy ...	8,133,227	8,264,943	7,807,385
Austria ...	361,688	465,830	611,990				
Russia in Europe	1,754,570	2,391,786	2,742,190	2,804,601	3,115,954	2,794,239	
Russia in Manchuria	982,864	3,372,847	35,747	1,575,005	6,895,140	5,890,552	
Korea	891,459	1,056,204	1,238,737	1,899,002	1,166,144	1,633,051	
Japan	18,158,681	18,575,361	30,909,622	20,702,773	18,879,154	23,117,524	
Hongkong	9,263,468	8,814,180	10,444,532	8,505,155	8,584,966	8,676,730	
Full Total	107,850,898	101,250,642	130,064,800	107,961,631	118,990,510	131,963,587	

	1902.	1903.	1904.	1905.	1906.	1907.	
	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	Hk. Taels.	
Great Britain	52,890,412	45,810,824	53,182,018	77,246,434	68,268,278	65,370,933	
Hongkong	32,735,189	36,266,500	30,319,151	30,820,793	29,776,669	26,501,562	
India	32,033,444	31,574,999	29,918,715	32,448,433	29,629,407	28,542,282	
Singapore and Straits Settlements	2,595,078	2,809,003	2,912,758	2,541,828	2,270,605	2,929,096	
British America	2,831,854	624,519	2,160,815	2,363,340	4,443,025	1,054,072	
United States	27,862,156	22,695,894	25,986,201	60,247,687	34,640,413	19,458,276	
Europe, Russia excepted	12,695,147	13,891,707	14,977,224	Germany ...	10,796,020	11,371,568	8,429,745
				Belgium ...	4,851,752	4,189,294	5,279,626
				France ...	2,247,415	2,825,167	1,793,953
				Austria ...	1,140,050	2,637,468	1,255,875
				Netherlands	1,353,377	977,793	931,112
Japan	15,710,812	25,536,080	28,012,096	26,461,762	27,940,088	23,890,610	
Russia in Europe	885,195	1,908,078	3,274,461	1,680,773	4,232	2,373	
Sumatra	498,263	1,501,114	1,824,460	2,445,749	2,730,691	3,264,097	

In the above table only those countries whose exports to Shanghai amount to more than a million taels a year have been taken into consideration.

MR. HERBERT ELOAR HOBSON, Commissioner of Customs at Shanghai, entered the service of the Imperial Maritime Customs Department as long ago as 1862, coming to Shanghai in June of that year. In the following year he proceeded to Peking, and whilst there acted as private secretary and interpreter to the late Inspector-General, Mr. Lay, and Captain Sherard Osborn, R.N., during the Lay-Osborn fleet negotiations. In March, 1864, he was appointed Staff Interpreter to General Gordon, and served with him up to the recapture of Nanking and the collapse of the Taiping rebellion. For services then rendered Mr. Hobson was awarded the First Order of the Precious Star of China. Rejoining the Customs staff, he served successively at Ningpo, Swatow, Hankow, Chefoo, and Tamsui. In January,

1877, he opened the Customs House at the new Treaty port of Wenchow. From thence he proceeded to Takow, Amoy, Tamsui, and Tientsin, taking charge of those districts successively, and at the end of 1882 he was appointed to Shanghai. From Shanghai he went home on leave, and, on his return to China, he was stationed at Ichang, and opened the Customs House at Chungking. He then served successively at Kowloon, Wuhu, and Yatung (on the Thibet frontier). In March, 1900, he established the Customs House at Tengyueh, in Yunnan, and on his return from that expedition was posted to Shanghai, where he has been in charge since April, 1901. In recognition of his services he has been granted Chinese civil rank of the second class, and the Order of the Double Dragon of the Third Division, First Class. Mr. Hobson, who was born at Ashbourne, in Derbyshire, and was educated at King William's College, Isle of Man, is a son of the late Mr. Robert Hobson, formerly proprietor and editor of the *Shropshire News*, and a Justice of the Peace for Shropshire.

THE SHANGHAI DOCK AND ENGINEERING COMPANY, LTD.

In the scope of their operations, and the enterprise which characterises their management, the Shanghai Dock and Engineering Company, Ltd., are in every way worthy of the chief port of China. In their various yards and docks they can build ships of large tonnage, and carry out repairs of any kind that may be required, while, in their engineering works, they possess every modern facility for executing orders with efficiency and despatch. Each department is under the superintendence of Europeans.

The Company is a combination of the old-established firms of Boyd & Co., founded in 1862, and S. C. Farnham & Co., founded in 1865, who had already absorbed a new company known as the Shanghai Engineering, Shipbuilding, and Dock Company, Ltd. The amalgamation took place in 1900, under the style of S. C. Farnham, Boyd & Co., Ltd., with a capital of Tls. 5,570,000, equal, roughly,



SHANGHAI DOCK AND ENGINEERING COMPANY, LTD.

FITTING SHOP AT POOTUNG. *Digitized by Micro* MACHINE SHOP AT POOTUNG. BOILER SHOP AT THE COSMOPOLITAN DOCK.
 FOUNDRY AT POOTUNG.

at the then rate of exchange, to about £750,000. The present name of the Company was adopted in May, 1906. The various extensive properties owned by the Company comprise the Pootung Engine Works, the New Dock, the Old Dock, the Cosmopolitan Dock, the International Dock, and the Tung-Ka-Doo Dock.

capable of cutting 36-inch logs into 1-inch deals at one cut; hand and circular saws, wood planing and moulding machines, &c. The carpenters' shop is 134 feet by 40 feet, with a moulding loft overhead large enough for drawing down vessels of any size. The machine shop, 200 feet by 55 feet, and 38 feet high, is lighted by electricity, and

33 feet long, 21 feet wide, and 18 feet high, and the other 25 feet long, 8 feet wide, and 18 feet high; five cupolas connected to a Baker's patent blower and engine; one brass air furnace for large castings; three brass crucible furnaces; one 20-ton steam crane with a radius of 25 feet; and six hand cranes of various capacities. In the blacksmiths' shop (173 feet by 62 feet, and 31 feet high) are fifty fixed hearths, two 4-ton cranes, and three steam-hammers. The smiths' forge, 97 feet by 63 feet, and 25 feet high, is equipped with a reverberatory furnace, two 8-ton cranes of 20 feet radius, one 1½-ton steam-hammer, and twelve fixed hearths for large forgings. The boiler shop and shipyards, which are partly under cover, have five plate rolling machines capable of taking plates 20 feet long, a double power hydraulic riveting and plate closing machine, with steam accumulator and pump, of a maximum pressure of 150 tons, to rivet 1½-inch diameter rivets; one hydraulic riveting machine for the same purpose; five portable riveting machine beams and lifts; plate and angle furnaces; drilling, countersinking, punching, shearing, and plate-edge planing machines, &c., and pneumatic tools of the most up-to-date kind for boilermaking and shipbuilding. The coppersmiths' shop, 52 feet by 47 feet, and 17 feet high, is replete with everything necessary for carrying out work appertaining to it. A very large assortment of materials for building and repairing ships, engines, and boilers is stocked in four spacious godowns. A pair of sheer legs stand at the head of the wharf, whence a railway line runs to the various shops. The shipbuilding yards face the river, and there are berths for building steamers of all sizes. Wharves and pontoons, at which steamers can moor during repairs, are arranged alongside the property, the water frontage being about 700 feet.

The New Dock is situated at Pootung, just within the harbour limits (lower section), and is of the following dimensions:—Length on coping, 473 feet; length on blocks, 450 feet; width on bottom, 50 feet; width at top, 134 feet; width at entrance pier heads, 75 feet 6 inches; width at entrance at ordinary high-water level, 74 feet; depth of high water at ordinary spring tides on sill, 21 feet 6 inches; height of sill above bottom of dock, 2 feet.

By means of four centrifugal pumping engines the dock can be pumped out in about three hours. The area of the property is 75·62 mow, or 12·6 acres, and the water frontage, 1,084 feet. On each side of the dock there is a wharf with iron sheer legs capable of lifting 65 tons. A smithy, machines for working ships' plates, a paint store, and ample godown accommodation are also to be found on the property.

The Old Dock is situated in Hongkew, opposite the Pootung works. Its dimensions are:—Length on coping, 400 feet; length on blocks, 390 feet; breadth at entrance at high-water ordinary spring tides, 53 feet; depth of high water at ordinary spring tides on sill, 16 feet; height of sill above bottom of dock, 1 foot.

This dock is fitted with three centrifugal pumps, driven by compound engines, and can be emptied in about two hours. A pair of sheer legs capable of lifting 40 tons are in position on the wharf.

The Cosmopolitan Dock, below the harbour limits at Pootung, is of the following dimensions:—Length on coping, 560 feet;



J. H. OSBORNE, Secretary. J. GRANT-MACKENZIE, General Manager. W. S. BURNS, Assistant Manager. J. PRENTICE, Managing Director.

On account of their relative importance the Pootung Engine Works may be described first. They cover an area of 16 acres. The buildings are very substantial, being constructed, for the most part, of brick and masonry. In the yard is the largest hydraulic double piston riveter in China. The pattern shop is complete with wood-working machinery. The saw-mills have two self-acting steam upright saws,

contains a 10-ton overhead travelling crane running the length of the building. It is fitted with all modern machinery and is capable of turning out work in the most expeditious manner. Adjoining is an erecting and fitting shop, 200 feet by 55 feet, and 38 feet high, with a 20-ton overhead travelling crane. The foundry, which measures 163 feet by 62 feet, and is 31 feet high, contains two drying stoves, one



JARDINE, MATHESON & CO.
SHANGHAI AND HONGKOW WHARF COMPANY, LTD.
HUNT'S, HONGKOW, AND HEARD'S WHARVES.
POOTUNG WHARVES.

length on blocks, 532 feet; width at entrance at coping, 79 feet 6 inches; width at entrance at high-water ordinary spring tides, 77 feet 6 inches; depth of water at ordinary spring tides on sill, 24 feet; height of sill above bottom of dock, 2 feet 6 inches.

The dock is conveniently situated below the shipping, and has an easy entrance lying at about an angle of 44 degrees to the river. It is capable of accommodating any vessel which can come over the bar, and particular attention has been given to every detail for docking and repairing ships. The pump-house is fitted with three boilers—two of the Lancashire type and one of the water-tube type—having a working pressure of 135 lbs. to the square inch. They supply steam to five centrifugal pumps, driven with compound engines, which are capable of pumping out the dock in three hours. There are on the property, also, a large shipyard, carpenters' shop, saw-mill, paint store, &c. The boiler shop is 300 feet long. A travelling crane, capable of lifting 60 tons, traverses the whole length of the building, which is

by compound engines capable of emptying the dock in about two hours. A wharf is situated on each side of the entrance to the dock, and there is a large yard for building ships and undertaking repairs which is fitted with sheer legs for lifting heavy weights. The workshops include a machine shop, boiler shop, moulding shop, pattern shop, coppersmiths' shop, blacksmiths' shop, carpenters' shop, paint store, &c. A railway line passes through them to the wharf and shipyards. The machine shop, which measures 260 feet in length, has machinery of the most up-to-date description, capable of meeting any demands that can be made upon it. The boiler shop has a drilling machine to take a boiler with a diameter of 15 feet, and a plate-edge planing machine with a range of 24 feet. There is a complete set of hydraulic riveters up to 1½ inches in diameter. The blacksmiths' shop has a 4-ton steam hammer, in close proximity to blowers and furnaces, for the forging of shafts 16 inches in diameter. For lighting the dock and works there are 57 arc and

there is a carpenters' shed and slipway for repairs to small craft, and also a blacksmiths' shop. Sheer legs are provided capable of lifting 60 tons.

The head office of the Company, to which is attached a machinery show-room, is at No. 26, Broadway, Hongkew, on the Old Dock premises, close to the principal business houses. It is in direct telephonic communication with all the docks, between which launches ply continually, and a steam ferry runs at regular intervals.

THE SHANGHAI AND HONGKEW WHARF COMPANY.

SOME forty or fifty years ago the wharves in Shanghai were few and small, being suitable only for coasting steamers and light draught vessels. Where the present Japanese Consulate stands there was an old wooden wharf by the name of "Howard's," to the east of that was Heard's Wharf, and a small wharf belonging to the Shanghai Steam Navigation Company that is now the central wharf of the China Merchants. Then followed the "Old Dock," Hunt's Wharf, Troutman's, Oliphant's, the Hongkew Wharf Company's property, the present lower wharf of the China Merchants, the old "Dry Dock," the old Ningpo Wharf, and Gibb's Wharf. On the French Concession, beyond the Yang-king-pang, were the wharves of the Union Steamship Company and of Butterfield & Swire. On the Pootung side were the old wooden "T" headed Lindsay Wharf and the old British Naval Yard. These are now the Shanghai and Hongkew Company's Pootung wharves. Of dry docks there were Collyer's (now the Cosmopolitan), available only for river steamers, the Old Dock, and Boyd's. Opposite the present "Ewo" hong on the Bund, on the Pootung side, were Jardine, Matheson & Co.'s wharves and wooden godowns, at which, until 1870, ocean-going steamers and Tientsin liners used to lie, but, on account of the silting of the river, this site is now some 500 feet inland. These wharves and the Tung-Ka-Doo Wharf were at this time the only real wharves in existence, for the frontage on the other side of the river has only been built up within the last fifteen years.

In 1865, Holts, of Liverpool, commenced running a line of steamers round the Cape of Good Hope, and it was then that the Hongkew wharves really came into prominence as a place of discharge for ocean-going vessels. Previous to the opening of the Suez Canal, in 1869, they were practically the only public wharves on the river. In 1872 the Company having charge of them was re-organised, Oliphant's Wharf was purchased, and the Company became known as the Shanghai and Hongkew Wharf Company. A wharf running parallel to the river was constructed of wood; Messrs. Jardine, Matheson & Co. acquired the properties of Troutman and Hunt, and in 1875 an amalgamation took place between the Shanghai and Hongkew Wharf Company and Jardine, Matheson & Co., under a ten years' agreement. The name of the Company was changed to the Shanghai and Hongkew and Jardine's Associated Wharves, and of this enterprise Jardine, Matheson & Co. became the general agents.

With the growth of the port the business of this organisation gradually developed. In 1884 the old Ningpo Wharf was purchased, and in the following year the agreement was extended for another ten years. In 1891 the British Naval Yard was acquired, on the



THE CUSTOMS HOUSE.

equipped with a complete plant of the most modern type for executing general repairs and manufacturing boilers; with plate and angle furnaces, a bevelling machine, and all the latest appliances for extensive shipbuilding. Electric light has been installed for night work, and can be connected with steamers under repair.

The International Dock adjoins the Cosmopolitan Dock. Its size is as follows:—Length on coping, 540 feet; length on the blocks to the outer chase, 528 feet; length on the blocks to the caisson when in inner chase, 460 feet; width of the entrance at the bottom, 64 feet; width of entrance on top, 79 feet 6 inches; width of entrance at ordinary high-water level, 77 feet 6 inches; width in the dock at bottom, 54 feet; width of the dock at the top, 128 feet; depth of high water at ordinary spring tides on the sill, 23 feet 6 inches; height of sill above bottom of dock, 1 foot 6 inches.

This dock is capable of accommodating any vessel which can come to Shanghai, and is fitted with four centrifugal pumps driven

220 incandescent lamps, and steamers under repair can be supplied with the light.

The water frontages of the Cosmopolitan and International Docks adjoin and measure together about 4,465 feet, with deep water for the whole length. The combined area of the property at these two docks is over 340 mow, or 58 acres. Large buildings at both places afford ample room for housing crews, storing material, &c., and dwelling houses on the south side give plenty of accommodation for foremen and workmen.

The Tung-Ka-Doo Dock at Pootung, above the harbour limits, is of the following dimensions:—Length on coping, 362 feet; length on blocks, 350 feet; breadth at entrance at coping, 69 feet; breadth at high-water ordinary spring tides, 67 feet; depth of high water at ordinary spring tides on sill, 16 feet; height of sill above bottom of dock, 1 foot.

The dock can be pumped dry in about three hours. The area of the property is 357 mow, and the water frontage about 700 feet. On the south side of the dock



JARDINE, MATHESON & CO.
SHANGHAI AND HONGKEW WHARF COMPANY, LTD.
THE OLD NINGPO WHARF.
A BUSY SCENE AT THE HONGKEW WHARF.

joint account, and Jardine, Matheson also bought Shaw's godowns, which were then the Kerosene Oil Wharf, and the properties of the Pootung Wharf and Godown Company, including the land on which the Tung-Ka-Doo Wharf is now situated.

In 1895 a new and final arrangement was made, under which Jardine, Matheson disposed of the whole of their interests, including Heard's Wharf, partly for debentures and partly for shares, to the Shanghai and Hongkew Wharf Company, Ltd. The earnings of this Company have grown in proportion to the increase in the number of ships entered and cleared at the port. In 1887 they amounted to Tls. 80,000, while in 1906 they reached Tls. 784,000. The capital was raised

of Mr. Duncan Glass, the superintendent, some twenty foreigners, numerous clerks, and about six thousand coolies, so that despatch in the handling of cargo is assured.

THE CHINA MERCHANTS STEAM
NAVIGATION COMPANY, LTD.

THE China Merchants Steam Navigation Company is probably the largest enterprise of its kind owned and controlled exclusively by Chinese. Although of comparatively recent origin its importance and influence are very considerable. On several occasions, especially in cases of national disturbance, it has

the best business principles. In conjunction, therefore, with Mr. Chu Yu Chee, another progressive man, who can claim to have been the pioneer, also, of the Chinese Engineering and Mining Companies, he raised a capital of Tls. 1,000,000 and formed the Company. Under the able management of Mr. Tong Kin Sing, director-general, and Mr. Chu Yu Chee, his colleague, rapid progress was made. The Company's first steamer, the *Aden*, was purchased from the Peninsular and Oriental Company and placed on the Shanghai and Tientsin Line. The Government granted the Company the use of the transport *Kong Chi* for three years, and two years later the steamers *Fu Sing*, *Lee Yuen*, and *Yung Ching*, were added to the fleet. Mr. Tong Kin Sing



JARDINE, MATHESON & CO.
SHANGHAI AND HONGKEW WHARF COMPANY, LTD.

PLAN OF WHARVES AND GODOWNS AT HONGKEW AT THE PRESENT DAY.

PLAN OF HONGKEW, SHOWING RIVER FRONT IN 1864.

from the original Tls. 200,000 to Tls. 3,600,000, and in 1906 there was a new debenture issue of Tls. 800,000. In this year the actuaries estimated the value of the property at considerably over Tls. 5,000,000, which sum, however, in reality scarcely represents one-third of its present market value.

The wharves now owned by the Company are Heard's, Hunt's and Hongkew, "Old Ningpo," Pootung East, Pootung West, and the Tung-Ka-Doo Wharf, which together have a frontage of 9,278 feet, and cover an area of 111½ acres of land. The godowns of the Company, as will be seen from the photographs which we reproduce, are solidly built structures of three or four storeys, and the area of their floor space is no less than 1,978,913 superficial feet. The staff consists

placed its resources loyally at the disposal of the nation and been of the greatest service to the Government. During the Russo-Japanese War, for instance, a great many Chinese workpeople owed their escape from Manchuria solely to the Company, upon whose ships they were granted free passages to their homes.

To Mr. Tong Kin Sing and Mr. Chu Yu Chee belongs the chief credit for the foundation and remarkably successful development of the undertaking. It was some thirty-five years ago that Mr. Tong Kin Sing, comrade to Messrs. Jardine, Matheson & Co., and one of the best known business men in China, saw what a splendid opening there was for a fleet of steamers that should be owned by Chinese, and operated in accordance with

had the controlling interest in the steamers *Tung Ting* and *Yung Ning*, and placed them on the Shanghai-Hankow Line till the fine steamers, *Kiangkwan* and *Kiangyung*, were built. In 1875 the *Fungshun* and *Pau-Tah* were constructed, and they were for many years the best ships in the Northern trade, as well as being the first possessing good accommodation for Chinese passengers. Other steamers were added to the fleet in rapid succession, and on March 1, 1877, the Company purchased the entire fleet of 17 vessels and the other property of the Shanghai Steam Navigation Company, of which Messrs. Russell & Co. were the managers and agents. This transaction was effected with the sanction of the Imperial Government, and the enterprise, as a whole, was promoted and carried

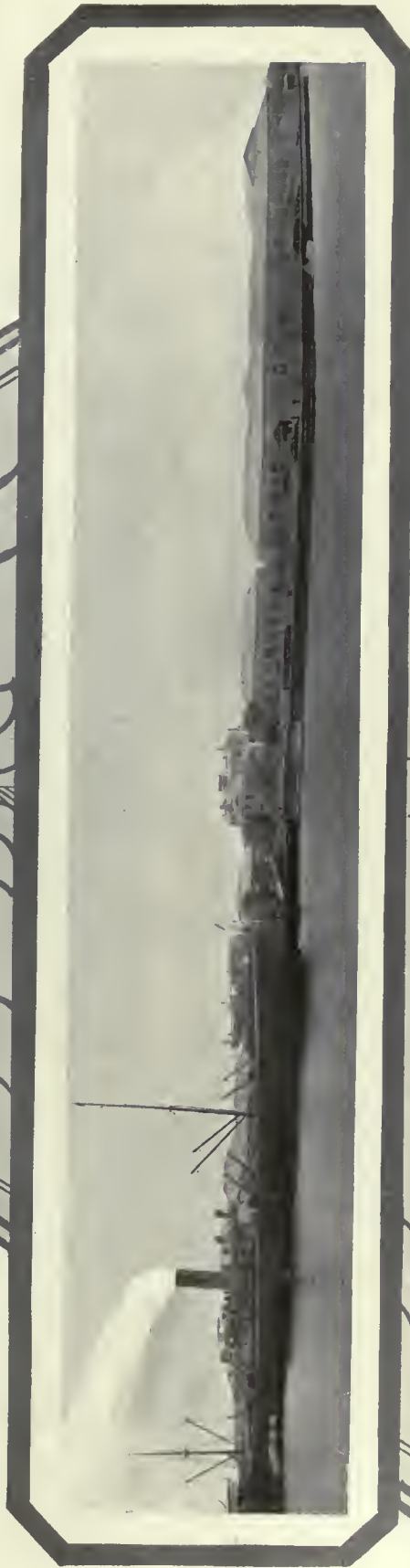


JARDINE, MATHESON & CO.
SHANGHAI AND HONGKEW WHARF COMPANY, LTD.
VARIOUS TYPES OF GODOWNS AT THE WHARVES.
THE WHARF OFFICES

Digitized by *Jardine Matheson*®



CHINA MERCHANTS STEAM NAVIGATION COMPANY, LTD.
BIRD'S EYE VIEW OF THE EASTERN WHARF.
THE KIN-LEE-YUEN WHARF.



CHINA MERCHANTS STEAM NAVIGATION COMPANY.
THE EASTERN WHARF.
THE YANG-KAH DU WHARF.

on under the patronage of His Excellency Li Hung Chang, Viceroy of Chihli, the Superintendent of Northern Trade, &c. Of the steamers taken over from the Shanghai Steam Navigation Company, some were condemned and broken up, and the others were renovated and brought up to date. Additional steamers were built from time to time until the Company had ships running to all the open ports of China. They also operated steamers from Swatow and Hongkong to Singapore and Penang, and from Canton to Honolulu and San Francisco, besides sending a steamer on a trial voyage to London. The success of the undertaking was assured from the commencement, Chinese business men naturally being always inclined to give this company preference over others.

The fleet at present consists of 31 steamers, with an aggregate of 59,332 tons and 39,700 horse-power. The Company have also a fleet of tugs and lighters at Tientsin and Kiukiang. At a rough estimate their properties are worth, altogether, fully Tls. 25,000,000—Tls. 13,000,000 being counted as the value of their land, and Tls. 12,000,000 as the value of the steamers. The headquarters of the Company have always been in Shanghai, but there are also wharves and various interests of the Company at Chungking, Ichang, Hankow, Kiukiang, Chekiang, Wuhu, Nanking, Ningpo, Wenchow, Amoy, Swatow, Foochow, Canton, Hongkong, Chefoo, Newchwang, and Tientsin.

Although the Company have had a very prosperous career, they have experienced some ups and downs. During the Boxer troubles, for instance, the whole of their property at Tientsin was confiscated by the Allied Powers, and it was only with the greatest difficulty, and by the exercise of no little ingenuity, that their general manager at that time—Mr. Middleton—was enabled to secure its restitution.

In the course of years certain changes have been effected in the ownership of the Company. At the date of its formation from 75 to 85 per cent. of the stock was held by Chinese merchants, but from time to time Chinese officials have purchased shares, until now they control as large an interest in the undertaking as did the merchants formerly. After the death of Tong Kin Sing, Shen Taoutai, the Taoutai of Chefoo, and afterwards Taoutai of Tientsin, the Chief Director of Chinese Telegraphs and Railways, acquired a large share in the conduct of the enterprise until his retirement, on the death of his father, some four years ago. But for a period of no less than twenty-five years, terminating in 1907, Mr. Middleton, who had formerly been in the service of Messrs. Russell & Co., carried out the duties of general manager.

Having dealt with the origin of the Company, and the extent of their operations, it only remains now to survey the present position, more particularly in Shanghai. Here they possess five large wharves—the Kin-lee-yuen, Central, Lower Hongkew, Eastern, and Yang-kah du. The last-named wharf, situated at Pootung, is of most recent structure, and possesses about 1,600 feet of river frontage, with unlimited depth of water, and most modern warehouses. Practically the whole of this property, together with the Kin-lee-yuen Wharf, is devoted to the coast trade of the Company's ships. Up to within some six or seven years ago, indeed, the Company gave up all their wharves to the local trade, dealing chiefly with Messrs. Siemssen & Co.'s boats, the Hujung Company's river steamers, and a casual tramp steamer. All this has, however, been altered now to make room for a some-

what different class of work. Since October, 1907, the Company have been entrusted with the entire business of the Peninsular and Oriental Line, whose steamers are berthed at the Lower, Central, and Eastern Wharves, where there is excellent accommodation. The warehouses and river frontage aggregate some 3,000 feet in length, and the depth of water is such that all ships which come over the bar can be berthed there. The Eastern Wharf, particularly, has been the growth of recent years. It was purchased by the Company when the Standard Oil Company, who leased part of the property, acquired a wharf of their own farther down the river. Besides the Peninsular and Oriental steamers, the Company wharf the "Shire" boats, for which Messrs. Shewan, Tomes & Co. are the agents; the "Glen" steamers, operated by Macgregor Bros. & Gow; and do a portion of the business of Messrs. Dodwell & Co., the agents for the "Mogul" Line; the Boston tow boats, and other tramp steamers trading from New York and elsewhere.



T. H. HARRIS,
General Manager of the China Merchants Steam
Navigation Company's Wharves.

Mr. Thomas H. Harris has been the general manager of this department of the Company's interests since October, 1907. He came to Shanghai some twenty-five years ago. For the first five years he was in the employment of the American firm, the China and Japan Trading Company, after which he transferred his services to the Shanghai and Hongkew Wharf Company, with whom he remained as a general office assistant for seven years. He first joined the China Merchants as an accountant—a position which he occupied for twelve years, acting as general manager on three or four occasions when the general manager was on leave. It was then considered that the growth of the business warranted the appointment of a sub-manager, and Mr. Harris filled this office until he was promoted to his present responsible position.

BUTTERFIELD & SWIRE.

IN the pages of this work devoted to Hongkong reference is made to the operations of this firm. It is, therefore, unnecessary here to do more than say that in Shanghai the operations of the Company are on a most extensive scale, and embrace many departments of commercial activity. The house employs a great number of assistants in its various branches, and plays a part in Shanghai life second to that of no other trading organisation.

HAMBURG-AMERIKA LINIE.

SEVENTY years have elapsed since the first steamship crossed from Europe to America, and from that time down to the present the history of North Atlantic steamship enterprise has been one of great and continuous improvement.

In the improvements which have taken place the share of the Hamburg-American Line has been a large one. It was in the spring of 1847 that a number of the most respected merchants of Hamburg assembled to discuss a proposal for establishing a regular line of ships between Europe and America. The views of these merchants were very modest; they agreed to start a company with a capital of £22,500, divided into 60 shares of £375 each. The shares were taken up by about 41 shareholders, the greatest number of shares subscribed for by any individual being four. The Company commenced operations with four small sailing ships, three of which were built in Germany, while one was built in England. The names of the first three, which cost on an average about £4,000 each, were *Deutschland*, *Rhein*, and *Amerika*. The *Deutschland*, which was the largest of the four, was capable of accommodating about two hundred emigrants and twenty cabin passengers, and had a carrying capacity of 717 tons.

Like most new enterprises, the Hamburg-American Line had to meet many difficulties and disappointments, but the Company succeeded, nevertheless, in extending both their fleet and their commercial operations. By careful navigation, strict discipline, prudent management, efficient organisation, and constant efforts to promote the comfort and convenience of their patrons, the Company grew and prospered year by year, until to-day they are one of the greatest steamship companies in the world. They maintain fifty services, and their flag is to be seen on all the ocean trade routes of the globe. Above the doorway of their magnificent head offices in Hamburg, overlooking the Alster, there is carved in stone the appropriate legend, "The world is my field." On both sides of the Atlantic they have earned a reputation second to none for the care they take of those who travel by their ships, and for the interest which they exhibit in all matters affecting the well-being of their passengers. Including ships in course of construction, the colossal fleet which to-day flies the flag of the Hamburg-Amerika Linie comprises 178 ocean steamers, with a total aggregate tonnage of 923,439 tons, and 192 tugs, lighters, river boats, &c., equal to 39,163 tons, giving a grand total of 370 vessels and 962,602 tons. In the year ended December 31, 1906, the ships of the fleet completed 2,532 round trips, and carried an aggregate of 431,955 passengers and 6,182,868 chim. of freight.



CHINA MERCHANTS STEAM NAVIGATION COMPANY.

S.S. "KIANG HSIN."

S.S. "HSIN MING."

THE COMPANY'S HEAD OFFICES ON THE BUND.

Digitized by Microsoft®



CHINA MERCHANTS STEAM NAVIGATION COMPANY.

THE LOWER HONGKOW WHARF.
 THE CENTRAL WHARF.
 A TYPICAL DISCHARGING SCENE.



CHINA MERCHANTS STEAM NAVIGATION COMPANY.

THE 15-TON CRANE.

VARIOUS TYPES OF GODOWNS AT THE WHARVES.

THE 5-TON CRANE.

Digitized by Microsoft®

THE NIPPON YUSEN KAISHA.

TEN years ago, that is to say in 1898, the tonnage of steamers entering and clearing Japanese ports aggregated 8,000,000 tons, and of that total Japan's flag floated above only 2,000,000. Even this latter figure was remarkable, since it represented a growth from 3,000 tons in about twenty-five years. But in 1907 the total tonnage reached 20,000,000, and Japan's share of this was no less than 9,000,000. For this striking development credit is chiefly due to the Nippon Yusen Kaisha, or Japan Mail Steamship Line, which occupies much the same position in the mercantile marine of Japan as the North German Lloyd does in that of Germany. The Nippon Yusen Kaisha came into existence in 1885. It resulted from the amalgamation of two companies—one officially protected, the other independent—and the united fleets of these two comprised 58 steamers displacing 64,365 tons. The Nippon Yusen Kaisha's flag now

which have established, in connection with these services, a remarkable record, since throughout the two campaigns, extending over more than four years, and involving voyages to seas and coasts little visited and imperfectly surveyed, not one steamer was cast away owing to error on

1. European Line.—A fortnightly service from Yokohama to London and Antwerp, maintained with 12 steamers of over 6,000 tons each, calling at Kobe, Moji, Shanghai, Hongkong, Singapore, Penang, Colombo, Suez, Port Said, and Marseilles. Travellers by this line have the advantage not only of the cheapest rates charged by any company, but also of performing the whole voyage without any change of steamer.

2. American Line.—A fortnightly service from Hongkong to Seattle, maintained with six steamers ranging from 5,800 to 7,500 tons, the ports of call being Shanghai, Moji, Kobe, Yokohama, and Victoria, British Columbia. The path taken by these vessels lies to the north of the storm area, and is absolutely a fine-weather route. At Seattle connections are made with the Great Northern and the Northern Pacific Railways, which are not surpassed by any of the parallel lines in point of comfort and convenience or in picturesqueness of districts traversed.

3. Australian Line.—A four-weekly service from Yokohama to Melbourne, maintained by three steamers ranging from 3,900 to 5,600 tons, calling at Kobe, Moji, Nagasaki, Hongkong, Manila, Thursday Island, Townsville, Brisbane, and Sydney. This is the favourite line for travellers between Japan and Australia, the vessels being exceptionally well-fitted and comfortable.

4. Bombay Line.—A fortnightly service from Kobe to Bombay, maintained with six steamers, calling at Moji, Shanghai, Hongkong, Singapore, Penang, Madras, Colombo, and Tuticorin. The ships are large and commodious, but at present they are engaged chiefly in the transport of merchandise, and do not offer any special facilities to passengers.

5. Shanghai Line.—A semi-weekly service from Yokohama to Shanghai, maintained with six steamers, including the Red Cross vessels, *Kosai Maru* and *Haknai Maru*, the ports of call being Kobe, Moji, and Nagasaki. All the steamers on this line have acquired a high reputation for comfort and punctuality, and are widely patronised by the travelling public.

6. Kobe-Vladivostock Line.—A two-weekly service, maintained with excellent steamers, calling *en route* at Moji, Nagasaki, Fusan, Gensan, and Songehing.

7. Lines to Korea and North China.—These services are maintained with medium-sized, well-equipped steamers, which offer every inducement to passengers. The lines are as follows:—(a) A fortnightly service between Kobe and Newchwang, *via* Moji, Nagasaki, Fusan, Chemulpo, Dairen (Dalny), and Taku. (b) A weekly service between Kobe and Newchwang, *via* Moji, Nagasaki, Cheloo, and Taku. (c) A service four times a month between Kobe and Dairen (Dalny), *via* Ujina and Moji. (d) A fortnightly service between Yokohama and Newchwang, *via* Yokkaichi, Kobe, Moji, Chemulpo, Dairen (Dalny), and Taku.

8. Services in Home Waters.—Of these services there are several, including one semi-monthly between Kobe and Keelung, and one monthly between Yokohama and the Ogasawara (Bonin) Islands. Tourists travelling by these steamers can visit almost every place on the coasts of the Japanese Empire, from Saghalien in the extreme north to Formosa in the south.

The Company's chief office is in Tokyo, and it has branches in nine home cities and as many foreign, with agencies at some thirty places in foreign lands. Its lines extend from Seattle in the East to London in the West, and from Saghalien in the North to Melbourne in the South. Travellers by its steamers



MASAYOSHI KATO,
VICE-PRESIDENT.

the part of her navigators or incompetence on that of her crew. No more conclusive practical proof could be furnished of the sea-worthiness of these steamers and the capacity of their officers and men.

It will be observed from the above figures that the 95 steamers forming the Company's fleet average over 3,600 tons each. For the purpose of coastwise trade in domestic waters, comparatively small low-draught vessels are convenient, but for ocean-going uses ships of large size and high speed are alone used. Thus the Company's European service is maintained with 12 steamers of over 6,000 tons each, and 6 vessels of 8,000 tons, now in course of construction, will soon be added to the fleet. Possessing ample reserves, the Company has been careful to renew its steamers on a liberal scale, so that all those on its important lines have been but a few years at sea, and are equipped with every modern improvement and convenience.

It may be remarked here that, *pari passu* with the development of Japan's mercantile marine, the pressure of its competition has been felt, and certain publicists, unacquainted with the history of its progress, have been betrayed into an outcry about secret subsidies, and even about a deliberate attempt on Japan's part to oust British shipping. Secret subsidies, however, are out of the question in a constitutionally governed country such as Japan. And as for any Japanese attempt to oust British shipping, it is true only in so far as all maritime competition must appear to be directed against England, because of the enormous preponderance of her mercantile marine in every part of the world.

The regular services now maintained by steamers of the Nippon Yusen Kaisha between Japan and foreign ports are as follows:—



REMPEI KONDO,
PRESIDENT.

floats over 95 vessels aggregating 345,000 tons. The Company enjoys a measure of State aid in return for carrying mails, maintaining certain fixed lines, and equipping its large vessels so that they shall be available at any moment as military transports or auxiliary cruisers. Twice during the past decade the Nippon Yusen Kaisha has been able to render signal services to the Japanese Empire; first, in the China-Japan War (1894-95), when it carried the main part of the country's soldiers to Korea, Manchuria, and Shantung; and, secondly, in the Russo-Japanese War (1904-5), when it performed the task of transporting, to and from the continent of Asia, the major portion of armies aggregating a million men, with all their stores and equipment. Without high competence on the part of the staff, as well as full preparedness of its ships, the Company could never have discharged, on these two occasions, duties so essential to the country's safety and success. Passengers by the Company's steamers have thus the advantage of travelling in vessels



BUTERFIELD & SWIRE.
THE FRENCH RUND WHARF.
THE WATUNG WHARF.



BUTERFIELD & SWIRE.
CHINA NAVIGATION COMPANY, LTD.

S.S. "KINLING."
S.S. "LUCHOW."

S.S. "CHINHUA."
S.S. "FENGTIEX."



HAMBURG-AMERIKA LINIE.

S.S. "ADMIRAL VON TIRPITZ."

THE SALOON.

THE PROMENADE DECK.

THE SMOKING ROOM.

have the privilege of performing by rail within the Japanese Empire such parts of their journey as lend themselves to that facility, leaving their heavy baggage to be carried by steamer.

The Shanghai branch of the Company was opened in 1885. Since then, however, they have re-built their offices and godowns, and, furthermore, in 1903 they made a fine addition to their property by the purchase of the "Wayside" Wharf, owned by the late Mr. George McBain. European, American, Bombay, and other liners are berthed here, and the Shanghai-Yokohama liners are moored alongside the Nippon Yusen Kaisha Wharf.

space of ground here for the storage of coal. The business in Shanghai is conducted under the supervision of Mr. Y. Ito, who has been in the service of the Company for twelve years.

THE INDO-CHINA STEAM NAVIGATION COMPANY.

THE Indo-China Steam Navigation Company, of which Messrs. Jardine, Matheson & Co., Ltd., are the agents, was formed in November, 1881. The nucleus of their fleet was obtained by purchasing the steamers,

Shanghai, and Japan; from Hongkong to Java, British North Borneo, Swatow, Chefoo, Tientsin, and Manila; from Shanghai to Tsingtau, Weitaiwei, Chefoo, Tientsin, Newchwang, Swatow, Hongkong, Canton, Foochow, Chinkiang, Nanking, Wuhu, Kiukiang, and Hankow; and from Hankow to Shasi, Ichang, Changsha, and Siangtau. Round trip tickets are issued from Shanghai to Hankow, and from Tientsin to Shanghai, and vice versa, at reduced rates; and all the steamers, more especially those on the Calcutta, Yangtze, and Tientsin routes, have excellent accommodation for both European and Chinese passengers.

NISSHIN KISEN KAISHA.

THE shipping on the Yangtze was for a long while entirely carried on under the British and Chinese flags. January, 1898, however, saw a new service inaugurated by the Osaka Shosen Kaisha, of Osaka, Japan, with two steamers, under mail contract with the Imperial Japanese Government. Development of trade led to the replacement of these ships by six new specially designed steamers. Soon there were three other Japanese shipping companies plying on the same route—the Nippon Yusen Kaisha, the Konan Kisen Kaisha, and the Taito Steamship Company. The Japanese Government then stepped in and advised amalgamation, and, this suggestion being acted upon, resulted in the formation, on April 1, 1907, of the Nisshin Kisen Kabushiki Kaisha (the Japan-China Steamship Company) with a paid-up capital of 8,100,000 yen, which has now been increased to 12,000,000 yen. The Company, whose head office is at Tokyo, have branches and agencies at Shanghai, Hankow, Chinkiang, Nanking, Wuhu, Kiukiang, Changsha, Changteh, Shasi, Ichang, Chungking, Hongkong, Soochow, Hangchow, and Chingkiangpoo. Their steamers include the *Yohyang Maru*, 3,588 tons; *Nanyang Maru*, 3,588 tons; *Siangyang Maru*, 3,588 tons; *Tafoo Maru*, 2,836 tons; *Tchang Maru*, 2,711 tons; *Talce Maru*, 2,246 tons; *Tachi Maru*, 2,078 tons; *Tahung Maru*, 1,759 tons; *Tayuen Maru*, 1,694 tons; *Wooling Maru*, 1,458 tons; *Suilec Maru*, 974 tons; *Hualce Maru*, 957 tons; *Siangkang Maru*, 935 tons; and the *Yuenkiang Maru*, 935 tons. They have also 21 steam launches of a gross tonnage of 560. The Company's routes are:—Shanghai to Hankow, *via* Chinkiang, Nanking, Wuhu, and Kiukiang, four times weekly besides occasional service; Hankow to Ichang, *via* Yochow and Shasi, six times monthly; Hankow to Siangtau, *via* Yochow and Changsha, twice weekly; Hankow to Changteh, *via* Yochow, weekly; Kiukiang to Nanchang, *via* Wochang, six times monthly; Shanghai to Soochow, Shanghai to Hangchow, Soochow to Hangchow, every day from both ends of each line; Soochow to Chinkiang, every three days from both ends; Chinkiang to Yangchow, three times a day from both ends; Chinkiang to Chingkiangpoo, every day from both ends.

Mr. K. Kobata is the manager of the Shanghai branch of the Company.

HOPKINS, DUNN & CO.

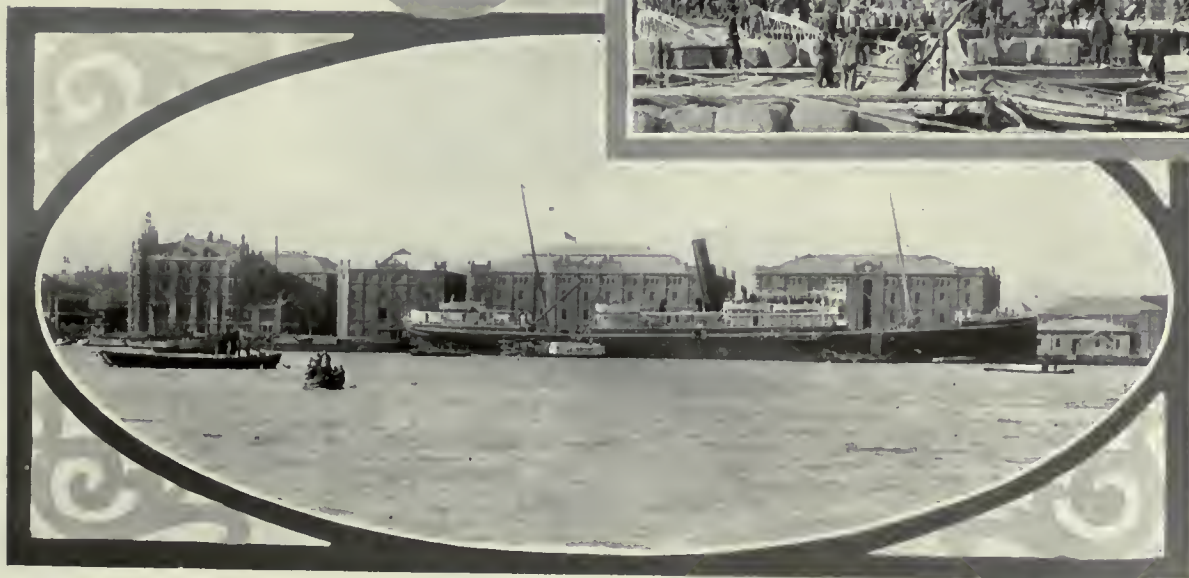
It was Mr. George Lewis, an employe of Messrs. Jardine, Matheson & Co., Ltd., who started, in 1870, the firm which, under the style of Hopkins, Dunn & Co., now carries on a general brokerage and commission



OFFICES OF MESSRS. HOPKINS, DUNN & CO., AT YANG-KING-PANG.

There are capacious godowns near at hand, and here all the cargo is stored. Passengers find these arrangements very convenient, and, besides, they are spared the trouble of going or coming by the tender to and from Woosung. The Nippon Yusen Kaisha Wharf has a frontage of 640 feet. In conjunction with it there are two pontoons, one measuring 300 feet and the other 240 feet, and four godowns with a storage capacity of 50,000 tons. The Wayside Wharf has a frontage of 867 feet, with two pontoons, each measuring 200 feet, and six godowns capable of taking 30,000 tons of cargo. There is also a large

hulks, &c., belonging to the China Coast Steam Navigation Company, the Yangtze Steamer Company, and Jardine, Matheson & Co. The authorised capital was £1,200,000, of which £495,890 was paid up. The fleet of 12 steamers, with which they commenced trading, had a gross tonnage of 13,567 tons. The development in the Company's activities during the last thirty years has been remarkable. The fleet at the present day consists of 41 steamers with a gross tonnage of 97,260 tons, and has a book value of £1,062,985. The vessels ply between Calcutta, the Straits Settlements, Hongkong,



NIPPON YUSEN KAISHA.

THE WAYSIDE WHARF.

THE OFFICES, SHANGHAI.



S.S. "NIKKO MARU."

NIPPON YUSEN KAISHA.

SALOON, S.S. "TANGO MARU."

HEAD OFFICES, TOKYO.
SOCIAL HALL, S.S. "NIKKO MARU."



JARDINE, MATHESON & CO.
 INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

S.S. "Tuckwo."

THE SALOON.
 THE SMOKING ROOM.

THE PROMENADE DECK.

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business at Nos. 6 and 7, Yang-king-pang. The name of the Company has been changed on several occasions. When Mr. Lewis admitted Mr. Hopkins into partnership it was known as Messrs. Lewis & Hopkins. In 1878, when Mr. Lewis retired and Mr. Dunn became a partner, the name was altered to Hopkins, Dunn & Co. After the death of Mr. Hopkins two other partners were admitted, but their

connection with the firm was not of long duration. In 1891 Mr. Brodie Clarke took over the business. From 1895 to 1907 Mr. J. Tulloch was associated with him in the management, but since last year Mr. Clarke has been the sole proprietor.

The interests of the firm are varied in character. Besides being ship, freight, oil, coal, metal, land, stock, share, and general

brokers, Messrs. Hopkins, Dunn & Co. are auctioneers and agents, and general managers of the Kochien Transportation and Tow Boat Company, Ltd., which possesses a large number of small vessels carrying on an extensive trade in and around the Settlement, and has a first-class fleet of up-to-date steam tugs and launches, with steel lighters capable of moving 7,000 tons dead weight.

SHANGHAI HARBOUR.

SHANGHAI Harbour, defined by lines drawn across the Whangpoo above and below the Settlement at Kiangnan Arsenal and at Tung Kou Creek respectively, is about eight miles in length, and varies from a quarter to

three-quarters of a mile in breadth. Prior to 1896 the harbour extended only from the French Police Station on the Bund to the Shanghai Waterworks, the reach which now includes sections 1 to 9; in 1900 the

limits were carried to the Lu Kah Pang Creek and the Yang-king Creek, and in 1907 they were extended to embrace the present area, which is now divided into sections for the distribution of berths. Upper Section A lies between Kiangnan Arsenal Wharf and Pai Lien Creek, and is used for vessels laid up, and for those requiring repairs at the dock. Upper Section B extends from the Pai Lien Creek to Lu Kah Pang Creek, and affords an anchorage for vessels discharging timber or coal, and for vessels laid up. Upper Section C, stretching from Lu Kah Pang Creek to a point opposite the French Police Station, is largely occupied by junks, and no foreign vessels may discharge on the Shanghai side. There are, however, several large foreign wharves on the Pootung side at which cargo may be landed or shipped. Opium-receiving vessels are moored in this section. From this point sections 1 to 11 follow one another down stream for a distance of about four and a half miles, terminating opposite the Standard Oil Company's wharf. Section 1 is reserved as a man-of-war anchorage. Section 2 provides mooring berths for the Norddeutscher-Lloyd and the Messageries Maritimes Companies' steamers; and section 3, opposite the Customs House, contains the Peninsular and Oriental Company's berths and the British Senior Naval Officer's moorings. Sections 4 and 5, situated at the bend of the river opposite the Soochow Creek, are kept free at all times to facilitate the navigation of the fairway. In sections 6, 7, and 8 nine 600 feet berths, with head and stern moorings, are set apart for the accommodation of the largest ocean-going steamships visiting the port. Sections 9, 10, and 11, extending from Pootung Wharf (West) to the Standard Oil Company's wharf, serve as a general anchorage. The remaining section, known as the Lower Section, is kept free on account of its narrow deep-water channel, no vessels being permitted to moor within its limits. Wharves, docks, warehouses, godowns, and engineering and ship-building yards stretch along both banks of the river for nearly the whole length of the harbour, and testify to the vast commercial activity of the Settlement.

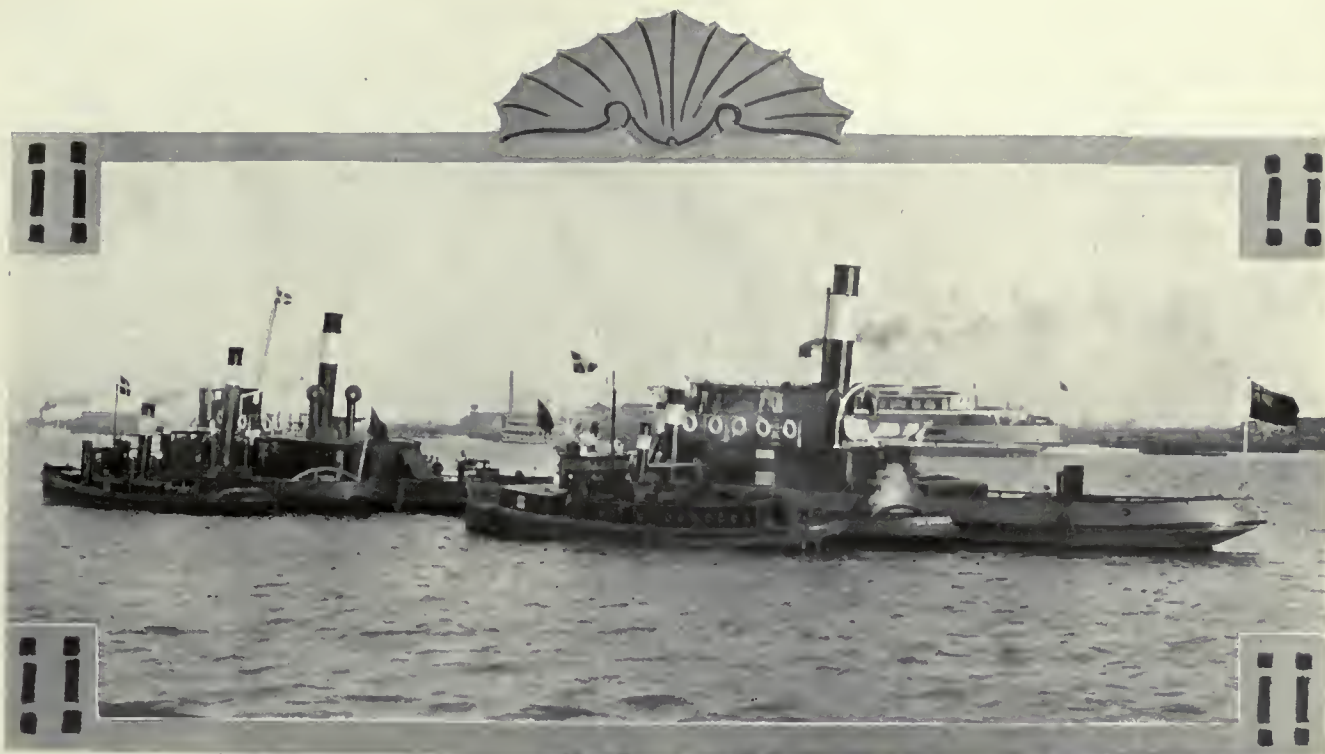
The depth of the water at the various moorings in the harbour ranges from 6½ to 3½ fathoms. At spring tides vessels drawing 24 feet or 25 feet of water can come up the river from Woosung; but at neap tides only those drawing 21 feet or 22 feet can cross the inner bar at the entrance to Ship Channel. The distance from Woosung to the Bund at Shanghai is about 13 miles.



1. H. E. HOBSON,
Commissioner at Shanghai.

2. V. DENT,
Deputy Commissioner at Shanghai.

3. CAPTAIN W. A. CARLSON,
Harbour Master at Shanghai.



TUGS AND LAUNCHES OF THE KOCHIEN TRANSPORTATION AND TOW BOAT COMPANY, LTD.

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The Harbour Department is a department of the Imperial Maritime Customs, and the regulations for the guidance of shipping visiting the port are issued through the Commissioner of Customs at Shanghai by order of the Inspector-General. The Harbour Master is charged with the administration of the regulations, which provide for the berthing of vessels, the proper lighting of the harbour and of the shipping in it, the signalling of arrivals and departures, the exercise of precautions in respect of vessels carrying explosives, the segregation of vessels having on board cases of infectious disease, and the imposition of penalties for infringement of the port rules.

The limits of the anchorage at Woosung, within which foreign sea-going vessels may discharge into or load from cargo-boats, are, on the outside, a line drawn south-east from the Woosung Lighthouse, and, on the inside, a line drawn north-north-east from a beacon standing on the left bank, 2,500 yards above the Customs Station. The regulations for Woosung Harbour deal principally with precautions to be observed by vessels in crossing the outer and inner bars, and with the distribution of berths.

Many of the larger mail steamers lie at anchor in the Yangtze, off the mouth of the Whangpoo, and passengers for Shanghai make the journey up the river in one of the well-appointed tenders built specially for the run. Passengers by the Norddeutscher-Lloyd and the Messageries Maritimes mail steamers land at a jetty in the French Concession. Those by other European mail steamers, and by the American lines, land in the International Settlement, at the public passenger pontoons, which are situated next to the Customs Jetty, opposite the Russo-Chinese Bank. These pontoons are under the joint ownership of the Municipal Council and the Customs Department. Passengers by coasting steamers are landed at the respective companies' wharves.

THE RIVER POLICE.

The Shanghai River Police were formed in 1867, and have always been under the direct

control of the Harbour Department. There are now an inspector, three sergeants, and thirteen constables on the foreign roll, and their principal duties are to patrol the Harbour and Soochow Creek. They are also trained to man the powerful 1,500 gallon steam fire-boat maintained by the Harbour Department for the protection of shipping at Shanghai and Woosung.

THE SHANGHAI PILOTAGE SERVICE.

The Shanghai Pilotage Service, being a branch of the Chinese Pilotage Service, is subject to the regulations for that service published in 1868, and to local rules drawn up by the Harbour Master in consultation with the Consular body and the Chamber of Commerce, which constitute the General Pilotage Authority. Prior to 1868 general authority as regards the service was vested in the Chamber of Commerce.

Vacancies in the service are filled by competitive examination, open to candidates without distinction of nationality, provided that they possess a master's certificate of competency and can prove having served in the position of mate or master for at least two years. Licences are issued by the Commissioner on behalf of the Chinese Government, and penalties are imposed on commanders of vessels employing unlicensed pilots.

There are at present thirty-five licensed pilots, including cruising pilots, available for any vessel requiring a pilot; monthly pilots, who are in the exclusive employment of one shipping company; and travelling pilots, who are engaged by mail lines to travel with the steamer in order to avoid the delay of boarding off and on.

Formerly the pilots worked independently, but in 1900 the Licensed Pilots' Association, chartered by the General Pilotage Authority, was formed. The Association has power to make by-laws supplementing the official regulations, to collect pilotage fees, to create a fund for equipping and maintaining pilot-boats, and to inquire into cases of professional misconduct. The office is managed by a

salaried official, whose principal duties are to appoint pilots to vessels and to supervise the Association's books. The pilots work in rotation, and their earnings are divided under an elaborate pooling scheme.

Altogether the establishment of the Association has led to a far more equitable and satisfactory condition of things in the Shanghai Pilotage Service than that which prevailed previously, and it would be difficult to find in any part of the world a more efficient service than it provides.

CAPTAIN W. A. CARLSON, who has charge of the Harbour Department of the Imperial Maritime Customs at Shanghai, was born at Ystad, Sweden, of a family which for many generations had followed the sea. When only thirteen years of age he left Sweden, and served his time on the coast of England. In 1861 he came to Shanghai, and remained on the coast of China until 1864, when he went home. Three years later he returned to China, and up to that time he had served in the following merchant vessels:—The British brigs, *Edwin* and *Telegraph*; the American ship, *Oliver Moses*; the British barque, *Chevalier*; the British steamer, *Swallow*; the American ship, *Holspur*; the British barque, *Marmora*; the British steamer, *Sir Charles Forbes*; and the British schooner, *Swift*. In January, 1868, he joined the Imperial Maritime Customs at Shanghai as Berthing Officer. He was appointed Assistant Harbour Master in April, 1897, Acting Harbour Master in July, 1903, and Harbour Master in April, 1904. In recognition of his services he has received from the Chinese Government, the decoration of the Imperial Order of the Double Dragon, Third Division, First Class. Captain Carlson, who is still only in the sixty-fifth year of his age, was married in 1864, and has a daughter, two grand-daughters, and a great grandson. He lives at No. 108, Bubbling Well Road.

THE CONSERVANCY OF THE WHANGPOO.

SHORTLY after the port of Shanghai was opened to foreign trade by the Treaty of Nanking, public attention was directed to the condition of the Whangpoo River, upon which the Settlement stands, and from that time onwards, for a period of nearly sixty years, the question of the conservancy of the fairway has occupied a more or less prominent position in the domain of local politics. Those in authority, however, were tenacious of their policy of procrastination. In spite of the representations of the Chamber of Commerce, of successive harbour masters, of shipowners, and of the public in general, and in culpable disregard of reports as to the urgency of the work by men of acknowledged authority, the Chinese Government left the river to pursue its course of self-obliteration.

At length, under the Protocol of 1901 between China and eleven foreign Powers,

a portion of the Boxer indemnity was set aside for "straightening the Whangpoo" and improving its course, and a Conservancy Board, composed of representatives of the Chinese Government and of foreigners interested in the shipping trade of Shanghai, was created, and charged with the management and control of the works.

The cost of the works, and of the general management of the undertaking, was estimated at 460,000 Haikwan taels a year for the first twenty years, and the Protocol stipulated that this sum should be furnished in equal portions by the Chinese Government and by the foreign interests concerned.

It was not, however, until three months after the signature of the Whangpoo Conservancy Convention in September, 1905, that an engineer was actually appointed and preparations for carrying out the work were begun. Under that Convention a new

method of procedure was agreed upon, whereby the Chinese Government itself undertook to carry out the work at its own expense, the general management being entrusted to the Customs Taoutai and the Commissioner of Customs at Shanghai. As guarantee for the sum stipulated—Tls. 460,000 annually for twenty years—China gave "the whole of the duty on opium of Szechuen and of Soochowfu in Kiangsu"; it being provided that no tax or contribution should be levied either upon riparian property or upon trade or navigation.

Before outlining the scheme which is now in process of execution, a brief description of the Whangpoo must be given. Strictly speaking, the Whangpoo is not a river, but a backwater of the Yangtze. Only a small proportion of its waters is derived from the country nominally forming its basin; by far the larger part is tidal water, the tides at



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Shanghai having a range of about ten feet. When it is remembered that the whole country for miles around the Settlement is alluvial, formed in the process of time by silt washed down by the Yangtze, it is easy to see that the silting up of the Whangpoo must, in the absence of artificial checks, eventually have led to the disappearance of Shanghai's waterway. Within living memory, what is now known as Gough Island, was merely a bank, covered even at dead low water; and this instance of the deterioration of the fairway is by no means isolated.

Another factor which has come to have an important bearing on the vital question of conservancy is the increasing tonnage of ocean-going vessels. With the deepening of the Suez Canal vessels from Europe will probably be built of larger draft, while the liners on the trans-Pacific routes have already attained to huge dimensions. It is, therefore, as much with the object of anticipating future developments as of bringing the river right up to existing requirements that the present scheme of improvement and conservancy is being carried out.

As to the feasibility of the scheme there is little room for doubt. The engineer responsible for the project, and now superintending the work, is Mr. Joh. de Rijke, a Member of the Royal Dutch Engineers, and therefore familiar with the methods adopted in a country where hydraulic engineering has been brought almost to an exact science. Mr. de Rijke, who was formerly in the employment of the Japanese Government, for whom he carried out several important works, has been acquainted with the Whangpoo for upwards of thirty years, for as far back as 1876 he came over from Japan with Mr. Esher, at the request of the Senior Consul at Shanghai, to make a report on the river. This report dealt exhaustively with the state of the Whangpoo at that date, indicated the certainty of further deterioration unless steps were taken to prevent it, and recommended practically the same measures as those advocated in 1872 by Captain Arthur, R.N., and Lieutenant Tracy, R.N., namely, that the river should be confined to one channel, through which the flow and ebb could run freely. Upon this point all the experts who have since examined the river have agreed. Disagreement has only arisen as to which of the existing channels—the Junk Channel on one side of Gough Island, or the Ship Channel on the other—should be closed, and competent opinion has for the most part favoured the closing of the Ship Channel, one of the strongest arguments in favour of this course being that the awkward bend at Pheasant Point will thus be improved.

The reports made in the seventies were, as has been shown, almost entirely disregarded. In 1896 the Chamber of Commerce invited Mr. de Rijke to re-visit the port and make a preliminary report as to the best means of conserving the river. Accordingly, in the autumn of 1898, after a patient examination of the river, and a careful comparison of his observations with those noted by him in 1876, Mr. de Rijke submitted two definite projects: A., the cutting of a new mouth through the Pootung Peninsula; and B., the closing of the Ship Channel and the training of the river along a straightened and properly defined course through the Junk Channel. Of these alternatives, project A., though admittedly more practical, and, in the long run more economical, had to be dismissed as involving the abandonment of Woosung; and project B., after a further lapse of nearly a

decade, is the one upon which work is now proceeding.

The stream-regulating operations, which commenced early in 1907, extend at present from the Woosung Forts to the vicinity of Point Hotel, and are being undertaken departmentally, Mr. de Rijke having entire discretion in regard to the technical details, while Captain H. W. Forbes, formerly in the Royal Dutch Engineers, exercises general superintendence as Chief Engineer. The chief difficulty to be overcome arises out of the fact that Ship Channel, to the north of Gough Island, cannot be closed until Junk Channel, to the south, is made navigable for ocean-going vessels. Until it is closed the efficiency of the tidal action as a scouring agent must necessarily be greatly reduced, and it is to this powerful agency that the engineers look for the ultimate fulfilment of their plans. The operations may be classed under two headings (1) those directed towards the training of the river between normal parallels, and (2) those involving the dredging

are encountered, long experience in the work being necessary to ensure success. In a very short space of time the *zinkstuck* becomes solidified by silt deposit, and another is placed upon it. Thus, by degrees, training-walls are formed capable of resisting the most powerful tides and even the fury of typhoons. Constructions requiring less strength are built up of *gabbioni*, or cylindrical wicker baskets filled with stones. These baskets are bound round with brushwood, and then dropped from pontoons into position. The *zinkstucks* and *gabbioni* are made by Ningpo men, under the supervision of a special staff of fascine workers from Holland.

At the same time five dredgers are constantly at work, the mud which they excavate being deposited between the cribs and other works at Gough Island. From the commencement of the work up to June 6, 1908, 2,128,481 cubic yards had been removed by the dredgers.

Early as it is, there are yet abundant signs that the expectations of Mr. de Rijke are being realised. The flood tide already shows a tendency to flow by way of the Junk Channel, and tidal action in that waterway is apparent in that the depth of a passage dredged through the bank off the south end of Gough Island is fairly well maintained. At the present rate of progress the Junk Channel should be ready for navigation by ocean steamers at the end of 1909, and most of the principal improvements in the reach should be effected within the next three or four years. Vessels drawing 20 feet of water will then, it is confidently expected, be able to reach Shanghai at any state of the tide but the lowest, and the largest vessels on the Far Eastern routes will have access to the port at flood tide.

No reliable data is available upon which to base the final cost of the work, the constructional cost is sure to be more than a million sterling.



JOH. DE RIJKE,
Engineer-in-Chief, Whangpoo Conservancy.

of various banks in the Junk Channel and within the parallels above and below Gough Island.

The method of constructing the works to fix the parallels is similar to that generally followed in Holland, where for centuries engineering skill has been directed towards the perfection of these means. A large mattress, or raft, of brushwood, held together by wicker ropes, is constructed, and a fence of brushwood, one to two feet high, is placed on each of its four sides, while similar fences are employed to divide it into compartments of about one yard square. The raft is then towed to the required position and sunk by filling the compartments with stone. It is by no means an easy task to sink these *zinkstucks* (sink-pieces), as they are called in the Netherlands, in the exact position desired, for the unwieldy structures measure anything up to 150 feet in length and 85 feet in width. Especially is the difficulty apparent at places where great depth and strong currents

MR. JOHN DE RIJKE, Engineer-in-Chief of the Whangpoo Conservancy Works, is a native of Holland, and was born in 1842 on the Island of North Beveland, in the delta of the Scheldt. His grandfather was for fifty years in the Government service as an engineer in sea defence and river works, and his father was engaged in Government and private contract work of the same nature. Mr. de Rijke's peculiar experience in conservancy and other work of the kind qualify him in an exceptional degree for the difficult task that he has in hand. He was engaged for seven years on the Amsterdam North Sea Canal, witnessing the whole work from beginning to end; and he was afterwards for a year and a half employed on the construction of a big lock. In 1873 he went to Japan, in which country he remained for thirty years as Advising Engineer to the Home Department. His knowledge of Japan is probably more extensive than that of the great majority of Japanese themselves, for his work made it necessary for him to travel through the length and breadth of the land, except in the sterile and sparsely inhabited regions of the extreme north. He visited America and Shanghai, and at intervals re-visited Holland. Whilst in Shanghai on various occasions he inspected and reported upon the condition of the Whangpoo, and it was his knowledge of the river which led to his appointment, subsequently, as Engineer-in-Chief of the Whangpoo Conservancy Board. He arrived in Shanghai in February, 1905, and resides at No. 3D, Peking Road.



NISSHIN KISEN KAISHA.

S.S. "NANYANG MARU."

A SLEEPING BERTH.

THE SALOON.

PROMENADE DECK.

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EDUCATION.



It may be said that the true history of the education of the foreign children in Shanghai began with the movement inaugurated by the Masonic body in 1885, whereby was founded the Shanghai Masonic School Fund. The object of the fund was to provide for the free tuition and maintenance of the children of deceased or indigent freemasons. The Council of the Fund had in its constitution a School Council, comprising president, vice-president and eight other members, including an honorary secretary. The contributors to the fund were classified as vice-patrons, vice-presidents, life governors—which included the various lodges as represented by delegates therefrom—life subscribers and subscribers. A General Court of Masonic Contributors was to be held once in each year to receive the Council's report and to elect a president and brethren to serve on the Council for the ensuing year.

An annual subscriber was one who gave not less than five taels. An individual donor of twenty-five taels in one sum became a life subscriber. A life governor was an individual donor of fifty taels, or, in the case of a lodge, chapter, or other Masonic body, a donor of one hundred taels. A donation of two hundred and fifty taels by an individual, or of five hundred by a Masonic body constituted the donor a vice-president. A vice-patron was an individual donor of five hundred taels, or in the case of a Masonic body, a donor of one thousand taels. Votes were allotted according to subscriptions. In the year 1887 there were 4 vice-presidents, 13 life governors, 23 life subscribers, and 8 subscribers, representing donations to the amount of just over Tls. 3,000.

The school was established in 1886, in accordance with the scheme agreed to by all the Masonic bodies. By the following year the Council was able to report that it was self-supporting, an arrangement having been entered into with the headmaster and lady principal, subject to the approval of the Court of Contributors, by which the expenditure in future should not exceed the income. The main points of the arrangement were that the headmaster and lady principal should receive the gross earnings of the school and defray all expenses, from September 5, 1887, and take all responsibility for loss. Any surplus left, after paying the salaries of the headmaster and the lady

principal, was to be divided between them and the fund. One Masonic orphan was to be boarded and lodged, and two others were to be educated, free of charge, and children recommended by Masonic bodies were to be taken on such terms as the circumstances of the cases should seem to demand.

A prospectus of the school was issued in 1889, under the title of "The Shanghai Public School, under the auspices of the Masonic fraternity." There were then on the staff, Mr. George Lanning, headmaster, a matron and three assistant-mistresses. The subjects of instruction were the ordinary English subjects, with mathematics, science, drawing, languages, music, calisthenics, drill, and Chinese. A limited number of boarders were received though the school was, in the main, a day school.

In the succeeding years the number of pupils grew steadily, though there had to be frequent appeals to the community for funds. In 1894 there were 111 children under instruction—56 boys and 55 girls, of whom 54 were boarders. The fees received in 1895 amounted to \$7,112.90, as against \$5,683.73 in the previous year; the expense of the Home amounting to \$9,605.80. Subscriptions reached \$835.12. The remainder of the income was made up of municipal grant, Tls. 1,500, and interest on Endowment Fund.

The Report for 1895 states that: In 1895 a new building fund was started with the object of adding to the school buildings, and by December 31st the sum of \$11,961.55 had been subscribed, including a donation of Tls. 4,000 from the Marchese Thomas Hanbury. The work was begun in October, 1896, and by the following year a new wing had been added to the school. The year 1904 closed with 104 boys and 87 girls attending the school. On the boys' side were the headmaster, one assistant-master, and one assistant-mistress. On the girls' side were the lady superintendent and three assistant-mistresses. The working account showed a credit balance of \$377.19. The municipal grant was now Tls. 1,500.

The next important stage in the growth of the school was the signing of an agreement, in 1893, whereby the school became the property of the Shanghai Municipal Council, subject to the following rules passed at the ratepayers' meeting held on February 28, 1893:—

The school shall be called "The Shanghai Public School."

2. It shall (when considered practicable) be converted into a day school only.
3. All matters in connection with the school shall be placed in the hands of an educational committee consisting of five ratepayers, three to form a quorum, who shall be appointed by the Shanghai Municipal Council, and who shall continue in office for three years. Vacancies to be filled up by the committee, but at least one member of the committee to be also a member of the Council.
4. The committee shall make all leases and agreements necessary for the working of the school; they shall engage and dismiss teachers and assistants, and fix the scale of school fees, with power to make alterations from time to time as may seem desirable. They shall also present an annual report in January of each year to the Shanghai Municipal Council.
5. A chairman and secretary shall be appointed from the committee, the latter of whom shall conduct all correspondence of the committee under the instructions of the chairman.
6. The committee or any authorised section thereof shall visit the school at any time, and regulate such matters as they deem desirable.
7. All salaries shall be fixed, and financial arrangements conducted by the committee, excepting such as they decide to delegate to the headmaster, who shall render a monthly account to the secretary.
8. The headmaster shall draw up the rules for working the school under the approval of the committee.
9. The school shall be open to all classes of children, the committee reserving the right to refuse admission or to expel any children whose presence might be or is considered by them detrimental to the school, under the advice of the headmaster.
10. The headmaster shall be the means of communication between the committee and the staff of the school, unless any member of the staff should feel aggrieved, when a right of appeal shall be granted to the committee by letter only.
11. Minutes shall be kept of all meetings of committee.

The same year saw the commencement of the steps for the transfer of the school from its old premises in Peking Road to its present situation in Hongkew. In the early part of the year named, negotiations were entered into by the committee and the owners of the school property with a view to obtaining a renewal of the lease, but it was found impossible to come to terms. As a result of considerable deliberation it was decided to ask the ratepayers for Tls. 45,000 for the purchase of a site suitable for the buildings of a school which was growing, and in which the need for more commodious quarters, and the desirability of isolating different departments, were becoming pressing. The children attending the school in 1893 were: foreign division, 117; native, 25. At about this time, since the attendance of the native division had greatly fallen off, this section of the school was, in 1904, abandoned; none but European children being admitted after this date.

At the annual meeting of ratepayers of February 27, 1894, the following resolution was passed: "That the Municipal Council be, and are hereby, empowered to issue

child shall be refused admission, or expelled, except for his or her own personal misconduct or offensiveness; provided always that there is room in the school, and that the fees are duly paid, be substituted for Rule 8 of the prospectus of the school, which reads as follows:—

"The school shall be open to all classes of children, the committees reserving the right to refuse admission or to expel any children whose presence might be or is considered detrimental by them to the school, under the advice of the headmaster."

Subsequently the following amendment was proposed:—

"That the Eurasian children now at the Shanghai public school be allowed to remain as scholars at the school, and that Eurasian children shall continue to be admitted to the school."

A long discussion took place, the result being that the amendment was carried by a considerable majority.

The school continued to grow during the next few years, and at the close of 1901 the total of pupils had reached 250. In this year the fees were again raised to \$9.00.

departments. It was decided, therefore, to introduce a new syllabus of work based on the Cambridge Local Examination system, with such modifications and emendations as would render it a suitable standard for local requirements, and in doing so, the existing syllabus was carefully consulted. A certain amount of prejudice had to be met at first, arising largely from a confusion of the terms "Cambridge Local Examination" and "University Education." It soon came to be realised, however, that the range of subjects presented by the syllabus was so wide that it was possible to select from them as many as should be considered necessary in a sound modern commercial education.

The matter of biblical instruction in the school next occupied the attention of the committee. Previous to 1903 the teaching of the school had been secular only; the committee now addressed a letter to the Municipal Council in which they stated their desire for the approval of the ratepayers of the introduction of biblical instruction as a part of the school curriculum. A resolution: "That the introduction of Bible teaching at the school on the lines laid down in the



THE PUBLIC SCHOOL, SHANGHAI.

debentures to an amount not exceeding Tls. 45,000 for the purchase of the site and buildings now occupied by the public school, or, failing that, of such other suitable site as may be obtainable." A site (9,864 mow) was at once acquired, and on April 5, 1895, the new buildings were formally opened.

In 1904 the attendance had risen to 177, and the staff had been increased to headmaster, matron, one assistant master, four assistant mistresses, four junior assistant mistresses, and a Chinese teacher.

The development of the school had been such that the educational committee, in their report to the Municipal Council, expressed the hope that before long they might be able to open a separate division, to be termed the collegiate or high school. In 1895 the average attendance was 184. In consequence of a letter put forward by the committee to the effect that only children of Europeans could be received as pupils of the school, the following resolution was brought before the ratepayers' meeting of 1897. It was: "That the following rule: 'That the Shanghai public school shall be open to all classes of children as formerly, and that no

\$6.00, \$4.00, for the first, second, and third child respectively, and \$2.00 for all others.

The year of 1903 was one of great importance in the life of the school. Several steps were taken, all of which tended greatly to promote the efficiency of the school. In the first place the members of the staff were permitted to have their agreements drawn up in new form, in harmony with the plan upon which municipal employes in other departments were engaged. The school henceforth was definitely a municipal institution, and the members of the staff municipal employes. This was a step of some importance, as, formerly, teachers had been in the somewhat anomalous position of being restricted by certain municipal regulations while not being allowed to participate in the privileges of municipal service. The collection of fees, payments, &c., were now placed in the hands of the municipal accountant, the headmaster being relieved of a great deal of clerical work by this arrangement. The matter of the curriculum had been engaging the attention of the committee for some time, and the conclusion was arrived at that there was room for improvement in several

letter addressed to the Council by the chairman of the public school committee under date of January 18, 1904, be approved," was accepted by the ratepayers in 1904, practically with unanimity. The conditions under which the Bible was taught were as follows:— Hours: from 9 to 9.15 daily. Exemption: children provided with letters from parents or guardians expressing conscientious objections to be formed into classes for ordinary school work. Teaching: to be religious, but no denominational dogma or creed to be taught.

The staff in 1904 comprised: Principal, vice-principal, two assistant masters, eight assistant mistresses, two junior assistant mistresses, and a Chinese teacher.

In the year 1905 the numbers had increased to 340. This brings us almost up to the time of writing, the only noteworthy incidents in the interim being the resignation of Mr. Lanning, the headmaster who had been in charge of the school since its inception, and a small change in administration by which the secretarial work of the Committee was handed over to the municipal secretariat.

In conclusion may be given a few particulars from the Headmaster's latest report, and from the newly issued prospectus [1908].

STAFF.

Headmaster: G. M. Billings, B.A., Honours Final School of Natural Science, late Exhibitioner of Jesus College, Oxford.

Assistant Masters: M. F. Gray, B.A., Honours Classical Tripos, late Exhibitioner of Gonville and Caius College, Cambridge; A. J. Stewart, Queen's Scholar, Westminster College, London; F. K. Ward, B.A., Honours Natural Science Tripos, late Scholar of Christ's College, Cambridge; a French Master; Wang Tzu Hung, Teacher of Chinese (Mandarin).

Assistant Mistresses: Miss F. Astill, Music Mistress; Miss E. Black, Form Mistress; Miss M. Cardwell, Art Mistress; Miss E. Channing-Pearce, formerly of Froebel's Educational Institute, late Headmistress of Dr. Barnado's Babies' Castle (Kindergarten Mis-

acter that entrance to them often was attended by conditions, and possibilities, which could not fail to be in conflict with native prejudices.

Excellent work was being done independently and on a small scale by certain missionary institutions, but the pupils were largely drawn from the class of Chinamen who wished to go no farther than the acquisition of some slight knowledge of English—enough, in fact, to gain them positions as writing clerks. There was, it may almost be said, no school where a Chinese boy could be taken through anything but the simplest English course, such as, naturally, quite failed to appeal to the parents who were anxious to provide for their sons something better than a mere smattering of the English language. There was moreover a strong feeling among the well-to-do Chinese that something should be done, and they were ready to pay their share towards educating,

our purpose now, however, to call attention to one department only, and that is the Educational.

Inasmuch as all the most advanced nations are unanimous about the necessity of devoting a reasonable sum of their revenue to aid education, we think that it is unnecessary to waste your time on arguments in favour of education, especially as you are already making various grants in aid of it.

We only wish to call attention to the fact that, other things being equal, the peoples who are best educated prosper most. If, therefore, we wish to keep abreast of other places we must see to it that all classes of our community are well educated. As the Chinese are taxed like Europeans, they should also reap the advantages of education, for there is a solidarity in communities as well as of races. The Chinese feel that they are not well treated in this respect, and it produces an alienation of feeling that should not exist.

To neglect one class is to injure all.

On comparing education in our Settlement with that given elsewhere we find that somehow we have in this respect allowed ourselves to fall behind other places, some of which devote a much larger proportion of their revenue to education than we do, e.g.—

Attendance.	Upper School.	Lower School.	Kindergarten.	Total.	Average Attendance.	Per cent
January, 1907 ...	255	83	29	367	315	86
June, 1907 ...	256	80	37	382	338	88
December, 1907... ..	248	107	47	402	367	91

ress); Miss G. Martin, Lower School Mistress; Mrs. F. L. Garner, L.L.A., formerly of St. Andrew's University; Miss L. Goodfellow, Kindergarten Assistant; Miss M. Mercer; Miss J. Patterson, formerly of Whitelands College, London; Mrs. M. G. Stuart, formerly of Scottish Education Department; Miss M. Wheen, Kindergarten Assistant.

New pupils (September to December only) 78.

Greatest number on books 403. (In 1906, 365.)

	Examination results:—	
	Entered.	Passed.
1904	12	5
1905	17	13
1906	12	7
1907	23	17

Table showing municipal grants-in-aid for the past 14 years:—

	Taels.
1893	4,000
1894	4,000
1895	4,000
1896	4,000
1897	4,000
1898	4,000
1899	4,000
1900	4,000
1901	10,000
1902	10,000
1903	6,000
1904	13,000
1905	(approx.) 9,000
1907	(approx.) 14,500

THE SHANGHAI PUBLIC SCHOOL FOR CHINESE.

PREVIOUS to the year 1899 the opportunities offered to the middle class and poorer Chinese—of whom the native community of Shanghai comprises so great a number—to give their sons a thorough school course of English under qualified English teachers and according to a well regulated curriculum, without undue sacrifice of their own language, were comparatively few. Many of the existing schools were of such a char-

Great Britain	10 per cent.
France	6 ..
Germany... ..	6 ..
Hongkong	27 ..
The French Municipal Council, Shanghai	23 ..
The Cosmopolitan Settlement of Shanghai	1 .. only.

Again,

The population of Hongkong is	246,000
The number of pupils aided by grants	6,313
Total grant	\$58,000

The population of the Cosmopolitan Settlement of Shanghai is	317,000	
The number aided by grants here is:—		
Public School	208	Grant Tls. 4,000
Thomas Hanbury's	124	.. 1,500
St Xavier's	127	.. 1,500
The French Orphanage	102	.. 1,000
Total pupils	571	Total Grant Tls. 8,000

not only their own children, but others whose parents were unable to pay anything but the lowest fees.

It must not be supposed that the motive of individual self-interest was predominant in the movement now commencing. The enlightened Chinese business man saw that the demands of the future would be met only by proper steps being taken at the present day; the travelled Chinaman had returned with a very real conception of the part which education played in foreign countries; and, throughout all, there ran, undeniably, a current of healthy patriotism.

The widespread desire for improvement in the education of the Chinese may be said eventually to have materialised in the following letter addressed to the secretary of the Shanghai Municipal Council, and signed by three foreigners of high standing in both the foreign and the Chinese communities.

SHANGHAI,

5th June, 1899.

Dear Sir,—Shanghai being the largest port in the Far East, it is important to see that it is developed on all lines that are essential to its highest prosperity. We rejoice that in so many ways we can compare favourably with other ports. It is

The number of children of school age in Europe is 21 per cent. of the population. But as the number of women in Shanghai is not equal to that of the men, probably 16 per cent. would be nearer the mark here. This would make the number of school-age children in Shanghai about 30,000.

The number attending Protestant Mission Schools in Shanghai is 2,300.

Mr. Jansen, when on the Municipal Council about five years ago, got a rough census of the Chinese schools taken. We do not know the number attending purely native schools now.

There are always people sufficiently interested in most other departments to call attention to any lagging behind in them. We blame ourselves that we have not hitherto brought up this matter of education with sufficient emphasis to convince the Council of the need of more action in this direction.

We therefore wish to call your attention now to the necessity of further action and a more systematic working of an educational system which shall bring about the best results for the good of all concerned (the Chinese as well as Europeans and Eurasians) so that instead of being

behind we might become the model of education as we are in so many other departments.

As to the nature of education, it must consist in developing the whole power of man—physical, intellectual, moral, spiritual—in such a way as to be best adapted to the four conditions of life, viz., the material, the social, the intellectual, and the spiritual environment.

We propose in the main to adopt the Hongkong grant-in-aid scheme of Education, which they have perfected after many years' experience.

But we propose two important changes, viz.:

1.—That no grants be given in aid of purely native schools any more than to purely religious Western schools, but grants are made for so many hours of useful knowledge, leaving the remaining hours to be devoted to such subjects as the managers think fit.

2.—That, as the Mandarin language would be a valuable, useful knowledge, we propose that the Chinese teaching should be preferably in the Mandarin language, so as to be in harmony with the tendency of all nations not to multiply languages but to reduce their number as far as possible.

Herewith we enclose a proposed code of a grant-in-aid system of education for Shanghai. Will you kindly lay it before the Council and say that we respectfully beg them to consider it and hope they will adopt it?

We believe it will give great satisfaction to the Chinese, that it will be no small boon to the Settlement, and that it will be of great service in the future opening up and development of the resources of this great Empire. Well-trained Chinese are greatly wanted in all departments, and rapid development is simply impossible without education.

Appointed for the work of representing this matter before you by the Society for the Diffusion of Christian and General Knowledge among the Chinese,

We are, Sir,

Yours most respectfully,

TIMOTHY RICHARD.

JOHN C. FERGUSON.

F. L. HAWKS POTT.

The Secretary, Municipal Council.

The reply to this letter and the correspondence which arose from it are of sufficient importance to justify their being given in full.

COUNCIL ROOM, SHANGHAI,
13th June, 1899.

Gentlemen,—Your letter of 5th inst. on the subject of a municipal grant-in-aid of school in Shanghai, has been duly submitted to the Council, and the proposals therein contained for establishing a system of controlled education, assisted out of the public funds, will receive the careful consideration it deserves.

In reply to the more important points which you have raised, I am directed now to state:—

1. That the provision of suitable education for native children residing in the Settlement is recognised by the Council as a public duty, and one which, in justice to the Chinese taxpayers, should be met (so far as the exigencies of the Budget and local conditions permit) out of the public funds.

2. That the Council is generally in sympathy with the opinions which you have expressed on behalf of the Society

for the Diffusion of General and Christian Knowledge among the Chinese, and would be glad to support in due time a practical scheme with a view to attaining the objects set forth in your letter.

3. That the actual voting of public funds for educational or other grants-in-aid is a matter requiring the formal assent of the ratepayers in meeting assembled. The Council considers that, before going minutely into details or framing regulations for the expenditure of such grants-in-aid, the general principle of municipal education requires to be brought forward in the form of a resolution at a ratepayers' meeting, discussed in all its bearings, and approved. The principle once admitted as regards the Chinese community, the conditions under which it would be carried into effect would be properly a matter for the Council's deliberations. Under these circumstances it is now suggested that a definite scheme of municipal education for Chinese (giving approximate estimate of cost and results) should be drawn up by yourselves, as the representatives of that section of the foreign community most directly interested in the matter, and laid before the next annual meeting of ratepayers, and the Council will be glad to confer in due course on the financial and administrative questions involved.

4. That for these reasons the Council refrains at present from discussing the code of proposed regulations submitted by you, but would merely suggest that on closer inquiry into existing conditions it may perhaps be found that the peculiar local features obtaining in this essentially cosmopolitan community will render difficult any strict adherence to the system adopted in the British Crown Colony of Hongkong, and that, were a scheme so wide-reaching as that which you have suggested adopted in Shanghai, the provision of a permanently adequate grant-in-aid from municipal funds, as now available, might prove to be a matter of grave difficulty. It is evident that from the ratepayers' point of view the scheme as a whole will require the most careful consideration.

5. Finally, the Council would suggest, with a view to formulating a scheme sufficiently definite in its financial and general bearings to enable it to be laid before the ratepayers in the form of a resolution, that your Society, and others interested in the question, should ascertain to some extent the amount of support which a municipal system of education would be likely to receive from the better class of native residents, and further, that certain representative members of that class should be led to interest themselves in the movement and to identify themselves personally with the objects in view. The Council has no doubt that, were this done, and a clearly defined scheme for carrying out this necessary and important work laid before the ratepayers, the latter would in justice to the native community, which provides so large a share of the taxation, sanction the expenditure involved and provide the means for meeting it. A certain amount of preliminary ventilation of the Society's views in the local press would doubtless be of general advantage.

I have the honour to be,

Gentlemen,

Your Obedient Servant,

J. O. P. BLAND, *Secretary*.

REV. TIMOTHY RICHARD.

REV. F. L. HAWKS POTT.

J. C. FERGUSON, Esq.

SHANGHAI, 20th December, 1899.

Dear Sir,—In the communication received from you, dated June 13th, 1899, in regard to the education of the Chinese in the Settlement, you ask that we should prepare a definite scheme with estimates, to be presented to the Municipal Council.

We now beg leave to lay before the Municipal Council the following proposals, and respectfully ask that the same should be put before the next ratepayers' meeting.

PROPOSALS.

1. That an Anglo-Chinese School for boys should be opened in the Settlement, to be known as the Shanghai Public School for Chinese.

2. That the sum of thirty thousand taels (Tls. 30,000) for the school building and residences for foreign masters, should be contributed by the Chinese themselves.

3. That the Municipal Council should make a grant of a piece of land upon which the buildings shall be erected, and should also give an annual grant of five thousand taels (Tls. 5,000) for the maintenance of a foreign headmaster and foreign assistant-instructor, and towards the current expenses of the school.

4. That the school should be built to accommodate five hundred pupils.

5. That the pupils should be drawn from the middle class and should pay fees, and that the money collected from them should be used for helping to defray the current expenses of the school, and for the salaries of the assistant Chinese teachers.

6. That a committee of five persons, three foreigners and two Chinese, should be appointed annually by the Municipal Council, to have the entire management of the school and its funds, and that said committee should render a report to the Municipal Council at the close of each school year.

7. That the services of the headmaster and assistant instructor should be engaged by the Municipal Council.

8. That the school building and residences erected shall be the property of the Municipal Council.

We would also state that we have interviewed some of the leading Chinese gentlemen of the Settlement, such as the late director, the present director, and the present manager of the China Merchants Steam Navigation Company, and the compradors of the Hongkong and Shanghai Banking Corporation, and of Jardine, Matheson & Co. And that they have guaranteed to secure the sum of Tls. 30,000 for the erection of the buildings.

We would call attention to the fact that the carrying out of this scheme would not be a very great drain upon the resources of the Municipality, that it would not pauperise the Chinese, that it would be heartily welcomed by the Chinese themselves, and that it would be an acknowledgment on the part of the foreign community of their interest in the best welfare of the Chinese residents in the Settlement.

Trusting that the scheme will commend itself as practicable to the members of the Municipal Council, and that they will incorporate it in a suitable resolution for bringing it forward at the next ratepayers' meeting. We are,

Most respectfully yours,

TIMOTHY RICHARD.

JOHN C. FERGUSON.

F. L. HAWKS POTT.

J. O. P. BLAND, Esq.,
Secretary of the Municipal Council.

COUNCIL ROOM, SHANGHAI,
13th January, 1900.

Gentlemen,—I am directed to acknowledge the receipt of your letter of the 29th ultimo, conveying to the Council your proposals in regard to a scheme for the establishment of a school for Chinese boys.

The attitude of the members towards the question generally has been fully communicated to you in my letter of 13th June last, and, in continuation thereof, I am directed to say that the Council is much struck with the progressive and public-spirited action of the Chinese in this matter, and will strongly recommend for adoption by the ratepayers at the forthcoming annual meeting that the foreign community contribute the share of the expenditure indicated in your letter. In accordance wherewith a sum of Tls. 3,000 will be inserted in the Municipal Budget as representing the probable outlay which will be incurred during the year, and the selection of a suitable site for the building will be a matter for early settlement.

The Council will be glad if this latter point may be made a subject for discussion between Mr. Ferguson and the Municipal Engineer.

I am, Gentlemen,

Your obedient servant,
W. E. LEVESON,
Assistant Secretary.

REV. TIMOTHY RICHARD,
REV. F. L. H. POTT,
J. C. FERGUSON, ESQ.

With this offer on the part of the Chinese to contribute Tls. 30,000 provided that the Council made a grant of a suitable piece of land upon which the school buildings might be erected, and that they gave, further, an annual grant of Tls. 5,000 for the maintenance of foreign headmaster and foreign assistant-instructor, and towards the current expenses of the school, the whole matter was placed before the ratepayers at the annual meeting in 1900.

It was then proposed (Resolution VI.) by Mr. F. Anderson:—

"That the Council be, and is hereby, authorised to inaugurate, establish, and control a system of public education for the benefit of Chinese residents in the Settlement, and that to this end the Council be authorised to accept the offer made by certain Chinese residents to subscribe Tls. 30,000 for the erection of a building suitable for a Chinese public school, to make an annual grant not exceeding Tls. 5,000 from the public funds for the maintenance thereof, and to provide a site for the said building; the management of the said school to be in the hands of a committee appointed by the Council, under conditions generally similar to those existing in the case of the Shanghai public school."

Several speakers addressed the meeting, and one or two points were raised, an important one being that regarding the class of Chinese to be benefited by the proposed step.

The mover, in his reply, stated that it was the wish of the Council to benefit the poorer or labouring classes, who could not afford to pay more than \$2 or \$3 a month. He stated, further, that the Tls. 30,000 had been offered by philanthropic Chinese, regardless of whether their own children would or would not attend the school. At the same time it was to be expressly understood that

the resolution before the ratepayers was only a preliminary one. On its being put to the meeting it was carried unanimously.

The uprising in North China occurred in 1900, and, on this account, it was not until August, 1901, that the amount promised, viz., Tls. 30,000, was deposited with the Council. Upon this having been done, a sum of Tls. 20,000 was at once recommended in the Municipal Budget to be expended on the provision of a site for the school buildings. In October, 1902, a piece of land measuring now 13,655 was purchased, and plans were prepared by the Municipal Engineer and approved by the Council. The school buildings were completed without loss of time, and in January, 1904, the headmaster and his assistant arrived from England. In the same year the school was formally opened with fifty pupils on the books.

The curriculum embraced English subjects, to which the greater part of the day was given, and Chinese language and literature, &c., which occupied the rest of the time. The English course is, to all intents and purposes, the same as that to be found in an English elementary school, of course slightly modified to meet local conditions. The idea of acquiring merely a working knowledge of the English language is strongly discouraged, and much attention is paid to the gaining, by each scholar, of a sufficient knowledge of his mother tongue. Since 1904 the school has grown rapidly. There were in 1905 no less than 120 pupils—an increase of 60 on the preceding year—while in 1906 the number was 250. In 1907 there were 305 scholars on the books, and it has been found necessary to engage another assistant-master from England. In the present year there are more pupils applying for admission than can be accommodated; the desirability of engaging a third assistant from home is being urged, and there seems to be every possibility that the matter of extension of the school buildings will have to be considered.

An interesting summary of the history of this movement is contained in two commemorative brass tablets which were unveiled in the main hall of the school during March 1907. The names of the subscribers to the building fund are engraved on one tablet, and a translation of the other follows:—

"Shanghai Municipal Council.

"Tablet commemorating the foundation of the
"Public School for Chinese.

"That human abilities are dependent upon the implanting thereof by means of education is a principle admitted in every country of the East and West and throughout the Globe. Hence the Municipal Council, acceding to the request of the Society for the Diffusion of Christian and General Knowledge, established the Public School for Chinese.

"To retrace events, in the month of June, 1899, three members of the Society made personal representations to the Council to the effect that although Chinese sojourning in the Settlement paid taxes in accordance with regulations, the Council had not provided for the establishment of a school in which the Chinese might learn and receive the benefits of education, and that therein lay inequality of treatment; and asking that some cause be devised to remove this cause for discontent.

"The Council having signified its consent, a meeting of the heads of the various native firms was held after the space of one year, in which the proposal received general support, and the matter was settled.

"It was decided to appropriate public money for the purchase of land and to set aside money for yearly expenditure, whilst the Chinese, by means of subscriptions, would bear the cost of constructing the building. These points were hardly settled when the Boxer troubles broke out in the North, the South being also affected, with the result that progress in the matter was delayed. In the next year the following Chinese gentlemen—Chang Kwang-ying, Tong Kid-son, and Chun Fai-ting—solicited subscriptions and collected the amount as promised. The Municipal Council, therefore, also acted as already arranged and bought land as a site for the school, thus enabling the building to commence.

"Materials and workmen were accordingly provided, and after diligent efforts, in a brief space, a handsome, elegant, and lofty structure stood at the north of Shanghai—so massive and spacious in appearance as to resemble the wide halls mentioned by Tu Ting. All who came to view it applauded with delight, and its completion was the subject of general congratulation.

"The object of this tablet is to record the commencement and the end of the matter, and to form a recognition of the generous action of the originators and their alacrity in bestowing this public benefit.

"The names of the various subscribers are inscribed below in remembrance. Henceforth education in Shanghai will progress and talent will flourish. This tablet is placed to incite the men who come after to affectionate and undying memory of the founders."



THE ELLIS KADOORIE SCHOOL.

THE history of the origin of the Ellis Kadoorie Schools belongs to Hongkong, as it was there that their founder, Mr. Ellis Kadoorie, began his public-spirited work. With a large school firmly established in Hongkong and another almost as successful in Canton, it was decided to open a school in Shanghai. This was done in the spring of 1902, and 150 pupils were at once enrolled. The numbers increased so rapidly that within a year there were more than 300 in attendance. A branch was then opened in Nantao, a Chinese district on the borders of the Foreign Settlement, and within a month there were 90 scholars on the books, a number which exhausted the accommodation of the building.

In the Kadoorie School the children received instruction in English and in Chinese, the curriculum being similar to that of the Chinese Public School now, but no fees were charged. The expenses were met by voluntary subscriptions from foreign and Chinese firms and private persons. Though in the matter of work and the number of pupils the schools in Shanghai were eminently successful, the financial support received was discouraging, by far the greater part of the expenses having to be borne by the founder himself. It was therefore decided, after the first year, to charge a low fee, and though this step had the effect of cutting down the numbers, the school in Shanghai has continued to be successful up to the present time.

In 1907 Mr. Kadoorie, by offering to secure subscriptions aggregating Tls. 25,000—of which he would contribute half—towards the establishing of a school for Chinese, afforded the Council an opportunity, which appeared acceptable, of building a second municipal school, but the scheme was

regarded as somewhat premature Mr. Kadoorie later consented to hold his offer at the Council's disposal until a more suitable time, and, in view of the increasing vogue which the existing school is obtaining, there is reason to expect that the execution of the project need not be long deferred.



The French Concession contains a small municipal school which is attended by about two hundred Chinese scholars, who receive instruction from foreign and Chinese masters. It is the intention of the French Municipal Council in the future to establish another municipal school and a small Franco-Chinese University in the Concession, for which purpose the sum of Tls. 25,000 has been set aside. It is expected that a contribution of a similar amount to this will be received from the French Government.



THE THOMAS HANBURY SCHOOL AND CHILDREN'S HOME.

ON April 30, 1888, there was presented to the public the first annual report of the committee of the Children's Home. The constitution of the Home was as follows:—

REVISED FORM OF CONSTITUTION FOR THE CHILDREN'S HOME.

I. The institution shall be called "The Children's Home."

II. The object is to provide a home, with secular and religious training, for destitute and other children of various nationalities.

III. The institution shall be under the control of a general committee of at least ten members, five of whom shall form a quorum, to be elected at an annual public meeting by subscribers to the Home, and this committee shall select the officers of the Home, viz., president, vice-president, secretary, treasurer, and such sub-committees as they may see fit. The general committee shall have power to fill up any vacancies in the number that may occur between the annual meetings.

IV. The annual meeting of subscribers, of which ten days' notice shall be advertised by the secretary, shall be held in May, at which meeting the audited accounts and report of the proceedings for the year ending 30th of April shall be presented, the general committee for the ensuing year shall be appointed, and the business of the Home considered.

V. A special meeting, of which ten days' notice shall be advertised by the secretary, may be called at the request of three or more members of the general committee for the consideration of business to be specified in the notice.

VI. Free education, board, and clothing will be provided for destitute children, but a certain monthly charge will be made to those who are able to pay.

VII. All property, whether real or personal, now or hereafter belonging to the Home, shall be vested in three gentlemen as trustees, to be elected by the general committee; and it shall be competent for these officers, acting in accordance with a resolution passed by the general committee, to invest monies and to buy, lease, sell, convey, transfer, mortgage, or, sub-let any land or buildings the property of, or intended for the use of, the Home; and the production of a copy of the

said resolution, certified by the president or vice-president and secretary, shall be accepted as full authority for their action on behalf of the Home. The general committee shall have the power to appoint new trustees as vacancies may occur.

VIII. If at any time hereafter it shall be resolved by the majority of the subscribers present at an annual or special meeting that the institution be closed, it shall then be competent for the general committee, through its officers, to sell the whole or any part of the property of the Home, and to bestow or invest the proceeds arising from it in such manner as may appear to them in their absolute discretion to be best fitted to promote the well-being and education of destitute children in Shanghai.

IX. Power to change, supplement, or amend the constitution of the Home shall reside in the majority of the subscribers present at an annual or special meeting.

X. The general committee shall have power to change, supplement, or amend the by-laws.

In August, 1887, there had been issued a prospectus of the Home, in which its object and nature were clearly set forth and subscriptions for the maintenance of the work in hand solicited. A considerable sum of money was forthcoming from Shanghai and neighbourhood, notably from Ningpo, but it was not held to be desirable that the Home should be established until a sum of Tls. 4,000, independent of the Endowment Fund, should be available. In 1889 the necessary funds were raised and a house in Carter Road was rented and opened as the Children's Home on May 9, 1889. Two mistresses arrived from England, and promises of three or four children to be under their care were at once received. The committee considered themselves pledged not to receive more than ten, unless the state of their finances fully justified their incurring the additional expense.

The sisters began work with one child and after one year there were fourteen, varying in age from three to seventeen years. There were eight paying pupils and six supported by the Home. In 1890 the committee announced that through the liberality of a late resident, Mr. Thomas Hanbury, a valuable piece of land in Hongkew, on which the present Eurasian School for Boys stood, had been made over as a trust to the Municipal Council of Shanghai for the use, and to be under the management of, the committee of the Children's Home. With the promise of the land Mr. Hanbury made an offer of Tls. 5,000 towards building expenses on condition that a similar sum of Tls. 5,000 should be collected from the community by the end of February—within two months from the time his letter making the offer was received in Shanghai. This was successfully done, the subscriptions amounting to Tls. 7,113'81. The trust deed duly arrived in Shanghai, and the property was transferred to the Municipal Council.

The work of building was carried forward in 1890, and in 1891 the whole was completed and the new school, comprising the Children's Home and the Eurasian School for Boys and Girls, was opened in Boone Road, under the name of the Thomas Hanbury School and Children's Home, on the site given by Mr. Thomas Hanbury.

There were 22 boarders in the school and 11 day pupils, and the work was similar to that of an elementary school in England and carried on by a staff of four mistresses. In the matter of finance, it is recorded that in the "Boys' Working

Account there was a loss of Tls. 1,318'29 which was met by the municipal grant to the extent of Tls. 1,200, the balance being carried forward. In the Girls' Department the loss was Tls. 633'24, while in the Building Account the total expenditure was Tls. 15,788'97, while the total amount raised was Tls. 13,665'41, leaving a balance of Tls. 2,123'56 still to be raised. To meet this Tls. 1,000 were borrowed from the general funds and there was incurred an overdraft at the Chartered Mercantile Bank of Tls. 1,123'56. It was hoped that all debts would be wiped out, together with the cost of various improvements to the building, by contributions during the next year. In 1892 there were 39 boarders and 28 day pupils, of whom 24 boarders were supported wholly or mainly by the Home. In this year the debt on the Building Account was wiped out and a sum of \$1,278'39 transferred to the Endowment Fund, which then reached a total of \$7,857'64. The municipal grant was again Tls. 1,000.

In the latest report (1907) the death of Sir Thomas Hanbury was recorded. Sir Thomas was the constant friend of the school since its commencement, and it is not saying too much to add that, from a financial point of view, it is to him that the school owes its growth to its present size and importance. He left the school a legacy of Tls. 20,000. With the name of Sir Thomas Hanbury may be mentioned those of the late chaplain, the Rev. H. C. Hodges, and the late Cornelius Thorne, Esq., two gentlemen who worked indefatigably, and withal successfully, on behalf of the school almost throughout its career. Mr. Thorne left the school a legacy of £1,000.

At the present time there are ten girls and one boy being provided *with board*, tuition, and clothes free of cost, in addition to which there are one boy and twelve girls being educated at reduced fees.

There are in attendance 110 boys and 64 girls; total, 174 pupils. The staff comprises head master, second master, head mistress, second mistress, third mistress, matron mistress, and two assistant mistresses.



ST. FRANCIS XAVIER'S SCHOOL.

THIS school, situated in Hongkew, was founded by the Jesuit Fathers, and managed by them until it was, in 1895, handed over to the Marist Brothers, a religious order having schools in England, Scotland, Ireland, America, Africa, Australia, and New Zealand. The members of this order are well qualified to undertake the work of such a school, but their progress was greatly retarded by lack of funds. St. Xavier's is under the patronage of the Bishop of the Kiangnan Mission, and is a day-school, but boarders and half boarders, who dine and lunch at the institution, are also admitted. Both foreign and Chinese boys are admitted. "The school is conducted on strictly Catholic principle, but members of any religious denomination are admitted, provided they be willing, for the sake of order, to be present, with propriety, at all the common exercises of the school." The Municipal Council gave grants-in-aid from time to time. In 1893 a grant of Tls. 1,500 was made, and at this time there were 30 orphans and 100 poor day pupils at the school. The school was for the poor, and so was dependent almost entirely for income on donations. In 1896 there were 36 orphans and 110 poor day pupils, and the deficit for the year was over \$4,500.



STAFF OF THE IMPERIAL POST OFFICE. SHANGHAI.

POSTS, CABLES, AND TELEPHONES.



OWING to the fact that China has not entered the Postal Union, six foreign Post Offices are maintained in Shanghai by the respective Governments of Great Britain, France, Germany, Russia, Japan, and the United States of America for the purpose of dealing with international correspondence. The Chinese Post Office undertakes the conveyance of letters and parcels to any part of the Empire, and the charges for local letters and for letters addressed to any place in which it has a branch are about half those made by the foreign offices, that is to say, they are one cent and two cents respectively. The Chinese Post Office is the only medium for the transmission of mail matter to and from places in China in which the Foreign Powers have not established postal agencies of their own. To any country in the Postal Union letters and parcels may be sent at Union rates, but not at the domestic rates adopted by alien post offices in China. Consequently, were it not for the existence of the British Post Office, the transmission of letters between Shanghai and the various parts of the British Empire, except Hongkong and Weihaiwei, would cost 10 cents, instead of four. Money orders are issued by the Chinese office for use in China only, but some of the foreign offices do not provide even this convenience. Telegraphic communication between Shanghai and the rest of the world is furnished by private enterprise, which, also, is responsible for the telephone system in the Settlement itself.

American mails are received and despatched by the Canadian Pacific, North Pacific, Pacific Mail, Nippon Yusen Kaisha, Toyo Kisen Kaisha, and the Occidental and Oriental steamship lines; while European mails are carried by the Peninsular and Oriental Steam Navigation Company, Norddeutscher Lloyd, and Messageries Maritimes lines; by the Trans-Siberian Railway; and

by the Canadian Pacific Railway Company's steamers. At the time of writing, only letters, postcards, newspapers, printed matter,

and samples are conveyed overland, but it is expected that full postal facilities, *via* the Trans-Siberian route, will be granted before



THE IMPERIAL POST OFFICE, SHANGHAI.



IMPERIAL POST OFFICE.

SORTING A NEWSPAPER MAIL.

THE PARCEL DESPATCH ROOM.

THE MAIN COUNTER.

the end of 1908. Letters addressed to Russia and sent through other post offices in Shanghai are sorted at Vladivostock, but all transit mails, *i.e.*, mails for England, Germany, France, and other countries beyond Russia, are made up at Shanghai in the respective post offices, and are forwarded in closed bags to Vladivostock or to Tongku, and thence, by rail, *via* Mukden to Harbin, where they are delivered to the Russian Post Office. These closed bags can be opened only at the place of destination, so the idea which prevails with the public in Shanghai that correspondence sent *via* Siberia is not inviolable is without foundation in fact. Newspapers printed in Chinese, Korean, and Japanese, however, are subject to Russian censorship on the Siberian frontier.



THE CHINESE IMPERIAL POST OFFICE.

THE Shanghai Postal district at the date of its establishment in 1897, was attached, like other districts, to the jurisdiction of the Commissioner of Customs, as District Postmaster *ex officio*, and the Imperial Post Office was accommodated in the eastern wings of the Shanghai Custom House, the local post previously administered by the Municipality of the International Settlement being taken over as a department by the Imperial Post. In 1902 Mr. H. J. von Brockdorff was

appointed specially as District Postmaster, in conjunction with the Customs Commissioner acting *ex officio*, and he was followed in the same capacity by Mr. C. H. Brewett-Taylor

in 1903. On November 24, 1905, Mr. P. M. G. de Galembert took over charge of the district as Postal Commissioner, his duties being carried on independently of the Customs Commissioner. On May 6, 1907, he was succeeded by Mr. F. E. Taylor as Postal Commissioner officiating. On November 2nd following the Imperial Post Office was removed from the Customs House to a new building on the Peking Road, erected specially for its accommodation, and on December 6th Mr. Edward Gilchrist took charge from Mr. Taylor as Acting Postal Commissioner.

The new Post Office occupies a corner site next to the British Post Office, with frontages to the Museum, Peking, and Szechuen Roads. The building is of red brick, faced with stone, and is four storeys in height. The ground floor is occupied by a fine, lofty, and spacious office, which comprises the parcels section, general office, registered mails office, and other special sub-offices. From the parcels section of the main office three parcel lifts connect with the sorting and despatching offices situated on the second floor. There is a strong room in both the main office, and the despatching and sorting office on the second floor for the temporary protection of all registered mail matter. The second floor also contains an office for dealing solely with Chinese correspondence, and a Union Mail Office in readiness to deal with Union Mails as soon as China shall have joined the Postal Union, which, it is hoped, will be shortly. On the third storey are the private offices, where the administrative and



E. GILCHRIST,

Commissioner, Imperial Post Office.

most of the principal clerical and book-keeping duties are performed. On the same floor are two dining rooms for the foreign and Chinese employes respectively, as well as bedrooms and bathrooms for foreign and Chinese caretakers.

At the end of 1905 there were 45 sub-offices, branch offices, and agencies under the head office, with a total staff of 27 foreigners and 368 Chinese. There were 33 miles of foot-courier routes, 270 miles of native boat routes, 80 miles of steamer routes,



R. C. RADOMSKI,
Deputy Postmaster, Shanghai.

and 24 miles of railway routes. Nearly 6,900,000 articles of mail matter were received, and nearly 5,000,000 despatched; while more than 2,000,000 were locally distributed during the year. At the end of 1907, the offices controlled by the district head office had increased to 50, with a total staff of 20 foreigners and 422 Chinese; the foot-courier lines had attained 82 miles, native boat lines 413 miles, steamer lines remained at 80 miles, and railway lines 41 miles. More than 7,200,000 articles of mail matter were received, and more than 15,100,000 were despatched, while 1,700,000 were locally distributed.

MR. EDWARD GILCHRIST, at present Acting Postal Commissioner, is a native of Boston, Mass., U.S.A. He joined the Imperial Maritime Customs Service in 1890; served at Kiukiang, Hankow, Shanghai, Wuhu, Newchwang, and Canton; was temporarily in charge of the Swatow and Hoihow Customs districts in 1903; and was appointed Deputy Commissioner at Newchwang in May, 1904. He succeeded to charge of that district in the following July, but surrendered it on being granted two years' furlough in October, 1905. Chinese Civil Rank of the Fourth Class was conferred upon him by imperial edict in 1904, the Order of the Double Dragon in 1907, and Civil Rank of the Third Class in 1908.

BRITISH POST OFFICE, SHANGHAI.

IN the early days of the Settlement letters were received and despatched at the British Consulate; but in 1861 a packet agency was established at Shanghai, the first agent being Mr. J. P. Martin. The office was known as a packet agency until the year 1868, when it was first called the British Post Office. Mr. Martin remained in charge until he died in 1876.

The packet agency was first located in rented premises in Nanking Road, between Szechuen and Kiangse Roads, and was moved several times as an agency and post office before a post office was built.

On September 24, 1873, His Excellency the Governor of Hongkong authorised the building of a post office at Shanghai. The site (a portion of the present one) was obtained on lease from the Chinese Imperial Government at a nominal rent, and the office was designed by Mr. Boyce, Government Surveyor, Her Majesty's Office of Works, who superintended the erection. The office was completed in 1874, and was occupied in the following year.

receiving letters to and from the United Kingdom and British Possessions at the penny postage rate, a privilege not enjoyed by those living in places in China where British postal agencies do not exist.

The British Post Office in Shanghai is prepared to deal with any branch of postal work that can be dealt with under the regulations of the Hongkong office, but in the matter of local delivery makes no attempt to compete with the Chinese Post Office. The rate of postage at the British office for letters for delivery in Shanghai is 2 cents per half ounce, while at the Chinese local Post Office the rate is 1 cent per half ounce.

The mails to and from Europe *via* Suez and Canada are, of course, the same in number as those dealt with by the Hongkong office; in addition, however, to the mails by these routes, the Shanghai office despatches and receives closed mails to and from Europe by the Trans-Siberian route. The average time occupied in transit between Shanghai and London *via* Siberia is twenty-one days. The mails from London *via* Siberia are received once weekly (on



THE BRITISH POST OFFICE.

In 1905, in consequence of representations made as to the inadequacy of the premises for dealing with the greatly increased postal work, the Hongkong Government obtained from the Imperial Government a lease of a piece of land at the back of the Post Office, for the extension of the establishment. At the same time extensive alterations were made in the old building to adapt it to modern requirements. This work was carried out under the superintendence of His Majesty's Surveyor, and was completed in 1906.

As the British Post Office in Shanghai is a branch of the Hongkong office, the regulations of the latter office apply to it, and Hongkong stamps are used.

The purpose of the British Post Office in Shanghai is to serve as a medium for the despatch and receipt of mails to and from the United Kingdom, Hongkong, &c. Incidentally, it may be mentioned that through the existence of a British Post Office in Shanghai the large British population of the Settlement enjoys the privilege of despatching and

Wednesday), and those to London, &c., are despatched once weekly (on Friday). Letters from Hongkong and southern agencies for despatch to Europe by the Siberian route come to the Shanghai office, and are included in the mails made up there for despatch. The letters from the United Kingdom for Hongkong and the South received *via* Siberia are included by the London office in the mails for the British Post Office, Shanghai, and are forwarded to their destination by the first opportunity after receipt here.

Mails are despatched daily by the British Post Office to the British agencies at Ningpo and Hankow, and, when opportunity offers, mails are also sent to the British agencies at Chefoo, Tientsin, Liu Kung Tau, Foochow, Amoy, and Swatow. Mails are received daily from Ningpo and Hankow, and frequently from the other agencies mentioned.

Mail matter for places in China where the Hongkong Post Office does not maintain agencies is handed over to the Chinese Imperial Post Office for transmission.

Although, as stated above, the Hongkong regulations apply to the Shanghai office, there is one important point of difference, inasmuch as from Shanghai the unit of weight for letters is 20 grammes, whereas from Hongkong it is one ounce.

Under the Postal Union Convention of Rome of 1906 the rate of postage throughout the Union is the equivalent of 25 centimes for the first 20 grammes, and of 15 centimes for each additional 20 grammes or fraction thereof. Countries which do not have the decimal system of weight are permitted under the convention to take one ounce as the unit of weight instead of 20 grammes, and one ounce is therefore adopted as the unit of weight in Hongkong. In Shanghai, however, there are post offices maintained

The receipts in 1907 showed an increase over those for 1906, except in the case of stamps sold. The falling off under this heading was due to the reduction in rates of postage which came into force on October 1st. The average numbers of stamps of the different values sold in a month are as follow:—1 cent, 1,000; 2 cents, 15,000; 4 cents, 48,000; 5 cents, 1,000; 6 cents, 700; 8 cents, 2,000; 10 cents, 9,000; 12 cents, 100; 20 cents, 1,600; 30 cents, 700; 50 cents, 300; \$1.00, 300. About 100 post-cards of the 4 cent value are sold in a month, but the other values are not used much.



THE AMERICAN POST OFFICE.

by countries using the decimal system of weights, and to avoid any unfair competition with those offices the unit of weight at the British Post Office is the same as theirs.

The following is a statement of the business done by the British Post Office during 1906 and 1907:—

	1906.	1907.
	Dollars.	Dollars.
Stamps sold ...	66,110.84	65,127.70
Money Orders issued ...	131,913.98	136,052.15
Imperial Postal Notes sold ...	17,804.51	30,997.32
Local Postal Notes sold ...	1,288.33	2,246.04

THE RUSSIAN POST OFFICE

THE correspondence of Russians resident in Shanghai was dealt with by a department of the Russian Consulate until 1898, in which year a post office was established as a separate organisation, working under the conventions of the Postal Union. The office is now situated in Boone Road, having been removed from Quinsan Gardens in October, 1907. Stamps are issued annually to the value of \$15,000, the stamps being similar to those issued in Russia, but surcharged "China" for local use. The unit is the kopek, 100 kopeks make a rouble, and a rouble is approximately equivalent to one dollar. The sale of stamps is the only guide as to the number of ordinary letters sent away from the office. The number of ordinary letters received during 1907 was 48,261. During

the twelve months 13,044 registered letters were despatched, while 5,893 were received. No money orders or postal notes are issued, and no parcels are handled, but a large business is done in the forwarding of newspapers and samples, especially samples of tea.

THE UNITED STATES POST OFFICE.

THE offices of the United States Postal Agency in Shanghai occupy a portion of the ground floor of the Consulate in the Whang-poo Road. The agency was established in 1868, with the Consul-General as Postal Agent, and this arrangement continued until 1907, when the business had grown to such an extent that it was necessary to separate the Post Office from the Consulate.

Special domestic rate facilities are afforded for the transmission of mail-matter between Shanghai, the United States, Canada, Mexico, Cuba, Porto Rico, Hawaii, the Philippines, and the Ladrone Islands, the rates being two cents gold per ounce for letters and all first-class mail matter, one cent gold for postcards, and one cent gold for each four ounces for newspapers, periodicals, and second-class mail matter. The cent gold is, for postal purposes, equivalent to two cents (Mexican). The rates to Postal Union countries are those common to the other offices in the Settlement. Parcels not exceeding four pounds in weight are accepted at the rate of one cent gold an ounce. The stamps issued are similar to those used in the United States, and are not surcharged.

Closed bags are made up for all countries. Those for Europe are forwarded by way of the United States, there being three places of entry—San Francisco, Seattle (*via* Vancouver), and Tacoma. The southern mails to the Straits Settlements, India, Africa, and elsewhere, are sent direct. Letters are not accepted by the agency for the Trans-Siberian routes.

During the fiscal year 1907 the agency received 12,480 bags of mails from the United States, and 4,600 from Manila, Hongkong, and the Straits Settlements, and despatched 26,726 and 15,422 bags respectively. The value of money orders received during the twelve months was \$164,651.69 gold, and of money orders paid out, \$31,060.40. These sums were governed by the daily bank-rate of exchange, the gold dollar averaging during the year about \$1.97 (Mexican).

THE GERMAN POST OFFICE.

THE Imperial German Post Office at Shanghai was opened—first in the character of a Postal Agency—on August 24, 1886, in the buildings of the Imperial German Consulate-General, in connection with the establishment of the mail packet service between Germany and East Asia by the Norddeutscher-Lloyd. Owing to the increase in postal traffic the agency was eventually transformed into a post office, and premises in the Kiukiang Road were rented. The present building was erected between the years 1903 and 1905, the formal opening taking place on May 15, 1905. In the meantime a postal direction had been established at Shanghai as a superior authority of administration for all the German post offices existing in China and in the Kiaochau Protectorate.

The purpose of the German Post Office at Shanghai and the others in China is to

serve as media for the despatch and receipt of mails to and from Germany, the German colonies, and Union countries. Closed mails to and from Europe are despatched and received by the Trans-Siberian routes (Vladivostock-Harbin, Dairen-Mukden-Harbin, and Hankow-Pekin-Mukden-Harbin), the Canadian route, and by means of the three great European steamship lines (the Peninsular and Oriental, Norddeutscher-Lloyd, and Messageries Maritimes). A regular exchange of postal articles of all kinds takes place between Germany and China. The relations between the respective administrations are stipulated in a special agreement. Correspondence sent to and from Germany through the German post offices is liable to the charges laid down in the International Postal Convention of Rome;

thirty-third year of Meiji (1900) it was removed to a separate building in Boone Road, Hongkew, and subsequently to the present office in the Whangpoo Road. The office, which is subordinate to the head office at Tokyo, handles domestic and foreign mails and parcels, transacts money order business, and accepts savings bank deposits. The international postal conventions, and arrangements for the transaction of mail business, as well as the usual domestic regulations, are observed by the office.

Statistics are compiled quarterly, and an idea of the business which passes through the office may be gathered from the following figures relating to the six months commencing in April and ending in September, 1907, which are the latest available:—Mail matter

occupied by Messrs. Melchers & Co., on the French Bund; its next home has since become the Cercle des Volontaires et des Pompiers, in the Rue Montauban; and it now occupies premises at No. 48, Rue Montauban. The French Post Office gives the agreed postal rates to all countries within the Postal Union, and domestic rates to all French post offices in China. Special tariffs are also provided for printed matter, patterns, and commercial papers, while parcels not exceeding 5 kilogrammes in weight, 60 centimetres in length, or 20 decimetres cube in volume, are accepted at rates varying according to the tariffs agreed with the countries to which they are consigned. Parcels for Belgium, France, Switzerland, Turkey in Europe, and Turkey in Asia are accepted up to 10 kilogrammes in weight.



THE GERMAN POST OFFICE.



THE FRENCH POST OFFICE.

but for the "domestic" service in China a special tariff is fixed.

The German Post Office at Shanghai, like some of the other offices, is prepared to deal with any branch of postal work coming under the regulations. As, however, the German postal administration does not intend to compete in China with the Imperial Chinese post offices, the German post offices do not receive any mail matter for places in China where the German administration does not maintain offices or agencies.

THE JAPANESE POST OFFICE.

The Japanese Post Office in Shanghai was opened in the ninth year of Meiji (thirty-three years ago) in the premises of the Imperial Japanese Consulate-General. In the

despatched, including mails accepted at the Chinese Post Office, 750,872; mail matter received, including mails re-forwarded to the interior through the Chinese Post Office, 828,874; parcels despatched, 5,363; parcels received, 11,506. Money and postal orders were issued to the value of Y224,474,638, and were paid to the value of Y98,411,389.

THE FRENCH POST OFFICE.

The French Post Office was established some time about the sixties, and has, apparently, always been quite distinct from the Consulate. It has had at least four locations. At one time it was situated at what is now No. 4, Quai de Yang-king-pang; later it was transferred to the first floor of the building now

Money orders are issued for all countries except Spain, the fees being 25 centimes per 50 francs. As the local authorities are forbidden to disclose any information, it is impossible to state the amount of business transacted.

SHANGHAI MUTUAL TELEPHONE COMPANY, LTD.

The early history of the telephone in Shanghai is summed up in a letter addressed by the China and Japan Telephone Company, Ltd., to the Secretary of the Municipal Council some years since. In this letter it was stated that the Company had been working in Shanghai since 1881, and that the necessary permission to carry on the business, which, during the first few years'



THE SHANGHAI MUTUAL TELEPHONE COMPANY'S NEW PREMISES IN KIANGSE ROAD.

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working, had been terminable at twelve months' notice, had been liable latterly to be revoked at one month's notice only. The undertaking was thus placed upon so precarious a footing that the directors had not felt justified in recommending the raising of new capital. In return for a definite licence to carry on business for a specified number of years the Company undertook to provide an entirely modern equipment at a fixed maximum charge. At this time the Company had a total of 338 subscribers exclusive of the municipality.

In reply to this communication, a resolution was adopted at the ratepayers' meeting on March 10, 1898, authorising the Council to enter into negotiations with the China and Japan Telephone Company, or with any other similar company, and, in its discretion, to grant a lease. Tenders were subsequently invited for permission to supply Shanghai with a telephone service, and that of the Shanghai Mutual Telephone Company, Ltd.,

and Architects. A few extracts from this will furnish some idea of the progress that has been made. Under the agreement with the Council the Company was to complete the lines on April 1, 1901, but by August 1, 1900, a service was opened between a hundred of the principal stations, and upon the day appointed for the completion of the work of construction the Company was able to announce that it had connected all the old subscribers and had also added a considerable number of new ones. The original capacity of the exchange was for 600 subscribers only, and this number was reached in 1902. The Company then raised its capital from Tls. 100,000 to Tls. 350,000, and increased the capacity of the exchange to 2,500 subscribers. Three years later it was obliged again to increase its capital—this time to Tls. 1,000,000—for the purpose of extending the capacity of the exchange to 5,000 subscribers. The Company appeared to give general satisfaction, and when the Municipal Council

and a connecting cable across to Alaska, was under discussion. In 1865 the building of the Trans-Siberian land-line was commenced by the Russian Government, but as the original project was shortly afterwards rendered unnecessary by the successful establishment of cable connection between Europe and America across the Atlantic (in 1865-66), the line across Siberia was taken advantage of to establish communication with Japan and China by means of cables between Vladivostock, Nagasaki, Shanghai, and Hongkong. The cable between Hongkong and Shanghai was opened in April, 1871, the sections between Shanghai-Nagasaki and Nagasaki-Vladivostock a little later in the same year, while the connection of the cable system with the Siberian line was completed on November 17, 1871. In 1873 Amoy was connected with the system, and in 1883 the cables between Shanghai-Nagasaki-Vladivostock were duplicated. In the same year the Company introduced the telegraph in Korea by laying a cable between Nagasaki and Fusan.

From the very beginning the Company has kept before it the importance of obtaining connection with the principal towns in the interior of China by means of land-lines. In 1875 an attempt was made to build a land-line between Amoy and Foochow, and between Foochow and Pagoda Anchorage. The hostility displayed by the Chinese against the telegraph was, however, too strong, and the building of the lines had to be abandoned. It was not till 1881 when the Chinese themselves felt the want of telegraphic communication with North China that the late Viceroy, Li Hung Chang, commissioned the Company to build a land-line between Shanghai and Tientsin. The latter was completed in November, 1881, under the supervision of the Company, whose engineers thus became the pioneers of telegraphy in China. The subsequent building of the numerous lines which at present cross the Chinese Empire in all directions has also been entrusted to Danish engineers, trained in the service of the Company.

The Company was from the outset fully alive to the necessity of finding a means of enabling the Chinese to telegraph in their own language, and already at the opening of the Hongkong-Shanghai cable, a system was ready which permitted telegraphing in Chinese. It consisted of an arrangement of double types arranged systematically in boxes, and containing the Chinese characters most frequently used, coupled with a corresponding group of four figures, the latter being used for telegraphing. The type system was subsequently simplified by the introduction of regular dictionaries, in which each Chinese character is printed opposite its corresponding group of four figures. These dictionaries are still the general means of telegraphing in Chinese.

The Company originally occupied offices in Nanking Road, but in 1882 removed to No. 7, The Bund. The present Telegraph Building, which provides offices also for the Eastern Extension Australasia and China Telegraph Company, Ltd., and the Commercial Pacific Cable Company, was erected in 1906-7.

The following constitute the board of directors:—Commodore E. Suenson, D.R.N. (chairman), Rear-Admiral F. C. C. Bardenfleth, D.R.N., Mr. M. Melchior, Baron Redtz-Thott, Col. V. E. Tychsen, D.R.E., Mr. P. Vedel, D.C.L. The board of management consists of Messrs. K. Suenson, P. Michelsen, K. O. A. Gulstad, and Captain H. Rolthe, D.R.E.

The Company's general manager in China and Japan is Captain J. J. Bahnsen, D.R.E.



SUPERVISORS OF THE TELEPHONE EXCHANGE.

was accepted, partly because the Company was formed locally with directors in Shanghai, and partly because it offered to supply the service at a lower rate than its competitors. In the prospectus inviting the public to take shares in the new undertaking, the original directors—Messrs. R. M. Campbell, N. Macleod, J. Johnston, O. Middleton, H. Heyn, Paul Brunat, and H. R. Hearson—stated: "The object of this Company is to install and carry on a first-class, double wire, underground and aerial telephone service of the most recent type, fulfilling all the requirements of the Municipal Council from those invited recently to tender for a franchise, and probably costing the subscribers less than is possible by any company conducted on any other than the co-operative principle. No franchise is asked for, this Company being prepared, like others established in Shanghai, to rely on the excellence of its service and the good faith of the community." The details of the development of this Company and the experiences gained during its operations in Shanghai, are related in an interesting paper which was read by Mr. G. L. Oberg before the Shanghai Society of Engineers

offered a thirty years' lease in return for a certain number of fully paid-up shares it was regarded as a sign that the object for which the Company was formed had been attained.

The Company now has a paid-up capital of Tls. 672,000, and nearly 3,300 subscribers. It employs about 30 Europeans, men and women, and 200 Chinese, and has a plant capable of serving 5,000 subscribers. In the new building now approaching completion provision is being made for dealing with about 15,000 subscribers.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

THIS Company, whose head office is at Copenhagen, extended its operations to the Far East in 1870, when the cables connecting Shanghai with Hongkong and Japan were manufactured. As far back as 1854, the question of telegraphic communication with America by means of a land-line *via* Siberia,



GREAT NORTHERN TELEGRAPH COMPANY'S BUILDING ON THE BUND.

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LTD.

THE first attempt to lay a submarine cable in the East was made in the Red Sea in 1859. Unfortunately, this cable only worked

a few days and was afterwards abandoned. The successful laying and working of the Atlantic cables of 1865 and 1866, caused the idea of submarine telegraphic communication to the Far East to be re-considered, and it was carried into effect by the formation of various companies which were afterwards merged into the Eastern and Eastern Extension

Telegraph Companies, whose system now links together the continents of Europe, Africa, Asia, and Australasia. The formation of this great system was due to the enterprise of the late Sir John Pender, and the success which it has attained is mainly due to his energy and ability as an organiser and administrator.

A cable was laid in 1869 from Flinders (Australia) to Tasmania, and in 1870 cables were laid from Suez to Aden and Bombay, and from Madras to Penang, Singapore and Java. In 1871 the system was extended to Australia and to China, by cables laid between Java and Port Darwin (Australia) and between Singapore and Hongkong *via* Saigon.

Prior to the establishment of direct telegraphic communication with China, the quickest means of communication with Europe was by mail steamer to Ceylon and thence by telegraph *via* India; or by pony express to Kiachta, in Siberia, and thence by the Russian land lines.

The following are the principal extensions that have been made to the Eastern Extension Company's cable system since 1871 :-

- 1876 Sydney to New Zealand
- 1880 Hongkong to Manila
- 1883 Hongkong to Foochow and Shanghai
- 1883 Saigon to Haiphong (Tonkin)
- 1884 Hongkong to Macao
- 1889 Java to Roebuck Bay (Australia)
- 1891 Penang to Sumatra
- 1894 Singapore to Labuan
- 1900 Chefoo to Weihaiwei
- 1901 Mauritius to Rodriguez
- 1901 Rodriguez to Cocos
- 1901 Cocos to Fremantle (Australia)
- 1901 Fremantle to Glenelg (Australia).

To minimise the risk of interruption to telegraphic communication, the Eastern Extension Company have laid duplicate cables throughout their system, from Madras to Australia and New Zealand, and from Madras to China; and, with a view to increase the speed of working and lessen the risk of errors, have adopted automatic transmission and the use of relays.

In the present year (1908) a cable has been laid from Java to the Cocos Island, which affords an alternative route from the Far East to Australia, and to Europe *via* Mauritius and Durban.

In 1900 the Eastern Extension Company and the Great Northern Telegraph Company jointly laid cables from Shanghai to Chefoo and from Chefoo to Taku, for the Imperial Chinese Telegraph Administration. These cables are worked jointly by the two companies on behalf of the Administration.

The Eastern Extension Company have altogether 34 cables of a total length of 25,118 nautical miles. Their capital is now £3,752,400.

The manager in China is Mr. W. Bullard, who has been with the Company for thirty-one years, and has held his present appointment since 1903. The clerical staff at present employed by the Company in China, numbers 177.

The Shanghai station, situated on the Bund, is open day and night for the acceptance of telegrams.



A MEET OF THE PAPER HUNT CLUB.

SPORT.

BY W. R. PARKIN, of the "North China Daily News."



THE foreign residents of Shanghai are exceptionally well favoured with facilities for indulgence in all forms of out-door sports and pastimes, except those which depend on frost and snow. The

wide expanse of flat open country which stretches for miles beyond the Settlement affords ample opportunity for following the hounds, and furnishes excellent sport with the gun. The Whangpoo meets the requirements of the oarsman and yachtsman, and three excellent baths compensate the swimmer for any shortcomings of the river. Within the Settlement there are two spacious reserves, the first in importance being the Recreation Ground, which is probably the largest of its kind in the Far East. It is bordered by a fine racecourse, equipped with stands, lawn, stables, &c. Within the course there is a riding ring, and the centre of the ground is devoted to cricket, football, tennis, golf, polo, base-ball, and bowls. For this splendid open space the public are indebted to Messrs. R. C. Antrobus, H. Dent, A. Heard, and J. Whittall, who, with keen foresight, purchased a plot of ground, 34 mow in extent, in the early sixties for the sum of Tls. 2,245, and then invited the public to subscribe to the cost of converting it into a recreation ground (Tls. 4,400). So rapidly did the property increase in value that the trustees were able within two or three years to sell it for Tls. 49,000. With the proceeds of the sale the present site of 430 mow (about 72 acres) was acquired, and laid out at a cost of Tls. 12,500, the unexpended balance being applied to the repayment of the original subscriptions, and the formation of a fund which since that day has been devoted to the promotion of every form of public recreation. To relieve the growing pressure at the Recreation Ground another large area of 261 mow has recently been acquired in the Hongkew district, and this is now being laid out. At the time of writing a scheme is on foot also for constructing a racecourse and recreation

ground in the Siccawei district, for the use of Chinese as well as of foreigners.

HORSE-RACING.

The earliest record of sport in the Settlement relates to horse and pony-racing, which has at all times been conducted on strictly

first week of November—and at each there are three days of what is termed "legitimate" racing, with ten events per day, and an off-day on which beaten ponies compete, and on which the Grand National Steeplechase is run. At the Spring Meeting the principal races are the Griffins' Plate, Criterion Stakes, Shanghai Derby, and the Champions' Sweep-



A WELL-KNOWN "WALER" MARE ON THE SHANGHAI TURF.

amateur lines by the Shanghai Race Club. Prior to 1854, in the days of garrisons and when money was plentiful, English thoroughbreds were imported, but since that year the racing, except at three meetings in 1901-2, has been confined to Mongolian ponies.

Two meetings are held annually—one in the first week of May and the other in the

stages (for all ponies that have won races during the meeting); while at the Autumn gathering the most important events are the Maiden Stakes, Criterion Stakes, Shanghai St. Leger, and Champions' Sweepstakes.

The best times on record made by Mongolian ponies on the Shanghai Racecourse are as follow:—



A "WELL-BUNCHED" FINISH.

Distance.	Pony.	Year.	Time.	
			Min.	Sec.
½ mile ...	Set	1903		55 ³ / ₄
5 furlongs ...	Blackberry	1893	1	15
¾ mile ...	Worcester	1908	1	29 ³ / ₄
7 furlongs ...	Temeraire	1908	1	46 ³ / ₄
1 mile ...	Orion	1895	2	2½
" ...	Brockton	1908	2	2½
1¼ miles ...	Moriak	1908	2	34
1½ miles ...	Manchu King	1908	3	9½
1¾ miles ...	Lavender	1907	3	43½
2 miles ...	Heathfield	1908	4	16½

It is worthy of notice that all these records have been made at Spring Meetings, and that no fewer than five were made at the Spring Meeting of 1908.

Shanghai's first racecourse was a plot of ground known as the Old Park, situated at the north-west corner of Park Lane (now Nanking Road) and Barrier Road (now Honan Road), but in 1854, as this site was rapidly increasing in value, the Race Club purchased a larger piece of ground, the boundaries of which were the Hupeh, Chekiang, Chefoo, Pakhoi, and Thibet (Defence Creek) Roads. The grand stand stood on the east side of the Defence Creek, opposite to the stables now occupied by Mr. George Dallas. There was considerable trouble with the Chinese over the acquisition of this property, and rioting occurred, which was quelled only when the Taoutai issued a proclamation asserting that the foreigners were acting within their rights. As the Settlement increased in size, the Race Club again found it necessary to go further afield, and in 1858 they purchased the present racecourse and

public recreation ground, the interior of which was sold to the Public Recreation Fund Trustees in 1863.

The first race meeting held in Shanghai, of which there remains any record, was the Autumn Meeting of 1850, which was held on the first-mentioned course, and consisted of seven events—the Union Cup, Strangers' Plate, Manila Stakes, Ladies' Purse, Tsallee Stakes, Woosung Plate, and a race for natives. The first meeting held on the present racecourse took place in 1860, and since that year there have been two meetings annually without a break.

At present the Shanghai Race Club consists of about 320 voting members, in whom the control of affairs is vested, and some 500 non-voting members, who have all the privileges of voting members except that they possess no share in the property of the Club and no voice in its management.

As no Chinese are admitted to the Race Club enclosure or the grand-stand, an International Race Club has recently been formed, and about 400 mow of land has been purchased at Siccawei for a racecourse, but the scheme is not yet complete.

PAPER HUNTING.

Membership of the Paper Hunt Club is practically open to any one who is able to keep a pony, and the fees—\$5 subscription and \$1 for registration of each pony—are not high enough to injure the pocket of any one who can afford to indulge in riding. The management of the Paper Hunt Club is in the hands of the stewards, who are elected annually, and the hunt is controlled by the master, who is appointed by the stewards. The season opens on the first Saturday in December and closes in February, the hunts taking place on every Saturday afternoon throughout the season, as well as on Christmas and New Year Days. For each hunt two prizes are offered, in the shape of small silver cups—one for the first light-weight to pass the post, the other for the first heavy-weight—and, according to the rules, the winner of one hunt is not allowed to win either of the next two hunts. The course for the initial hunt of the season is laid by the master, and courses for succeeding hunts are laid by the previous winner.



SHANGHAI RACING PONIES WHEN FIRST BROUGHT DOWN FROM THE PLAINS OF MANCHURIA—THE BLACK PONY IS "BROCKTON," WINNER OF THE "CHAMPIONS," 1908.

sometimes with the assistance of the master or his duly-appointed deputy. The paper is scattered, under the direction of the layers of the course, by five mounted mafoos. In addition to the ordinary hunts there is an annual cross-country handicap over a known course of about seven miles, and the season concludes with a race meeting held on the Shanghai Racecourse in March. The programme of this meeting consists of four steeplechases and three or four flat races, and entries are limited to those who have taken part in at least one paper hunt during the season. The membership of the Club has now reached about 230, and the Christmas Day run attracts from 140 to 150 starters.

In the old days the hunts used to finish on the present Racecourse, but with the ever-increasing extension of the Settlements and the cultivation of outlying ground, it has become necessary to go further afield, and now, in the majority of cases, the Hunt starts and finishes in the Siccawei district, beyond Nanyang College. A cross-country riding fund has been established recently for the purpose of compensating the country people for any damage done to their land, and it has done a great deal towards lessening the hostile attitude formerly adopted by native land-owners towards the Hunt and its members. Out of the same fund money is drawn for making and rebuilding bridges across the numerous creeks, and for constructing what are known as platform jumps.

In the sixties the hunt used to start at the western end of the present Foochow Road, which in those early days was good snipe-shooting country. The first Paper Hunt Handicap, held in 1870, was won by Mr. R. W. Shaw, the present master of the Drag Hunt.

THE DRAG HUNT.

In 1868 the "taipans" of Messrs. Jardine, Matheson & Co. imported a pack of hounds. An occasional fox provided good sport, but more often the aniseed trail was followed. In 1880 Mr. J. Bell-Irving presented the pack to a committee which organised the Shanghai Drag Hunt Club. The season begins in the first week in December, and continues until March, three hunts a week being held on

speaking, the course is limited to an area within a radius of from 12 to 14 miles from Shanghai, owing to the increase in cultivation of the country immediately surrounding the Settlement. From seven to ten couples of hounds are usually taken out;

has attended the hunts are due to his energetic supervision and management.

In March of this year about 24 members of the Hunt took the train as far as the Grand Canal, about eight miles on the Shanghai side of Chinkiang, and 140 miles



A WELL-KNOWN SHANGHAI RACING MAN AND SOME OF HIS TROPHIES.

and though the membership of the Hunt is limited to fifty, there is generally a field of between thirty and forty members, as well as several ladies. The trail is laid on horse-

from the Settlement. The Shanghai-Nanking Railway Company's officials placed a special train with horse-boxes at the service of the Hunt, and lent one of their houses for use as a mess-room. Hunting was continued for eight days, and two foxes, four badgers, and several hares were bagged, while a deer gave the pack a long run. No opposition was shown by the country people, who seemed, in fact, rather to welcome the innovation than otherwise; but the Chinese officials were somewhat inclined to offer obstruction. The experiment proved so successful that it is to be repeated next year and, if possible, made an annual event.

POLO.

PREVIOUS to 1900 little interest was taken in polo, except by the actual members of the Shanghai Polo Club, but in that year Shanghai became temporarily a garrison town, and many good games were played between the local club and the regimental teams. After the departure of the military, the Club's matches were again limited to pick-up games, and annual tournaments between teams selected from among the members of the



PAPER HUNTING—"AWAY."

an average. The principal hunting days are Saturdays and Sundays, when a start is made at 10.30 a.m., and the hunt usually extends over a 15 or 16-mile course; while the mid-week, or early morning hunt, is limited to about seven miles. Generally

back, asafoetida being used for the scent. The hounds are drawn from various packs at home, and a new draft is imported every year. Mr. R. W. Shaw has been master for the past eleven years, and the present excellence of the pack and the success which



R. E. TOEG AND SOME OF HIS BEST KNOWN PONIES.

RIO GRANDE,
Shanghai Spring Meeting, 1899, Derby, Dead Heat.

WABOSH,
Autumn Meeting, 1901, St. Leger.

ZAMBESI,
Shanghai Spring and Autumn Meeting, 1904, Concordia Cup,
St. Leger Champions.

YENISEI.

Gathering to Celebrate Mississippi's Victory in the Derby, 1895.

CONOX,
Derby Club Challenge Cup, Spring, 1901.

MISSISSIPPI,
Shanghai Spring Meeting, 1895, Racing Stakes,
Shanghai Derby.

EUPHRATES,
Shanghai Spring Meeting, 1886, Racing Stakes, Derby,
Concordia Cup.

AMAZON,
Shanghai Autumn Meeting, 1897, Maiden Stakes,
St. Leger.



C. R. BENNETT AND SOME OF HIS BEST KNOWN PERFORMERS ON THE TURF.

TAUNTON.

BROCKTON.
GOLD CUP.
WORCESTER.

C. R. BENNETT.
SALEM.

Club, until, in 1907, Mr. Henry Keswick offered a handsome silver cup for competition between teams from any recognised polo club in Hongkong or China, the contests to

take place in Hongkong or Shanghai. The first competition for this trophy took place in the autumn of 1907, when a team from the 3rd Middlesex Regiment, then stationed at

Hongkong, visited Shanghai, and in a game of four chukkers, were defeated by two goals to nil. The teams were:—Shanghai Polo Club—Messrs. J. Johnstone, K. J. McEuen, G. Dallas, and G. A. Robins. 3rd Middlesex Regiment—Colonel Scott-Moncrieff, Captain Davy, Lieutenants Dixon and Large.

The second inter-port polo match for the "Keswick" Cup took place at Hongkong on August 10th of this year between the Shanghai and the Hongkong Polo Clubs, and ended in a victory for the latter team by 11 goals to 7. The Shanghai team consisted of Dr. H. E. Keylock, Lieut.-Colonel Bruce, and Messrs. A. W. Burkill and V. Davies. Hongkong was represented by Captain J. S. Cunningham and Messrs. H. E. Large, W. I. Webb-Bowen and J. Dixon, all of the Middlesex Regiment.

CRICKET.

The ground of the Shanghai Cricket Club is equal to many of the English county grounds, both in size and condition, and though the play of the strongest local team is only on a par with that of the English public schools, the Settlement holds its own fairly well in inter-port matches, and from time to time the local elevens include names which have been previously, or afterwards become, prominent in first-class cricket at home.

The ground occupied by the Shanghai



THE LAWN, SHANGHAI RACE CLUB.

Cricket Club was levelled and turfed for cricket in 1865. In the 'seventies and 'eighties the game suffered from the scarcity of competing teams. The weekly matches were practically limited to such games as

enough to challenge the premier Club. Since that year the two Clubs have opposed each other two or three times annually, with varying success. During the past fifteen years the Golf Club and Race Club have

companies of the Shanghai Volunteer Corps have formed cricket clubs, as well as the Shanghai Municipal Police, and several junior organisations, such as the Parsees, St. Andrew's and Customs Cricket Clubs, have sprung into existence. In short, the number of cricket clubs now is so great that there is little difficulty in completing fixture lists, and the only trouble is the lack of accommodation in the way of suitable grounds. In May, 1908, at a specially convened meeting of representatives of the local clubs, a sub-committee was appointed to formulate a scheme for a Cricket League in Shanghai, but there the matter rests for the present.

Inter-port cricket matches between Shanghai and Hongkong have been referred to in detail in the "Hongkong" section of this volume, but mention must be made here of the encounters between Shanghai and Kobe, Yokohama, and Weihaiwei. In 1893 a Shanghai team visited Japan to try conclusions with Kobe, but suffered defeat by an innings. In 1895 Kobe returned the call, and were defeated on this occasion by an innings and 149 runs, Farbridge scoring 111 runs for Shanghai, and St. Croix 81. In 1900 Shanghai again went over to Japan and won a match against Yokohama by four wickets, and against Kobe by 132 runs. In 1899 a Shanghai team of moderate strength visited Weihaiwei, but were badly beaten by 311 and 26 for two wickets, to 220 and 116. Inter-port matches have been arranged for the current year (1908) at Shanghai against Hongkong and Tientsin.

LAWN TENNIS.

THERE are innumerable Lawn Tennis Clubs in Shanghai, but it is only at the Cricket Club, Country Club, and Recreation Club that any really high-class play is witnessed. Other clubs by which the game is patronised include the German Country Club, the "Fifty" Tennis Club, St. Andrew's, Customs, and Police Recreation Clubs, while "A" and "B" Companies of the Shanghai Volunteer Corps are able to produce fairly strong teams. The majority of these clubs hold singles and and doubles handicap competitions each season, but the most interesting events in the Settlement are the annual matches between the Country Club and the Cricket Club, and the annual competitions for the Lawn Tennis Singles Championship Cup and the "Lester" Hong Doubles Championship Cup.

In 1901 subscriptions were raised for the purchase of a valuable cup for the singles championship, the conditions being that the cup was to be won by the same player three times in succession or five times in all to become his absolute property. As Mr. N. B. Ramsay was champion in 1901-2-3, a second cup was offered in 1905, and in that and the two following years Mr. Ramsay did not compete. This trophy was won in 1905 by Mr. W. C. E. Gibson, in 1906 by Mr. G. M. Wheelock, in 1907 by Mr. H. de Voss, and in 1908 by Mr. Ramsay.

The "Lester" Hong Doubles Cup was presented in 1905 by Mr. Henry Lester for competition between pairs from local hongs. To be won outright the trophy was to be held three times in succession by members of the same hong. In 1905 the cup was secured by Messrs. Butterfield & Swire; and in 1906 and 1907 by the Hongkong and Shanghai Bank.

Several inter-port lawn tennis games have taken place, but not between the best teams from each port. The custom has usually



INTER-PORT POLO—HONGKONG VERSUS SHANGHAI.

A Run at Goal.
"3rd Middlesex" Players—Hongkong Team.
Collision with the Goal.

Married v. Single, Bankers v. Brokers, England v. Scotland, or the World, &c., varied by an occasional inter-port match against Hongkong. In 1900, however, the present Shanghai Recreation Club, which had been formed two years previously, became strong

put cricket teams into the field, while in 1894 the past and present boys of the Shanghai Public School formed a club, and managed to get together a team which was able at times to defeat both the Cricket and Recreation Clubs. In recent years several

been for the two best exponents of the game in the visiting cricket team to oppose in singles and doubles the best of the home team.

FOOTBALL.

At the beginning of 1902 the Shanghai Football Club had only fifteen members, but at a meeting held in July of that year several recruits were enlisted and the Club was properly organised. Some difficulty was experienced in obtaining a ground, but eventually the use of the Horse Bazaar's grazing land on the Public Recreation Ground was obtained, and several matches under both Rugby and Association rules were played during the ensuing season. The principal event was a match on Chinese New Year's Day between the Club and the Marine Engineers for the possession of a cup presented by the latter, and it resulted in the only drawn game which has been recorded in the history of this annual competition, each club having now won eight times. From this date until 1900 football in Shanghai languished, but in the latter year, when several men-of-war visited the port and Shanghai became a garrison town on account of the Boxer rebellion, one or two games were played weekly under each code. It was not until 1903, however, that any great enthusiasm was evinced in the game. In that year Mr. E. B. Skottowe offered a handsome cup for competition under Association rules. In the first season only two teams—the Shanghai Football Club and the Dock and Engineers' Football Club—were able to put a team of moderate strength into the field, and the Engineers carried off the trophy. In 1904-5-6 the Shanghai Football Club proved successful, but in 1907 their members were distributed amongst other teams for the purposes of this competition, and "A" Company Shanghai Volunteer Corps, scored a popular victory, which they have repeated in the current year. In the meantime other clubs and teams had been formed, and in October, 1907, a league championship was instituted, for which the Shanghai Football Club, "A" Company Shanghai Volunteer Corps, Engineers' Football Club, Deluge Company Shanghai Fire Brigade, Shanghai Recreation Club, and the Navy entered. The Shanghai Football Club emerged victorious. In view of the success which had attended the league championship, Messrs. John Prentice and E. B. Skottowe offered a handsome cup for competition annually by international teams, and in the spring of 1908 England became the first holders of the trophy.

Shanghai's first inter-port Association football match took place this year. Representatives of the port visited Hongkong, and on February 3rd were defeated by the Hongkong Football Club by three goals to nil, and on the following day lost to the United Services by one goal to nil.

Since the autumn of 1904 the Shanghai Football Club has adhered solely to the Association code. On September 22, 1904, at a meeting convened by several Rugby enthusiasts, it was decided to form a football club under the laws of the Rugby Football Union, to be called the Shanghai Rugby Union Football Club. The Club has made great headway, and in February, 1907, invited the Tientsin Rugby team to Shanghai and defeated them by one goal and three tries to nil. In 1908 a return visit was paid to Tientsin and the Club again scored a victory, this time by two goals (one dropped) and four tries (18 points) to nil.

BASE-BALL.

EVER since there were enough Americans to form a base-ball nine, the game has been played in Shanghai, the Shanghai Base-ball Club being among the first to obtain permission to use part of the Public Recreation Ground. The Club, however, has had a chequered career, and has been reorganised on several occasions. Knowledge of the game is practically confined to American

the Independence Day celebrations would not be considered complete without a game of base-ball.

GOLF.

It was not until fifteen years ago that any attempt was made to organise a golf club in Shanghai. In the late eighties a few ardent Scots used to knock the balls about in the



SHANGHAI SPORTSMEN.

A. W. BURKILL,
Gentleman Rider and Polo Player.
J. SCOTSON,
Noted Shanghai Footballer

ERIC PRINCE,
Swimming Champion, 1907.
CAPT. E. J. M. BARRETT,
Shanghai Cricket Club.

residents, who have little opportunity for practise, except occasional games against teams from the American men-of-war which visit the port. That the game would be extremely popular if properly encouraged is evidenced by the fact that hundreds of spectators of all nationalities assemble on the base-ball ground on July 4 in each year to witness the match between the local team and the United States men-of-war in port. In fact,

open country to the west of the recreation ground, but it was not until January, 1894, that anything was done in the way of laying out golf links. In that year a meeting was held in the board room of the Shanghai Horse Bazaar (now Mr. G. Dallas's stables) with a view to forming a golf club. Eighteen enthusiasts attended, and a committee was elected consisting of Messrs. B. A. Clarke (capt.), A. G. Rowand (hon. treasurer), R. Carr

(hon. secretary), E. O. Arbutnot, J. Fearon, Wade Gardner, and F. E. Alford. Rules were drawn up and adopted, but the ground—such of the interior of the Racecourse as

a small annual subscription are necessary to become a member of the Ladies' Golf Club and to enter into the competitions which it promotes.

The Golf Club holds numerous competitions throughout the season, including mixed four-somes and monthly cup competitions. Among several handsome trophies competed for annually are the Hankow Challenge Cup, presented in May, 1895, by the Hankow Golf Club, in return for one offered to them by the Shanghai Golf Club; the "Ferrier" Cup, presented by the late Mr. J. Ferrier; and the "Campbell" Shield, presented by Mr. Alexander Campbell. To become the absolute property of the winner, these trophies must be won by him twice in succession or three times in all. A Challenge Cup, which carries with it the championship of the Club, is also competed for each year. This cup can never be won outright, but the winner receives a miniature replica. The holders have been as follows:—A. J. Wicks, 1901; J. Mann, 1902; J. H. T. McMurtrie, 1903; A. W. Walkinshaw, 1904; J. H. T. McMurtrie, 1905; A. W. Walkinshaw, 1906; A. W. Walkinshaw, 1907; and G. M. Wheelock, 1908.



INTER-PORT CRICKET—HONGKONG VERSUS SHANGHAI.

was not already reserved for cricket and lawn tennis—was quite unsuitable. The open part which remained was rented by the Shanghai Horse Bazaar for grazing purposes, and the remainder consisted of thick grass, reeds, and grave mounds. In 1896 the graves were removed and the ground was levelled, and the Horse Bazaar was bought out. Since that time the links have been gradually improved, but they still lack space and natural bunkers. Originally, the rules limited the membership to 75, but as this number was quickly reached, the limit was extended to 150 in 1898, and has since been abolished. There are now about 500 members, and more than 100 lady associates. The subscription of a member entitles his wife, sister, or daughter to play on the links and to use the room set apart for lady associates, but an additional entrance fee and



FOOTBALL—SHANGHAI PUBLIC SCHOOL VERSUS THOMAS HANBURY SCHOOL.



YACHTING—"BEFORE THE WIND."

YACHTING.

YACHTING has been a popular pastime in Shanghai from the opening days of the Settlement. In the fifties and sixties a Sailing Club existed, which had, at Wayside, a comfortable bungalow, and an inspection tower from which to view the races; but eventually the property was sold, and the proceeds were divided amongst the members.

In 1869 the present Yacht Club was organised under the name of the Shanghai Sailing Club. Until 1873 the boats were of the house-boat yacht type, with heavy centreboards, and ranging from thirty to sixty tons; but in the eighties cutter-rigged boats with heavy centreboards were introduced, and these averaged about fifty tons each. As the traffic in the river became greater the heavy type of boat was gradually abandoned in favour of a smaller class of boat. Rules were drawn up, and the 2½-rater class was introduced, while in 1896 the "Flapper" Class was created, and five boats were built in Hongkong to the design of Mr. A. J. Watson. The present fleet is divided into three classes of racing boats and one cruiser class. Class "A" includes all boats above 2 rating, and at present consists of ten yachts—cutters, sloops, and luggers—of from 2.50 to 6.10 rating. Class "B" consists of luggers from 0.75 to 0.99 rating, and there are now six boats in the class. The third racing class consists of the "Flappers" or "Swallows," all of one design, while the cruiser class comprises yawls, sloops, luggers, motor boats, &c. Races are

held weekly throughout the season (May to October), and take place on the river Whangpoo over courses varying from six to twenty miles, though one race has been held this year over a course of 120 miles. The courses are up-river or down-river, according to the state of the tide. The usual starting point is opposite the centre of the Bund, but not infrequently the start for up-river races takes place at Prince's Pier, Woosung.

In 1905 the Yacht Club obtained from the Commissioners for executing the office of Lord High Admiral of the United Kingdom, permission to fly the Blue Ensign, but this privilege is confined to British members of the Club. The flag was broken by Miss Warren, daughter of Sir Pelham Warren, K.C.M.G., the Consul-General, at a ceremony which took place on the Bund foreshore in April, 1905.

ROWING.

THE Shanghai Rowing Club has been in existence for nearly half a century, but it is only from 1867 that there are any authentic and complete records. The first regatta of which there is any mention took place on May 15, 1872, and was held on the Pootung side of the Whangpoo River, but thence onwards until 1897 the annual regattas were almost invariably held on the Soochow Creek. In 1875 the Rowing Club acquired the Upper Boat-house alongside the Soochow Creek, near the Stone Bridge, but they disposed of it in 1901 as it had ceased to be of much use owing to the fact that the regattas were then taking place on the river. In the meantime the Club had acquired the Lower Boat-house, on the south bank of the Soochow Creek, opposite Union Church; but with the ever-increasing membership this soon became too small, and in February, 1903, a special meeting of members of the Club invested the committee with full power

"Dent" Hong Challenge Cup Fours, Sculling Championship, Junior Sculls, Griffins' Fours, and Senior Eights.

The records of the Rowing Club disclose only three inter-port contests. In 1874 and again in 1901 a four-oared crew went over to Japan and had to be content with second place, Kobe taking first and Yokohama third on each occasion. In 1884 a four-oared race against Hongkong was won by the southern port by a bare length.

and two lengths (66½ yards) in less than 42 seconds.

THE INTERNATIONAL WALKING MATCH.

THIS competition was organised in Shanghai in 1904 for the purpose of providing a form of athletic contest, in which members of all



ROWING—THE FINISH OF THE EIGHTS.

SWIMMING.

UNTIL the erection of the Shanghai Rowing Club's lower boat-house and swimming bath, those who were desirous of practising the art of natation had either to join the somewhat exclusive and expensive Swimming Bath Club, or resort either to the Whangpoo or to a pond in the vicinity of the Rifle Bulls. Now, however, the Shanghai Rowing Club have an excellent swimming bath, the subscription and entrance fee to which are reasonable, and in the spring of 1907 a public swimming bath was erected by the Municipal Council at the new Hongkew Recreation Ground. Shortly afterwards an

nationalities could meet on equal terms. The competition is open to teams of four men each, and some responsible official has to certify that each of the entrants is a *bonâ fide* citizen or subject of the nationality which he seeks to represent. Each team may appoint four reserves, to be used as substitutes if necessary. Individual entries are received to any number. Fair heel and toe walking is insisted upon. The team competition is decided as follows:—The position of each competitor (first, second, third, &c.), is noted, and the team whose total in place numbers is lowest is declared the winner. The course is usually about 18 miles in length, the finishing point being opposite to the grand-stand on the race-course. The contest is held on a Sunday morning towards the latter end of November in each year.

For the first competition in 1904 the entries included Dutch, Japanese, Swiss, French, English, Scotch, British Colonials, Danes, Italians, Germans, and Russians, each nationality entering a team of four men except the Scotch, Russians, and British Colonials. The result was as follows:—1st, English Team (Messrs. Ayres, O. V. Lanning, Gerrard, and Quelch); 2nd, French Team (Messrs. Oudin, Giroud, Marges, and Saubolle); 3rd, Danish Team (Messrs. Poulsen, Mathiesen, Klubien, and Kolle).

Points.—England: 6, 9, 10, 15 = 40; France: 1, 2, 4, 34 = 41; and Denmark: 5, 8, 13, 18 = 44.

Individual prizes.—Messrs. Oudin (French) 1; Giroud (French) 2; Horst (Dutch) 3; Marges (French) 4; Poulsen (Danish) 5; Ayres (English) 6; Anderson (English) 7; Mathiesen (Danish) 8; Lanning (English) 9; and Gerrard (English) 10.

In 1905 the entries included Swiss, German, Portuguese, English, Austro-Hungarian, Norwegian, Irish, French, Dutch, and Scotch teams, and ten individual entries. The result was:—1st, French (Messrs. Marges, Servanin, Blum, and Chapeaux); 2nd, English (Messrs. Gerrard, Burlon, Sayer, Bowerman, and Sparke); 3rd, Irish (Messrs. Young, Kingston, Bookless, and MacCabe).

Points.—France: 1, 4, 6, 11 = 22; England: 2, 5, 7, 14 = 28; and Ireland: 3, 8, 13, 26 = 50.



HONGKEW RECREATION GROUND.

to acquire a site for a new boat-house and swimming bath. To the energy and foresight of that committee the Club is indebted for the splendid building it now occupies on the bank of the Soochow Creek. From 1897 until 1905 the spring and autumn regattas were held on the Pootung side of the Whangpoo River, up-stream or down-stream, according to the state of the tide, but since 1905 the autumn races have been removed to Henli, near Quinsan. The principal events are the International Fours and Eights, the

International Swimming Club was formed which is granted the use of the public bath on terms, at certain specified times. Both the Shanghai Rowing Club and the International Swimming Club hold annual galas, which prove very attractive. At a recent gala of the Rowing Club the first Inter-Club Squadron Race was held, and resulted in a victory for the Rowing Club by a bare yard. As a criterion of the skill of local swimmers, it is worthy of mention that one length (33½ yards) has been covered in 18 seconds,

Individual prizes :—Messrs. Marges (French) 1 ; Gerrard (English) 2 ; Young (Irish) 3 ; Chapeaux (French) 4 ; Burton Sayer (English) 5 ; Servanin (French) 6 ; Bowerman (English) 7 ; Kingston (Irish) 8 ; Anderson (Scotch) 9 ; Loevhaug (Norwegian) 10.

In 1906 there were thirty-five entries, and the result was as follows :—1st, English (Messrs. Gerrard, Featherstonhaugh, Webb, and Moores); 2nd, French (Messrs. Marges, Lucas, Blum, and Servanin); 3rd, Scotch (Messrs. Cameron, Roberts, Mills, and Chicken).

Points.—England : 1, 3, 4, 7 = 15 ; France : 2, 6, 14, 16 = 38 ; Scotland : 5, 9, 15, 19 = 48.

Individual prizes :—Messrs. Featherstonhaugh (English) 1 ; Marges (French) 2 ; Webb (English) 3 ; Gerrard (English) 4 ; Cameron (Scotch) 5 ; T. Wade (Individual) 6 ; G. A. Turner (Individual) 7 ; J. B. Lucas (French) 8 ; A. R. Moores (English) 9 ; J. L. Wade (Individual) 10.

In 1907 five teams entered and twenty-five competitors started, with the following result :—1st, French (Messrs. B. Lucas, C. Marges, J. Gilis, and J. Donné) ; 2nd, German (Messrs. F. Martin, W. Jessel, R. Bahlmann, and F. Karge) ; 3rd, Portuguese (Messrs. C. Collaco, M. J. Collaco, J. M. d'Almeida, and A. M. Collaco).

Individual prizes :—Messrs. W. S. Featherstonhaugh (English) 1 ; B. Lucas (French) 2 ; C. Marges (French) 3 ; F. Martin (German) 4 ; W. Jessel (German) 5 ; T. Wade (Individual) 6 ; G. A. Turner (English) 7 ; C. Collaco (Portuguese) 8 ; W. L. Gerrard (English) 9 ; T. McKenna (Scotch) 10.

In this competition three of the English team came in 1st, 6th, and 8th respectively, but the fourth failed to complete the course.

SHOOTING.

THE real sportsman who enjoys hunting his quarry will have no fault to find with Shanghai. Though at times recourse is had to native "beaters," an organised and disciplined gang of beaters, such as is seen at the average shoot at home, is unknown in China. Shanghai is within easy reach of country in which game abounds, and on the very borders of the Settlement snipe and pheasant are to be obtained. Pheasants, however, though fairly plentiful, are becoming scarcer every year as the cultivation of land extends. Further afield there are districts, easily approachable by house-boat, in which an abundance of game is to be found, and it is no uncommon occurrence for a party to acquire a large and mixed bag of pheasant, teal, snipe, wild duck and woodcock, with, occasionally, a deer or wild boar. In addition to the winter snipe, there are periodical visits of the migratory snipe, which arrive from the south in the latter part of April and early in May, and return from the north late in August or early in September. During the winter months wild fowl is met with in large numbers on the shores of the islands outside Woosung in the estuary of the Yangtze River, and wild swan, geese, teal, widgeon, and duck are found in profusion at Tsungming, Blockhouse, and Small and Bush Islands, which are best reached in the large, flat-bottomed Chinese sampan.

During the summer months—the close season for game—the local gun clubs afford excellent practise and recreation by organising trap-shooting. The Shanghai Gun Club was formed in 1895 and its first ground was at "Trefancho," Markham Road, until in 1903 a lease was obtained of a more suitable plot of land bordering Connaught Road. Here weekly competitions are held, and an inter-port competition against the Foochow Gun Club takes place annually. Until 1904 each club was credited with four victories, but since 1901 the Shanghai Gun Club has been successful every year, and has now won the contest on eight occasions out of twelve.

The Sportsman's Gun Club was organised in 1901 and occupied a piece of ground adjoining the Ritle Range until 1906. In that year the Club removed to more commodious quarters off the Yangtzepoo Road, near the



SHANGHAI POLICE SPORTS.

The Winning High Jump.
Start of the Cycle Race.
Tug of War.

Four Mile Post. In the first year of its existence the Sportsman's Gun Club took part in an inter-port contest against the Foochow Gun Club and won by 85 birds to 68, but the contests fell into abeyance until the institution of the "Wingard" Challenge Cup in 1905. Two or three matches are held annually between the Sportsman's Gun Club and the Shanghai Gun Club, and up to the present time the first-named heads the list of successes.

though the police play occasionally on the station greens, and the game is now being encouraged by the Shanghai Cricket Club. An open championship, held six years ago, was won by Mr. D. McAlister, of the Shanghai Recreation Club, and then discontinued. At the Shanghai Recreation Club the game is followed with great interest, and singles and doubles handicap competitions are held annually. This year fixtures have been arranged against the Shanghai Cricket Club

and the game of rackets has not been revived since.

In January, 1906, the Shanghai Harriers Club was formed, and held an opening run in the second week of that month. The membership numbered 26, but afterwards increased to 55. Several enjoyable runs were held, but it was found impossible to obtain sufficient active support to make the Club a success, and the Harriers ceased to exist after January, 1907.

Of other clubs which are now extinct, mention may be made of the Badger Club, whose members in the olden days used to find good sport with fox-terriers and dachshunds; a Skating Club, which had the right to use a pond in the Public Recreation Ground, but for many years has had no ice upon which to skate; and the Tandem Club, which had to be disbanded owing to the scarcity of suitable roads.



THE BRIDGE IN HONGKEW RECREATION GROUND.

A third gun club—the Clay Pigeon Club—was established in November, 1907, and obtained the use of the Navy League Recreation Ground in Sicawei Road. The opening shoot took place on April 4, 1908, and since that date cup competitions have been held regularly every Sunday.

In 1905 Mr. H. J. Craig, of Shanghai, presented a handsome silver cup for competition between properly organised gun clubs in Far Eastern ports. The conditions provide that the competition shall take place on August 12th each year; that only one team consisting of five men may be entered by each club; that 40 birds are pulled to each member of a team (200 birds in all) at a distance of 18 yards; and that Magau traps are used. The winning team have the custody of the cup for one year, and each member receives a miniature facsimile. The Sportsman's Gun Club carried off the trophy in 1905 with the record score of 184 birds; the Shanghai Gun Club in the following year with 158 birds; the Foochow Gun Club in 1907, and this year the Sportsman's Gun Club was again successful with a score of 180 birds.

OTHER SPORTS AND PASTIMES.

THERE are only three clubs—the Shanghai Recreation Club, the Wigwam Club, and the Franco-Italian Club—which have taken up the game of lawn bowls with any enthusiasm,

and the Shanghai Municipal Police Recreation Club.

A Bowling Club has been established in Shanghai for more than forty years, with headquarters and an alley situated on the north side of Nanking Road. Here the game has many patrons among the older generation, and matches frequently take place between this Club and the German Club (Club Concordia) and the Hongkong Club Bowling Alley. A few of the country hotels also have bowling alleys.

A Hockey Club still exists in Shanghai, but the games are few and far between. Occasionally the local Club meets a team from a British man-of-war in port, but little public interest is taken in the encounters. Several interesting pick-up games, also, are held during the winter season by a Ladies' Hockey Club.

Athletic sports are held annually—in the spring by the Boys' Brigade and the Foreign Young Men's Christian Association, and in the autumn by the Shanghai Municipal Police and the Shanghai Public School. At the Police Sports held five years ago, W. G. Brown, who weighed more than twelve stone, was credited with covering one hundred yards in ten seconds dead! At the Shanghai Municipal Police and Young Men's Christian Association Sports several open championships are held, but the times made do not call for comment.

In 1865 a Tennis and Rackets Club was in existence, but it soon died a natural death,



INSPECTOR WALTER KINIPPLE, S.M.P.

MR. WALTER KINIPPLE, a native of Kent, and formerly of the City of London Police, was specially selected in 1903 by the Commissioner of Police in Shanghai to fill the position of Traffic Inspector of the Shanghai Mounted Police. Whilst in London he was a prominent member of the City Police Athletic Club, and since his arrival in Shanghai he has entered enthusiastically into all local sports. For four years he has been secretary of the Police Sports, and has captained the winning tug-of-war team each year against the Navy, the Volunteers, and all comers. He is a member of the police first cricket eleven, he plays football, and is a strong swimmer.



METEOROLOGY.

HONGKONG.

BY F. G. FIGG, Director of the Hongkong Observatory.



THE Colony of Hongkong is situated just within the northern tropic and within the region which comes alternately under the influence of the southerly and north-easterly monsoon systems.

Hence the year, as regards climate, may be popularly divided into two periods—the former, or summer monsoon, which prevails from June to September; and the latter, the winter monsoon, prevailing from October to March, while April and May are subject to very changeable weather and may be characterised as months between the monsoons.

The table appended hereto gives the means of some of the principal meteorological elements for a period of twenty-four years (1884 to 1907 inclusive), the figures being the result of observations made at the Hongkong Observatory, which is situated on the Kowloon Peninsula at a height of 109 feet above mean sea-level. A glance at this table shows at once that the climate of the Colony has a considerable annual variation. The summers are, of course, hot, but the winters are cool.

The bright weather characterising the early winter gives place usually during the second half of January to increasing cloudiness, with a corresponding decrease of sunshine, decreasing temperature, and increasing humidity. In the first half of February the mean temperature falls to its lowest point, slightly over 56 deg. Thereafter the temperature rises steadily to about 65 deg. by the end of March. In the latter month, however, there is a further increase of cloudiness, which is at a maximum in this month, while the amount of sunshine received is at a minimum. The humidity is also high, and fog, which usually begins to appear in January, is at the maximum. Thunderstorms, which seldom occur from December to February, make their appearance, and the rainfall, which is slight during the winter months, now begins to increase.

The temperature continues to rise steadily

during April and May, and at the end of the latter month it has almost attained its summer level. The rainfall, also, increases, and thunderstorms occur frequently by the end of May. The wind direction, which has been slowly veering from E. by N. in February to E. by S. in May, now shifts more rapidly to the SE.

From the beginning of June till towards the end of September, the southerly monsoon period, the mean temperature recorded is between 80 deg. and 82 deg., and the humidity remains high—about 82 per cent. Rain, the greater part of which falls during thunderstorms, totals in June, July, and August about 43 inches. This is therefore the most trying part of the year to most people. It is not that the temperature is excessively high, but the fact that it is accompanied by such a humid atmosphere, that renders this season of the year so enervating. The daily range of temperature is only just over 8 deg., so that the minimum night temperature is from 77 deg. to 78 deg., while the humidity rises at night to about 87 per cent. Under these conditions people find it difficult to sleep, the more particularly as there are a good proportion of nights during the summer when the wind is almost calm on the lower levels. At the peak there is usually a breeze.

In September the temperature and humidity are slowly decreasing, and on an average there is a marked diminution in the rainfall. The southerly monsoon is now retreating, and bursts of north-east monsoon occur occasionally towards the end of the month, while in October it is usually established. Skies are then clearer, sunshine is at the maximum of the year, and temperature and humidity are steadily decreasing. Thence onwards till the end of the year the weather is usually very fine, the humidity is down to about 65 per cent., there is no lack of sunshine, and the temperature falls rather quickly to about 62 deg. by the middle of December.

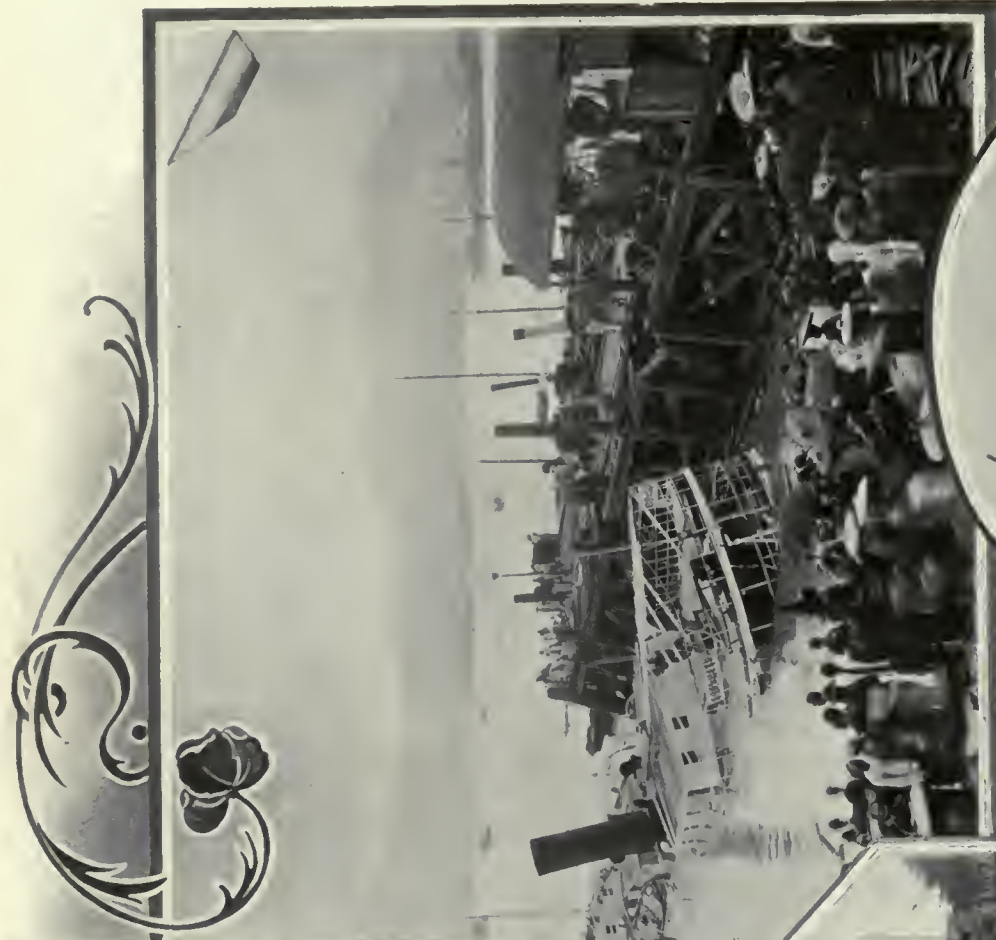
The weather during the closing months of the year is hence very agreeable, and

whatever may be said of the conditions of the summer, little fault can be found with those of the early winter.

Hitherto, in speaking of temperature reference has been made to the mean temperature as derived from observations made hourly. It will be seen on consulting the table annexed hereto that in February, the coldest month, the mean maximum temperature is 62.1 deg., and the mean minimum 54.5 deg.; while in July, the hottest month, the mean maximum temperature is 86.5 deg. and the mean minimum 78.2 deg. The daily range of temperature is rather small, amounting on an average of the whole year to 8.3. It is slightly less than this in the spring when skies are clouded, and slightly greater in the late summer and early winter when skies are clearer.

The absolute maximum temperature, 97 deg., during the twenty-four years under notice, occurred on August 19, 1900, when a typhoon was approaching the Colony from the eastward, while the absolute minimum, 32 deg., was recorded on January 18, 1893, when an anticyclone lay over China. The absolute range of temperature for this period is, therefore, 65 deg. Except on the above occasion, when the temperature fell to the freezing point with fatal effects to much vegetation in the Colony, the minimum temperature has only fallen below 40 deg. on two occasions, viz., 37.5 deg. in January, 1900, and 38.4 deg. in February, 1901. It must be understood that these observations are from the Observatory records. Slight frost is not exceptional on Victoria Peak.

The mean annual rainfall of the twenty-four years is 84.13 inches. The greater part of this, 84 per cent., is received during the six months, April to September inclusive, leaving only 16 per cent. for the other six months, October to March inclusive. June is the wettest month, with 16.43 inches, May, July, and August falling some 2 to 4 inches below this amount. December has the minimum with 1.06 inches.



AFTER THE GREAT TYPHOON OF JULY 29, 1896, AT HONGKONG.

EAST POINT, NEAR JARDINE SUGAR WORKS.
S.S. "SAN CHEONG" AFTER TYPHOON.
WRECKAGE AT JARDINE WHARF.

S.S. "SAN CHEONG" WRECKAGE BY TYPHOON AT EAST POINT.
WRECKAGE OF FRENCH DESTROYER "FRONDE."



THE GREAT TYPHOON—DAMAGE DONE ON SHORE.

The year of maximum rainfall was 1889 with 119.72 inches, and the maximum fall occurring in any one month was 48.84 inches in May of the same year. The greater part of this abnormal fall was received during a terrific thunderstorm or series of thunderstorms, which took place on the 29th and 30th of the month. Rain commenced to fall on the 29th at 2.30 a.m., and it finally ceased on the 30th at 5.30 p.m. During this interval 33.11 inches of rain were collected. Of this 27.44 inches fell in the twenty-four hours ending at 6.30 a.m. on the 30th, and in the three hours 2.30 a.m. to 5.30 a.m. on the 30th, 9.60 inches were measured. As might be expected, this enormous fall, in so short a time, caused great damage in the Colony, particularly to roads.

The minimum annual rainfall, 45.83 inches, was recorded in 1895. In January and December, 1884, no rain fell, and in some years February, October, and November have been practically rainless. The rainfall of September and October is very variable in amount. In years when typhoons approach the neighbourhood of the Colony good falls are noted, while in the absence of such disturbances the rainfall in these two months is comparatively small.

The Colony is subject to the devastating effects of tropical cyclones, usually designated typhoons in the Far East. These disturbances, of which about 16 occur on an average every year, originate, usually between the latitudes of 10 deg. N. and 20 deg. N., chiefly over the Pacific and less frequently in the China Sea. They move, at first, towards W. and NW., and are liable to reach the coast of China from June to

October. A proportion of them recurve towards N. and NE. whilst still in the Pacific, and ultimately reach Japan or pass away eastwards to the south of Japan. The rate of translation varies in different latitudes and in different typhoons, but of those that cross the north part of the China Sea the rate of progression is 9 miles per hour on an average. They occur most frequently on the China coast in July, August, and September. The south coast of China, and hence

the neighbourhood of Hongkong, has, however, been visited by these disturbances as early as May and as late as November (e.g. that of November 9 to 10, 1900), but this is unusual.

Means of some of the principal Meteorological Elements and monthly extremes of Temperature and Rainfall registered at the Hongkong Observatory during the twenty-four years 1884 to 1907 inclusive:—

Month.	Temperature.					Humidity. Mean in percentage of saturation.	Rainfall.			Bright sunshine.		Clouds. Mean percentage of sky clouded.	Wind.	
	Mean.	Mean maximum.	Mean minimum.	Absolute maximum.	Absolute minimum.		Mean.	Maximum.	Minimum.	Mean duration.	Percentage of possible.		Mean direction.	Mean velocity in miles per hour.
	Deg.	Deg.	Deg.	Deg.	Deg.	Per cent.	ins.	ins.	ins.	hrs.	Per cent.	Per cent.		
Jan. ...	60.0	64.5	56.2	79.3	32.0	74	1.41	8.43	0.00	142.8	46	63	E. 14° N.	13.9
Feb. ...	58.0	62.1	54.5	79.1	38.4	76	1.70	7.94	0.02	87.8	30	76	E. 14° N.	14.5
March ...	62.7	66.9	59.4	82.1	45.9	83	2.95	11.49	0.17	79.8	23	84	E. 7° N.	15.9
April ...	70.2	74.6	67.0	88.6	51.8	85	5.66	14.89	1.23	105.3	30	80	E.	14.7
May ...	76.8	81.4	73.6	91.5	63.1	83	12.75	48.84	1.15	151.0	40	75	E. 13° S.	13.0
June ...	80.7	85.1	77.3	93.6	68.9	83	16.43	34.37	2.33	197.3	42	76	E. 53° S.	12.3
July ...	81.8	86.5	78.2	94.0	72.1	82	12.37	28.23	4.57	200.8	52	68	E. 54° S.	11.0
August ...	81.3	86.3	77.4	97.0	71.6	83	14.29	27.86	3.97	200.9	54	64	E. 51° S.	9.8
Sept. ...	80.4	85.3	76.6	94.0	65.6	77	9.47	30.60	0.63	197.3	58	57	E. 11° N.	12.0
Oct. ...	76.3	80.9	72.6	93.8	57.4	71	4.53	17.87	0.02	213.8	65	50	E. 19° N.	14.5
Nov. ...	69.2	74.3	65.0	85.6	46.7	65	1.51	7.32	0.01	189.6	62	50	E. 28° N.	13.2
Dec. ...	62.7	67.8	58.6	81.9	40.7	66	1.06	4.10	0.00	182.4	59	50	E. 24° N.	12.4
Year ...	71.6	76.3	68.1	97.0	32.0	77	84.13	48.84	0.00	1,908.1	47	64	E. 4° S.	13.1

During the past twenty-four years 45 gales of force 8 and upwards, due to typhoons, have blown in the Colony. They were distributed as follows:—June once, July 8 times, August 10 times, September 17 times, October 8 times, and November once. Full typhoon force was experienced in July once, in August once, in September twice, in October twice, in November once. Storm force was recorded in September on three additional occasions. It is seen, therefore, that this part of the coast is most frequently visited by these disturbances in September.

The most violent typhoon experienced in the Colony during the past twenty-four years was that of July 29, 1896, when the average hourly wind velocity reached 108 miles. Usually a large amount of rain falls during the passage of a typhoon, but on this

occasion the fall, 3 inches, was comparatively slight. On the other hand, in the typhoon of October 5, 1894, the fall, amounting to nearly 17 inches, was abnormal. It was due to the typhoon centre recurring slowly in the immediate neighbourhood of the Colony. After passing to the southward and westward, it finally moved away on the mainland to the north and north-east of Hongkong. The storm was consequently very prolonged, the wind blowing with the force of a strong gale for thirty hours, and with storm force and upwards for twelve hours.

The influence of these disturbances on the meteorological character of the summer and autumn seasons in individual years is sometimes considerable. It has already been shown that the rainfall of the autumn months is particularly affected by the near approach,

or otherwise, of typhoons, and it may now be stated that the temperature is adversely affected in seasons when the trajectories of these disturbances lie chiefly over the Pacific.



MR. FREDERICK GEORGE FIGG, Director of the Hongkong Observatory, was born on February 10, 1856, and, on completing his education, entered the observatory at Kew as assistant, afterwards becoming magnetic observer. He arrived in Hongkong in 1883 as first assistant to the Director of the Observatory, and, after having on several occasions filled the post of Acting Director, he was confirmed in his present appointment in September, 1907.

SHANGHAI.

BY THE REV. FATHER FROC, Director of Siccawei Observatory.

The great port of Shanghai, as well as the remainder of the coast of China, is subject to the climatic system of monsoons, as has been authoritatively stated and proved by Père S. Chevalier, in the bulletin of the Siccawei Observatory, year 1890.

The summer monsoon, caused by the high temperature and consequently low pressure which prevails over the continent, sets in progressively, the change beginning in March or April in the north, and in May in the Formosa Channel. Its duration at Shanghai is of about four months—from April to August—and its direction from south-east. The winter monsoon is caused by the low temperature and high pressure prevalent in Asia, and sets in about the first half of September, and sometimes even during the last weeks of August. At Shanghai it lasts nearly seven months. It is not only the longer, but by far the steadier of the two monsoons. Its direction is from north-east in the Formosa Channel, and from north-west at Shanghai.

During the south-east or summer monsoon the climate of Shanghai is sub-tropical, whilst for the remainder of the year it is temperate. Let us now examine one by one the chief elements of the rather complicated climate.

BAROMETRIC PRESSURE.

The mean barometric pressure for Siccawei, reduced to freezing point and sea-level, is as follows:—

	Inches.		Inches.
January	30.33	July	29.69
February	30.28	August	29.73
March	30.17	September	29.91
April	30.00	October	30.11
May	29.87	November	30.24
June	29.74	December	30.31
Yearly mean		30.03	

The annual variation is 0.64 inch, the highest reading being reached about the middle of January, and the lowest in July. A rapid and considerable departure from the mean generally forebodes bad weather, a gale or other disturbance, as the case may be.

The pressure undergoes every day a double oscillation, on tide, principally determined by the sun, and not by the moon, as in the case of the sea tide. It is not so regular here as in lower latitudes, but is better defined during summer, when the climate is more similar to that of the tropics. The *minima* occur about 4 a.m. and 4 p.m., the *maxima* about 10 a.m. and 10 p.m.; the total range may be from 0.04 to 0.08 inch.

TEMPERATURE.

Annual Change.—At Shanghai the coldest weather occurs about the beginning of February, and the warmest about the 1st of August, in each case nearly forty days after the solstices. It will be of interest to find here the mean temperature for each period of five days. The figures are the result of thirty years of observation, and give a fair idea of the variation throughout the year:—

Mean Temperature at Siccawei.

		C.	F.			C.	F.
		Deg.	Deg.			Deg.	Deg.
Jan.	1	3.29	37.9	Mar.	22	8.78	47.8
	6	2.90	37.2		27	10.33	50.6
	11	3.52	38.3	Apr.	1	11.23	52.2
	16	2.78	37.0		6	11.84	53.3
	21	2.82	37.1		11	12.97	55.3
	26	3.18	37.7		16	13.41	56.1
	31	2.59	36.7		21	14.90	58.8
Feb.	5	2.73	36.9		26	15.74	60.3
	10	2.62	36.7	May	1	16.30	61.3
	15	4.12	39.4		6	17.42	63.4
	20	4.91	40.8		11	18.20	64.8
	25	5.87	42.6		16	18.64	65.6
Mar.	2	5.66	42.2		21	19.84	67.7
	7	6.80	44.2		26	20.39	68.7
	12	6.77	44.2		31	21.13	70.0
	17	7.93	46.3	June	5	21.59	70.9

		C.	F.			C.	F.
		Deg.	Deg.			Deg.	Deg.
June	10	22.37	72.3	Sep.	23	21.25	70.3
	15	23.35	74.0		28	20.59	69.1
	20	23.90	75.0	Oct.	3	19.80	67.6
	25	24.35	75.8		8	19.31	66.8
	30	25.21	77.4		13	18.06	64.5
July	5	26.36	79.4		18	17.56	63.6
	10	27.00	80.6		23	15.67	60.2
	15	27.64	81.8		28	15.29	59.5
	20	27.62	81.7	Nov.	2	13.69	56.6
	25	27.74	81.9		7	13.42	56.2
	30	28.29	82.9		12	11.55	52.8
Aug.	4	27.86	82.1		17	11.79	53.2
	9	27.56	81.6		22	10.14	50.3
	14	27.52	81.5		27	8.15	46.7
	19	26.85	80.3	Dec.	2	7.81	46.2
	24	26.52	79.7		7	6.91	44.5
	29	25.78	78.4		12	6.28	43.3
Sep.	3	24.84	76.7		17	4.66	40.4
	8	24.07	75.3		22	4.74	40.5
	13	22.78	73.0		27	4.27	39.7
	18	22.14	71.9		32	3.29	37.9

Extreme Temperatures.—What we practically experience is not the mean, but the actual temperature. A sailor passing from 24 deg. outside to 80 deg. in an engine room will have had a mean of 52 deg., the same as a resident living at home with a minimum of 50 deg. and a maximum of 54 deg. It is, consequently, of great importance to know how much the thermometer departs from the mean.

If, during a period of thirty years of uniform observations, we compare, within each year, the coldest and warmest month, we find that the greatest variation was 49.7 deg. in 1878 and 1893, and the smallest 36.9 deg. in 1902.

Computing now the difference between the highest and lowest monthly mean, for each particular month, in different years, we obtain the following table :—

Variability of the monthly mean at Siccawei.

Month.	Var. Deg.
January	11·7
February	10·4
March	9·0
April	8·6
May	5·9
June	7·6
July	7·6
August	7·0
September	5·8
October	7·4
November	9·9
December	10·4

There is less difference between the same summer month in different years than between the same winter month. Let us remark, too, that this variability is greater in high than in low latitudes.

It is interesting to note that the difference between the absolute maximum and the absolute minimum experienced within the same year had its highest value, 90·2 deg., in 1893, and its lowest, 74·2 deg., in 1882. But from August 15, 1892, to January 19, 1893, a total difference of 92·7 deg. was registered within about five months.

All these temperatures are recorded in a good shade, and in a position allowing very free passage to the air. In other circumstances (in the streets, e.g.) the thermometer may rise much higher or fall much lower. For instance, the white bulb thermometer, *in vacuo*, over the lawn at Siccawei, rises above 115 deg. several times every year, and an ordinary maximum thermometer on the grass in full sunshine recorded 118 deg. on August 9, 1907.

Shanghai Winters.—The winter season is very fine on account of the dry weather and bracing air. In its entirety it extends from October to April. We append here certain data concerning that period for thirty different winters :—

on the whole, is the coldest month, and February is a little colder and certainly more disagreeable than December.

Shanghai Summers.—The summer at Shanghai is usually very hot and damp. The absolute maximum occurs generally in July or August, sometimes in June. In 1876, however, the hottest day was May 19th, when the thermometer reached 96·3 deg. The hottest summer was that of 1892, followed immediately by the coldest winter. But the summer of 1894, nearly as warm, was succeeded by a moderate winter.

Here is a list of the highest temperatures registered each year from 1873 to 1907 :—

	Deg.		Deg.
1873	100·4	1891	98·6
1874	97·7	1892	102·9
1875	102·0	1893	100·4
1876	96·3	1894	102·9
1877	94·3	1895	100·2
1878	97·7	1896	100·0
1879	101·7	1897	102·0
1880	96·1	1898	101·7
1881	96·4	1899	99·3
1882	94·3	1900	100·4
1883	97·3	1901	97·0
1884	95·7	1902	93·0
1885	100·2	1903	97·9
1886	98·6	1904	95·9
1887	100·4	1905	99·7
1888	100·1	1906	98·1
1889	100·4	1907	97·0
1890	99·1		

Number of oppressive nights.

	Above (77·0 deg.)			Above (78·8 deg.)		
	Max.	Mean	Min.	Max.	Mean	Min.
June ...	3	0	0	1	0	0
July ...	14	7	2	10	2	0
August ...	15	6	0	6	2	0
September	3	0	0	0	—	—

Daily variation.—Every day, except under abnormal circumstances (not very infrequent, however), the lowest temperature takes place shortly after sunrise, and the highest about 2 p.m.

The difference, or range, between the coldest and warmest temperature of the same day, which is of paramount importance for health, varies considerably. The difference is greater in March, April, May, October, November, and December, and less in January, February, March, June, July, and August, the wider range thus occurring during the transition months.

	Mean range, Fah.		Mean range, Fah.
	Deg		Deg.
January ...	10·0	July ...	10·7
February ...	9·3	August ...	9·6
March ...	11·6	September	11·1
April ...	12·0	October ...	12·0
May ..	12·7	November	12·1
June ..	10·7	December	12·2

A characteristic feature of the climate is the suddenness of variations, on a very large scale, at the passage of the depressions followed by NW. gales. Thus on April 24, 1908, from 3 p.m. to 7 p.m. the temperature fell by 36·0 deg. Fah., the rate of decrease being 9·0 deg. an hour.

HYGROMETRY.

The relative humidity is the percentage of the actual vapour pressure to that of saturated water vapour of the air, at the same temperature. The annual variation at Siccawei is insignificant, there being only a slight maximum during the summer monsoon. The mean monthly maximum is 83 per cent., the minimum 69 per cent., and the mean 78 per cent.

It is of interest to know the amount of watery vapour contained in the atmosphere, without reference to temperature. This is given by the ratio which the weight of vapour bears to the weight of dry air. As the amount is very small, the figures in the following table have been multiplied by 100,000.

Month.	Amount of Vapour.	Month.	Amount of Vapour.
Jan. ...	607	July ...	3011
Feb. ...	647	Aug. ...	2982
March ...	840	Sept. ...	2270
April ...	1239	Oct. ...	1564
May ...	1699	Nov. ...	1038
June ...	2348	Dec. ...	705

Minimum Temperature.	Number of Days with			Number of Hours of Frost.
	Minimum Temperature below 32 degrees.	Mean Temperature below 32 degrees.	Maximum Temperature below 32 degrees.	
Degrees. Mean 18·5	47	11	2	408

The number of hours of frost is distributed as follows :—

	Maximum.	Mean.	Minimum.	Percentage.
November	47 (1880)	10	0 (11 times)	$\frac{1}{2}$
December	190 (1884)	111	2 (1888)	$\frac{1}{4}$
January	266 (1883)	146	39 (1901)	$\frac{1}{2}$
February	314 (1901)	119	18 (1890)	$\frac{1}{8}$
March	95 (1895)	19	0 (3 times)	$\frac{1}{10}$

It is seen that frost always occurs in December, January, and February, almost always in the first days of March, and pretty often at the end of November. The earliest date when frost was recorded is November 5th; the latest, March 30, 1901. January,

Oppressive nights, chiefly when attended with dead calms or SW. winds, are those during which the thermometer does not fall below 77 deg. Fah. This is how they are distributed :—

The minimum occurs during January, while the maximum is reached in July. Then, while the summer south-eastern monsoon is blowing from the Pacific, the vapour in the atmosphere is almost exactly five times what it is in winter, when the winds are coming from the plains of Mongolia and Siberia.

Cloudiness.—We append the results of three-hourly observations made from 4 a.m. to 9 p.m. A cloudless sky is represented by 0, while 10 means a sky completely overcast. At the same time we give the means obtained at Kew (near London) for 21 years. The difference is striking: in Shanghai, clear cloudless days are to be expected in November and December, while June is the month of greatest cloudiness.

	Max.	Mean	Min.	Kew
January ...	9.1	6.3	2.4	7.4
February ...	9.3	6.8	4.2	7.2
March ...	9.4	6.8	5.1	6.4
April ...	8.0	6.7	3.6	6.4
May ...	8.7	7.0	5.5	6.3
June ...	9.0	7.4	5.6	6.5
July ...	8.6	6.2	3.9	6.5
August ...	8.6	5.6	3.3	6.2
September ...	8.2	6.3	3.9	6.1
October ...	9.0	5.8	3.7	6.7
November ...	8.4	5.1	2.3	7.2
December ...	8.0	4.7	2.7	7.2
Yearly Mean.				
Year ...	7.2	6.2	5.5	6.7

Fog.—Fog is but a cloud in contact with the ground. It occurs more frequently from 3 to 7 a.m., and more rarely from 9 a.m. to 5 p.m. than at any other time of the day. At the mouth of the Yangtze-Kiang, fog is common in spring and quite an exception in autumn. It is the same along the coast to the south of the Formosa Channel. On the north coast the maximum takes place in July, and the minimum from August to November.

Rainfall.—Any day during which there is a fall of 0.004 inch or more of rain, snow, hail, &c., is "a rainy day." A number of fine days are thus necessarily recorded as "rainy days," or *days with rain*.

Days with rain at Siccawei (1873-1902).

Month.	Mean Number.	Month.	Mean Number.
Jan. ...	10	July ...	11
Feb. ...	10	Aug. ...	11
March ...	13	Sept. ...	12
April ...	13	Oct. ...	10
May ...	13	Nov. ...	8
June ...	14	Dec. ...	7

The amount of rainfall is measured by the height of the water recorded in the rain-gauge. Here is the average rainfall at Shanghai from 1873-1902:—

Month.	Average (inches).	Month.	Average (inches).
Jan. ...	2.15	July ...	5.10
Feb. ...	2.29	Aug. ...	5.94
March ...	3.21	Sept. ...	4.72
April ...	3.57	Oct. ...	3.31
May ...	3.60	Nov. ...	1.85
June ...	6.66	Dec. ...	1.18
		Year ...	43.60

June is pre-eminently the rainy month, both for frequency and abundance. In June, 1875, there was a rainfall of 19.31 inches in twenty-one days. This is a maximum. August is noteworthy for heavy showers. In December, which is the dry month, there are at least 17, and often 28 or 29, days without a drop of rain. A higher figure may even be reached if to December be added the second half of November. In Hongkong the total rainfall is nearly twice that in Shanghai, while in Peking it is only one-half.

Snow.—Although of rare occurrence, snow falls at Shanghai every winter. The maximum number of falls during the cold months is:—

Month.	Maximum Number of Days.
November... ..	1 (6 times).
December... ..	4 (1882).
January	8 (1893).
February	5 (thrice).
March	5 (twice).
April	1 (1882).

The earliest recorded snowfall took place on November 11, 1887, and the latest on April 4, 1882. The maximum quantity of one fall was 8.66 inches on January 29, 1893.

WIND.

The diurnal variation of the force of the wind is very well marked in Shanghai. The breeze is light at night, increases shortly after sunrise, remains steady from 10 a.m. to 4 p.m., and then abates rapidly.

The annual variation is double; it increases gradually from October to April, then falls considerably until June, rises very briskly in July, and abates again until October.

During the winter monsoons, the wind tends to blow from W. in the morning, then from N. and E. in the evening, as if there was a continuous call of the air towards the sun. During the summer monsoons the general direction is SE., but twice a day there is a marked tendency to blow from the S. about 10 a.m. and after sunset.

Annual variation of the wind at Siccawei—

Jan. ... N. 9 deg. W.	July ... S. 39 deg. E.
Feb. ... N. 8 " E.	Aug. ... S. 62 " E.
Mar. ... N. 52 " E.	Sept. ... N. 45 " E.
April ... S. 76 " E.	Oct. ... N. 31 " E.
May ... S. 55 " E.	Nov. ... N. 8 " W.
June ... S. 53 " E.	Dec. ... N. 23 " W.

ATMOSPHERIC PERTURBATIONS.

Thunderstorms are formed when low barometric pressures meet with high temperatures. At Shanghai, the general direction of thunder clouds is from W. to E. The passage causes a heavy fall of pressure, which rises very briskly when the clouds burst over the station, usually with a shower of rain or hail and a fresh gale. Electric storms are more frequent in the afternoon, principally during summer.

Total number of thunderstorms observed at Siccawei (1873-93):—

Month.	No.	Month.	No.
January ...	0	July ...	70
February ...	5	August ...	69
March ...	12	September...	21
April ...	41	October ...	11
May ...	26	November...	2
June ...	34	December ...	0

Since 1893, cases of thunderstorms have occurred during December and January.

Cyclonic Storms.—Cyclones or whirling storms offer the following characteristics. The barometric pressure is abnormally low over a more or less restricted area. All around this depression or centre, oftentimes rather irregular in form, the winds blow spirally inwards, in anti-clockwise direction, that is, contrariwise to the movement of the hands of a watch, from right to left, and with a sometimes disastrous violence. In the southern hemisphere the movement is clockwise. Besides this whirling, the body of the vortex, moves about as a whole, with variable direction and velocity. Neither general rate can be given for the speed of this movement, nor universal rule concerning the track. The area covered by the storm is sometimes very considerable: the "de Witte" typhoon of 1901 made itself felt at the same time on August 3rd at Nagasaki by an ESE. gale, and at Macao by fresh WSW. winds; which shows a diameter of more than 2,200 km. (1,350 nautical miles). But other typhoons may not be 50 nautical miles broad.

Typhoons scarcely approach Shanghai, except from July to September. They are ushered in by a fall of the glass with NE. winds.

[For these notes the excellent pamphlet of Father Jos. de Moidrey, S.J., on "The Climate of Shanghai" has been laid under contribution, and in many instances transcribed *ad verbum*.]





THE RESIDENCE OF H. J. CRAIG, BUBBLING WELL ROAD.



"DENNARTT," SHANGHAI, THE RESIDENCE OF W. V. DRUMMOND.

LEADING RESIDENTS OF SHANGHAI.

MR. W. V. DRUMMOND, of Lincoln's Inn, barrister-at-law, who holds the position, under the Chinese Government, of Chief Law Officer for Foreign Affairs in the southern ports of China, has a record of voluntary public service which, in many respects, is unique. He has lived in China for nearly forty years, and throughout the whole of that time he has studied local and imperial affairs connected with the Far East so closely that he is now a recognised authority. This special knowledge he has placed at the disposal of his country on more than one occasion, and, in return, has received the warm acknowledgments of two Secretaries of State. Born in London in 1841, Mr. Drummond is the son of the late Rev. James Drummond, at that time of Highgate. He was called to the Bar in 1870, and, after practising in Hongkong for two years, came to Shanghai, where he has taken the greatest interest in municipal and social matters. During the last thirty years he has been closely associated with numbers of Chinese officials, has entertained many of them, exchanged views with them on current topics, and so kept abreast of the trend of thought among the governing classes of the Empire. In 1889, at the request of the Viceroy, Mr. Drummond formed a committee to raise money in all parts of the world for the relief of distress in the famine areas in China; and of this committee, which collected about £50,000,

he became chairman. During the Chino-Japanese War and the Boxer outbreak, Mr. Drummond proved a mine of information to the British Minister in China, and his services were so highly valued that on each occasion he received the thanks of the British Government through Lord Kimberley and Lord Salisbury. The Emperor of China also conferred upon him the Order of the Sapphire Button, of the Third Rank, and last year he was presented with the Red Button of the Second Rank, the second highest rank in China as a Mandarin. In politics Mr. Drummond is a strong supporter of Mr. Joseph Chamberlain, and is a vice-president of the council of the Liberal Unionist League, a member of the Tariff Reform League, the Liberal Unionist Association, the Liberal Union Club, and the British Empire League, as well as of several London clubs. Mr. Drummond is also the founder and chairman of the Perak Sugar Cultivation Company, Ltd., and the Kalumpung Rubber Company, Ltd., two very large companies carrying on business in the State of Perak in the Malay Peninsula, all the capital for which was raised at Shanghai. He owns and lives in a fine residence, standing in its own ornamental grounds, on the Siccawei Road.

MR. EDWARD JENNER HOGG, who has the distinction of being the doyen of foreign residents in Shanghai, may be said to have taken, indirectly, a larger share than any other man in the work of developing the Settlement. He has seen it grow gradually from comparative insignificance to its present proud position of commercial supremacy, and, far from being merely an interested onlooker, he has been actively concerned in many of the industrial enterprises, the success of which has brought this transformation about. Born in Cheshire in 1838, Mr. Jenner Hogg was educated privately, and came to Shanghai as early as 1857 to join the old firm of Lindsay & Co., which had been established many years previously by former servants of the East India Company. He remained with the firm, in which his brother was a partner, until 1860, when he and his brother commenced trading together on their own account. In 1870 Mr. Hogg practically retired from business, but he has remained upon the directorate of several of the most important local industrial and development companies, and is, at the present day, chairman of the Land Investment Company and of the Shanghai Gas Company. He has always played a prominent part in the social life of the Settlement. He was one of the original "makers" of the racecourse; a foundation member of the Country Club; an officer of the old "Rangers," now the Light Horse; and was at one time Consul for



MAJOR BRODIE A. CLARKE'S RESIDENCE IN BUBBLING WELL ROAD.

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Italy. In return for his services in this last capacity he was decorated with the Order of the Crown of Italy. Mr. Hogg is still identified with practically every social organization in Shanghai and is a member also of the Conservative Club, London. He is, in short, a fine type of the sturdy pioneer of British enterprise and, at the ripe age of seventy years, hale and hearty as ever, he

MR. VYVYAN DENT, acting Deputy-Commissioner (Outdoor, Bonding and Returns), of the Imperial Maritime Customs, is one of the most familiar figures in Shanghai. Motoring is his favourite recreation, and, as he follows his bent to the fullest possible extent in his leisure, his car is often to be seen round about the countryside. Its owner may claim more than a

the China-Japan War), Kiukiang, Foo-chow, and Peking, before taking up his present appointment. Mr. Dent is a musician of considerable ability, and several of his published compositions have been very well received both by the professional critic and the public. He is also a collector of Chinese and other curios, and was awarded a silver medal at the St. Louis Exhibition and the Diplome d'Honneur and gold medal at the Liège Exhibition, for the valuable articles, both artistically and historically interesting, which he placed on view. In recognition of his services to the Chinese Government, he has been decorated with the Fourth Civil Rank of the Imperial Order, "Ssu Pin Hsien." Mr. Dent married, in 1892, Ada, the eldest daughter of Mr. I. W. Batinson. His son, Robert Vyvyan, who is an even more enthusiastic motorist and mechanic than he, has inherited his father's musical talents, and, although only fourteen years of age, has already obtained recognition in the musical world through his published work.



MR. AND MRS. E. JENNER HOGG.

can look back upon his career with justifiable pride. It is interesting to recall that his beautiful residence stands upon the site formerly occupied by a modest little bungalow which he and his brother built for use at week-ends on the banks of the Soochow Creek, near the Chinese village of "Unkaza," at the time that General Gordon constructed the Jessfield Road in connection with the operations against the Taeping rebels.

passing acquaintance with many and varied districts in China. He was born in 1862, when the great firm of Dent & Co. was at the height of its prosperity, and, except for the years spent in completing his education at Haileybury College, England, and the "Realschule" Cassel, Germany, he has lived in China ever since. He joined the Imperial Maritime Customs in 1882, and served in various capacities at Hankow, Chfoo (during

MR. J. H. TEESDALE, a partner in the well-known legal firm of Messrs. Stokes, Platt & Teesdale, was born at Eltham, Kent, on March 7, 1873, being the eldest son of Marmaduke John Teesdale, of Walton-on-the-Hill, Surrey. Educated at Albion House School, Margate, and at Winchester College, he served his five years' articles of clerkship with Messrs. Maples, Teesdale & Co., of 6, Frederick's Place, London, E.C., remaining with them for two years afterwards as managing clerk. In 1899 he came to Shanghai, where he joined Messrs. Stokes & Platt, and in 1904 he entered into partnership with them, the firm then assuming its present style. He has become intimately identified with local sport as an active participant. He is also a member of the Municipal Committee for Parks and Open Spaces. As a member of the Rowing Club, he rowed in the English four and eight during 1899 and 1900. He is a member of the Paper Hunt, Cricket, and Polo Clubs, and is a well-known member and performer of the Shanghai Amateur Dramatic Club. A good shot, he spends much of his time during vacations in pursuit of game up country. His clubs are the Shanghai and Country Clubs, Shanghai, and the Junior Carlton and Thatched House Clubs, London.

MR. HAROLD BROWETT, of Shanghai, was born in Birmingham, England, on October 6, 1862, and educated at Ashfurlong School, Sutton Coldfield, at Loughborough Grammar School, and at Northcote House, Rugby. He was admitted a Solicitor of the Supreme Court on January 18, 1887, and enrolled as a member of the Bar of Her Britannic Majesty's Supreme Court for China and Japan (now China and Korea) on September 26th of the same year, and has practised since then as a solicitor and advocate.

MR. EDWARD S. LITTLE has travelled extensively in different parts of China during fourteen years' missionary work, and has gained an acquaintance with the habits of the people and a knowledge of their languages, which prove of the greatest assistance in the conduct of his business. Born



The Residence, Seymour Road.

R. E. TOEG.

The Dining Room.

The Drawing Room.

The Billiard Room.

The Hall.

in Dorsetshire, in 1864, he was educated at Queen's College, Taunton, and at Cambridge University. He came to China in 1886, and besides visiting practically every part of the Empire, he has also travelled in Manchuria, Cochin China, and Korea. He is thoroughly conversant with the Mandarin dialect, and has spent a certain amount of time profitably in the study of various other dialects. In 1895 he purchased a part of the Li Mountain,

already, over 250 houses have been erected on the estate. In 1900 Mr. Little resigned his mission work in order to undertake the position of general manager in China and Korea for Messrs. Brunner, Mond & Co., Ltd. In 1904 he was elected a member of the Municipal Council, remaining in office until 1907, when, through pressure of business, he declined to stand for re-election. He inaugurated the Chinese Famine Relief Fund,

Methodist minister, and has one son and one daughter.



MR. JAMES JOHNSTON, who has lived in retirement in Shanghai for some years past, was at one time a partner in the well-known firm of Messrs. Boyd & Co., engineers and shipbuilders, and is still a director of the Shanghai Dock and Engineering Company, Ltd., and of the Mutual Telephone Company, Ltd. He occupies a charming residence, known as "The Elms," in the Bubbling Well Road. Mr. Johnston is a native of Glasgow, and was born in the year 1841. After serving an apprenticeship with the firm of A. J. Inglis, engineers and shipbuilders, he went to Australia as an engineer in 1864, and was there for about three years. He came to Shanghai in 1867, and was for some years with the engineering firm of Messrs. Boyd & Nicholas; and later, after a term at sea, he rejoined the firm, which in the meantime had become known as Boyd & Co. Eventually he acquired a partnership in the business, having as co-partner another well-known gentleman, Mr. John Prentice. Mr. Johnston is a member of all the principal local clubs and of the Thatched House Club, London.



MR. HENLING THOMAS WADE, author of our article on the tea trade of China, is a recognised authority on this subject. The foundations of his knowledge were laid in London, for, although a native of Shanghai, he was educated at Leatherhead and at King's College, and afterwards entered an office in Mincing Lane. Mr. Wade was born in the forties, his father, a sailor, belonging to an old Devonshire family. Since his return to Shanghai, in the sixties, he has always taken a prominent part in local affairs. There have been few more enthusiastic sportsmen in the Settlement than Mr. Wade. He ran first in a memorable mile race in 1868, and in the same year was elected to play for Shanghai in an inter-port cricket match. In 1888 he captained the English team against a Scottish eleven, and at about the same time he assumed the secretaryship of the Shanghai Cricket Club, which he restored to prosperity. From the earliest days Mr. Wade has been one of the most energetic members of the Paper Hunt Club. He is widely known as the author of "With Boat and Gun in the Yangtze Valley," still the most complete and reliable guide to sportsmen visiting that region. He has owned some of the finest pedigree pointers and Clumber spaniels that have been shipped to the East, and he has been a pigeon fancier since his younger days, when he was a pupil of Mr. W. B. Tegetmeier, who was for many years poultry editor of the *Field*. Mr. Wade was largely responsible for the success which attended the Shanghai Debating Society, of which he was at one time secretary.



MR. CHARLES BENNETT, a native of Massachusetts, U.S.A., is well known as one of the best sportsmen in Shanghai, and as the owner of "Brockton," the clever little black pony which broke the record for the Derby at the 1906 Spring Meeting, covering the mile and a half in 3 min. 11½ secs. Mr. Bennett started racing at the Autumn Meeting in 1904, adopting the riding name



DAVID LANDALE, CHAIRMAN MUNICIPAL COUNCIL.

near Kiukiang, some 450 miles up the Yangtze River. Its height is some 4,000 feet, and upon the summit, which has an area of several square miles, the climate resembles a fine English summer. Here he founded a sanatorium, which he named Kuling, and it is now visited annually by more than a thousand Europeans. The enterprise, having proved successful, was vested by Mr. Little in a board of trustees, free of cost, and,

and was made chairman of the Executive Committee. This fund, in conjunction with the Chinking Committee and others, raised a sum of about \$1,600,000. Mr. Little is the chairman of the Foreign Young Men's Christian Association, a director of the Christian Literary Society, and a member of several committees carrying on useful social work. He married the daughter of the late Rev. John Bate, a Wesleyan

of "Mr. Beverley," and taking over Mr. Mustard's old colours—white jacket and red cap. His pony "Salem" won the Maiden Stakes and Gold Cup. He did not meet with any luck in 1905, although he had several ponies in training; and again in 1906 out of a batch of four griffins bought privately from Chinese owners, there was not one which proved of any use. Mr. Bennett's head riding boy, however, picked out a black pony from another lot of eight, and this was "Brockton." At the Spring Meeting "Brockton" won the Gold Cup, which thus became Mr. Bennett's own property, and also established the record already alluded to. At the Autumn Meeting he won the St. Leger; in the spring of 1907, the Shanghai Stakes; in the autumn, the Autumn Cup and the Champion Stakes; while in the spring of the following year he was first home in the Criterion Stakes. Mr. Bennett's other successes include the Maiden Stakes in the autumn of 1907, and the Griffins' Race in the following spring, "Worcester" establishing a record for the three-quarter mile by covering the distance in 1 min. 29½ secs. But racing is not the only sport which Mr. Bennett has followed with success. In his student days he represented his college in base-ball, football, and running, and during the whole time that he has been in Shanghai he has been manager of the Base-ball Club and captain of various teams. He is also an ardent motorist. Mr. Bennett came to China in 1897 to join his father, a partner in the firm of Messrs. Mustard & Co. In 1907, however, he entered the China Investment Corporation, of which he is now vice-president.

MR. ALEXANDER McLEOD, who has lived in China for forty-four years, may justly claim not only that he is one of the "oldest residents," but that few men have been so intimately associated with the commercial and administrative affairs of the Settlement of Shanghai during the greater portion of that time. He arrived in Hong-

Mr. McLeod obtained a situation as junior shipping clerk in the firm of Messrs. Gibb, Livingston & Co., Hongkong. He served with this firm in various departments until June, 1872, when he was admitted a partner. In July of the same year he proceeded to Shanghai, where he has resided ever since, having been absent only about thirty months



MRS. DAVID LANDALE.

MR. ALEXANDER WILLIAM CROSS, Acting Commissioner of Customs at Soochow, has been in the service of the Imperial Maritime Customs Department for nearly twenty years. He was born in Negopotam in 1872, his father, Mr. Morris Cross, being a Judge in the Indian Civil Service, and was educated at King's School, Canterbury. He joined the Customs Department in 1889, and was stationed at Tientsin, where he remained as an Assistant until 1892. He was transferred successively to Tamsui, Swatow, Kiukiang, and Chungking, and was then placed in charge of Samshtui, a station on the West River at Canton. In 1900 he was appointed Acting Commissioner at Yochow, and in 1902, on returning from leave, became Acting Deputy Commissioner at Hankow. Later, in the same year, he was placed in charge of the district, remaining in that position until his transference to Soochow in 1907. Mr. Cross had received the Brevet Order of the Third Button, with Civil Rank of the Third Class. He is a member of the Shanghai Club, and his chief recreations are shooting and tennis.

MR. VILHELM MEYER, who was appointed Danish Vice-Consul at Shanghai in 1905, was born at Copenhagen, Denmark. He came to Shanghai in 1903, and was in the service of the Russo-Chinese Bank for two and a half years. This position he resigned in order to start trading on his own account. He is the founder of the well-known firm of Andersen, Meyer & Co., who, at their offices at 4 and 5, Yuen-ming-yuen Road, carry on a large engineering business besides holding agencies for several important houses and insurance companies. Mr. Meyer is a member of all the local clubs.

kong in 1864 in the employment of the Peninsular and Oriental Steam Navigation Company, after having been for some years in the London office, and was appointed private secretary to Mr. (now Sir) Thomas Sutherland, at that time superintendent of the company in China. In the following year, upon Mr. Sutherland's recommendation,

in thirty-six years. He is now the senior representative of the firm in the Settlement, and is a director of a number of local companies. One of the original promoters of the Shanghai Waterworks Company, he has been the chairman since its incorporation in 1881. He has undertaken many public duties. He presided over the Shanghai Fire



THE RESIDENCE OF CARL SEITZ IN KIAOCHOW ROAD.

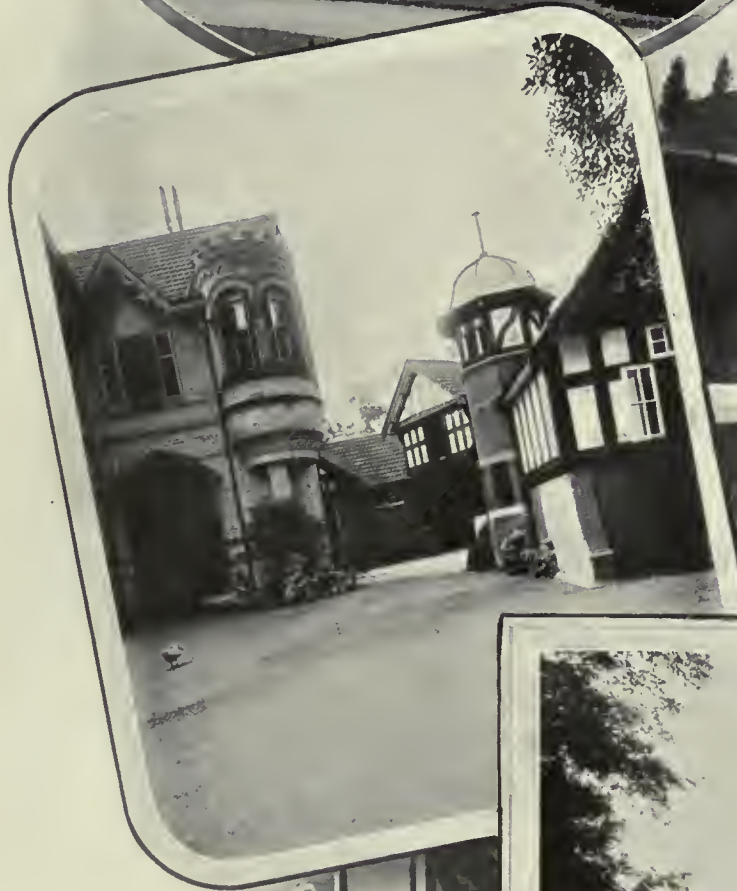
Commission from 1876 to the date of the dissolution of the Commission in March, 1908. For several years he was a member of the Shanghai Municipal Council, and in 1901-2 held the office of vice-chairman. When the Police Inquiry Committee was appointed in 1907 he was elected vice-chairman, and materially assisted its deliberations. Mr. McLeod is chairman of the Executive Committee of the International Institute, Shanghai, in which he has always taken the greatest interest. He is a warm friend of Dr. Gilbert Reid, the director-in-chief, whom he has known for many years, and, like Dr. Reid, thoroughly believes that the institute will be the means of promoting friendly feelings and harmony between

foreigners in China and the higher classes of Chinese. For many years Mr. McLeod has been governor, trustee, and chairman of the Shanghai General Hospital, whilst in the promotion of public amusement and recreation his name is associated with the Recreation Fund Trustees and the Trustees of the Lyceum Theatre, of which bodies he is the chairman, and with the Shanghai Race Club, of which he has been a steward and chairman for upwards of thirty years.

MR. G. R. GROVES, senior partner in the firm of Messrs. G. R. Groves & Co., architects

and surveyors, was born at Hongkong in 1883 and received his education at the Diocesan Home and at Queen's College in that Colony. After practising for some time in Hongkong he came to Shanghai in 1903 and established the firm which now bears his name.

MR. F. J. d'ALMEIDA, F.R.G.S., comes of a very old Portuguese family, who emigrated many years ago to Macao. He was born in 1858, and, after receiving a good education, entered upon a successful business career. He has spent thirty years in China, and for many years was in charge of Messrs. Evans,



"THE ELMS,"
Shanghai Residence of James Johnston.
The Stables.

"KILDONAN,"
The Korean Country Seat of James Johnston at Chemulpo.
"THE POPLARS,"
Shanghai Residence of M. Hoerter.

Pugh & Co.'s establishment in Hankow. Whilst in Hankow he filled the office of Vice-Consul for the Netherlands. Latterly he has been in the employment of Messrs. Jardine, Matheson & Co., and is now in charge of the Indo-China Steam Navigation Company's booking office. He occupies a leading position in the local Portuguese community, and is president of the Portuguese Club. He was created a Knight of the Order of Jesus Christ by the late King Carlos of Portugal, in recognition of services rendered; and in 1905 he was elected a Fellow of the Royal Geographical Society, London.

knowledge of all the details of the trade here stood him in good stead, for his operations have been entirely successful, and, as the result, he is now the head of a large and flourishing enterprise and the owner of a considerable amount of real estate. He is married to a daughter of Mr. Thomas Southey, of the Imperial Maritime Customs, and has two sons and one daughter. Mr. Bahr is an enthusiastic horticulturist, and a collector of pictures and Oriental china. He has devoted much time and money to these hobbies, and his fine residence, which is surrounded in summer time by beautiful flowers of numerous

years with Messrs. H. Price & Co., of Hongkong, he joined Messrs. Caldbeck, Macgregor & Co. He came to Shanghai on June 1, 1907, and purchased his present undertaking. While in Hongkong, Mr. White was a well-known member of several sporting clubs. His connection with the Victoria Recreation Club dates from 1884, and he carried out the duties of secretary for four years. In various branches of athletics he gained considerable distinction. As a sprinter, cyclist, swimmer, cricketer, and oarsman, he has won many prizes, and his services as a coach have often been requisitioned by crews training for the Victoria Regatta, Hongkong, and by the Scottish crew for the International Challenge Cup at the Shanghai Rowing Club Autumn Regatta. The Scottish team that entered for the international walking match held at Shanghai on November 24, 1907, was also under his charge. He is a member of the Zetland Lodge of Freemasons, 525 E.C., Hongkong, and holds the office of Scribe E. in St. Andrew's Chapter, 628 S.C. His recreations are rowing, swimming, tennis, cricket, golf, riding, and cycling. He has lately joined the Maxim Company of the Shanghai Volunteers.



VIEWS OF A. W. BAHR'S RESIDENCE,
Designed and Built to his own ideas.

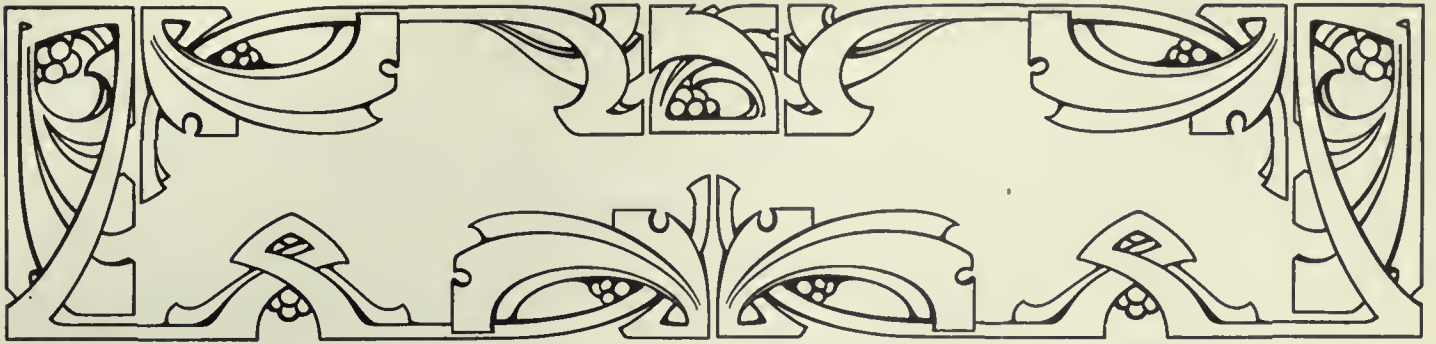
MR. JAS. SCOTSON, the assistant manager of the Shanghai branch of Richard Haworth & Co., Ltd., has a record as a footballer which it is highly improbable that any resident in China at the present time could equal. When a boy of about fourteen he assisted Manchester to win the English School-boys' Championship Competition. Within a few years he was playing regularly for Manchester City, which he represented in a number of First League games. His usual position was inside left, but on more than one occasion he has partnered Meredith, the famous international, on the right wing, and has often played in company with Threlfall, who has since joined Fulham Football Club, and is now generally recognised as one of the best forwards in the Second League. Mr. Scotson was a member of the Manchester City team that won the Manchester Cup in 1901, but had at last to sever his connection with the club because the travelling required for carrying out a First League football programme appeared likely to interfere with his business duties. Subsequently he joined Stockport County, and rendered them valuable service before Messrs. Haworth & Co., Ltd., in whose employment he has been for some eight or nine years, desired him to proceed to Shanghai. He arrived in China in 1905, and has since that time taken an active part in football here. He is a member of the Shanghai Football Club, and has played in several of the inter-port matches with outstanding success; he was also the captain of the "A" Company team that won the Skottowe Cup this year for the second year in succession. Mr. Scotson is fond of riding, and finds this form of recreation an excellent means of keeping in condition for the more strenuous winter pastime.

MR. ABEL WILLIAM BAHR is a man who has achieved success by steady application to business, for he started upon his career without those advantages which many others enjoy. Born at Shanghai on December 11, 1877, he was educated here, and, at the early age of fourteen years, entered a coal merchant's business. Three years later he started in business for himself! Four years afterwards he amalgamated with Messrs. Hopkins, Dunn & Co., and has since been in charge of their coal department. His carefully acquired

varieties, contains many choice pieces of porcelain and numerous artistic treasures.

MR. FRANK W. WHITE, manager and co-proprietor of J. W. Gande & Co., is the son of the late Mr. J. R. White, of Hongkong, and was born in Hongkong on October 14, 1870. After receiving his education at the Government Central School, and at St. Paul's College, he was engaged in a variety of businesses until 1901, when he entered the wine and spirit trade. After being for two





PROMINENT CHINESE RESIDENTS.

HIS EXCELLENCY YEN-FUH, who recently resigned the presidency of the Fuh-tan College at Woosung in order that he might have more leisure to follow those literary pursuits in which he takes so great a delight, is a man whose brilliant scholarship has won recognition in all parts and among all classes of the Chinese Empire. His translations into Chinese of such books as Adam Smith's "Wealth of Nations," Herbert Spencer's "Study of Sociology," John Stuart Mill's "System of Logic," and Huxley's work on "Evolution" have made his name famous in the world of sinologues, while in the realm of original composition, he is regarded, by the *literati* of his own country as a writer whose purity of style, forceful expression and wide knowledge, entitle him to a place in the front rank of Chinese authors. As Mr. Yen-Fuh is only fifty-four years of age, and his mental faculties are unimpaired, he will probably add other valuable works to his already long list of publications before laying his pen aside. Apart from his contributions to Chinese literature Mr. Yen-Fuh has many claims to distinction. During his career he has held a number of high official positions, and in each case has discharged his duties with credit to himself and to the satisfaction of the Government. He obtained his early education as a naval cadet at the Foochow Arsenal, and, after five years' instruction in English, mathematics, and navigation, he spent some time in a training ship cruising around the Chinese coast and in the Straits of Malacca. In 1872 he visited Japan, Manika, and the Straits Settlements in another training ship—a steam corvette, under the command of Capt. R. E. Tracey, B.R.N.—and four years later he was selected by the late Viceroy Li Hung Chang, of Chihli, to accompany the Chinese Educational Mission to Europe. For two sessions he studied at the Royal Naval College, Greenwich, and upon his return to China, in 1880, was immediately appointed headmaster of the Naval School of the Foochow Arsenal. Under the auspices of Li Hung Chang in the following year he established a Naval College in Tientsin, capable of accommodating one hundred executive and one hundred engineering students. The teaching staff included three British naval officers, and for nineteen years, until it was seized by the Russians during the Boxer troubles of 1900, the college furnished a constant supply of young officers for the

Chinese Navy. In 1901-2 Mr. Yen-Fuh was the director of the Chinese Engineering and Mining Company, Ltd., at Tientsin, and, in 1904, he visited England again—this time in connection with a law suit which arose between the Company and its promoters. Upon his return he was

employed in educational work both in the north and south of China. Altogether, as will be seen, he has had a very active and useful career.



HIS EXCELLENCY SHENG KUNG PAO.

SHENG KUNG PAO. — Sheng Hsuan-huai (Hsi-g-sun) is a native of Changchow in the province of Kiangsu, and was born on October 5, 1845. His family has been prominent in the political, social, and financial affairs of the province for several generations, and his father attained the rank of Provincial Treasurer. After successfully passing the literary examinations for the first degree, Sheng became one of the private secretaries of His Excellency Li Hung Chang, and

He relinquished both these positions in 1903, when he went into mourning for his father. In 1896 he was given the Metropolitan Fourth Rank and became director-general of the Peking-Hankow Railway and of Southern Railways. In his capacity as Director-General of Railways he negotiated the contracts for the building of the Peking-Hankow, Canton-Hankow, Shanghai-Nanking, and Chengchow-Taiyuen Railways, and must be considered the pioneer of railway building in China.

in 1897. He has been instrumental in sending many students from these two schools abroad for further studies, and many pupils who owe their education to his foresight are now filling important positions in the Government service. In conjunction with Chang Chih-tung he started the Hanyang Iron Works, and in connection with them the Ping-hsiang Mines. These two companies have recently been consolidated with the Ta-yeh Iron Mining Company into a new company, the Han-ping-yeh Iron and Coal Company, with a capital of \$20,000,000, which gives promise of great success. He is the leading shareholder in the Hwahseng Cotton Mill, Shanghai, and was for many years its director-general. Many imperial honours have been conferred upon him, as well as numerous foreign decorations. He was Junior Guardian of the new Emperor; holds the brevet rank of President of the Board; was formerly Senior Vice-President of the Board of Works; and is now Vice-President of the Board of Posts and Communications. The much-coveted privilege of riding on horseback within the Forbidden City has been accorded him. His residence is No. 110, Bubbling Well Road, Shanghai. His garden in Soochow, known as Liu Yuen, is one of the most beautiful examples of Chinese landscape gardening, and is yearly visited by great numbers of people. Although he has attained a very high position, he is still familiarly known as Sheng Taoutai.



CHINESE FINANCIERS.

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|---------------------|------------------------|-------------------|
| | 1. Y. K. ZEA SIH VANG. | |
| 2. ZIH LI KUNG. | | 3. YIH MING TSAH. |
| 4. YUEN HUN KEE. | 5. YU YAH CHING. | 6. WOO KEE MAY |
| 7. WONG HIEN CHENG. | 8. L. H. ZIAH. | |

remained in this position until he became chief secretary. On account of his brilliant work in that capacity he was appointed Taoutai at Chefoo in July, 1886, and Taoutai at Tientsin in 1892, both of which positions he filled with exceptional ability. During these years he was instrumental in founding the Chinese Telegraph Administration, becoming at first a director and later director-general. He was also interested in the foundation of the China Merchants Steam Navigation Company, of which he became director-general.

After the creation of the Board of Posts and Communications in Peking, this office of Director-General of Railways was abolished. In 1902 he was appointed Senior Commissioner for Treaty Revision, and negotiated the new commercial treaties with Great Britain, the United States, Japan, and Portugal. He still retains this office. He was the founder of the Imperial Bank of China, and continues to be its director-general. He was the leading spirit in founding the Tientsin University in 1895, and the Nanyang College

HIS EXCELLENCY SHÊN TUN-HO has a remarkable record of public service, and is deservedly held in the highest esteem by Chinese and foreigners alike. His life-story includes many great achievements and bitter disappointments, for his career has not been



HIS EXCELLENCY SHÊN TUN-HO.

simply a long series of successes. As a patriot actuated with a single-minded desire to serve his country, he has earned the gratitude of thousands of his fellow country-



WELL-KNOWN CHINESE MERCHANTS AND RESIDENTS.

- | | | | | | |
|--------------------|--------------------|---------------------|--------------------|------------------|----------------------|
| 2. CHUN KWAN YEH. | 3. CHUN KOO LEONG. | 1. LEE YUNG SU. | 4. CHUN MING HUNG. | 5. C. S. CHEW. | 6. CHU HUN TSAI. |
| 7. HOO ERH MAI. | 8. CHUNG BING HIM. | 9. KIN GEN SANG. | 10. WOO CHAU CHIN. | 11. WOO TON YIN. | |
| 12. YIH ZUNG TSAH. | 13. LO HON CHUN. | 15. CHU PAO SAN. | 16. CHAI LAI FONG. | 17. LO KING HFF. | 18. CHANG LING KWAL. |
| 19. ZEE WAY ZUNG. | 20. KOO KING CHAR. | 21. CHEONG CHI PIO. | 22. S. K. TONG. | 23. S. D. FONG. | |
| | 24. T. S. YEE. | 25. CHUN YIK CREE. | 26. LOW CHE CHUNG. | | |

men; as a man of wide experience and liberal education, fully appreciating the benefits to be derived from China's free intercourse with the outer world, he has upon occasion, incurred the grievous displeasure of the throne, with its natural corollary—banishment and degradation. The second son of Mr. Shên Siao Yu, a tea merchant of Ningpo, Mr. Shên Tun-ho was born in 1857. In his early training he had all the advantages which parents in comfortable financial circumstances could bestow. After being privately educated at Shanghai he went to England, and was entered as a student at St. John's College, Cambridge. Here he devoted his attention chiefly to the study of political economy, but, unfortunately,

Excellency Tso Tsung-toung, decided to retain Shên's services in connection with the establishment of a torpedo college. Captain Frederick Harvey, R.N., the inventor of Harvey's torpedo, was brought out from England to act as instructor, and Shên was promoted to be co-director of the Torpedo College with him. Together they started a large institution, in the conduct of which Shên found full occupation for four busy years. During the Franco-Chinese War, however, orders came from Peking appointing him as blockade-runner to get men and money through to Formosa as its governor, Lui Ming-Chuen, was in desperate straits. Arriving at Shanghai he established an office. Two transport steamers were requisitioned, and,

employment for him. He was sent to lay mines in the North Channel at Shanghai, and was subsequently placed in charge, under the late Mr. Moorhead, Commissioner of Customs at Hankow, of the lower Yangtze forts. He was also appointed General on the staff of the Tsechang Brigade—the well-known German-drilled army of Nanking—and was given the rank of Taoutai in order that he might have every possible facility for efficiently carrying out his duties. So far Shên's career had been an unbroken series of advances; but now, for a time, fortune turned against him. Upon his recommendation, Woosung had been made an open port, and a Peking censor, in a memorial to the Throne, alleged that he had been bribed by foreigners to have it so made in order that they might get possession of the fortifications. The Minister who had the task of enquiring into the charges could find no foundation for them, but, nevertheless, sentence of banishment was passed. Shên was sent to Kalgan, a town of Chihli, and, in accordance with usage, was nominally appointed to a small military post in Mongolia. It was at the beginning of June, 1900, that he arrived at the city of his exile. The Chief Magistrate was an acquaintance of his, and the Boxer trouble, then just making itself felt, came up for discussion. Shên advised that all foreigners should, for their own safety, leave the place, and when the imperial decree ordering the slaughter of all foreigners reached the officials he suggested it should be locked up and kept as secret as possible. Three days after the last foreigner had departed there arrived in Kalgan a body of Boxers 500 strong. They were furious at the flight of the foreigners, and, making inquiries, discovered through whom the information which led to their escape had been given. They surrounded Shên Tun-ho's house and demanded to know where the foreigners had gone, threatening to take his life if the information was not forthcoming. In this extremity Shên resorted to a desperate measure, and, placing himself in command of a number of Chinese horse-dealers, attacked the rebels and dispersed them. Subsequently, at the request of the people who desired to protect their interests from the foreign army, he elected himself President and established a protectorate over Kalgan, Hsuenhuafu, and Chimingyeh. In this capacity he was enabled to arrange matters so smoothly with the invading army that the places were left unmolested. One effect of this unexpected success for China, in Kalgan, was the restitution by the Court of all Shên's dignities and decorations. Another was his removal to a larger sphere of work. The occupation, early in 1901, of the Kukan passes was regarded as a menace to the Shansi Province. Shên was ordered thither, and, in order that he might command Manchu troops, he was given the rank of a Manchu officer, being the first Chinese to receive such a distinction. At Kalgan the approaching departure of Shên Tun-ho caused something like consternation, and 500 men, kneeling round the Governor's Yamen, prayed that he might remain as their President. Afterwards, when Shansi was being invaded, the skill with which Shên conducted the negotiations leading to the withdrawal of the troops was everywhere recognised. His diplomacy, born of a shrewd knowledge of affairs, was in every case successful. His many important services were marked by appropriate advancement in rank and dignities. He was made Taoutai of Taiyuanfu; in 1902 he was called to Peking to fill the office of co-director of the Bureau of Mines



DR. H. B. KINGMAN, D.D.S.

PROFESSOR LEE TUNG HWEE, B.A.
President, World's Chinese Students' Federation.

W. V. SEA.

was unable to complete the prescribed course, for after twelve months he was recalled to China owing to the death of his father. Within a year of his return he was appointed interpreter to Mr. Chen, Magistrate of the Mixed Court at Shanghai; but it was in 1881 that Mr. Shên made his first important rise in life. Liu, the Taoutai, of Shanghai, at that time, recommended him to His Eminence the late Liu Kun Yi, Viceroy of Nanking, who was contemplating starting the Nanking and Chinkiang line of telegraphs. After the telegraphic line had been laid, Shên was appointed to organise a school for instruction in English in the Nanking Arsenal. Within twelve months Viceroy Liu was removed from his high office, but his successor, His

although not ideal ships for the purpose, they actually succeeded in running about twenty times, without disaster, between Shanghai and Formosa. For his services in this connection Shên was raised another step on the official ladder. He was appointed to work in co-operation with Captain E. C. Trollope on the building of a new fort at Woosung, of which, subsequently, he was given charge. When the new Opium Convention of Hongkong was signed on September 11, 1886, he was present at the negotiations as Secretary to the Chinese Commissioners, Sir Robert Hart and Shao Taoutai, and his next appointment was that of a director of the new Naval College at Nanking. The outbreak of the China-Japan War, in 1894, meant more active



CHEONG CHI PIO.

VERDANT VILLA.
THE HAINING ROAD RESIDENCE.

and Railways, and at the Imperial audience granted him by the Empress Dowager and the Emperor he was awarded the First-class Button, a signal mark of the imperial favour. In 1903, on account of eye trouble, Mr. Shên Tun-ho retired from official work and came to Shanghai. He has, however, by no means lived a life of quiet seclusion since that date. Always possessed of the desire to serve his country to the best of his ability, his activities were directed along the lines of philanthropic and charitable effort as soon as official work ceased. In conjunction with many of his foreign friends in the Settlement, Mr. Shên at the outbreak of the Russo-Japanese War, started the National Red Cross Society of Shanghai. They engaged a boat to go to Port Arthur, and, acting as blockade runners, saved the lives of many Chinese, Russian, and German workpeople. They started a hospital in connection with the Scotch Mission in Manchuria.

Company, the first Chinese life insurance company started in China. In the winter of 1904 Mr. Shên's assistance was obtained by Mrs. Archibald Little in promoting the work of the Anti-Foot-binding Society. He addressed many large meetings in the Town Hall, and gave the movement great impetus. Within a short while 60 per cent of the women in Shanghai had taken the tight wrappings from their feet, and now fully 92 per cent. of the women in Shanghai have abandoned the unnatural practice. In 1906 Mr. Shên was elected president of the society, branches of which have been established in every province. He threw himself with characteristic energy, also, into the work of raising funds for the relief of the sufferers during the terrible famine in Central China in 1906, and altogether a sum of \$1,600,000 was collected. Mr. Shên acted as secretary, and took a large share in the organisation and successful carrying out of the National Fancy

and Mrs. Shên have two sons; the elder, aged twenty-one, is in England studying engineering at Dulwich College; while the younger, who is thirteen years of age, is learning English at the Young Men's Christian Association.

MR. CHU PAO SAN, head of the firm of Shing Yu & Co., is a son of the late Mr. Chu Yu Su, a former military official of Ningpo. Born in 1847, and educated privately at Chusan, he came to Shanghai at the age of sixteen, and after a thorough training in business methods, started the firm in which he is now the senior partner. The firm has been in existence for upwards of thirty years, and carries on an extensive import and export business, the head offices being at No. 13, Foochow Road. Mr. Chu Pao San is also chairman of the Wah An

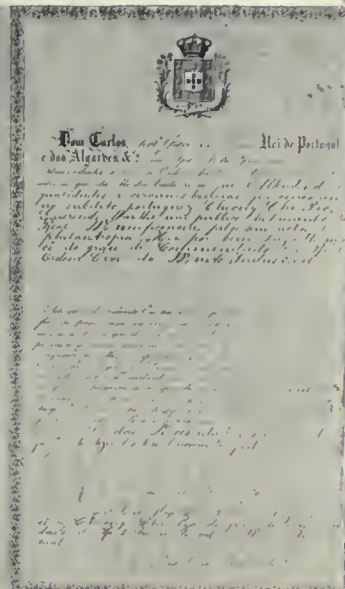
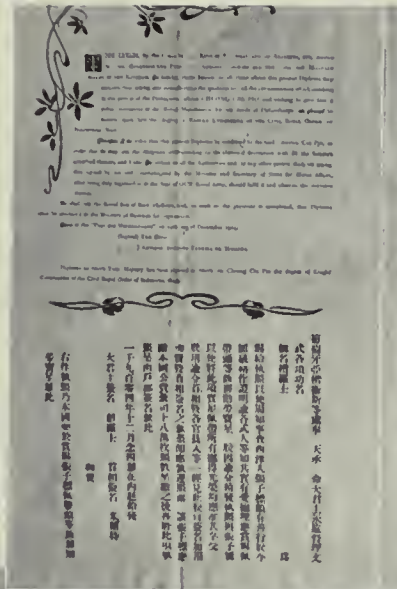


Y. C. TONG AND HIS SONS ALBERT AND GEORGE.

Civilians were attended here, and afterwards sent by rail to Tientsin and thence to their homes. Free passages were granted by the China Merchants Steam Navigation Company and by the Chinese railways, and in this way some 96,000 Chinese escaped from this district during the progress of hostilities. Realising how important and useful the Red Cross Society was, Mr. Shên used all his influence towards placing it upon a permanent basis. He raised about Tls. 620,000 for this purpose amongst his countrymen, and, with assistance from the Chinese Government funds, a hospital and a school were erected at Shanghai which continue to carry on a most valuable work. In the summer of 1904 he was appointed Commissioner of the Shanghai - Nanking Railway. He superintended the construction of the line from Shanghai to Wusieh, but when this section was completed he resigned in order to become the managing director of the Imperial Bank of China, which position he still holds. He founded also the Wah An Life Insurance

Fair in Shanghai, the result of which was a contribution of some \$74,000 to the general fund. In all these ways and many others Mr. Shên has laboured for the good of his fellows; no worthy cause has appealed to him in vain, and his great organising ability has often been the means of bringing such a one to a successful conclusion. During his long public career Mr. Shên has received many decorations and marks of distinction from various nationalities. He is a member of the Order of the Imperial Dragon; a Chevalier of the Legion d'Honneur; has the special decoration from the Chinese Red Cross Society; and is the possessor of gold medals presented to him by Russian and Siberian merchants for services during the Boxer troubles. He married the daughter of Mr. Chang, a military officer of Anhwei. His wife takes a deep interest in much of her husband's social and philanthropic work and started a girls' school in Shanghai, in connection with the Anti-Foot-binding Society, which has now a membership of 120. Mr.

Fire and Life Insurance Company, and a director of the Wah Shing Fire and Marine Insurance Company, Imperial Bank of China, Racine Ackerman Compagnie Asiatique de Navigation, Chung Shing Flour Mill, Tah Yue Oil Mills, Tebong (Straits Settlement and Federated Malay States) Rubber Company, Hankow Waterworks, and Canton Waterworks. He is connected with many charitable institutions, and is a keen supporter of educational movements. He is treasurer of the Central Famine Fund at Shanghai, and, in conjunction with Dr. Paulun, acts as chairman of the German Medical College. He is a member of the committee of the Shanghai Chinese Chamber of Commerce, and was chairman of that body in 1906. He has a handsome private residence in Arsenal Road, and his family consists of five sons and five daughters. His eldest son, Mr. Chu Tsz Kuai, is now managing the business of Shing Yu & Co.



CHEONG CHI PIO.

THE DIPLOMA CONFERRING THE PORTUGUESE ROYAL ORDER OF MERIT.
MR. AND MRS. CHEONG CHI PIO.

THE LATE CHEONG LING CHOW,
Father of Cheong Chi Pio.

MR. TONG YUEN CHAM, better known, perhaps, as Y. C. Tong, is a member of the famous Tong family, and was born in 1862 at Kwantung. At the age of twelve he formed one of a party of 120 young Chinese gentlemen who were sent to the United States by the Chinese Government

ting he returned to China, but, together with his fellow students, was slighted by the Government of that day. Ten years ago, however, the Government acknowledged the usefulness of their former protégés. Coming from a prominent and influential family, Mr. Tong naturally took a high

round the world, and received many decorations from the rulers of the countries visited. Mr. Tong is at present the chief superintendent and acting general manager of the Imperial Chinese Telegraph Administration, Deputy to His Excellency the Viceroy of the Liang Kiang, Commissioner of the Inland Likins, a Director of the Canton Guild, a representative of the Kwangtung Province on the Chamber of Commerce, and a director or committee member of several companies and local institutions. Mr. Tong's two sons, Albert and George, are now being educated at St. Paul's School, London. They have been in England for four years, and will enter Cambridge University in a year or two.



MR. CHEONG CHI PIO is one of the most prominent and widely known members of the Chinese community in Shanghai. His career has been an interesting one, for serious reverses have intermingled strangely with the greatest strokes of good fortune, and, sometimes, just when his prospects seemed darkest the outlook has suddenly cleared. His father—Mr. Cheong Ling Chow or Mr. Sing Yu, as he was sometimes called—was born at Canton in 1790, and studied medicine and surgery. For some time he managed a drug store belonging to his father, but, in 1853, opened a hardware store on his own account. When, however, Canton was attacked during the Taeping rebellion the premises were looted. Left without means, he commenced to practise as a surgeon, and, in a short while, had saved enough to open another drug store. Being of a charitable and kindly disposition he did a great deal of good, and attended many of the poorer people, in his own district, free of charge. Physically he was a fine specimen of manhood, and, being an adept at the "noble art" of self-defence, he used to take a delight, during his leisure moments, in teaching his friends how to use their fists. He died, in 1872, ten years after his wife, in very straightened circumstances, but so highly esteemed that thousands of people attended his funeral. He left five sons and two daughters. Mr. Cheong Chi Pio, who was born, in 1853, at Macao, was obliged, owing to his father's misfortunes, to do without the advantages of an education. At the age of sixteen he came to Shanghai and was apprenticed to Mr. Fisher, a furniture manufacturer and general contractor. After eighteen months' experience he was appointed foreman, in which capacity he served for three and a half years. During this time he became a warm friend of Mr. Lubello, who gave him \$300, with which he started business as a ship's painter, decorator, and contractor, under the style of J. Lee Chong, which chop is well known to the present day. Only sufficient business was done to cover expenses, but, subsequently, Mr. Lubello, admiring his perseverance and earnestness, recommended him to his friends and advertised the business extensively in the newspapers. The result was a large increase in orders, and the tide of prosperity seemed to be flowing. Three years before the outbreak of the Franco-Chinese War, Mr. Cheong Chi Pio was instrumental in starting the Hongkew Iron Foundry, but the hostilities between the two nations brought extensive losses, and Mr. Cheong, almost in despair, settled his accounts, handed over the management of his business to his brother, and retired to Canton. After a stay of twelve months in this city he returned to



WELL-KNOWN CHINESE GENTLEMEN AND BUSINESS MEN.

- | | | |
|--------------------|---------------------------|---------------------|
| 1. LEE PAH PAO. | 4. YANG SIN CHE. | 2. YU KO MING. |
| 3. YEU CHONG SCH. | 5. THOMAS WARD (TAIN WA). | 5. SING TING HOANG. |
| 6. KO DESANG. | 10. Z. SONG CHING. | 8. YUNG CHE PIHO. |
| 9. HUP CHENG YONG. | 13. YU SIN TING. | 11. WONG SAY CHE. |
| 12. YIN SHI CHANG. | | 14. T. K. TSIANG. |

to receive a Western education. During the eight years which he spent in America, Mr. Tong went through the usual educational course, passing the Grammar and High schools and qualifying for entrance to Columbia University in 1861. After gradua-

tion and became well known in public life. A Taoutai in rank, he has filled a number of offices with credit to himself and advantage to his country. He accompanied Their Excellencies Viceroy Tuan Fang and Tai Hung Tze on their tour



S. K. TONG'S RANGE ROAD RESIDENCE. ®



WELL-KNOWN CHINESE GENTLEMEN AND BUSINESS MEN.

- | | | | |
|-------------------------|---------------------|--------------------|--------------------|
| 1. YU PING UR. | 2. KWAN CHIPING. | 3. CHANG YEE CHIE. | 4. YING SOY HSUNG. |
| 5. SIA TSZE NAN. | 6. BONG LAI CHING. | 8. M. ZEEN. | 9. S. C. YOUNG. |
| | 10. WONG SZE SHING. | 12. ZEA ZOON BING. | 11. H. E. YEN FUH. |
| 13. K. T. CHANG. | 14. TAO MAI SEN. | 15. LEE SHI GNAN. | 16. SZE TSAY KOR. |
| 18. REV. WONG PING SAN. | 19. KING CHUN SAN. | 20. ZEA KOO CHING. | 17. TONG SHIN YUE. |
| | | | 21. T. SUICHOW. |

Shanghai to resume control of his business in Haining Road, which his brother had been unable to run at a profit. About this time Mr. Cheong was lucky enough to win three prizes in the Waising lottery. Within ten years he won \$80,000, \$50,000, and about 75 per cent. of \$400,000. This good fortune was partly counterbalanced by a loss of \$170,000, but sufficient money remained to place Mr. Cheong's various enterprises on a sound financial basis. Since then all his speculations have proved successful. Mr. Cheong recognises the obligations of

riches, and, like his father, he is very charitable. He has liberally supported hospitals, schools, and other public institutions. For his munificence he was made a Knight Commendador of the Civil Royal Order of Industrial Merit by the King of Portugal on December 24, 1904, and was granted the rank of Taotai by the Chinese Government. Now, in the closing years of his life, Mr. Cheong takes as small a share as possible in the perpetual worries attendant upon large business and financial operations. Formerly he derived considerable enjoyment from

shooting, but advancing years have obliged him to relinquish this form of recreation. His town house is in Haining Street, and he has, also, a delightful residence—Verdant Villa—situated some little distance from Shanghai, in the direction of North Honan Road. Here is to be found everything calculated to promote material comfort. The rooms are tastefully and luxuriously furnished, and the extensive grounds, which are splendidly laid out, contain an artificial lake and several excellent specimens of Chinese rockery. Mr. Cheong married Miss Cheong Ja See, and



S. K. TONG.

"THE HOLLIES," BUBBLING WELL ROAD (in course of construction).

THE CAR

THE COUNTRY HOUSE AT JESSFIELD.

has a family of nine sons and six daughters. His eldest son, Mr. Cheong Tsing Poo, has now taken over a large part of his father's business interests.

MR. WONG I. DING, a son of Mr. Wong La Yih, a well-known merchant of Chekiang, was born at Pootung, and was educated privately at the Kiangnan Arsenal, gaining special distinction in drawing and mathematics. On leaving school he became an assistant in a native bank, and afterwards manager of Ting Hing, a firm of Japanese cargo agents dealing principally in matches and cotton-yarn. After acting for a time as

the committee of the Chinese Commercial Association in Bubbling Well Road. A liberal patron of education, he supports many schools in Shanghai, and has established and endowed a free school near Pootung, his ancestral village. Mr. Wong I. Ding resides at Mo Ka Loong. He is married and has three sons. The eldest son is at present receiving a military training in Japan, and the second son is being educated at Nanyang College.

MR. K. T. CHANG may claim to have been one of the first to introduce to his countrymen the celebrated "Sherlock

at Tokyo, and attended the ceremony at which His Excellency Yu Keng, the Chinese Minister, presented his credentials to the Japanese Emperor. Returning from Japan he was engaged as translator for the well-known Chinese magazine, *Chinese Progress*, published under the auspices of His Excellency Chang Chih Tung, the Viceroy of Hupeh. The periodical had a wide circulation over the whole of the Chinese Empire, and many of its articles were used in other publications. It was during this time that Mr. Chang wrote his translations of English fiction.

MR. TONG SHOU KIANG, a Cantonese millionaire, is a son of the late Mr. Tong



SOO PAO SUN AND SONS.

compradore to the China Mutual Life Insurance Company, he became compradore to the Osaka Shosen Kaisha in 1900, and, subsequently, compradore to the Nisshin Kisen Kaisha. He is interested, as a director, in several large concerns, including the Mukden Land and Investment Company, the Shanghai Ni Ching Land Company, the Li Dah Flour Mill, Soochow Creek; the Wa Tung Fire and Marine Insurance Company, the Wa Sing Fire Insurance Company, the Shanghai Inland Electricity Works, and the Shanghai Spinning Company, Soochow Creek; whilst he is director-general of the Sing Seng Savings Bank, Shanghai. He is vice-chairman of the Chinese Municipal Council, president of the Inland Chinese Chamber of Commerce, vice-president of the Chinese Merchants' Volunteer Association, and a member of

"Holmes," for he translated Sir A. Conan Doyle's masterpieces, as well as several other well-known works of fiction, into Chinese. Among more weighty matter which Mr. Chang has rendered into the language of his forefathers is "Broom's Philosophy of Law," of which more than one thousand copies have been circulated. A native of Shanghai, Mr. Chang attended the Kiangnan Arsenal Government School in 1876, and was educated in English for eleven years. He then entered the Chinese Consular Service as Secretary to the Consulate at Chemulpo, Korea, and was transferred to Fusan a year later in the same capacity, remaining there until the Chino-Japanese War broke out. Upon the conclusion of peace, he was appointed Secretary-Interpreter to the Chinese Legation

Soy Chee, who was known at Hankow as the "Tea King." Three years ago Mr. Tong, who is only twenty-five years of age, inherited his father's wealth, and, upon the advice of several Chinese and foreign medical men, removed to Shanghai, handing over the entire management of his business at Hankow to his uncle. In Shanghai he founded "the Land Investment Syndicate," of which he is managing director, with a holding of half the shares. He is also the local agent for the Tung On Fire Insurance Company, Ltd., of Hongkong. Mr. Tong is very popular amongst both Chinese and Europeans. He is fond of outdoor amusements, and owns several fine horses and a powerful motor car. Although he has a large house, built and furnished on European lines, in Range Road, Hongkew, and a fine country residence



YU YAH CHING AS VOLUNTEER OFFICER, AND HIS RESIDENCE.

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at Jessfield, he is building a palatial dwelling on the Bubbling Well Road, and is sparing neither pains nor expense to make it perfection.

MR. SOO PAO SUN.—Mr. Soo Duck-piao, *alias* Pao-sun, is a native of the Tsing district of Ningpo Prefecture, Chekiang, and was born on the first day of the third moon of the fifth year of Hienfung (1855). He married first Kan, and, after her death, Chen, his present wife. He has five daughters and three sons—the eldest son, Gun-lun, is thirteen years of age, the second, Gun-yi, twelve years of age, and the youngest, Gun-shen, ten years of age. Mr. Soo's father, Tien-yuen, improved the financial

position after six years, on account of his mother's loneliness, and resumed his former calling at Shanghai. At the age of thirty-seven he was a prosperous man of business. Since then he has undertaken several enterprises, such as Zung Kee, Yee Yuen Zunge Piece-Goods Shop, Kui Tai Clothing Shop, Chen Duck Dispensary, San Tai Yarn Factory, Loong Chong Paper Mill, Land Investment Company, and Wah Shing Insurance Company. Many of these were established by himself and others as joint stock enterprises. A rich man but unostentatious, he is always ready to contribute to educational and philanthropic work. A year or two back he took an active part in soliciting subscriptions for the famine relief of Shensi and Anhwei Provinces, and organised the Red Cross Society. In recognition of his merits he

ness men in the Settlement. The son of Mr. Yu Ching Wan, he was born at Ningpo in 1856, and gained his first insight into business as a shop assistant in his native city. Here he remained for ten years. Subsequently, for a period of nine years, he carried out the duties of compradore to Messrs. Reuter, Brocklemann & Co., and for twelve months prior to taking up his present post he was compradore to the Russo-Chinese Bank. By exercising scrupulous care in discharging his business responsibilities, Mr. Yu Yah Ching has earned the full confidence of his fellow countrymen, who some years ago elected him a member of the committee of the Chinese Chamber of Commerce. On more than one occasion he has been the means of establishing a better understanding between Chinese and foreigners. In the



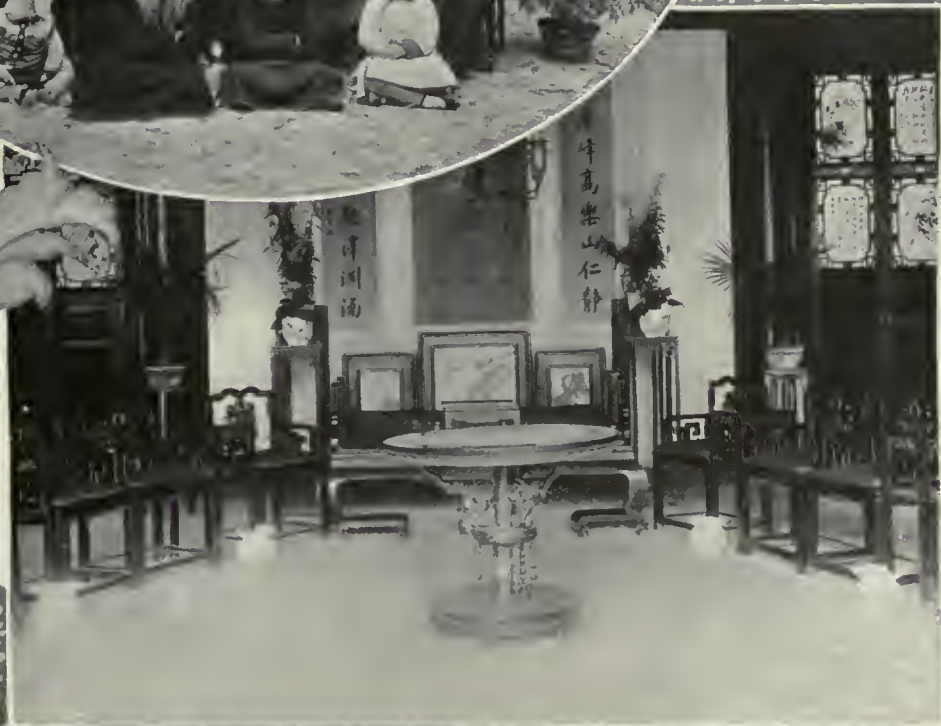
MR. YU YAH CHING AND FAMILY.

position of his family by trading in piece goods, and had three sons, of whom Mr. Soo is the youngest. When his father died Mr. Soo was only four years old, and he was compelled to leave school at the age of thirteen and enter upon his apprenticeship in a piece-goods shop in Ningpo. At the age of seventeen he left Ningpo, as the city was not a commercial centre, and accepted employment at Shanghai in Dong King Kee, a piece-goods shop. He lost no opportunity of studying business methods, and made many friends among prominent Chinese and foreigners in Shanghai. At the age of thirty-one he was engaged as a compradore in one of the steamers of the China Merchants' Steam Navigation Company, sailing from Shanghai to Tientsin, Yingkow, and Chefoo, and visiting all other open ports. He resigned this

has been recently elected President of the Chamber of Commerce in Shanghai. His opinions upon important problems concerning the public interest, always receive respectful attention from the members of the committee. After the death of his mother in 1902 and the subsequent death of his elder brother, Mr. Soo was desirous of withdrawing from commercial life, but he sacrificed his wishes in this matter in deference to the representations of his colleagues.

MR. YU YAH CHING, who for the past five years has been compradore to the Netherlands Bank in Shanghai, holds a prominent and influential position among Chinese busi-

ness men in the Settlement. The son of Mr. Yu Ching Wan, he was born at Ningpo in 1856, and gained his first insight into business as a shop assistant in his native city. Here he remained for ten years. Subsequently, for a period of nine years, he carried out the duties of compradore to Messrs. Reuter, Brocklemann & Co., and for twelve months prior to taking up his present post he was compradore to the Russo-Chinese Bank. By exercising scrupulous care in discharging his business responsibilities, Mr. Yu Yah Ching has earned the full confidence of his fellow countrymen, who some years ago elected him a member of the committee of the Chinese Chamber of Commerce. On more than one occasion he has been the means of establishing a better understanding between Chinese and foreigners. In the



ZIH LI KUNG, HIS FAMILY, AND RESIDENCE.

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MR. WOO KEE MAY, the compradore of the Sino-Belgian Bank, is the son of Mr. Woo Zing Tsah, a former banker of Shanghai, and was born in 1848. His early education was received from a Chinese tutor, and for some time before entering upon his business career he attended an English school. After spending some ten years in a Chinese bank he was appointed shroff in the National Bank, and subsequently held a similar position in the Commercial Bank. Having thus obtained valuable experience, he accepted posts of higher responsibility, and became,

is a typical Chinese gentleman with advanced modern ideas. In commercial circles throughout the Far East, he is widely known as a progressive man, who is always ready to do anything that lies in his power to advance the interests of his fellow countrymen, and to promote commerce in general. He is interested in many business enterprises, and is on the local directorate of the Lung Hwa Tannery, the Anglo-Chinese Cotton Mill and Manufacturing Company, the Equitable Life Assurance Society of U.S.A., and the International Institute. He

Chin Foo as compradore to the Hongkong and Shanghai Banking Corporation shortly after its establishment, two of his brothers acting in similar capacities for the Chartered Bank of India, Australia, and China, and the National Bank of India, while the youngest became compradore to the important Bombay and China firm of E. D. Sassoon & Co. Mr. Zih Li Kung, who is now forty-four years of age, has succeeded to his father's position, and with his brothers and cousins, all of whom are now well-to-do men identified with several foreign banks

席裕成字立功

席君立功乃上海著名中外商人所信任之席公正甫之長子也壯年注意商務於財政尤為熟識故繼其父之業充當匯豐銀行買辦益使匯豐之事業發達也席君立功現年祇四十四歲而頗有長者之風所以得中外商人之信任

名噪一時焉

席君立功出於江蘇省蘇州府太湖廳洞庭東山素有名譽之世家席氏宗族

其父席公正甫昔因髮逆之亂偕昆仲三人避亂於上海迄今數十年當其初

抵滬濱之際遂與其昆仲同時謀事於商界未幾創辦中國錢莊自行執事善

於經營日有進步繼由西商敬服慕名延聘充當匯豐銀行買辦之職

其昆仲三人中一充參加利銀行買辦一充德豐及有利道勝銀行買辦其四

弟亦充上海著名之新沙滙洋行買辦而新沙滙洋行亦為各大行中之最有

名譽者也

席君立功之胞弟與堂兄均係商界著名之人或為銀行買辦或充大行之買

辦其舊族聲望始終維持名譽益彰

ZIH LI KUNG.

in turn, the assistant compradore of the National Bank and of the Chartered Mercantile Bank. When the compradore left the latter institution he filled the vacancy for five years. When the bank closed he acted as secretary to the Yamen for twelve months, and was manager of the Sing Chong Filature for a similar period. This post he resigned to become compradore to the Russian Bank, in which position he remained for another five years, when he received his present appointment. Mr. Woo Kee May has lived all his life at Shanghai, and enjoys the respect of the Chinese community. He has a family of four sons and two daughters. Two of his sons are still at school, while the other two, both of whom are sergeants in the Chinese Volunteer Company, assist their father at the bank.

MR. YIH MING TSAH, born in Shanghai, and educated at the Anglo-Chinese School,

is honorary treasurer and secretary of the Ellis Kadoorie School, and compradore of the Yokohama Specie Bank, Ltd., at Shanghai. This post he has held since 1891, having previously had ten years' training in the old tea hong of "Kung Kee." His pet hobby is gathering together ancient Chinese curios, of which he has a valuable and unique collection.

MR. ZIH LI KUNG, compradore to the Hongkong and Shanghai Banking Corporation, Shanghai, is the head of the well-known and highly respected Zih family of the Ta Hoo Lake district, near Soochow. His father, Zih Chin Foo, when a young man, fled with other members of the family from Soochow to Shanghai, to escape the Taiping rebels. He and his three brothers entered into partnership in Shanghai, and in a very short time found employment with native banks. This led to the appointment of Zih

and large European firms, is worthily maintaining the family traditions.

MR. YEN TZE KING, who has large mercantile interests in Shanghai, Peking, Tientsin, Honan, Hankow, Canton, Foochow, Hongkong, Swatow, Amoy, Hangchow, and Ningpo, is a son of the late Mr. Yen Shiu Fong, a gentleman of official rank, formerly well known in the Settlement and outports. It was Mr. Yen Shiu Fong, or Mr. Yen Shing Hou, as he was also known, who, in 1902, organised the Guild of Commerce of Shanghai, which afterwards became the Shanghai Chinese Chamber of Commerce, and he was elected president for three years. Mr. Yen Shiu Fong, who was sixty-nine years of age at the time of his death, was a native of the village of Chechihhsien, in the district of Ningpofu, Chekiang Province. He was a Chinese scholar, and, applying his attainments

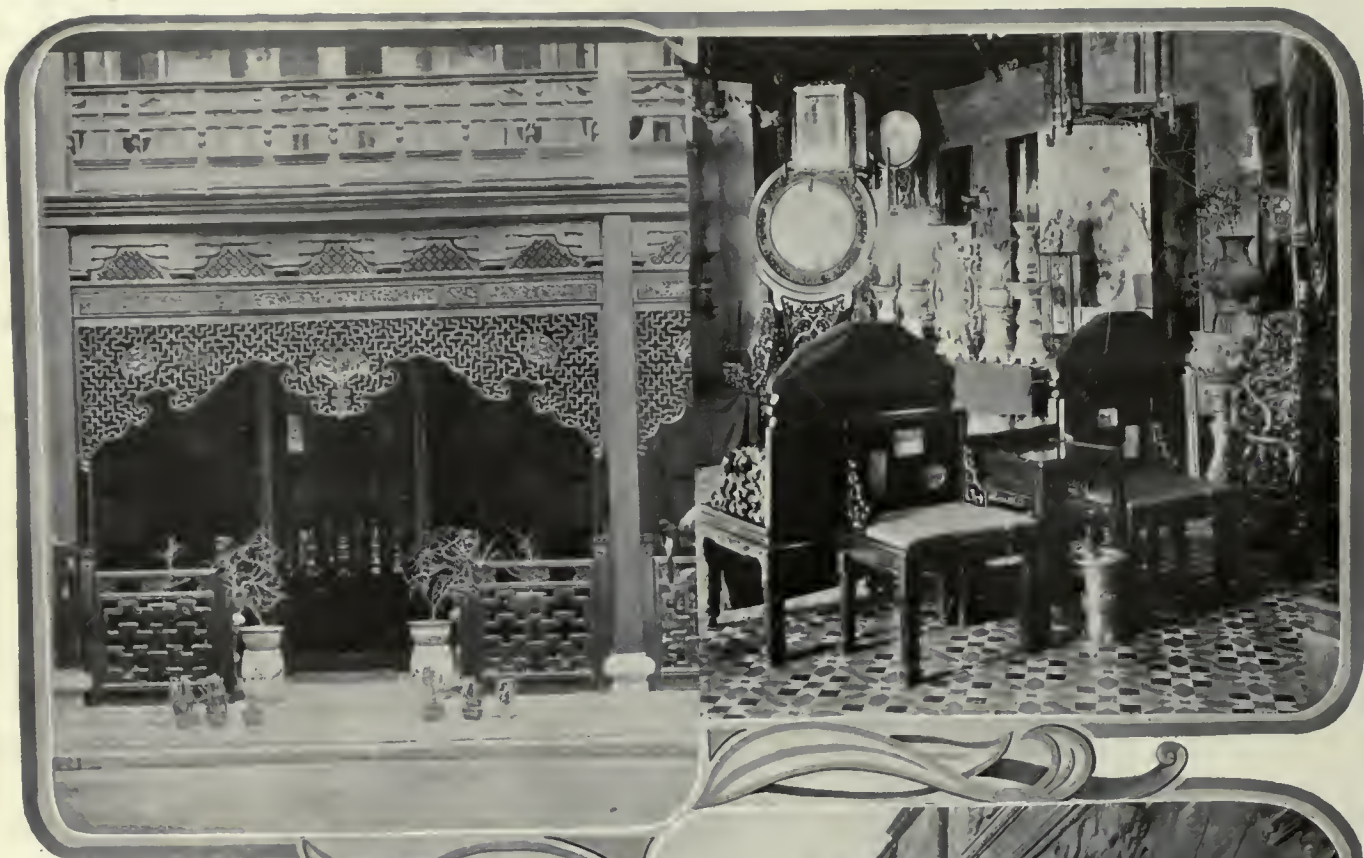


WOO KEE MAY.

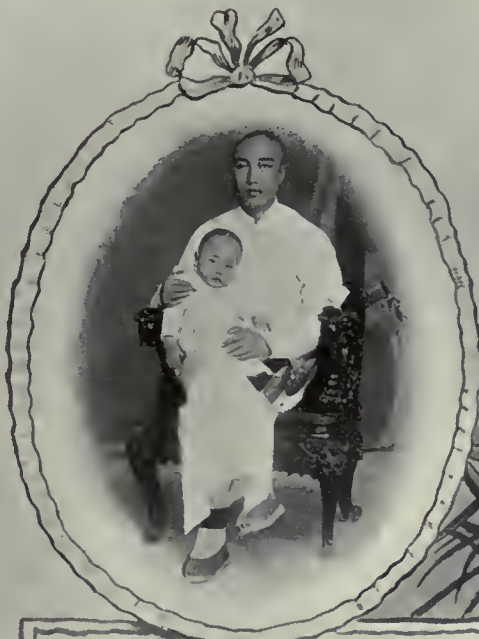
YUEN HUN KEE.

WOO KEE MAY AND SONS.

YUEN YING KONG.



YIH-MING TSAH'S BEAUTIFUL RESIDENCE.
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鄧卓然先生傳
 鄧君卓然字廷生廣東
 潮陽人也幼習詩書
 始就學於中西書院
 後獲神學學位嗣繼
 習子至深服食減十
 餘年而於商戰場中得
 獨樹一幟以事於人
 去年遊歐美考察商
 情中西人士咸器重之
 性孝友又極慈祥
 朝廷優賜錫以道員光
 亦曾謂二十世紀商界
 中傑出之一人矣
 自君相君字采芹雲
 花甲樂道不傳鄧山中
 江任教師職三十餘年
 必諸然字廷生納妻人
 陳子暨姊妹八子女
 各二孫亦二俱幼
 莊惠忠張 翰譯

to a business career, he amassed a large fortune, establishing the widespread business in general merchandise to which his son has succeeded. During the Taeping Rebellion he served in the Chinese Army, and

in connection with the famine relief brought him to Shanghai in 1888. He was instrumental in promoting the Tientsin-Taku Railway in 1883, and afterwards established several spinning and weaving companies in

Shanghai Silk Guild, the Shanghai Chamber of Commerce, and the Wusieh Cocoon Guild. He owns a considerable amount of real estate in Shanghai. Mr. Yang is the third son of the late Mr. Yang Nee Yien, who was a highly respected resident of Chinkiang district. He has two children.



YEN SHIU FONG.

received recognition at the hands of His Excellency Li Hung Chang, who conferred upon him the rank of Expectant Taotai, the privilege of wearing the Peacock's Feather, and the brevet rank of Prefect. For a time

Shanghai and Ningpo, being among the first to introduce machine mills in China. Not long before his death Mr. Yen was granted an imperial audience, and later received the rank of Expectant Taotai, in the province of Chihli, and was registered by the Grand Council as a competent official. Since his demise, tablets in commemoration of his many good works have been granted by Their Majesties the Empress Dowager and the Emperor of China, and a monument has been erected to him by imperial decree. Mr. Yen Tze King, who, in accordance with his father's instructions, has devoted a portion of his inheritance to charitable purposes, is also a man of considerable ability, and occupies a seat on the Second-class Committee of the Imperial Board of Agriculture, Industry, and Commerce.



YEN TZE KING.

he was Salt Commissioner at Honan, and in 1885 he was appointed Acting Sub Salt Commissioner at Tientsin. Work in con-

nection with the famine relief brought him to Shanghai in 1888. He was instrumental in promoting the Tientsin-Taku Railway in 1883, and afterwards established several spinning and weaving companies in Shanghai and Ningpo, being among the first to introduce machine mills in China. Not long before his death Mr. Yen was granted an imperial audience, and later received the rank of Expectant Taotai, in the province of Chihli, and was registered by the Grand Council as a competent official. Since his demise, tablets in commemoration of his many good works have been granted by Their Majesties the Empress Dowager and the Emperor of China, and a monument has been erected to him by imperial decree. Mr. Yen Tze King, who, in accordance with his father's instructions, has devoted a portion of his inheritance to charitable purposes, is also a man of considerable ability, and occupies a seat on the Second-class Committee of the Imperial Board of Agriculture, Industry, and Commerce.

MR. WOO TING SENG, Chinese representative of the British-American Tobacco Company's business in Northern China, is a native of Ningpo. His father, Mr. Woo Tsai Dzing, has for the past thirty-two years been a pastor of the Baptist Mission in Northern and Southern China. Mr. Woo Ting Seng was born in 1876, and received his education first at the Ningpo Mission School and afterwards at the Anglo-Chinese College, Shanghai. When twenty-two years of age he joined the American (now the British-American) Tobacco Company as an interpreter, and in 1904 he was appointed to his present position. Obtaining leave in 1907 he made a tour of the world, going by way of Siberia to Europe, and thence, after visiting most of the cities of interest, to the United States of America, in the capital of which he spent three months. He was most hospitably entertained by his American friends. After visiting Reidsville, North Carolina, he returned to New York and proceeded to San Francisco, where he sailed on the steamship *Doric* to Shanghai *via* Japan. He retained his national costume throughout the whole journey. Mr. Woo holds the title of an Expectant Taotai, and has a seat on the committee of the Chinese Chamber of Commerce as a representative of tobacco interests. He is president of a small chapel at Hongkew, and his brother, Mr. Woo Ping Seng, is the secretary.

MR. CHING YUE is one of the best known men in the piece-goods trade in Shanghai. He is a native of Ningpo, and was born in 1876. At the age of sixteen he came to Shanghai and joined the old Ching Yue Hong, then in Nanking Road, but now removed to 322, Tientsin Road. Seven years later he became a partner, and he is now the principal piece-goods dealer for the firms of Messrs. Barlow & Co., Messrs. Jardine, Matheson & Co., Messrs. Dodwell & Co., Messrs. Shewan, Tomes & Co., Messrs. Rohde & Co., and Messrs. G. Reiss & Co. He is on the committee of the Piece-Goods Guild, and is also a member of the Ningpo Guild and of the Chinese Chamber of Commerce, Shanghai. His native place is indebted to him for an excellent school, which he founded and endowed. Mr. Ching Yue is married and has four sons and three daughters.

MR. KIN GEN SANG, or Mr. King Tsing-piao, to use the official name given him by reason of his rank as an Expectant Taotai, comes from a good old stock. He is the son of Mr. King Shou-Chien, formerly one of the leading merchants in Shanghai, and many of his ancestors have been *litterateurs* of the Hanling College and substantial officials. He was born at Shanghai, and upon his father's death succeeded to the shipping business carried on in Honan Road, Shanghai, under the style of Yung Kee,



CHING YUE AND FAMILY.
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KIN GEN SANG
IN HIS
VOLUNTEERING DAYS.



KIN GEN SANG, HIS FAMILY, DRAWING ROOM, AND CARRIAGE.



LO HON CHUN (LO KING KEE), HIS CHILDREN, AND RESIDENCE.

and in Hankow Road under the name of Woo Kee. He is also agent for the Asiatic Oil Company in Hangehow. His business interests have brought him into contact with many of the foreign merchants in the Settlement, all of whom hold him in high esteem, while his kindly disposition has secured for him a wide circle of friends among his own countrymen. Mr. Kin Gen Sang is president of the Sochow Guild and the Associated Shippers' Guild, and is a committee member of the Chinese Chamber of Commerce and of the "Door of Hope." By order of the Viceroy he has a seat, also, on the committee of the Nanyang Commercial Exhibition.

MR. LO KING KEE, a prominent member of the Cantonese community in Shanghai, is in his forty-fifth year, and holds the position of general comprador to the firm of Messrs. Reiss & Co. He entered the service of the firm at the age of fourteen, and his present appointment, dating from May 1, 1905, was the result of a special recommendation from the manager, Mr. J. Stern. He is connected with several other important enterprises, including the Cheang Mow Steamship Company, of which he is a director. The business of this company, owing largely to his influence, has steadily flourished in spite of the long-prevailing depression in trade generally. Mr. Lo King Kee's brother, Mr. Lo Hon Chun, who is in his sixtieth year, has been in the employment of Messrs. Reiss & Co. for upwards of forty-one years, and has latterly managed the extensive silk and tea business carried on by the firm. Being Mandarins of the fourth grade, both brothers have a large and influential circle of friends among the mercantile and official classes, and are held in great respect. They are liberal supporters of many of the principal charitable organisations in the Settlement, and are both on the committee of the Kwang Siu E. Yuen (Cantonese Hospital) situated in Haining Road. The elder brother has a family of one son and two daughters. Mr. Lo King Kee has six sons, three daughters, and a grandson four years of age. His eldest son, Mr. Lo Chin Tai, who is twenty-three years of age, assists him in business. In the Haining Road, Mr. Lo King Kee has a newly built residence, well and comfortably furnished, and his receptions, attended by both Chinese and Europeans, are very popular functions.

MR. CHAI LAI-FONG, a comprador in the employment of Messrs. Jardine, Matheson & Co., and of the Shanghai Electric Construction Company, Ltd., is a native of Wusieh in the province of Kiangsu. He came to Shanghai in 1872, when seventeen years of age, and in course of time established the firm of Yueng Chong, trading in coal and other minerals. This venture proving eminently successful, Mr. Chai turned his attention to shipping, and ran a number of steamers between Singapore, Shanghai, Japan, and intervening coast ports. The profits from this enterprise he invested in mills, and at the present day there are few gentlemen with larger interests in the various branches of the milling industry. Among the mills with which he is more prominently associated may be mentioned the Yuen Chong Silk Mill, established thirteen years ago and now his own property, which has 325 silk basons;

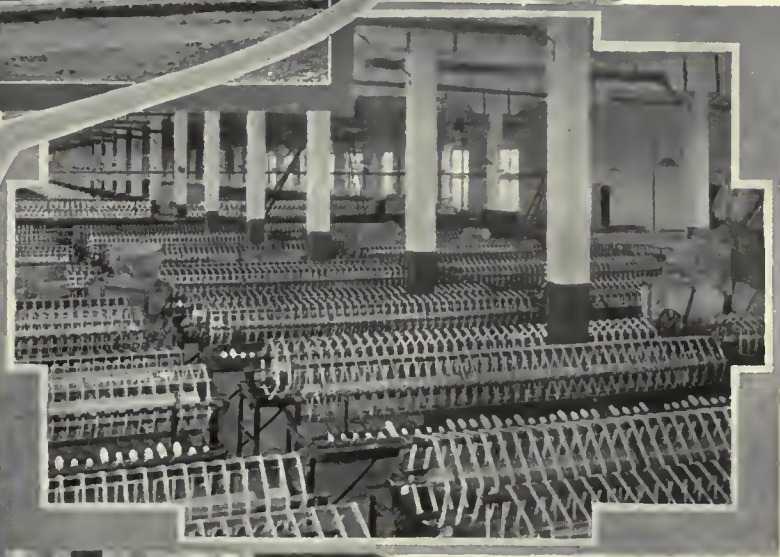
the Wah Shing Flour Mill, with a capital of Tls. 300,000, half of which was subscribed by himself, and equipped with modern machinery supplied by the well-known London firm of Messrs. E. F. R. Turner & Co., through Messrs. Jardine, Matheson & Co.; the Yuen Chong Rice Mill, which was established in 1888 and was afterwards amalgamated with the Shanghai Rice Mill, owned by the American Trading Company, the combined mills having a capital of Tls. 300,000, with 56 machines and an output of from two to three thousand shih (= 1½ piculs) a day; and the Kung-yik Cotton Mill, with 18,200 spindles and a capital of \$1,000,000, of which Mr. Chai owns two-thirds, and Mr. Koo King Chai the remainder. This last-named mill stands in a compound containing 60 mow of land at Jessfield, Shanghai; it is fitted with machinery of the best quality supplied, through Messrs. Jardine, Matheson & Co., by the London firm of Messrs. Tweedale, Smalley & Co. It commenced working about a year ago, and there is every prospect of a good return from the investment. The whole machinery of the mills was installed by Mr. Kerfoot and is managed by Mr. Harrop, an Englishman of great experience. The rice mill has been less profitable than formerly since the law was passed prohibiting the export of rice from Shanghai. Mr. Chai has also invested largely in land and house property, and holds shares in many of the leading native banks. He is a member of the committees of the Shanghai Municipal Public School, of the Shanghai Chinese Chamber of Commerce, and of the Shanghai Paper and Oil Mills; and he is chairman of the Chinese Chamber of Commerce at Wusieh. He is a liberal supporter of education, and to one school alone contributes between \$3,000 and \$4,000 annually. In Chinese official circles he ranks as an Expectant Taoutai, and in 1907 he was awarded by imperial edict the Order of the Button of the Second Class. He is married, and by his wife, who is surnamed Chen, he has three sons and one daughter.

MR. ZEE WAY ZUNG, who has had a highly successful business career in Shanghai, is the son of Mr. Zee How Chong, and was born at Ningpo some forty-three years ago. After obtaining an excellent knowledge of English by studying successively at St. John's College, the Anglo-Chinese School, and the Anglo-Chinese College, he served for four years as a clerk in the Imperial Maritime Customs. This appointment he resigned in order to start a hardware business, on his own account, in the Broadway. A shop was opened under the style of Zung Lee, and some Tls. 100,000 was invested in the enterprise. Under the skilful management of Mr. Zee Way Zung, the returns have increased steadily each year, and the stock now is of the estimated value of Tls. 500,000. Besides his responsibilities in connection with the undertaking, Mr. Zee carries out the duties of comprador in Messrs. Jardine, Matheson & Co.'s machinery department. In the supervision of his many business interests, he receives valuable assistance from his three sons—Julien T. A. Zi, T. Y. Zi, and T. H. Zi. Some few years ago he contributed largely to the Shantung Province Famine Relief Fund, and, in recognition of this and of his donations to other charitable objects, the rank of Taoulai was conferred upon him by the Chinese Government.

SERGEANT JULIEN T. A. ZI, musketry instructor of the Chinese Company, Shanghai Volunteers, is the son of Mr. Zee Way Zung. He received the first part of his education at various English and Chinese local schools, and in 1903 entered St. John's College, where he had an excellent record. He was chosen as a member of the first China inter-collegiate sports team; in 1905 Prince Pu Lun, who was on his way to the St. Louis Exhibition, presented him with a medal; and in 1906 the Faculty granted him a certificate, and placed his name on the roll of honour. In the same year Mr. Yu Ya Ching and other members of the Chinese community made him a captain in the Shanghai Chinese Merchants' Physical Association, which had been formed for the purpose of instructing young Chinese in physical exercises and in the American methods of drilling. For his services he received a medal each from Viceroy Tuan Fang and the Chinese merchants. His aptitude for business has been no less marked than his ability in other directions. He was invited to be the Chinese manager and treasurer of the American-Chinese Medical College, and for a time he carried out the duties of comprador to Messrs. H. Forrester & Co. Subsequently, he took the position of assistant comprador, under his father, in the machinery department of Messrs. Jardine, Matheson & Co., Ltd., and this post he still retains. In December, 1907, he was appointed musketry instructor to the Chinese Company of the Shanghai Volunteer Corps with the rank of corporal, and in March, 1908, he became the first Chinese sergeant in the Corps. He is an active member of the World's Chinese Students' Federation and of the St. John's Alumni Association.

MR. CHEW CHUK SHAN, one of the best known merchants and ship owners in the North of China, owes his success solely to his own initiative and energy. He was born in 1866 at Hongkong, but received his education at the Anglo-Chinese School in Shanghai. After five years' experience of shipping, he chartered many steamers on his own account, and, his speculations proving profitable, he purchased the Kiang line of steamers, consisting of four ships of from 2,000 to 2,800 tons each. With these he traded between Yangtze ports, Hongkong, Canton, other China coast ports, and Japan. His undertakings have always proved remunerative, and now Mr. Chew is desirous of withdrawing from active participation in business, and returning to his ancestral city—Canton. He is married and has two sons and two daughters. His two sons—Chew Yuen Tsai, aged sixteen years, and Chew Yue Lin, aged fourteen years—are still at school.

MR. CHUN KOO LEONG was born in 1830 in the Heungshan district of the Kwangtung Province, and comes from a well-to-do family. His father, who was an industrious agriculturist, attained the ripe age of eighty-four, and his mother reached her seventy-fourth year. As soon as Mr. Chun had finished his education he went to San Francisco as a merchant. At the age of twenty-six he came to Shanghai to join his cousin in the firm now known as Fearon, Daniel & Co., and upon his cousin's retirement from business he succeeded to



CHAI LAI FONG.

THE KUNG YIH COTTON MILL.
IN THE SILK FILATURE.

THE REELING ROOM.

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the position of compradore. In conjunction with this Company he established a flour mill, and started dealing in cotton, tea, and piece goods. Subsequently he was invited to join the China Navigation Company, Ltd., to which he has acted in the capacity of compradore for over twenty years, and before long he became compradore also to Messrs. Butterfield & Swire. Mr. Chun Koo Leong has been

Sub-Prefect, and was decorated afterwards with the Peacock's Feather in recognition of charitable work during the Chihli famine. An imperial decree, also, has been received authorising the erection of a stone gateway in commemoration of his generosity; and, recently, he was promoted to the rank of Taoulai on account of substantial contributions to the Central China Famine Fund. Mr.

Ltd., and in Messrs. Butterfield & Swire's business respectively.

MR. LEANG SHING HEM, who holds the fourth rank of the Order of the Peacock's Feather, is the son of the late Mr. Leang Tsah Kem, a merchant of Kiukiang, and Mrs. Gone Leang. Born at Kiukiang in 1864, he was educated privately at Shanghai, and at the age of eighteen entered the shipping department of Messrs. Butterfield & Swire. He has remained in the service of this firm ever since—a period of twenty-six years. He is now the compradore of the steamer *Peking*, and, besides his other duties, carries on a private business as a ship-chandler under the style of "Lyang," in Fearon Road, and has the contract for supplying the Ocean Steamship Company's steamers. Mr. Leang Shing Hem has two sons, the elder of whom, T. C. Leang, is now being educated at Holme School, Norwood, England, preparatory to entering the legal profession. Mr. Leang Shing Hem's residence, "Ong Ting Lee," in Tsepo Road, was built by him in 1898.

THE WONG FAMILY.—Among the personal photographs which we reproduce are those of the late Mr. Wong Suen Hing and four of his sons, a family greatly respected by their fellow countrymen and by the foreigners with whom they have been brought into contact. Mr. Wong Suen Hing, born in 1836, was a native of the Hang Sarn district, in the province of Kwangtung, where he began business life as a merchant and junk owner, trading to Hongkong and Macao. In 1869 he came to Shanghai, and, after spending thirty-one years in business on his own account with the southern ports, he entered the service of the China Navigation Company, Ltd., in the capacity of feeder of cargo to the steamers of that Company clearing Shanghai, Chinkiang, and Wuhu for Hongkong and Canton. He was with the Company for twenty years, and was then for seven years compradore to the Union Insurance Society of Canton, Ltd. In 1900 he retired to Macao, and made his home there until his death, which occurred two years later. As a man upright and generous, as a merchant just in his dealings, and as a servant faithful to his trusts, he was an object of widespread affection and esteem, and his liberality to those distressed by flood or famine was so much appreciated by the Chinese Government that he was honoured with the fourth rank of Prefect, with brevet rank of the third grade, and was decorated with the Order of the Peacock's Feather. He lived long enough to see four of his seven sons successfully started in life. The eldest, Mr. Wong Lu Chee was educated first privately and then at Queen's College, Hongkong. He joined the China Navigation Company, Ltd., Shanghai, in 1875, and then entered upon an official career. He was first stationed in the province of Anhwei, and has since served in different districts as Collector of Likin and as Acting Magistrate. He was promoted, on the representation of the Governor of his province, to the rank of Prefect unattached to any province, with the rank of Expectant Taoutai on filling the post of Prefect. In the meantime he has been designated to the post of Acting Magistrate of Han San. Mr. Y. C. Wong, the second son, was educated at Springfield Hooker Grammar School and Harlford High School, being one of a hundred and



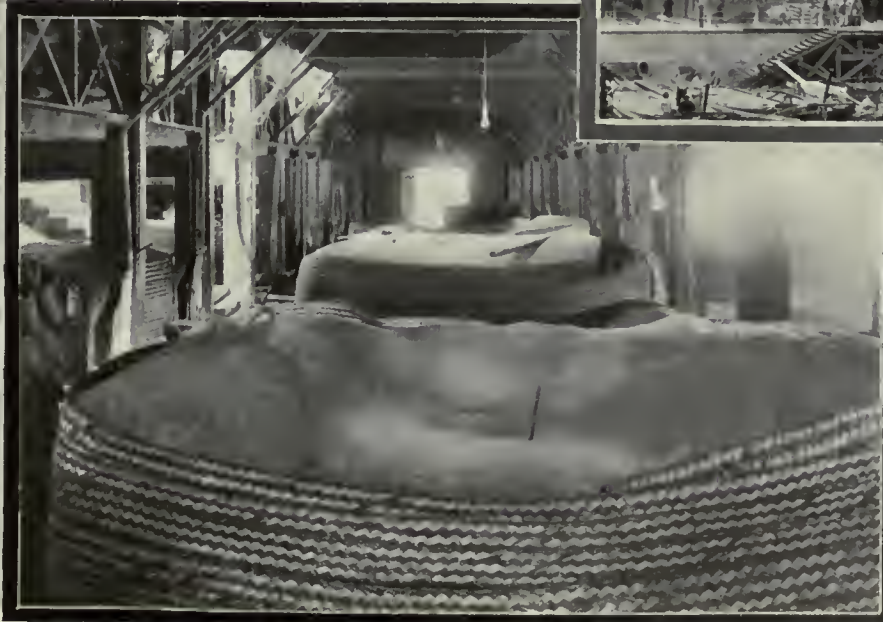
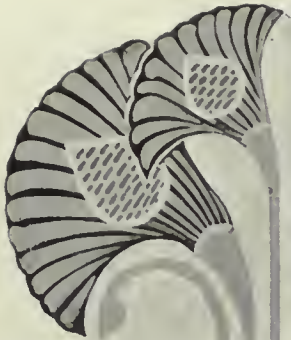
Y. C. WONG.

WONG SU PING.
WONG SUEN HING.
WONG KWEI CHEK.

WONG LU CHEE.

on the Committee of the Cantonese Guild for over two decades, and during this long term of service he has been untiring in his efforts to raise subscriptions amongst his fellow provincials to build the Cantonese hospital and cemetery, and to form the Cantonese Guild School and the Hongkew Cantonese Free School. In return for his contribution towards the Government Revenue Fund he obtained the brevet rank of

Chun, who has five brothers, four sisters, seven sons, three daughters, and seventeen grandchildren, lives in a large English house, which he erected in Chapoo Road, in 1903. His eldest son, Chiu Kwei, is a provincial graduate, and his second and third sons, Ngok Chiu and Shit Kai, who both speak English, and hold the Brevet Rank of Sub-Prefects, are assisting their father in the China Navigation Company.



CHAI LAI FONG.

THE WAH SHING FLOUR MILL.

THE PRESS PACKING MILL.

THE WAH SHING FLOUR MILL.

IN THE RICE MILL.



SERG. JULIEN T. A. ZI.
Chinese Company, S.V.C.



ZEE WAY ZUNG, HIS SONS, AND HIS BUSINESS PREMISES AND GODOWNS IN THE BROADWAY.

Navigation Company since 1884, has received several marks of imperial favour. He was appointed a Sub-Prefect and decorated with the Peacock's Feather in return for charitable work on the occasion of the Shansi famines of 1882, and was promoted to the rank of Taoutai in recognition of assistance rendered in the Central Chinese famine of 1906. A son of Mr. Chun Sing Fai, a merchant having business interests in Hongkong, Shanghai, Kiukiang, and Hankow, Mr. Chun Ming Hung was born in the Heungshan district of the Kwang-

MR. WOO CHAU CHIN, chief compradore to the well-known firm of Messrs. Arnhold, Karberg & Co., is fifty-six years of age. He belongs to the family of Woo Chow, whose ancestral home is in the neighbourhood of Chekiang. When sixteen years of age he came to Shanghai, and for three years carried on business as an import and export merchant, dealing chiefly in Chinese and Japanese goods. He was then for a time a silk mercer. Eventually he entered the service of Messrs. Arnhold, Karberg & Co., and in 1896 was appointed to the position he now occupies.

Shanghai. After having been educated privately, he became his father's assistant in the service of Messrs. Arnhold, Karberg & Co., and is now the assistant compradore. He holds the decoration of the Fourth Button. Like his father, Mr. Woo Ton Yin is very popular in private life, and takes the keenest possible interest in all institutions which tend to the general welfare of his countrymen, especially in the Chinese Young Men's Christian Association.



MR. AND MRS. KUM HON SHUN.

tung Province in July, 1853. After leaving school he came to Shanghai and entered the service of Messrs. Augustine Heard as a junior shroff. Subsequently he became an accountant in the compradore's department of Messrs. Fearon, Low & Co., and a book-keeper in the Shanghai Insurance Company. It was in 1883 that he first joined the China Navigation Company, and within twelve months he was promoted to his present post. Mr. Chun Ming Hung has three sons and four grandchildren. He is extremely fond of pictures, and is himself an artist of some ability.

Mr. Woo is also a director of the Soy Chee Cotton Mill, the Say Lung Silk Filature, and the Sun Life Insurance Company. He has a seat on the committees of the Chinese Chamber of Commerce, the Silk Guild, and Dr. Reed's Institute; and he has taken a keen interest in promoting the Anti-Opium Movement locally. In recognition of his ability, the Chinese Government has appointed him Long Chung, the Official at Peking for Commerce, and has decorated him with the Orders of the Third Button and the Peacock's Feather. His son, Mr. Woo Ton Yin, is twenty-nine years of age, and was born in

MR. TONG CHONG LEONG, compradore to the firm of Messrs. Dodwell & Co., Shanghai, in whose employment he has been ever since he left school, is a Mandarin of the Fifth Degree. He was born in the Shou Son district, in the Kwongchow department of Canton. His father, Mr. Min Chee, who died about six years ago at the ripe age of eighty-one, was at one time a merchant in California, but in later life returned to China. Mr. Tong came to Shanghai while young, and having studied both English and Chinese, entered upon a commercial career. In addition to his ordinary duties, as compradore, he carries on business as a tea merchant. He is married, his wife's maiden name having been Chock Chee, and he has ten children. Two of his sons are now at the High School, Springfield, Mass., and two others are at school in Berlin. The eldest son, Mr. P. T. Tong, is twenty-two years of age. Mr. Tong, resides in a house known as "Taiping Lee," in the Woochang Road.

MR. WAI LUK CHUNE, who for the past ten years has held the position of compradore to the firm of Messrs. Macy & Co., of Shanghai, was formerly a tea merchant in Foochow. He holds the rank of Taoutai, and is decorated with the Peacock's Feather and the Light Blue Button of the Third Class. He is the third son of Taoutai Wai Loo Chip, a native of Tse-Mee Village, in the district of Hong-Shon, Kwangtung Province, who is eighty-one years of age, and has lived in retirement for many years. In his younger days Taoutai Wai Loo Chip and his brothers were tea merchants in the Fokien Province. He has five children, and thirteen grandchildren and great-grandchildren. His kindly nature and charitable disposition have won a wide circle of friends. These same characteristics, also, have made Mr. Wai Luk Chune highly popular, both among his fellow countrymen and the foreign community.

MR. KUM HON SHUN, who was born at Canton, in 1858, has been in the employment of the Shanghai & Hongkew Wharf Company for the past thirty-three years. Entering the office as a junior clerk, he worked his way through all the lower grades to his present position of chief compradore for the three large wharves—Hunt's, Heard's, and Hongkew. He is one of the best known Chinese in Shanghai, and his three sons and his daughter are receiving an English education at local schools.

MR. CHEN TSZ YUEN, compradore to Messrs. Hopkins, Dunn & Co., was born



CHUN KOO LEONG, HIS SONS CHUN-NGOK CHIU AND CHUN SHUT KAI. AND HIS RESIDENCE.

in Macao in 1865, and after completing his scholastic course at Heungshan and at the Anglo-Chinese School, Shanghai, joined the China Merchants Steam Navigation Company, Ltd. In their service he remained for two years, and was afterwards with the Shanghai Steamship Company for four years. In recognition of his business

the Anglo-Chinese College. We reproduce a group photograph of Mr. Chen's two sons and four brothers—Mr. Chen Tsz Chuen, Mr. Chen Tsz Ming, Mr. Chen Tsz Nuen, and Mr. Chen Tsz May.

Chang Tai. Mr. Cho Tse was highly esteemed by the people on account of his mild, beneficent rule, and he was known, also, as one endowed, in a liberal measure, with the combined gifts of the poet and the artist. These talents his son has inherited. After his father's death in 1877. Mr. Hoo Erh Mai, or Mr. Hoo Chi as he is now sometimes called, came to Shanghai, and for three years was engaged in secretarial work. He then became compradore to Messrs. Telge & Schroeter, and, subsequently, to Messrs. Mandl & Co., in whose employment he remained for twenty-three years. When only twenty-seven years of age. Mr. Hoo Erh Mai assisted the Government to purchase warships and naval equipments for the Nanyang Squadron, and for this service the late Marquis Tso Chung Tang obtained for him the official rank of District Magistrate. At the age of forty he was promoted, through the instrumentality of the late Marquis Li Hung Chang, to the rank of Taoutai, in recognition of his relief work in Tientsin and his service in the purchase of ammunition. Mr. Hoo Erh Mai now takes a prominent part in both the commercial and public life of Shanghai. Besides carrying out the duties attaching to his responsible position as compradore to Messrs. Melchers & Co., he is a member of the Native Municipal Council, the manager of the Sing Loong Land Investment Company, and one of the directors of the Shanghai Chinese Chamber of Commerce, the Commercial Society, and the Local Self-Government Association.



CHEN TSZ YUEN, HIS TWO SONS AND FOUR BROTHERS.

MR. CHUN BING HIM, the compradore to Messrs. A. R. Burkill & Sons, was born in 1864, at Macao, where his father, Mr. Chun Sing Long, formerly carried on business as a provision merchant. He has been connected with Messrs. Burkill & Sons for nearly a quarter of a century, as he entered their service directly he left school. Under the guidance of his brother, who had been in the same employment for some years previously, he learnt the details of the business and was subsequently appointed book-keeper. This post he retained for about five years, and then, when the old compradore died, he and his brother jointly succeeded to the vacancy. Mr. Chun Bing Him, whose private residence is at No. 91, Range Road, has two wives and a family of ten children—six daughters and four sons. His eldest child is thirteen years of age and is still at school.

MR. WONG HIEN CHANG, compradore to the Chartered Bank, has had a long and successful business career. Born in Shanghai, and educated locally, he was for a number of years employed in various native banks. In 1888 he became shroff to Messrs. E. D. Sassoon & Co. and remained with the firm for six years, after which he carried out the duties of compradore at the National Bank of China for three years. In 1897 he re-entered the service of Messrs. E. D. Sassoon & Co., this time as their assistant compradore. Altogether he was with the firm for some nineteen years, and when he severed his connection with them in 1907, in order to take up his present appointment, the members of the staff presented him with a gold watch as a mark

capacity and integrity, work of a most responsible kind was continually entrusted to him. For ten years he was in the employment of the well-known firm of Messrs. H. Mandl & Co., and, in 1902, was appointed to his present important post. He is a director of the Kochien Transportation and Tow-Boat Company, Ltd. Mr. Chen has two sons, one of whom is attending

MR. HOO ERH MAI, who has recently accepted the position of compradore to Messrs. Melchers & Co., was born in 1859 in the Kien-tuh district of the Chi Chow prefecture, in the province of Anhwei. He received his education at Foochow College, for when quite young he went to the Fokien Province with his father, Cho Tse, who, was then the District Magistrate of



LEANG SHING HEM, HIS WIFE, SON, (MASTER T. C. LEANG), AND RESIDENCE.

of friendship and as a token of their appreciation of his loyal co-operation in the conduct of the business. Besides his duties as compradore, Mr. Wong Hien Chang controls a Chinese bank, and has opened a piece-goods hong and a silk hong, under the title of Tien Zung & Co., in Honan Road, No. 459c.

MR. CHUN YIK CHEE, compradore to the Standard Oil Company, is a native of the village of Chak-Yuan, in the district of Hiang, in the province of Kwangtung. He was born in 1870, and was the fourth son of the late Mr. Shu-tang. His father was a scholar in his youth, and afterwards, by order of His Excellency Viceroy Li, was ordered to assist His late Excellency Tong Kin-sing

at length recommended his appointment to the position which he has now held for upwards of fourteen years. A man of charitable disposition, he has twice been honoured by the Imperial Government for his donations towards the relief of distress caused by floods and famine in the provinces of Shuntien and Chihli, being made first a Sub-Prefect and afterwards being promoted to the rank of full Prefect with the decoration of the Peacock's Feather. He is married, and by his wife, surnamed Wei, he has three sons and one daughter.

MR. SZE ZING TSAH, has been in the service of the Nippon Yusen Kaisha for twenty-three years, for the last twelve of which he has held the responsible position

is attending a Chinese school at present, but will be sent later on to England to complete his education.

MR. LIU ZAY CHIN, compradore to the firm of Messrs. Davies & Thomas, civil engineers, architects, land and estate agents, was born in Anhwei in 1878. When only two years of age he was taken to Nanking, and when eight years old was brought by his parents to Shanghai. He attended a local native school until he was fifteen, at which age he was sent to the Anglo-Chinese College, No. 18, Quinsan Road, under Dr. A. P. Parker. As a member of the World's Chinese Students' Federation, he still keeps himself in touch with many of his old school-



SZE ZING TSAH AND HIS SON.

in establishing the China Merchants Steam Navigation Company. Afterwards a memorial was sent to the Throne asking that Mr. Shu-tang be raised to the rank of a Taotai, and he was given the first "Expectancy" in the province of Chihli. Later Mr. Shu-tang was appointed His Chinese Majesty's Consul-General to the United States of America, and subsequently became Resident Commissioner of Foreign Affairs in Korea. For his services he was decorated with the Second Rank, and with First Rank for the three foregoing generations by special decree. He died in his sixty-third year. Mr. Y. C. Chun, after studying Chinese, entered upon a mercantile career, and at the age of twenty-four came to Shanghai as assistant to his father-in-law, Mr. Wei Mun-fu, at that time compradore of the Chartered Bank. He proved himself so trustworthy and reliable that his father-in-law

of compradore. Born at Tung Show, Mr. Sze received a thoroughly sound and comprehensive education, and, after an efficient business training, was appointed compradore to the Nippon Yusen Kaisha in Nagasaki. In this capacity he served for eleven years, and travelled extensively, visiting most of the towns in Japan in which the Company had offices. For some considerable time he was actively engaged at the headquarters in Tokyo. He came to Shanghai twelve years ago. Mr. Sze, who speaks Japanese fluently and has an excellent command of English, enjoys the full confidence of his employers. His capacity for dealing with the intricate details of a large shipping business is undoubted, and his genial manner and kindly disposition have won him many friends. He is married and has one son, thirteen years of age, who

fellows. Upon the completion of his education, in 1897, he joined Messrs. Davies & Thomas, and eight years later became compradore. He is married to a sister of Mr. P. L. Chang, and resides at No. 91, Avenue Road. His official name is Liu Mow Yung.

MR. T. S. YUE, compradore to Messrs. Siemssen & Co.'s machinery and fire-arm department at Shanghai, was born in the Settlement, but his ancestral home is in the neighbourhood of Chekiang. Mr. Yue, who is thirty-five years of age, is a man of substance, owning several large stores and much real estate in Shanghai.



TONG CHONG LEONG, SOME MEMBERS OF HIS FAMILY, AND HIS RESIDENCE
TONG CHONG LEONG,
and his four sons, who are being educated in America
and Germany.

MR. Y. K. ZEA SIH VANG, who since July 1, 1907, has held the position of compradore to the Russo-Chinese Bank, has had upwards of thirty years' experience in financial business. He was born at Dong-Ding-Shang, near Soochow, and was educated at Shanghai. At the age of fourteen he entered the Zung Tuck

Vang possesses in marked degree the ability and integrity required for the fulfilment of the many responsible duties which devolve upon the compradore of a foreign bank, and it was in recognition of these qualities that in 1907 the Russo-Chinese Bank offered him the position. In private life Mr. Zea Sih Vang has made a large

THE LATE MR. YEH CHING CHONG, officially known as Mr. Yeh Cheng Chung, several of whose children now hold prominent positions in Shanghai, has left a record which furnishes an encouraging example of what may be accomplished, in the face of seemingly overwhelming odds, by a man of character and ability. He started upon his career with few advantages, and but poorly equipped by education for the battle of life, yet he succeeded in placing the fortunes of his family on a firm basis, and when he died full of honour, some nine years ago, he was mourned as a lost friend by hundreds of those whom his generosity had helped on their path. The second son of Mr. Yeh Tze Yu, a poor farmer of Ningpo, Mr. Yeh Ching Chong was born in 1840, at Chinhai, in the Ningpo Prefect of the Chekiang Province. He lost his father when he was but six years of age, and the small farm, consisting of eight mow of rice fields, situated in a small village near his home, had to be cultivated by his mother, his elder brother, and his aunts. At the age of nine he was sent to school, but, after six months, although his mother earned a little extra money for his support from spinning and weaving, he was withdrawn on account of her inability to pay the fees. He then entered an oil mill as an apprentice, and when eleven years old was earning 1,000 copper cash (a dollar) and a picul of fuel per annum. In this employment he remained for three years, when, acting on the advice of Mr. Ni, who gave him 2,000 cash (two dollars) for travelling expenses, he came to seek work in Shanghai. Through his patron's influence he obtained a position in a grocery shop in the French Concession, and every day from morning to night in all weathers, for three years, he sold Chinese and foreign goods to the vessels anchored in the Whangpoo. In 1862 he opened business on his own account in Hanbury Road. During the same year he removed to larger premises in the Broadway on account of rapidly increasing custom, and, in a comparatively short time, opened branch shops in all the Treaty ports of China. He organised and controlled the business with marked ability, and the nucleus was soon formed of the large fortune which he subsequently amassed. He established several silk filatures and a match factory in Shanghai and Hankow, and made every endeavour to promote these industries in China. The hard struggles and bitter experiences of his youth had broadened and quickened his sympathies, and in the days of his prosperity Mr. Yeh Ching Chong did not forget those of his countrymen who were in less fortunate circumstances. In addition to many private bequests, he accorded liberal support to a number of philanthropic and educational institutions. He established several public schools and vaccination departments in his native place, and contributed Tls. 30,000 towards the cost of constructing and maintaining the Ningpo Cemetery at Shanghai. At the wish of his mother he reserved 400 mow of land for his ancestral temple. He gave 20 mow of land in the northern part of the International Settlement as a site for the Ching Chong Primary School, and afterwards furnished more than Tls. 100,000 towards the upkeep of the institution. He spent Tls. 20,000 in building the Huei Teh Tang for the widows and children of those who had been in his employment, and distributed rice and clothes among the poor each winter. For these and many other acts of a like nature he received the royal thanks inscribed upon a tablet by Emperor Kwangsu, and obtained, also, by special Imperial Decree, the highest praise for his relief work during the famine



LIU ZAY CHIN, HIS BROTHER, AND HIS OFFICE.

Native Bank, in the Nanking Road, where he remained three years, gaining a sound knowledge of the principles of banking. On January 29, 1879, he began his long connection with the Chartered Bank of India, Australia, and China. He has held successively the positions of shroff, book-keeper or assistant compradore, and, for eleven years, compradore. Mr. Zea Sih

circle of friends, which includes foreigners as well as his fellow countrymen. He is married, and in Mr. T. Y. Zea Zoon Bing, who is in the service of the Chartered Bank, he has a son who promises to follow worthily in his footsteps.



WOO CHAU CHIN, HIS SON, DAUGHTER-IN-LAW, GRANDCHILDREN, AND RESIDENCE.

in the Fengtien Province of Manchuria. In his latter years Mr. Yeh Ching Chong was made an Expectant Taotai, and held the second brevet rank till his death. He left a handsome sum of money to his widow and seven sons.

MR. YUE KO MING, who is a member of the Chinese Municipal Council, has held the position of compradore to Messrs. Buchheister & Co. for the past fifteen years. He was born at Soochow in 1869, and was educated at Tung Wen College. He came to Shanghai at the age of twenty, and, previously to

Kor is a member of the Chinese Chamber of Commerce and of the Shanghai Piece Goods Guild. He has three sons and two daughters.

PROF. LEE TUNG HWEE, B.A., founder and president of the World Chinese Students' Federation and managing editor of the *World Chinese Students' Journal*, was born in Batavia, Java. The son of a wealthy Chinese merchant, he received all the educational advantages which money could provide, first at the Anglo-Chinese College, Singapore, and afterwards at the Ohio Wesleyan University

educationalists in the movement, with the result that the society was formally and firmly established. The object of the organisation is to help in the advancement of the Chinese Empire by the introduction of a common language, the promotion of unity among Chinese students, and the diffusion of Western knowledge by the translation of Western books into Chinese. The federation now numbers about five hundred members, and has branches at Penang, Foochow, and Honolulu. It is hoped that ultimately it may become affiliated with all the student associations of the world. Since his arrival in Shanghai, Mr. Lee Tung Hwee has helped to organise and develop the Modern Chinese



TAO MAI SEN, COMPRADORE AT HIS BRITANNIC MAJESTY'S CONSULATE, AND HIS FAMILY.

- 1. MISS ZUN PAO TAO.
- 2. ZUNG TSE TAO.
- 3. MISS FAN PAO TAO.
- 4. MRS. TAO CHIH CHIH.
- 5. TAO MAI SEN.
- 6. MRS. TAO MAI SEN.
- 7. TAO CHIH CHIH.
- 8. TAO CHEW JING.
- 9. MISS SING PAO TAO.

accepting his present appointment, was for four years an interpreter in the cotton cloth mills.

MR. SZE TSAY KOR, the compradore of Messrs. Richard Haworth & Co., Ltd., was born at Ningpo in 1863. At the age of thirteen he came to Shanghai, and, after serving for four years in a Chinese bank, entered the piece-goods business which he still carries on. In 1884 he became assistant compradore to Messrs. Holliday, Wise & Co., and remained with them until he secured his present position in 1903. Mr. Sze Tsay

and at Yale University, where he graduated with honours in 1897. During the last year of his university career the reform movement in China was inaugurated, and ended with the flight of Kang Yu Wei and the persecution of his followers. The news of the *coup d'état* in Peking created a deep impression upon Mr. Lee Tung Hwee's mind, and he resolved henceforward to devote his life to the service of his fellow countrymen. His first attempt at organisation was the establishment of the Philo-mathean Society in Penang. He matured his scheme for the World Chinese Students' Federation in 1904, and, arriving in Shanghai the following year, he interested many eminent scholars and

College, of which he is now Principal and Chief Professor. Recently he was appointed a member of the Yu Chuan Pu (Board of Ports and Communications), Peking, and he is also Honorary Adviser to the Commissioner of Education in Soochow.

MR. TAO MAI SEN, who has been the compradore at His Britannic Majesty's Consulate, Shanghai, for more than twenty years, is a son of a former Chief-Writer in the Consulate. Although practically the whole of his life has been spent in the Government service,



WAI LUK CHUNE, HIS FATHER (WAI LOO CHIP) AND HIS RESIDENCE.

for he is only forty-two years of age now, he has nevertheless found time to interest himself in many commercial and industrial enterprises. He founded the Chinese newspaper *Sze Sze Pao*, established a silk spinning mill, and took a prominent part in the promotion of the King Zung Weaving Company.

by profession, but assists, also, in the work at the Consulate, and is employed by the Vacuum Oil Company. He is a corporal in the Chinese Company of the Shanghai Volunteer Corps. The second son, Tao Zung Chih, is a student of St. John's University.

long, and, during the course of the next year he established the chop of "Tung Wo Kung," which has now a branch at Tientsin, and carries on an extensive shipping and piece-goods trade. Mr. Chun Nea Ching is vice-chairman of the Nanking Guild, and was chairman of the Shanghai Shipping Guild from 1891 to 1906. During the period of famine, two years ago, he not only gave generously from his own private purse, but interested himself actively with Mr. C. Montague Ede in the collection of large sums of money for the relief of the sufferers. His trading ventures have prospered exceedingly, and he is now a man of considerable influence, possessing large properties both in Shanghai and Nanking.



CHUN NEA CHING AND SONS.

These undertakings having proved successful, he is at the present day a wealthy man, and the owner of considerable property both in and around Shanghai, and at Woosung. Mr. Tao Mai Sen has two sons, three daughters, and two grandchildren. His elder son, Dr. Tao Chih Chih, is a dentist

MR. CHUN NEA CHING, vice-chairman of the Shanghai Shipping Guild, is a son of the late Mr. Chun Shu Chang, of Nanking. Born in 1867, at Shanghai, he received a sound education, and in 1884 entered a river shipping firm. Ambition, however, would not permit him to remain in this position

MR. KWAN CHEPING, compradore to Messrs. Meyer & Co., in Shanghai, has had an interesting career. His father, the late Kwan Tsit Tong, was a scholar of some standing. He had been educated by the London Mission, and was one of the first Chinese appointed to teach English in the Government School at Hongkong. Mr. Kwan Cheping was born in that Colony in 1872, and was educated at Queen's College. At the age of seventeen years he joined the Chinese Mining and Engineering Company at Tongshan, and, after working at the mines for two years, was transferred to the shipping department at Tientsin, where he remained for ten years. At the end of this term he obtained permission to visit Hongkong, but as, in the meantime the Boxer troubles broke out, Mr. Kwan Cheping came to Shanghai, instead of returning to Tientsin, and subsequently proceeded to Port Arthur, where he was employed as assistant compradore by the Russo-Chinese Bank. He was forced to leave Port Arthur, however, after three years in consequence of the outbreak of the Russo-Japanese War, and he then came to Shanghai and accepted his present post with Messrs. Meyer & Co. Mr. Kwan Cheping, who is married and has two sons and one daughter, is the owner of property in Hongkong.

MR. WONG FOK CHING, the compradore to Messrs. H. M. H. Nemazee & Co., was born at Shanghai in 1859. He started his business career at the age of fourteen years as a clerk in a Chinese bank, but it was not long before he resigned this position in order to join the tea hong of Sum Shun Hung. For five years he carried out the duties of a general office assistant, and then, having gained sufficient experience, he acted as a tea-broker on behalf of the firm, in whose employment he remained altogether for fifteen years. Subsequently he commenced trading on his own account as a tea-broker, but, in 1898, he was offered and accepted the position which he holds with Nemazee & Co. at the present day. Mr. Wong Fok Ching is a married man with two sons and a daughter.

MR. YU PING UR, chairman of the Shanghai Piece Goods Guild and part proprietor of the firm Ping Ur & Co., was born at Shanghai in 1853, and educated at the Chinese Government School. At the



THE LATE YEH CHING CHONG, HIS SON (T. U. YIH), AND GROUP OF STUDENTS OF THE CHING CHONG
PRIMARY SCHOOL FOUNDED BY HIM.

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age of fifteen he was apprenticed for one year to a Chinese piece-goods hong, but for the following three years acted as an assistant in a Shipping Office. This position he resigned in order to join Messrs. Na Kee, by whom he was admitted to partnership, but four years later the business failed. Mr. Yu Ping Ur then worked on commission for Messrs. Seong Cheng & Co., until offered the position of compradore to Messrs. Holliday, Wise & Co. He remained in the service of this firm for eighteen years, with the exception of a two-years' rest, rendered necessary by ill-health. In 1897, in conjunction with several other prominent Chinese business men, he established the firm of "Ping Ur," which has its headquarters at Nos. 20 and 21, Nanking Road, and, having purchased some shares in the Laou Kung Mow Cotton Mill in 1902, he has, since that time, actively interested himself in buying

the sons are Maipah, Maishien, Mailan, and Maishien. Mr. Sun Ting Huan has purchased the official rank of Expectant Sub-Prefect of the Kiangsu Province.

MR. CHU YU CHEE, who is a native of the little village of Paksan-ling, near Macao, came to Shanghai at the early age of fifteen to join his uncle, who was compradore to the old English firm of Dent & Co. He subsequently accompanied Mr. Webb, a partner of the firm, up the Yangtze to assist in opening agencies in the Treaty ports, and on their return they visited Chefoo, Newchwang, and Tientsin, at which ports they also established agencies. After performing similar work at Nagasaki Mr. Chu Yu Chee and Mr. Webb went to Hongkong, where they purchased the steamer *Governor General*

variety of commercial and industrial enterprises. He took part in the promotion of the Chinese Mining and Engineering Company, and has supervised mining operations in Kweichow, Tienhua, Nanpiao, and Shanhaikwan. He established the Tung-Wen Lithographic Works, and, under instructions from the Empress-Dowager and the Emperor of China, undertook the printing of the Chinese Government Encyclopædia, consisting of over three thousand volumes. Entering the Government service, he has been successively Director of the Robber Suppressing Office, the Opium Tax Collectorate, the Bureau of Foreign Affairs, the Grand Canal Transportation, the Relief Work Office, and the Chinese Students' Office. Through his initiative many guilds and charitable halls have been established. Not only has he contributed largely from his own purse towards the maintenance of many philanthropic institutions, but during the great famine in Tongsan in 1895 he collected \$300,000 for relief work, and, by the careful distribution of this sum among the sufferers, was largely instrumental in preventing a threatened outbreak of robbery and violence. The portrait of Mr. Chu Yu Chee reproduced in this volume was painted when he was forty years of age. He is now seventy-two, and, having retired from business, is living quietly at his delightful house in Bubbling Well Road with his children and grandchildren, several of whom have been educated at Oxford and at American Universities.



PON KUCK HIEN, COMPRADORE TO THE SHANGHAI MUNICIPALITY,
AND HIS SONS.

and selling cotton and cotton yarn on its behalf. Besides being chairman of the the Shanghai Piece Goods Guild, Mr. Yu Ping Ur is a member of the Chinese Chamber of Commerce and of the Chinese Municipal Council.

MR. SUN TING HUAN—or Mr. Sun Tsung Feng, as he is sometimes called—is the son of a former tea-merchant in Shanghai, named Manhuai, and was born at Yu Yao Hsien, in the Chekiang Province, in 1854. Before accepting his present position as Chinese manager to the Shanghai Land Investment Company, he was for nineteen years manager for Hsing Mo & Co. He has also been a native banker, and at the present day owns a pawnshop in Shao-hsing and many valuable properties of different kinds in Shanghai. His wife's name is Yü Sze, and he has four sons and five daughters. The names of

with which to trade up the Yangtze. Before Mr. Webb retired from business he recommended his employé to purchase all the land he could in Shanghai, and, acting on the suggestion, Mr. Chu Yu Chee acquired three thousand mow of land in and near the Settlements, and erected three thousand houses, his income from which amounted to Tls. 620 a day. In 1873, Mr. Chu Yu Chee, in conjunction with other Chinese gentlemen, founded the China Merchants Steam Navigation Company, and at the same time took up large holdings in various stock, but, owing to the French war with China, property fell so much in value and the shrinkage of investments became so serious that he was obliged to part with the larger portion of his property. When peace was restored after the Boxer troubles in Tientsin, in 1901, Mr. Chu Yu Chee established the Tientsin Land Investment Company, and was able in some measure to retrieve his position. During a long and active career he has interested himself in a

MR. CHU SOK PIN, the son of Mr. Chu Yu Chee, was born at Shanghai in 1872, and was educated at St. Francis Xavier School. At the age of fifteen he joined his father, who was in charge of the China Merchants' mines both in the south and north of China. Mr. Chu Sok Pin remained in the south some time, but subsequently took charge of 30,000 men working in the gold, silver, and coal mines on the northern side of the Great Wall. In spite of hardships, due to the scarcity and bad quality of the food obtainable, he remained at the post for seven years. Afterwards he assumed control of his father's building operations in Tientsin, but at the commencement of the Boxer riots he returned to Shanghai, and became compradore to a German firm engaged in shipping, import, and export business. Owing to the great business depression that prevailed, this firm sustained heavy losses, and he suffered to the extent of \$500,000. At the beginning of the present year he accepted the position of compradore to the Hamburg-America Linie. Mr. Chu Sok Pin has four sons and three daughters.

MR. LEE SHI GNAN, the manager of Messrs. Nan Shing Tah & Co., originally intended to enter the Government service, and had already passed the Imperial Chinese examinations for the degrees of B.A. and M.A., called in Chinese "Kewyen," when he changed his mind, and decided to adopt a business career. Having once come to this decision, he entered whole-heartedly into the task of equipping himself for the new sphere, and, in order to gain as wide an experience as possible of business methods, he visited Singapore, the Malay States, Saigon, Japan, and the Treaty ports of China. At the completion of this tour he entered his father's



THE SINZA ROAD RESIDENCE OF K. T. CHANG.
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business, the Nan Sih Ngan, which had been established some thirty years previously. The company which he now controls has its headquarters at 55, the French Bund. Mr. Lee Sih Gnan, who is only thirty-eight years of age, holds the rank of an Expectant Taoutai, and is the owner of a considerable amount of property both at Swatow, his birthplace, and at Shanghai. He has three sons and five daughters.

MR. H. B. KINGMAN, D.D.S., M.A., was born at Hongkong, and was educated at Queen's College in that Colony, and at Philadelphia University, where he took his degree as Doctor of Dental Science (first class honours) in 1905, being the youngest

the Chinese Board of Education to establish a college of oral surgery and dentistry in Shanghai.

MR. PON KUCK HIEN and his father, Mr. Pon Yue Ming, have between them held the position of compradore to the Shanghai Municipal Council for practically the whole period of the Council's existence. Mr. Pon Yue Ming had a record of twenty-six years' service, and upon his death he was succeeded by his son, who had for some time previously been acting as his assistant. Mr. Pon Kuck Hien was born at Canton in 1868, and upon leaving school was appointed a Chinese examiner. At the age of twenty-five he entered the office of the Taoutai of

po, his native city. He commenced business life in Shanghai, at the age of sixteen, as an operator in the Chinese Telegraph Company. This position did not satisfy him for long, and he returned to Ningpo to conduct the business of the steamship *Cass*, owned by the Formosa Steam Navigation Company. He was then engaged for a while in the timber trade at Hankow, and afterwards on railway work in Tientsin. Eventually, after serving for five years as assistant compradore and accountant to Messrs. Telge & Co., Shanghai, he became assistant Government business compradore to Messrs. Mandl & Co., with whom he remained until appointed to his present position as general compradore to Messrs. H. M. Schultz & Co.



VICTOR L. YANG **YANG HAI TSAR AND FAMILY.**
(Second Son).

member of his class to pass the examination. He travelled for some time in Europe, and then returned to the Far East. After remaining for a short period in Hongkong he came to Shanghai and joined his brother, who had been in practice as a dental surgeon for ten years. Proceeding to Peking in 1906, to enter for the Chinese Imperial Examination for students who had studied in foreign universities, Mr. Kingman passed in the highest grade although he was again the youngest of the successful candidates, and the degree of M.A. was conferred upon him by the Emperor of China. He is a member of the Garretsonian Society, the British-American Society, and the Chinese Country Club in Shanghai. He is also managing director of the Wan Tak Company, and has received the sanction of

Honan, but resigned at the end of twelve months, in order to join his father. He now owns a considerable amount of property both in Canton, where his mother is still living, and in Shanghai. He is a member of the Chinese Chamber of Commerce and of the committees of the Canton Guild, the Nanhai Guild, and the Canton Chinese Hospital. Mr. Pon Kuck Hien has four sons and six daughters.

MR. CHU HUN TSAI is a member of the Ningpo Guild and of the Chinese Municipal Council of Shanghai, and has a seat on the committee of the Commercial Club. Among other work of a philanthropic nature, he has founded and endowed a private school in Ning-

MR. YUNG SOY HSUNG, the second son of the late Mr. Yung Chi-ping, who died in 1908 at the age of 71 years, has promoted, and is still a director of many flourishing companies in and around Shanghai. Born at Wusieh in 1872, he was educated privately, and at the age of 16 joined his father in the firm of cotton dealers known as Yung Kwong Tai, which was founded by his grandfather more than a century ago. Subsequently he became the Chinese agent for the International Cotton Mill for five years. He resigned this position in order to start the Shanghai Chen Wha Cotton Mill, which was afterwards acquired by a company, of which Mr. Yung is a director. In 1902 he established the Wu Sieh Mow Sing Flour Mill; three years later he founded the Wu Sieh Mow Sing Rice Cleaning Company, and last year he promoted the Sing Yek Fire Insurance Company. Mr. Yung Soy Hsung, who is a generous supporter of charitable institutions, established a school at Wu Sieh four years ago, and still maintains it at his own expense.

MR. SIA TZE NAN, the proprietor of the well-known silk shop "Sun Yuen," has carried on a large retail trade in Shanghai for many years past, and holds a high reputation among the increasing number of foreigners who visit his store. He is the owner of a pawn shop in Soochow, and so well have his various businesses prospered that he now owns considerable property in the Settlement, and is, comparatively speaking, a wealthy man. A native of Wuchenghsien, in the province of Chekiang, he was born in 1842. His mother, who is 86 years of age, seems as hale and hearty as ever. Mr. Sia Tze Nan has four sons and three daughters, and four grandsons and four grand-daughters. Three of his sons—Lau Sung, Sze Ding, and Tzi Sung—are in business in Shanghai; while the youngest, Wai Ching, is studying mechanical engineering in England. Mr. Sia Tze Nan's eldest grandson, Zing Tsoo, is a student at St. John's University, Shanghai, and the others—Lau Dong, Wen Pao and Sung Pao—are being educated at home.

MR. Z. SONG CHING, who is a native of Wuchow, obtained his commercial training in the silk trade. At the age of twenty-one he came to Shanghai, and for five years was an assistant to Mr. W. E. Hunt, a silk

inspector. Subsequently he became a silk broker on his own account, and in 1898 he entered the well-known Paris house of Olivier & Co., to whose Shanghai branch he is now the chief comprador.

MR. CHANG YUE CHEE, comprador to the China-Java Export Company, Shanghai, is a son of Mr. Chang Wai Sang, comprador of the Shanghai Building Company. A native of the Settlement, Mr. Chang was educated at St. John's College, and on leaving school in 1900 joined his father as an assistant. In the following year he was appointed assistant comprador, and in 1904 became comprador to the China-Java Export Company. He is now only twenty-seven years of age. In 1902 he married Wong Su Ching, the daughter of a retired merchant formerly well known in Shanghai, and has by her one surviving child, a girl. He resides at 30, Rue Voisin, in the French Concession.

MR. YANG HAI TSAR, comprador to Messrs. Ward, Probst & Co., and to Messrs. Naboltz & Co., is the chairman of the Shanghai Silk Guild. He is the fourth son of the late Mr. Yang Say Say, of Wuchow, in which town he was born in 1846. Educated in Shanghai, Mr. Yang was only twenty-two years of age when he took charge of his father's silk hong, known as the Yung Tah Zun, No. 75, Ningpo Road, of which he is now proprietor. He also joined others in the establishment of several cotton mills and silk filatures, but lost a lot of money in this way, and eventually decided to confine his attention solely to his silk business. In 1892, he became comprador to Messrs. Naboltz & Co., but four years later resigned and accepted a similar post with Messrs. Ward, Probst & Co. In January, 1908, however, he was asked to rejoin the former firm, and at the present moment he is acting as comprador to both firms. Mr. Yang has four sons and two daughters, his sons being Yang Pah Tow, V. L. Yang, Yang Song Hung, and Yang Che Liang.

MR. YOU SAN TING, during his twenty years' service with the firm of Sing Chong Loong, has risen from the position of junior clerk to that of a partner. The eldest son of the late Mr. Yan King Young, of Kiangsu, he was born at Shanghai in 1872, and entered the employment of the Sing Chong Loong Company in 1887. In 1902 he was appointed manager, and five years later became one of the proprietors. From its headquarters in Wusieh Road, the Company carry on an important export and shipping business. Mr. You San Ting is a well-known member of the Shanghai Shipping Guild.

MR. LEE PAH PAO is a well-known merchant in Shanghai and a prominent member of the committee of the Chinese Piece Goods Guild. The fourth son of the late Mr. Lee Yu Ting, a merchant trading in Kiangsu Province, he is a native of Chanso, where he received his education. At the age of sixteen he joined a French piece-goods firm, and remained with them for ten years.

He was then appointed manager of the Hoon Tah piece-goods hong, situated at 50P, Nanking Road, Shanghai, and has now a large interest in the business. Mr. Lee, who is forty-one years of age, is married, and has one son.

MR. WONG SAY CHE, the proprietor of the Chinese export hong known as E. Shun Chong, and agent for the China Merchants Steam Navigation Company at Chefoo, holds the official rank of Expectant Taoutai for the province of Kiangsu. His father, Mr. Wong Kin Choong, who attained the great age of one hundred years, was successful in his younger days in obtaining by imperial examination, the highest degree in the Empire—that known as Han Ling. Mr. S. C. Wong was born in 1843 at Wong Tung in Shantung Province. At the age of twenty-five he came to Shanghai and joined an American firm as Chinese salesman. He was next with a Chinese shipping firm for three years and eventually, about the year 1874, established the firm of E. Shun Chong, exporters. He extended the business gradually, and opened branches in Vladivostok, Harbin, Tientsin, Hankow, Tsingtau, Korea, and Japan, under the name of I. Chong Sing. It was in 1885 that Mr. Wong was appointed agent for the China Merchants Steam Navigation Company, Ltd., at Chefoo. In course of time the rivalry between the steamers of the China Steam Navigation Company, Messrs. Butterfield & Swire, and Messrs. Jardine, Matheson & Co., became very keen, but through the good offices of Mr. Emmett, the manager of Messrs. Butterfield & Swire's shipping department, and Mr. Wong, a combine was formed, and the necessity for rate-cutting was thus removed. Mr. Wong founded the Shantung Trades' Guild in 1901, and is vice-president of the Shantung Shipping Guild. He is also a member of the Shanghai Chamber of Commerce. He owns extensive property in Shanghai and in Shantung, and is greatly respected in those neighbourhoods, more especially on account of his liberality towards his poorer countrymen. He has been married twice. He had two children—a son and a daughter—but as the son died when seventeen years of age Mr. Wong adopted one of his nephews, Mr. Wong In Lie, who is now comprador to Messrs. Butterfield & Swire's steamship *Shunlien*. At the age of fifty-four Mr. Wong married his second wife, by whom he has had three sons and a daughter.

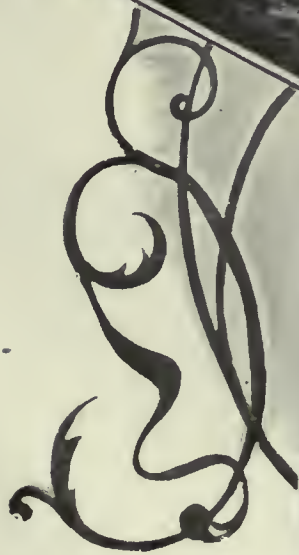
MR. S. C. YIN, who is also known as Mr. Yin Sih Chang, has long been in business as a piece-goods merchant, and has a seat on the committees of the Piece Goods and Cotton-Yarn Guilds, besides being a member of the Chinese Chamber of Commerce. He is proprietor of the firm of Yuen Sheng & Co., of 99P, Nanking Road, Shanghai, which he and a few friends founded in 1894, and he is also a director of the Shanghai Cotton Mills. Mr. Yin is a native of Kiading district, and was born in 1865. He came to Shanghai in 1879, and joined the Za Sin Sheng piece-goods hong, remaining there for three years as an apprentice, and for a further twelve years as an assistant. He then founded the firm of which he is now the head. The years 1906-7 will always be remembered by Mr. Yin as those in which he took a trip

round the world. He travelled through India, Arabia, Egypt, Italy, Germany, Austria-Hungary, Holland, Belgium, France, England, Scotland, the United States of America, and Japan, visiting the principal cities in each country. The whole journey occupied 130 days. Mr. Yin is married, and has two sons and two daughters.

MR. TSANG SUICHOW, comprador to the firm of Walter Scott, architects and civil engineers, was born in Shanghai in 1863, and was sent, at the age of thirteen, to the Kiangnan Arsenal School. Among the studies which he pursued was that of mechanical engineering under the personal supervision of Mr. John M. Allen. In October, 1882, he entered the employment of the late Mr. G. J. Morrison, who founded the firm now known as Walter Scott, architects and civil engineers. For twelve years he served as draughtsman and clerk, and was promoted to his present post as comprador in 1894. Mr. Tsang is married, and has two sons and three daughters. The elder son, Hanson, is now a clerk in the employment of the Shanghai-Nanking Railway Company; while the younger, Handing, who has been educated at Bedford Grammar School, England, is engaged as a translator by the Tientsin-Poukon Railway Company.

MR. KO DESONG, shipowner and comprador to Messrs. Thorensen & Co., has been connected with import and export business in the Settlement for nearly sixteen years. The son of Mr. Ko Cho Szi, he was born in 1877, and educated at Shanghai. At the age of sixteen he was apprenticed to Messrs. Ibert & Co., and in 1897 he became comprador to Messrs. Moller Bros. He received his present appointment in 1907. He carries on a good deal of business on his own account, importing and exporting merchandise, dealing in machinery, arms, and ammunition, and buying and selling steamers of small tonnage. At the present he owns three vessels of 1,019, 1,500, and 2,400 tons gross register respectively, and with them engages in general shipping. He is also owner of a small cotton mill with 3,000 spindles known as Yik Kee. Mr. Ko Desong is married, and has four sons.

MR. S. C. YOUNG, who is also known as Mr. Young Shun Chee, is a partner in the firm of Messrs. G. R. Groves & Co., architects and surveyors, Shanghai. A native of Macao, he attended the Victoria School at Hongkong for a time, but at the age of eight he was taken by his brother to Omika, in the United States, and was at school there for three years, until failing health necessitated his return to China. After a couple of years' rest he entered the Shanghai Public School, under Mr. George Lanning, and four years later passed two first examinations in drawing and writing. He joined a firm of architects and civil engineers in the Settlement—the firm being known successively as Morrison & Grattan, Morrison, Grattan & Scott, Scott & Grattan, and now as Walter Scott. He remained with them for upwards of nineteen years, until, early in 1908, having



VIEWS OF CHANG YUE CHEE'S RESIDENCE AND OFFICE.

been appointed to an official position under the Chinese Government, he proceeded to Nanking, with the rank of Prefect. The work involved did not suit him, however, and he soon relinquished the post. Returning to Shanghai, he entered the firm

Shanghai, was born at Nan Wai on February 13, 1822. He was one of the earliest converts to Christianity made in Shanghai, embracing the faith after a long struggle with old customs and prejudices. Two or three years after his baptism he

MR. M. ZEEN, or Mr. Zeen Ching Ling as he is sometimes called, is the compradore to Messrs. Moutrie & Co., and the founder and proprietor of the firm of Yuen Sing Foong, which carries on a general import and export business in Honan Road. He was born at Shosing in 1863, and came to Shanghai at the age of twenty-five. For the first two years he found employment as an assistant storekeeper to a Chinese company. From 1881 to 1884 he was a ship's compradore at Chinkiang, and for the next three years he carried out the duties of compradore at one of Messrs. Russell & Co.'s Pootung wharves. This position he resigned in order to start trading on his own account, and in 1903, by which time the business had been placed on a firm basis and no longer required his constant personal supervision, he accepted his present appointment with Messrs. Moutrie & Co. Mr. Zeen is a director of the Commercial Bazaar, the Tabacqueria General, and Hope Bros. In 1905 he was given a commission in the Chinese Physical Association, and now holds the rank of major. He is married and has four sons.



SHAO GIN TOW, AND FAMILY.

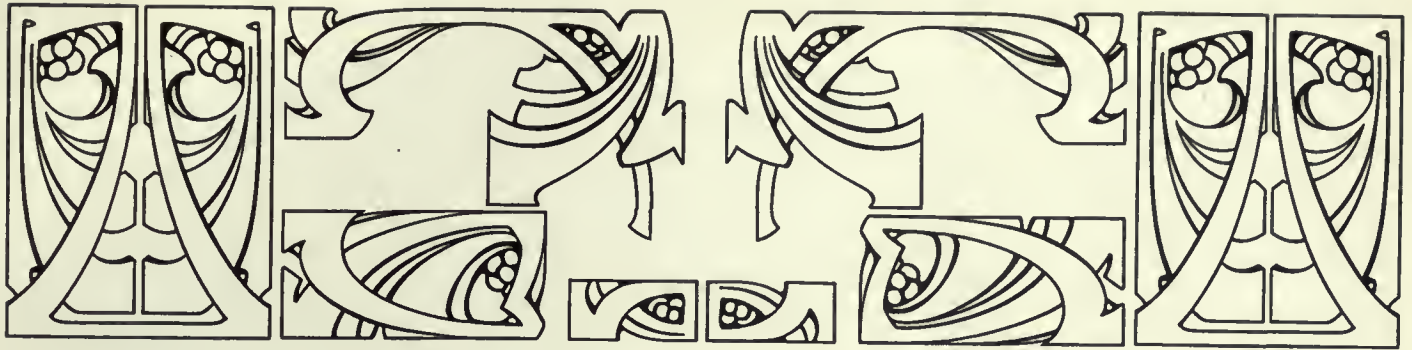
of Messrs. G. R. Groves & Co., as a partner, on July 1st. Mr. Young has one son and one daughter.

THE REY. WONG PING SAN, the first native pastor of the Shanghai Baptist Church in

became a deacon of the Church, and seven years later was ordained pastor, filling that office up to the time of his death in February, 1890. Whilst deacon and pastor he gave his services to the Church voluntarily. Of his three sons, only one, Mr. Wong Ya Koh, is alive. Mr. David Wong is his grandson.

MR. YEN CHING SUH, who holds the official appointment of Deputy Rice Tribute Collector at the China Merchants Steam Navigation Company's office, is the second son of a former well-known official, Mr. Yen Liung Shun, Prefect of Foochow. Though born at Shanghai in the year 1878, Mr. Yen was educated at the Anglo-Chinese College at Foochow, and, being of a literary turn of mind, he was employed at Peking, after completing his education, to assist in compiling a work dealing with the lives of the Emperors. This work was accomplished in three years, and he was then appointed magistrate. At the time of the Boxer troubles Mr. Yen was in some danger, and was obliged to flee from Peking to Shanghai. He returned to the capital, however, as soon as the rising had subsided, and eventually, through the influence of the Viceroy, received his present appointment. He also holds the position of Chinese representative of the Kochien Transportation and Tug-boat Company, for which Messrs. Hopkins, Dunn & Co. are the local agents. Mr. Yen is married and has one daughter.

MR. SHAO GIN TOW, manager of the Ta Foong piece-goods hong, in which he is a shareholder, occupies a prominent position among his fellow countrymen as a member of the Committee of the Piece Goods Guild, and of the Chinese Chamber of Commerce, and is widely esteemed for his beneficence. He is liberal to the poor, and is ever ready with a subscription towards a deserving charity. He has been with the Ta Foong hong since he was fifteen years of age, succeeding to the management in 1893. He has developed the business considerably, and has fully maintained the high reputation which it enjoyed previously. Like his predecessor, his services have frequently been in demand in settling differences between native dealers and foreign importers. The original manager of the hong, which was established in 1865, was Mr. Hue Cheng Yong, who earned an excellent name for the firm. So highly was he esteemed that even his competitors in business were unanimous in electing him as chairman of the Shanghai Piece Goods Guild. He retired in 1893.



INDUSTRIES.

THE EWO STEAM SILK FILATURE.

By far the most valuable of silk products exported from China is raw, white, steam filature silk. No silk in the world can equal it in quality, brilliancy, and that subtle attribute, known to the trade as "nerve," responsible for the rustle so sweet to the feminine ear. China's steam filature silk realises a better price than any other in the market; and of the two chief kinds produced that from Shanghai is far superior to that from Canton, the former realising in 1906 an average of Tls. 770 and the latter Tls. 605.7 per picul (133½ lbs.).

There are in Shanghai some thirty silk filatures, with a total of about 8,000 *bassines*, and an aggregate output of about 11,000 piculs a year. One of the oldest of these is Messrs. Jardine, Matheson & Co.'s Ewo Silk Filature, situated in the Chengtu Road, which runs from Sinza Road to the Soochow Creek. It was established in 1882, and has now 500 *bassines*, and yearly contributes nearly 750 piculs to the total output for the Settlement. The Ewo Silk Filature's product realises very high prices—among the best in the market—so great is the care taken in reeling it. The filature gives employment to 200 women for peeling and sorting cocoons, 500 for reeling, 250 for "brushing," and 100 for preparing waste silk for market, besides shroffs, engineers, stokers, and coolies to the number of about fifty. The manager is Mr. D. Beretta, who came to Shanghai in 1889. His staff consists of an assistant manager and six European female overseers.

JIN CHONG SILK FILATURE COMPANY.

THE "gold crown," the chop of the Jin Chong Silk Filature Company, is recognised as a guarantee of good quality. Silk bearing this well-known stamp was awarded first prize at the International Exhibition in Milan in 1906. Since the proprietors, Messrs. Tong Shin Yue and Woo Yuet Ling, opened their factory in Wuchow Road, they have consistently maintained a high standard of excellence, with the result that their output is now seven hundred piculs of silk a year, and seventy men and over a thousand women are given constant employment. Mr. Tong Shin Yue, who was born in Kiangsu-Nieshing in 1874, has been actively engaged in the silk trade all his life. After completing his

education at Shanghai he was an assistant at the Lunwah Filature for four years. At the end of this term he was appointed Chinese manager of the Sin Chong Filature, and, in 1900, in conjunction with Mr. Woo Yuet Ling, he started his present undertaking. Mr. Tong Shin Yue is a member of the Chinese Volunteer Club and of the Silk Filature Guild, and is a director of the Sin Chong Silk Filature Company. He has two sons and three daughters.

THE EWO COTTON SPINNING AND WEAVING COMPANY, LTD.

THIS Company holds a highly important place in the industrial life of the Settlement. The site upon which the factory is situated belongs to the Company. It comprises an area of 70 mow, and its present value, not including that portion of the foreshore extending to Shenkow, which the Company is allowed to use by the Conservancy Board, is Tls. 315,000. Deducting this amount from the present share-capital, which was reduced by one-half some three years ago, in order to place the concern on a sound commercial footing, a sum of Tls. 435,000 remains as the value of the plant, buildings, and machinery. This represents Tls. 8.67 per spindle, and is less than half the price for which it would be possible to erect and equip a similar mill to-day.

The mill was opened in May, 1897, but, owing to the engineers' strike in England, the full complement of machinery did not arrive till twelve months later. There are now 50,176 spindles and a cotton-ginning plant capable of supplying half this number of spindles with cleaned cotton. The machinery was supplied by Messrs. Platt, Bros. & Co., Ltd., of Oldham, Lancashire, and the engines, which can develop 1,500 indicated horse-power, by Messrs. J. & E. Wood, of Bolton, Lancashire. The four boilers each 30 feet 10 inches by 8 inches diameter, for generating steam, were made by the Oldham Boiler Works, and a fuel economiser of 560 pipes were sent out by Messrs. E. Green & Sons, Ltd., of Halifax, Yorkshire. For the prompt execution of repairs to and renewals of the mill machinery a mechanic's shop has been fully equipped. After working day and night for two years, it was found advisable to discontinue

night work and, for several years the machinery has been operated by one group of employes only, from 6 a.m. to 7.30 p.m. In order to take advantage of profitable margins, however, work has been continued throughout the twenty-four hours on three different occasions for periods of from twelve to eighteen months. It has been the practice to overhaul the whole of the machinery every year, to ensure its being kept in a proper state of efficiency, and various improvements conducive to the more economical working of the plant have been introduced from time to time. Altogether Tls. 189,381, paid out of the working account, have been spent on renewals, repairs, and additions since the mill started. The average counts of yarn produced are 15½'s, and the production, per spindle, is 8¼ oz. a day. The shareholders have so far received in dividends Tls. 28 per share of Tls. 100.

The general managers of the mill are Messrs. Jardine, Matheson & Co., Ltd.

LAOU KUNG MOW COTTON SPINNING AND WEAVING COMPANY, LTD.

THIS Company was formed in 1895 and registered in Hongkong. Spinning operations were commenced in March of the following year. The fully paid-up capital amounts to Tls. 800,000, in 8,000 shares of Tls. 100 each. The machinery, which was made by Messrs. Tweedales & Smalley, of Castleton, Manchester, and consists of 30,000 ring spindles, has given the greatest satisfaction to the proprietors of the mill ever since it was erected. Fully eight hundred employes are continually engaged, under the supervision of Mr. A. R. Murphine, who has been resident manager since the mill started. The general management is in the hands of Messrs. Ilbert & Co., who are assisted by a board of three directors.

Although now carrying on a flourishing trade this mill, in common with others, has had to contend with numerous difficulties, chiefly due to Chinese obstruction and to the pernicious custom of watering the cotton. An improvement can only be expected when the authorities are made to understand that trade ought to be encouraged instead of hampered.

**THE JAPAN COTTON TRADING COMPANY,
LTD.**

THE Nippon Menkwa Kabushiki Kaisha, or the Japan Cotton Trading Company, Ltd., was established in 1892 for carrying on business as cotton, yarn, and general commission agents. The subscribed capital amounts to Yen 2,000,000 of which Yen 1,250,000 is paid up. The reserve fund amounts to Yen 770,000. The president of the Company is Mr. Ichitaro Tanaka, and the directors include Messrs. Kichibei Noda, Kanshiro Suyeyoshi, Seihichi Shikata, and Mataizo Kita, who is the general manager. During the sixteen years of its existence the Company has made great strides. The headquarters are in Osaka, Japan, and branches have been

dividend at the rate of 12 per cent. per annum was declared, leaving a balance of Yen 29,515 to be carried forward.

**THE ANGLO-CHINESE COTTON MANUFACTURING COMPANY, LTD.**

THIS Company has not had a very long existence, but already it is beginning to make its influence felt, and there are prospects of rapid development in the near future. The enterprise was started in December, 1906, by Messrs. Yih Zung Tsah, Zih Lih Kung, Chang Ling Kwai, and Yoong Soey Hsing. The mill, which is equipped with engines and machinery purchased from

WU SIEH CHEN SING COTTON MILL.

THE proprietors of the Wu Sieh Chen Sing Cotton Mill, which is situated some 78 miles from Shanghai, claim that they can manufacture every day thirty bales of cotton yarn, or five bales more than any other mill in China equipped with the same number of spindles. This superiority is attributed to the fact that there is no waste, and that Tatchow cotton only, which is the best in China, is used. But whether this claim as to the quantity of the output is justified or not, there can be no doubt as to the quality of the manufactures. The "Stock Chop" yarn of this mill is in great favour with the Chinese, and is purchased as quickly as it can be placed upon the market. The mill



[See page 573.]

THE 'JIN' CHONG SILK FILATURE.

established in Shanghai, Chinkiang, Hankow, and Bombay. There are agencies in New York, Tokyo, Yokkaichi, and Kobe.

The Company came to Shanghai some six years ago. Its cotton-ginning factory and cotton-spinning mill contain some 10,000 spindles, and give employment to a large number of hands. The firm also owns five well-equipped factories in Hankow. Mr. K. Ogasawara is the manager for the Company in China, and the important position which the Company now holds in Shanghai is due in large measure to his experience and energetic supervision. Some idea of the financial stability of the enterprise may be gained from the balance sheet for the six months ending December, 1907. According to this the net profit amounted to Yen 105,892, and after placing Yen 30,000 to the reserve fund, a

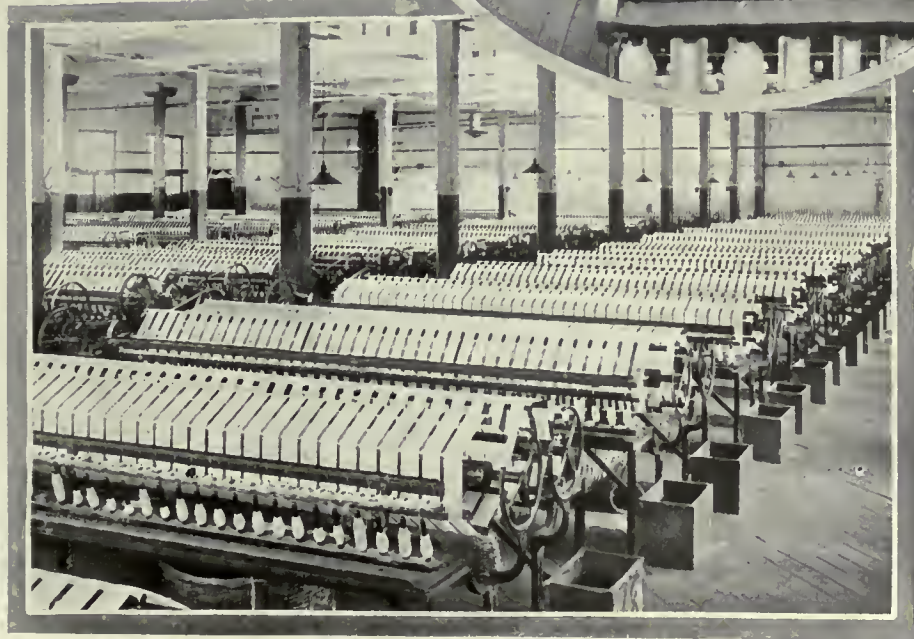
Alex. Young & Co. and Howard Bullough, of London, contains 11,000 spindles, and the yarn produced is so fine that some experts declare it to be second to none in Shanghai. The "chop," or trade-mark, of the Company—two dragons—is now well known in many parts of the world, and is already looked upon as a guarantee of excellent quality. The price of the yarn is certainly somewhat high, comparatively speaking, but that full value is given is proved by the steadily increasing number of purchasers. The greatest care is always taken by the directors of the Company to buy only the best cotton fibre—inferior grades are rigidly excluded—and, as a consequence, the yarn compares favourably with the well-known Japanese yarn "Blue Fish."

is equipped with the best machinery, and contains 10,000 spindles. It is working night and day, and affords employment to some 1,200 men.

Mr. Yung Tuck Sing carries out the responsible duties of manager, and the directors of the Company are Messrs. Chang Ling Kwai (chairman), Cho Ching Too, Yes Sun Char, Yung Chong Ching, Sun Wo Fu, Che Tsze Yu, and Yung Soy Hsing.

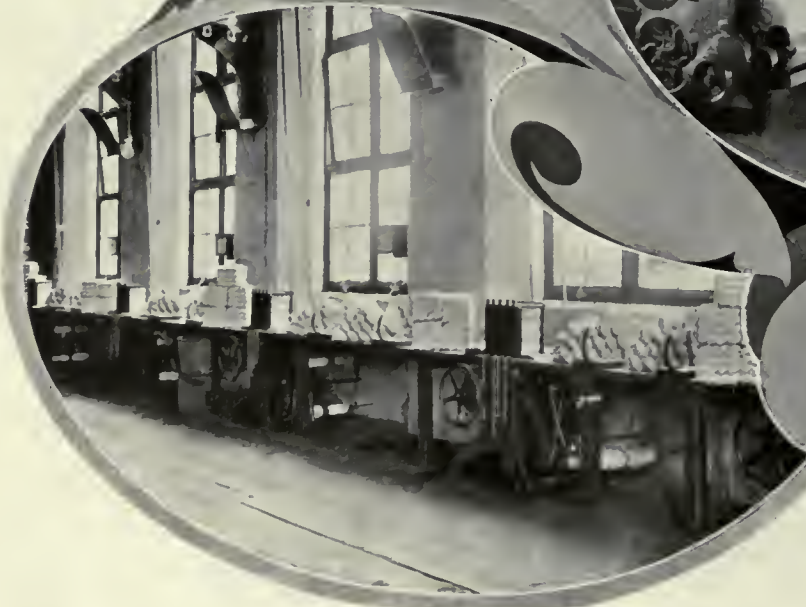
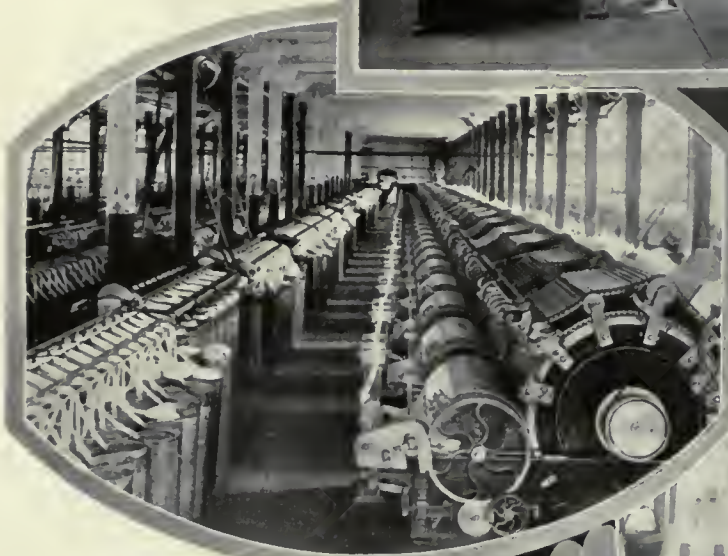
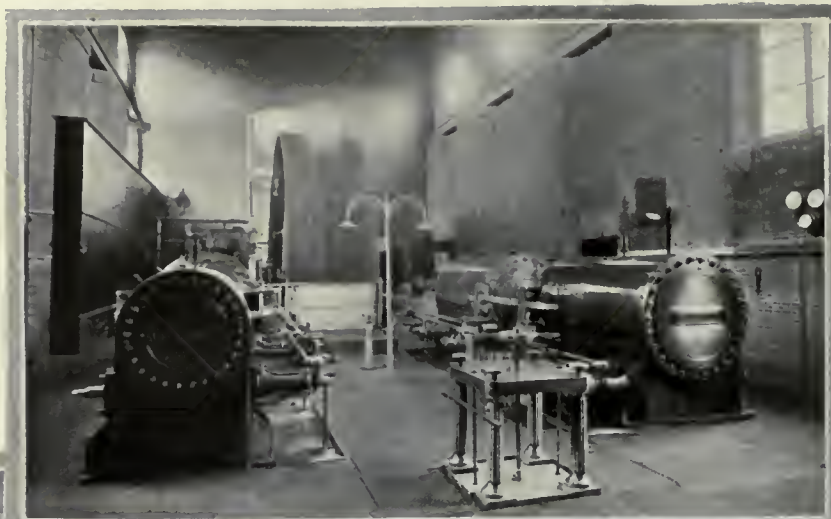
**THE EWO TIMBER DEPÔT.**

MESSRS. JARDINE, MATHESON & Co., LTD., opened the Ewo timber depôt, in conjunction with Millars' Karri and Jarrah Company, in 1905. A mill was erected at Yangtsepoo, and



EWOCOTTON SPINNING AND WEAVING COMPANY, LTD.
THE EWO MILLS. THE REELING ROOM. THE SPINNING ROOM.
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[See page 573.]



[See page 573.]

EWO COTTON SPINNING AND WEAVING COMPANY, LTD.

THE CARDING ROOM.

THE ENGINES.

THE SCUTCHING ROOM.

THE PACKING ROOM.

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LAOU KUNG MOW COTTON SPINNING AND WEAVING COMPANY, LTD.
 THE MILL.
 THE ENGINES.

[See page 573.]

THE SPINNING ROOM.
 THE REELING ROOM.

a yard, with a considerable frontage to the Whangpoo, was secured for the storage of timber. An additional yard facing the Whangpoo was obtained some eighteen months ago, and branches, with depôts for carrying stocks, have been opened in Hankow, Newchwang, Chinkiang, and Nanking.

Jarrah wood is imported from West Australia, teak from Bangkok, Oregon pine from America, and many other varieties from other countries. The depôt secured the contract for supplying the timber required for the Shanghai-Nanking Railway, and another large order was entrusted to them by the Municipal Council for the supply of paving blocks for the roadways. It may be mentioned that the jarrah hardwood, owing to its durability, is especially suited for railway sleepers and road paving. From experience in different climates, the life of a jarrah sleeper can be safely computed at fifteen years. Quite recently a section of the jarrah paving in the Nanking Road, which has been down for the past eighteen months, had to be taken out for the purpose of putting in a tramway crossing, and, when the blocks were measured, the wear during the eighteen months was found to be one-sixteenth of an inch only.

The following figures show at a glance how the business has developed. In 1905 the Company imported 3,000,000 super feet of Oregon pine, 700,000 cubic feet of jarrah, and 200 tons of teak. In 1906 their imports increased to 29,000,000 super feet of Oregon, 900,000 cubic feet of jarrah, and 1,100 tons of teak. In 1907 the quantities were about the same as in the previous year. When it is remembered that during 1906 the total imports into China from the North Pacific coast divided between nine firms, amounted only to 96,702,552 super feet, it is evident that Messrs. Jardine, Matheson & Co., Ltd., occupy a leading position in the trade.

In the Shanghai depôt constant employment is afforded to some 209 men. The saw-mill is driven by an electric motor, the power for which is supplied by the Municipal Council. The plant consists of several block-cutting machines, re-sawing, planing, and flooring machines. The offices were at first in a specially constructed "sample" building in the Company's compound. They were removed to the present building in Peking Road in 1906. Mr. P. V. Davies, who is in charge of the business, came to China for Millars' Karri and Jarrah in 1904, and was appointed general manager of the Ewo Timber Depôt as soon as it was started. For ten years he was working among the timber mills in Australia, and has been through most of the timber countries of the world. During his wanderings he has gathered together a most interesting collection of specimen timber that is probably one of the most complete in existence. It comprises several hundred varieties of wood, and these are classified and arranged in his private office.

F. L. KOW KEE & CO.

SOME thirty years ago Mr. Chang Tse Shang and several other Chinese merchants decided to take advantage of the excellent market for timber created by the rapid growth of the Settlement and the consequent impetus in the building trade. From the small yard which they opened at Tung-Ka-Doo a fine business has developed. They have now splendid yards also at Pootung and on the Soochow Creek, the three of them covering altogether some 190 mow (32 acres) of land, while a modern saw-mill, containing machinery for

planing, moulding, and scantling, is operated on the Chinese Bund. Practically every kind of timber is dealt with by the firm. Hardwoods are obtained from the Straits Settlements, teak from Siam, Java, India, and Bangkok, pine from Oregon and Japan; a variety of woods from Australia; and the well-known Chinese poles from Foochow and Hankow. The large trunks are cut into stock sizes, and the logs and planks are then sent into all parts of China. The Company have supplied poles and timber to the Chinese Imperial Government for the erection of telegraphic lines and buildings, and have carried out contracts for the Kiangsu and Chekiang and other railways. The Shanghai and outport dock companies frequently lay these yards under contribution, and the Municipal Council of Shanghai obtained the bulk of the timber for bunding the Whangpoo River and Soochow Creek from the same source.

The head offices of the Company are situated close to the French Waterworks, and there is a branch office near the North Thibet Road. Messrs. Y. S. and Y. L. Chang are both interested financially in the enterprise, but the managing partner is Mr. N. K. Chu, who married the original proprietor's daughter. He represents the firm on the Chinese Chamber of Commerce, and, in addition, is compradore to the Ewo Timber Depôt.

CHINA IMPORT AND EXPORT LUMBER COMPANY, LTD.

STARTED in 1884 by Mr. H. Snethlage, this firm made but little progress during the first ten years of its existence, but in the early nineties came the turning point in its career, and from that time onwards its record has been one of rapid advance. The headquarters of the Company in Yangtze Road occupy an area of some 173 mow, and here over four hundred men are constantly employed. Modern machinery makes it possible to execute orders of all descriptions with despatch, and the care that is always taken over every detail has gained for the firm a high reputation for workmanship. At the beginning of the present century the business was converted into a limited liability company, with Messrs. Snethlage & Co., who also carry on an extensive export and import trade, as the general managers. Mr. Snethlage died in 1905, and since that time his partner, Mr. C. L. Seitz, has had the entire conduct of affairs. Some idea of the extent and importance of the firm's present operations may be obtained from a visit to their saw-mill, which has a daily capacity of about 70,000 feet of worked lumber and is fitted with a thoroughly up-to-date plant. There are several large planing machines of American manufacture and of the style adopted on the Pacific coast, large circular saws with shotgun feed, gang saws, and band saws, besides a dry kiln and huge storing and seasoning sheds. Comparatively recently the Company started a building department, and the first year's working proved most satisfactory. Wooden cottages of the most modern American design, villa residences with magnificent interior ornamental finish in all grades of cabinet woods, and especially oak, godowns and industrial buildings, including a cotton mill in the Yangtze valley, have been designed and constructed.

The Shanghai offices of Messrs. Snethlage & Co. are at No. 2, Jinkee Road, Shanghai, and there are branches at Tsingtau, Tientsin, Newchwang, Hankow, Chefoo, Chinkiang, and Portland, Oregon.

THE LUNGHWA TANNERY COMPANY.

RECOGNISING the existence of a strong local market for manufactured leathers of all descriptions, two enterprising Chinese gentlemen, Messrs. Yih Ming Tseh and S. D. Fong, established the Lunghwa Tannery Company early in the present year. They acquired a piece of land some 17 mow in extent on the far side of the Soochow Creek at Jessfield, and upon it their factory was erected under the superintendence of a foreign expert. The proprietors are confident that they will be able to meet the steady demand for leather amongst the Chinese, and they also hope to secure large orders from Japan; and certainly the scale upon which they have commenced operations and the thoroughness with which they have equipped their factory seem to justify their expectations.

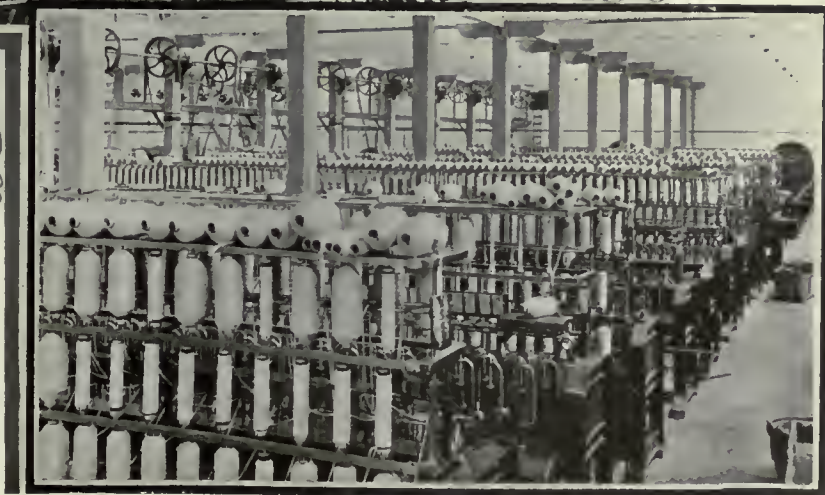
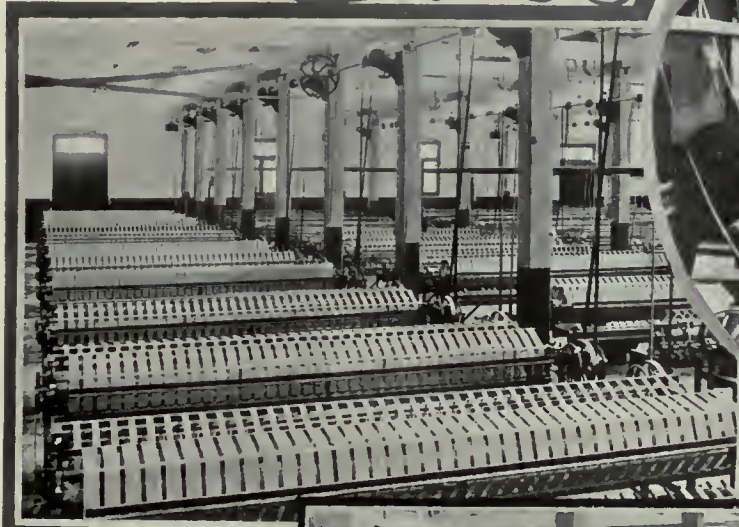
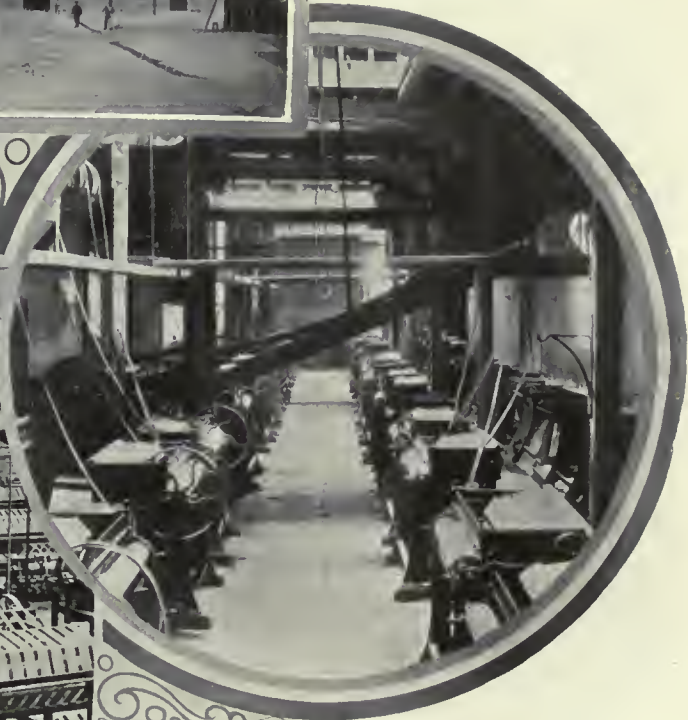
The manager, Mr. R. Carter, who has only recently arrived in Shanghai, was thoroughly trained in all branches of the work by his father, who was manager for many years of one of the largest firms in England, and for the past twenty-two years Mr. Carter has held responsible positions in England, South Africa, and China.

THE KIANGSU CHEMICAL WORKS.

THE Kiangsu Chemical Works, distant some four or five miles from the business centre of Shanghai, call for notice because they are the only works of their kind existing in China. Their history can be traced back to the early sixties, when two brothers by the name of Major started a small gold and silver refinery near the Stone Bridge which crosses the Soochow Creek. In the first instance they made their own acid in large glasses or jars. These, however, soon gave place to lead chambers. Other improvements were made from time to time, and the business developed until, in 1875 or thereabouts, its dimensions justified its conversion into a limited company.

The present works, situated on the bank of the creek, some distance above the old premises, were erected last year. The site upon which they stand consists of 33 mow of land, and there is plenty of room for the extension which it is considered will be required in the near future. The processes employed by the Company up till quite recently in the manufacture of their chemicals were recognised as being antiquated and unsatisfactory, and were, therefore, abandoned. Great care was exercised in the selection of a suitable plant, which was purchased in Germany after tenders and specifications had been received from firms in all parts of the world. Two 35 horse-power engines drive the dynamos, the air-compressors, the water-pumps, and ventilators. Special condensers have been installed for the purpose of condensing the acid smoke from the gold and silver refining; and the laboratory, where the manager carries out experiments and research work, is undoubtedly as well furnished with scientific apparatus as any within the limits of the Empire. The equipment of the works as a whole cost no less than Tls. 230,000.

The gold and silver refining department is divided into twelve refining houses, each under the supervision of a Chinese manager. Sycee is converted into ingots for the Chinese and foreign banks, and, with the exception, of course, that no coins are manufactured, the work undertaken is similar in every way to that of the royal mints. In order that the



THE JAPAN COTTON TRADING COMPANY, LTD.

[See page 574.]

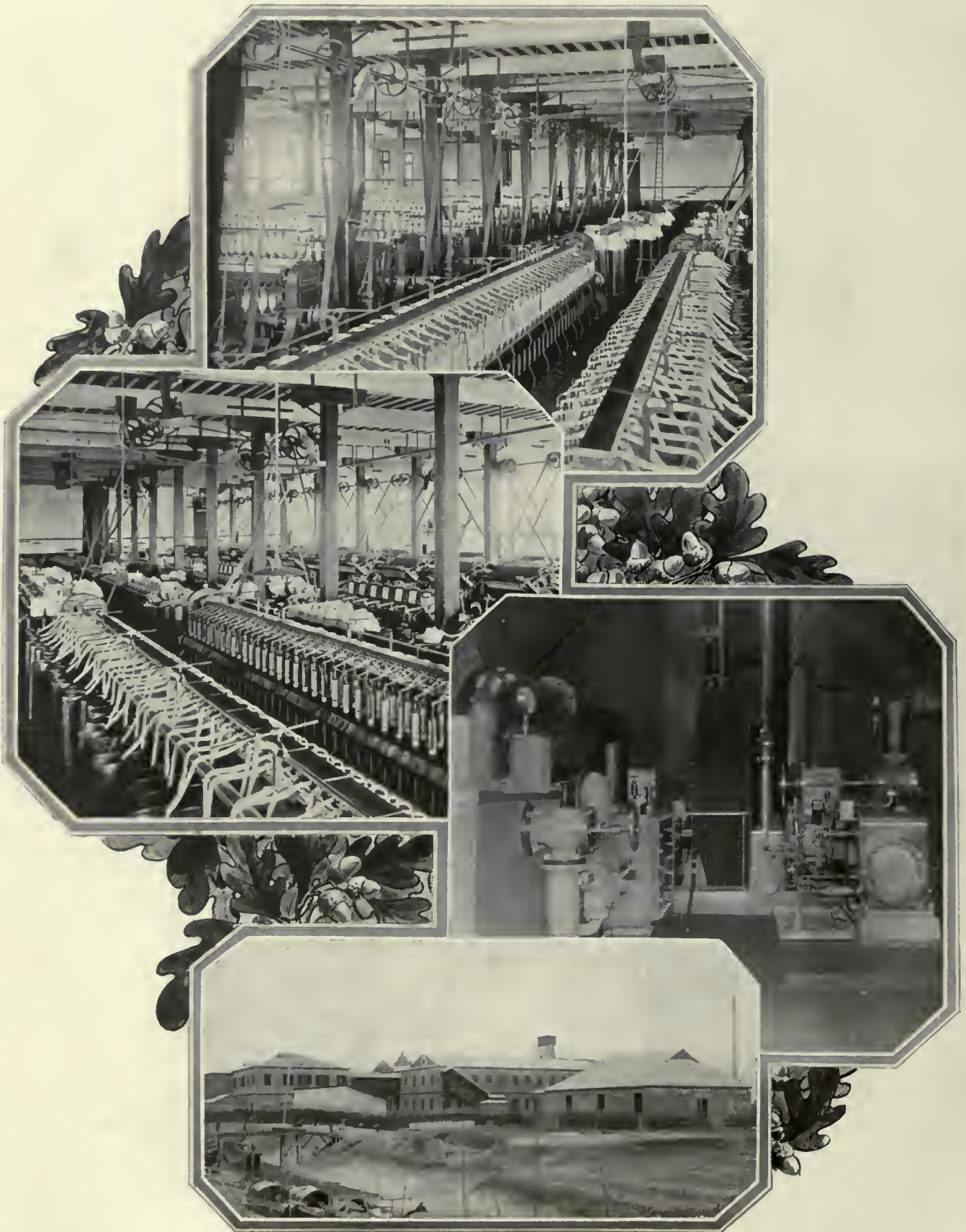
THE CHIN ZUNG COTTON MILL.

IN THE WHA SHING COTTON-GINNING FACTORY.

THE REELING ROOM.

THE SPINNING ROOM.

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[See page 574]

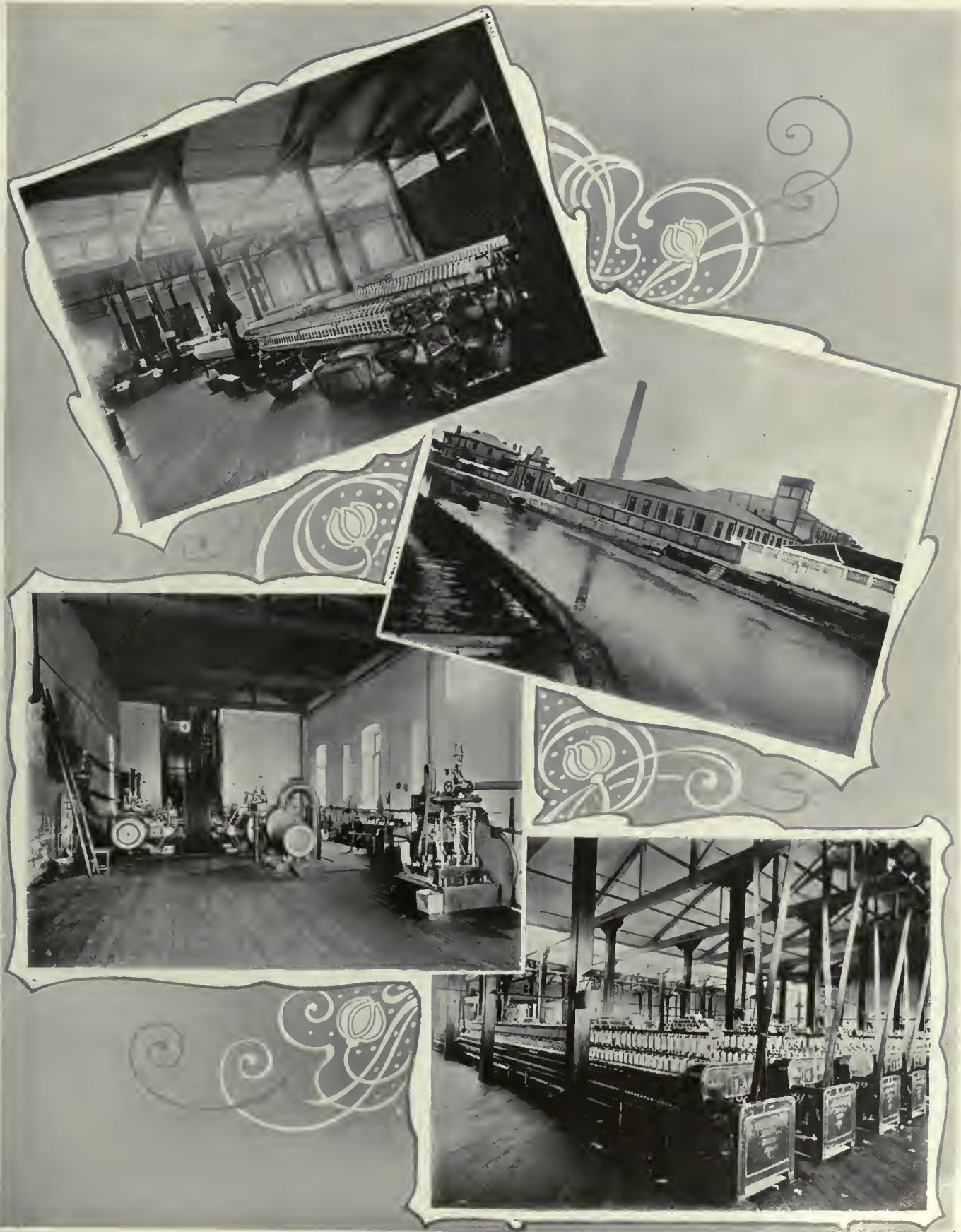
ANGLO-CHINESE COTTON MANUFACTURING COMPANY, LTD.

THE SPINNING AND REELING ROOMS.

THE MILLS.

THE ENGINES.

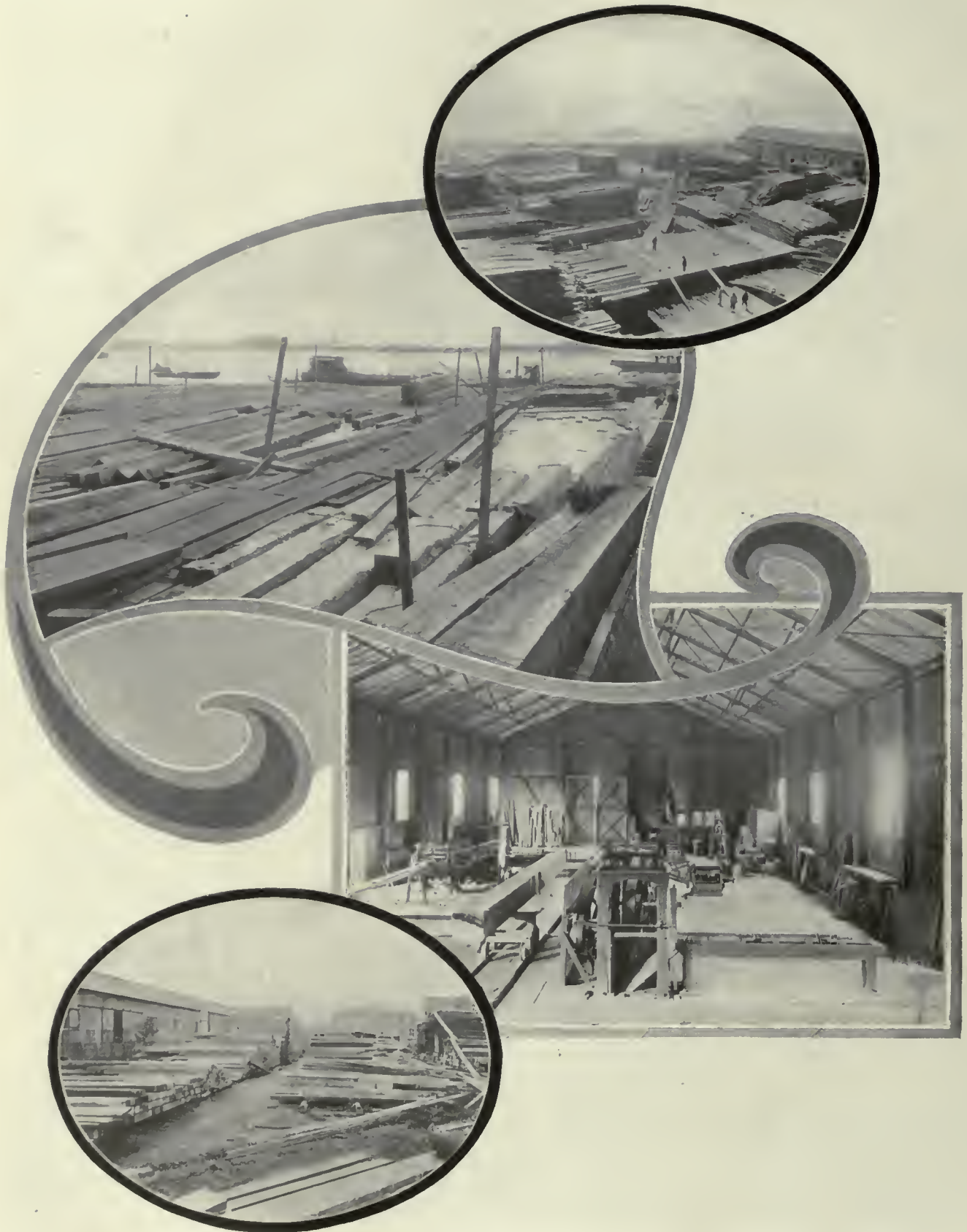
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WU SIEH CHEN SING COTTON MILL.
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[See page 574.]

U U



[See page 574.]

THE EWO TIMBER DEPÔT.
THE TIMBER YARDS AND SAW-MILLS
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metal obtained from Shanghai one day may be returned the next, the refining is always done during the night. Sulphuric and nitric acids are manufactured by a secret process purchased from a German firm on the distinct understanding that no one with the exception of the manager himself should be given any information regarding it. The Company also manufacture sulphate of iron, sulphate of copper, and distilled water, and make a speciality of battery acid for use in accumulators. The works employ some two hundred and fifty men.

The general manager is Mr. J. C. Shengle, B.A., B.Sc., who, at the conclusion of his studies at the University of Pennsylvania, was for some eighteen months associated

tunities which were thereby afforded for the development of electric light and power in China that led the Siemens Schuckertwerke to open their technical bureau in Shanghai in 1904.

The firm of Siemens & Halske which, through its incorporation with Schuckert & Co. in the beginning of 1903, formed the concern now known as Siemens Schuckertwerke, had been represented in China for many years by Messrs. H. Mandl & Co. But the great demand for electrical appliances and for engineers to erect installations rendered the establishment of permanent offices here a practical necessity. Besides being entrusted with many smaller contracts, Siemens & Halske constructed the electric

Municipality, and have erected a number of installations for the German authorities and for the mercantile and industrial community generally right up to Tsinanfu. They erected an installation at the great floating dock, the pumps of which are driven by electricity; supplied the power for working the 150-ton crane; and carried out the plans for lighting and signalling at the various fortifications. They installed electric light also in the Germania brewery, the German Chinese silk filature at Tsangkau, and the glass works at Poshan. They erected a power-station at Tsinanfu and were responsible for the many electric installations of the Shantung Mining Company. With the growing industrial importance of the Shantung Province and the



SIEMENS SCHUCKERTWERKE.

THE NATIVE CITY POWER-STATION, SHANGHAI.

with Thomas A. Edison as the chemist in charge of the famous inventor's experimental work. He was then appointed manager of one of the chemical departments of the Mutual Chemical Company, Jersey City, and subsequently came to China to look after certain mining interests on behalf of Mr. J. P. Mathieu, of Philadelphia. He has occupied his present position for the past three years.

The secretaries of the Company are Messrs. A. R. Burkill & Sons.

SIEMENS SCHUCKERTWERKE.

IT was the growing interest of the Chinese in all industrial enterprises and the oppor-

railway from the suburb Machaipu, where the North Chinese Railway terminated, to the capital, Peking. This railway was worked in conjunction with an electric lighting plant, but both were destroyed during the Boxer troubles and have not been re-built.

It was originally intended by the Siemens Schuckertwerke to conduct the whole of their operations in China from Shanghai, but the extension of the business and the insufficient means for transport made it necessary to open sub-offices at the more important centres, or to station engineers of the Company at them permanently. The first sub-office was established at Tsingtau in 1904, and all the orders from the Shantung Province are now dealt with here. The Company have built a power-station for the

opening of the Nanking-Tientsin Railway, it is expected that the value of the Tsingtau office, great as it is at present, will be largely increased in the very near future.

In 1905 the Tientsin Baugesellschaft placed an order with the Company for the complete electric lighting of the German Concession, and an engineer was stationed there to superintend the carrying out of the work. The power was supplied by an 85 horse-power Diesel motor and transmitted to a dynamo of 56 kilowatts. The current was supplied in smaller quantities when required by means of an accumulator battery. After two years' working it was decided to extend the installation by the introduction of an 85 horse-power steam engine with dynamo, which should be ready for use this



CHINA IMPORT AND EXPORT LUMBER COMPANY, LTD.

[See page 578.]

IN THE SAW-MILL.

THE SAW-MILL YARD AT YANGTSEPOO.

CIRCULAR SAWS.

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BAND SAW.

year. Of the larger installations which were erected in this district, either wholly or partly, by the Siemens Schuckertwerke, mention should be made of those for the trams at Tientsin and for the pits of the Chinese Engineering and Mining Company at Kaiping and Lhiensi. For the tramways running between the Foreign Settlement and the Chinese town, the rolling stock, overhead wires, &c., were supplied by the Company. The whole of the business for the province of Chibli and for the north of China generally is now being carried on from the Tientsin branch.

When Messrs. H. Melchers & Co. gave instructions to the Shanghai office to erect a power-station for their new albumen factory at Hankow it was decided to open a branch in that settlement. It was considered that the lighting of the comparatively few premises in the German Concession could be made to pay if carried out in conjunction with the installation at Melchers & Co.'s factory. This idea was adopted, and the plant is now running successfully. The engineer at Hankow superintends all the work in the Hupeh Province and, in addition to erecting installations, the Hankow branch does a large business in electrical machinery of all kinds, and more especially motors for industrial purposes.

The main office in Shanghai, from which the whole of the organisation in China is directed, has carried out many large installations, and is now busy with a number of others. It was responsible for the electric lighting in the China Flour and Oil Mills, the Club Concordia, the offices of Messrs. Carlowitz & Co., the Kiangsi Mint, the Chin-kiangpoo Mint, and the Haichaw Glass Works, as well as for the electric lifts in the godowns of Messrs. Slevogt & Co., Melchers & Co., and other firms. It was also entrusted with the erection of the power-stations for lighting the native cities at Shanghai and Soochow.

Mr. H. Meyer, who has been connected with the firm for the past ten years, acts as the general manager for China.

THE AQUARIUS COMPANY.

THE demand for palatable non-alcoholic beverages at home some years ago led to the establishment of numerous factories for the manufacture of aerated mineral waters, and, once placed on the market, these table-waters leapt at once into popularity, and are now regarded as indispensably necessary. In the Far East, where the water-supply cannot always be relied upon, the need for table-waters is a vital one, and as the cost of the home-manufactured article was prohibitive, several enterprising firms opened manufactories at some of the principal centres. Among them were Messrs. Caldbeck, Macgregor & Co., who, in 1892, established the Aquarius Company, with the sign of "the Man that holds the Water-pot" as their trade mark. Land was acquired at Wayside, Shanghai, and upon it a factory was built equipped with elaborate steam plant, embodying all the latest scientific improvements for distilling, aerating, bottling, &c. The utmost cleanliness is insisted upon, and every drop of water used in the manufacture of the various products is distilled. The chief of these products is that which bears the name of the factory, "Aquarius," a pure, sparkling, mineral table-water, delightful either alone or in combination with one of

the numerous good whiskies supplied by Messrs. Caldbeck, Macgregor & Co. "Brisk" is a pure aerated water, free from all minerals and salts, while "Silent" is a distilled table-water, re-supplied with atmospheric air by a patent process, but not charged with gas. Soda-water, sarsaparilla, lithia-water, ginger-ale, ginger-beer, tonic quinine-water, potass-water, and lemonade are amongst the other popular drinks manufactured.

Shipments are made not only to the ports of China and the Far East generally, but have also been made to England and Australia. For local delivery, the Company have their own vans and motor vehicles; indeed they were the pioneers of the "commercial" motor in the Settlement.

The manager of the factory is Mr. Wallace, who has under him a European assistant and a large staff of well-trained Chinese workmen.

THE A. BUTLER CEMENT TILE WORKS, LTD.

THE late Count von Butler, in his time one of the most prominent pioneers of new industries in China, was the originator of the A. Butler Cement Tile Works, Ltd., a company which, with its headquarters in Shanghai, is carrying on a large and increasing trade in many parts of China. For years Count Butler carried out experiments in the manufacture of artificially coloured floor-tiles and similar ware, and, after his death, which occurred in the spring of 1904, Mr. F. E. Schnorr, now the managing director of the undertaking, who assisted him for some time in his work, succeeded in placing the present enterprise on a practical basis.

The factory and property of the Company, situated on the north bank of the Soochow Creek, about half-way to Jessfield, occupy an area of 90,000 square feet. The plant, consisting of six presses and a number of subsidiary machines, has a daily output of about 1,200 floor-tiles 8 inches by 8 inches, 2,000 roof-tiles, and 600 brick or paving-plates at the present time, but its capacity is about three times as great as this. The steadily growing demand for the Company's manufactures has made it necessary to employ, on an average, forty men lately, as compared with from ten to fifteen at the commencement of operations, when there were but two presses in use.

The works produce, besides a number of specialities, tiles of every description—floor-tiles, roof-tiles of eight different shapes and all shades of colour, perforated ventilation bricks, and plates for paving purposes. A speciality is made of stable-flooring. This is of a pattern adopted by British cavalry stables, and is generally recognised as being the best of its kind. The process of manufacture is an interesting one. Cement and sand, the two principal constituents of the tiles, are obtained locally, but all the colours and other raw materials are imported direct. The base, or mortar, is first of all mixed in a semi-cylindrical machine fitted with propeller-like blades. After amalgamation this mortar is placed in the moulds, and then, by means of design-plates, similar to those used in stencilling works, the various colours, sometimes as many as seven in number, are laid on. These colours are first ground to the finest dust in ball mills, and the method of mixing them is a secret of the manufacture. From the colour-mixing room, the tile-moulds pass into one of the large presses and, though

no steam power is employed, they are subjected to a hydraulic pressure of about 200,000 lbs. in order to give the tiles the proper shape and firmness. From the moulds the tiles pass to the many tanks for setting, and after that they undergo a regular treatment of washing, scrubbing, watering, and drying, extending over about three months, before they are ready for market. As a matter of fact, if the treatment were continued for one month, more or less, it would be sufficient, but the principle of the Company is to supply only tiles that have been allowed to set and harden to the greatest possible extent, and, therefore, three months are allowed to elapse before the finished article leaves the works. The water supply is drawn from a specially designed well of about 30 feet deep—one of the deepest sunk under local conditions—by means of which all water used receives a certain amount of filtration before it reaches the tanks and reservoirs. This clever contrivance was constructed by the superintendent of the works, Mr. G. Greiner. Generally speaking, the demand for an article may be said to prove its value. The many public and private buildings that are either roofed or floored with Butler tiles include His Britannic Majesty's Consulates at Shanghai, Chefoo, and Nanking; the Austrian, French, and Italian Consulates at Shanghai; the British and German Post Offices, the Hongkong and Shanghai Bank in Shanghai and Peking, the Deutsch-Asiatische Bank, the Russo-Chinese Bank, the Chartered Bank, the International Bank, the Shanghai Gun Club, the Cricket Club and Deutscher Garden Club, the Concordia Club, the Alexandra Building, the American Mission and St. Luke's Hospital, the Imperial Chinese Customs printing offices and the indoor staff quarters, the Astor House and Metropole Hotels, Shanghai Race Club, Rubicon Club, Shanghai and Nanking Railway offices, Vulcan Iron Works, the Imperial Chinese Telegraph offices at Chefoo, the engine rooms of the Shanghai Gas Company, the Shanghai Waterworks, the Tramway Company, and numberless private residences. The offices of the Company are at No. 123, Szechuen Road.


THE CENTURY STONE COMPANY, LTD.

WITH so much building in progress in the Settlement and its surroundings it is scarcely surprising that a company undertaking to supply an artificial stone equal in all respects to natural stone should have its capacity taxed to the utmost. By a combination of Portland cement, sand, and crushed granite, moulded into the required shape, the Century Stone Company produce hollow concrete blocks, and all kinds of ornamental work, such as steps, sills, lintels, string courses, copings, finials, trimmings, &c. The hollow blocks are specially adapted for use in this climate, the air spaces tending to render buildings constructed of them cooler in summer and warmer in winter, besides being proof against fire, frost, and damp. The blocks are of enormous strength, and are suitable for all classes of construction—godowns, factories, mills, residences, boundary walls, &c. One speciality produced at the factory will certainly appeal to local builders, namely, the fireproof chimney flue, which is built in sections about 12 inches high, independent of the wall and with rebates to take the mortar joint, each section fitting accurately inside the other.



CHINA IMPORT AND EXPORT LUMBER COMPANY, LTD.

[See page 578.]

THE BIG YARD AT THE POINTE, SHANGHAI
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祥泰木行公司

祥泰木行公司乃於一千八百八十四年爲司尼夫來治君所創辦者當其創辦之初十年內各事之進步甚緩獲利有限迨至十九世紀之初其命運陡有轉機至此以往各事均有進步大有蒸蒸日上之勢該公司於是設其總部於上海之楊樹浦路其總部之面積約佔地一百七十三畝之廣規模宏廠非昔日可比其常雇之工人在廠工作者不下四百人廠中且安置近代最新之機器故凡主顧有所定造無論何種之木莫不隨時應命按時造成此因其機械精良所致也

況主顧定造各種之木料莫不精益求精督造故其製造之工藝中外馳名該行遂獲極高之名譽焉當十九世紀之初該公司重行組織改爲可靠之有限公司矣於是祥福洋行爲總理因當時長福洋行年中所做進出口之生意極廣也

降至一千九百零五年長福洋行東司尼夫來治君與祥福行東合股開辦祥福洋行之業茲君遂接管全行事務事業益加發達如有欲知其目下之情形及其中之要點者祇須親履其木廠察其規模評其工藝則可知其底蘊矣該廠每日之力量可使木材七萬枝變成完全之木料非他廠之力量可及蓋以其中裝配之機器實爲近世之最新者故有此特色也

其中所置之機器有鋸板之大號美國機器一座其式均按太平洋海岸之式製成者又有圓式機器鋸數架鋸齒極利他如長鋸及板鋸等器莫不全備故其工作能如是之精細也

鋸廠之外又建就極大之烘木密一所凡有新製成或鋸好之木料內含濕氣未乾卽入烘木密以熱力烘之使乾所以其所出之木料永無伸縮之患其精美可知烘木密之外又造就四季合宜之棚以存烘過之木料其精密之處實無可比美者也

近來該公司又設建築部於廠內當其初創之第一年各事業經發達令人滿意其建築部之設也實欲承造新式時款之屋如其承造之美國式木屋均係美國近日最時式之樣者其承築之別墅屋內裝飾頗爲精緻所有均係木質造成者且其中以橡樹木屋多益覺其輝煌無匹此爲滬上獨一無二之工程也該公司之廠自設建築廠以來承造機房及實業上所用之廠屋等甚多其中有棉紗廠一所在楊子江間亦爲該公司之建築廠出標承造者

長福洋行之事務所在上海仁記路第二號門牌並於青島 天津 牛莊 漢口 烟台 鎮江 曹爾蘭 奧爾蘭等處設有分行此乃長福洋行之大概情形也



By the use of these flues the danger of fire is greatly reduced.

The Century Stone Company, Limited, was established only recently with a factory near the junction of Markham and



C. H. GREEN.

Gordon Roads. The management is in the hands of Mr. C. H. Green, the business manager, and Mr. W. H. Pierce, the works manager, both of whom are engineers of long experience. The Company intend to cater for builders of the class who aim at something better than the usual run of Shanghai construction, and with this object in view they are about to add an import department to their business, so as to place



W. H. PIERCE.

the trade in touch with all the newer and better classes of building material, hardware, &c., manufactured in other parts of the world, and especially in Great Britain and America.

THE VULCAN IRONWORKS, LTD.

The engineering and shipbuilding business carried on by the Vulcan Ironworks, Ltd., was founded in 1905. The nominal capital of the

Company is Tls. 500,000, of which Tls. 311,000 is fully paid up (including Tls. 61,000 new issue). The yard and works are conveniently situated at Yangtzepoo, on the north bank of the Whangpoo, and can be approached by river and road. The property embraces an area of rather more than 37 mow of land—a little over six acres—and has a river frontage of 360 feet. About half this area is covered by offices, workshops, and storage godowns. Few concerns of the kind in the Settlement have a heavier or more up-to-date plant, the latest labour-saving devices having been installed. The whole of the plant is motor-driven, power being generated by duplicate sets of 75-kilowatt dynamos, each giving 340 amperes at a pressure of 220 volts. These sets are run on alternate days. The dynamos are direct-driven by engines running at 550 revolutions per minute.

The scope of the works may best be illustrated by a detailed sketch of the various departments. The general and drawing offices are spacious, well-lighted apartments, surrounded by wide verandahs. The building is two storeyed, and measures 100 feet long by 62 feet wide.

In the pattern-makers' shop, which is 80 feet long by 50 feet wide, arc band and circular saws, planing machines, and lathes, grouped on a 25 horse-power motor, together with a modern mitreing machine.

The foundry is in process of enlargement, and will be 204 feet long by 63 feet wide. In place of the existing jib-cranes, which take up too much room, a travelling crane of 15 tons' capacity will be erected. Castings up to ten tons can be made, the cupolas employed being of the Thwaites rapid pattern—one of 5 and the other of 2 tons' capacity—with blast from a Root's blower.

The machine shop, which is 175 feet long by 60 feet wide, contains a large chuck-lathe of 15 feet diameter; lateral lathes so arranged that by combining two of them, a piece of work 30 feet in length can be taken; shaping, planing, drilling, slotting, shearing, and screw-cutting machines; a band-saw for iron, and other machines, some of which are grouped, while others are geared independently to motors. Overhead runs a travelling crane of 5 tons' capacity by Craven Brothers.

The blacksmiths' shop, 100 feet long by 52 feet wide, contains fourteen fires supplied with blast by independent Root's blowers, and is fitted with two steam hammers by Massey, one being of 30 cwt. and the other of 10 cwt. In the copper-smiths' shop, which is 45 feet long by 52 feet wide, a complete plant has been installed, consisting of two drilling machines, a hydraulic pipe bender, rolls, punching and shearing machines, &c.

The largest machinery in the works is that located in the boiler shop. This building is 175 feet long by 85 feet wide. In it there are four punching and shearing machines, two large drills, two counter-sinking machines, one plate-edge planing machine, a set of heavy rolls for bending plates, and a machine known as a "mangle" for straightening plates. There is also a hydraulic plant, the accumulator being charged by means of a motor-driven three-throw pump. The power is applied to a large, fixed riveter, with 9 feet gap (on Tweddle's system, by the well-known firm of Fielding & Platt, of Gloucester), two portable riveters, for dock, bridge, and girder work; a hydraulic flanging machine, with arrangements for flanging Lancashire boiler flues; and two 4-ton hydraulic cranes, built by the Vulcan Ironworks.

Besides these shops there is a moulding loft, 140 feet long by 50 feet wide, and a carpenters' shop immediately beneath, with

motor-driven machinery of all descriptions; whilst, to facilitate repairs to small vessels of about 100 feet in length, a patent slip has been laid down, equipped with motor-driven hauling gear manufactured by the firm.

In the godowns, the largest of which occupies the whole ground floor of the office block, a heavy stock is carried of everything that can conceivably be said to appertain to the work undertaken by the firm; and in the stock yard are storing places for angle irons, plates, and rolled steel girders.

During the three years of their existence the Vulcan Ironworks have constructed a creditable number of vessels of all descriptions, including steel and wooden lighters, pontoons and pontoon-hulks, lugs, a passenger tender, steam and motor launches, &c., ranging in length from 20 feet to 250 feet. In addition to these, all kinds of fitting-out and repair work have been executed to ocean-going vessels calling at the port, and installations, overhauling, and general repairs have been carried out in the many factories and mills in and around this busy and industrious centre by skilled native labour under competent European supervision.



THE NEW ENGINEERING AND SHIP-BUILDING WORKS, LTD.

In its enterprise and rapid development, this company, founded as recently as in 1900, is characteristic of industrial activity and progress in Shanghai. The works, situated in Yangtzepoo Road, are equipped with an up-to-date plant, which includes an installation of hydraulic riveting machinery, pneumatic tools, and electric drilling machines for the quick execution of repair work. No expense has been spared to secure a high standard of efficiency, and now the directors are prepared to undertake any contract which would come within their scope as engineers, millwrights, shipbuilders, boiler-makers, and tank-builders.

Their operations have been steadily increasing, and their work—some of which has been of the highest importance—has given general satisfaction. They have built over one hundred vessels in steel and teak-wood, ranging from 5 to 500 tons each. Forty of these were steam vessels with an aggregate of 4,000 indicated horse-power. The firm make a speciality of light draught vessels, tug-boats, and lighters, and have been very successful with light draught tow-boats of the hollow stern type, some of which are now in constant employment at Hankow and Chefoo. They have constructed a number of pleasure craft, for which the demand in Shanghai is growing, and, at the time of writing, have in hand a new departure in the form of a native sampan, fitted with tanks for carrying 60 tons of bulk oil, and propelled by two motors of 50 brake horse-power. In their engineering shops the firm have constructed machinery aggregating 1,200 indicated horse-power for saw-mills, cotton mills, cigarette factories, &c. They erected tanks at Chinkiang, Tongku, and Hangchow for the Shell Company, and constructed six large oil tanks for the Standard Oil Company—three of them, at Shanghai, measuring 80 feet each in diameter and 25 feet in height, and three at Hankow measuring 70 feet each in diameter. The orders for the boilers of American type, for the Shanghai and Hankow installations, were also entrusted to the firm. At the close of the Russo-Japanese War, the Company adapted five



THE KIANGSU CHEMICAL WORKS.—MAJOR BROS., LTD.
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[See page 578.]



[See page 586.]

CALDBECK, MACGREGOR & CO.
THE OFFICES AND WORKS OF THE "AQUARIUS" MINERAL WATER COMPANY.
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THE A. BUTLER CEMENT TILE WORKS, LTD.

[See page 586.]

IN THE WORKS.

BIRD'S EYE VIEW OF THE WORKS.

THE TILE STORES.

THE FINISHED PRODUCT.

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large vessels for the transport of troops. Each was fitted with bunks, officers' quarters, hospital accommodation, cooking ovens, and bathing appliances for a large number of men, the average number carried by each steamer being 2,000. Altogether some 500 men are constantly employed in the works. The whole of the business is carried on under the supervision of Mr. J. Reynolds, M.I.Mech.E., who has been in the service of the Company from the beginning.

HOWARTH ERSKINE, LTD.

As structural, civil, mechanical, and electrical engineers, Howarth Erskine, Ltd., are known throughout the Far East. The business was started some thirty years ago, and was incorporated as a limited liability company in 1890. Since then it has been reconstructed several times, and the capital is now three million dollars. The head offices and works are at Singapore, and there are flourishing branches at Rangoon, Penang, Ipoh, Kuala Lumpur, Bangkok, Hongkong, Canton, and Shanghai. The London office is at 3, Lloyd's Avenue, E.C. In their various departments and at their different stations the Company have modern plant powerful enough to enable them to execute, skilfully and expeditiously, any contracts that may be entrusted to them. They employ a large number of expert civil and mechanical engineers, draughtsmen, and mechanics to carry out every class of work appertaining to civil, mechanical, and electrical engineering. The enumeration of a few of the many large contracts they have executed successfully will suffice to give an idea of the extent of the firm's operations. They constructed the Thomson Road Waterworks, Singapore, the Ampang Waterworks, the locomotive boiler shops and carriage sheds of the Federated Malay States Railways in Selangor, the steel work of the Victoria Memorial Hall and Convent Chapel, Singapore, the Port Trust Wharf at Rangoon, bridges in the Malay States, the Peninsular and Oriental Steamship Company's Wharf at Singapore, filter beds for the Singapore Municipality, a hospital for the Straits Settlements Government, wharves and warehouses in Hongkong and Canton, the Royal Palace and bridges in Siam, and the Garden and Chekiang Road bridges and Customs Wharf at Shanghai. Owing to their constantly increasing business the Company found it necessary in 1903 to organise a special department for carrying out electrical work. Guided by experience, they were able to form a shrewd estimate of the rapid development that was to be expected in this direction, and they equipped their shops with every modern facility for executing work in the best and simplest way. There is no doubt as to the success which has followed their enterprise. Complete installations of electric light, inclusive of generating machinery, have been supplied and erected by them at Tyersall Palace and "Woodneuk" for His Highness the Sultan of Johore, at the Teutonia Club, Singapore, at two palaces of His Highness the Sultan of Perak, at Raffles Hotel, the Hotel de l'Europe, and the Adelphi Hotel, Singapore, and at the Paknam Forts for the Siamese Government, besides a large number of European and Chinese residences. In order to be ready for emergencies the Company keep a large stock of fittings, and for the quick and careful way in which they carry out com-

missions at short notice they have earned an enviable reputation.

STEAM POWER IN CHINA.

FIFTY years ago an eminent authority on Chinese commercial affairs laid it down as an axiom that steam would always pay in China. He referred more particularly, perhaps, to steam navigation, in which direction the prediction has been amply justified. Nowadays the remark would appear to be equally true if applied to mechanical industry. Flour mills, cotton spinning mills, steel works, collieries, waterworks, and electric light works are springing up, not only in the vicinity of the Treaty ports, but throughout the country, for the Chinaman of to-day is almost as familiar with steam-power as is his European contemporary. With the chemical production of power, through the medium of gas and oil, he is not concerned; a succeeding generation may adopt this means when the objections and drawbacks to it are overcome and its mechanical certainty and reliability fully demonstrated. But for years to come steam will occupy the foremost place in the remarkable industrial development now taking place among this slow-moving but deep-thinking and intelligent people.

It is only in very recent years that the great engineering firms in Europe, and especially in England, have made any real effort to cater for this great market and its endless possibilities. Hitherto the practice, at most, has been to appoint as "agents" firms with familiar names engaged in the silk, tea, or piece-goods trade, as the case might be, without engineering knowledge or any special training, and, therefore, unable to give the Chinese the information they required—people, in other words, who were content to "sit down behind a brass plate" and wait for possible orders.

All this is now changed, and some of the old, and many of the new firms have organised engineering departments, presided over by trained men and adequately equipped for the business. It was only natural that one of the first firms to adapt themselves to the changed condition of affairs, was the world-renowned house of Babcock & Wilcox, Ltd., illustrations of whose works in Scotland, as well as of a power-house in Shanghai which they equipped for the Municipality, appear in this volume. No better example can be given of the truth of what we have written. Five years ago, when a special representative was appointed to China, a few scattered installations was all there was to show for many years of so called representation. To-day their justly famous boilers are in use from Peking to Canton, and if evidence of their popularity were required the firm might say, with justifiable pride, "*Si monumentum queris, circumspice.*"

The equally famous firm of Belliss & Morcom, Ltd., Birmingham, whose work and factory are also reproduced, have pursued the same course with similar results; they are represented in the same office, and from the point at which Babcock & Wilcox's work finishes in the boiler-house it is carried on in the engine-room by Belliss & Morcom.

As a matter of information, and as helping to show clearly the wisdom of the policy we have attempted to indicate, it may not be out of place to quote a few

of the principal works and power-stations equipped by the above firms which, in the case of Babcock & Wilcox, Ltd., totals some 30,000 horse-power, and in the case of Belliss & Morcom, Ltd., some 13,000 horse-power. In Peking: Peking Electric Light Company, the Railway Administration Buildings, and the Royal Palace. In Tientsin: the Tientsin Gas and Electric Light Company, Takou (Honan); and the Peking Syndicale's collieries and railways. On the Yangtze: the Hankow Light and Power Company, the Hankow (native city) Waterworks and Electric Light Company, the Trading Company, and the Nanyang Iron and Steel Works. In Shanghai: the lighting and tramways for the International Council, the tramways in the French Concession, the China Inland Electric Light Company, and the Shanghai-Nanking Railway's shops and stations at Shanghai, Woosung, and Soochow. And in Southern China: the Swatow Electric Light Company, the Hongkong tramways, Hongkong Electric Light Company, the Green Island Cement Company, the Naval Dockyard, and the China Light and Power Company (Canton). There are, also, of course, many smaller works including mills, collieries, &c.

The combination includes W. T. Henley's Telegraph Works Company, Ltd., London, and provides that which was urgently required, viz., a central point where all needed information as to equipment and prices can be obtained. Further, and perhaps even more important, it ensures that the machinery and accessories of such representative firms, wherever erected in China, shall stand as a lasting monument to the excellence of British engineering work.

Shanghai is the real commercial capital of China, its greatest distributing centre, and the focus upon which all business enquiries converge, and it is here that the representative office is carried on at No. 19, Szechuen Road.

OLOF WIJK & CO.

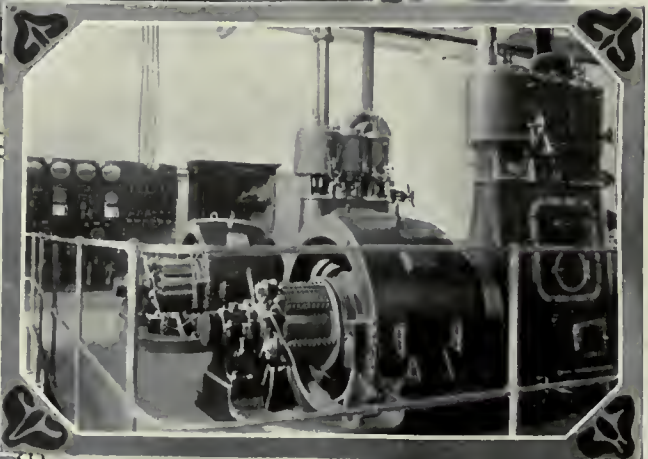
MESSRS. OLOF WIJK & Co. represent most of the principal Swedish manufacturers and builders of general machinery, as well as of railway supplies, war material, and war and merchant vessels. Their head offices are situated in Gothenburg, they have branches in London and Hamburg, while in Shanghai they have extensive offices and showrooms at No. 6, Kiangse Road, a photograph of which is given in the adjoining group.

The firm are agents for the well-known de Laval Steam Turbine Company, of Stockholm, and the photograph shown is one of the de Laval steam turbines coupled direct to a dynamo of 330 kilowatts. The turbine, designed for a normal load of 500 brake horse-power, is one of the firm's standard multiple type units, as used for outputs of 300 brake horse-power, and upwards; and nowadays this type, together with the de Laval turbine-dynamo, and the single-wheel de Laval turbine for smaller units, are to be seen all over the world. These generating sets approach more nearly to the ideal than almost any other, for they combine economy with the absence of vibration and a minimum of floor space, while there are no valves or stuffing-boxes to be attended to, and there are fewer parts to get out of order. Other well-known plants manufactured by the de Laval Steam Turbine Company are turbine pumps, water driven pumps, mining plants,



THE WORKS AND SOME OF THE PRODUCTS OF THE CENTURY STONE COMPANY, LTD.

[See page 586.]



[See page 590.]

THE VULCAN IRONWORKS, LTD.

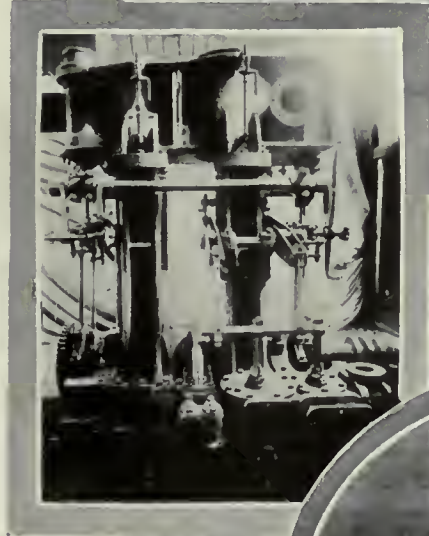
SHIPBUILDING YARD.

MACHINE SHOP.

STEAM TENDER "YUNG SHUN," BUILT AT THE WORKS.

THE MAIN ENGINES.

NEW BOILER SHOP IN COURSE OF ERECTION.



THE NEW ENGINEERING AND SHIPBUILDING WORKS, LTD.

[See page 590]

RIVER GUNBOAT TURNED OUT IN THE YARD.

VIEW OF THE YARD FROM THE RIVER.

TYPES OF MARINE ENGINES BUILT AT THE WORKS.

STEAM TENDER TURNED OUT IN THE YARD.

and turbine blowers for iron-works. The continuous current generator coupled to the turbine is built by the Allmänna Svenska Elektriska Aktieföretaget (the General Electric Company of Sweden), and at a speed of 3,000 revolutions per minute gives a pressure of 250 volts. This Company has now under construction at their shops in Westeras two three-phase current generators, each of 15,000 brake horse-power, the largest units ever built in Europe.

The photograph occupying the centre of the page shows the type of one of several

railway bridges delivered by Messrs. Olof Wijk & Co. to the Chinese Railways in the Anhwei Province.

The foundations, piers, and abutments for these bridges are made of reinforced concrete—the line being one of the first in China in which concrete constructions have been used in bridge work. The general plans, both for the sub-structure as well as the super-structure of these bridges have been designed by the engineer-in-chief of the railway, Mr. Einar Y. Muller.

Messrs. Olof Wijk & Co. are connected

with many of the best known engineering experts in Sweden, especially as regards hydraulic, mining, paper and saw-mill engineering, and are thus in a position to take an active part in the development of the many and varied industries of the Chinese Empire. Their agencies include, besides those already mentioned, and many others, the Lux Company, Stockholm, famous incandescent kerosene lamps.

The engineering department at Shanghai is under the charge of a Swedish engineer, Mr. Fred C. Jones, M.E., E.E.





HOWARTH ERSKINE, LTD.

THE CHEKIANG ROAD BRIDGE.

A CONSTRUCTION SCENE.

THE GARDEN BRIDGE.

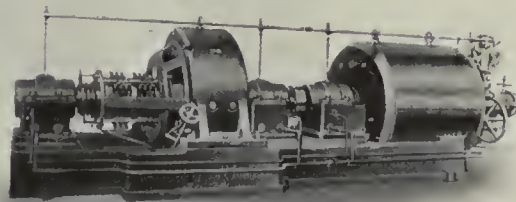
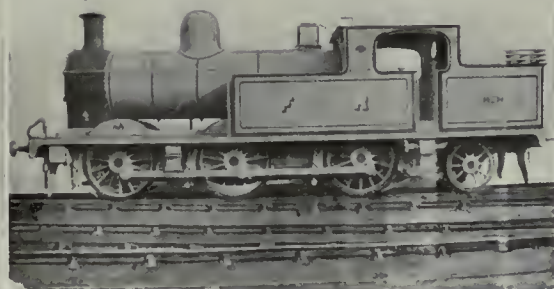
[See page 594.]



[See page 594.]

STEAM POWER IN CHINA.

WORKS OF BABCOCK & WILCOX, LTD., RENFREW, SCOTLAND.
THE BOILER INSTALLATION (BABCOCK & WILCOX) AT THE MUNICIPAL POWER-STATION, SHANGHAI.
WORKS OF BELLISS & MORCOM, LTD., BIRMINGHAM.
BELLISS' ENGINES—MUNICIPAL POWER-STATION, SHANGHAI.



OLOF WIJK & CO'S EAST ASIATIC AGENCIES, LTD.

[See page 594.]

TYPE OF BRIDGE SUPPLIED FOR CHINESE RAILWAYS.

A TANK ENGINE.

THE DE LAVAL MULTIPLE TURBINE GENERATOR.

THE COMPANY'S STAFF AT SHANGHAI



THE FOREIGN COMMERCIAL COMMUNITY.

JARDINE, MATHESON & CO., LTD.

ALTHOUGH business has become so highly organised, and the stress of competition so great that it is impossible for any firm to hold a monopoly such as that enjoyed by the East India Company in the eighteenth century, there are usually one or two business houses still in every great commercial centre that eclipse all rivals. Thus, in the China trade there are a few companies—so limited in number that they might be counted upon the fingers of one hand—whose business ramifications stretch like a net-work along the entire coast. They have been engaged in the import and export trade from the days when the Celestial Empire was first opened to the foreigner, and from then until now have been steadily extending the scope of their operations. Among these great enterprises which have done so much to foster the traffic between China and the outside world, Messrs. Jardine, Matheson & Co., Ltd., hold a proud place. Some account of their formation and growth appears in the section of this volume devoted to Hongkong, the headquarters of the Company in China. Their branch in Shanghai was established as soon as the port was opened to foreign trade. In those days the staff consisted of about six Europeans, and the business transacted was that usually associated with a general merchant's office. Now, however, the firm have many and varied interests. They have started, and are successfully conducting, several industrial undertakings, including the Ewo Cotton Mill, the Ewo Timber Depot, and the Ewo Silk Filature, which, even if judged simply by the amount of labour they employ, have a very important bearing on the prosperity of the Settlement. In their capacity as agents to the Indo-China Steam Navigation Company, Messrs. Jardine, Matheson & Co. control a line of forty-one steamers with a tonnage of 97,260 gross, and as general agents for the Shanghai and Hongkew Wharf Company, Ltd., they have under their direct supervision property valued at more than Tls. 5,000,000. They represent the Russian Bank for Foreign Trade, the Mercantile Bank of India, and numerous marine and fire insurance companies. When by association with the foreigner the Chinese learned to appreciate the advantages of modern machinery, Jardine, Matheson & Co. opened a machinery department, and, in this as in other ways, have always kept to the front in the constantly changing and ever widening market of China.

Outside the realms of business, too, this house has held a prominent position. In the old days, when there were few clubs and no recognised societies for providing entertainment and recreation the employes of large hongts had to rely on their own

sporting institution. Their servants were encouraged to enter into every phase of the life of the district in which they happened to be located. Even to-day, while the first care of the firm is, of course, to maintain their place as a leading business house, they



THE SHANGHAI PREMISES OF OLIVIER & CO.

resources. Jardine & Matheson used to maintain their own pack of drag-hounds, and they have always been patrons of the Race Club; indeed, throughout the history of the Settlement, they have been associated, directly or indirectly, with every leading social and

do not neglect their responsibilities in other directions. For instance, the head of the firm is a member of the Legislative Council in Hongkong, and Mr. David Landale, who has charge of the Shanghai branch, is chairman of the Shanghai Municipal Council.



THE RESIDENT PARTNERS AND HEADS OF DEPARTMENTS OF MESSRS. JARDINE, MATHESON & CO.

- | | | | | |
|---------------|-----------------|-----------------------------------|----------------|--------------|
| W. F. INGLIS. | D. BERETTA. | J. JOHNSTONE. | W. N. FLEMING. | |
| | A. K. CRADDOCK. | A. CLERICI. | P. V. DAVIES. | C. E. ANTON. |
| | | D. GLASS. | | |
| | | D. LANDALE, the Resident Partner. | | |
| | J. KERFOOT. | A. FLEET. | S. SPOONER. | |
| | L. J. P. SMITH. | E. A. MACKAY. | W. BRAND. | |
| | | N. W. HICKLING. | | |



JARDINE, MATHESON & CO., LTD.
THE EWO HONG ON THE BUND.

BECKER & BAEDEKER.

THE many fine buildings in Shanghai which have been constructed from plans designed by Messrs. Becker & Baedeker bear sufficient testimony to the firm's activity during the last few years. Mr. Becker, who is a graduate from Munich, Germany, passed five years in the service of the Egyptian Government before he came to China in 1899. The first large undertaking entrusted to his care was the preparation of the plans for the Russo-Chinese Bank. These he designed in conjunction with Mr. R. Seel, of Yokohama, and the work of construction was completed within two years, in spite of the hindrances occasioned by the desertion of many of the artisans and labourers during the Boxer riots. The bank occupies a prominent position on the Bund, and its general appearance of solidity and quiet magnificence is a striking tribute to the skill of the architects. The picturesque and rustic-looking house of the new German Garden Club was also the work of Mr. Becker, and shows, in common with many private residences, that he does not confine himself to one style of architecture, but is capable of introducing many new and pleasing features into his works. Mr. Becker's plans for the Club Concordia were awarded first prize in a competition open to architects in China and Japan, and other buildings designed by him include the "Schloss" at Chemulpo, Korea, and the magnificent office and godowns of Messrs. Carlowitz & Co. at Tientsin. In 1905 Mr. Becker was joined by Mr. C. Baedeker, and since then the firm have designed plans for, and superintended the erection of, the

German Banks at Peking, Tientsin, and Tsinanfu, the Russo-Chinese Bank at Hankow, and the offices of the Chinese Export and Import and Banking Company, in addition to many private houses in the Bubbling Well Road and the Avenue Paul Brunat, Shanghai.



GIBB, LIVINGSTON & CO.

THE firm of Gibb, Livingston & Co., was founded prior to 1840 by the late Mr. Thomas Augustus Gibb, who was formerly in the old East India Company's service. On retiring from China he established the firm of T. A. Gibb & Co., London, while still retaining an interest in the China house of Gibb, Livingston & Co. The headquarters of the firm were originally in Macao, afterwards in Hongkong, and were eventually transferred to Shanghai. At different times branches have been established at Canton, Foochow, Tientsin, and the various Yangtze ports, but these have been gradually disposed of. Today the Company occupy offices in Shanghai, Hongkong, and Foochow only, but it must not be inferred from this that their operations are confined to these three places.

The Company have a fine record of commercial activity and, during a long career, have secured an important place in the trade of the Far East. They carry on a large general mercantile, shipping, and commission business, and an enumeration of their numerous agencies will be sufficient in itself to convey some idea of the extent and variety of their interests. They represent the Shanghai Land

Investment Company, Ltd.; Bume & Reif, of Bradford and Hamburg; the Federal Life Assurance Company, of Canada; the China Fire Insurance Company, Ltd.; the North British and Mercantile Fire Insurance Company; Lloyds, London; the London Salvage Association; the Liverpool Salvage Association; the Maritime Insurance Company, Ltd., of Liverpool; the Queensland Insurance Company; the Scottish National Insurance Company, Ltd.; the Australian Alliance Assurance Company; the Underwriting and Agency Association, London (composed of Underwriting members of Lloyd's only); the United States Lloyds; the Indemnity Mutual Marine Insurance Company, Ltd.; the Eastern and Australian Steamship Company, Ltd.; the "Ben" line of steamers, &c.

The past and present partners in Gibb, Livingston & Co., have been associated with many of the local public companies in the ports where their branches have been established. In Shanghai they are interested in the management of the Shanghai Waterworks Company; the Shanghai Land Investment Company, Ltd.; the Shanghai and Hongkew Wharf Company; the Shanghai Tug and Lighter Company, Ltd.; the China Fire Insurance Company, Ltd.; the North China Insurance Company, Ltd.; the China Flour Mill Company, Ltd.; the Anglo-German Brewery Company, Ltd., and others. They have always taken an active interest in municipal affairs and local institutions. From time to time they have been members of the Council and of the Fire Commission, trustees of the Recreation Fund and the Lyceum Theatre Trust, governors of the Shanghai General



JARDINE, MATHESON & CO.

THE MACHINE DEPARTMENT PREMISES AND SHOWROOM IN YUEN-MING-YUEN ROAD.

[See page 602.]



[See page 604.]

BECKER & BAEDER, ARCHITECTS.

THE GERMAN POST OFFICE,
OFFICES AND GODOWN IN KIANGSE ROAD.

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THE "GARTENVEREIN" PAVILION,
THE CLUB CONCORDIA.



Hospital, stewards of the Race Club, and so forth. In short they have always been ready to work disinterestedly for the general welfare of any community with which they have been associated.

The offices of the firm in Shanghai are in Yuen-ming-yuen Road, and here Mr. Alex. McLeod and Mr. H. R. Kinnear supervise the general conduct of the business.

ILBERT & CO.

BEFORE 1875 practically the whole of the China trade was done by foreign merchants importing merchandise for sale on the market; but as business developed, a demand was created for new varieties of goods.

Mr. A. Ilbert, Mr. S. Walker, Mr. J. Beattie, and Sir Charles J. Dudgeon. The present partners are Mr. F. Anderson, Mr. E. C. Pearce, and Mr. H. E. Campbell. For many years the partners in the firm have borne their due share in the local Municipal work.

HOLLIDAY, WISE & CO.

OF the firms in Shanghai whose records go back to the days when the port was first opened to foreigners, Messrs. Holliday, Wise & Co. is the only one which can rightfully claim to have been engaged in the China trade for a period of over seventy years without having once changed their name in the least particular. The business was estab-

Company at No. 18B, Kiangse Road stand on a portion of it.

The head office is in Manchester, but there is also a branch in London, for, while the firm's trade has been from the beginning mainly in piece goods, it has not been confined exclusively to them. At one time Messrs. Holliday, Wise & Co. had branches in Hankow and Foochow, chiefly for the tea trade, but these were given up in 1882. They deal in general sundries, and have a well-equipped machinery department, besides holding a number of important agencies, including those for the State, Central, and Atlas Insurance Companies.

The present partners in the firm—Messrs. Cecil Holliday and A. B. Wise—are the direct descendants of the founders of the



THE OFFICES OF DODWELL & CO., LTD.

many of which were bought on indent terms by Chinese merchants. The firm of Ilbert & Co., founded in 1875 by the late Arthur Ilbert, was amongst the first to adopt this new method of dealing with the Chinese. They were also one of the first foreign firms to start cotton spinning in China. At the present time they are general managers of the Laou Kung Mow Spinning Company; resident secretaries of the Sun Life Insurance Company, of Canada, whose business amongst Chinese is extensive; and agents for the Commercial Union Fire Insurance Company, in addition to being general importers. For over twenty years they have been closely connected with Companies engaged in sugar-planting and rubber-cultivation in the Malay States. Since 1887 four partners have retired from the firm, namely

lished by Robert Wise, a ship-master, and John Holliday, the son of a small Cumberland landowner, in 1832. Their headquarters were in England, and they had branches at Cape Town and Manila. In 1835, however, after the monopoly of the East India Company had expired, they established themselves in Canton as general merchants. Driven from Canton in company with the other foreign merchants, they went to Macao and, subsequently, to Hongkong. When Shanghai became a Treaty port they at once opened offices here, on a site now forming part of the New "Jinke" Estate. Shortly afterwards they purchased land and established their "hong" at the corner of the Foochow and Kiangse Roads, where they remained without change until 1905. The land was then sold and developed, but the present offices and godowns of the

enterprise, Mr. Cecil Holliday, who has been resident in China for the past thirty years, being the youngest son of the late Mr. John Holliday, while Mr. A. B. Wise is the grandson of Mr. Robert Wise, Mr. John Holliday's former colleague. Mr. Robert Wise was succeeded by his son, Mr. John Wise. Mr. John Holliday, who died in 1895 at the advanced age of eighty-four whilst still actively engaged in the business, had all his four sons in it.

DODWELL & CO., LTD.

THIS firm was formed in 1891 under the name of Dodwell, Carlill & Co., to take over the business of Adamson, Bell & Co., and in 1899 the style was changed to Dodwell & Co., Ltd.



HOLLIDAY, WISE & CO.
THE OFFICES IN KIANGSE ROAD. THE MACHINERY SHOWROOM. THE MACHINERY DEPARTMENT.

The head office is in London, at Exchange Chambers, St. Mary Axe, and there are numerous branches in the Far East, Canada, and America. These and the names of the directors are set forth in the Hongkong section of this volume.

In Shanghai the interests of the firm are chiefly centred in the export of tea and general produce; in the import of piece goods, flour, lumber, machinery, &c., and in various shipping and insurance agencies. On the local staff there are nineteen foreign employes. The manager of the branch is Mr. H. A. J. Macray, and the sub-manager is Mr. J. Valentine.

The following is a list of the principal agencies held by the firm:—Steamship: Barber's New York Line; Boston Steamship

Agency, Ltd., which supplies asbestos, paints, oils, varnishes, boiler compositions, belting, and engineering specialities for the use of steamers, docks, and mills, Messrs. Dodwell & Co. employ two engineers.



DAVID SASSOON & CO.

A DESCRIPTION of the many activities and varied interests of this old-established and important firm of Indian merchants is given in the Hongkong section of this volume. From their headquarters in Bombay they have been engaged in the import and export trade with China since the earliest days. Their branch in Shanghai was established

historical sketch appearing in the Hongkong section, is an offshoot of the still older house of David Sassoon & Co., was one of the first men to start trading in Shanghai when the port was thrown open to the foreign merchant. Some details regarding the character of the trade carried on by the Company, which is one of the most widely known of any in the Far East, are given elsewhere. In Shanghai, as in the other ports, the Company deal principally in Indian opium, Indian cotton yarn, and cloth, as well as kerosene oil, and Manchester and American piece goods. The managers in Shanghai are Messrs. S. A. Hardoon and Simon A. Levy.



DAVID SASSOON & CO.'S OFFICES AT SHANGHAI.

Company and Weir Steamship Line (Pacific service); Dodwell's New York Line; "Mogul" Line; Natal Line; the North China Line; and the "Strath" Line. Insurance: The Union Assurance Society; the Yorkshire Insurance Company; the Thames and Mersey Marine Insurance; the Ocean Marine Insurance Company; St. Paul Fire and Marine Insurance; and the Providence Washington Insurance Company. General: British Buffalo Marine Motor Company, Ltd., Chiswick; John A. Bremner & Co.'s lubricating oils; Consolidated Pneumatic Tool Company, Ltd., London; Taylor Bros. & Co., Ltd., Leeds; United Asbestos Oriental Agency, Ltd.; Underwood Typewriter Company, New York; and Weddel, Turner & Co.'s Tasmanian hardwoods for piles and harbour work, railway sleepers, &c. In connection with the United Asbestos Oriental

in 1845, only two years after the port had been opened to the foreign merchant.



E. D. SASSOON & CO.

WHEN Warren Hastings was laying the foundations of the British Empire in India a fruitful source of revenue was provided by the import and export trade with Canton, which the Sassoons had established from their headquarters in Bombay. As soon as the British took possession of Hongkong representatives of the family opened a branch there, and they have gradually extended their business to all the Treaty ports in China. The founder of the firm, of Messrs. E. D. Sassoon & Co., which, as stated in a short

CHINA AND JAVA EXPORT COMPANY.

THE China and Java Export Company, a corporation formed under the laws of the State of New Jersey, U.S.A., and having its head office in New York, is interested chiefly in the purchase of goat and sheep skins and hides for the markets of America and Europe. The business in China was originally established some twelve years ago, under the name of Chas. Stürmann. After a few years, it was formed into a company, with Chas. Stürmann as the general manager, and since then the trade has developed to such an extent that branches have been opened in Shanghai, Tientsin, Hankow, Semarang, Batavia, Surabaya, and Amsterdam. Millions of goat and sheep skins are purchased every season, and, after being carefully sorted under foreign



SIEMSEN & CO.

[See page 612.]

THE GODOWN. THE OFFICES ON THE BUND.
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supervision, are pressed and packed in the Company's own spacious godowns and shipped to the Abe Stein Company, New York, and to Messrs. Stein, Forbes & Co., Ltd., London, who dispose of them to tanneries for the manufacture of shoe leather. In the godowns at Shanghai the Company has its own packing presses driven by a powerful oil engine. The whole of one floor is used for selecting the skins, and the whole of another for packing them, while the roof of the building is used for drying the skins previous to packing. The Company employs from three hundred to five hundred coolies per day, besides a number of sorters. The local offices are at No. 12, Nanking Road.

realising the requirements of China, they have added a special machinery and electrical department to their business in recent years. Their commodious office buildings on the Bund, with godowns attached, were erected in 1865, and in their style and general appearance of stability furnish a good illustration of the resource and solidity which have always been characteristics of the Company.

A short historical sketch of the firm, including the names of the several partners, is given in the Hongkong section of this volume. The first partner in charge at Shanghai was Mr. R. Heinsen. The partner at present residing at the port is Mr. Otto Struckmeyer, whose intimate knowledge of the China trade has been gained in various parts of the Empire

opened to trade. Thereupon numerous merchants fitted out trial expeditions to the Far East, *via* India and the Malay Archipelago, in the confident hope of finding new and extensive markets and of permanently preserving them for the use of their own country.

Actuated by these motives, two old-established and highly respected firms at Leipzig, namely C. Hirzel & Co. and Carl and Gustav Harkort, decided jointly to send out an expedition. They chartered the Bremen barque *Anna and Elisa*, commanded by Captain Kahle, and shipped by her all kinds of German industrial products, more especially Saxon and Rheinisch-Westphalian textile and metal goods. With the sale of this valuable cargo they entrusted Richard von Carlowitz



[See page 610.]

JACOB SASSOON (the present head of the Firm).



E. D. SASSOON & CO.

FRONT ELEVATION OF NEW PREMISES
(in course of erection).

SIEMSSSEN & CO.

THIS firm was established in Shanghai as early as 1856, by Mr. G. T. Siemssen, as a branch of the Hongkong establishment which he had founded. It is the oldest German house in the port, and one of the oldest in China. Messrs. Siemssen & Co. were the first firm to establish a regular steamship service between Shanghai, Hongkong, and Canton, and, in addition to actively participating in the coast trade themselves, they have represented both German and British interests at various times. From the outset they have carried on an extensive trade in exports and imports of almost every description, and their name is known in every commercial country in the world. They make a feature of marine and fire insurance, and

during his twenty years' connection with the firm.

CARLOWITZ & CO.

DURING the general forward movement in commercial intercourse and economic life in Germany in the early forties of the nineteenth century, powerful efforts were put forth on all sides to transport the various products of Germany to other parts of the world, and to exchange them for foreign produce.

Great Britain, always the leading country in trans-marine trade, after lengthy hostilities concluded a treaty at Nanking on August 29, 1842, with the Chinese, under which Canton, Amoy, Foochow, Ningpo, and Shanghai were

and Bernhard Harkort. The former, born at Dresden in 1817, was the son of a landed proprietor and former captain in the Army, Maximilian Carl von Carlowitz, and had devoted himself early in life to a commercial career, visiting the School of Commerce whilst still working in the office of Messrs. Harkort at Leipzig. He was already on the board of the Leipzig-Dresden Railway, and had also attended philosophical lectures at the Leipzig University. Having been employed in the firm of Napier at New York since 1840, he had completely mastered the English language. Mr. Bernhard Harkort, of Leipzig, was a young relative of the owner of the above-mentioned firm. These two representatives were commissioned to visit Calcutta, Singapore, Batavia, Manila, Shanghai, Chusan, Ningpo, Amoy, Hongkong,

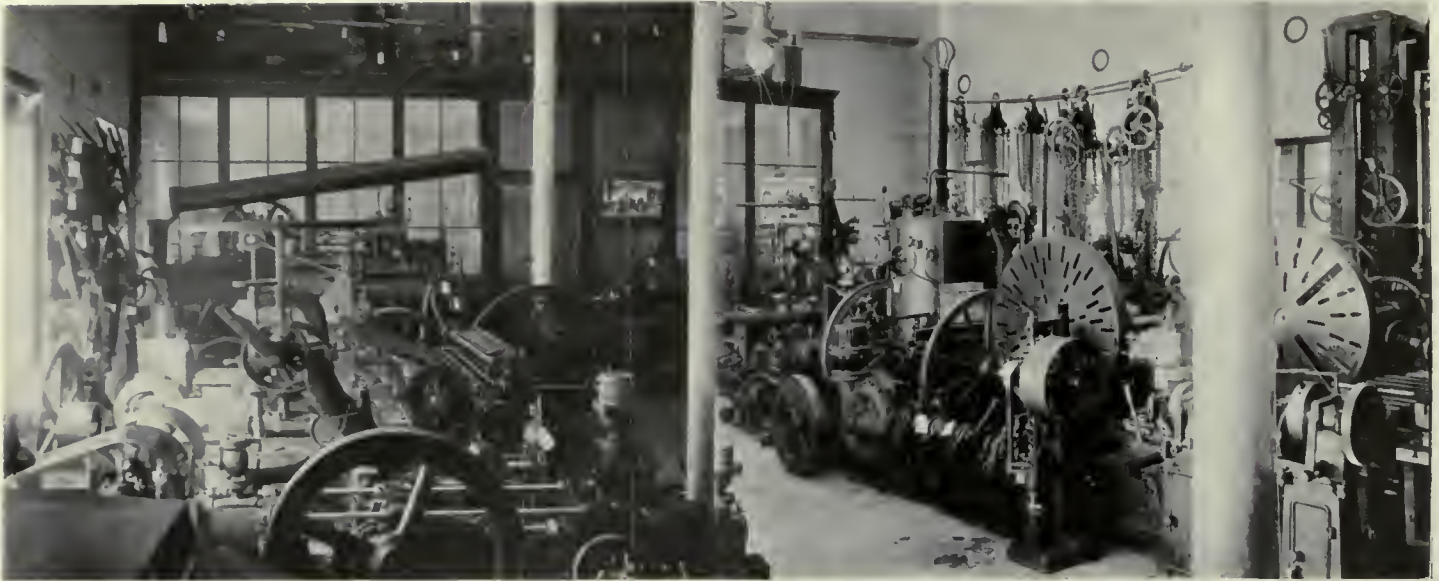


CARLOWITZ & CO.

THE OFFICES AT SHANGHAI.

THE HIDE GODOWNS AT FOOTING.

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[See page 612.]

SIEMSEN & CO.—MACHINERY SHOWROOM.

and Canton, and obtain trustworthy particulars regarding the possibilities for the sale of their goods in those distant countries, so that a reliable basis might be arrived at for further undertakings.

On November 2, 1843, the two young Saxon merchants embarked on their long and eventful voyage to the East round the Cape of Good Hope. In order to make the most of their time they decided that each should visit different places. After staying four weeks at Singapore and doing a fairly good business there, Harkort sent home a considerable remittance in Spanish dollars (about five shillings per dollar), and went to Manila, while Carlowitz proceeded to Batavia. On his return he started from Singapore on his journey to China. Like the "Flying Dutchman" he appeared in Macao, Chusan, Ningpo, Shanghai, Wusung, Foochow, and Amoy, and at last arrived at Hongkong on September 6th, and at Canton on September 17th.

Two further sailing vessels brought supplies of merchandise to Whampoa Harbour, and special attention was then devoted to the purchasing of Chinese products such as tea, musk, rhubarb, China-root, gall-nuts, various drugs (which, although they have their origin in the western Yangtze districts, find their way across the province of Hunan to Canton), silk, silk goods, galangal, cassia lignea, cassia buds, ginger, buffalo hides, buffalo horns, hog bristles, rattans, sticks, bamboo canes, china, Indian ink, paper for copper-plate printing, carvings of all kinds in mother-of-pearl, ivory, tortoise-shell, and sandal-wood, lacquered work, paintings on rice paper and on ivory, embroideries on satin and crape, &c. They thus established an interchange of goods with Leipzig, Hamburg, Bremen, and Paris, and more especially with London, which, for financial reasons, had been and still remained the principal market for all imported goods.

Another trip was made by Richard von Carlowitz to Siam, Battavia, Singapore, Penang, and Calcutta in order to collect more exact information regarding the markets in those places. He was, however, attracted to Canton again, and was appointed the first Consul there for Prussia and Saxony.

The two Leipzig firms were well satisfied with the success of the mission, and on

October 31, 1845, the announcement was made that Mr. Richard von Carlowitz and Mr. Bernhard Harkort were about to take into their own hands the business resulting from the experimental expedition sent out under their charge to the markets of Indo-China, and were establishing an independent house of business at Canton under the style of Carlowitz, Harkort & Co. It was added that a branch would shortly be opened at Shanghai.

which carried on the trade between the northern and southern ports of China, were also consigned to the address of Carlowitz & Co.

The Shanghai branch was established on April 1, 1877, and it has developed so rapidly and become so important that to-day it is the chief of all the offices of Carlowitz & Co. in the Far East.

In their quality as agents of different shipping companies, and more particularly of the Hamburg-Amerika Linie, Carlowitz & Co., in conjunction with the latter and with the firm of Arnhold, Karberg & Co., established in 1901 the Yangtze Wharf and Godown Company at Shanghai, where numerous steamers discharge and load. This undertaking has regularly paid a dividend of 18 per cent. per annum.

In consequence of the opening of the Yangtze and northern ports, under the Treaty of Tientsin in 1862, a branch house was opened at Tientsin in 1886; and, owing to the vicinity of the capital, Peking, a considerable share of its business has reference to so-called Government affairs. The firm acted as intermediary for negotiating with Messrs. Robert Warschauer & Co. at Berlin the first loan that the Imperial Chinese Government ever placed in Germany. It has supplied a number of provincial governments with mint apparatus for the coining of money, and with plant for flour mills and for powder, cartridge, rifle, and gun factories. As representative of the Gruson works at Magdeburg-Buckau, the firm has also supplied quick-firing guns and ammunition, railway material, rails, locomotive engines, passenger-cars, freight-cars, &c. At the same time the exportation from Tientsin of wool, straw-plaits, bristles, &c., especially to the United States of America, has assumed large proportions.

The direct export by the firm of so-called "Manchester goods" to Eastern Asia amounts in value to many millions of marks per annum.

For the purpose of watching more effectually over the many different kinds of business connected with the import and export of goods, and with marine insurance and financial matters, and in order to render the firm entirely independent, it was resolved in 1886 to establish a branch at Hamburg, and this employs agents and sub-agents in all the larger towns of Germany, Great Britain,



RICHARD VON CARLOWITZ
(Founder of the Firm).

The partnership was established for a period of ten years, and on July 1, 1855, it was dissolved, the name of the firm being changed to Carlowitz & Co.

On July 1, 1866, a branch house was founded at Hongkong. The shipping business likewise experienced an unexpected development, and the firm took part largely in the chartering and sale of steamers and of sailing vessels along the coast. The fine fleet of small French St. Malo sailing ships,



MELCHERS & CO.

[See page 618.]

THE GODOWNS.

THE OFFICES ON THE FRENCH BEND.

THE HIDE AND SKIN STORES AT POOTUNG.

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Austria, France, Italy, Switzerland, Scandinavia, the Levant, &c.

In 1898 a new branch was established at Kiaochau, the territory which had been taken possession of under a lease. The seat of this branch is Tsingtau, where the firm is largely interested financially in the Shantung Railway

Shanghai, Tientsin, Chefoo, Tsingtau, and Kobe to New York and to Germany experienced such an extension, that it was resolved to make matting and straw-braids specialities, and accordingly the business of A. McGlew & Co., at Kobe, was acquired by purchase on January 1, 1903, and here

been for many years in the service and pay of the firm of Carlowitz & Co., was from this date admitted a partner.

On July 1, 1905, the firm, for similar reasons, acquired the business of Robison & Co., at Yokohama.

By an arrangement made with the firm of H. Mandl & Co. in China, which has been absorbed by Carlowitz & Co., the latter became the sole agents for the whole Chinese Empire of the world-famed firm of Fried. Krupp, Essen a. Ruhr, Fried. Krupp Grusonwerk, Madgeburg-Buckau, and "Germaniawerft" at Kiel.

In 1891 a branch of the firm was opened at Hankow, whence vegetable-tallow, gall-nuts, cantharides, cotton, and, more particularly, animal products, such as goose and duck feathers, bristles, albumen and yolk of egg, and buffalo hides, to the value of several million dollars, are exported annually. Here, also, business transactions with the Government are negotiated, and supplies are furnished for gunpowder mills, and steel factories, as well as plant for mines, coke-furnaces, &c., for the neighbouring coal mines of Pinghsiang, which have been developed with capital provided by Carlowitz & Co., and now produce 2,000 tons of coal per day.

At Wuchang, the capital of Human (situated opposite to Hankow) the firm has recently erected dwelling-houses and ore-washing and concentrating plant for the purpose of manipulating and exporting the various descriptions of ore which are brought there, and many thousands of tons are shipped annually.

At the present date the firm is represented by branch houses of its own at the following places (enumerated chronologically):—Canton, Hongkong, Shanghai, Tientsin, Hamburg, Hankow, Wuchang, Tsingtau, Tsinanfu, Kobe, New York, and Yokohama; whilst it maintains agencies in all the larger cities of Europe and America.

The sum represented by the turnover of the total imports of the firm to Eastern Asia amounts to from forty-five to fifty million marks (about £2,250,000 to £2,500,000) per annum, and that of the exports from China and Japan to an equal sum.

The following are the landed properties and buildings belonging to the firm:—At Shanghai: the main offices in Kiukiang Road (the largest building in the Settlement), extensive warehouses at Pootung, opposite the British Consulate-General, and an immense warehouse at the corner of Szechuen and Soochow Roads. At Tientsin: dwelling-houses, offices, and warehouses. At Canton, Kobe, and Yokohama: dwelling-houses, offices, and warehouses. At Hankow: dwelling-houses, offices, and warehouses, with an albumen and egg-yolk factory, and an establishment for drying and preparing buffalo hides, altogether three separate properties. At Wuchang: dwelling-houses, offices, warehouses, and an ore-concentrating plant. At Tsingtau: dwelling-houses, offices, warehouses, and petroleum tanks. At Hongkong: a warehouse. The value of all these together amounts to four and a half million marks (about £225,000 sterling).

The firm employs in its various branch houses about 250 Europeans and 1,000 Chinese and Japanese.

Thus, from a small beginning, the firm has developed into one of the largest German undertakings in Eastern Asia, and is able to look back with legitimate satisfaction and pride upon a many-sided and useful activity during a period of more than sixty years.



[See page 610.]

CHINA AND JAVA EXPORT COMPANY.

THE BALING PRESS.
SORTING SKINS.

and Shantung Mining Company. The import trade to Tsingtau and the export trade thence, especially in straw-braids, is rapidly increasing, so that, in order to support it, a branch had also to be established at Tsinanfu, the capital of Shantung.

Business in rush-matting from Canton and Kobe to New York, and in straw-braids from

all other articles of import and export are now also handled.

Closely connected with this is the establishment of a branch on January 1, 1904, at New York, where the firm had been represented for twenty-two years by American agents. The firm's representative, Mr. Townsend Rushmore, who had already in reality



MELCHERS & CO.

THE CHANG KAR PANG WHARF.

THE PONTOON WITH THE TENDER "BREMEN."

THE FOOTUNG WHARF.

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[See page 618.]

MELCHERS & CO.

A LEADING position amongst the prominent foreign firms in the Far East is occupied by Messrs. Melchers & Co. The firm's head office is at Bremen, Germany, where, on January 1, 1806, Anton Friedrich Carl Melchers and Carl Focke established the firm of Focke and Melchers, importers and distributors of all kinds of colonial produce. The partnership was dissolved on December 31, 1813, and Melchers founded the firm of C. Melchers & Co., which still ranks as one of the first and most respected commercial houses in Bremen. The founder died in 1854.

subsequently became the head, the Hongkong house was well respected and prosperous. Business increased, and as China was opened up to foreign commerce, the firm extended its operations to the other Treaty ports, branches being opened in Shanghai in 1877, Hankow 1884, Canton 1891, Tientsin 1896, and Swatow, Chinkiang, and Ichang in 1899.

Naturally Melchers & Co. became the general agents in China of the Norddeutscher Lloyd, when in 1884 the Imperial German Mail Line to the Far East was inaugurated. They are now one of the biggest supporters of the line as exporters and importers.

The export trade of China has increased

of China, especially in bulky articles such as seeds that require cheap transport for long distances, has a brilliant future before it, and that it will lead to increased activity in the import trade, the natives, by getting more money for their agricultural products, being able to take a larger supply of foreign goods.

For many years the firm has done a regular business in iron and metals from Great Britain, the Continent, and the United States of America; in sundry goods from the Continent; and in piece goods from Manchester and Bradford.

When in 1897 the Kiaochau territory was leased by China to Germany and Messrs. Diederichsen, Jebesen & Co., of Kiel, started a regular line of steamers between Shanghai, Tsingtau, Chefoo, and Tientsin, Melchers & Co. were appointed the agents at Shanghai and Tientsin of this line, which received a subsidy from the German Government for carrying the mails and maintaining a regular service to assist the development of the new port of Tsingtau. When in 1901 the Hamburg-Amerika Linie took the line over from Jebesen, Melchers & Co. remained the agents at Shanghai. The present service is all that can be desired and is greatly patronised by shippers and the travelling public.

For many years the firm had steamers running regularly between Hankow and Swatow, but the once important sugar trade has met the same fate that is threatening the China tea trade, owing to the adoption of improved methods in other producing centres, and the traffic becoming unremunerative, the line was given up in 1902 and the firm's Swatow branch was closed at the same time.

The first German river steamers on the Yangtze—the steamships *Meilee*, *Meishun*, and *Meidah*—belonged also to the Norddeutscher Lloyd and Melchers & Co. They made their trial trips in 1899 and have since been running on the river, carrying, in addition to large quantities of native goods, cargo from the river ports for transshipment at Shanghai into the Imperial German Mail Steamers. At the various river ports the cargo is landed and stored in hulks belonging to the Company, but at Shanghai the three steamers go, alongside the firm's Pootung (Lainidu) Wharf to discharge their cargoes into four large godowns.

The facilities for discharging vessels and storing goods at Shanghai being found inadequate at the end of the last century to meet the increasing traffic, the Chang Kah Pang Wharf Company was started, and the firm became the general managers. With three godowns and about 600 feet of river frontage the Wharf Company began operations in 1900, and it has since so extended its trade that it has now a frontage of more than 1,000 feet, and the largest vessels that come up to Shanghai can discharge their cargoes into the godowns, which include more than a dozen large single and double storied buildings. The steamers of three mail lines—the Norddeutscher Lloyd, Messageries Maritimes, and the American Pacific Mail Steamship Company—and the steamers of the Chargeurs Réunis and the East Asiatic Company of Copenhagen, as well as other steamers from China, Japan, and Java ports, regularly discharge their cargoes at these wharves.

Messrs. Melchers & Co. are agents for the Nordstern Life Insurance Company, of Berlin; the Globus Fire Insurance Company, of Hamburg; the Salamander Fire Insurance Company, of Amsterdam; the Bremen Underwriters; the Germanischer Lloyd; and several German and Swiss marine insurance companies.



R. NEUMANN.
G. M. BOYES.

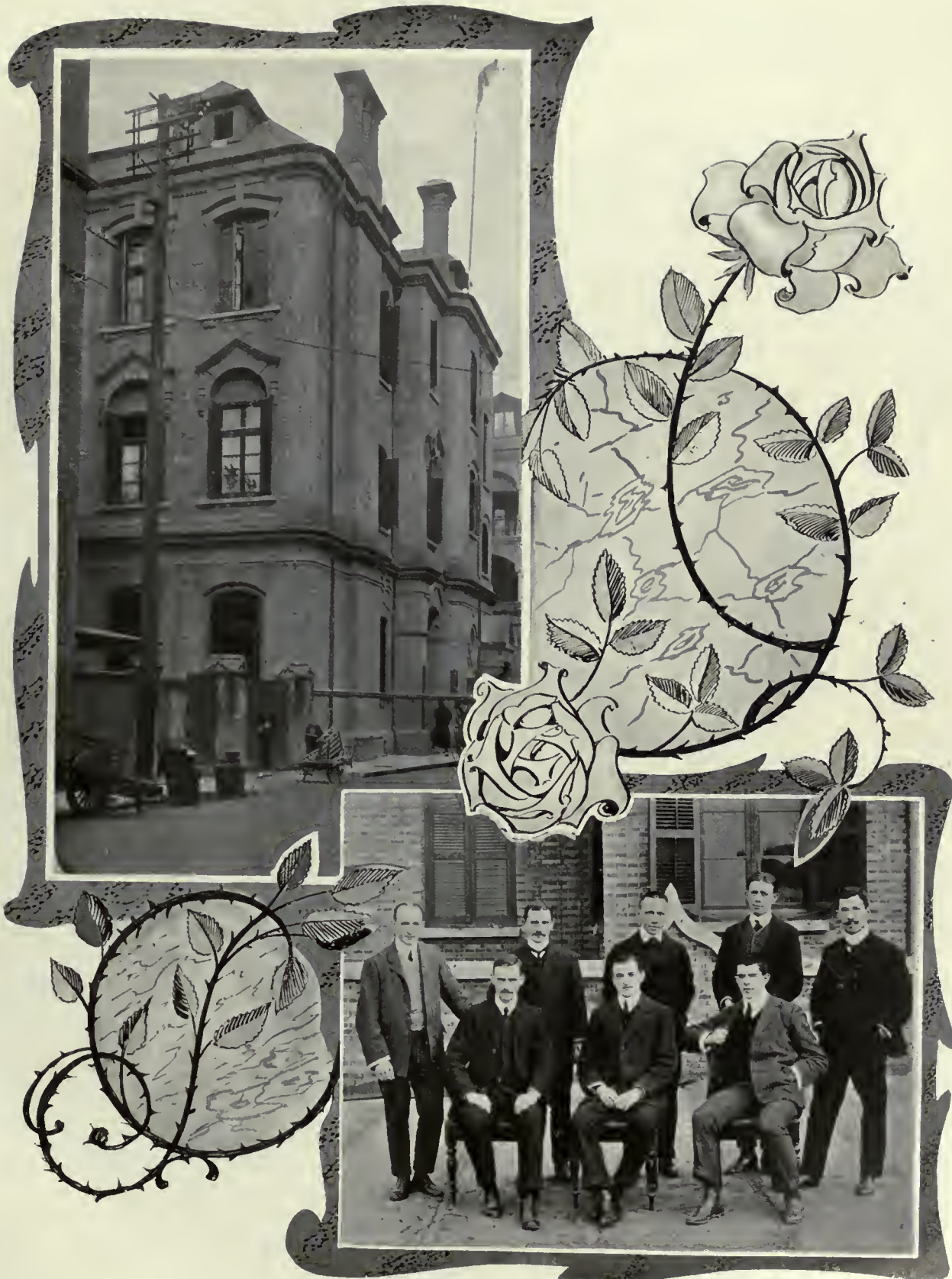
A. W. BAHR.
F. J. D'ALMEIDA.

E. SHANSTROM.
W. FÜTTERER.

When, in 1857, Bremen merchants formed the Norddeutscher Lloyd, L. H. C. Melchers, eldest son of Mr. A. F. C. Melchers, took an active part in the negotiations, and the senior partner of the firm has since been on the board of directors of this important steamship company.

Hermann Melchers, the second son of L. H. C. Melchers, arrived at Hongkong in 1864, and became the youngest clerk of Eduard Schellhass & Co. He soon saw the great possibilities of the China trade, and in company with Adolf André established, on August 1, 1866, the firm of Melchers & Co., Hongkong, in which the home firm took a financial interest. When Hermann Melchers left China in 1873 to become a partner in his father's firm in Bremen, of which he

enormously in recent years, and the firm has had a large share in developing the business to all parts of the world in hides, skins, tobacco, gall-nuts, rhubarb, bristles, wood-oil, animal and vegetable tallow, China-grass, jute, cotton, silk goods, matting, egg-yolk and albumen, sesamum seeds, feathers, &c. It has its own agents at every important trade centre on the Continent, in Great Britain, the United States of America, and all parts of Asia having commercial intercourse with China. The firm employs its own hides, skins, and cotton inspectors at Shanghai, Hankow; and Tientsin, and has extensive establishments for packing, cleaning, and preparing produce. With the extension of the railway lines into the interior of China it is confidently hoped that the export trade



THE OFFICES.

SHEWAN, TOMES & CO.

THE STAFF.

[See page 620.]

The properties of the firm include:—At Shanghai: the large office building, dwelling-house, and godown on the French Bund, comprising about eight mow of very valuable land and foreshore, and the Melchers & Co.'s

drying and packing establishments for hides and skins, grounds for melting and refining wood-oil and tallow, and rooms for packing fibres and bristles and cleaning seeds. At Canton: dwelling-house, office, and godowns.

Corporation; Hongkong and Whampoa Dock Company, Ltd.; Hongkong and Kowloon Wharf and Godown Company, Ltd.; Hongkong Land Investment and Agency Company, Ltd.; Union Insurance Society of Canton, Ltd.; and China Traders' Insurance Company; China Fire Insurance Company, Ltd., of Hongkong; Hongkong, Canton, and Macao Steamboat Company, Ltd.; Star Ferry Company, Ltd., of Hongkong; Shanghai Tug and Lighter Company, Ltd.; Shanghai Dock and Engineering Company, Ltd.; and Laou Kung Mow Cotton Spinning and Weaving Company, Ltd., Shanghai; and on the committee of the Chambers of Commerce of Hongkong, Shanghai, and Hankow.

Since 1866 Mr. Hermann Melchers has been the firm's senior partner. The other partners are: Adolf von André, 1866-89; Wilh. Reiners, 1874-83; Carl Krebs, 1878-81; Max Grote, 1884-87; Carl Jantzen 1884-1901; Stephan C. Michaelsen, 1884-97; Adalbert Korff, since 1892; Armin Haupt, 1892-1907; Gustav Ad. Melchers 1894-1903; Carl Michelau, since 1902; John W. Bandow, since 1905; Gustav Friesland, since 1908; and Adolf Widmann, since 1908.

In its various branches in China the firm employs more than 100 Europeans and 1,500 Chinese. The firm's compradore at Shanghai is Mr. Hoo Erh Mai, and his chief assistant is Mr. Ng Tik Shun.



SHEWAN, TOMES & CO.

THE Shanghai branch of this important house was established in 1896. Offices were at first opened on the Bund, but in 1899 the business was removed to the premises now occupied in Yuen-ming-yuen Road. The various activities and wide interests of the Company are described in detail in the Hongkong section of this work; and it is needless, therefore, to recapitulate them. Suffice it to say, that the firm carries on an extensive import and export trade, dealing in practically the whole output of the West, from piece goods to metals, and from flour to cement—in everything, in fact, that is required by the people of the Chinese Empire. Messrs. Shewan, Tomes & Co. are the sole agents for the New York Lubricating Oil Company, Ltd., whose godowns are situated in Kashing Road. Other agencies which they hold include those for the American Asiatic Steamship Company; the Portland and Asiatic Steamship Company; China and Manila Steamship Company, Ltd.; the "Shire" line of steamers; J. Marke Wood's steamers; the Green Island Cement Company, Ltd.; the Hongkong Rope Manufacturing Company, Ltd.; the State Fire Insurance Company, Ltd.; the Manufacturers' Life Insurance Company; and the Tacoma Grain Company. The manager of the local branch is Mr. George Somerville.



THE MITSUI BUSSAN KAISHA.

THE Mitsui Bussan Kaisha is, perhaps, the most important department of the famous house of Mitsui, the history of which is traced in the Hongkong section of this volume. Established in its present form in 1876, the enterprise now embraces almost every kind of export and import trade, and has branches in every part of the world. The aggregate amount of business transacted in 1906 was nearly Yen 230,000,000. Of this sum the foreign trade alone represented Yen 170,000,000, being one-fifth of the total



BUSINESS MEN OF SHANGHAI.

- | | | |
|------------------------|--------------------|---------------------|
| 1. W. B. O. MIDDLETON. | 2. A. WOODS. | 3. E. R. BRIGHTEN. |
| 4. R. B. LEVIEN. | 5. E. S. LITTLE. | 6. K. KOBATO. |
| 7. S. A. LEVY. | 8. CARL MICHELAU. | 9. S. A. HARDOON. |
| 10. Y. ITO. | 11. W. M. LAW. | 14. A. R. MURPHINE. |
| 11. H. ARLT. | 12. J. FROST. | 15. H. E. RAILTON. |
| 16. R. SOMERVILLE. | 18. W. R. MALCOLM. | 20. P. NUTTER. |
| 17. F. WHITE. | | 19. S. FUKANO. |

wharf and godowns at Pootung. At Hankow: dwelling-houses, offices, and godowns, an albumen and egg-yolk factory, an electric installation which supplies the whole German Concession with electric light, extensive

At Tientsin: dwelling-house, office, and godowns. The value of all these properties amounts to more than £200,000.

The firm is represented on the directorates of the Hongkong and Shanghai Banking



NEW PREMISES OF THE MITSUI BUSSAN KAISHA, IN. SZECHUEN ROAD.

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foreign trade of Japan. The principal articles exported by the Company comprise coal, cotton, yarn, raw silk, habutai, rice, cotton cloth, copper, silver, camphor, coral, cement, timber, railway sleepers, sulphur, matches, &c. The chief imports are war-

American firms in Japan and in China and Korea, besides acting as agents for a number of insurance companies. It owns a fleet of seven efficient steamers, all 100 AT, aggregating over 26,900 tons, gross, and with the exception of two, these are subsi-

China, and other Eastern ports. But, although equipped with such powerful means of transportation, by which over half a million tons of merchandise are carried annually, the Company finds it necessary to charter steam and sail tonnage both at London and in the East.

The headquarters of the Mitsui Bussan Kaisha are in Tokyo. There are branches and representatives of the house in nineteen other places in Japan, and also in London, New York, Hamburg, Portland, San Francisco (U.S.A.), Sydney, Manila, Calcutta, Bombay, Rangoon, Sourabaya, Amoy, Hongkong, Foochow, Canton, Singapore, Shanghai, Hankow, Tsingtau, Chefoo, Tientsin, Dalny, Newchwang, Chemulpo, and Seoul.

In Shanghai the Mitsui Bussan Kaisha is the chief shareholder in, and acts as general manager of, the Shanghai Cotton Spinning Company, Ltd., the Santai Cotton Spinning Company, Ltd., and the Yueng Lung Ginning Mills. The first two companies alone have a paid-up capital of Tls. 803,660 and operate 44,892 spindles, while the Yuen Lung Ginning Mills have a capital of Tls. 100,000 and work some 167 gins by steam-power.

The Mitsui Bussan Kaisha has recently constructed its own wharf at Pootung for the storage of coal and general merchandise passing through its hands. The wharf covers an area of 943,800 square feet and has a frontage of 800 feet. There is also, in the Yangtzepoo Road, a lumber yard belonging to the Company that covers about 90 mow of ground and has a river-frontage of 500 feet. The local offices are at 49, Szechuen Road.

A. R. BURKILL & SONS.

THE firm now known as Messrs. A. R. Burkill & Sons, which carries on a general mercantile business, was established in Shanghai nearly half a century ago. In the old days the offices were situated in Kiangse Road, the present more commodious premises in Kiukiang Road being purchased as recently as 1900. The house was known by the name of its founders—Messrs. Cromie and Burkill—until the death of Mr. Cromie in 1896, when Mr. Burkill admitted his two sons into partnership. Simultaneously, also, the scope of the business, which had been confined almost exclusively to raw and waste silk, was enlarged to include general imports and exports. Mr. A. R. Burkill retired from the active management in 1898, and is living in England, the conduct of the business being now vested entirely in the two sons, Messrs. A. W. and C. R. Burkill.

Messrs. A. R. Burkill & Sons are agents for the Anglo-French Land Investment Company, which has a capital of Tls. 2,000,000; the Cheang Mow Steamship Company, which possesses a number of small boats trading under the inland waters regulations; the Manchester Assurance Company; and the Royal Exchange Assurance Corporation. They are also general managers of the Vulcan Iron Works, and secretaries for Major Bros., Ltd., the proprietors of the Kiangsu Chemical Works.

DICKESON, JONES & CO.

THIS Company, which now carries on a large and important trade as merchants and general commission agents, was established



SHANGHAI ARCHITECTS AND CIVIL ENGINEERS.

1. ROBERT ROSE.
2. S. J. HALSE.
3. The late BRENNAN ATKINSON.
4. G. B. ATKINSON.
5. P. M. BEESLEY.
6. A. E. ALGAR.
7. W. M. DOWDALL.
8. R. B. MOORHEAD.
9. A. G. BRAY.
10. ARTHUR DALLAS.
11. J. E. DENHAM.
12. WALTER SCOTT.
13. Y. HIRANO.

ships, steamers, ordnance, locomotives, steel bridges, electrical machines, cotton, wool, rice, raw and refined sugar, indigo, beans, wires, lead, tin, zinc, &c.

The Mitsui Bussan Kaisha represents several well-known British, European, and

dised by the Japanese Government under the Marine Encouragement Act. The vessels are almost exclusively engaged in the transportation of the Company's own merchandise to and from Shanghai, Hongkong, the Philippines, Straits Settlements, Rangoon, Java,

三井家之歷史

三井家起於關由藤原道長繼爲武臣世領大和國三井村因氏焉其後裔有三井高俊者於伊勢國松坂地方始業造酒因其父高安爲越後守(官名)以越後屋爲舖號自是歷代擢川爲至高俊長子俊次時遷居京都且於江戶(東京之舊名)設商店一所專售綢緞棉布俊次第稱高利善繼兄業實心經營貨高價廉以廣招徠於是主顧

繼至店門如市發震遐邇此爲三井家族中興之祖也
高利於經營江戶商店之外又於各華富之區或設銀號以辦滙兌事務或創立銀行以便遞送書信運輸貨物後又在長崎設商店一所專辦中外通商事務當時因日本堅持閉關主義閉鎖各埠僅開長崎一港藉通海外事務但由外國貿易其間者仍屬寥寥高利遂慨然而起奮圖振興以是功績最著屢得官場之恩賞高利子孫亦能恪守祖父之基業迄今二百餘年家道益隆名譽愈彰
降至明治維新之後疊奉官長之命或代招公債或代預鈔票以資國用而舒軍餉國家嘉其功勞特封總木家三井八郎右衛門爲男爵並晉列華族其餘支族十家亦賜位有差

三井家族自古以來訂有家法即祖先高平所制定者也如同族中有欲創興事業者必須遵守家法得同族中人之贊助而後始能興辦繼以此等家法定立既久其中稍有與時勢不合者遂於明治三十三年酌加改訂俾後世奉爲圭臬焉
三井家所經營之事業雖門類極繁然其大致不外二種(一)由三井家獨力經營者即銀行業棧房業開礦業外國貿易業綢緞業製造機器業及漁業等類(二)與他人合資經營者紡絲業製紙業製毛業製紙業製糖業製麵粉業等類其屬於第一類之事業因係株式會社(資公司)故不以三井出面至於第一類之事業既係合資經營者紡絲業製紙業製毛業製紙業製糖業製麵粉業等類其屬於第二類之事業業又分爲四種曰三井銀行曰三井物產商行曰三井礦務局曰三井綢緞莊即世之所稱三井四店者是也

三井銀行昔稱三井兩管店即銀號之改稱也創辦以來迄今二百餘載當宣統年中(清國康慶初年)專辦滙兌事務資本最厚辦理信實三井銀行之名於是著名於當時矣迨至明治維新以後皇家新定銀行律例故避新章改兩管店爲銀行厥後皇家重訂商法又復遵照新例經營事務不遺餘力現今本行已爲內國最大銀行中之一其信譽久洽於中外矣
三井銀行之設其宗旨在於利國便民其經理也深切其交易也利便較諸各銀行之所舉辦者則得失較異其非淺鮮也
且於東京及神戶兩處自設西武棧房堅固無比存貨最爲相宜總行設於東京日本橋區駿河町第一號門牌分行設於大阪京都橫濱名古屋廣島馬關函館大津和歌山四日市長崎小樽足利深川(東京)三池門等處

三井物產商行開設三井銀行清結其存四五百八十萬四千零六十六元
三井物產商行開設三十餘年專經理內外貿易事務與歐美華印印度及澳洲諸國通商每歲貿易總額幾達一百七十兆元實占貿易全數五分之一其貿易之品即煤炭銀鐵銅鉛硫磺各式機器鐵路需用器具棉花棉紗棉布米豆餅麵粉糖人參洋火羊毛洋灰鴉片木料珊瑚洋油紙藥材及顏料等物並代辦歐美有名商工公司事務其品目兵船輪船軍火紡織機器染色機器消火機器抽水機器輪船火車機器及其器具耕田機器製紙機器印書機器鋼材橋梁電氣機器麵粉及皮革等類又代內國最要煤礦鐵毛鉛管洋灰紙料等公司經理商務代辦各國有名保險公司事務並自備輪船六艘以資運載貨物之用其所有船隻之名及其噸位如下萬田山號四千五百十四噸太孤山號三千二百六十六噸劍山號四千一百二十九噸彥山號三千七百噸有明號二千九百七十五噸富士山號二千零四十三噸愛若山號二千零四十三噸河蘇山號一千七百零二噸又設捕漁場於北海道專供肥田之料

總行設於東京日本橋區駿河町第一號門牌分行設於橫濱名古屋大阪神戶門司長崎口之津臺北天津上海香港新嘉坡孟買倫敦紐約小分行設於橫須賀舞賀若松三池唐津并島佐世保北海道釧路函館仁川營口旅順口芝罘漢口廈門廣東馬尼刺爪哇暹羅尼桑港漢堡等處
至於三井礦務局以開採金銀銅鉛煤炭硫磺等質爲專門並兼製各種機器
三井家所得之礦山前日及日本內國各處所出之礦苗均屬豐美其福崗與熊本兩縣交界之三池煤礦福岡縣之田川煤礦福岡縣之山野煤礦岐埠縣之神崗煤礦岐埠縣之茂住礦山跨岩手縣及秋田縣之間之劍山礦山均係著名者

以上諸礦均按西法用機器採取其法相宜出產亦旺又設機器局於東京芝浦專造輪船機器火車器具開礦器具以及各樣電氣機器延聘著名工師細心督造務期精益求精求精品實堅固精緻爲止實與泰西所製之物無異也
總之三井商行之貿易以進出口爲大宗查其一千九百零六年之貿易已達二百三十兆元其中祇外國貿易已佔一百七十兆元等於日本全國貿易總數五分之一其於日本中國及韓國等處經理歐美兩洲各國名廠數家又經理保險公司無算自己所編之輪船往來上海香港斐列濱英屬巫來由海峽蘭瓜哇中國及其他各埠裝載貨物按年往來運載之貨約有五十餘萬噸之譜但有時所備之輪船不敷遣派每於倫敦及東方租船應用上海紡紗有限公司三泰紡紗有限公司及雲龍龍花廠等均有三井股份最多而由其總理一切上海紡紗有限公司及三泰紡紗有限公司已付足資本八十萬三千六百六十兩共有機四萬四千八百九十二架而雲龍龍花廠

即有資本十萬兩用汽機之力運動軋花機一百六十七架
三井商行近來又於浦東起造棧房貯煤炭雜貨其所有之碼頭共有九十四萬三千八百方尺其朝江者共長八百尺楊樹浦亦有地九十畝作爲木場朝江一面共長五百尺上海行設於四川路四十九號

as recently as in 1903. The two partners—Mr. R. H. Dickeson and Mr. C. Walter Jones—in June of that year opened offices at 41, Dickinson Street, Manchester, and, in a very short time, owing to increasing business, they found it necessary to provide more extensive accommodation for their rapidly growing headquarters' staff. Retaining their original offices, therefore, they took additional premises at 12, George Street, Manchester, so that now, besides the usual managers', booking, and shipping departments, they have also considerable warehouse space and a special room in which all cotton and piece goods are examined by experts before being shipped to their different markets.

Simultaneously with the establishment of

the head office in Manchester, a branch was opened in Shanghai under the charge of Mr. Herbert E. Railton, who had had considerable experience of the Manchester and piece-goods trade in China. Subsequently, in order to cope with the increasing volume of business, Mr. W. B. O. Middleton, who had had ten years' experience in the China trade, and a varied commercial training in London, New York, and San Francisco, was appointed agent conjointly with Mr. Railton.

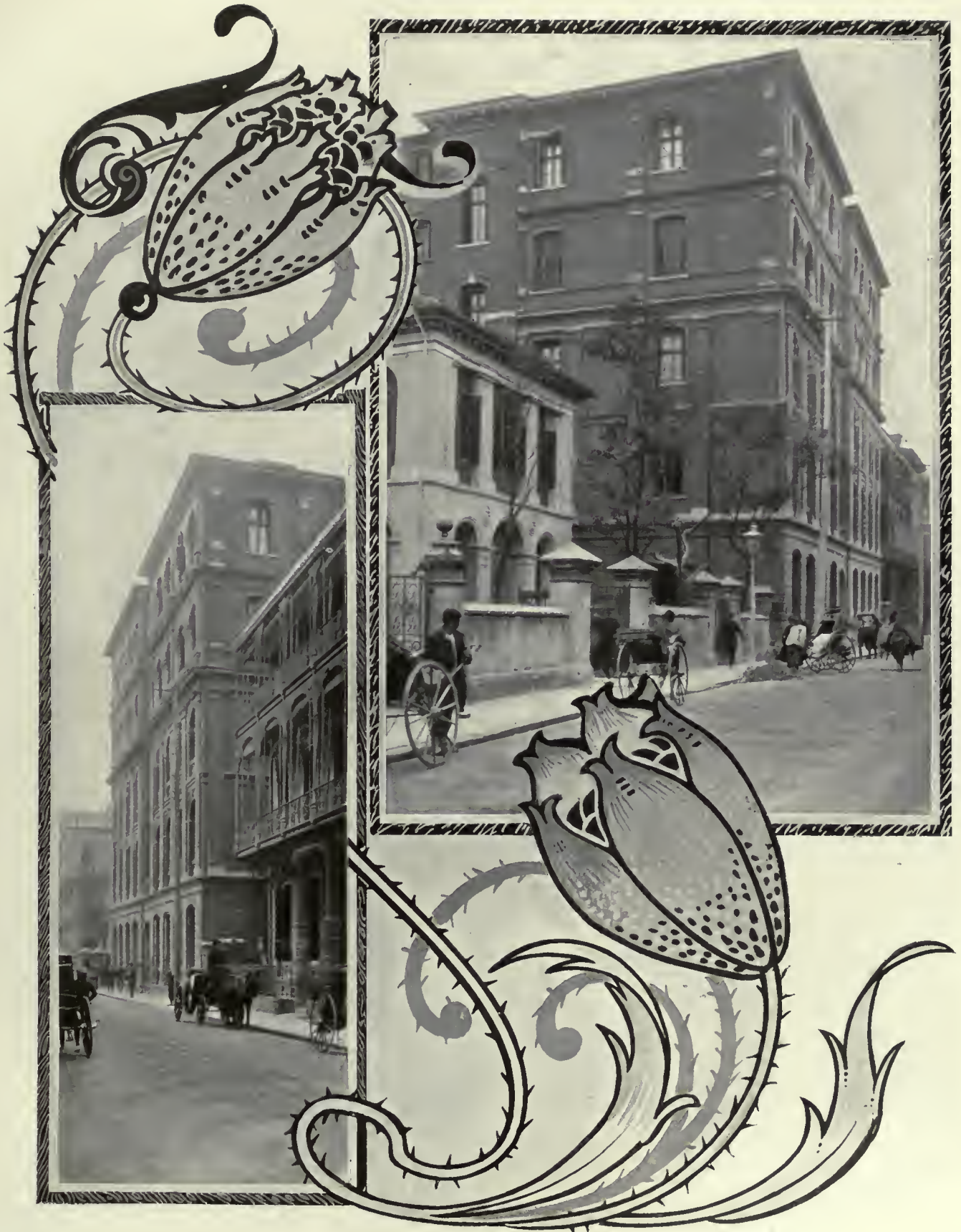
The principal business of the firm is in cotton and woollen textiles. In this department the Shanghai branch deals direct with headquarters, whence large consignments are shipped also to Hongkong, Tientsin, and the principal ports of Japan.

Dickeson, Jones & Co. deal extensively, also, in the chief exports from England, France, Germany, Belgium, Austria, and the United States, and have built up a large business in all classes of metals and hardware, French ribbons, German sundries, window-glass, lumber, flour, leather, &c. A special feature is made of the lumber trade. The firm charter their own steamers and have an exclusive agency for the Oregon Pine Export Company, of Portland, Oregon, U.S.A. Of this Company, Mr. Osborne Middleton, brother to Mr. W. B. O. Middleton, is manager. The firm represent, also, in the markets of China, over thirty well-known British manufacturing houses, including the Nestlé and Anglo-Swiss Condensed Milk Company;



[See page 626.]

BRUNNER, MOND & CO., LTD. THE GODOWNS AT SHANGHAI.



A. R. BURKILL & SONS.
THE NEW OFFICES IN KIUKIANG ROAD.

[See page 622.]

Priestman Bros., Ltd., of Hull, the well-known dredger and excavator manufacturers; F. Reddaway & Co., Ltd., of Manchester, whose "camel" brand of belting is famous all over the world; the Falkirk Iron Company, of Scotland, manufacturers of grates, baths, &c.; and Brintons,

in Hamburg, Messrs. Simon, Israel & Co.; and in New York, Messrs. Carleton & Moffat.

pure alkali (soda ash), soda crystals, bicarbonate of soda, special mineral water, caustic soda, concentrated crystal soda, bleaching powder, sulphate of ammonia, pure zinc, muriate of ammonia, volloids, calcium chloride, &c. The alkali is used for paper, glass, and soap-making, for dyeing and bleaching, and for various household purposes, the quality of the material and of the general products of the Company being guaranteed by the eminence and technical skill of those in charge of the enterprise. Sir J. Brunner, Bart., P.C., M.P., is the chairman of the Company, and he has for colleagues, the world-renowned discoverer, Dr. Ludwig Mond, with M. Tolvy the inventor of the ammonia process of making alkalis; Mr. Alfred Mond, M.P., Mr. J. F. P. Brunner, M.P., and others.

The chief office of the firm in China and Korea is at Shanghai, and there are large godowns at Tientsin. The Eastern business was opened in 1900 by the general manager, Mr. E. S. Little, and, under his guidance, has been growing steadily in volume.

SCOTT, HARDING & CO.

The history of Messrs. Scott, Harding & Co. extends back to the days when Shanghai was first opened to foreign trade. There is no precise information obtainable as to when the business was first established, but the operations of the firm in China certainly cover a period of more than sixty years. In 1843 they had offices in Canton, and in those days their representatives used to visit the northern ports during the tea and silk seasons. They established permanent quarters in Shanghai in 1845, and their hong, situated opposite the cathedral, upon the site now occupied by Carlowitz & Co., commanded an uninterrupted view of the river—a fact which, in the light of present-day circumstances, demonstrates how complete a change has been wrought in the appearance of the Settlement during the last half-century. The Company, at this time, were known as Rathbone, Worthington, & Co., and the partners were James Worthington and Samuel G. Rathbone. Since that time the style of the firm has been changed on several occasions. In 1850 the northern and southern interests were separated, and from that year until 1880 the Company were known in Shanghai as Birley, Worthington & Co., the successive partners during this period being Messrs. F. P. Birley, Robert Reid, William Seaton Brown, L. G. Dunlop, H. R. Hardy, William Abbott Turnbull, and William Howie. In 1880 the name was changed to Turnbull, Howie & Co., and during the next eighteen years the partners included Messrs. William Abbott Turnbull, William Howie, James Lidderdale Scott, and John William Harding. In 1898 the headquarters were removed from Kiukiang Road to the present offices at 6, Peking Road, and the title of the firm was then altered to Scott, Harding & Co., the partners being Messrs. James L. Scott, J. W. Harding, and, subsequently, Francis Ayscough and Leslie J. Cubitt. Mr. Harding has since died, and the remaining partners—two of whom reside in Shanghai, while one lives in London—now remain the sole proprietors of the undertaking.

Although from time to time the business of the Company has been adapted to the needs of the moment, yet the importation of Manchester piece goods has been its mainstay throughout. The Company had a branch in Hankow until 1896, when they decided to

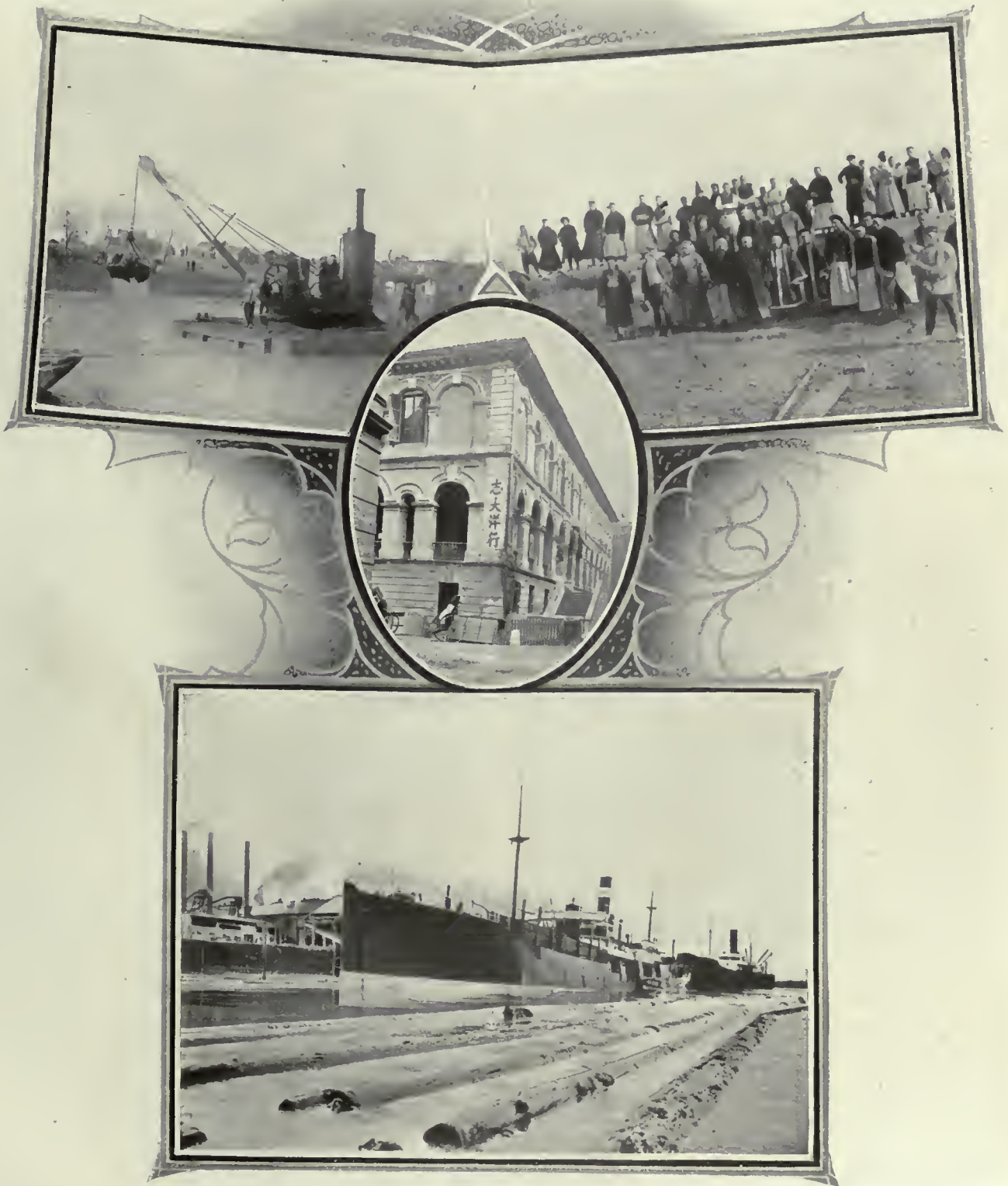


THE PREMISES OF SCOTT, HARDING & CO.

Ltd., of Kidderminster, the well-known carpet manufacturers. Mr. John A. Hayes is in charge of this miscellaneous department which, it may be mentioned, has recently sold a large dredging plant to the Chinese Government. Messrs. Dickeson, Jones & Co.'s agents in London are Messrs. Tulloch & Co., of 4, Fenchurch Avenue

BRUNNER, MOND & CO., LTD.

This large Company of alkali manufacturers have a capital of £3,000,000. Their headquarters are at Northwich, and they have factories, also, at Sandbach, Middlewich, Silvertown, and Lostock Gralam. They produce and export to all parts of the world



DICKESON, JONES & CO.

[See page 622.]

BB BUCKET DREDGER (supplied to the Chinese Government)
at work on the Grand Canal.

THE OFFICES.

CHINESE OFFICIALS WAITING FOR THE NEW DREDGER.

LOADING TIMBER FOR CHINA AT PORTLAND, OREGON.

abandon their trade in tea. They now do a large and steadily increasing business in sundries, and have recently established an engineering and machinery department. Their London house is Messrs. James Morrison & Co., Ltd., of 5, Fenchurch Street. Messrs. Scott, Harding & Co. hold a number of important agencies, representing, among others, the Liverpool, London, and Globe Insurance Company; the General Accident Company; W. H. Allen, Sons & Co., Ltd., Bedford; J. & F. Howard, Bedford; Frank Pearn & Co., Ltd.; Simplex Conduits, Ltd.; Joseph Booth Bros. & Co., Ltd.; Waites, Dove & Co.; Archibald Smith & Stevens; and Pilkington Bros., Ltd., St. Helens. They employ six foreigners besides a considerable staff of Chinese.

present partners are Mr. George Volkart, Dr. Reinhart-Volkart, Mr. J. J. Steiner, and Mr. George Reinhart, jun.

From the year 1895, until a branch was established in Shanghai, the firm were represented locally by agencies. Their offices at No. 1, Foochow Road, were opened by Mr. M. Schwarz, but Mr. M. Winteler has been in charge since. Volkart Bros., are agents, in Shanghai, for the Imperial Fire Office; the Federal Marine Insurance Company, Zurich; Heineken & Vogelsang, Dallas, Tex., and Savannah, Ga.

DENHAM & ROSE.

PERHAPS the most striking feature of Shanghai is the number of substantial new buildings which are to be seen in all the

to Shanghai, where he was joined by Mr. J. E. Denham, and shortly afterwards by Mr. Robert Rose. Outport work had soon to be given up, and the energies of the firm concentrated in Shanghai. In 1908 Mr. Smedley retired from business, and the firm has since been carried on under the above style.

ATKINSON & DALLAS.

ONE of the most prominent firms of civil engineers and architects in Shanghai is that of Messrs. Atkinson & Dallas, founded in 1898 by the late Mr. Brennan Atkinson and Mr. Arthur Dallas. Mr. Atkinson was a son of the late Mr. John Atkinson, formerly Superintendent of the Government Powder Mills at Lungwa. At the age of eighteen



THE INTERNATIONAL BANK.



GODOWN IN SZECHUEN ROAD.

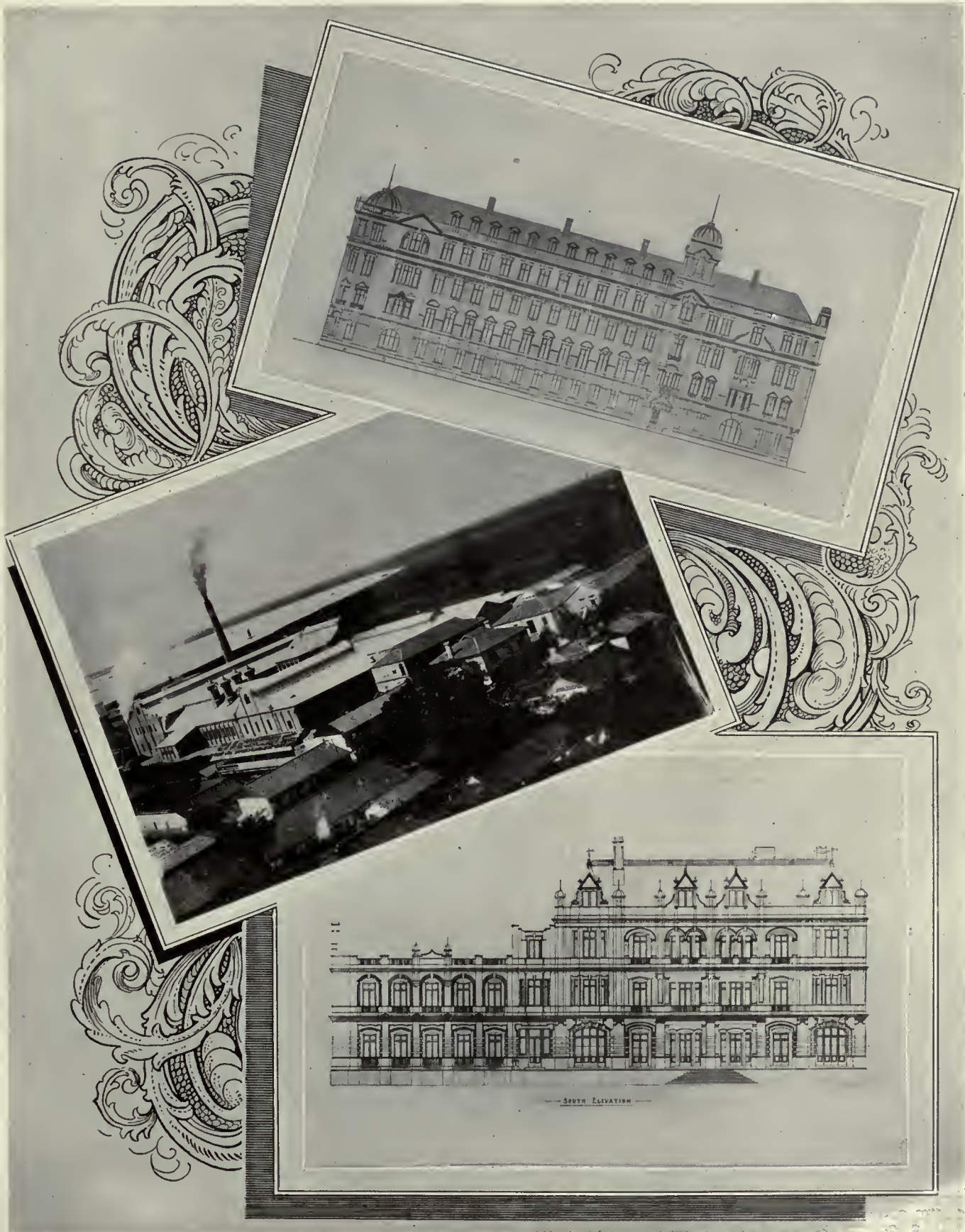
DENHAM & ROSE, ARCHITECTS.

VOLKART BROS.

MR. SOLOMON VOLKART and Mr. T. G. Volkart established this well-known firm of importers and exporters in 1851, with headquarters at Winterthur, Switzerland, and a branch in Bombay. The enterprise was successful from the first, and the increasing importance of the undertaking can be gauged by the extensions that from time to time have been found necessary. Branches were opened in Colombo, in 1857; Cochin, 1859; Karachi, 1861; London, 1868; Tellicherry, 1876; Tuticorin, 1877; Galle, Ceylon, 1887; Madras, 1888; and Shanghai, 1901. The firm have up-country agencies all over India, and connections throughout the world, for their imports and exports embrace every variety of produce. The founder of the house died in 1896. The

principal business thoroughfares. This is due to the impetus given to the building industry as a result of the Boxer troubles in the north in 1900. Mr. John Smedley, the originator of the firm of Messrs. Denham & Rose, was one of the architects attracted to the Settlement at that time. He had practised for about eleven years in the Far East, and was well known in Chinese official circles. Among some of his achievements may be mentioned the construction of roads at Peking, the laying out of the Settlement at Woosung, and the reclamation works and the erection of buildings for the Chinese Customs at Chefoo, of which he had charge. He was joined by his son, Mr. J. D. Smedley, in 1898, whom he left to carry on the work at the capital. Mr. John Smedley died in England in 1904. Mr. J. D. Smedley came

he joined Mr. Thos. Kingsmill, civil engineer and architect, and remained with him until 1894, when he started business on his own account, paving the way for the present firm. A prominent Mason, and a most popular resident, he died in February, 1907, at the early age of forty-one. Mr. Arthur Dallas, who for some years held the position of Assistant Municipal Engineer in Shanghai, resigned that appointment in order to take up private practice. He is a vice-president of the Incorporated Institute of Architects in China, and is a member of the Shanghai Society of Engineers and Architects, a fellow of the Royal Meteorological Society, and a member of the Royal Society of Arts. Mr. G. B. Atkinson, a brother of the late Mr. Brennan Atkinson, entered the partnership in 1908, after having been with the firm for



ATKINSON & DALLAS, ARCHITECTS AND CIVIL ENGINEERS.

PLAN OF THE NEW "TACHING BANK" BUILDINGS.

THE GOVERNMENT PAPER MILLS AT LUNGHWA.

PLAN OF "THE HOLLIES," BUBBLING WELL ROAD.

some time as an assistant. He was formerly employed by the well-known firm of Sir William Armstrong & Co., Ltd.

Not many firms of the kind in the Far East can show such a record of work as

Hong, the Yuen Yue Hong and shops in the Broadway, the Great Northern Telegraph Company's building on the Bund, the Customs Bank, and Messrs. George McBain's office buildings in the Szechuen Road, the Taching

of the French Tramway Company. Among churches, &c., designed by the firm are the Chefoo Church, Memorial Chapel, Peking, the Chinese Temple in Nanking Road, the Mahomedan Mosque in Chekiang Road, the Free Christians' Preaching Hall in Chapoo Road, and St. Andrew's Church, Broadway. Residences, &c., at Hongkew Park, the properties of the Shanghai Land Investment Company, the Mercantile Marine Officers' Association buildings, Mr. Pu Hoh Kuan's residence in Woosung Road, the Club Uniao in Szechuen Road, the Spencer estate terraces in Medhurst Road, the Windsor estate houses in Markham Road, the Aston estate houses in the Avenue Paul Brunat, Mr. S. Benjamin's residence in the Bubbling Well Road, Mrs. McBain's residence, "Cecile Court," the late Mr. R. M. Campbell's residence in Sinza Road, Mr. Chun Fai Teng's and Mr. Tong Fun Chee's residences in Haining Road, Mr. Sheng Kung Pao's residence in the Bubbling Well Road, and Mr. S. K. Tong's residence, "The Hollies," in Bubbling Well Road, and numerous others were all built from the plans and under the superintendence of this firm, which also designed the Chinese Government buildings' pavilion for the St. Louis Exhibition and all the carved woodwork for it. The offices of Messrs. Atkinson & Dallas are situated at No. 4, Peking Road. The firm is also established at Hankow, Mr. S. O. Limby being in charge of the business at that port.



[See page 628.]

DENHAM & ROSE, ARCHITECTS.

TERRACE IN GREAT WESTERN ROAD.

Messrs. Atkinson & Dallas. They designed and constructed the first native waterworks, the first native flour mills, and the first Government paper mills in China, viz., the City and Nantao Waterworks, Shanghai, the Foo Fong Flour Mills, and the Imperial Government Paper Mills at Lunghwa. They also surveyed and drew up the scheme for the Canton Waterworks, the entire work, including construction of reservoirs, filters, engine house, laying of pipes, erection of water tower, &c., being carried out by Mr. G. B. Atkinson. Of factories designed and erected under the superintendence of the firm may be mentioned the Soochow Silk Filature and the Yu Yen Flour Mills. Messrs. Atkinson & Dallas erected the Science Hall at St. John's College, Shanghai, the Soochow University buildings, the Cantonese Guild schoolhouse, the Presbyterian Mission School, the London Missionary Society's School, the Broadway property belonging to the trustees of Ching Chong's School, Hongkew, and the Laura Haygood Memorial School at Soochow. Business blocks for which the firm have been responsible include most of the Shanghai Land Investment Company's business properties, Messrs. Gibb, Livingston & Co.'s offices, the new buildings at the corners of Peking and Szechuen Roads and Jinkee and Szechuen Roads, the Shanghai-Nanking Railway Administration Offices, the Italian Bank, the China Merchants Steam Navigation Company's head offices, and most of their godowns at the various wharves, the New Zealand Insurance Company's building, Winchester, Gresham, and Manchester Houses in Hankow Road, the Southern Methodist Mission's printing house, the new portion of the Astor House Hotel, the new portion of the King's Hotel and Mr. Vernon's residence, "Wei-hai-wei," the Sheng Chin Silk and Piece-Goods Guild

DAVIES & THOMAS.

SOME hundreds of domestic residences, both native and foreign, and a large number of business premises have been erected in



DENHAM & ROSE, ARCHITECTS.

[See page 628.]

PRIVATE RESIDENCE IN THE FRENCH CONCESSION.

Government Bank in Hankow Road, the Ningpo Commercial Bank in Kiangse and Ningpo Roads, the China Mutual Life Insurance Company's buildings, offices, and residences at the corner of Szechuen and Canton Roads, the Mixed Court, and the offices

Shanghai and the outports by Messrs. Davies & Thomas, civil engineers and architects, No. 10, The Bund, Shanghai. Among the principal office buildings which they have constructed may be mentioned the new premises for the Shanghai Mutual Telephone



ATKINSON & DALLAS, ARCHITECTS AND CIVIL ENGINEERS.
Mcbain's Buildings, Szechuen Road, THE CUSTOMS BANK.

[See page 628.]

Company, Ltd., situated in the Hankow and Kiangse Roads, and built entirely of reinforced concrete; and the new offices for Messrs. Butterfield & Swire, which, when completed, will form one of the most handsome structures on the French Bund. The domestic residences erected by the firm include those for His Excellency Wu Ting Fang, Chinese Minister to the United States of America, situated in Avenue Road, and for Mr. H. J. Craig in Bubbling Well Road. The firm have in course of erection the whole of the bunding of the foreign settlement of Wuhu, on the Yangtze, and the extensive wharves, godowns, offices, transit sheds, &c., for Messrs. A. Holt & Co., at Pootung, this latter being one of the largest contracts ever let in Shanghai for work of the kind. Messrs. Davies & Thomas have nearly completed

in Shanghai and Tientsin, notably the residences of the Marquess Li Hung Chang, Lord Li, Mr. E. S. Little, and the manager of the Yokohama Specie Bank; Edna Villas, Markham Place and Terrace, Chante Clare Villas, the Russian Consulate, the Canadian Pacific Railway block, Alexandra Building (occupied by Messrs. Stokes, Platt & Teesdale), the Tam Wa block at the corner of Szechuen and Jinkee Roads, Messrs. Hall & Holtz's premises, the Shanghai Brewery and warehouses, the China Flour Mill warehouses, and the Young Men's Christian Association in Szechuen Road, Shanghai; the Tientsin Club, and Messrs. Forbes & Co.'s premises in Tientsin; and the Hotel Wagons Lits at Peking. He also laid out the Victoria Gardens, the Love Lane Gardens, and the Rifle Range Gardens in Shanghai. Mr. Algar

Institute of Architects in China. Mr. Algar was an enthusiastic cricketer and footballer in his younger days, and is a member of all local clubs. He is president of the Sportsmen's Gun Club, and is on the committee of the Masonic Club.

WALTER SCOTT.

Among the more notable buildings designed by Mr. Walter Scott, a well-known local architect, may be mentioned the Palace Hotel, the new "Ewo" offices and flats on the Peking Road, Messrs. Whiteaway Laidlaw's block, the Hongkong and Shanghai Banking Corporation's premises at Peking and Tientsin, and the Chartered



[See page 634.]

EXTERIOR OF PREMISES, WITH STAFF.

H. M. SCHULTZ & CO.

THE OFFICES.

the plans for the re-building of the three principal wings of the Astor House Hotel.

The firm was established in 1896 by Mr. Gilbert Davies, an original member of the Council of the Institute of Architects in China, from which body he resigned on returning home on leave in 1908. Mr. C. W. Thomas, who became a partner in 1899, is a member of the Council of the Institute, and also of the Council of the Shanghai Society of Engineers and Architects.

ALBERT EDMUND ALGAR.

MR. ALBERT EDMUND ALGAR, M.S.A., architect and surveyor, has been responsible for designing several handsome new buildings

was born in Quebec in 1873, and was educated at Victoria Public School, London, and at the Protestant Collegiate School, Chefoo. On leaving Chefoo in 1888, he was apprenticed to Mr. T. W. Kingsmill, civil engineer and architect, of Shanghai. After completing his apprenticeship he remained with Mr. Kingsmill until 1896, and then started in practice on his own account. In August, 1896, he was employed by the Chinese Government in laying out the foreign settlement at Hangchow, and he designed several of the principal buildings there. He returned to Shanghai in 1897 to resume private practice, and since that year he has visited America to study the architecture of that country. He is a member of the Councils of the Shanghai Architects' and Engineers' Society, and the Incorporated

Bank's buildings at Hankow. Mr. Scott was born in Calcutta, and educated in England at the Wesleyan College, Taunton. He was articled to Mr. Rowland Plumbe, F.R.I.B.A., and was subsequently admitted an A.R.I.B.A. He came to China in 1889 as an assistant to Messrs. Morrison & Gratton, a firm of architects and engineers originally established by Mr. G. J. Morrison, the engineer responsible for the Woosung Line, the first railway ever built in China. In course of time Mr. Scott became a partner, and the style of the firm was changed to Morrison, Gratton & Scott. In 1902 Mr. Scott succeeded to the whole business, and was joined by Mr. Carter, the name of the firm becoming Scott & Carter; while, since the death of Mr. Carter in 1907, Mr. Scott has carried on




ATKINSON & DALLAS, ARCHITECTS AND CIVIL ENGINEERS.

[See page 628.]

THE MIXED COURT.

THE FOO FONG FLOUR MILLS
 (The first native Flour Mills erected in Shanghai).
 THE SHANGHAI-NANKING RAILWAY ADMINISTRATION OFFICES.

THE ITALIAN CONSULATE.

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the business under the title of Walter Scott. Mr. Scott is on the Council of the Shanghai Institute of Architects, and is a member of the Society of Architects and Engineers. His office is situated in the new "Ewo" Buildings, No. 3c, Peking Road.

MOORHEAD & HALSE.

BOTH partners in the firm of Messrs Moorhead, Halse & Co., architects, civil engineers, and surveyors, had had experience in Shanghai before they started in practice together. Mr. Robert Bradshaw Moorhead, B.A., B.A.I., A.M.Inst.C.E., came to China twenty years ago as engineer for the Northern Railways. In 1895 he joined Mr. W. M. Dowdall in partnership, but in 1900 he began to practise on his own account, and in 1907 he was joined by Mr. Halse. Mr. Sidney Joseph Halse, A.R.I.B.A., P.A.S.I., who holds a diploma as a district surveyor under the London Building Act, is an ex-student of the Royal Academy. Coming to Shanghai in 1904, he joined the firm of Messrs. Scott & Carter, architects, with whom he remained two years. He then practised for a while on his own account before joining Mr. Moorhead. Messrs. Moorhead & Halse are responsible for the erection of the Shi-Hui Cloth Mill (said to be the first of its kind in China), the Markham Bridge Silk Filature, the Burlington Hotel, and the deep-water bunding on the Nantao frontage of the Whangpoo River, erected for the Chinese Municipal Council.

Y. HIRANO.

MR. Y. HIRANO, architect and civil engineer, has designed and built numerous business premises, factories, godowns, private residences, &c., in Japan and in Shanghai, and in other parts of China. He established himself in Shanghai in 1904, opening offices at No. 39, Szechuen Road, and since that date he has been responsible for the erection of offices, godowns, and wharves at Shanghai and Hankow for the Osaka Shosen Kaisha, the Mitsui Bussan Kaisha, and the Mitsui Bishi Company, having previously done much work for these and other large firms in Japan and elsewhere. He designed the Shanghai Cotton-spinning Mills, with 20,000 spindles, as long ago as 1897, and in 1907 he built the Chu Zung Cotton-spinning Mills. He is at present engaged upon plans for the new Japanese Consulate at Hangchow, the American Presbyterian College, and several mills. Mr. Hirano, who was at one time known as Mr. Y. Sato, adopted his present name in 1898. He was born in the north of Japan in 1863, and was educated at California University, U.S.A. He served an apprenticeship of four years to a Mr. Coppellette, and previous to his arrival in Shanghai was in practice for some years as an architect and civil engineer in Tokyo. He has published a book on the damage caused by recent earthquakes, and is the patentee of an earthquake-resisting brick. In 1899 he published a Japanese translation of an English work on hygienic air; and in the following year patented a revolving system for dry kilns. Mr. Hirano is a member of the local Japanese Club, and of the Shanghai Society of Engineers and Architects.

FRAZAR & CO.

THIS firm is descended from that of Wetmore & Co., which was established in Canton in 1832. Afterwards branches were opened in Valparaiso, New York, and Shanghai, under the name of Wetmore, Cryder & Co., and, by means of their own line of clipper ships, the firm carried on a large trade in matting, silks, tea, &c. In those days, as there was no efficient system of telegraphic communication and there were only limited banking facilities, return cargoes of coal, ice, domestic requirements, &c., were accepted in exchange.

In 1858, Everett Frazar and his brother, Douglas, established the firm of Frazar & Co., in Shanghai and Nagasaki. They carried on business as shipping and commission merchants and gradually identified their interests with those of the older company. The first cargo of American petroleum that came to China was shipped by this firm in the early sixties. On the retirement of the senior partners of Wetmore, Cryder & Co. from China, Frazar & Co. took over the entire business in the East and established branches in Hongkong, Yokohama, and Kobe. The New York office, however, was still conducted by Wetmore, Cryder & Co., of which firm Edward L. Hedden and Duncan Cryder were the proprietors, while J. H. McMichael was the manager. The partners in Frazar & Co., at this time, were Everett Frazar, W. S. Wetmore, and John Lindsley. In 1887 Mr. McMichael came to Shanghai as managing partner, in company with Mr. W. S. Wetmore. Wetmore, Cryder & Co. retired, and Frazar & Co. took over the New York office. Lindsley withdrawing from the Shanghai firm, McMichael bought Frazar's and Wetmore's interests, and was sole owner for many years. In 1905 he was joined by Walter S. Emens, long and favourably known in business circles throughout China. The firm continues to do a large business in American, British, and Continental merchandise, and in the export of China produce. The head offices are at No. 8, Hankow Road.

SANDER, WIELER & CO.

THE activities of this firm are not confined to any one trade or class of trade. As general merchants and commission agents they cover an extensive field. They take a full share of the import and export trade to and from China, are representatives of various shipping interests, and for a number of years have been agents for the Austrian Lloyd Steam Navigation Company. The firm resulted from the amalgamation in 1898 of Sander & Co., which had been in existence about thirty years, and Wieler & Co., an enterprise of some twenty-five years' standing. The headquarters are in Hongkong and there are establishments, also, at Hamburg, Shanghai, Tientsin, and Tsingtau. Their trade is steadily growing in all parts of China, and on January 1, 1908, a branch was opened in Canton in order to cope more easily and effectively with the firm's large interests in South China.

The branch at Shanghai was opened in 1900 and the firm now occupy fine new premises in Jinkee Road. They do a general import and export trade, and their agencies include those for the Austrian Lloyd Steam Navigation Company, Trieste; the General Marine Insurance Company, Dresden; International Lloyd Insurance Company, Berlin; and Providentia, Allgemeine Versicherungs-

Gesellschaft, Vienna. Mr. A. Sander, who has charge of the business interests in Shanghai, is assisted by a staff of five foreigners.

H. M. SCHULTZ & CO.

THE business of H. M. Schultz & Co., which has branches in Tientsin and Hamburg, and houses in Nanking and Tsingtau, was founded by Ferdinand Diers, who came out to China in 1862, and it is interesting to note that, although the style of the firm has changed several times, the old hong name of Diers (Chinese: Diaze), to which Chinese attach so much importance, still remains. The firm are prepared to supply practically anything from hairpins "made in Germany" to a Hotchkiss machine gun or a battleship of the *Dreadnought* pattern constructed by the well-known firm of Messrs. John Brown & Co., Clydebank. The present senior partners in the Company are Messrs. Oskar Mordhorst and Arthur Dabelstein. For years they have had extensive dealings with the Chinese Government, being responsible for most of the machinery in the largest arsenal in China—the Kiangnan Arsenal—and for the erection of the first steel-works in the country. They have also delivered several mint plates for coining Chinese money, one of which would be large enough to coin the silver required for the whole of the Continent. They were the introducers of cotton-spinning machinery to China, and have delivered several extensive mills to the satisfaction of the Chinese. In this connection it may be mentioned that whereas foreign-owned mills in Shanghai did not pay for a time, those equipped by this firm earned substantial profits from the beginning. The Company have erected sawmills, bean oil mills, cartridge and rifle-making machinery, and electric installations, their latest achievement in the last direction being the lighting of the native city of Shanghai. They are now engaged in constructing the whole of the waterworks in the native city of Canton. To give a further illustration of the extent and variety of their interests, it may be mentioned that Messrs. Schultz & Co. are responsible for providing with imitation silk clothing those Chinese who are unable to afford the real article. The material is, of course, supplied from Manchester. In addition, they import dry goods from the United States of America, cotton yarn from England and Bombay, and at the present time are supplying provisions for the German troops in the north. In short, it would be difficult to find a business with a greater variety of interests than that of Messrs. H. M. Schultz & Co.

RICHARD HAWORTH & CO., LTD.

IT is impossible to realise the vast extent and importance of the cotton manufacturing business of Messrs. Richard Haworth & Co., Ltd., without first paying a visit to their great mills, situated some fifteen minutes' drive from the Royal Exchange, Manchester. Once inside these buildings, however, it becomes immediately apparent that the enterprise must make itself felt in all parts of the world, and that many agencies are required for distributing the results of such astonishing and continuous activity.

In Lancashire, of course, the name of Haworth is a household word. The rise of the firm is a remarkable chapter in the history of Manchester, and one of which



DAVIES & THOMAS, ARCHITECTS.

[See page 630.]

THE TELEPHONE COMPANY'S OFFICES.

THE NEW "TAI KOO" BUILDINGS.

A BEAUTIFUL PRIVATE RESIDENCE IN BUBBLING WELL ROAD.

OCEAN STEAMSHIP COMPANY'S NEW WHARF (in course of construction).

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that city is justly proud. The founder of the house was Richard Haworth, who began life in a humble position in a mill, and forged his way to the front by sheer industry and genius. The present head of the firm

Egerton Mills, the Tatton Mills, the Ordsall Mills, and the Throstle Nest Mills. They have two branch houses in London, and others in Glasgow, Leeds, Belfast, Dublin, and Aberdeen, and are represented in every

The raw material arrives in bales by the Ship Canal and is broken up, a little from each bale going into a sort of churn to be cleansed. The heavier grit falls apart, and the chastened cotton is sent over great rollers in wide white streams to the next purifying machine. From machine to machine it passes in the process of purification until one wonders when the snow-white rivers, already looking like the finest cotton-wool, will satisfy the exacting master of the mill. The fibre is opened out, the short ends are removed, and the cotton is converted into a roll or web of uniform thickness, and of a uniform shade of whiteness. The wonderful carding machines separate every fibre, taking out impurities, such as leaf and unripe fibre, and at length the cotton is seen on bobbins ready for the spinning mill, where barefooted girls tend machines that come and go across the floor as regularly and resistlessly as the tide ebbs and flows. Upon leaving the carding machine the web has a weight of about three pounds to the yard. It is turned by the spinner into yarn, of which 25,000 yards are required to weigh a pound. In the great weaving sheds an immense number of women are seen at work, and the shrill music of many shuttles fills the air. Regularly these mills consume 500 bales of cotton a week, a bale weighing on an average 500 lbs. Represented in calico of ordinary width and weight this means that a roll of cloth nearly 400 miles long is turned out weekly. The whole of the energy of Messrs. Haworth's mills is directed towards manufacturing cloths of high intrinsic quality. All the goods are marked with the "Spero," trade mark, and such elaborate care is taken in testing the cotton during each of the many processes through which it passes that the stag's head, the sign manual of "Spero make" cloths, is now regarded all over the world as an absolutely reliable guarantee of great durability and all-round excellence. Goods bearing this trade mark are made from selected cotton, under the closest supervision, and "Spero make" is stamped on every yard of the selvedge. Messrs. Haworth & Co. spend no time upon producing that which is artificial or merely cheap looking. By constant effort to secure the best results they have won a great reputation, and they spare no effort to maintain this unblemished. The warehouse at 35, Dale Street, Manchester, is one of the largest and best equipped in the British Empire.

The Far Eastern business of Messrs. Haworth's has advanced by leaps and bounds. It is only about fifteen years ago that Mr. Chester Haworth, jun., one of the present directors, first came to the Far East. He has made numerous visits since, and the superiority of Haworth's cloth is now known and appreciated throughout the whole of China, India, the Philippine Islands, and Japan. Except in China, the Far Eastern business of Haworth's is conducted by agencies at Bombay, Calcutta, Karachi, Rangoon, Bangkok, Batavia, Singapore, Manila, Hongkong, Kobe, and Yokohama. For controlling their extensive operations in China a branch house has been opened in Peking Road, Shanghai, under the management of Mr. Arthur Woods.

COLLINS & CO.

This firm of general merchants and commission agents were practically the pioneers of the press-packing business in North China. The



THE NEW PREMISES OF EBBEKE & CO., IN MUSEUM ROAD.

[See page 638.]

is Richard Haworth's eldest son, Mr. G. C. Haworth, who himself has three sons in the business. During a period of fifty-six years the development of the trade has been remarkable. Messrs. Haworth now own the

capital in the world. The mills contain 200,000 spindles and 3,000 looms, and afford employment to 3,000 workpeople. The engines are of 4,700 horse-power, and the consumption of coal amounts to 300 tons a week.



A. E. ALGAR, ARCHITECT AND SURVEYOR.

EDNA VILLAS, JESSFIELD ROAD.

LORD LI'S RESIDENCE.

RESIDENCE IN BURKILL ROAD.
RESIDENCE OF THE LATE MARQUESS LI HUNG CHANG.

[See page 632.]

trade, which was a negligible quantity until they commenced operations in Tientsin in the early seventies, is now of considerable importance. Collins & Co. have an office at 70, Gracechurch Street, London, and a branch was opened for them at No. 4, Canton

America and Manchester, and various kinds of machinery. Mr. C. H. Rutherford has charge of the firm's interests in Shanghai.

but the business was carried on under the old style until the death of Mr. Charles Overbeck in 1899. In that year Messrs. Carl Ebbecke and Paul Kamp, who had been with Messrs. Overbeck & Co. for about six years, succeeded to the business, and changed the name of the firm to that of Ebbecke & Co. The new proprietors extended their connections considerably, and a still further advance was made when, in 1905, they were joined by Mr. Eduard Wilkens, formerly a partner in the firm of Messrs. Schroder, Wilkens & Co. This firm had gone into liquidation, and part of their goodwill was transferred to Messrs. Ebbecke & Co.

TATA, SONS & CO.

In 1906 the two well-known Bombay firms of Tata & Sons and Tata & Co., both carrying on an extensive trade as general merchants in cotton, cotton yarn, and cotton and silk piece goods, decided to amalgamate, and, under the style of Tata, Sons & Co., to extend their operations over a wider field. One new sphere which they have since entered is mining, operations upon a very extensive scale having been commenced by them in certain iron and steel districts in India. They have also been successful in introducing electric power for industrial purposes in Bombay. They hold numerous agencies for insurance, hotel, land, cotton-spinning, and weaving companies. Their head office is in Bombay, and their London office (Tata, Ltd.) at No. 4, Lombard Court. They have branches at Hongkong, Shanghai, Kobe, Osaka, New York, Paris, and Rangoon, and agencies in most of the important trade centres. The Shanghai branch is situated at No. 65, Rue du Consulat. The late Mr. J. N. Tata, who founded the original firm of Tata & Sons, was a practical philanthropist, and the many schemes which he formulated for advancing the welfare of his fellow men are being zealously carried out by his sons.

DALLAS & CO.

The firm of Messrs. Dallas & Co., of Shanghai, was established in 1853 by the late Mr. Barnes Dallas, who came to the Settlement as the representative of Messrs. William Dallas and George Coles, of Austin Friars, in the City of London. The present head of the firm is Mr. Richard Dallas, youngest son of Mr. Barnes Dallas, who died in 1897.

The firm of Dallas & Co. is best known amongst the Chinese merchants as "Yu Tai Yang Hong," and as such has done a very considerable import, export, and China Government business in Shanghai and in most of the Treaty ports of this empire. A branch is now established at Tientsin. At present, Messrs. Dallas & Co. are doing an import business in almost all classes of manufactured goods, but are confining their export trade to antimony only. They represent the following firms in China:—Messrs. William Stenhouse & Co., Glasgow; the Seattle Brewing and Malting Company, Seattle, Washington, U.S.A.; Fromy Rogée & Co., St. Jean D'Angely, près Cognac, France; Forestier Frères, Bordeaux; Saizelet Lenique, Dizy, Epernay; J. P. Wiser & Son, Ltd., Prescott, Ontario, Canada; the E. G. Lyons and Raas Company, San Francisco. As exporters and Government contractors they represent the China Trading Company, Shanghai; the Dah Chick Chong Antimony



[See page 640.]

DIEDERICHSEN, JEBSEN & CO.

THE GODOWN IN CHAOU-FOONG ROAD.

THE OFFICES
IN KIANGSE ROAD.

EBBEKE & CO.

Road, Shanghai, by Mr. W. A. Morling, in 1899. Besides the large press-packing and wool-cleaning operations which they carry on at Tientsin, they do an extensive import and export trade. They send wool, furs, skins, hides, bristles, and, in fact, all Chinese produce to England, America, and the Continent, and receive piece goods from

As far back as 1866 Mr. Hermann Overbeck came to Shanghai and founded a tea merchant's and general import and export business, under the style of Messrs. Overbeck & Co. In 1883, when his brother, Mr. Charles Overbeck, became a partner, he left for home.



WALTER SCOTT, ARCHITECT.

[See page 632.]

THE NEW "EWO" BUILDINGS.

PLAN OF THE PALACE HOTEL BUILDINGS.

BLOCK OF BUILDINGS ON YANG-KING-PANG.

WHITEWAY, LAIDLAW & Co.'S BUILDINGS.

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Mining Company, Shanghai; and the Chue Yong Mining Company, Ltd. (coal and copper), Tientsin. As agents for these companies they are constantly in touch with Chinese officialdom, and have of late acquired a few Government contracts.

clusively, as East India merchants, but now they carry on large operations as general importers and exporters. Their head office is at 7, Bishopsgate Street Without, London. They have branches at Shanghai (No. 17, Kiangse Road), Bombay, and Lahore, and agencies at Calcutta, Madras, Karachi, Rangoon, Colombo, Zanzibar, and Mombasa. They

Yangtze Valley district, among which are those for Lever Bros., Ltd., of Port Sunlight; Cadbury Bros., Ltd., of Bourneville; J. & J. Colman, Ltd.; Mellin's Food, Ltd.; Blundell, Spence & Co., Ltd. (paint and oil makers); D. and J. McCallum (distillers of "Perfection Whiskey"); Cerebos Salt; and Carr & Co. (biscuit manufacturers). Mr. Walter Nutter, sen., now has his two sons, Mr. Walter Nutter, jun., and Mr. Percy John Nutter, in partnership with him. The last named is in charge of the business in Shanghai. The firm are members of the Chambers of Commerce both of London and Shanghai.



THE PREMISES OF TELGE & SCHROETER, ON THE BUND.

[See page 642.]

WALTER NUTTER & CO.

ESTABLISHED in 1881, this firm are original members of the East India Merchants Association, Mr. Walter Nutter, sen., having been elected a member of the first council. In the early days they traded, almost ex-

clusively, as East India merchants, but now they carry on large operations as general importers and exporters. Their head office is at 7, Bishopsgate Street Without, London. They have branches at Shanghai (No. 17, Kiangse Road), Bombay, and Lahore, and agencies at Calcutta, Madras, Karachi, Rangoon, Colombo, Zanzibar, and Mombasa. They export piece goods and general merchandise to India and China, and import hides, horns, cocoa, mica, carpets, feathers, and general produce from India and Ceylon, and coffee, rubber, and general produce from Java and the Straits Settlements. The firm hold many valuable agencies for the Shanghai and

LOCKSMITH & CO.

THE firm of Messrs. Locksmith & Co., merchants and commission agents, was established in Shanghai, in 1903, by Messrs. H. S. Locksmith and J. J. Dawe. The present partners are Mr. Locksmith, who resides in London; Mr. Dawe and Mr. P. Biehayn, who have general charge of the business in Shanghai; and Mr. H. W. Wickham, who is in London. The firm has developed a considerable business during the past five years, importing piece goods and sundries, and exporting silks and other Chinese products. The offices are at No. 9, Hankow Road.

BRIGHTEN, MALCOLM & CO.

THIS firm has been established in Shanghai only a short time, but its name is becoming widely and favourably known, and there is every prospect that in the near future considerable extensions will be necessary to cope with a steadily increasing trade. The Company's business lies principally in engineering, but it also embraces many sundries. The London office at 11A, Wormwood Street, E.C., is carried on in conjunction with Messrs. John Blandford & Co., Ltd. In Shanghai the Company are the sole agents for Messrs. Callender's Cable and Construction Company, Ltd., the well-known manufacturers of electric cable, who, by the way, supplied the necessary cables for the new tramways. The firm are also the sole representatives of Messrs. G. M. Callender & Co., Ltd., the British Cork Asphalt Company, Ltd., the Leeds Copper Works, Ltd., Messrs. Hayward-Tyler & Co., Ltd., Messrs. Meldrum Bros., Ltd., Messrs. Browett, Lindley & Co., Ltd., the Beck Flame Lamp Company, Ltd., and Messrs. McPhail & Simpson. In their general import department they hold the sole agency for Messrs. Burroughs & Watts, Ltd., the well-known manufacturers of billiard tables. The partners in the Company are Messrs. E. R. Brighten and W. R. Malcolm. Mr. Brighten has had considerable experience of engineering generally, having been for some years assistant to Messrs. Laey, Sillar & Leigh, consulting engineers, of London and Manchester, to whom the firm now act as correspondents.

DIEDERICHSEN, JEBSEN & CO.

ALTHOUGH, comparatively speaking, this firm is a new one, the enterprise displayed by its management has secured for it a prominent place among the large commercial and shipping houses in Shanghai. A few details in regard to the organisation of the firm will not be



SANDER, WIELER & CO.

[See page 634.]

THE PREMISES IN JINKEE ROAD.
THE IMPORT DEPARTMENT.

AUSTRIAN LLOYD SHIPPING OFFICE.
A PRINTING MACHINE SUPPLIED BY THE FIRM.

without interest. In 1895 Jebesen & Co. were established in Hongkong to take over the steamers of M. Jebesen Apenrade, which had been trading for many years along the China coast. Subsequently, H. Diederichsen, of Kiel, acquired a share in the business, and out of this amalgamation of interests arose the firm of Diederichsen, Jebesen & Co. They established themselves at Tsingtau and Chefoo, having the distinction of being the first firm to open a branch at the former place after it had been taken over by Germany.

As their trade developed, Diederichsen, Jebesen & Co., established a branch at Hamburg, and opened offices at Shanghai in 1903, at Vladivostock in 1905, and at Tientsin in 1907. They own and operate the

centre of the business part of the town, at No. 18A, Kiangse Road, while their huge godown in Chaou-foong Road is in close proximity to the most important wharves. The firm's interests at Tsingtau are entrusted to Carl Eichwede; at Vladivostock, to Eduard Eichwede; at Tientsin, to Hugo Kloeckner; and at Chefoo to O. Graeber.



TELGE & SCHROETER.

It is half a century since the firm of Messrs. Telge & Schroeter, well-known merchants, of Shanghai, was established by Mr. Bernhard Telge. For many years the business was carried on by the founder, and then it



THE SHANGHAI PREMISES OF VON DÜRING,
WIBEL & CO.

steamers *Lystoll*, *Eutin*, &c., and, in addition to their shipping interests, do a large general import and export business. They hold many important agencies. In Shanghai they represent the Jebesen line of steamers; *Farbenfabrik Hansa*, G. m. b. H., Kiel; *Deutscher Rhederei Verein*, in Hamburg; and *Nordischer Bergungsverein*, Hamburg. Quite recently the firm started an engineering department, which already holds a number of important agencies, including those for the *Mannesmann Tube-works*, *Brown Boveri*, and *German Niles Works*. This department is under the management of an expert.

The partners in the firm are H. Diederichsen, Kiel; Jakob Jebesen, Hongkong; and J. H. Jessen, Hamburg. Their Shanghai offices, which are under the direction of Johann Jessen and August Müller, are situated in the

passed to his nephew, Mr. Rudolph Telge. In 1899 Mr. Herman Schroeter joined the firm, and the style was then changed to Telge and Schroeter. The present partners are Messrs. Arnold Berg and Max Struckmeyer. The bulk of the firm's business is done with the Chinese Government in munitions of war, machinery, railway materials, &c. In their capacity as agents for the well-known firm of F. Schichau, of Elbing, Messrs. Telge and Schroeter have furnished the greater part of the Chinese torpedo flotilla. They are also general importers and exporters, dealing in all kinds of merchandise and piece goods, and making a speciality of metals and ores. The offices are situated at No. 16, The Bund, Shanghai.

VON DÜRING, WIBEL & CO.

FOUNDED in 1900 by Mr. Henry von Düring, this firm has made remarkable progress. At the outset the founder interested himself chiefly in Government business, electric light plants for Chinese cities, and general machinery; but since January 1, 1905, when Mr. Kurt Wibel was admitted into partnership, the scope of the firm's operations has been considerably extended, and branch offices have been established in Tientsin, Tsingtau, and Peking. The Government business has grown steadily, and an extensive trade in piece goods has also been built up.

As Government contractors the firm deal in all kinds of arms and ammunition. They represent the well-known "Ehrhardt" gun works, Dusseldorf, Germany, where all kinds of guns are manufactured. They also hold an agency for the explosives manufactured by *Westfaelisch-Anhaltische Sprengstoff Act. Ges.*, in Berlin. As agents for the renowned firm, *Vickers, Sons & Maxim, Ltd.*, they accept commissions for every kind of naval construction, and on behalf of *John L. Thornycroft & Co., Ltd.*, of Chiswick, who have constructed the fastest torpedo-boat destroyer now in existence—one capable of running 37 knots an hour—they are prepared to deliver all sorts of shallow-draught steamers, launches, motor-boats, torpedo-boats, and torpedo-boat destroyers. The Company are agents, too, for *J. & E. Hall, Dartford*, and, as such, are able to supply ice and refrigerating plants of every size and description. Von Düring, Wibel & Co. make a special feature of supplying and erecting machinery for flour, oil, paper, and cotton mills. They have carried out electric light installations in the Imperial Palaces at Peking, and in the cities of Chinkiang, Wuhu, &c. In addition to a large clerical staff, therefore, a number of engineers are employed.



WILHELM KLOSE & CO.

THE headquarters of this firm are in Hamburg, where, under the style of Messrs. Wicke, Klose & Co., a very extensive business is carried on through agents in every part of the world, under the management of the proprietor, Mr. Wilhelm Klose. The Shanghai branch was opened in 1905, and is still managed by Mr. H. Arlt, who has had some thirteen years' experience in China. The firm import arms, machinery, electrical appliances, haberdashery, piece goods, sundries, and provisions, and have already established a first-class connection. The offices are situated at No. 6, Kiangse Road, in the Chinese business centre, and the foreign staff includes, besides the manager, Messrs. H. Hildebrandt, H. Borné, H. Neubourg, and E. Widler.



HILLEBRANDT & CO.

MESSRS. HILLEBRANDT & Co. are one of the few Danish firms in China. Originally started in 1892 in Shanghai by Mr. Henry Sylva, an American, the firm carried on the business of general merchants, shipping agents, and share brokers under the style of *H. Sylva & Co.* until 1900. In that year the firm was taken over by Mr. P. W. Irvine and Mr. H. Edblad, and the name was changed to *Irvine, Edblad & Co.*, but in 1905, Mr. A. Hillebrandt, who had been in charge of the trading department for several years, acquired the goodwill of that branch of the business, and



RICHARD HAWORTH & CO., LTD.

THE WAREHOUSES AT MANCHESTER.
THE MILLS AT MANCHESTER.

THE SHANGHAI OFFICES.

[See page 634.]

has since been trading under the present title. The principal imports handled are cotton, piece goods, sundries, and American flour. The firm represent Messrs. Hills, Menke & Co., of Birmingham, Bradford, and Manchester; Wilkinson, Heywood & Clark, Ltd., of London, the world-known paint and varnish

THE VICTORIAN GOVERNMENT COMMERCIAL AGENCY.

AN agency, which in the interests of commerce generally deserves to be widely known, is that established by the Victorian Government, in 1905, with the object of

their representative, and is empowered to grant certificates to Asiatics of the merchant, student, and tourist classes enabling them to visit Australia, appears to be well qualified, both by nature and experience, to carry out the duties of the post. Born in 1874, near Melbourne, Australia, he was educated at Brighton Grammar School. He was engaged in mining and general business in South Africa for two years, and in India for two years, before coming to China in 1899. Here, also, he conducted a successful business, previous to receiving his present appointment.



HUGO REISS & CO.

HUGO REISS & Co., who succeeded to the Shanghai branch of the well-known firm of G. Reiss & Co., Ltd., Manchester, on July 1, 1908, are doing an extensive business, principally in English and American piece goods, Bombay yarn, arms and ammunition. They are the sole agents in China for Webley & Scott, Ltd., of Birmingham, the well-known manufacturers of small arms. They are agents, also, for the London Assurance Corporation, and represent many other important concerns. They are contractors to the Chinese Government and all the principal Municipal Councils, so that, while their trade in piece goods and Bombay yarn occupies the greater part of their attention, it does not by any means monopolise the whole of their activity, which is constantly finding fresh outlets. The Company's offices are at No. 4, Canton Road, and Mr. Hugo Reiss, who for many years travelled in the interests of G. Reiss & Co., Ltd., in India, the Straits, China, and Japan, and had been entrusted for some time with the management of the Shanghai branch, is the sole proprietor, with a substantial capital and credit behind him.



THE SHANGHAI MACHINE COMPANY.

MESSRS. BUCHHEISTER & Co., who have been long and favourably known in China as contractors and engineers, extended their business very considerably in a new direction, in 1904, when they became proprietors of the Shanghai Machine Company. The two departments—Messrs. Buchheister on the one hand, and the Shanghai Machine Company on the other—are kept entirely distinct, although they are under the same management. The older firm contents itself with carrying out Government work and executing the many large contracts entrusted to it; while the Shanghai Machine Company devotes its attention more especially to the retail trade. From the headquarters in Nanking Road, and the agencies in Hankow and Tientsin, the Machine Company can supply, direct from stock, any tool or appliance pertaining to mining, engineering, irrigation, farming, or domestic machinery. The business is steadily increasing, and the range and scope of modern mechanical contrivances is well illustrated in the showrooms. Messrs. Buchheister & Co., and, through them, the Shanghai Machine Company, are agents for Sir W. S. Armstrong, Whitworth & Co., of Newcastle-on-Tyne; Dobson & Barlow, Ltd., Bolton; The Mint, Birmingham; E. R. & F. Turner, Ltd., Ipswich; Blackstone & Co., Ltd.; Schuchardt & Schutte, Berlin; A. Hogenforst Leipzig; Schaeffer & Budenburg; and Kupper's Metallwerke.

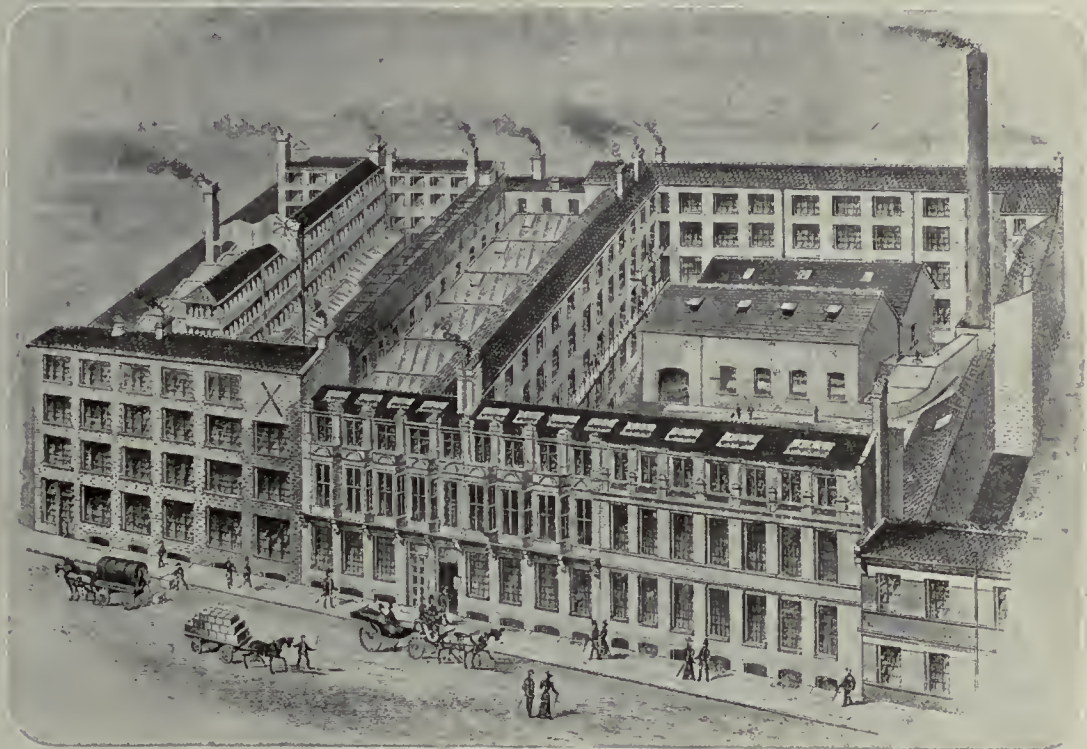


[See page 642.]

HILLEBRANDT & CO.'S OFFICES IN KIANGSE ROAD.

makers; the Hammond Milling Company, of Seattle, U.S.A., merchant millers; Frederick Stearns & Co., of Detroit, Michigan, U.S.A., manufacturing pharmacists; and several other leading concerns. The offices are at No. 7, Kiangse Road, and the staff, includes, besides Mr. A. Hillebrandt, Messrs. A. Lutzen and E. Brook.

circulating reliable information concerning the exportable products of the State and encouraging reciprocity of trade with Eastern countries. Naturally the success or failure of such a scheme depends, in a large measure, upon the initiative and enterprise of the agent employed. Mr. R. B. Levien, who was chosen by the Government to act as



THE FACTORY OF WEBLEY & SCOTT, LTD., BIRMINGHAM,
And some of their best known Arms.

SOLE AGENTS IN CHINA: HUGO REISS & CO., SHANGHAI.

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CALDBECK, MACGREGOR & CO.

In all the principal centres in the Far East this well-known firm of wholesale and retail wine and spirit merchants have carried on business for many years, and their name has become a guarantee of excellence. Their headquarters are in Rangoon Street, Crutched Friars, London, and they have branches in Glasgow, Singapore, Shanghai, Hongkong, and Tientsin. They have also established agencies at Weihaiwei, Foochow, Hankow, Taiwan, the Philippines, Chefoo, Canton, Penang, and British North Borneo. In outposts where no agencies have as yet been established the intending customer is placed in close touch with the firm's nearest branch by means of a special code. The firm are agents for some of the best known cham-

storeyed godown has recently been erected with ample storage capacity for the heavy stock of wines carried by the firm.

The manager in Shanghai, Mr. R. B. Allen, has been with the firm since 1892. Mr. Allen assisted Mr. E. J. Caldbeck, who was then in charge of the Shanghai branch, in establishing the "Aquarius" mineral water factory, for which the firm are the general managers in Shanghai. A description of the factory is given elsewhere.



J. W. GANDE & CO.

THIS firm of wine and spirit merchants has always held a high reputation. Established over twenty years ago by Messrs. Gande and

foreign supervision, and 6,000 bottles a day could easily be turned out if occasion required it. The Company are sole agents for the famous "Tansan" water; Moët and Chandon champagnes; Hanappier & Co.'s Bordeaux claret; the Distillers' Company, Ltd.; Harvir Bros.' C.C.C.; Dainnain-Taliskin Distilleries; Bass & Co.; Penfold's Australian wines; Kohler & Van Bergen; and Meux's Indian pale ale and stout. Mr. F. - W. White personally superintends the conduct of the business. Mr. W. H. Jackson is the accountant, and Mr. H. Bentley the assistant.



HALL & HOLTZ, LTD.

AFTER encountering heavy misfortunes Messrs. Hall & Holtz have attained a



[See page 650.]

LANE, CRAWFORD & CO.

THE SHOWROOM.

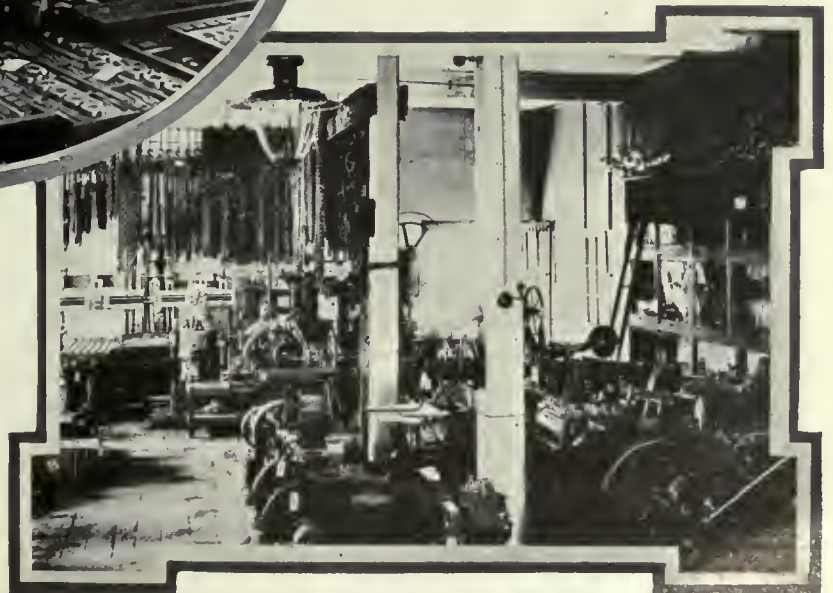
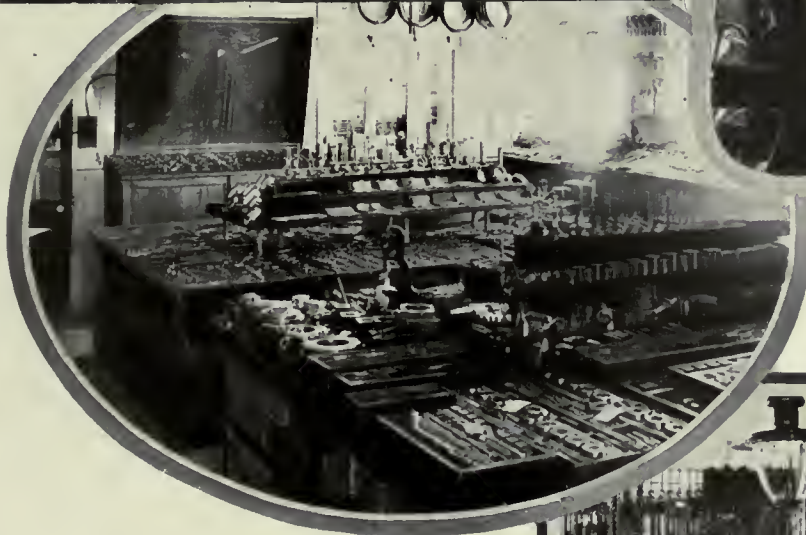
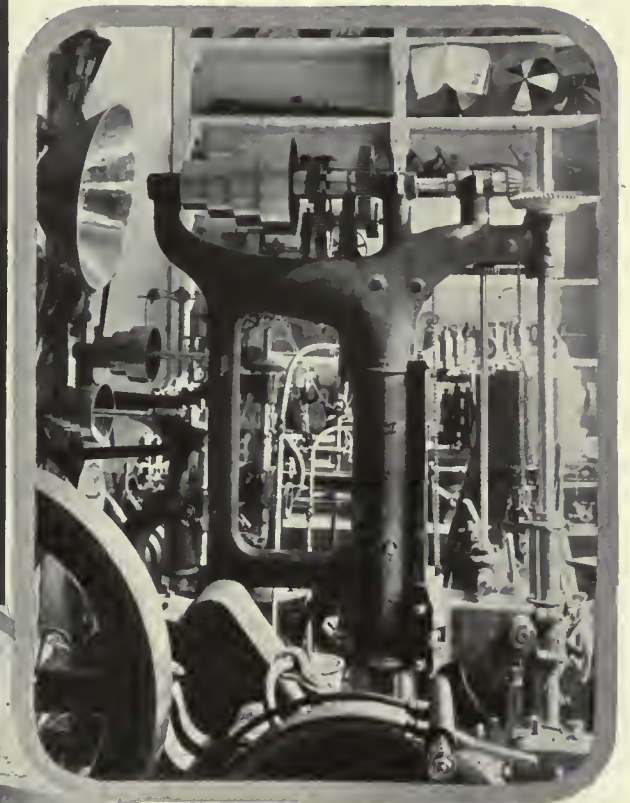
THE PREMISES.

pagnes on the market, including those of Pommery & Greno; Bollinger & Co.; Duc de Montebello; Giesler & Co.; Lanson Père et Fils; Ernest Irroy & Co.; B. & E. Perrier; and Dufaut-Fils. They are the sole consignees of Messrs. Bulloch, Lade & Co.'s Scotch whiskies, and, having a branch in Glasgow, they are able to offer other popular whiskies of exceptional value. Whilst their retail prices compare very favourably with those of other firms, Messrs. Caldbeck, Macgregor & Co. offer special terms to hotels, clubs, private messes, house-boat parties, &c., and are prepared to allow in full for unconsumed stock returned in good order. They do an extensive business with the men-of-war on the China station.

The Shanghai office is situated at No. 4, Foochow Road, behind which a large three-

Price, the business made steady progress, owing to the fact that those who, from time to time, have been in charge of its interests, have always striven to give their customers a fair *quid pro quo*. Messrs. Gande and Price dissolved partnership in 1896, the arrangement being that Mr. Gande should remain in Shanghai, while Mr. Price conducted the business in Hongkong. After this Mr. Gande carried on trade under the style of J. W. Gande & Co. for eleven years. In July, 1907, he disposed of his interest to Mr. Frank W. White, who has considerably increased the stock of wines and spirits, so that now the godowns in Nanking Road contain samples of almost every vintage and brand that it would be possible to mention. The bottling department, containing storeroom for 500,000 bottles, is under careful

leading position among the retail establishments of Shanghai. The business was started in 1848 by Mr. Hall, who was joined, in 1854, by Mr. A. Holtz. On September 1, 1883, the undertaking was converted into a Company under the style of The Hall & Holtz Co-operative Company, which on February 28, 1886, was registered under the Hongkong Ordinances. This Company went into voluntary liquidation in 1893, and the business was reconstructed under the style of Hall & Holtz, Ltd. The directors at that time were Messrs. F. W. Such, J. S. Nazer, and E. Byrne; while Mr. Geo. Corner was the auditor, and Mr. W. Hayward, the secretary. The business is organised on the lines of Whiteley's famous establishment, and there are departments for ladies' and gentlemen's outfitting, millinery, tailoring,



THE SHANGHAI MACHINE COMPANY.
THE PREMISES IN NANKING ROAD,
THE "LOCK" ROOM.

IN THE SHOWROOMS.

[See page 644.]

furnishing, upholstering, and bread and biscuit making, groceries, provisions, general stores and Navy contracts. At the Company's factory at Soochow Creek over two hundred and fifty men are regularly employed, and here are situated the bakehouses for the manufacture of bread and biscuits, and the various

The buying centre of the Company is 3, Lawrence Pountney Hill, Cannon Street, London, and agencies are maintained in almost every country. On two occasions the store premises of the firm in Shanghai have been destroyed by fire—on November 26, 1898, and again on February 11, 1904.

THE ARTS AND CRAFTS FURNISHING COMPANY, LTD.

THE original idea in the minds of the promoters of this Company was not so much to establish an ordinary furnishing depôt as to supply a studio of decorative design and craftsmanship in both metals and wood. The new houses rapidly springing up in the neighborhood were mostly filled with furniture lacking the charm of true artistic quality, owing to the failure of Chinese workmen to comprehend the essential points of European design. Grotesque effects were often produced by the insertion of Chinese carvings or Chinese outlines in furniture of, say, Elizabethan or Renaissance design. Consequently, when the Arts and Crafts Furnishing Company was started in 1904 it was resolved that, in place of a stock of ready-made furniture of hackneyed design, special designs, suitable for the purposes for which they were required, should be introduced. This idea was carried out with most gratifying results. The workmen were supplied with full-sized working cartoons for each article, whether of metal or wood, and, when necessary, with clay mouldings to show the proper relief required in carvings. Proceeding on these lines, the Company soon found that orders increased by leaps and bounds, and to-day they employ between 150 and 200 workmen, many of whom are specially trained in their own particular work. The scope of the business has been considerably extended; for in addition to the importation of a large stock of carpets, wall-papers, and various fabrics, the decorative department has become a particularly important one. Two specialities of the Company are leaded glass casements, and hand-beaten copper and bronze, suitable for a variety of purposes. The firm have just secured the agency for Messrs. Liberty & Co., Ltd., of Regent Street, London, whose artistic productions have a fame that is world-wide. They are also sole agents in Shanghai for Hall's Sanitary Distemper, and for the Shanghai Vacuum Cleaner Company. Their factory and showrooms are situated at No. 573, Nanking Road, but new and larger premises at No. 44, Nanking Road, are practically ready for occupation. A walk through the showrooms and factory will be found full of interest. The firm have executed important contracts not only in Shanghai but also in Hankow, Newchwang, Dahly, Chemulpo, Seoul, Vladivostock, and other ports, while some special work has been exported even to America.

The manager, Mr. S. J. Hicks, was one of the founders of the firm. He was formerly a designer of furniture, metal-work, and fabrics, with a studio at Finsbury Pavement, London, E.C. Other members of the firm are Mr. P. J. Fitzgerald, who has had an extensive business experience both in the States and in the East; and Mr. A. L. Tayler, formerly of Messrs. Tayler & Bladwell, designers, Fitzroy Square, London, W., who is an Associate of the Society of Designers, and has had a wide experience in artistic work as applied to almost every kind of industrial purpose.



[See page 652.] THE PREMISES OF KUHN & CO., IN NANKING ROAD.

departments devoted to the making and repairing of furniture. The ground and buildings are the property of the Company. The firm have also erected large premises at Tientsin to cope with the northern trade, and have built fine quarters on their own ground in Hankow, to enable them to work the Yangtze river district to more advantage.

In both cases, temporary premises were obtained and new stocks laid down with as little delay as possible. The directors of the Company are Messrs. J. D. Clark (chairman), H. J. Such, and W. J. Vine (deputy managing director). Mr. A. R. Leake is the auditor, and Mr. E. R. Palmer the secretary.

WEEKS & CO., LTD.

OVER 30 years ago—to be exact, in the year 1875—a private house of modest dimensions at the corner of Ningpo and Kiangse Roads, was converted by Mr. George E. York into a drapery and outfitting store. From this unpretentious beginning sprang the large



J. W. GANDE & CO.

[See page 646.]

THE STAFF

THE PREMISES.
THE "TANSAN" STORE.

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enterprise now conducted under the style of Messrs. Weeks & Co., Ltd. In those early days there were not, at a liberal estimate, more than three thousand foreigners resident in the Settlement. But with the rapid growth of the town, the business extended the scope of its operations, and within a few years three houses adjoining the original store had been requisitioned for the purpose of providing extra accommodation. A further extension being found necessary, a large godown at the back of these premises was subsequently rented. In 1895 the business was removed to the premises in Nanking Road, now occupied as offices by the Shanghai Gas Company. Shop buildings in the centre of the town were then at a premium, and

Shanghai, and have ample scope for future extension.

In 1902 a branch was opened in the rapidly growing Settlement of Hankow, which had previously been served by the travellers who were despatched by the firm twice a year to the Yangtze ports.

This, in broad outline, is the history of one of the largest retail trading houses in Shanghai. Started as a drapery and outfitting establishment, the enterprise has gradually embraced various allied trades, and a "department stores" has been evolved. At the present day Messrs. Weeks & Co., Ltd., are milliners, house furnishers, upholsterers, and decorators, and have also a large general department. The top storey of their premises

length of the building on the first floor, and contain everything appertaining to ladies' dress. On the ground floor are the outfitting and general departments, stocked with all kinds of gentlemen's clothing and many articles, such as electro-plate ware, travelling requisites, and sporting gear, which cannot be classified under any one head. The Company are sole agents for the "K" boots, for Dr. Jaeger's goods, and for "Swift" bicycles. Each department is under the management of a foreign buyer. The staff consists of about twenty-five Europeans and fully one hundred Chinese. The undertaking, as a whole, is conducted by Mr. T. E. Trueman, who entered the business in 1883. For some time he was the sole proprietor; then two of



THE WELL-KNOWN PHOTOGRAPHIC STUDIO OF DENNISTON & SULLIVAN.

[See page 654.]

L. L. HOPKINS, Proprietor.

this was the only chance the proprietors had of securing a frontage on a main thoroughfare. Five years and a half later they moved into their present quarters, which had just been built.

During all this while the business, which had undergone several changes in ownership, had been steadily developing, and, in 1901, it was floated as a limited liability company, with a capital of 200,000 Mexican dollars. Two years later the capital was doubled, and the Company were enabled to purchase the freehold premises in which they carry on their trade, and the four adjoining establishments—two in Nanking Road, and two in Kiangse Road—with the result that at the present time they occupy a site which is undoubtedly one of the best in

is given up entirely to the furnishing department, and here, tastefully arranged in the various showrooms, may be found everything required for making a home comfortable and attractive. The stock is varied enough to suit all classes of customers. Particular mention should, perhaps, be made of the excellent collection of pictures, which includes reproductions of the best work of some of the greatest artists, as well as numbers of engravings, etchings, &c. In order to make the department, as a whole, thoroughly complete and up to date, the Company purchased quite recently the freehold of a factory where every style of furniture is made to order, and where a picture can be framed to suit any particular taste. The drapery and millinery departments extend over the whole

his assistants were admitted into partnership; and when the business was converted into a limited liability company he became the managing director.

LANE, CRAWFORD & CO.

THE popularity of large departmental stores is undoubted. Comparatively speaking of recent growth, these establishments have advanced rapidly in public favour because they enable intending purchasers to obtain, with a minimum expenditure of time and trouble, practically any article that is required. These stores control the European retail trade in the Far East, and the names of several which have branches in various ports from



HALL & HOLTZ, LTD.

THE STORES.

THE SHOWROOMS.

THE FURNITURE FACTORY.

[See page 646.]

Colombo to Yokohama are known throughout the world. Among these a high place is held by Messrs. Lane, Crawford & Co., who commenced business in Hongkong some forty years ago, and subsequently opened large branches in Shanghai and Yokohama. At the present time, however, the connection between these branches is only nominal. In 1896 the Shanghai house was incorporated as a limited liability company, with a capital of \$250,000, and since that time it has paid an average

Crawford is managing director, and Mr. D. Campbell manager in Shanghai, and the staff is composed of sixteen Europeans and a large number of natives. The interests of the firm in London are looked after by Mr. W. Cope.

KUHN & CO.

This establishment is one of the most attractive of its kind in Shanghai. It has a

Japanese and Chinese fine art dealers in Yokohama in 1869, and later on they opened a branch at Kyoto. About six years ago the business was purchased by Mr. G. M. Boyes, who had for some years previously been in the service of Messrs. Kelly & Walsh in Yokohama. He retained agencies in Japan, and made his headquarters at No. 29, Nanking Road, Shanghai. Finding that these premises were inadequate he removed to No. 35 two years ago. His energetic personal supervision has resulted in the introduction of many new features. Besides being fine art dealers, Kuhn & Co. are now the wholesale and retail agents for Mappin & Webb, Ltd., of London and Sheffield, whose name is a sufficient guarantee of the quality of the goods supplied. Messrs. Kuhn & Co. hold large stocks of sterling silver-ware, Prince's plate, cutlery, and elaborately fitted dressing-cases. They are jewellers also, and are making preparations for developing this side of their business very considerably. They have a fine collection of old Chinese porcelain and bronzes, Chinese sacred jade, both mounted and unmounted, and a large variety of Japanese curios of unique design; Damascus inlaid ware, ivories, lacquer ware, Satsuma and other tea-sets, embroidered screens, kimonos, carved-wood furniture, and hand-made lace from the Siccawei Convent,—all these and hundreds of other articles are effectively arranged on the shelves and in the show-cases, so that the premises have a fascination for those interested in Oriental craftsmanship and articles of *verlu*.

C. BRACCO & CO.

This firm took over the import and export business of Messrs. J. Gaillard Jeune on January 1, 1904. Their address for two and a half years was No. 20, Kuikiang Road, but, finding these quarters too small, they removed to their new and commodious offices at No. 1, Szechuen Road. Their operations have grown steadily and, with a capable management, progress continues to be made. Their specialities are wines, spirits, liqueurs, and provisions, in which they represent many leading Continental firms and do a wholesale trade only. They deal largely, also, in sundries, piece goods, &c., and export curios, hides, and tea. With the enterprise which has characterised their conduct of the business from the beginning they are always prepared to receive any specialities from Europe and display these, free of charge, in their spacious showrooms. Although it would be impossible to describe, in detail, their many activities, a brief enumeration of their agencies may, perhaps, help to a realisation of the importance and extent of their undertakings. They are sole agents for Marie Brizard & Roger, Bordeaux, brandies, liqueurs and rums; Maison Marceau, Bordeaux, high-class Bordeaux wines; Bouchard, Père & Fils, Beaune and Burgundy wines; A. T. C. Carrara, white marbles; Perinet & Fils, Rheims, high-class champagne wines; Picon's famous bitter; Beccaro Fratelli, Acqui, Piedmont wines; Get Frères' peppermint; E. Cogliati & Co., Empoli, high-class Chianti wines; Pernod Fils, absinthe; N. Spano & Co., Marsala, high-class Marsala wines; Noilly Prat & Cie., French vermouth; Gius Scala, Naples, Capri and Malvasia wines; Marquis del Merito, Jerez de la Frontera, sherry, Madeira and port; Scholl & Hillebrand, Rüdeshheim-a-Rhein, hocks and Moselles; Branca Fratelli, Milan, Fernet bitter



[See page 654.]

M. JAFFER.

H. M. B. RIZAEFF.

M. M. B. AFSHAR.

dividend of about 12 per cent. The Company carry on business as tailors, drapers, outfitters, provision dealers, and wine and spirit merchants. Each department is distinct, and forms a separate business in itself, but easy access is obtained from one to another. To meet the steadily increasing volume of their trade the Company purchased the adjoining building in Nanking Road, formerly occupied by Messrs. Mustard & Co., and, in July of last year, opened it for business. Mr. D. W.

wide frontage on the Nanking Road, and full advantage is taken of this for the artistic display of many elegant articles offered for sale. When the developments and improvements which are under contemplation shall have been carried into effect, the house will undoubtedly occupy the premier position among the retail businesses of a similar character in North China. Messrs. Kuhn & Co., who have established a high reputation in the Far East, commenced trading as



THE ARTS AND CRAFTS FURNISHING COMPANY LTD.

[See page 648.]

SOME BEAUTIFUL INTERIORS OF SHANGHAI RESIDENCES (furnished by the Company).
A BEDROOM SUITE (as supplied by the Company).

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and brandies; E. Martinazzi & Co., Turin, Italian vermouth; M. B. Foster & Sons, Ltd., London, ales and stouts; G. Bellentani, Modena, Bologna sausages and mortadellas; Dalidet & Cie., Bordeaux, high-class preserves; Ausonia Trading Company, Genoa, Italian rice, Lucca olive oils, lemons and oranges, pastes, high-class provisions and sundry goods; S. Venchi & Co., confectionery; San Pellegrino mineral water; Massoni & Moroni, Schio leather and camel buttons; P. Miliani Fabrisano, papers; and Nebiolo & Co., Turin, printing machinery, types, &c.

H. H. BODEMEYER & CO.

By reason of the popular favour with which cigars are regarded in the Far East, many firms of high standing engage in their importation, and competition is consequently exceptionally keen. In these circumstances Messrs. Bodemeyer & Co. may well point with pride to the fact that fully twelve million cigars pass through their hands each year, for if this is not a record for Shanghai it comes very near to it. The firm carry on such an extensive business that they might themselves quite easily deal with the entire output of a small factory. They have branch offices in Ningpo, Hankow, and Tientsin, and are the sole agents for the Royal Dutch Cigar Works, of which Messrs. Eugene Goulmy & Baar are the proprietors. The factory has been visited by some of the principal crowned heads in Europe, and its cigars are supplied to most of the royal households. Every box sold by Bodemeyer & Co. has "H.H.B." stamped upon it to safeguard the public against imitations. The offices of the firm are at No. 11, Museum Road, where an extensive assortment of cigars includes the well-known brands: Flor-de-Martinez, Princesa, En-tous-Cas, H.H.B. Special, Orlanda, Barbara, Melanie, and Li Hung Chang. Of the Flor-de-Martinez cigars alone Messrs. Bodemeyer & Co. import some three millions per annum.

DENNISTON & SULLIVAN.

FOR many of the photographs which are reproduced in the Shanghai section of this work we are indebted to Messrs. Denniston & Sullivan, who undoubtedly hold pride of place among local practitioners of the photographic art. They keep well abreast of modern developments, and in their studio at No. 373, Nanking Road they employ several experienced operators. The high standard of their work has given us, in common with their other patrons, every satisfaction. The business, which was started some six years ago by Messrs. Denniston & Sullivan, passed into the possession of Mr. L. L. Hopkins and Mr. J. J. Gilmore in June, 1906. The proprietors stock every variety of photographic material, and also carry on a considerable trade as newsagents, stationers, and booksellers.

RIZAEFF FRÈRES.

IN Persia and the vast hinterland of Turkestan large quantities of tea are consumed, the Persians favouring black tea and the people of Turkestan the green-cured variety. Much of this tea comes from China, and it was to participate in the trade that, in 1903, the

firm of Rizaëff Frères opened offices at No. 17, Foochow Road, Shanghai. The firm was founded in 1864 by Mr. H. M. B. Rizaëff, and developed rapidly, branches being established in London, Tiflis, Baku, Samarkand, Turkestan, Organdje, Meshad, Resht, Tabris, and Teheran. Messrs. Rizaëff Frères carry on general banking business between India, Persia, Russia, and England, and in Persia have a large dépôt for the export of carpets and silk. Messrs. M. D. Rizaëff and M. R. Faradjoula, partners in the firm, have charge of the business in Shanghai.

MESSRS. H. M. H. NEMAZEE & CO.

FOR over half a century Messrs. H. M. H. Nemazee & Co. have been actively engaged in the import and export trade of China. Their record is one upon which they can look back with pride, for, in spite of increasing competition, the volume of their business has grown with each succeeding year. As general merchants they handle goods of any description for which there is a demand, but they import chiefly opium and piece goods, and export tea, silk, and Chinese products.

The founder of the firm was Mr. H. M. K. Nemazee, who established a branch in Hongkong in 1855, and personally superintended it for some years. His nephew, Mr. H. M. Nemazee, succeeded to the business in 1889, and, except for brief absences occasioned by visits to the Company's headquarters at Shiraz, Persia, he has been in charge of the Hongkong office since that time.

The Shanghai branch was opened in 1895. Mr. M. Jaffer, the manager, has been in the service of the Company for thirteen years, and before entering upon his present duties was manager, under Mr. Nemazee, in Hongkong. For upwards of a hundred years the firm have been represented in India, and they have numerous agents in Persia as well as in the Far East.

MIRZA MOHAMED BOWKER AFSHAR & CO.

AMONG the few Persian firms in Shanghai participating in the increasing trade between India, China, and Persia, Messrs. M. M. B. Afshar & Co. have quickly secured a leading position. Their branch was opened in 1897, and now, besides exporting large quantities of tea, silk, and piece goods to India and Persia, they do a thriving commission business and hold several important agencies. From their offices at No. 128, Szechuen Road, Mr. R. S. Kermani superintends the firm's interests in China. Mr. M. M. B. Afshar, the founder of the enterprise, and the senior partner in it, is stationed at Bombay.

SHANGHAI ELECTRIC AND ASBESTOS COMPANY.

IN a thriving business centre, where new and well-equipped offices are constantly being required, there are, naturally, exceptional opportunities for a firm which has a large and varied assortment of electrical appliances always in stock, and is capable of carrying out with despatch all kinds of electrical work. That the Shanghai Electric and Asbestos Company have availed themselves of these opportunities to the fullest possible extent is proved by the remarkable advance which they have made in a comparatively short

period. The business was started twelve years ago by Mr. Bell as an agency for Bell's Asbestos Packings and Suter Hartmann's & Rahtjen's Composition Company, Ltd. Three years later Mr. Price became associated with the enterprise, which was then conducted under the names of Messrs. Bell & Price. It was floated as a Company, and registered under the Hongkong Ordinances after the death of Mr. Price in 1902, Mr. Bell assuming the position of manager, while Mr. J. Frost, A.M.I.E.E., a former employé of the General Electric Company, Ltd., London, was appointed electrical engineer. When Mr. Bell died in 1906 Mr. Frost was placed in charge.

The Company have fitted several cotton mills, and ships, as well as many private dwellings, with electric light; indeed, they have carried out most of the large electric installations in the Settlement during recent years. They are agents for the well-known "Easton" electric lifts, of which they have erected nearly twenty in Shanghai alone, including four "Otis" elevators in the General Hospital, and a "Waygood" lift in the new offices of Messrs. Butterfield & Swire. They are agents also for Suter Hartmann's and Rahtjen's ship paint, which is used on all the vessels of the British Navy, and for the "Express" marine oils, which have a world-wide reputation among marine engineers.

The authorised capital of the Company is \$200,000 in 8,000 shares of \$25 each, and for the last few years an average dividend of 10 per cent. has been declared.

KIRCHNER & BÖGER.

WHEN they first started business some forty years ago, Messrs. Kirchner & Böger dealt largely in both imports and exports. Their export trade, however, has been relinquished gradually until now the firm give their undivided attention to the importation of goods for the local market. Mr. Böger died in 1903, and, in 1904, Mr. Kirchner admitted to partnership Mr. Kupsch, the present manager of the Shanghai office. Mr. A. Kirchner now resides at Lübeck. The firm are represented in Hamburg by Messrs. Coenns, Cremer & Co., and in Manchester by Mr. H. Böger, and they have connections in all parts of the world. In Shanghai they are the sole agents for Messrs. Gottlieb Tanssig, of Vienna; Messrs. Maritz Sml. Esche Chemintz, Saxony; Messrs. Heinrich Kaufmann & Söhne, Solingen; Messrs. Carl Jäger, Düsseldorf; and several fire insurance companies whose head offices are in Hamburg and Batavia.

MAX MITTAG.

FOR upwards of five years the firm of Max Mittag have carried on business at Shanghai and Hankow as importers and exporters and commission agents. Mr. Mittag, the founder, came out to Shanghai in 1886, and joined the firm of Messrs. Gipperich & Burchardi, general merchants, in which, eventually, he became a partner. Messrs. Gipperich & Burchardi went into liquidation, and, on the retirement of Mr. Burchardi, Mr. Mittag started a business of his own, opening an office on January 1, 1903, at No. 24, Kiangse Road. Mr. Mittag lives at "Willfried," in the Great Western Road.



WEEKS & CO., LTD.

THE PREMISES.

THE SHOWROOMS.

THE FURNITURE DEPARTMENT.

[See page 648.]

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RICHARD NEUMANN.

THE overseas Colonies and Settlements in the Far East afford plenty of opportunity for men possessed of energy and perseverance to come to the front rapidly and achieve

success. An illustration of this is afforded by the career of Mr. Richard Neumann, a native of Berlin, who, after having been a flourishing tradesman, lost his business and resources through circumstances over which he had no control, and came to

China in January, 1901. For five months he held a position in the Chinese Post Office and then resigned to open, in a humble way, his present well-known butchery establishment. By paying special attention to the wants of the men of the International Fleet as well as the Army of Occupation during the Boxer troubles of 1900 and 1901, he rapidly built up a large business which to-day is one of the most flourishing in the Settlement. He was the first to cater specially for the German community, importing and manufacturing all kinds of German *delikatessen*, and opening a real old-fashioned German *kneipe* and breakfast room. He supplies large contracts for the German, American and Russian Fleets as well as the steamers of the Hamburg-Amerika Linie and the Norddeutscher Lloyd. To such a perfection were his butchery and bakery business carried that the Chinese were led to copy his methods, a better system being thus introduced into the whole of the Shanghai butchery trade. For services rendered to the Japanese Red Cross Society during the late Russo-Japanese War he received the Society's medal as well as another Japanese decoration. Mr. Neumann is a great lover of horses. He was the first to import high-class German carriages and harness, and to-day possesses some of the finest equipages in Shanghai. His premises are situated in Astor Road, at the back of the Astor House Hotel, and are known to everybody in the Settlement. Altogether Mr. Neumann is a fine example of the self-made man of business, having acquired his present standing through tireless energy and strict attention to his business.

W. FÜTTERER.

MR. W. FÜTTERER, who carries on an extensive trade as a butcher, came out to China, in 1900, with the German Expeditionary Forces under Count Waldersee. Two years later he left the Army, and settled in Shanghai, opening his present premises in the Broadway in October, 1903. By dint of perseverance and hard work he has succeeded in building up a large connection, especially amongst the German community. He has introduced all the latest and most approved sanitary principles into the conduct of his business, and has his own electric power and lighting installations. Owing to the rapid growth of his business he contemplates making considerable additions to the plant and to the staff in the near future. He supplies the German Naval flotilla and several mercantile marine companies of various nationalities, besides the Club Concordia, the Kalee Hotel, and other large establishments. Mr. Fütterer is a native of Baden.

THE INSHALLAH DAIRY FARM.

SOME nine or ten years ago a mild outbreak of cholera in Shanghai induced several foreigners to discuss the advisability of starting a farm, managed on Western lines, for the purpose of supplying milk of guaranteed purity, and vegetable produce grown in cleanly surroundings. Mr. A. M. A. Evans, who had just at that time returned from Australia, where he had been buying up horses, cows, and other live stock, undertook to carry out the idea, provided sufficient support was forthcoming from the leading



[See page 654.]

MAX MITTAG.

"WILFRIED," GREAT WESTERN ROAD.
OFFICES, KIANGSU ROAD.



C. BRACCO & CO.

[See page 652.]

IN THE GODOWNS.

THE SHOWROOM.

THE STORES.



THE ESTABLISHMENT OF WM. FÜTTERER, ON THE BROADWAY.

[See page 656.]

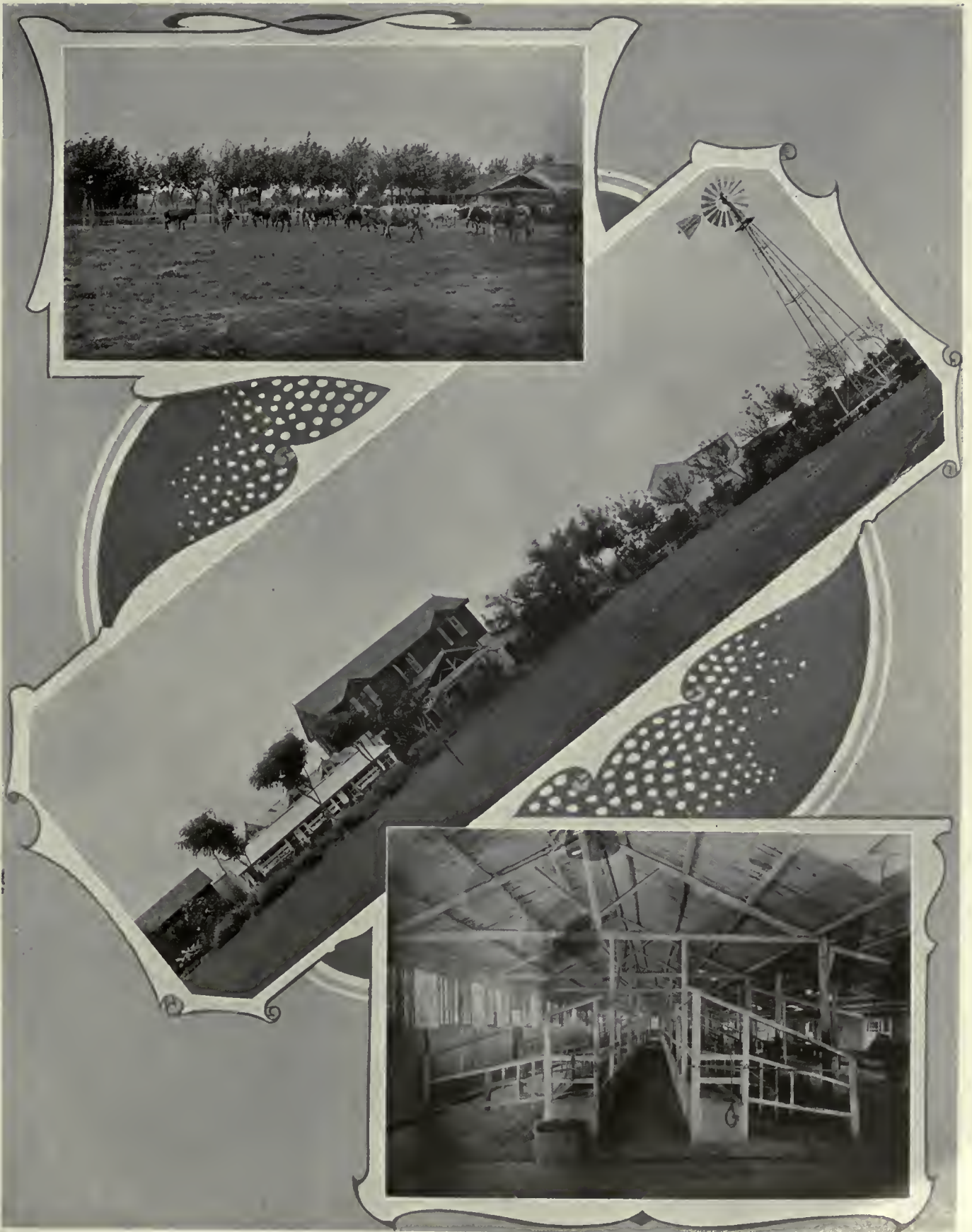
local hotels, clubs, and private consumers. This support having been promised, Mr. Evans proceeded with the establishment of the Inshallah Dairy Farm, which was opened in 1900. The farm comprises 120 mow of land in Ward Road, in the Eastern district of the Settlement. A comfortable farmhouse has been built, together with a dairy, a byre with accommodation for eighty cattle and forty horses, a piggery, pigeon-cote, rabbit-burrow, and fowl runs. As there are no commons or grazing grounds in or around Shanghai it was found necessary to lay down grass—an expensive process—for seed had to be imported and experimented with to see if it would stand the variable climate. In the absence of a serviceable water supply recourse was had to an artesian well, from which water is drawn by means of a patent windmill pump. The best of cattle have been imported, and under expert supervision the farm has been able to meet the increasing demand for milk, cream, and butter. Poultry, eggs, pigeons, rabbits, flowers, and vegetables are also supplied. An experienced florist superintends the horticultural department, and is able to give special attention to orders for table decorations for private and public functions. The general agents for the farm are Messrs. Evans & Co., of No. 32, Nanking Road, Shanghai.



DICKESON, JONES & CO.

THIS firm are the agents for Nestlé's and Anglo-Swiss Condensed Milk Company, the great organisation whose headquarters at Vevey, Switzerland, are familiar to all travellers in that delightful land. The operations of the Company were originally confined largely to European countries, but with the growth of commerce, and a wider diffusion of knowledge of the virtues of the products of the enterprise, it extended its ramifications enormously. Now "Nestlé's" is a household word in every centre of civilised population from London to Vancouver, and is by no means unknown in the remotest centres of the interior. The guarantee which the name offers of an absolutely pure milk is one which nowhere has a greater value than in the Far East, where the pollution of the water system and the general lack of cleanliness which marks the Chinese methods of dealing with food products, make the milk of the country a very dangerous article in certain circumstances. Not a few Chinese themselves prefer Nestlé's milk to the local article for the rearing of their children, and it is very extensively consumed by families of European and American nationality. In fact, no European food product is better known or has a wider vogue.





EVANS & CO.—THE INSHALLAH DAIRY FARM.

[See page 656.]

THE CATTLE.

THE FARM BUILDINGS.

THE COW-HOUSE.



[See page 658.]

DICKESON, JONES & CO.

NESTLÉ'S FACTORY,
MONTREUX (LAKE OF GENEVA).
VEVEY (LAKE OF GENEVA).

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GROUP OF OFFICERS OF THE SHANGHAI TOBACCO TRADE GUILD.



THE ORIENTAL COMMERCIAL COMMUNITY.

THE SHANGHAI TOBACCO TRADE GUILD.

THE Shanghai Tobacco Trade Guild, which now numbers some three hundred members, was established about ten years ago with only ten members. The principal movers in its formation were Messrs. Woo Ting Seng and J. Whey. Mr. Whey is now chairman of the organisation; while the affairs of the Guild are managed by a committee. The influence of the Guild is widespread, for its members are all leading merchants doing a large business with all the principal towns in China.

THE LOONG TAI TEA HONG.

ONE of the oldest and largest firms represented in the tea-producing district around Hankow is the Loong Tai Tea Hong, which has existed practically ever since Shanghai was opened to foreign trade, and has dealings to the value of over a million taels annually. The proprietor is Mr. King Kai Tong, who, with his brothers, succeeded to his grandfather's property. Mr. King has also been appointed agent for the Chinese Tea Exhibition Room in the Commercial Bazaar of Shanghai, where teas from various parts of China, some of the more choice of which are never exported to foreign countries, may be seen. Mr. King has visited most of the tea-producing districts of the country, and has devoted much study to the comparative values of the soil in various places, and to methods by which the cultivation of tea may be improved. This study does not, however, engross his whole attention, for he is also an earnest student of philosophy. A native of Moyuenhsien, in Anhwei Province, where his father held official rank, he came to Shanghai at the age of sixteen, and spent several years at an American Mission School. He is familiar with the writings of Confucius and Mencius, the Scriptures, and many religious and philosophical works by Indian, Greek, Roman, and modern European writers. He is now engaged upon a comparison of ancient and modern philosophy, and he believes the day will come when all the religions in the world will be reconciled.

HUNG CHONG & CO.

THE Chinese are admittedly clever craftsmen, and the silver-ware which they manufacture is very popular with collectors of Eastern curios and souvenirs, by reason of its quaint beauty. Among the leading gold and silver smiths in Shanghai are Messrs. Hung Chong & Co., who deal largely, also, in blackwood furniture, embroideries, silk piece goods, &c. Their premises at No. 11B, Nanking Road, always present a very attractive appearance. The business was established in 1892 by Mr. Fok Ying Chew, who sold it in 1906 to the present proprietor, Mr. Sum Luen-sing. The large trade now carried on necessitates the employment of fourteen assistants and forty workmen. Mr. Sum Luen-sing is the son of Mr. Sum Cheuk Sing, and was born in Macao in 1871. He studied English in Shanghai, and at the age of sixteen joined the "Limpu" line of steamers. After remaining in this employment for three years, he obtained a post with the "Kangyue" line. He joined Hung Chong & Co., as an assistant, in 1892. He is married, and has one son and daughter.

MESSRS. PHIROZSHA B. PETIT & CO.

THIS well-known Bombay firm have branches at Shanghai and Hongkong, where they trade extensively as merchants and commission agents, doing a large business in cotton, yarn, opium, tea, silk, cloth, electrical appliances, automobiles, machinery, and general stores. They hold numerous first-class agencies, including those for Messrs. Easton & Anderson, engineers, London; the Union Electric Company, Ltd., London; the Simplex Conduits, Ltd., Birmingham; the Anchor Cable Company, Ltd., Leigh, Lancashire; the Sunbeam Lamp Company, Ltd., Gateshead-upon-Tyne; the General Contracts Company, Ltd., London; Messrs. Lea, Son & Co., Shrewsbury; the Sterling Telephone and Electric Company, London; and the Commonsense Manufacturing Company, Toronto, Canada. They are also managing agents for the Petit India Commercial Intelligence Bureau.

The Shanghai branch was opened in April, 1906, by Mr. Nusservanjee Sorabjee, formerly of the firm of Messrs. R. S. N. Talati & Co. On the death of Mr. Sorabjee, Mr. R. E. Reporter was appointed manager. The offices are situated at No. 7A, Canton Road.

The Hongkong branch was opened on September 5, 1905, by Mr. Sorabjee Dhumjeebhoj Sethna, who had been resident in the Colony since 1883, and was, prior to taking up his present appointment, managing the firm of Messrs. Cawasjee, Pallanjee & Co. The offices are at No. 6, Des Voeux Road, Hongkong.

The present proprietor, Mr. Phirozsha B. Petit, is the third son of Mr. Bomanjee Dinsha Petit. He resides in Bombay, where the head offices of the firm are situated, the premises occupying Nos. 7-11, Elphinstone Circle, The Fort.

THE MITSU BISHI COMPANY.

WITH its banking, mining, shipbuilding, and industrial interests this Company has made its influence felt in all the large and important centres of the East. Its headquarters are at Tokyo, and it has branches at Osaka, Kobe, Moji, Nagasaki, Wakamatsu, Karatsu, Nigata, Shanghai, Hankow, and Hongkong, as well as agencies in Yokohama, Handa, Chinkiang, Manila, London, and Glasgow. The firm has a capital of Yen 15,000,000. It owns a number of well-known mines, producing gold, silver, copper, and coal in large quantities; and has one of the oldest and biggest dockyards and engineering works in Japan; while its banking department has the largest deposits of any bank in Tokyo. These, however, constitute only a few of the interests of the Company, whose operations are of a very varied character and on a very extensive scale.

For over twenty years the Mitsu Bishi Company was represented in Shanghai by Mr. H. Tripp. In 1906, however, a branch was opened in the Settlement, and the business has since been conducted under the personal supervision of Mr. Y. Tahara, who has been in the service of the Company for some thirteen years.



KING KAI TONG.

THE PROPRIETOR AND STAFF AT THE TEA HONG,
A CORNER OF THE SHOWROOM AT THE COMMERCIAL BAZAAR.

KING KAI TONG.

SUZUKI & CO.

THE establishment of this business dates back some forty years, when the name of the firm was Kanetsu. In 1902 various interests were amalgamated and the present partnership Company was formed. The head office is at Sakaemachi Street, Kobe, Japan, and there are branches in Osaka, Tokyo, Moji, and Shanghai, and correspondents in London, Hamburg, New York, and other important commercial centres in Europe, America, India, and China. In their import and export department the firm's specialities are sugar, flour, camphor, peppermint, manures, &c., and in their "foreign department" in Kobe and Shanghai they also handle various kinds of Japanese and Chinese produce. The Company formerly owned the Dairi Sugar Refinery, near Moji, Japan, but this was amalgamated with the Japan Refining Company, Ltd., in August, 1907, Suzuki & Co. retaining the agency for the sale of sugar from the refinery in Korea, Western Japan and China. They own the Kobe Steel Works, the Kobe Camphor Refinery, and the Suzuki Peppermint Refinery. The Shanghai branch of the business represents the Japan

Sugar Refining Company, Tokyo, Osaka, and Dairi; the Harrington Milling Company, Portland, Oregon; the Puget Sound Flouring Mills Company, Portland, Oregon; and the Hammond Milling Company, Seattle. The senior partner is Mrs. Y. Suzuki, and the two junior partners are Messrs. N. Kaneke and F. Yanidaga.



A. SING.

THIS firm of stevedores, ship-chandlers, &c., was established, in 1844, by the late Mr. C. A. Sing, who for more than half a century carried on a flourishing business, and by his honesty and integrity won the confidence of the trading community and the esteem of a wide circle of friends and acquaintances. His death, which occurred in 1907, was widely regretted. The business, which is now conducted by his son, Mr. C. W. A. Sing, has developed considerably since its inception. The various lines with which regular contracts are held, include the Canadian Pacific Railway Company; Peninsular and Oriental Steamship Company; Pacific Mail Steamship

Company; Great Northern Steamship Company; Occidental and Oriental Steamship Company; Toyo Kisen Kaisha; Norddeutscher Lloyd; Hamburg-Amerika Linie; Portland and Asiatic Steamship Company; Northern Pacific Line; Boston Steamship Company and Weir Steamship Lines; the Shire, Ben, Glen, Mogul, Apar, Indra, Barber, Warrack, Prince, Castle, and Shell Transport Lines; the Eastern and Australian Steamship Company; the Standard Oil Company Line; the Royal Dutch Petroleum Steam Navigation Company; Shanghai-New York Line of Steamers; the Boston Tow Boat Company; the United States, China-Japan Line; the American-Asiatic Steamship Company; and many others calling at the port.

Mr. C. W. A. Sing was born in 1861, and joined his father in business immediately after completing his education at the Shanghai Municipal Public School. He has three sons—Messrs. Chun Yew Yung, Chun When Jun, and Chun Bing Wo—who are all receiving their education in the United States. The first-named has entered the Rensselaer Polytechnic Institute, Troy, N.Y., to study civil engineering; and the other two are in the High School, Amherst, Mass.



[See page 662.]

HUNG CHONG & CO.

THE SHOWROOM.

THE PREMISES.



C. Y. SING,
C. W. A. SING.

A. SING.
C. V. SING.
THE LATE C. A. SING.

CHUN FA (son of C. W. A. Sing).
THE BUSINESS PREMISES IN BROADWAY.



THE RAILWAYS OF CHINA.



THE Chinese railway system, so far reaching, so promising in its future potentialities, is a creation of the last few years. Actually, as is shown in the historical section, the question of railway construction was raised as far back as July, 1863, when an abortive effort was made to obtain the right to construct a line between Shanghai and Soochow. But it was not until 1876 that the schemes of railway development in China, which had long been floating in the

railway policy and appointing His Excellency Sheng Hung Shuen Director-General of Railways. This declaration was the signal for a great scramble for concessions on the part of various foreign interests. In the north, aided by British capital, a line between Peking and Tientsin was constructed, to develop ultimately into the great system of Northern Imperial Railways, which is one of the most important links in the trunk railway communications of the Empire with Europe. Further away in Manchuria, largely under Russian auspices, the way was pre-

which £2,500,000 was offered to the public in April, 1899, and the balance in March, 1902. The affair was too large an undertaking for the money market of Belgium, and it was arranged that France should take up one-third of the loan on certain conditions. Construction was commenced from Peking and Hankow simultaneously in 1898-99, and proceeded until the Boxer troubles occurred, when a considerable amount of damage was done to the completed permanent way and to the bridges. When the crisis had passed construction was resumed, and by 1903 a section of the line—150 miles in length—was open for traffic. In association with this scheme the Russo-Chinese Bank in 1898 obtained a concession for a railway 153 miles long from Chengting, some 200 miles south of Peking, to Tai Yuan, in Shensi. An edict was issued by the Chinese Government on October 13, 1902, sanctioning the raising of a loan in Paris of 40,000,000 francs, negotiated by Sheng, the Director-General of Chinese Railways, with the Russian Bank, for the construction of this line on terms similar to those of the Franco-Belgian contract. Also to be identified with the Peking-Hankow scheme was an enterprise floated under the auspices of the American China Development Company in 1898 for building a railway between Hankow and Canton, a distance of 750 miles. The preliminary contract was signed on April 14, 1898, and the work of construction was proceeded with with such vigour that the line was opened between Canton and Fatshan on November 4, 1903. In September, 1905, the rights of the American syndicate which promoted the scheme were re-purchased, and the line passed under Chinese control.

The exclusively British projects embraced lines from Shanghai to Woosung, 12 miles; Shanghai to Nanking, 180 miles; Soochow to Hangchow, 100 miles; Hangchow to Ningpo, 93 miles; and Canton to Kowloon, 102 miles. Further, there was a line from Tau-ku (Honan) to Chung-hua (Shansi) promoted by the Peking Syndicate. In the German sphere of influence in Shantung an important scheme of railway communication was launched early in the days of the occupation of Kiaochau. Four separate projects were designed: first, a railway from the Shantung border to Tientsin; second, a line between Kiaochau and Tsinan; third, an extension of the second line to Chengting on the Peking-Hankow Railway; and, fourth, a line from Yen-chau to Kaifeng on the Peking-Hankow Railway. France, on her part, did not allow



WINTER ON THE CHINESE RAILWAYS.

brains of European promoters, took definite shape in the launching of the Shanghai-Woosung Railway, and, as has been seen, that project came early to grief owing to the fanatical prejudices of the populace acting in conjunction with the bigoted opposition of the official classes. In fact, another twenty years were to elapse before a real beginning was to be made with the provision of a system of railways for China. The starting point of the modern movement is the year 1896, when an Imperial Chinese Edict was issued sanctioning the pursuance of an active

pared for the completion of the historic lines from the Manchurian frontier to Dalny and from Harbin to Vladivostock, enterprises with a total mileage of 1,642. Another highly important project which was sanctioned in this early period was the Peking-Hankow Line, which runs directly south from the capital for 700 miles until it reaches the great town in the Yangtze basin. The concession for the construction of the line was obtained by a group of Belgian capitalists. To forward the scheme the Chinese Government issued a gold loan of £4,500,000, of

herself to be left out of the race. Not only was she greatly interested, as has been noted, in the Peking-Hankow Railway, but she obtained important concessions for lines approximating a mileage of 800 in the provinces of Kwangtung, Tonkin, and Yunnan. Such in broad outline is the early history of the Chinese railway system. Fuller details of individual schemes and particulars of the more recent phases of the subject will be found below.

THE RAILWAYS OF MANCHURIA.

By REGINALD BATE, F.R.G.S., Newchwang.

THE railway systems of Manchuria are those that comprise the South Manchuria Railway, formerly Russian, but now Japanese as a result of the late war; the Imperial Chinese Railway; and the Chinese Eastern Railway, ostensibly a private Russian company but in reality an official Russian enterprise.

The South Manchuria Railway starts from Dalny, and, skirting the sea coast, traverses the Liao Valley, terminating at Changchun, otherwise called Kuanchêngtzü. It runs through a level country relieved with very few hills, and in the whole course of its length, a matter of 140 miles, there are no tunnels. There are several bridges, those that span the Taitze and Hun Rivers being the largest. The South Manchuria Railway, realising the necessity for the improvement of the line, are working as rapidly as possible to have the gauge converted to the standard size, an improvement which should be completed by September of this year, and when this is done the journey from the two termini will be of but eighteen hours' duration. There are also branch lines from Dalny to Port Arthur, and from Ta Tsia Chao to Newchwang, the most important port in Manchuria at the present time.

The Imperial Chinese Railway has also a connection with the South Manchuria Line, its terminus being Mukden, and it also connects with Newchwang direct on the right bank of the Liao River, thus supplying Newchwang with two railway systems. The Chinese Eastern Railway connects with the Japanese Railway at Changchun, and traverses Manchuria to Harbin, where it meets the great Trans-Siberian system. The Imperial Chinese Railway is seeking to extend its line from a point called Hsin-min Fu to Fakumen, and thence to Tsitsihar, in order to have a complete Chinese connection with the Siberian route, but Japan will not consent under any circumstances to this line, as it is contrary to the spirit of Japan's convention of 1905 with China on the subject of railways and railway construction in Manchuria. Were it to be built it would become a competitor of the existing South Manchuria Line in that it would tap similar districts and would depreciate the value of the South Manchuria Railway, which is redeemable to China after the expiration of a term of years, and the Japanese regard the future price that China will have to pay for redemption as being a matter of international importance.

A great deal of bitterness has been evoked over Japan's action in this matter in keeping China to her obligations, but there is a good precedent established in the Canton-Kowloon Railway Agreement between British capitalists and Chinese, in which the following clause is included:—"It is further understood that the Chinese Government will not build another line competing with this railway to its detriment." Moreover, although it is not generally known, Japan cordially invited the Chinese Government to join hands with her



MAP OF THE GREAT TRANS-SIBERIAN ROUTE.

over the South Manchuria Railway as soon as the agreement had been made with China, but the Chinese Government refused to have anything to do with the scheme, and this attitude is now construed by Japan as being indicative of opposition that was intended from the close of the negotiations.

The Antung-Mukden Railway, being a light railway, is comparatively unimportant at the present time, but preparations are being made to bring it into running order as soon as possible, and the route is being thoroughly re-surveyed at the present time. This railway, completed and linked with the Korean system, would have the effect of reducing the journey from Japan to Europe by a day.

The South Manchuria Railway may be styled a semi-official line. Its loans are guaranteed by the Japanese Government, Government funds are invested in it, and military guards are furnished by the Japanese Government owing to the prevalence of brigands in the country, which renders travelling at times very risky. Liaoyang, one of the most important intermediate points on the main line, is the headquarters of a division of Japanese troops, the advance post of the Japanese Army, and at Mukden there is also a fairly large post. Mukden is the seat of the Provincial Government, and there the Viceroy exercises almost imperial sway over all Manchuria. This city, being the ancient capital of the Manchus, is worth a visit from the tourist in Manchuria.

The Chinese Eastern Railway, the claw of the Russian bear, is all that remains to Russia of Manchurian railways. It serves as a link between the Japanese and Siberian railways, and, in a measure, the Imperial Chinese Railway. Here, also, every effort is being made to accelerate the service in order still further to reduce the time in transit from Europe to the Far East.

The Chinese Railway starts from the capital, Peking, and follows a coastwise route as far as Kao Pan Tze, where there is a large junction which has two branches, the one to Newchwang, and the other to Mukden. This railway also has a branch to the ice-free port of Chinwangtao, and thus gives the port of Newchwang an all-winter service, which is of immense benefit during the close season. This railway is absolutely a State line, and it is worked by some very able Britishers, the engineer-in-chief being Mr. Kinder, C.M.G., and the traffic manager, Mr. J. Foley. It is excellently run, and is paying handsome profits.

Two other railways are projected, but it will be some time before they are constructed, owing to lack of funds. They are of some importance and will run from Changchun to Kirin, and from Kai Yuen to Kirin, which latter place is the capital of the province of that name.

This constitutes the railway system of Manchuria, and there is no likelihood of any other lines being even contemplated for many years to come.

THE SOUTH MANCHURIA RAILWAY.

THE trunk line of the South Manchuria Railway starts from Dairen, and, threading the Liaotung Peninsula, traverses the Liao Valley, and terminates at Changchun, or Kuanchêngtzu. It runs through a level country relieved with very few hills. In the whole course of about 440 miles it pierces not a single tunnel, though it crosses several bridges, the longest of which are those spanning the Hun and the Taitze. The old narrow-gauge system has been superseded

by the standard gauge of 4 feet 8½ inches, and 80-lb. steel rails have been laid down over the whole line. The engines have been supplied by the American Locomotive Company and the Baldwin Locomotive Company, and the fastest of them can make the entire journey in about fifteen hours. The better-class passenger coaches have been furnished by the Pullman Car Company, and are equipped with the unsurpassed dining and sleeping appointments of the popular American express. Parlour cars are shortly to be connected with the principal express trains, and they will combine the comforts of a superior drawing room with the advantages of an observation car, thus helping to make the traveller's journey through the Manchurian plain more pleasant.

Dairen, a flourishing seaport of 72,600 inhabitants, forms the main gateway of land and seaborne traffic. Regular steamship communication is separately maintained with Moji, Kobe, and Osaka, with Nagasaki, *via* Chemulpo, with Antung Hsien, and with



BARON S. GOTO,
Managing Director.

Shanghai and Hongkong, *via* Chefoo. An electric tramcar system, now under contemplation, involves initially the operation of 10 miles of line along the principal streets, with semi-convertible cars of the latest pattern. The town is lighted with electricity and has ample telephone facilities, while a new power-house of 5,000 kilowatts is in course of construction, and will supply, when completed, sufficient motor power for all purposes. Close to the railway offices is situated the Yamato Hotel, the first European establishment of its kind opened under the direct management of the South Manchuria Railway Company. It is equipped with every convenience, and is calculated to satisfy the most exacting class of guest accustomed to the luxuries of the present day. The wharves at Dairen are conceded to possess the greatest accommodating capacity of any in this part of the world. The Main, or West Quay, 1,925 feet long, is separated from the East Quay, now nearing completion, by a base of 1,225 feet. A dozen vessels, drawing from

18 feet to 30 feet, can be moored at a time alongside the quays. A dock located at the south side of No. 1 Wharf can accommodate a vessel of 3,000 tons. Financial facilities are afforded by the local branches of the Yokohama Specie Bank, the Cheng Lung Bank, and the National Bank of China.

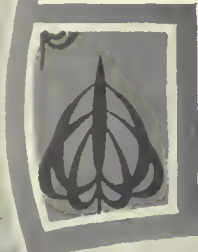
Port Arthur, familiar by name the world over by reason of the historic siege in the late war, is reached by a branch line nearly 30 miles in length, running from the junction at Nankwanling. Guides, easily procurable and unusually competent, will show the traveller over the desolate ruins of the forts and trenches, and over the battle scenes; and for a trifling cost shells and other relics of the siege are everywhere to be obtained. In the military museum, among a rich collection of mementoes of the war, souvenirs of the memorable interview between General Stoessel and General Nogi are displayed. The Yamato Hotel at Port Arthur, also conducted under the management of the railway company, occupies a convenient site in the centre of the new town.

The station next above the junction is Chinchow, near to which is Nanshan, where was fought the first pitched battle on the peninsula during the Russo-Japanese War. Nanshan possesses naturally a unique strategical importance, lying, as it does, on an elevation to the south-west of the station, at the neck of the peninsula. Proceeding 90 miles north, Hsiung-yo cheng is reached, and 70 miles further on is Tangkang. Both have hot springs, alleged to possess considerable healing virtue, and it is not unlikely that they will in time become popular resorts.

Yingkow, commonly but erroneously known as Newchwang, is reached by a branch line, about 13½ miles in length, which deviates from the trunk route at Tashihchiao, and runs to the little village of Niuchiatun. Situated on the left bank of the Liao, about 2½ miles west of Niuchiatun station, Yingkow is the focus-point of a considerable export trade in beans, bean-cake, and bean oil. It has a population of about 100,000, including some 300 Europeans. At present there is a service of carts, horses, and trolley-cars between the station and the city proper, but the railway will be extended to the city itself before long. The Imperial Chinese Railway system has also a station at Yingkow, with a free ferry service across the river, trains running daily to Tientsin and Peking, *via* Shanhaikwan.

Liaoyang, 160 miles north of Tashihchiao on the trunk line, is second only to Mukden in respect of prosperity, and is famous as the battlefield where Kuropatkin effected a masterly retreat. It has a population of about 55,000. From Suchiatun, 30 miles farther north, a branch line, 34 miles in length, extends to Fusan, where are some of the richest coalfields in the world. The carboniferous belt stretches east and west from Chien-chin-tsai, through Yang-pai-pu to Lao-hu-tai, a distance of nearly 10 miles, the seam being over a mile in width, and in places 175 feet in thickness. The deposit has been estimated at eight hundred millions of tons by Japanese experts who made investigations after the war. Intending visitors to the colliery should alight at Chien-chin-tsai, where the colliery office is situated.

Mukden, the largest city in all Manchuria, with a population of about 200,000, lies in the centre of the Fengtien Province, and is the market for an extensive district. Its hinterland embraces the whole of South Manchuria and the greater part of Central Manchuria, including the territory bounded on the north-east by Chao-yang-chen and



SOUTH MANCHURIA RAILWAY.

YAMATO HOTEL, PORT ARTHUR.
DAIREN RAILWAY YARD.

DAIREN WHARVES.

Hai-lung-pu, and on the west by Hsin-min Fu. On the north it penetrates through Tiehling, Kaiyuan, Maimachin, and Changchun to Harbin. Mukden is the junction of the South Manchuria Railway with the Mukden-Peking

from the upper reaches, which run through some of the most extensive forests in the world.

Running north from Mukden the trunk line passes through Kungchuling — one of

The streets of Changchun are broad, and alive with thriving traffic, for not only does the town control the commerce of Central Manchuria, but it is, at the same time, an important centre of Mongolian trade. The population is estimated at about 100,000. There are branches of the Yokohama Specie Bank and of the Russo-Chinese Bank, and there will shortly be two hotels, the Mantetsu Club, already opened, and the Yamato Hotel, both under the management of the company. The Yamato Hotel, now nearly completed, is designed on a quaintly artistic plan, and will be of considerable proportions.

From the foregoing brief sketch of the route it will be seen that the South Manchuria Railway opens up a large tract of country rich in natural products, such as salt, timber, coal, millet, barley, wheat, buckwheat, hemp, opium, tobacco, ginseng, wild silk, and cocoons, furs, skins, and bristles, and gives access to numerous markets for imports, such as kerosene, sugar, flour, marine products, cotton, matches, and cheap porcelain and earthenware, besides adding a strand to the network of travelling facilities by which the Far East is gradually being over-spread.

THE IMPERIAL RAILWAYS OF NORTH CHINA.

THE system known as the Imperial Railways of North China has its origin in the old line known as the Kaiping Tramway, which was laid down at the Kaiping Coal Mines in 1880 and completed in 1881. Extensions were sanctioned in 1886-87, and the railway then took the title of the China Railway Company. From 1890 to 1900 further extensions were made under the name of the Imperial Chinese Railways. In 1901 the present style was adopted, and the capital amounted to \$49,594,428 (Mexican).

The total length of the line is exactly 600 miles. The route taken is from Tungchow



SHANGHAI-NANKING RAILWAY:
COOLIES ASLEEP ON THE RAILS—A DANGEROUS RESTING-PLACE.

Line, though travellers will do well to remember that on the latter route no night trains are run. The Yokohama Specie Bank and the Russo-Chinese Bank have branches in the city, and though there is not as yet any European hotel the work of building the new Yamato Hotel has begun, and will be completed in about a year's time. This hotel will occupy a splendid site near the station, and will be conducted on modern lines by the South Manchuria Railway Company. A peculiar interest attaches to Mukden, apart from the associations of the late war, by reason of its being the natal seat of the reigning Ching dynasty. A permit to visit the imperial precincts and the mausoleums may now be obtained without much ado through the Consulates. The palace of Chinlin, built in 1642; Wensoko, with its four libraries containing altogether 6,732 book-cases; the Chungcheng palace, in which the ruling monarchs transacted their regal duties in olden times; and two treasure repositories are among the objects of interest in the imperial grounds. There are two mausoleums—one about 10 miles to the north-east, on the River Hun; the other about five miles to the north of the city. The latter is the burial place of the Emperor Taisung, and contains a monument bearing an epitaph written by the Emperor Kang Chi.

A branch line runs from Mukden to Antung Hsien, on the right bank of the Yalu, on the south-eastern frontier of the province. It is a light railway, 189 miles in length, and passes through lovely scenery. From New Wiju, on the opposite bank of the river, the line is continued through Pingyang and Kaiseng to Lungshan, or Seoul, from which point there are branches to Fusan and Chemulpo. Six miles below Antung is Yong-am-pho, a port which has grown with the development of the river-steamer facilities and the timber trade. Timber is floated down the Yalu in rafts

the most important military bases of the Russians during the war—to Changchun or Kuanchêngtzu, the northern terminus, and there connects with the Chinese Eastern Railway. There is, at present, no through communication, but this will be established as soon as the permanent station



SHANGHAI-NANKING RAILWAY—SOOCHOW STATION AND YARD.

is finished; and when the town is connected by rail with Kirin it will occupy a unique and distinctly advantageous position in Central Manchuria as the junction of the Japanese, Chinese, and Russian systems.

and Peking, *via* Shanhaikwan to Mukden. A branch line of 60 miles runs to Yingkow, the port of Newchwang.

The material for the rolling stock has been purchased mostly from England, a



SOUTH MANCHURIA RAILWAY.

INTERIOR OF DINING CAR.

STANDARD FREIGHT LOCOMOTIVE.

INTERIOR OF SLEEPING CAR.

INTERIOR OF FIRST-CLASS CAR.

small portion only coming from America. The locomotives and cars are built in the Company's own workshops at Tongshan. Most of the locomotives are of the English "Mogul" type, with 16-inch and 19-inch cylinders, but there are also a few American engines.

Altogether there are about 236 passenger cars and brake vans, 2,683 freight cars, and 117 locomotives of all classes. On an average some 15,000 men are employed on the line.

As a financial venture the railway has been an unqualified success, as may be seen from the following figures, showing the earnings and working expenses for the years 1903-7 inclusive:—1903, earnings \$4,658,235, working expenses \$2,315,584, ratio of working expenses to earnings, 49 per cent.; 1904, \$5,946,518, \$2,542,585, and 42 per cent. respectively; 1905, \$12,943,384, \$2,914,102, 22 per cent.; 1906, \$12,191,189, \$3,429,943, 28 per cent.; 1907, \$9,944,867, \$3,686,320, 37 per cent.

THE TIENTSIN-YANGTZE RAILWAY.

The final contract for this line was signed in the early part of 1908 by the Chinese Government and the representatives of the Deutsch-Asiatische Bank and of the British and Chinese Corporation. The loan is for £5,000,000, with interest at 5 per cent., and is to run for thirty years. Roughly, two-thirds of the capital are to be German, and one-third British, in proportion to the respective lengths of the two sections. The German section will run from Tientsin through

Te-chau, on the Grand Canal, and Tsinanfu, the capital of Shantung, to the southern border of Shantung. The British section will continue the line through the province of Kiangsu to Pu-kou, on the Yangtze, opposite Nanking. By linking up the Shanghai-Nanking and Tientsin-Peking Lines this railway will connect the commercial metropolis and the imperial capital; while at Tsinanfu it will meet the existing Shantung railway to Kiaochau (Tsingtau) on the coast. The construction and control of the new line are vested entirely in the Chinese Government, with European chief engineers to advise on construction, and European auditors to safeguard the interests of the bondholders.

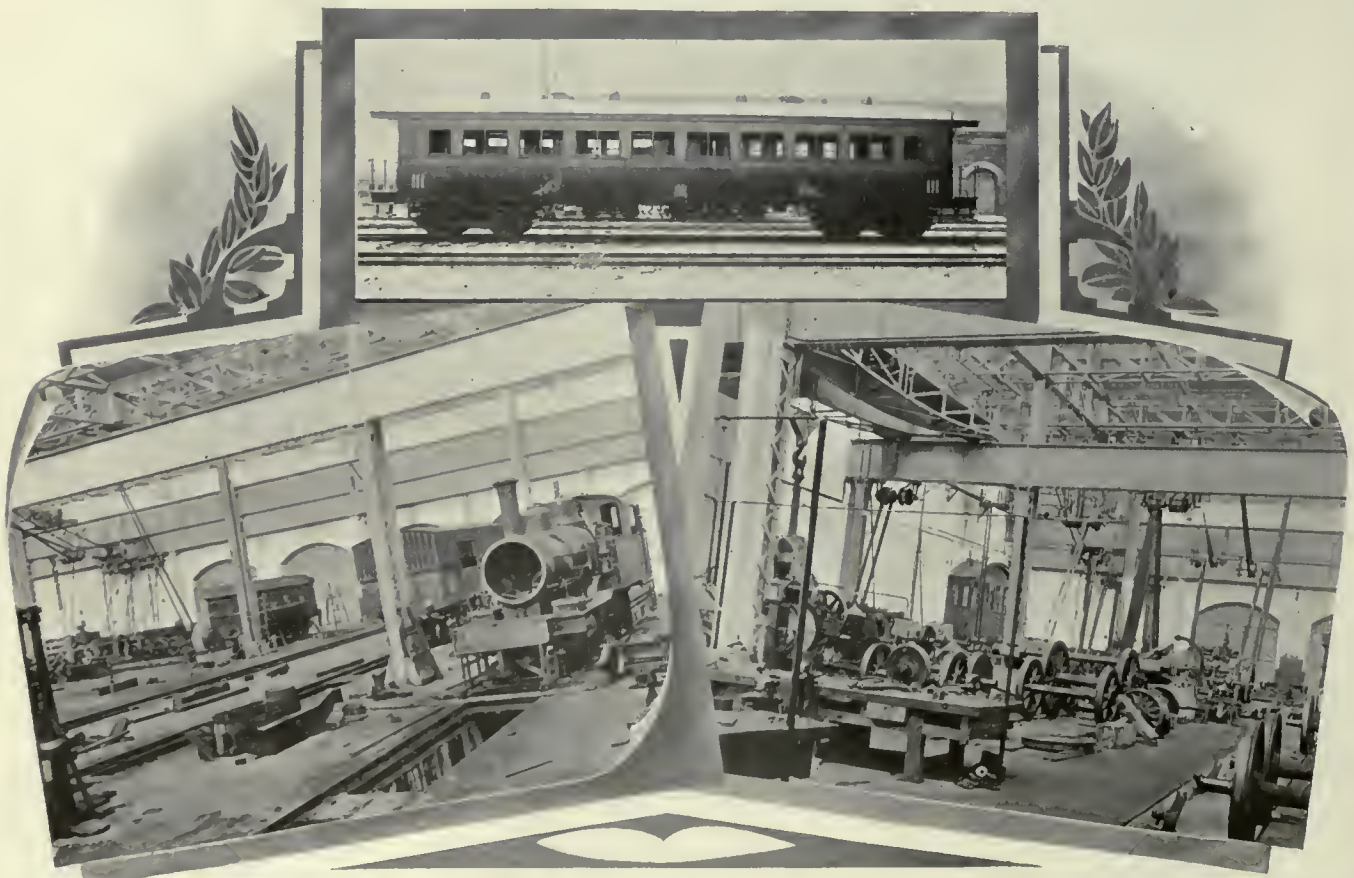
THE SHANGHAI-NANKING RAILWAY.

The Shanghai-Nanking Railway was completed on March 28, 1908, on which date the first train covered the whole distance of 193½ miles in five hours thirty-seven minutes, including all stops. From Shanghai the line runs through part of the highly cultivated alluvial plain watered by the Yangtze-Kiang, passing on the way Naziang, Quinsan, Soochow, Wusieh, Changchow, and Tanyang; then traverses rising country, crosses a watershed, and descends through Fort Hill tunnel to Chinkingiang, follows the foot of the hills to Lungtan, and from thence runs through hilly country to Nanking.

Negotiations for raising the necessary loan to carry out the work began early in 1898, and a final agreement was signed at Shanghai

in July, 1904, between Sheng Kung-pao, director-general of the Imperial Chinese Railway Administration, acting under authority of an imperial decree, and Messrs. Jardine, Matheson & Co. and the Hongkong and Shanghai Banking Corporation, representing, as joint agents, the British and Chinese Corporation. The agreement stipulated that the amount of the loan was not to exceed £3,250,000, and contained clauses providing for the payment of interest out of capital during construction, for the purchase of the existing Shanghai-Woosung Line at the agreed price of Tls. 1,000,000, for the purchase of land for a double line of railway for the whole distance at a cost of £250,000, and for the economical construction and equipment of the line in accordance with the best modern system. The amount of the loan was based on preliminary surveys and estimates prepared by the consulting engineers, Messrs. (Sir) John Wolfe Barry, the late Gabriel James Morrison, and A. J. Barry.

In June, 1903, a staff of engineers, with Mr. A. H. Collinson, A.M.I.C.E., as engineer-in-chief, was engaged in England. By the following summer the permanent surveys were completed, and in the autumn of 1904 constructional work was begun. The ceremony of cutting the first sod was performed by His Excellency Sheng Kung-pao at Shanghai, on April 25, 1905. The first section, to Naziang, was opened to traffic on November 20th of the same year, and the line was carried to Wusieh by the following July, to Changchow by May, 1907, and to Chinkingiang by October of the same



SHANGHAI-NANKING RAILWAY.
The Workshops at Woosung and Type of Rolling Stock.



RAILWAY OFFICIALS OF THE SHANGHAI-NANKING RAILWAY.

- | | | | |
|---|---|---|-------------------|
| 1. W. J. GREY. | 2. A. W. V. POPE, late Traffic Manager and now General Manager. | 3. E. J. DUNSTAN. | 4. K. D. TWEEDIE. |
| 5. M. R. SINCLAIR. | 6. A. H. COLLINSON, late Engineer-in-Chief and General Manager. | 7. J. D. SMART, Chairman of Board of Commissioners. | |
| 8. C. E. ANTON, Board of Commissioners. | 9. A. C. CLEAR. | 10. IVAN TUXFORD. | 11. F. GROVE. |
| | 12. H. E. MIDDLETON. | 13. J. G. BARKLEY. | |

year. Through communication with Nanking was established towards the end of March, 1908. In determining the route the religious feelings of the Chinese were respected as much as possible, and though it was impossible to avoid countless graves and houses, care was taken that no ancestral halls, tombs, or monuments were interfered with.

The chief difficulties encountered in the construction of the line were due to the instability of the subsoil. In a country intersected by innumerable navigable canals and creeks, an enormous amount of bridge-work was necessary. No fewer than 25 major and 277 minor bridges, and 405 culverts had to be constructed, and, hardly without exception, the foundations were bad and heavy charges were incurred for coffer-dam, timbering, pumping, and piling. The two largest bridges are those over the Hsinyangkong, at the thirtieth mile, and over the Grand Canal, west of Quinsan. The former, of four through girder spans of 40 feet, with two 20 feet arches on either side, cost \$116,451.34; the latter, of three through girder spans of 60 feet, cost \$67,419.74.

The earthworks necessitated by the new line reached a total of 2,657,761 cubic fongs, to which must be added 100,000 cubic fongs required at Woosung station yard, Shanghai station, and Markham Road goods yard.

The only tunnel is that which carries the line through Fort Hill into Chinkiang station. It measures 1,320 feet from face to face, and for nearly its entire length passes through a

strata of shaly sandstone rock, having several faults and streaks of graphite with pockets of China clay. It is a double line tunnel and cost only \$370,000 as compared with \$600,000, the amount of the lowest tender received from a European firm for a single line tunnel 1,500 feet in length.

The permanent way is laid with 85-lb. English steel rails upon jarrah wood sleepers, and the line is heavily ballasted throughout. The inclusive capital cost of the permanent way worked out at about \$29,166.73 per mile.

Altogether there are 37 stations between Shanghai and Nanking. Twenty-five are passing stations, at which distant and home semaphore signals have been erected; the remainder are flag stations. The stations are connected by telegraph, under a mutual agreement between the railway and the Imperial Chinese Telegraph Administration. Three types of station buildings have generally been adopted—the first, for stations at which the traffic is considerable, contains a general hall, booking office, telegraph room, stationmaster's office, post office or goods agent's room, and two small waiting rooms; and the second and third, for less important stations, have proportionately less accommodation. At all the stations permanent brick quarters have been provided for the staff.

At Shanghai a new passenger building, with four floors for general offices, is rapidly nearing completion. To the height of the first floor level the building has been faced on three sides with Tsingtao granite, and the

whole structure will be of fire-proof construction, with steel joists and concrete floors. The passenger platforms consist of one island platform, 1,450 feet in length, and a shorter platform forming one side of the bay, 650 feet long. In front of the building there will be an open space, 100 feet wide, and it is proposed to cover this area and one of the platforms with an awning roof. New approach roads have been made, and the Shanghai electric tramway passes the station, so that everything possible has been done to provide easy access. The station and goods yards will be lit throughout by electricity, generated on the premises, and it is estimated that when the whole of the work is completed 800 16-c.p. lamps and 64 arc lamps will be in use.

At Soochow the station building has been designed to accommodate a very considerable passenger traffic, and contains, besides a large concourse area and the usual offices, a dispensary with medical officer's consulting room, a ladies' waiting room, refreshment room, and kitchen. There are two platforms, each 850 feet in length, connected by a subway. A macadamised approach to the station has been provided at a considerable outlay, but as the local authorities at Soochow have extended their Maloo as far as Railway Road, the expense may be regarded as having been fully justified. Current for electric lighting is generated on the premises.

There are three types of locomotive, viz., 6-wheel coupled tank engines, 6-wheel coupled



WUSIEH GOODS DEPÔT—SHANGHAI-NANKING RAILWAY.

goods tender engines, and 4-wheel coupled passenger engines. All the coaching stock is of the 4-wheel bogie type. The carriages are entered at the vestibule ends, and there is through communication from end to end of all the passenger trains. The whole of the new rolling stock is lit by electricity, current being generated by dynamos attached

to the underframe of the coaches; and the Westinghouse brake, with improved triple valves, is used throughout. The goods waggons, of various types, are all constructed of steel. The whole of the locomotive carriage and waggon stock was designed and passed for shipment by the consulting engineers.

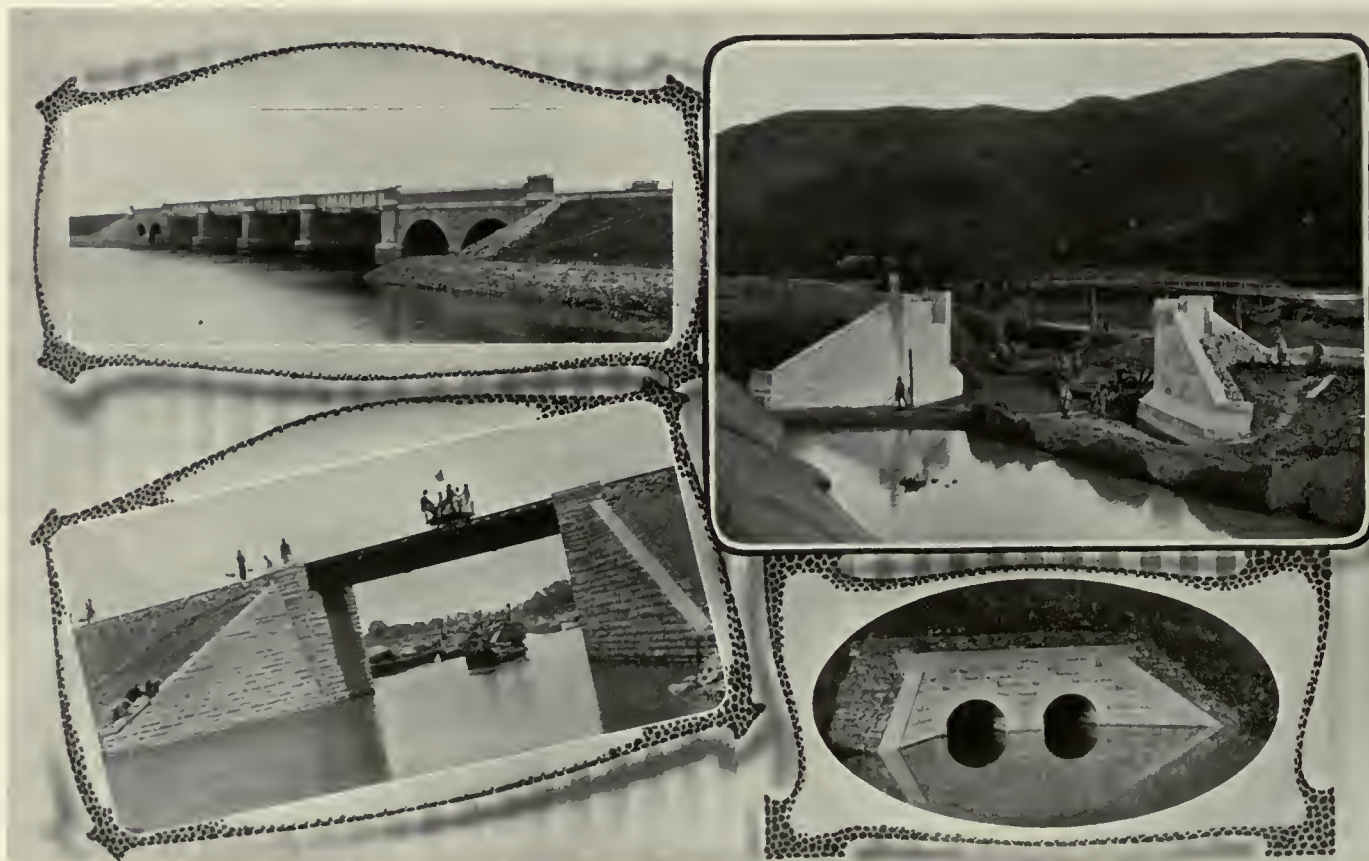
To ensure the efficient running of the stock, workshops, erecting-shops, and small machine-shops have been established at Woosung, while a locomotive running shed, with a machine-shop for small repairs, and a large carriage cleaning shed are provided at Shanghai. The machinery in the workshops is motor driven, the Company having their own power-houses.

In carrying out the work care has been taken to secure the standardisation of details and working parts, in order to facilitate repairs and to obviate the necessity for locking up capital in a heavy stock of spare parts.

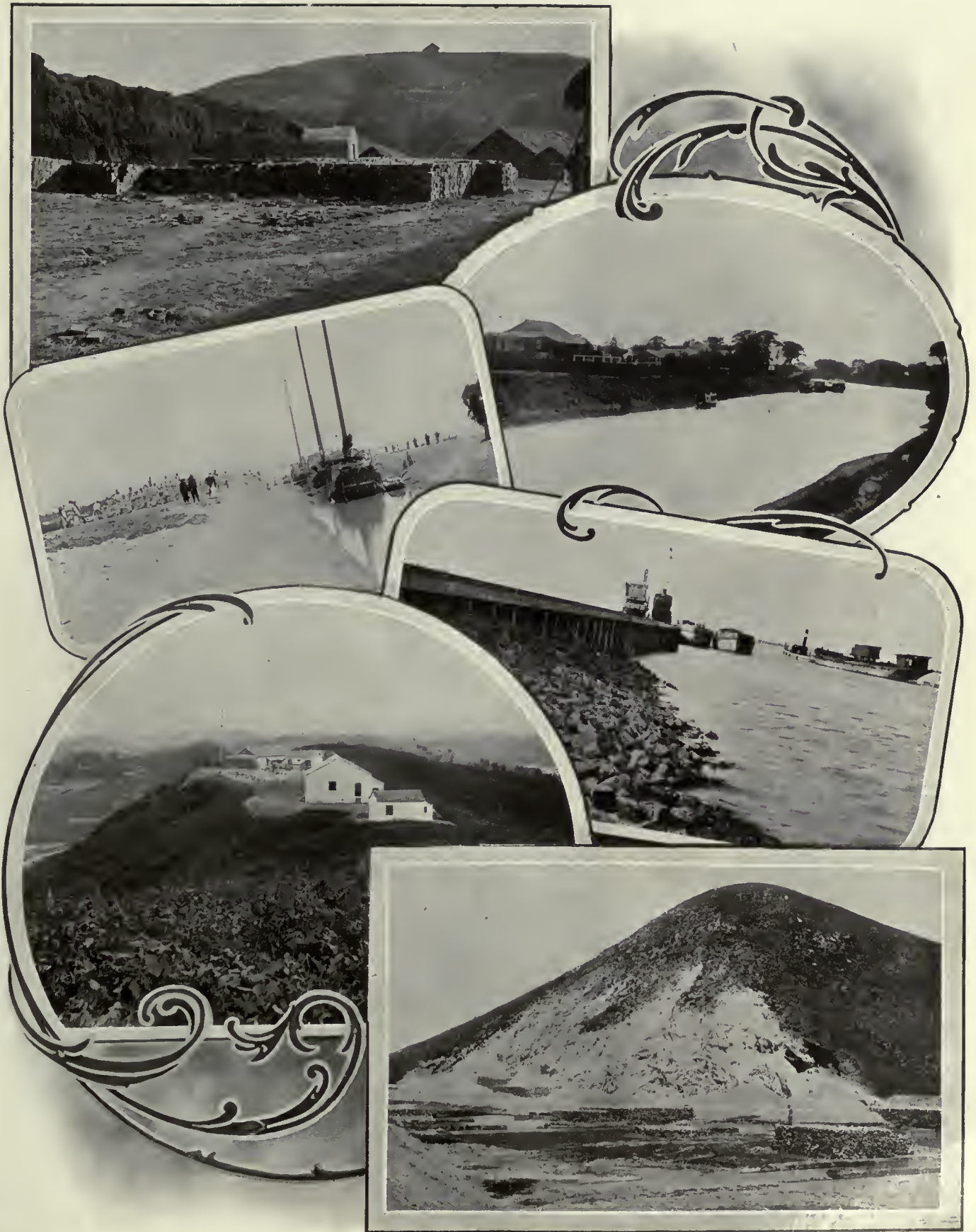
The average cost per mile, including land, construction, and equipment for the 230 miles of single line, including loops and sidings between Shanghai and Nanking, was Tls. 68,307.07, or, with the sovereign averaging Tls. 7.08, £9,661. The average cost, including land and rolling stock, was Tls. 51,601.26, or £7,288 per mile.



MR. ARTHUR WILLIAM UGLOW POPE, C.I.E., general manager of the Shanghai-Nanking Railway, is an Anglo-Indian, and before coming to China was employed for nearly thirty years on various State railways in India. He was born in 1858, during the Mutiny, and completed his education at Thompson's Engineering College, Rurki, North-West India. When twenty years of age he joined the State Railway Works Department, serving in the north and north-west, in the Madras Presidency, and on the east coast, eventually rising to the position



BRIDGES AND CULVERTS ON THE SHANGHAI-NANKING RAILWAY.



SCENES ALONG THE SHANGHAI-NANKING RAILWAY.
Digitized by Microsoft ®

of senior traffic officer for the whole of the Indian State Railway system. During the Viceroyalty of Lord Curzon, he was granted a Companionship of the Order of the Indian Empire in recognition of his

Uganda Railway, where he worked the Stores section, and then, as the railway was opened to traffic, he organised the Traffic Audit and Booking sections of the Accounts Department. A few months after his return to India from

a senior accountant in the Government service and was given leave of absence by the Indian Government, when he returned to China as assistant accountant on the Shanghai-Nanking Railway. Since his arrival in Shanghai, in addition to general work in connection with the construction of the line, he has completely organised and started the revenue system of accounts in use on this railway. Soon after the opening of the line to Nanking, the two posts of secretary and chief accountant were separated, and Mr. Middleton was appointed to the latter.



CONSTRUCTION WORK ON THE CHINKIANG TUNNEL—
SHANGHAI-NANKING RAILWAY.

long services. As a Volunteer he attained the rank of Lieut.-Colonel of the Indian Railway Volunteer Rifles, and received the officers' long service medal. He is still on the pensionable staff of the Indian Government, and is liable to be recalled by them for service at any time. Mr. Pope is a thorough sportsman, and counts polo, pig-sticking, and shooting among his chief recreations. He is a member of the United Services Club, the Lucknow Club, and most of the leading local clubs. His father, the Rev. G. W. Pope, D.D., who died early in the current year, was Professor of Eastern Languages at Balliol College, Oxford. He was acknowledged to be one of the greatest Oriental scholars of his day, and not long before his death was awarded the triennial jubilee gold medal of the Royal Asiatic Society.

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MR. H. MIDDLETON, the chief accountant of the Shanghai-Nanking Railway, joined the Accounts branch of the Indian Public Works Department in March, 1892, and has served in the Buildings and Roads, Irrigation, and Railway branches of the department. He spent two years in the Central Provinces in the Buildings and Roads branch, and was then posted to the Railway section of the office of the Accountant-General Public Works Department in Simla. Subsequently he was transferred to the Punjab on irrigation works, and was employed on the construction of the Chenal Canal as divisional accountant, and also on the Multan District and Sidhnaï Canals. He gained his first knowledge of railway traffic audit on the North-Western Railway in the Punjab. Mr. Middleton has twice been lent by the Indian Government to the Home Foreign Office—on the first occasion, from November, 1897, to April, 1900, for employment on the

British East Africa he was attached for fifteen months to the China Field Force and introduced the system of accounts now in use on the Imperial Railways of North China, while the section of the line from Peking to Shanhaikwan was in the hands of the British military authorities. After a furlough home

MR. FRANK WARE DEES, executive engineer of the Shanghai-Nanking Railway, was born at Whitehaven, in Cumberland, in 1877, and was educated at St. Bee's Grammar School and at St. John's College, Cambridge. After serving an apprenticeship at Arrol's Bridge and Roof Works, Glasgow, Mr. Dees went to Tasmania as assistant engineer on the Great Western Railway, remaining there from 1900 to 1903. He then obtained a



F. W. DEES.



THE CHINKIANG TUNNEL—SHANGHAI-NANKING RAILWAY.

he returned to India in 1903 and was employed partly on irrigation works in the Punjab and partly on the Government Audit staff of the Bombay, Baroda, and Central India Railway. By March, 1906, he had gained the rank of

similar appointment on the Chinese Central Railways, and in 1905 joined the Shanghai-Nanking Railway, being engaged first as assistant and afterwards as executive engineer.



HANKOW TO PEKING.

PIERCING THE PEKING WALL.

PEKING STATION.

RAILWAY OFFICES AT PEKING.

JUST ARRIVED FROM HANKOW.

MR. IVON TUXFORD, F.R.O.S., the headquarters assistant engineer of the Shanghai-Nanking Railway, is the son of Dr. Tuxford, the Medical Officer of Health for Boston, Lincolnshire. He was born in 1878, educated at the Boston Grammar School, and, after serving his articles with the Great Northern Railway, became an assistant engineer to the North Eastern Railway Company at York. He has held his present appointment for the past four years. For some time previously he was engaged as engineer in charge of the Chinese Public Works Department at Peking.

MR. H. P. WINSLOW, B.A. (Cantab.), deputy traffic manager of the Shanghai-Nanking Railway, was educated at Repton, and at Caius College, Cambridge. He came out to Shanghai on the Shanghai-Nanking Railway in October, 1903, was appointed acting traffic manager in December, 1905, and received his present appointment in February, 1907.

MR. WILLIAM S. ANDREWS, acting chief storekeeper on the Shanghai-Nanking Railway at Shanghai, is a native of Windsor, New South Wales, where he was born on May 29, 1863. After attending the Government High School for ten years he entered on a business career, and having served seven years with Messrs. Cobb & Co., a large firm of mail and coasting steamship proprietors, he began to study accountancy. For three years he was with the Farmers' and Consumers' Co-operative Agency Company, Ltd., and then carried on business for a while on his own account as an auditor, accountant, and commercial broker. He next became accountant to the Farm and Dairy Produce Manufacturing Company, Ltd., one



W. S. ANDREWS,
Chief Storekeeper, Shanghai-Nanking Railway.

of the largest co-operative concerns of its kind. The Anglo-Boer war attracted him and five of his brothers to South Africa, where he secured an appointment as civil and military checker to the Natal Government Railways. He was transferred to the

book-keeping department of the Army Service Corps, and later to the post of Chief Clerk and Warrant Officer to the Remounts Depot at Stellenbosch, which he filled until the cessation of hostilities. After the war he was engaged for a time as expert checker in the Traffic Department of the Cape Government Railways, and was then transferred, by permission, to the War Claims Branch of the Prime Minister's Department, remaining there during the premierships of Sir Gordon Sprigg and Dr. Jameson, and rising to the position of Examiner of Accounts. He has the Queen's South African

route. The contract for its construction was let to a Belgian syndicate in 1897, and the line was opened in November, 1905. The northern section runs from Peking to Yingchehsien, a distance of 420 miles; and the southern section runs from Yingchehsien to Hankow, a distance of 334 miles. A bridge two miles in length, crosses the Yellow River. Fast *trains-de-luxe* accomplish the journey, once a week each way, in 27 hours; while ordinary trains run daily, and occupy three days. The Central Station is at Changhsintien, 13 miles from Peking, from which point a branch line runs to Fenglai, where it connects with



TYPES OF STATION BUILDINGS ON THE SHANGHAI-NANKING RAILWAY.

medal with four clasps. In 1904 he returned to Australia, but the prospects there were poor, and in the following year he came to China, where at length he joined the Shanghai-Nanking Railway. He was for a time depot storekeeper at the Markham Road bulk stores, and in the present year, on the death of Mr. C. F. Moule, he received the acting appointment which he now fills. Mr. Andrews is a member of the Saltoun Masonic Lodge, No. 936, China.

THE PEKING-HANKOW RAILWAY.

THE Peking-Hankow Railway forms an important link in the trunk system which will eventually traverse the Chinese Empire from Canton in the south to Mukden in the north, and give through rail communication with Europe by means of the Trans-Siberian

the Northern Railway (Tientsin-Mukden), the distance from Peking to Mukden being 521 miles. Thus, when the Canton-Hankow line is completed, the whole system will comprise about 2,025 miles of trunk line, namely, Canton-Hankow, 750 miles; Hankow-Peking, 754 miles; and Peking-Mukden, 521 miles.

This line, which was completed on December 20, 1896, was constructed by Belgian engineers at a cost of Fr.123,000,000. Some 700 miles in length, it connects the capital of China with the Yangtze, and traverses the rich provinces of Chihli, Honan, and Hupeh. Connected with it there are seven branch lines. The standard gauge of 4 feet 8½ inches has been adopted, with 80lb. rails. The line is equipped with 100 locomotives and 2,500 wagons, and important additions to the rolling stock are about to be made. The fastest trains accomplish the distance between the two termini in thirty-six hours.



HANKOW TO PEKING.
ALONG THE PEKING WALL.

THE GREAT YELLOW RIVER BRIDGE,
TUNNEL NEAR THE YELLOW RIVER.

PASSING AN ISLAND VILLAGE.
COAL DEPÔTS AT PEKING.

CHAO CHOW AND SWATOW RAILWAY COMPANY.

SLOWLY but surely the Chinese are beginning to realise that if they are to take part, with any degree of success, in the commercial strife that is being waged between the nations of the world, they must become less conservative, and throw open their empire to the trader and the merchant. The country is one possessing vast wealth and immense possibilities, but in order that full advantage may be taken of these, convenient and regular systems of communication are essential.

The Chao Chow and Swatow Railway was the first line registered at the Chamber of Commerce, Peking, under mercantile administration. It was opened in November,

proved quite successful, and the railway is being extended above Chao Chow to Yee Kai, on the bank of the river Han, so as to connect with the shipping. After these extensions have been completed a great deal of freight should be carried, as Yee Kai is a distributing centre for Kai in Chow, Ting Chow, &c. Another advantage will be that when the river Han is shallow, as it is at times, and boats are unable to obtain access to Chao Chow, merchants will have an alternative means of transportation. The Company experienced a little difficulty in purchasing lands for laying down the track and for station sites, owing to the presence along the line of route of a number of graves. But these difficulties have been surmounted, and the purchases are now practically complete.

distinguished social position, and is largely interested in a great variety of commercial enterprises in different parts of the country. Born at Kai, in Chow (Kwangtung Province) in 1852, he has succeeded in amassing a large fortune, although he has always been ready to assist liberally those institutions which have for their object, the welfare and enlightenment of his fellow countrymen. He himself established a school in Swatow, and is also the founder of a hospital in Deli, Sumatra. In recognition of his many services he has been made Vice-President of the First Honour of the Third Order, Peking; and has been appointed a Chinese major by the Dutch, while he holds as a cherished possession, a medal conferred upon him by the Queen of Holland. He owns a large amount of property in Deli, including two large gardens of about 16 square miles in area and several sago plantations. In Swatow and Kai in Chow, he also holds considerable property, and is interested in several monopolies and commercial ventures. Formerly he was Chinese Consul in Penang. He is married and has five sons and four daughters. During his absences, Cheong Poh Chun, his eldest son, transacts his business, in connection with the railway at Swatow.



CONSTRUCTION SCENE ON THE KOWLOON-CANTON RAILWAY.

1906, with great ceremony. By kind permission of the captain, the band of the German cruiser *Jaguar* played in the train to and from Chao Chow. The guests included the Consuls of the various powers, the commissioner, and staff; His Excellency the Taotai of Chao Chow, the officers of the surrounding districts, and the representatives of the foreign hongts and the Press. The Peking Board of Commerce was represented by Mr. Kwong, engineer-in-chief of the Canton-Hankow Line, and His Excellency Taoutai Shun represented the Viceroy of Canton.

The line is well constructed, and is of the standard gauge of 4 feet 8½ inches. The engines were shipped in parts from America, the coaches and trucks were built in Swatow, and the axles, springs, and wheels are of British manufacture. The enterprise has

The idea is to construct a line northwards also, to join the Amoy-Canton Railway.

The capital of the Company is \$3,000,000, nine-tenths of which is held by the directors. It is essential that each director should own a quarter of a million dollars' worth of shares, and, as a matter of fact, two of them are interested in the venture to the extent of a million dollars. H.E. Cheong Yuk Nam is the managing director-general; Mr. Lim La Sang, the manager-director; and Messrs. Wong Sui Ping, Chia Mong Chee, Ng Li Hing, and Cheong Chong Hong, members of the board.

MR. LIM LA SANG, the managing director of the Chao Chow and Swatow Railway Company, was born at Fokien in 1868, and was educated at Hongkong. Before the China-Japan War he was one of the largest tea merchants in Formosa, controlling as much as one-third of the whole trade from the island. Now he is largely interested in banking and commercial enterprises in Amoy and Hongkong. He has travelled a great deal in the East, is married, and has two sons and one daughter.

THE CANTON-SAMSHUI RAILWAY.

THE American China Development Company obtained the important concession for the construction of the Canton-Hankow Railway during the year 1902. They started upon their great enterprise with characteristic energy; native staffs were organised, and, under the direction of skilled American engineers, the work was quickly in full swing. Attention was turned first to the branch line from Canton to Samshui, a part of the railway with which it was originally intended to connect the provinces of Kwangtung and Kwangsi. The distance between the two places, by river, is 90 miles, and the journey occupies, by boat, something like twelve hours. The railway, by cutting across beautiful stretches of paddy fields, reduces the distance to about 30 miles, which are covered in about an hour.

The first section, extending from Canton—or rather Shek-wai-tong, the Canton terminus—to Fatshan, a thriving Chinese town situated 12 miles from the great southern port, was opened in November, 1903. The facilities afforded were quickly appreciated by the Chinese and, within a few weeks, the trains were carrying regularly as many as four thousand passengers a day. In May, 1904, the remainder of the line to Samshui was opened.

Considering the nature and extent of the difficulties the work of construction was admirably performed. The track is well ballasted, and is double, as far as Fatshan; from thence to Samshui there is a single line. The majority of the locomotives have formerly seen service on the New York

HIS EXCELLENCY CHEONG YUK NAM, the managing director-general of the Chao Chow and Swatow Railway Company, holds a

overhead railway, but increasing business has now led to the purchase of several larger and more powerful engines of the Baldwin type. The first and second-class carriages are comfortably appointed and, attached to each train, may be seen the mail car, painted a bright yellow and bearing the lettering "Chinese Imperial Post." The goods traffic has not yet received any great attention, but the number of passengers is steadily increasing. The line serves a rich and populous district, and some estimate, perhaps, of the intermediate traffic may be gathered from the fact that there are no fewer than 19 stations within the 30 miles distance. At present many of them, certainly, are nothing but dignified mat-sheds, but improvements are continually being made, and in course of time these structures will doubtless give place to substantial brick buildings. The first year's working produced no less than \$700,000. The railway being now in the hands of the Chinese—owing to the Americans losing their concession—no foreigners are retained on the staff. In the early

Hongkong Government, purchased the redemption of the concession granted to the American China Development Company. The history of the enterprise, in its early stages especially, is not an inspiring one from the point of view of the enlightened and liberal reformer. Long and bitter recriminations between the various interested parties have seriously hampered and delayed the work.

The Kwangtung section starts at Wong-sha, the populous western suburb of Canton situated about a mile and a quarter from the city proper. At the present time some 70 miles of the line are under construction. Twenty are open for traffic, and over this section passenger trains have been running daily for some months. By the end of the year it is estimated that 60 miles will be opened. A single track is being laid. The permanent way, consisting of an 18-foot embankment is well made and, provided the work of construction is done throughout in a like manner, there is every indication that the line will be comparable to any of the northern railways. It is of the standard gauge, 4 feet

ality is required to keep the conflicting parties at peace. He was formerly Minister for China at Washington, and, happening to be in official mourning, was elected to his present office. However suitable he may prove to be for the position, his occupation of it is bound to be of short duration, for as soon as his official mourning is at an end he will depart to Peking to resume his diplomatic labours. It remains to be seen whether the old troubles will then commence anew.

THE KOWLOON-CANTON RAILWAY.

THE importance of the Kowloon Railway lies in the fact that it will be the terminal section of the great line—some 1,500 miles long—stretching from Peking to Hongkong Harbour. When the Hongkong Government decided, in 1905, to construct the line through the British territory their sole object, in the words of the present Governor, was to see that the final outlet of the great railway of China should be at Kowloon and no other place.

The preliminary survey was made by Mr. Bruce, but, after the chief resident engineer had completed a detailed survey in the early part of 1906, it was decided to make a few alterations in the original plans and run the line from the neighbourhood of Taipo, somewhat more inland, and tunnel through a small hill near Taipo instead of going round it. If the average rate of construction is maintained the line should be completed by May, 1910, and it is not anticipated that the total cost will exceed £1,000,000 sterling. This sum, however, does not include the value of Crown lands assigned for railway purposes. The survey of the section of the line from Canton to the borders of British territory—for the construction of which section the Chinese authorities are responsible—was only completed at the beginning of 1908.

The British section of the railway is about 22 miles in length. It is being built to standard gauge (4 feet 8½ inches) as a first-class line capable of taking the heaviest rolling stock. The rails are 85 lbs. per yard, and will be laid on Australian hardwood sleepers, 2,000 to the mile.

The masonry of all the bridges is being built for a double line, and all the cuttings in which rock appears are also being taken out for a double line, but the banks are only being made for single line, unless there is spare material from the cuttings. The only exception to this is the Beacon Hill tunnel through the Kowloon range of hills, which is only being constructed for a single line.

The line starts from the south-east corner of the Kowloon Peninsula, from a point generally called Blackhead's Point. The main terminal will be here on a large piece of ground which is being reclaimed from the sea. This system was found to be considerably cheaper than buying land.

From this point the line passes northward through some low hills to the north-east of King's Park towards the east of Beacon Hill. On the way it passes close to Yaumati, where it is proposed to put a station, and through a short tunnel.

The line approaches Beacon Hill at a grade of 1 in 100, and enters the big tunnel through the Kowloon Hills. This tunnel is the most difficult piece of work on the line, and on its completion depends the date of opening the railway for traffic. The tunnel is about 7,250 feet long, of which about one-third has been completed at present. The material through which the tunnel is



CONSTRUCTION SCENE ON THE KOWLOON-CANTON RAILWAY.

days the innovation was viewed with disfavour and active opposition, but since the Chinese—through the instrumentality of British capital—have recovered ownership, the line has been worked without let or hindrance from the populace.

THE CANTON-HANKOW RAILWAY.

THE Canton-Hankow Railway, when completed, will, by joining with the Hankow-Peking Railway, place the commercial capital of the south in direct touch with the capital of the empire. The total length of the line will be upwards of 700 miles, 250 miles of which will be in Kwangtung, 300 in Hunan, and the balance in Hupeh. Each province proposes to build and maintain its own section.

This undertaking, vast in its possibilities for the future, is, together with the Canton-Samsui branch line, under the control of the Yuen Han Railway Company, or the Yuet Han, of Kwangtung, who acquired it from the Chinese Government after they had, by means of a loan of £2,000,000 from the

8½ inches; heavy 85 lb. rails are used; and the best Australian hardwood is requisitioned for the timber work. The rolling stock in use at present is American, but it is intended to manufacture it in future at Canton to avoid the great cost of freight. In the Kwangtung section there are no great engineering difficulties. The longest tunnel is about one thousand feet, and there will be three or four others between two and three hundred feet long. No great waterways have to be crossed except the North River, where a bridge of moderate size will be required. After the first 50 miles the line, practically speaking, follows the banks of the North River, and thus skirts the large ranges of hills. The line is being constructed by a staff of foreign engineers under the direct control of Taoutai K. Y. Kwong, who was educated in America and received his training in railway construction in North China. The president of the line, for the moment, is Sir Chun Tung Liang Cheng, who, while probably knowing nothing about railways, is considered the best man obtainable for the post, as a strong person-

being driven is decomposed granite for the first 1,000 feet at each end, changing to very hard granite in the interior.

After passing through the tunnel the line crosses Shatin Valley on a high bridge, and runs down the north side towards the coast at Lok Cha. There is a station at the seventh mile for Shatin village. From this point on to Taipo the line skirts the coast, which is rather precipitous and indented with deep bays. There are three tunnels between Shatin and Taipo stations, the largest of which is 900 feet long. All these are being built for double line.

From Taipo station at the thirteenth mile the line runs inland past Fan Ling station, eighteenth mile, till it reaches the frontier, 21½ miles, at Lofu Ferry, nearly opposite the village of Sam Chun. From this point to Canton the distance by rail will be about 90 miles. Taken as a whole, the line is a very difficult

one to make, and the work entailed is heavy and costly. The cost, namely, £1,000,000 sterling for 21½ miles of line, shows that construction necessitates very large works, of which Beacon Hill tunnel, the reclamation for Kowloon station yard, and the five mile section approaching Taipo are the chief. It is hoped that the tunnel will be completed by the end of May, 1910, by which date the rest of the British section ought to be ready for opening. The Chinese section, however, has some heavy bridgework, about 40 miles west of Canton, which may not be constructed by that date.

THE BRITISH AND CHINESE CORPORATION, LTD.

THIS Corporation, whose head office is at 22, Abchurch-lane, London, E.C., was founded in 1898 for financing and undertaking rail-

ways and other industrial enterprises in China; and, in particular, for the financing and construction of certain railway concessions granted by the Imperial Chinese Government in that year. Of these, one line, that from Shanghai to Nanking, was completed in April, 1908; the Canton-Kowloon Railway is under construction; and the final loan agreement for the Shanghai-Hangchow-Ningpo Railway was signed at Peking on March 6, 1908. The loan authorised by the Imperial Chinese Government for the imperial railways of North China in 1898 was also issued by the Corporation; and a further preliminary contract was made with the Manchurian authorities in November, 1907, for a loan to construct the extension of this system from Hsinmintum to Fakumen, which extension is, however, at present opposed by the Japanese Government.

The Corporation's representative in China is Mr. J. O. P. Bland, who resides in Peking.

MINES AND MINERALS IN MANCHURIA.

BY REGINALD BATE, F.R.G.S.

MANCHURIAN mining questions were very much neglected, both by the Chinese themselves and by foreigners until recent years; indeed, it was not until the Russian occupation of Manchuria that the mineral possibilities were given so much as a thought. That the country is rich in minerals has been proved beyond doubt by the surveyors and geologists who have made investigations both for the Russian and Japanese Governments. The Chinese Government having recently awakened to the possibilities of mining, not only in Manchuria but all over the Chinese Empire, have, wherever possible, discouraged the efforts of the more enterprising foreigners, lest by allowing them to work they should lose what they consider to be the country's natural heritage.

Manchuria is prolific in minerals, there being found in the three provinces, gold, silver, galena, antimony, copper, coal, iron, asbestos, &c., but at the present time the only mines that are actively engaged in producing are those at Fushun, which were taken over as a legacy from the Russians by the Japanese as a subsidiary to the South Manchurian Railway. Tremendous efforts are being made to increase the output as rapidly as possible for the purpose of supplying the locomotives entirely from these mines. The other mines of note are those at Peh Shi Hu, owned by the Japanese but not producing at the moment owing to some litigation between the Japanese and Chinese Governments; the Kirin Coal Mines, owned by a British company, and waiting only for the railway from Changchun

to Kirin to be completed; the Sa Sung Kang gold and silver mines, also a British proposition; the Tieling gold mines, entirely native and at present non-producing; and last of all, the mines of the Cathay Mining Syndicate, a gigantic Anglo-Japanese combine, which holds by far the most important mining interests in all Manchuria, if not in all China.

The history of the Cathay Mining Syndicate is very interesting, and it may be said that its inception, conception, and its bright future is entirely due to the actions of a very far-seeing British merchant by the name of Bush, who having dwelt in Manchuria for the greater part of his life, came to the conclusion that the native methods of mining were so crude and so unproductive that it would be well to acquire the mining areas and develop them properly. To this end he bought out the native owners, gradually obtaining the Imperial sanction in 1902 to allow foreign capital to be introduced.

The Boxer trouble and Russo-Japanese war, however, prevented work from being even commenced, as the Cathay mines were in the war zone and their machinery, &c., was commandeered. After the Russo-Japanese war was over the Japanese made overtures to Mr. Bush and paid very handsomely to participate in the venture.

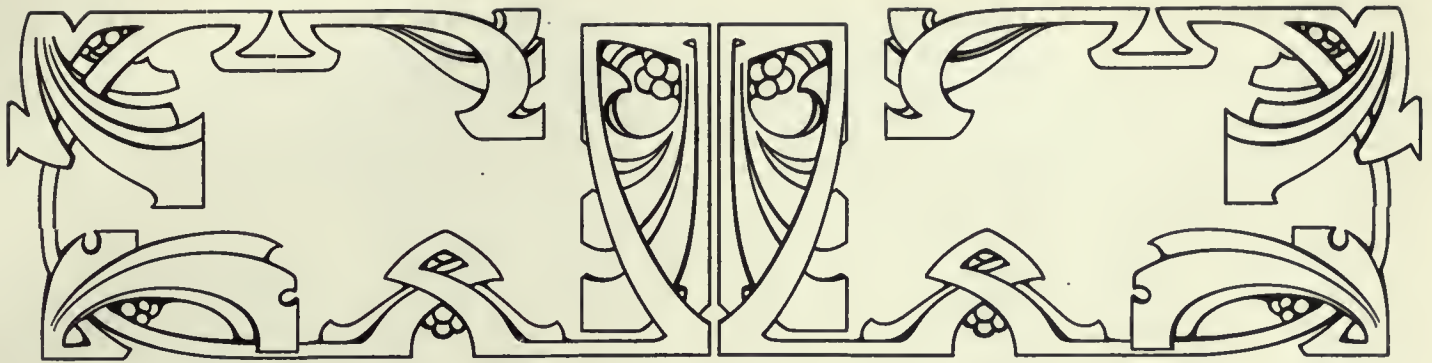
The amalgamation took place on April 17, 1907, and the syndicate is now a combination of Mr. H. A. Bush and the Japanese Government. Since the amalgamation both the British and Japanese concerned have brought out parties of engineers and surveyors, whose reports have shown that

satisfied the promoters and partners, with the result that the mines may be brought to the notice of the public in the very near future.

The districts in which these mines are situated are those bordering Korea on the northern bank of the Yalu River, and the principal and most valuable mines are situated in the district of Mao Erh Shan, which was referred to by Sir Alex Hosie in his well-known work on Manchuria.

The difficulty in the way of mining in China is either official interference or, failing that, bad communications, and so long as the officials persist in extorting profit illegitimately from their compatriots so long will native mining continue to be an absurdity.

Within a quite recent period the Chinese Government promulgated mining regulations of such a nature that it would have been impossible for any one, even a native, to work them, but it is satisfactory to learn that the diplomatic body in Peking refused to countenance them and they have consequently been withdrawn for revision. It will, no doubt, be a considerable time before they are again submitted for the Ministers' approval, for it will be a difficult task to draw up regulations to satisfy foreigners and, at the same time, preserve the semblance of not giving anything away on the part of China. There is no doubt that, with the new spirit of China for the Chinese that permeates the half-educated native, the lot of the official who has the misfortune to revise the old and compile the new regulations, will be very unenviable.



INFORMATION FOR TOURISTS.

HONGKONG.



On approaching Hongkong the visitor cannot fail to be impressed by the grandeur of the general surroundings. Separated from the mainland by an irregular arm of the sea from one to five miles wide, which constitutes its magnificent harbour, Hongkong is protected on this side by a long range of bare and rugged peaks, which present a striking contrast to the verdure-clad hills on the island.

The city of Victoria, built on the shore and hillside facing the harbour to the north, is remarkable for its imposing edifices, many of which are equal to the finest to be seen in any modern European city. These buildings, consisting of offices, hotels, clubs, &c., constitute the European commercial quarter. To the west lies Chinatown, and above, rising tier upon tier, are charmingly situated residences to within a few hundred feet of the summit of Victoria Peak, about 1,800 feet above the level of the sea, and locally known as "The Peak." This district has, of late years, become the most popular residential quarter, particularly during the summer months, when the atmosphere there is some ten degrees cooler than in the city. Situated on the higher slopes and ridges, many of the houses are visible from below. A funicular railway runs from near the centre of the town to Victoria Gap, a short distance from the flag-staff (signal station), which can be easily reached on foot, or in sedan chair—the only possible means of conveyance owing to the hilliness of the district. This is the principal point of interest for the visitor, as the view from the Peak on a clear day is magnificent. The harbour, when seen at night-time from this elevation, illuminated by myriads of lights from ships, junks, and sampans, is a never-to-be-forgotten sight. A few afternoons can well be spent in rambling over the Peak District, the mountain air being most exhilarating.

Another of the principal points of interest for the visitor is the Wongneichung Valley (commonly known as "Happy Valley"), a beautiful spot enclosed by fir-clad hills, which can be reached from the centre of the city in twenty minutes by electric car or rickshaw. Here are situated the recreation grounds of the Colony, including a very fine racecourse,

and, incongruously enough, on the hillside to the right, the Protestant, Roman Catholic, Parsee, and Mahomedan cemeteries—all beautiful as regards their monuments, horticulture, and situation.

The prevailing opinion among tourists visiting Hongkong for the first time seems to be that there is little or nothing in the island worthy of their attention. This is a great mistake, however; and, although the climate can hardly be considered as conducive to a lengthy stay (except during the six winter months, when magnificent weather usually prevails), a week spent in exploring the high-ways and by-ways of this beautiful island cannot fail to charm. It is doubtful if the walk from the Happy Valley, along Bowen Road, returning to the city through the Botanical Gardens, can be excelled in any other part of the world.

No visitor should leave Hongkong without seeing Chinatown. Those in quest of curios will find that everything that is produced or manufactured in any part of the vast Chinese Empire is procurable in Hongkong. It is, of course, usually necessary to drive a hard bargain. A Chinese theatre is well worth a visit, although the Chinese idea of music is scarcely in accord with our own!

Chief among other points of general interest that may be mentioned are the City Hall, with its museum, Government House, the cathedrals, the Tytam Waterworks, and the Docks. All the principal steamers arriving in the harbour are met by hotel launches, which convey passengers and their baggage ashore, thereby reducing to a minimum the trouble and expense of landing. The principal hotels are the Hongkong and King Edward, both situated in Des Voeux Road, the Connaught and the Oriental in Queen's Road, Kingsclere Private Hotel on Kennedy Road (one of the upper levels), the Peak Hotel at the upper terminus of the funicular railway, and the Kowloon Hotel on the Kowloon Peninsula.

The Colony of Hongkong now comprises also the peninsula of Kowloon on the mainland, and about 275 square miles of the territory behind Kowloon have been leased to Great Britain for ninety-nine years. Many very fine excursions can be had over these hills, and visitors who are fond of climbing will thoroughly enjoy a trip to the top of Taimoshan, a peak 3,640 feet high. This can best be done by taking steam launch to

Chin-wan, from which point the ascent and descent can be made in about three and a half hours. The view from the summit, embracing, as it does, a panoramic view extending fifty miles in every direction, is ample compensation for the exertion of the climb.

Hongkong being a free port, visitors are free from all troublesome Customs formalities. The currency, however, is somewhat complicated, and a few words in this connection will not be out of place. There is no gold standard, the monetary unit being the silver dollar. The nominal value of this is two shillings but enormous fluctuations take place from time to time. Notes are issued by the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia, and China, and the National Bank of China, which are legal tender everywhere. The small silver coins minted in the neighbouring Chinese province of Kwangtung are also accepted, and are in general circulation except in the banks and Government offices. Visitors are recommended, on arrival, to pay a visit to the local office of Messrs. Thomas Cook & Son (16, Des Voeux Road Central), the well-known firm of tourist agents, where they can obtain a supply of the local currency at current exchange, and receive advice as to the best way of filling up the time they have at their disposal.

The majority of visitors will, of course, include Canton and Macao in their itinerary. The former is distant about nine hours by steamboat from Hongkong, and the trip one of the most interesting to the visitor desiring to see something of Chinese life in its reality. The journey is easily accomplished. Three lines of steamers leave Hongkong every night (except Saturday) for Canton, returning nightly (except Sunday) from Canton. The return fares (including berth, but not meals) are \$16 by the British line, \$10 by the French line, and \$8 by the Chinese line. The British line maintains, also, a daily service both ways (Sundays excepted). If time permits, visitors are recommended to take the morning steamer, as the arrival in the daytime, when everything is in full swing, and the river is crowded with craft of every description, is a unique experience. From start to finish the trip is full of interest.

All these boats have excellent accommodation, and berths can be reserved and tickets obtained through Messrs. Thomas Cook & Son,

who also make all arrangements to have passengers met on arrival at Canton, and conducted round the city by a reliable guide.

Chief among the objects of interest in Canton are:—The Temple of the Five Hundred Genii, the flowery Pagoda, the five-storey Pagoda, the Temple of Confucius, the Water Clock, and the various local industries. There is only one hotel at Canton, the Victoria, situated on Shameen, the foreign settlement.

In making purchases, visitors are recommended, when striking a bargain, to see that they obtain the current premium on their Hongkong notes. This varies from 8 to 10 per cent., the price being quoted in Chinese dollars. If purchases of any magnitude are made, the merchants will usually pack and forward the goods to Hongkong without any extra charge.

Visitors who have the time should combine with the Canton trip a run up the West River. This is an ideal excursion for the amateur photographer, and can best be made by taking direct steamer from Hongkong to Wuchow, returning as far as Samshui, and proceeding thence by train to Canton, where the British steamer to Hongkong can be joined. The round trip occupies about six days, and the fare is \$36. The railway journey (about two hours) will give travellers an excellent idea of Chinese village life.

The scenery on the West River is magnificent. A succession of gorges, high mountain ranges rising directly from the water's edge, and fertile valleys is passed; monasteries, pagodas and temples being visible here and there picturesquely situated in almost inaccessible positions. Near Samshui is situated the third largest Buddhist monastery in China, and it is well worth a visit. Built about 400 feet up the side of a cliff, it is approached by means of steps cut into the rock, and, with beautiful waterfalls in the background, presents one of the most interesting pictures on the river. The water from these falls is supposed to possess many virtues, and is shipped by the monks in jars to all parts of China.

Wuchow is a city of considerable antiquity, and, if time permits, visitors can profitably spend one or two days in exploring the neighbourhood. The town is typically Chinese, without any of the innovations which have been introduced into Canton. There is no hotel in Wuchow, and visitors will, of course, remain on the boat.

The West River excursion can also be made as a side trip from Canton, the fare being \$25 and the time occupied about five days.

A railway is now in course of construction between Kowloon and Canton, and another between Canton and Hankow, which, when completed, will link Kowloon with the Trans-Siberian Railway, thus forming direct rail communication between Hongkong and the principal cities of Europe.

Between Hongkong and Macao two steamers run daily in both directions, the distance being only about 40 miles. Macao is known as the "Gem of the Orient," and is especially interesting from the fact of its having been the pioneer European settlement in the Far East. It was founded early in the sixteenth century by the Portuguese. The principal places of interest to be visited at Macao are the Camoen's Gardens and Grotto, the Façade of San Paolo, the Public Gardens, the Fantan Gambling Saloons, and the various local industries. There are two good hotels, the Macao and the Boa Vista.

Travellers desirous of visiting Manila can make the round trip from Hongkong in

about a week. Local steamers leave Hongkong and Manila every Tuesday, Friday, and Saturday, in addition to which there are four companies running to Australia which usually make Manila a port of call.

KOWLOON HOTEL.

THE Praya East Hotel was purchased in 1906 by Mr. O. E. Owen. He had had considerable experience in the management of such establishments in different parts of the world, and so large and remunerative a business was done that in two months he had fully paid for the property. In the following year he took the Kowloon Hotel upon a six years' lease, and here again his speculation has proved successful. It is practically the only first-class hotel of its kind in Kowloon, and is situated in the midst of well-kept grounds and gardens. There are a number of excellent bedrooms commanding fine views of the harbour, and the premises throughout are prettily furnished and lighted with electricity. The



MR. O. E. OWEN.

hotel is within easy access of the regular ferry service from the Kowloon wharves to Hongkong. Few men have had a more varied career than Mr. Owen. He started life with very fair prospects, but was destined to meet with many difficulties. Thanks to his perseverance and business ability, however, these have been successfully encountered. A son of Mr. Elias Owen, a merchant who has now retired and is living at Julfa, Persia, he was born on January 15, 1881, at Julfa, and was educated at the Church Missionary Society's mission school there. He joined the Church Missionary Society's dispensary and hospital and, at the end of three years, proceeded to the Medical College at Calcutta. Financial difficulties, however, prevented him from completing his studies, and, after being for a short period in Dr. Handy's dispensary at Singapore, he accepted a position as assistant at Raffles' Hotel. The climate of the Straits Settlements, however, did not agree with him, and he migrated to Hongkong, arriving in the Colony with only five dollars in his pocket. For a long while misfortune seemed to dog his footsteps, and several hotels in which he secured positions

failed on account of the slackness of trade. In spite of these disappointments, however, he managed to save a little money and, when the opportunity came, he invested it skillfully, with the result that his future is assured.

SHANGHAI.

It is frequently alleged that there is nothing to see in Shanghai, but, although the Settlement cannot boast of much in the way of natural beauty, acquaintance may be made within its boundaries of all the interesting phases of Chinese life—temples, cemeteries, native theatres, shops, and industries. On landing in the foreign settlement the visitor cannot fail to be impressed by the many evidences of prosperity that are afforded by the imposing buildings. Conspicuous on the Bund are the Customs House, in the Tudor style of architecture, surmounted by a square clock tower; the Club Germania; and the massive premises of several of the big banking houses. The two leading hotels are the Astor House and the Palace Hotel, at either of which accommodation can be obtained for from \$7 to \$10 (Mexican) a day. The principal European stores are to be found at the commencement of the Nanking Road. Further along, Chinese shops, easily distinguished by their unglazed fronts and hanging shop-signs, continue in an almost unbroken succession until the Defence Creek is reached. Many of these shops, although of no great external pretensions, contain within them some of the country's finest productions. Here it may be mentioned that although Shanghai itself is not actually a silk-producing centre, it is situated in one of the chief producing districts of China, and some of the finest silk may be purchased on advantageous terms at the native stores. The jewellers' shops contain interesting specimens of native workmanship in silver and gold, and make a feature of jade ornaments, which are regarded by the Chinese as bringing luck to the wearer. By means of the electric tramcars, carriages, and rickshaws, which ply for hire at very reasonable rates, the whole Settlement may easily be explored. Pidgin English is the medium of communication between the foreigner and the native, and, although it is not sufficient merely to add the suffix "ee" to English words, the jargon is easily acquired. Sports may be seen in progress on the splendid recreation grounds on the Bubbling Well Road, and at Hongkew, and music is provided daily during the summer months by the municipal band in the public gardens on the Bund. A museum, under the direction of the local branch of the Royal Asiatic Society, is situated within a minute's walk of the British Post Office in Peking Road, and a public library and reading room are to be found at the Town Hall in Nanking Road. The chief temple is Zen Sung Aye Temple, at the corner of Peking and Kweichow Roads. This is dedicated to the Queen of Heaven, to whom are addressed the petitions of women desiring sons. The Dai Wong Miao Temple in Sinza Road is also worthy of a visit, and on no account should one or other of the native cemeteries or mortuaries in this vicinity be overlooked. The most remarkable is the Cantonese Cemetery in Sinza Road. A broad drive, flanked by hundreds of tiled brick graves, leads to a number of temples, council rooms, and other buildings. On all sides may be seen the earthenware urns in which the



THE ASTOR HOUSE HOTEL.

[See page 686.]

THE BAR.

THE DINING HALL.

A CORNER OF THE READING ROOM.

THE ENTRANCE.

remains of the departed are deposited in readiness for transference to other places. In no people is the desire to be laid to rest in their native soil so strongly implanted as in the Chinese.

The walled native city, with its narrow crowded streets, lies to the south of the Settlement, beyond the French Concession. Its chief attractions are its tea gardens, with their curious examples of Chinese architecture, its temples, its execution ground, and—perhaps most interesting of all to the European—its "Willow-pattern Tea House," which is said to have been the original of the design upon the willow-pattern ware so familiar at home. The wall of the city was erected in the Middle Ages to keep out Japanese invaders.

Settlement, among the most frequented being the Chang Su Ho Garden, on the Bubbling Well Road, where native theatricals, cinematograph entertainments, Chinese processions, fireworks, and other forms of amusement are provided. There are also, just outside the boundaries of the Settlement, two or three resorts, at which variety entertainments are provided and roulette is played.

For those who have a little time at their disposal, several excursions may be taken to places which will give the visitor a good idea of life in the interior of China. The trips may be made in house-boats, or, in some instances, by rail. The Fêng-wan-shan Hills, originally islands in the Yangtze Delta, are situated about thirty miles from Shanghai and are favourite week-end resorts.

part of the distance the route lies through very beautiful scenery. Tientsin and Peking are only three or four days' journey from Shanghai, and the chief ports in Japan may be reached in from two to five days by any of the mail steamships.

ASTOR HOUSE.

ASTOR HOUSE is the best-known hotel in the north of China. Its importance has grown, step by step, with the gradual rise in the prosperity of the Settlement, until now it ranks with any of the leading hotels in the Far East. All the several departments are



THE ASTOR HOUSE HOTEL.
THE HOTEL FROM THE PUBLIC GARDENS.

Beyond the city lies the Lughwa Pagoda, which may be reached by carriage, and should certainly be seen, for pagodas are not nearly so common in China as is popularly supposed. Adjoining the pagoda is a large temple, dedicated to the King of Heaven, and a monastery with three hundred monks.

In the same neighbourhood is the Siccawei Observatory, which is one of the finest institutions of the kind in the world. It is carried on by the Jesuit fathers, who also maintain educational and other institutions in the vicinity, over which they are always happy to show the visitor. They are now engaged in erecting at Siccawei a cathedral which will probably be one of the largest in China.

There are several Chinese gardens in the

Hangchow, with its temple and rock sculptures; Soochow, with its twin pagodas, beamless temple, Tiger Hill Pagoda, Yamen and Gardens; Nanking, a former capital of China, with its tomb of one of the Ming emperors; the Ta Hoo, or great lake, with its charming scenery; Kwangpoo, with its temple, pagoda, and gardens; Wusieh, where the finest silk in the world is produced; and Chinkiang, another centre of the silk industry, are all within fairly easy reach by rail or water.

Further afield is Hankow, a place of great commercial importance, and of still greater possibilities. The port is situated some 600 miles up the Yangtze, the third longest river in the world, and may be reached in one of the well-equipped river steamboats which ply to and from Shanghai. For some

under special European supervision, and everything has been done to secure the comfort of the guests. Leading straight from the entrance to the main residential portion of the house is a long glass arcade. Upon one side of this are the offices, where the clerks and commissioners will attend promptly and courteously to every want; upon the other is a luxuriously furnished lounge, and, adjoining this, the reading, smoking, and drawing rooms. The dining room has seating accommodation for five hundred persons. It is lighted with hundreds of small electric lamps, whose rays are reflected by the large mirrors arranged around the walls, and when dinner is in progress, and the band is playing in the gallery, the scene is both bright and animated. There are some two hundred bedrooms, each with



CENTRAL STORES, LTD.—THE PALACE HOTEL.

[See page 688.]

THE DINING HALL.

THE HOTEL.

M. J. NATHAN, Secretary.
G. J. SHEKURY, Managing Director.

B. BAY, Manager.

THE ENTRANCE HALL.

a bathroom adjoining, all of which look outward, facing either the city or the Whangpoo River. Easy access is gained to the various floors upon which they are situated by means of electric elevators. The hotel, which generates its own electricity and has its own refrigerating plant, gives employment to 254 persons. The most scrupulous care is taken over every detail of management, and the house is one that can be thoroughly recommended. Improvements are continually being made as opportunity offers. The oldest portions of the hotel are now being rebuilt on modern lines, and the dining room, facing the Soochow Creek, is to be extended along the whole front of the building. Winter gardens are being constructed, the writing and smoking rooms, and the private bar and

floor there is a lofty and spacious dining room, well lighted, finely panelled, and adorned with numerous paintings. It affords accommodation for three hundred guests. Adjacent to it are several dining rooms for the use of private parties, and a banquetting hall, capable of seating two hundred guests, which can also be utilised as a ball-room. A fine lounge traverses the whole length of the building. Above is the roof garden, where a quiet hour may be spent amidst fine palms and foliage plants. The view from here extends from Woosung, on the coast line, to the Quinsan Hills far away inland; while, immediately below, are the public gardens, where the town band may often be heard discoursing music. The hotel contains, altogether, 120 rooms, each of

HOTEL DES COLONIES.

The Hotel des Colonies, the principal hotel in the French Concession, was the first establishment of its kind to be built in Shanghai. It owes its existence to Monsieur A. Michel, who came out to China sixty years ago, and from this fact it derives its Chinese name of Mi-tsai-lee. Originally it consisted of a single building containing about twenty rooms; now it comprises three separate buildings on opposite sides of the Rue Montauban and Rue du Consulat with well-equipped dining and drawing rooms and a sufficient number of bedrooms and comfortable apartments to accommodate a large, continuous, and steadily growing stream of visitors.



THE NAVAL CLUB.



THE ASTOR BAR.

[See page 686.]

billiard room will be enlarged, and the kitchen will be placed upon the roof. By such enterprise as this the proprietors keep everything up to date, and endeavour to meet the requirements of an ever-increasing number of patrons.

THE PALACE HOTEL.

STANDING at the corner of the Bund and Nanking Road, within a few minutes' walk of the banks, post offices, and consulates, and in the very heart of the European business quarter, the newly constructed Palace Hotel occupies the finest possible position in Shanghai. It is lighted throughout by electricity, and storey is connected with storey by means of electric elevators. On the fifth

which has a bathroom attached. The cuisine is excellent. The chef enjoys unique advantages, for the hotel has its own dairy farm, so that the freshness and purity of the milk used are guaranteed, and owns a large kitchen garden, in which vegetables for the table are grown under European supervision—a very important consideration in this part of the world. Everything is done by the management to promote the comfort and convenience of guests, and the high popularity of the hotel with tourists is beyond question. All incoming steamers are met by the hotel commissionaire, who relieves passengers intending to stay at the hotel of all anxiety concerning their baggage.

After a time the hotel passed into the hands of Mr. Scisson, who turned it into a limited liability company some twenty years ago in order to obtain the capital necessary for carrying out the extensions and improvements that were required. Owing to depression in business, however, the hotel was sold to a private company. In 1898 there was another change in the ownership, and in 1901 a syndicate was formed to take over the management. In every department the greatest care is exercised to make the hotel as comfortable and attractive as possible. The cuisine, particularly, is excellent, the Hotel des Colonies being the only establishment of its kind in Shanghai in which the kitchen is under the charge of an experienced French chef.

Mr. J. M. Tavares has been the general



HOTEL DES COLONIES.

THE ENTRANCE HALL.
A CORNER OF THE SITTING ROOM.

THE DINING HALL.
BEDROOM.

manager of the business for several years, and his geniality and solicitude for the comfort of his guests have had no small share in maintaining and enhancing the hotel's popularity.

ST. GEORGE'S HOTEL.

On the outskirts of Shanghai there are quite a number of picturesque little hostelries which form very pleasant and popular places of resort in the early evening after the heat and glare of the summer day in town. Perhaps the most conveniently situated, and freely patronised by all is the St. George's Hotel, which occupies altogether some twenty-five mow of land at the end of the Bubbling Well Road. Mr. S. Hertzberg, the proprietor, has spared neither pains nor expense to make the hotel and its gardens as attractive as possible, and there can be no question that his efforts have met with appreciation. Every evening during the summer a band plays in the grounds, and, after dinner, there is a cinematograph entertainment interspersed with songs and musical sketches. Although the establishment is more in the nature of a café or restaurant than a hotel, and caters chiefly for tea and dinner parties, it is not without accommodation for permanent residents. In conjunction with it Mr. Hertzberg conducts a dairy farm, and obtains his supplies of fresh milk and butter from a herd of eighteen Australian and Chinese cows.

THE NEW TRAVELLERS' HOTEL.

The New Travellers' Hotel in the Broadway was built about five years ago, and is calculated to meet the requirements of those who desire good accommodation but are not prepared to pay high tariff rates. The premises are commodious and conveniently arranged; there is a well-furnished dining-room, a billiard-room, two bars, and twenty bedrooms. The attendance leaves nothing to be desired.

The proprietor is Mr. D. Haimovitch, who has been resident in China for some twenty-five years, and has, consequently, a good knowledge of the requirements of a hotel in the East. Although he has been in charge of the establishment for a few months only, he has already effected several important improvements.

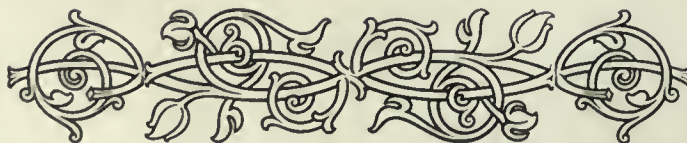
NAVAL CLUB HOTEL.

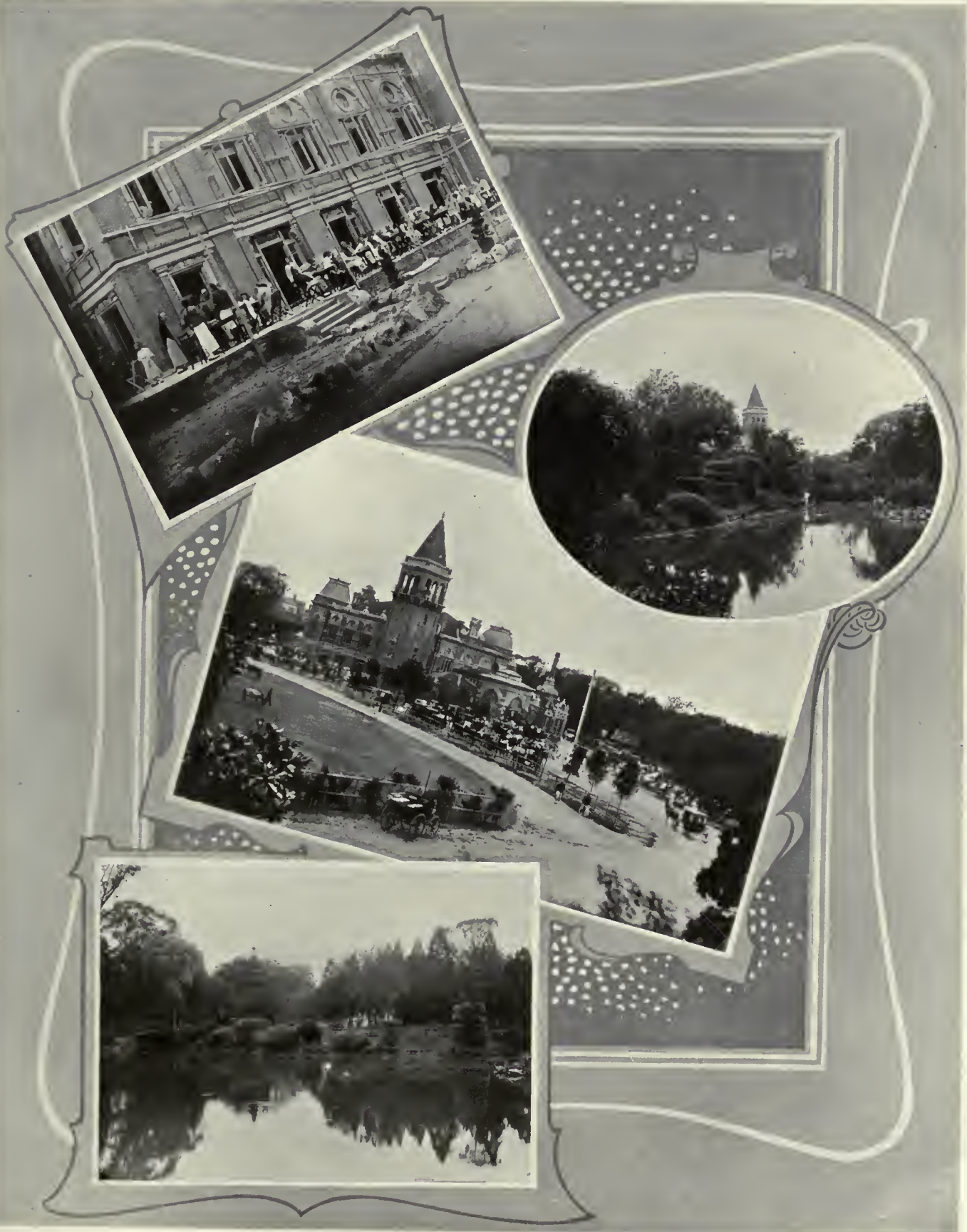
MANAGED by Mr. E. Shanstrom, an ex-naval man himself, the Naval Club Hotel at 10a and 10b, Boone Road, is naturally a favourite place of resort for sailors and man-o'-war's men of all nationalities, whenever their ships happen to be in port. The present proprietor took over the business in 1901, and when the new building of the Astor House Hotel was completed in 1903 he leased the back part of the premises facing the Broadway. Under his personal supervision both enterprises have proved very successful. Mr. Shanstrom was born in 1873, at Nevada City, Colorado, and before coming to Shanghai served for eight years in the American Navy, rising during that period to the rank of chief

yeoman. He joined the local Volunteer Artillery Company in 1902, and is now a sergeant. He is also a member of the Ancient Land-mark and Keystone R.A.C.

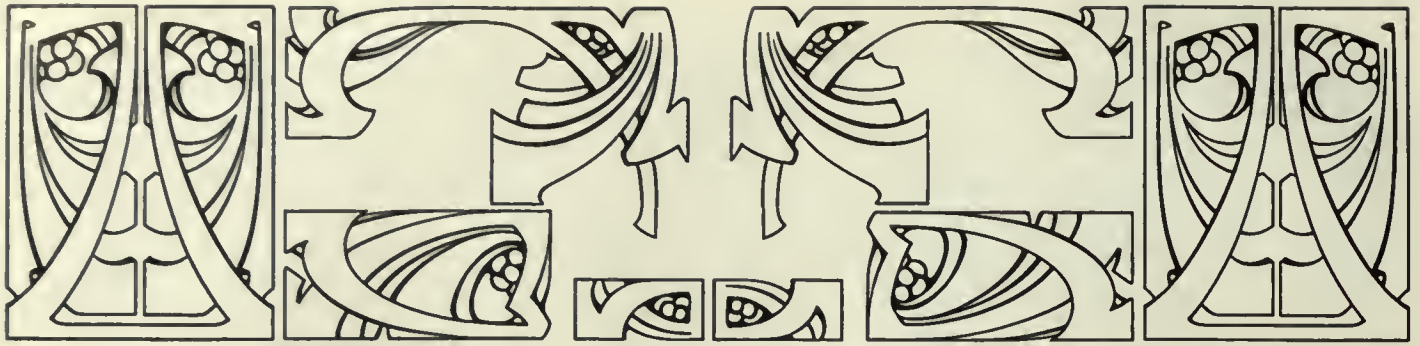
THE CHANG SU HO GARDEN.

THE Chang Su Ho Garden, with frontages on the Bubbling Well and Weihaiwei Roads, comprises some seventy mow of land and offers manifold attractions. It is laid out with grottoes and artificial lakes connected with the river by pipes, and is beautifully wooded. The trees and shrubs planted back in the eighties for scenic effect have grown to perfection, and from time to time rare plants of all descriptions have been added. In a spacious concert hall, known as "The Arcadia," Chinese theatricals and other entertainments are given by some of the best-known native talent and visiting troupes, and there are also cinematograph entertainments and shooting galleries. From time to time special attractions are provided, such as a balloon ascent, a good band, a pyrotechnic display, or a native procession. The garden, which was formerly the property of a Mr. Groome, was acquired by Mr. Chang Su Ho in 1881. At that time it comprised only 21 mow. Mr. Chang Su Ho gradually extended it and laid it out as it is to-day. The property is now leased by Mr. A. M. A. Evans for a term of forty years, and under the foreign supervision which Messrs. Evans & Co., the agents, have introduced, there are now few places of the kind in which an afternoon or evening can be more pleasantly spent.





EVANS & CO.—THE CHANG SU HO GARDEN.
ON THE TERRACE. *Digitized by Microsoft*® THE LAKE.
THE LAKE. THE HALL.



OTHER TREATY PORTS AND FOREIGN SETTLEMENTS.

HANKOW.



HANKOW, which is 602 nautical miles distant from Shanghai, is situated in the province of Hupeh, within the angle formed by the junction of the river Han and the Yangtze-Kiang. The native city spreads itself along both rivers, and the foreign settlements occupy the bank of the Yangtze below it. On the right bank of the river Han is the city of Hanyang, and, nearly opposite, on the right bank of the Yangtze, the Prefectural city of Wuchang, the capital of the province and the seat of the Government under the Hukuang Viceroy (at present Chen Kuei Lung). The population of the three cities is estimated at about half a million. Hankow flourished for many centuries until it was devastated in the Taeping rebellion. For some time after that it was merely regarded as a suburb of Hanyang, but it has now quite outstripped the older city in wealth and importance. In his work on "The Yangtze," Captain Blakiston gives the following excellent description of a bird's eye view of the place and its surroundings. "Hankow," he says, "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 Yangtze, 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 the eye to the right bank of the Yangtze, one sees enormous lakes and lagoons both to the north-west and south-east sides of the hills beyond the provincial city."

The climate of Hankow, it must be admitted, is far from perfect. During four or five months it is extremely hot, the thermometer in summer-time occasionally registering as high as 105° Fahrenheit. Especially in July and August is the atmosphere close and oppressive. The months of October, November, and the early part of December are usually very pleasant, but the days of sunshine may be interrupted by cloudy weather, with cold piercing winds at nightfall. In the early months of the year the thermometer averages about 44° Fahrenheit, but sometimes falls much lower. The cold is very penetrating then by reason of the dampness in the air. Snow falls occasionally, but it generally melts away during the day. Everything possible is being done to safeguard the health of the community, and the sanitary conditions are improving year by year. The large dyke built two years ago to prevent the annual flooding of the plain immediately behind the city, and the gradual filling in

of low-lying ground to remove stagnant water have helped to reduce the plague of mosquitoes and sickness. Upwards of 50,000 tons of mud have been brought by trolley into the British Concession to fill in vacant plots at a cost of \$11,823, and a far greater amount, for which figures are not available, has been brought by another trolley line and by thousands of coolies, who take the mud from the river bank at low water. In the Russian Concession the ground has been raised some six feet by the deposition of some 108,000 tons of mud, and the work in both concessions is still proceeding. The French and German Concession have likewise been raised and bunded, and the Japanese Concession is being treated similarly.

Before the opening of the port to foreign trade, Hankow had a troubled history. The three cities—Hankow, Hanyang, and Wuchang—were taken and re-taken no fewer than six times during the Taeping rebellion, and when evacuated by the insurgents in 1855 they were to a large extent laid waste. Hankow's record as a foreign settlement dates from 1861. It was included among the Treaty ports in accordance with the terms of Article X of the Treaty of Tientsin of 1858, between China and Great Britain, and in 1861 Mr. (afterwards Sir) Harry Parkes commenced negotiations with the Viceroy of Wuchang for a British Concession. The ground asked for was about seventy-five acres in extent, adjoining the native city, and having a river frontage of about half a mile. It was especially stipulated that foreigners should not be confined to "factory

sites" as they were in the early days in Canton. But it was not until the persuasive influence of the Navy had been employed that a lease of the area required was granted to the British Government, in perpetuity, conditional on an annual payment of \$138,05. Until 1895 this remained the only foreign concession in Hankow. According to the original agreement the land could be let only to British subjects, but this was altered in 1864 so that land might be leased by subjects of any power having Treaty relations with China. Of the 74 lots of the original concession, 52 are held by British subjects, 11½ by Russians, 3 by an American, 2 by an Italian, and 2 by a Spanish Mission, 2 by the Hankow

three quarters of a mile and an area of 506,000 square yards. It was developed by a syndicate at great cost, and, in 1905, was taken over by a company of German landowners and placed under the administration of a municipality. Further along the river and adjoining the German concession the Japanese were granted an area of 147,000 square yards a few years ago. This they have commenced to develop on lines similar to those followed by the other nationalities. A bund some four hundred yards in length and a number of streets are being laid out, and the area generally is the scene of much building activity. Beyond the Japanese Concession a Chinese syndicate holds a parcel of land on which it

possess a main street, four to five miles long, which will form an extremely pleasant riverside promenade. Lined with well-grown trees, it has a pleasing appearance from the water, and in the summer season it presents a very animated spectacle. Some of the houses along the water-front would be a credit to any city. Owing to the ample accommodation afforded by the Bund the town has no great depth. The first three streets running parallel to the river bank are broad and well laid out, and contain most of the important hong, the rear portions of the various concessions being occupied mostly by Chinese, Japanese, and smaller firms. Another feature of the Settlement which cannot fail to be observed



THE FOREIGN SETTLEMENT AT HANKOW.

IN THE FRENCH CONCESSION.

IN THE GERMAN CONCESSION.

IN THE BRITISH CONCESSION.

Club, 2½ by Japanese, and 1 by a German. In 1898 the Concession was extended by a grant of a further area of 74 acres, and of this 45 per cent. is held by Britons and their Municipality, 27 per cent. by the Italian Mission, 10½ per cent. by Germans, 11 per cent. by French, and 5½ per cent. by Russians.

Russia was the next foreign Power to obtain a concession. This adjoins the British, and has an area of 247,000 square yards, with a river frontage of 722 yards. Then the French secured a grant of 137,000 square yards of land, with a river frontage of a quarter of a mile. The German Concession was obtained in 1895 by a German company called the Deutsche Neiderlassungs-Gesellschaft. It has a frontage of

is proposed to erect a model Chinese settlement. Some work has been done in this direction. The British Concession, being the oldest, was for a long period the centre of foreign trade, and many of the largest and oldest firms have their premises here. Of late years the other concessions have made great progress, and now also contain a number of fine buildings. The British wharfage dues, however, exceed those of the Russian and German Concessions combined, and in trade the British are still predominant.

The visitor who is familiar with other foreign settlements in China cannot fail to be impressed with Hankow. When the Japanese have completed the work upon which they are engaged, the Settlement will

be its air of commercial and industrial activity. Numerous hulks used for storing and shipping the cargo brought by the various steamship lines trading with Hankow are ranged along the Bund wall; tall chimneys and large factories rise above the town in almost every direction; and thousands of coolies carrying goods may be seen in constant procession between the Bund and the godowns. The town possesses many large mills; there are several Government factories on the Wuchang side of the river; and extensive iron and steel works have been established at Hanyang.

The native city presents no distinctive features, being much like other native cities—a maze of narrow streets flanked by more or less dilapidated-looking houses. Its wealth

and prosperity, however, cannot be denied, and the leavening spirit of progress is seen in the recent installation of a plant for supplying some 500,000 gallons of water daily, and in the erection of the necessary machinery

going to all parts of the Yangtze, both above and below Hankow. The fleet numbers not less than 46, of which at the moment 18 are British, 13 Japanese, 8 Chinese, 5 German, and 3 French. There is also a large fleet

advance has been made during the last ten years than throughout the whole of the previous time. Notwithstanding the fact that tea, formerly the staple product, has fallen from its high estate, the trade in this particular commodity is still large. Certainly a fleet of steamers, direct from London and Odessa, is not now to be seen anchored off the Bund as in days gone by, but, nevertheless, there are many large shipments of tea during the season, and the four large tea factories in the neighbourhood do a thriving business. Especially was this the case last year, when, owing principally to the higher prices of Indian and Ceylon teas, there was an increased demand for teas from Hankow. At the present time there is a great call for brick tea, which is made from tea dust, and is exported to Mongolia, North China, and Russia. The factories are working to their utmost capacity, but the supply seems to be insufficient. Of the brick-tea factories, two are situated in the Russian Concession and two in the British Concession. They are equipped with modern machines and employ thousands of Chinese, and the importance of the business may be gathered from the fact that some 26,000,000 taels' worth of brick and tablet tea have passed through the Customs during the last ten years. The tea trade as a whole is mainly in the hands of Russian merchants.

Next to tea, probably the most important trade is done in hides, which are dried and packed for Europe and America. Wood oil, sesamum seeds, and the oil made from them, are other important articles of export, and a considerable business is also done in tobacco, musk, feathers, albumen, antimony, bean-cake, beans, cotton, fungus, horns, iron, lead, rapeseed, animal tallow, and Chinese products of all descriptions. The net value of the trade of the port for 1907 was, in round figures, £18,700,000. Of this sum, imports represented nearly nine millions sterling, and exports upwards of £9,800,000.



HANKOW BUND IN WINTER.

for lighting the streets with electricity. The total population of Hankow approaches a quarter of a million.

Hankow has been described as the "Chicago of the East," but that, of course, is a form of poetic licence. Hankow, however, is an extremely important place, from a commercial and industrial point of view, and it will be interesting to examine in more detail the causes that have led to its rapid development, and the scope and extent of its present-day activities. The Peking-Hankow Railway, connecting the interior of China with Europe, has done a great deal towards fostering the multitudinous business interests, and further benefit is expected when railway communication is established with Canton and Hongkong (Kowloon). No work in connection with this project has yet been commenced in the province, but a British engineer, Mr. R. St. George Moore, M.J.C.E., has been engaged, and a start will soon be made. Another ten years should see the line completed. Hankow, it must be remembered, is distant only twenty-nine hours by rail from the capital of the Empire. The passenger from Hankow may arrive in Europe by the Trans-Siberian Railway in twenty days, and already the European mail comes by this route. But it is to its unrivalled water communications that the port chiefly owes its prosperity. In addition to the fine river, on the banks of which it stands, there are canals and large streams bringing it in touch with almost all parts of China. Indeed, in the high-water season, boats may go as far as the borders of the Kwangtung Province, and an additional impetus must be given to trade when the problem of the navigation of the Yangtze Rapids has been solved and direct communication established with Szechwan, which is said to be the richest province in China. With this end in view there is more than one company in the field at the present time.

The port is well served with river steamers

of smaller vessels and launches. Some 25,000 native junks, carrying probably a million tons of cargo, are said to clear from Hankow annually. From April to November, when the river is at its highest point, large steamers can reach the port. At times Peninsular and Oriental and other ocean-going vessels come direct with cargo, while the battleship *Glorie*, and one of the



THE YANGTZE RIVER AT CHINKIANG.

largest cruisers at present on the China station, have navigated the river between Shanghai and Hankow.

The port has been open to foreign trade for nearly half a century, but a greater

The river banks in the vicinity of the town are the scene of much industrial activity, and both on the Hankow and Wuchang sides there are a number of factories which, together with the tank installations

of the various oil companies and the railway company, give the district a very prosperous appearance. The several albumen factories, to which indirect reference has already been made, are doing fairly well in spite of Chinese competition at Chinkiang. The process in these factories is to separate the white from the yolk of the egg and by steam-heat to reduce it to a thin gelatine sheet for industrial purposes. The yolk, also, is made up for use in dressing leather and for mixing with certain kinds of varnish, &c. The principal industrial enterprise in the vicinity, however, is the Hanyang Iron and Steel Works, situated on the Han River, and owned and operated

portion of which was exported to Japan, while some went to the United States. A new furnace has just been completed which will add to the output by some 250 tons a day, and for the present year the output of the furnaces is estimated at 160,000 tons of pig-iron. The aim of the management is to produce a class of work capable of passing all recognised standards. The coal and coke required come from the Ping-hsiang mines, and the iron ore from mountains some 30 miles down the Yangtze. Connected with this enterprise is a Government steam brick factory capable of turning out 60,000 bricks a day. The adjacent arsenal is another undertaking owned by the Government. It

situated in the German Concession. This will have a daily output of several million cigarettes. Several oil-press and bean-cake factories, Chinese and Japanese, are at work inside and outside the Concessions.

In the vicinity of Hankow there are four flour mills. One of these is carried on by a European, and makes flour from wheat imported from home; the others are in the hands of Chinese. Opposite to the British Concession are Messrs. Carlowitz's large ore-refining works, at which antimony, lead, and zinc ore are crushed; and on the Wuchang side there are Government glass mills, and cotton and hemp mills. The cotton and hemp mills, together with a silk filature,



THE RUSSIAN SETTLEMENT AT HANKOW.

GROUP OF RESIDENTS AT THE OPENING CEREMONY.

RUSSIAN MUNICIPAL COUNCIL OFFICES.

SOME OF THE RUSSIAN COMMUNITY.

by a Chinese company, headed by Shêng Kungpao. They were established by Viceroy Chang Chih-Tung, whose idea it was that China should make her own railway materials from Chinese ore on Chinese territory. For some time the undertakings proved anything but a success, and were eventually leased by His Excellency Shêng. He failed to make them pay, but two years ago the reconstruction of the works was commenced, and modern machinery installed, with the result that they will soon be capable of turning out all kinds of iron and steel-work for railways, ships, and other purposes. During 1907 the blast furnaces produced some 37,000 tons of pig-iron, a large

consists of a small-arms factory, under foreign management, and powder, chemical, and ammunition factories. The arsenal, however, at the present time is in a moribund condition owing to want of funds, and half the machinery is idle. Rifles in small numbers, cartridges, and some quick-firing ammunition form the principal output at the moment, but it is said that equipment is to be provided shortly for the manufacture of heavy ordnance. In the Japanese Concession there is a Chinese-owned match factory capable of turning out half a million boxes of matches a day, while another notable industrial enterprise which has just been placed in working order is that of the British-American Tobacco Company,

were leased by the Viceroy in 1902 to a company of Chinese capitalists for Tls. 100,000 a year for twenty years, and, apart from the hemp mill, the concern is doing a flourishing business. Satisfactory progress, also, is being made by the Hupeh Cotton Mills established by the Government. A tannery on an extensive scale, and under European supervision, has recently been started, and there are several brick and tile factories, as well as numerous minor industries.

The financial position of Hankow is, to say the least, remarkable. The city is in a large measure the financial centre of the interior of Northern China, and in the foreign settlement are to be found large branches of six

of the most powerful banking houses in the Far East, namely, the Hongkong and Shanghai Bank, the Chartered Bank of India, Australia, and China, the Russo-Chinese Bank, the Deutch-Asiatische Bank, the Banque de

the many schemes which it has rashly financed. Chinese dollar bills form practically the currency of Hankow, and European merchants are compelled to accept them, although they are careful never to hold them

paper-money the position may become very grave.

In prophesying as to the commercial future of Hankow many things have to be considered. In addition to the financial unsoundness caused by an excessive paper currency, which may be discredited, the city suffers from the government of officials who are constantly being moved from one post to another, and who, consequently, are more anxious to secure profits for themselves than to promote the prosperity of the district; and from the investment of money in a large number of Government and public enterprises which appear very unlikely to yield any return. To be set off against these disadvantages are Hankow's prospective position as the railway centre of China; an unequalled system of water communications, connecting with nine of the provinces of the Empire and the outside world, by means of the Yangtze, which is navigable by large ocean liners; a sound private native banking system with agencies in the remotest parts of the Empire; great possibilities as the tea mart of China, and as a market for wood, oil, silk, hides, and every product of Central China; great mineral wealth (immense quantities of coal are found in the neighbourhood, and there is a mountain which is said to contain 50 per cent. pure iron ore); and a large and enterprising population with an abundance of cheap labour.

Hankow furnishes a striking example of the extravagant concession method of local government that prevails in the principal Treaty ports. The whole of the foreign settlements are contiguous to one another, and are together of such dimensions that they could be administered very easily and economically by one Municipal Council, yet each of the five Powers represented maintains its own separate local administration. As a consequence, the number of officials employed is larger than would be necessary under a more reasonable and business-like



THE HANKOW CLUB.

l'Indo-Chine, and the Yokohama Specie Bank. In addition to these, there are two local Government banks, and some fifty native banks, including several of very good repute, the first among which is the famous Shansi Banking Corporation. The presence of so many well-known banking houses would appear to be sufficient guarantee of the stability of local currency, especially when it is remembered that some of the foreign banks have local note issues. Remarkable methods of finance, however, have been employed from time to time by the holders of the office of Viceroy at Wuchang. Like all other Chinese officials, they have for years past been troubled with a treasury that emptied itself too rapidly, and, owing to the many millions which have been invested by the Government in various industrial experiments in Hupeh, none of which has ever paid in official hands, the controller of the finances has found himself in difficulties which, apparently, have stimulated his inventive faculties. He soon discovered that two single cash pieces when put together and passed through a machine, could be made to serve as ten cash token money. The scheme worked well, and induced the Viceroy to import from Europe minting machines capable of dealing probably with half the copper output of the world. They are now to be found stored at Wuchang, ready for any emergency. Had the Viceroy's financial experiments extended no further than this they would have been of little interest to Europeans. But he next found that by purchasing a peculiar and inexpensive class of paper in Japan, and spending a small sum in printing, \$1 and 1,000 cash notes could be manufactured with ease. By this simple device the treasury at Wuchang has been saved from depletion, notwithstanding

over night if they can possibly avoid doing so. The banks exchange their stock for bullion once a week without difficulty. The paper-money issued represents some



TYPES OF HANKOW FOREIGN MUNICIPAL POLICE.

\$15,000,000. Most of it circulates away from Hankow, and should its stability be impeached, the effect upon the trade of the port could not be other than extremely serious. If more care is not taken in issuing

arrangement, and \$400,000 have been invested in municipal offices when one building could have been erected at far less cost to accommodate a single body having the whole Settlement under its supervision. But to



KULING AND SOME MAGNIFICENT SCENERY IN ITS IMMEDIATE NEIGHBOURHOOD.

effect this amalgamation of interests it would, of course, be necessary to obtain the concurrence of all the Governments concerned. As it is, a healthy competition is undoubtedly promoted by the present system. The

feel above the level of the surrounding country, on the slopes of a mountain whose peak for the greater part of the year is enveloped in a mantle of snow, and hither during the season—from June until September

great Yangtze flows placidly at the foot of the hills on its way to the sea, and the ruins of Chinese temples and monasteries—some of them probably two thousand years old—dot the landscape. A modern European



A MING TOMB.
THE YANGTZE RIVER GORGES.

ICHANG.

THE PAGODA.
THE SETTLEMENT.

Councils work together as far as possible, and always with the greatest harmony. The engineers and surveyors of the various Councils receive only a small retaining fee, and in other ways expenses are kept as low as is possible under the conditions that prevail. The police forces are probably rather under than over requirements.

The chief centre of social life in Hankow is the Club, a well-equipped institution with tennis courts, a bowling alley, billiard and reading rooms, library, &c. The provision made for out-door recreation includes a race-course, which is situated some two miles and a half from the city. For divine worship there are four churches—one Roman Catholic, two Anglican, and one Greek. The first of these is the largest. The Greek Church was erected by the Russian community and is a rather handsome structure. The Settlement is kept informed of local news and of events taking place in the outside world by means of two daily newspapers—*The Hankow Daily News* and *The Hankow Mail*.

A dozen miles from Kiukiang and less than a day's journey by steamer from Hankow is Kuling, one of the most unique settlements in the whole of China. It may be described as the Yangtze Valley summer resort, for it is situated some three thousand

or October—many of the residents of Hankow repair to escape from the heat of the plains. The scenery is extremely picturesque. The



THE RAPIDS OF THE YANGTZE RIVER AT ICHANG.

Settlement has been formed with numerous pretty bangalows, good roads, a comfortable hotel, and, indeed, every convenience calculated to promote the comfort of a visitor and to make his stay as pleasant as possible. At a rough estimate, upwards of a million dollars have been invested in Kuling by the residents of Shanghai and Hankow. The estate is under the direction of a paid manager and is reached in about six hours by chair from Kiukiang, where a "resthouse" has been established for the convenience of travellers. In this little republic each resident owes allegiance to his own national authority, and the community pay rent annually to China, but are permitted to manage their own municipal affairs.

THE BRITISH CONSULATE.

THE British Government is represented at Hankow by the Consul-General, Mr. Everard H. Fraser, C.M.G. Born in 1859, he passed the usual competitive examination in 1880, and was appointed a Student Interpreter in China the same year. After holding acting appointments at various ports, including Ichang, Chemulpo (Korea), and Canton, he was promoted

on September 27, 1897, to be Her Majesty's Vice-Consul at Pagoda Island, and on May 13, 1899, to be Consul at Chinkiang. He was Acting Consul-General at Hankow from January, 1900, and in the following year was

stroh, and has general charge of the business in China, whilst Mr. E. Rockstroh represents the firm in Hamburg. Mr. Kolkmeier has been a resident of Hankow for several years, and is a member of the French Municipal

increase in the importance of this portion of the Settlement, and the many interests involved in its proper control, the membership was enlarged by the admission of two others—Messrs. Caissial and Kolkmeier—and now comprise four French representatives and two foreign. The Concession adjoins that held by Russia, and has been developed with good taste and admirable judgment of local requirements. Ten years ago it contained no more than six houses; now, practically all the sites available for building purposes are occupied, and within the boundaries of the Concession are a number of fine houses, all the Hankow hotels—three in number—a flour mill, several factories, and a French Club, besides, of course, the French Consulate, Post Office, and other public buildings. The French population numbers 56, and there are some 186 foreigners of other Western nationalities, 154 Japanese, and 1,500 Chinese. The Concession is lighted throughout by electricity, and during the present year the roads of the Concession were completed so that there are now well-kept streets leading to all parts. The Council maintain a staff of Chinese police under a French Superintendent, and employ a French engineer to direct the Public Works and supervise the street and road mending.



THE FOREIGN SETTLEMENT AT KIUKIANG IN WINTER GARB.

confirmed in the office and created a C.M.G. He is now the senior member of the Consular body at Hankow. He sits as a magistrate to try cases in which British subjects are the defendants, and has the right of veto on all resolutions passed at meetings of the rate-payers in the British Concession.

The Consulate staff consists of a Vice-Consul, two assistants, and a constable. The Consulate Buildings contain the British Post Office, which is a branch of the Hongkong office. It is in the charge of a clerk, whose salary is paid by Hongkong, and attached to it are a limited number of Chinese assistants, postmen, &c.

THE RUSSIAN CONSUL.

MR. A. N. OSTROVERKHOW, the Russian Consul at Hankow, has control of the Russian interests in this port, and in the three neighbouring provinces. He has been in the Consular service in China for a number of years, the last five of which have been spent in Hankow. He is the principal magistrate of the Russian Concession, and once a week holds a Mixed Court, at which a Chinese official also occupies a seat upon the Bench. The Consul, however, has no voice in the local government, nor has he a seat on the Municipal Council. The Russian Concession contains a Post Office, Municipal Council building, and the usual public offices, the Consulate, situated on the Bund, being one of the finest buildings in the Settlement. The Concession has been built upon for the most part, and several Russian firms have their factories in the British Concession. The number of Russian subjects in Hankow is one hundred, many of whom reside in the British quarter of the town.

THE NETHERLANDS CONSUL.

MR. F. KOLKMEYER, Consul for the Netherlands, is a partner in the firm of Kolkmeier & Rock-

Council. The Hankow office of his firm is situated on the French Bund, and there is also a branch in Shanghai.

THE FRENCH MUNICIPAL COUNCIL.

As in all French Concessions in China, the French Consul is, *ex officio*, the head of the

MR. RENE DE HEES.

MR. RENE DE HEES, who has been in China for some ten years, the last two of which have been spent at Hankow, following his profession as a civil engineer and architect, holds the appointment of engineer to the French Municipal Council. In this capacity he has directed the operations of the Public Works Department and has had charge of the laying-out and construction of the streets in the French Concession.



A LANDMARK AT KIUKIANG.

French Municipal Council at Hankow. Formerly the Council consisted of only four members—Messrs. A. Doirè (Consul), president, E. Bouchard, A. Brandt, and Tondon. This year, however, owing to the great

THE HANKOW CLUB.

The Hankow Club is one of the most historic institutions of its kind in China, and for many years it was the only meeting place

for those who lived in the upper parts of the Yangtze and Hankow. It now occupies fine premises, surrounded by trim lawns, in the British Concession. The library contains some five thousand volumes in English and German, while in the reading room most of

Mr. Pearce. Adjacent to the Club-house is a large hall used for public gatherings.

THE HANKOW RACE CLUB.

The Hankow Race Club, like many other

1908 new premises, erected at a cost of about Tls. 25,000, and furnished at a further cost of Tls. 10,000, were completed and occupied, and the members have every reason to be proud of them. They are situated on the Russian Concession, and include two billiard



HANKOW RACE CLUB PAVILION.

the leading papers published in China are to be found, together with many home journals and periodicals. There are five billiard tables, a bowling alley, card room, bar, and restaurant in the building, which is equipped

local social institutions, is associated to some extent with the Hankow Club. The race-course occupies a large and valuable area of land, the property of the Race Club, situated at some distance outside the foreign settle-

rooms, a well-stocked library, reading, drawing, dining, and card rooms, a large hall (in which the productions of the Russian Amateur Dramatic Club are presented), and a bowling alley. The premises are fitted throughout with electric light, fans, and everything that can make for the convenience and comfort of the members; whilst in the grounds there is a well laid out tennis court. The Club numbers about forty Russian members, and there are also about thirty-five visiting members, who include the leading non-Russian residents of Hankow. The president of the Club is Mr. A. S. Wershinin, and the permanent secretary is Mr. W. T. Ostapenko. The general management is in the hands of a committee elected annually.



MEMBERS OF THE RUSSIAN CLUB, HANKOW.

with electric light and fans. All nationalities are represented on the membership roll, which now numbers two hundred, and the privileges of the Club are extended freely to visitors. The members and shareholders elect each year a committee to undertake the general direction of the Club, and there is a permanent secretary (Mr. A. Linton). The president for the current year is

ment. An annual meeting is held and several minor meetings are arranged from time to time. The ground enclosed by the course is used for purposes of general recreation.

THE RUSSIAN CLUB.

The Russian Club, formed some ten years ago, is a very popular meeting place. During

THE HONGKONG AND SHANGHAI BANK.

The Hankow branch of the Hongkong and Shanghai Banking Corporation was not only the first bank established in the Settlement, but was also one of the earliest branches opened by the Corporation in China. Of perhaps even greater interest is the fact that very shortly after it began its operations in Hankow, Mr. (now Sir) Thomas Jackson, Bart., was appointed manager, and filled that position for some time, until his conspicuous ability as a financier led to his transfer to larger fields. The bank owns and occupies large premises on the Bund in the British Concession. It conducts the usual banking operations, and, acting as representative of the British and Chinese Corporation, has carried through many of the most important financial negotiations between Britishers and the Chinese Government.

THE YOKOHAMA SPECIE BANK.

The Japanese community in Hankow is large and rapidly increasing. It is only natural, therefore, to find a branch of the Yokohama Specie Bank occupying a prominent place in



GODOWNS AND MACHINERY SHOWROOMS OF SIEMSEN & CO. AT HANKOW.



HANKOW RACECOURSE.

local financial circles. The Hankow branch is the only one on the Yangtze outside Shanghai. It was opened during 1907, and its premises, situated in the British Concession, are the bank's own property and form

finest in the Settlement. The manager of the branch, Mr. A. J. Pernotte, was formerly connected with the bank at Shanghai.

British Concession, but a new building, started in 1905, is now ready for occupation on a bund lot in the German Concession which has been in the possession of the bank since the foundation of the Concession. It is a fine banking hall, with offices and accommodation for the manager. General banking business is carried on with all parts of the world, and the bank has had a local note-issue since October, 1907.

The manager of the branch, Mr. Ernest Mirow, who has been in charge at Hankow for some years, is a member of the German Municipal Council. When the Deutsche Hankow Niederlassungs-Gesellschaft, a company formed to develop the German Concession and the Bund, completed its work, Mr. Mirow, who was the Hankow manager of the syndicate, was appointed liquidator. Practically all the lots are now sold and are in the hands of representatives of all nationalities, and more especially Germans. The rear portion of the Concession was mostly disposed of to Chinese, who have the right to build upon it Chinese houses which comply with the local building regulations.



THE YOKOHAMA SPECIE BANK PREMISES.

quite an ornament to the Bund. The bank transacts every description of exchange business. The manager, Mr. K. Takenchi, has seen many years in the service of the bank, including terms in the London, and (as sub-manager) Shanghai offices. He is assisted by a staff of six Japanese and numerous Chinese.

THE CHARTERED BANK.

Soon after a concession at Hankow was granted to the British a branch of the Chartered Bank of India, Australia, and China was opened, and in course of time handsome premises were acquired in the commercial centre. The ordinary business of bankers is transacted, and, like others in the Far East, this branch has a high standing and exercises considerable influence. It is empowered to grant drafts on all the principal cities in the world and on all the leading trade centres in the Far East. The manager, Mr. P. A. Angier, has had eighteen years' service with the bank in China and other parts of the East.

THE BANQUE DE L'INDO-CHINE.

This branch of the French bank was opened in 1902, and has come to represent French financial interests in Hankow. The usual banking operations are conducted, and all facilities are offered to merchants not only in the East, where the concern has numerous other branches, but in Europe as well. Credit is granted on approved security and on goods. The bank's premises, situated on the French Bund, are amongst the



THE PREMISES OF THE BANQUE DE L'INDO-CHINE.

THE DEUTSCH-ASIATISCHE BANK.

The Hankow branch of this influential German banking house was opened as an agency in 1898, in premises situated in the

with airy verandahs adjoining, and fitted with electric light and fans. The public rooms include a spacious dining room, a tastefully furnished drawing room, billiard rooms, and a large hall admirably suited for theatrical



JARDINE, MATHESON & CO.

THE OFFICES.

THE TIMBER DEPÔT.

THE GODOWN.

THE YANGTZE WHARF.

[See page 709.]

and other entertainments. The hotel is connected with the telephone, and for a telegraphic address has adopted the word "Astor." In short, the arrangements for the convenience of the guests are as complete as possible.

Mr. Briol, has spent fifteen years in the East, and was formerly manager of the Hotel des Colonies at Shanghai. The Terminus Hotel, however, has become inadequate to the needs of the Settlement, and Mr. Saint Pol has

the end of 1909. It should be mentioned that extensive cellars have been laid down in connection with the Terminus Hotel, wines being imported direct from Europe.



INDUSTRIAL.

THE HANYANG IRON AND STEEL WORKS.

THE first sod of the Hanyang Iron and Steel Works was cut in the sixteenth year of His Majesty Kwangsu, corresponding to the Christian era of 1890. The first lot of machinery and furnaces, ordered from England by Viceroy Chang-Chih-tung, of Hupeh (now Grand Secretary), was to have been erected in Canton, for the Viceroy was then presiding over the Liang Kwang Provinces, but, upon being transferred to Wuchang, he directed the shipment of machinery to be sent to Hupeh and, as the magnetic ore of Tayeh is among the richest in the world, containing 60 to 65 per cent. of metallic iron, he was certainly right in selecting this province. Unfortunately, no suitable coal for making coke could be found in the whole of Hupeh, and this fact was responsible for the difficulties encountered in the first stages. As to the site, the late Viceroy has often been blamed for choosing Hanyang, instead of Tayeh where the ore is, but he had good reasons for making his selection. It must be remembered that it is still an unsettled problem even in Europe and America at the present day as to which is the more suitable location for ironworks—the market where there are all the facilities and advantages that a market offers, or the home of the raw material, where there is everything at hand and cheap.



DEUTSCH-ASIATISCHE BANK PREMISES.

Hotel representatives with carriages meet the passenger trains and incoming steamers, and, as often as required, parties are organised with competent guides engaged to visit the places of interest in the vicinity. In the season enjoyable trips can be made to the upper reaches of the Yangtze, and sportsmen coming to Hankow will find an abundance of game, both large and small, as well as good hunting. The arrangements for participation in all these forms of amusement may be made at the Astor House, and the advice of the proprietor, Mr. Schroeder, may safely be relied upon, for it is based on long experience and sound knowledge of local circumstances.



WAGONS LITS HOTEL TERMINUS.

THOUGH only established in 1901 the Wagons Lits Terminus Hotel has gained much popularity with the travelling public as well as with the residents of Hankow. It occupies a fine site in the French Concession, close to the Bund, with frontages to the Rues Dautremer des Missions and Saigon; and it lies within easy distance of the Peking-Hankow Railway Terminus and of the steamer landing places. Both trains and steamers are met by representatives from the hotel with carriages and luggage coolies. There are thirty-two bedrooms, besides public and private dining rooms, drawing, sitting, and reception rooms. The proprietor, Mr. Saint Pol, has had a long experience in the management of hotels in Europe and in the East. A member of the French Cook Society of Paris and of the London Cook Society, he has an expert knowledge of cuisine which ensures that his patrons are well catered for. The manager

therefore made arrangements to replace it by a modern three-storeyed building, with eighty living rooms, bathrooms and all the usual appointments on a superb scale. The plans have been prepared, and it is expected that the new building will be in readiness towards

After the arrival of the plant at Hanyang it took fully three years to instal it, and in the course of installation many additions were made to it, these being obtained chiefly from Belgium. When the works were ready for occupation, the difficulty of getting



THE ASTOR HOUSE HOTEL.

A. SCHROEDER (Manager).



THE CHINA IMPORT AND EXPORT LUMBER COMPANY, LTD.
THE TIMBER YARD AT HANKOW.
LOCAL AGENTS: FUHRMEISTER & CO.

[See page 719.]



DODWELL & CO'S (LTD.) OFFICES AND GODOWNS.

suitable fuel, especially coke, for the blast furnaces was encountered, and although many hundred thousands of taels were spent in prospecting and in opening mines all over the province, the ventures all proved failures, and coke had to be obtained from Europe and afterwards from Kaiping.

In the thirty-second year of His Majesty Kwangsu, an arrangement was made under which Shong Kung-pao took over the works,

the Pinghsiang coal field in the province of Kiangsi bordering on Hunan. He opened this up at once with the result that the Pinghsiang coal mine is now one of the most up-to-date coal mines of its kind in the world.

But, able as Shong Kung-pao undoubtedly is, such a highly technical institution as an ironworks proved to be a greater thing than he had bargained for. He struggled on manfully, though, until he was advised to

England, and on the Continent of Europe. Mr. Lee was assistant manager of the works before he went abroad about four years ago, and had taken great interest in his work. He took with him all the raw materials and iron and steel made by the old plant, and was accompanied by two technical advisers, Mr. Thomas Hunt, M.I.M.E., who erected the steel works in the Kiaugnan Arsenal and was at one time president of the Shanghai Society of Engineers, and Mr. Gustavus Leinung, M.E., the chief engineer of Pinghsiang Colliery. Together they visited most of the leading ironworks in the United States and Europe, and Mr. Lee had his raw materials and iron and steel products analysed and reported on by one of the foremost metallurgists of England, Mr. J. B. Stead, Bessemer medallist, who was recommended to him by the secretary of the Iron and Steel Institute in London. The report was most favourable, so it was decided to order a thoroughly modern plant. This has now been erected on the old site and the works are in a position to supply structural material of every kind for ship-building and architectural purposes and bridge-work, besides rails and fastenings. All the steel is made by the open-hearth (Siemens-Martin) process which the works are prepared to submit to tests in accordance with Lloyd's rules, the rules of the British Board of Trade, or any other established rules. The new plant consists of three blast furnaces (one in course of erection), which can make about 450 to 500 tons of pig-iron a day; three open-hearth furnaces of 30 tons each; one old furnace of 10 tons; one metal mixer of 130 tons capacity, one cogging mill, one ream and angle mill, one rail mill, one plate mill, one gas fire soaking pit for re-heating ingots, &c., capable of rolling, say, 1,000 tons of finished products a day of British standard sections. There are also some old mills, which are doing good service as auxiliaries side by side with the new machinery. The makers of the new plant include Davy Brothers, of Sheffield; the Lancashire Dynamo and Motor Company; Daniel Adamson & Co., and Craven Brothers, of Manchester; Roberts, of Birmingham; Gebrüder Klein, of Giessen; Diaglersche Maschinenfabrik, of Zweibrücken; Boeken & Kestman, and Naniel & Laeg, of Dusseldorf; and Wellman-Seaver-Morgan & Co., of America.

The works possess an almost inexhaustible supply of fuel and ore; indeed, it is estimated that the Tayeh mine by open digging only can supply one million tons of iron ore annually for a hundred years, and the Pinghsiang coal mine one million tons of good coking coal for five hundred years. As to facilities for transporting raw materials, Tayeh has a line of railway about 13 miles in length, and Pinghsiang a line of 60 miles, both lines connecting with good waterways, over which the materials are carried to the works by a steam lighter of about 1,000 tons, besides powerful tug-boats and steel and other lighters.

The Hanyang Works, Pinghsiang Colliery, and Tayeh Mine have recently been formed by imperial sanction into a joint-stock company. The ironworks employ over 3,000 men, including a foreign staff of 20, with Mr. E. Rapport as technical manager. In a word, there is every prospect of this province becoming the Pittsburg, Middlebrough, and Westphalia of China in the not far-distant future. The two old blast furnaces now working turn out 6,000 tons of different grades of pig-iron a month, which is principally converted into steel. With the exception



WAGONS LITS HOTEL TERMINUS AND PLAN OF NEW PREMISES.

as head of the China Merchants Steam Navigation Company and the telegraphs. He was deemed the only man who could be entrusted with an enterprise of such magnitude and, moreover, while still a young man prospecting mines with a foreign engineer in his service, he had discovered the Tayeh ore mine. Shong Kung-pao's first care was to prospect for a rich coal mine and he was rewarded by the discovery of

send a representative abroad to make a thorough study of the industry, in order to introduce improvements into the plant then in existence and rectify the mistakes previously made. Being a man of perception he saw the wisdom of this timely suggestion and sent the present general manager of the works, Mr. V. K. Lee, a native of Kiangsu, on a tour of inspection to all the iron and steel industrial centres in America.



ARNHOLD, KARBERG & CO.

THE OFFICES.

THE GODOWNS.

THE HIDES AND SKINS GODOWN

[See page 709.]

of the rolling mill, all the machinery is driven electrically and the works are lit by electricity throughout. The electric generating plant is supplied by the Lancashire Dynamo and Motor Company, and Belliss & Morcom, while the motors for the German part of the machinery are from the Siemens Schuckertwerke. When the works have four blast furnaces, it is intended to employ gas engines to utilise the surplus gas of the furnaces, thereby reducing the first cost considerably and, at the same time, generating electricity to supply the demand of neighbouring towns. Lastly, it may be mentioned that other works—the Yangtze Engineering Works—partly capitalised by the Hanyang Works and partly by prominent native merchants, has been established on the Hankow side for the construction of bridges, railway points and crossings, railway waggons, &c. Buildings are now being erected quickly on the newly acquired site below Seven Miles Creek. The necessary machinery plant has arrived, and experts have been engaged. By the winter of 1908, the new works are expected to be in full activity and to be one of the largest consumers of the mother works' products.

In addition it may be stated that in a few years, the blast furnaces, steelworks and rolling mills will be so extended as to produce 800 to 900 tons of finished products per day. The iron works, together with the Tayeh iron mine and Pinghsiang colliery, employ altogether about 20,000 workmen. Besides, there are in Hanyang one arsenal that makes Mauser rifles with cartridges and

guns with projectiles; and one smokeless and crucible powder factory with, also, rolling mills. All the works at Hanyang extend from the river Yangtze on one side to the Han River on the other, of a distance of several miles.

HANKOW WATERWORKS AND ELECTRIC LIGHT COMPANY, LTD.

AMONGST the most important undertakings at Hankow must certainly be classed those of the Hankow Waterworks and Electric Light Company, Ltd. It is a purely Chinese company, financed by the leading Chinese merchants of Shanghai and Hankow, and appears to have every prospect of a successful future. Even in the foreign concessions, at the present time, the residents have to rely on unfiltered water obtained from the Yangtze and from wells. It is only a matter of months, however, before Hankow will be provided with an abundant supply of excellent water and with a thoroughly equipped system of electric light. At present, it is true, the plans provide only for the native city, but there is no doubt that before long the various foreign concessions will be included within the area of the Company's activities.

The movement was started by Viceroy Chang Chih-tung, and, after a report on the subject had been made by Mr. R. Saint George Moore, M.I.C.E., the capital was subscribed and the work commenced. Already much has been accomplished, and the work con-

nected with the installation of an up-to-date English plant, capable of supplying 5,000,000 gallons of filtered water a day from the river Han is practically completed. In the installation of electric light, also, equal progress has been made.

One of the moving spirits in the undertaking, which will cost not less than half a million sterling, is the Expectant Taoutai of Hupeh, Whang Tatfoo, a Cantonese who obtained an English education at the Government Central School (now Queen's College), Hongkong. Afterwards he entered the Foochow Naval College as a cadet, and graduated some years later with the rank of Taoulai. He was then attached to the China Southern Squadron, as an engineer, for five years. His next appointment was to Hankow, where he is attached to the Viceroy's Yamen as Secretary. Upon the formation of the Water and Electric Company he became its technical director. He is also president of the Technical School at Wuchang. Altogether, Mr. Whang has been in the service of the Chinese Government at Hankow for the last fourteen years. He is a man of considerable ability, and his services have proved of the greatest value to his country. The chief director of the Company is Mr. Sung Wei Chin, a native of Ningpo, who is to-day one of the leading Chinese business men in Hankow. He is a director of the Wah Shing Company, the Sitchong Match Company of Hankow and Shanghai, and of a large number of other local undertakings.



[See page 704.]

THE HANYANG IRON AND STEEL WORKS AND THEIR CHIEF OFFICIALS.

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INTERIOR OF THE POWER-STATION AT HANKOW, ERECTED BY THE SIEMENS SCHUCKERTWERKE.

JARDINE, MATHESON & CO., LTD.

THE interests of Jardine, Matheson & Co., Ltd., at Hankow, are entrusted to Mr. J. J. Dunne, an Irishman who has been in China for nearly a quarter of a century. For a good portion of this time he has been in the service of the firm, and although he has occupied his present post for two years only, he has, for the second time, been elected chairman of the British Municipal Council, and is also vice-president of the Hankow Rifle Association. At Hankow, as at the other Treaty ports, Jardine, Matheson & Co., Ltd., were among the first of the British firms to establish a branch. Their offices are situated in the British Concession. A history of the house and some account of the Company's many interests in different parts of China appear elsewhere in this volume.

ARNHOLD, KARBERG & CO.

FOR upwards of a quarter of a century Messrs. Arnhold, Karberg & Co., one of the most enterprising firms in the East, have been prominently associated with the commercial development of Hankow. In former years their premises were situated in the British Concession, but when the German Concession was laid out they acquired one of the most valuable sites upon it, with an area of not less than 300,000 square feet, and an extensive Bund frontage, and here they now occupy the finest business premises in Hankow. They are agents for the Hamburg-Amerika Linie Steamers, and for other shipping companies; they represent the China Traders', South British Fire and Marine, Lancashire, and Magdeburg Fire Insurance Companies; they carry on an extensive import and export

business in every kind of produce; and they deal largely in machinery, making a speciality of electrical appliances of all descriptions. One of their largest undertakings in this last-named direction was the supply of the plant for the British-American Tobacco Company's factory at Hankow, the plant being one of the most up-to-date of its kind in China. Among their largest lines in Chinese products may be mentioned sesamum seeds, an article of increasing commercial value, and hides. In the handling of these and other products a force of six hundred coolies is engaged during the busy seasons of the year. The manager, Mr. W. Herensperger, who has had charge of the local branch of the firm for the past four years, has under him a large staff, which includes twelve Europeans.



MELCHERS & CO.

FOR upwards of thirty years the well-known firm of Messrs. Melchers & Co. have been established in Hankow, and they take a prominent part in the industrial and commercial life of the Settlement. Throughout North China they are known as general merchants and exporters, and as agents for the Norddeutscher Lloyd they have extensive dealings with shippers of every class of cargo. In Hankow they have a large albumen factory, situated on the Bund, and they own and operate the electric lighting installation which supplies the whole of the current for street and private use in the German Concession. Both establishments are run with the same steam plant, great economy being thus effected. Hides and other Chinese products are prepared by the firm for the home markets, the drying grounds and godowns covering a large area. Messrs. Melchers & Co.'s hong, one of the oldest in the Settlement, is situated on the British Concession. The present manager of the firm's local interests is Mr. Joh. Thyen, who has conducted the business since his arrival in 1884 and has a partnership in the concern. For years he has served on the German Municipal Council; he is president of the Hankow Chamber of Commerce, and he represents Norway in the Consular Service, while as an office-bearer in the Hankow Club and chairman of the Race Club he is



MELCHERS & CO.

HIDES AND SKINS DRYING GROUND.

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brought into close contact with the social side of Hankow life.

Marcks and E. Busch, both qualified architects, who, after obtaining some experience of the East in offices at Tsingtau and Kiaochau, established themselves at Hankow in 1904,

when a great deal of building activity was being displayed in the foreign concessions. That the firm were required is demonstrated by the large number of buildings in the Settlement which they have erected. Not only do they prepare plans, but they undertake, also, the entire construction of buildings from them. To enable them to do this they have established on their large property in the German Concession a well-equipped saw-mill, capable of dealing with any class of work. They also have an iron-yard, and in connection with this are erecting new workshops. Among the buildings in Hankow which the firm have designed and erected in recent years may be mentioned the Russian Municipal Buildings, the German Municipal Buildings, and Olivier & Co.'s fine premises, while amongst those of which they were the builders are the British American Tobacco Company's large factory, the German Bank, and the Russo-Chinese Bank. In connection with the German Municipal Buildings the firm gained the first prize in open competition. At the present time they are preparing for the construction of a brick and tile factory.



HANKOW BUSINESS MEN.

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|---------------------|------------------|----------------------|
| 1. A. ROSE. | 2. J. PERNOTTE. | 3. A. R. BURTENSHAW. |
| 4. E. BINDER. | 5. J. D. TAYLOR. | 8. TAKAO TSU'N-ADO. |
| 6. D. M. MELNIKOFF. | 7. A. BRANDT. | |

MEYER & CO.

THE first firm to move into the German Concession after it was obtained from the Chinese Government was Messrs. Meyer & Co., who secured an excellent position on the Bund and there erected a fine set of offices, with extensive godowns in the rear, which they have occupied since 1901. The staple business of this well-known German house, whose headquarters are at Hongkong and who have been established in Hankow for the last ten years, lies in the export of Chinese produce of every description. The Company have a large ground for drying, and godowns with modern machinery for packing, hides and skins; an up-to-date plant for cleaning sesamum seeds; and a well-equipped establishment for preparing tallow for the European markets. Their import trade, also, is steadily increasing in volume. The manager of the branch, Mr. F. Muller, occupies a seat on the German Municipal Council.

LOTHAR MARCKS & BUSCH.

MESSRS. LOTHAR MARCKS & BUSCH, architects, contractors, and civil engineers, occupy a prominent place in the business life of Hankow. The partners are Messrs. Lothar

THE HANKOW BRICK AND TILE WORKS.

IN a locality where there is so much building in progress it is not surprising to find that the industry carried on at the Hankow Brick and Tile Works is one of the most thriving. In the Settlement itself the products of the works are to be seen on all sides, and in addition to the local demand, large orders are received from places as far north as Peking. The proprietor of the establishment is Mr. E. C. Fechner, who also acts as an architect and civil engineer, many prominent buildings in the Settlement having been erected by him. Mr. Edgar Val Clement signs per procuracy. The works lie on the banks of the Han River, at a spot known as Han Shia Den, a few miles from Hankow. The plant includes all the latest modern devices for moulded bricks and ornamental tiles, in addition to the machinery required



THE OFFICES OF MEYER & CO.



MELCHERS & CO.

ELECTRIC LIGHT AND ALBUMEN WORKS.

PACKING HOUSES.
THE OFFICES.

[See page 709.]

for the production of enormous quantities of material for ordinary building construction. The kilns used are of the German pattern, so-called Hoffmann's patent, and the plant is continually being extended to keep pace with the growing demands made upon it.

It may be mentioned that Mr. Clement is editor of the *Hankow Directory*, a useful publication, compiled with great care and revised annually.

of the kind in the world, are entirely in their hands. One of the largest of these factories is that owned and operated by Messrs. Molchanoff, Pechatnoff & Co., a firm which has branches at Foochow, Kiukiang, Shanghai, Tientsin, Colombo, and Moscow. The founders, Mr. N. M. Molchanoff and Mr. A. S. A. Pechatnoff, were for many years in Hankow, but have now retired from active business and have taken up

The Hankow factory is a large and well-equipped establishment in the British Concession, giving employment to about two thousand Chinese, under European supervision. Brick tea is made from ordinary tea and tea dust, steamed in cotton bags, and then placed in moulds and pressed to the hardness of an ordinary brick. It is then wrapped, and packed ready for shipment in baskets, each of which has a capacity for $1\frac{1}{2}$ piculs. Much of this brick tea finds its way to Mongolia. Tablet tea, made from the very finest leaf and dust, is not steamed, and thus its flavour is in no way impaired; it is subjected to a pressure of several tons, and is then packed in tinfoil, in tablets of about $2\frac{1}{2}$ ozs. each. Practically the whole of this class of tea goes to Russia. During the tea season, which lasts from April till August, the tea is shipped by the Russian Volunteer Fleet. The firm act as general agents for this line of steamers, which sail direct for Odessa, the principal distributing centre of the Russian tea trade.

MESSRS. BLACK & CHRISTIE.

ALTHOUGH established only about a year ago, the engineering firm of Messrs. Black & Christie have already secured a large share of local work, including work from the British authorities and important contracts from some of the largest factories in Hankow and its neighbourhood. Mr. Black was for eight years foreman engineer of the International Dock at Shanghai, and Mr. Christie was for several years employed in the Pootung and Kianguan Dockyards. Upon entering into partnership early in 1907 they acquired a piece of land in the British Concession at Hankow, and there erected the first British engineering works in the Settlement. Their shops are equipped with complete modern plants for lathe work, pattern work, carpentry, and castings up to five tons; and as everything is carried out under their own personal supervision they are able to guarantee satisfaction to their increasing *clientèle*.

THE SHANGHAI MACHINE COMPANY.

THIS Company, owned by the well-known firm of Buchheister & Co., makes a speciality of all kinds of machinery. The parent firm has been trading in China for the last forty years, and has supplied some of the largest machinery plants in the country. The Company was established to meet the immediate wants of Chinese purchasers and exhibit to them the latest improvements in tools and machinery. The Hankow branch was opened two years ago on the British Concession in a fine new building specially adapted to the Company's requirements. A large and varied stock is displayed to advantage in a spacious showroom, and both the Shanghai Machine Company and the parent firm undertake to supply plant of all descriptions, and erect it under the direct supervision of their own expert. They have been responsible for the equipment of many of the Government factories in the neighbourhood. Each department is under competent European management, and the result is that satisfaction is always guaranteed to the firm's customers.



THE SAW-MILLS OF LOTHAR, MARCKS & BUSCH. [See page 710].

MOLCHANOFF PECHATNOFF & CO.

UNTIL recent years the tea industry was the chief industry of Hankow, and, though it has declined somewhat in relative importance, it still occupies a very prominent place in the trade of this flourishing Settlement. The Russian residents of Hankow have by far the chief interest in the trade, and the brick tea factories, said to be the only factories

their residence in Russia. At present the joint managers of the firm are Messrs. J. K. Panoff and A. N. Rassadin, both of whom have been for some years residents of Hankow, and occupy prominent positions in its commercial life. Mr. Panoff has erected some of the finest buildings in the Settlement; and both are members of the Russian Municipal Council, Mr. Rassadin being the chairman.



MOLCHANOFF, PECHATNOFF & CO.
THE TEA FACTORY.

THE OFFICES ON THE BUND.



THE PREMISES AND PACKING-HOUSES OF THE CHINA AND JAVA EXPORT COMPANY.

[See page 714.]

THE NEW ENGINE AND IRON WORKS.

In a port like Hankow, with its many factories, its great building activity and its extensive services of river steamers, a thoroughly up-to-date engineering and repairing establishment

headquarters, and the quality of the goods sold is guaranteed by the reputation the Company has established at Shanghai. A full account of the origin and development of this house appears in the Shanghai section of this volume.

started operations at Hankow. Their local offices are in the British Concession, in the heart of the best business quarter, and here they carry on trade as importers, exporters, and general merchants, dealing extensively in every class of Chinese produce, which they prepare for the market and ship direct to Europe. They have large godowns, a drying ground for hides, and an albumen factory in the Concession, and act as general agents for the Sino-German Ore Company, Ltd., the British Dominions Marine Insurance Company, Ltd., and the Sun Life Assurance Company of Canada. The partners in the Company are Messrs. M. Schwarz, O. Gaumer (Hankow), and H. Thomsen (Hamburg).



[See page 710.]

HANKOW BRICK AND TILE WORKS.

is of paramount importance. Recognising this, Mr. G. Hülsemann founded, in 1903, the works now known as the New Engine and Iron Works, situated at the corner of Fredrich and Augusta Streets in the German Concession. Mr. Hülsemann has had a varied experience in many parts of the world, and under his personal supervision he employs some two hundred Chinese workmen. All classes of engineering and constructional ironwork, the building of houses and factories, and the construction and erection of machinery are undertaken; electric and other lighting plants are installed; and a well-equipped foundry, in which there is a modern machine hammer, enables the firm to undertake castings in various metals and heavy wrought-iron work. In connection with the establishment Mr. Hülsemann rents a piece of land with a bund frontage, and is there in a position to carry out repairs to steam launches and other river vessels.

WEEKS & CO., LTD.

A BRANCH of the well-known firm of Messrs. Weeks & Co., Ltd., drapers, outfitters, and general furnishers, of Nanking Road, Shanghai, has been opened in Hankow, where business was formerly carried on through the agency of travellers, who were sent to the principal ports of the Yangtze direct from headquarters. The rapid increase in the foreign population of the Settlement, and the extent of the business transacted, led to the establishment of a local branch. The present stores in Fauchoung Road—photographs of which are reproduced in this volume—were opened in 1902, and the enterprise has been fully justified by results. In their arrangement and organisation the stores are an exact replica, on a smaller scale, of the



THE ENGINEERING WORKS OF BLACK & CHRISTIE.

[See page 712.]

SCHWARZ, GAUMER & CO.

THE headquarters of Messrs. Schwarz, Gaumer & Co. are at Hamburg. They have a branch also at Shanghai, and two years ago

THE SCHWEIGER IMPORT AND EXPORT COMPANY, LTD.

THIS is a branch of an Italian firm with headquarters at Milan and premises, also, at Shanghai, Manila, and Singapore. Although their connection with Hankow dates only from 1906, they occupy fine offices in the Russian Concession and own several extensive godowns in the foreign settlement. They carry on business as general importers and exporters, dealing very largely in all classes of Chinese produce, and through their agencies and branches are able to handle all Eastern products to great advantage. They import largely, also, from European houses.

Mr. M. Giuliani, the local manager, has had some years' experience in China, and has been at Hankow since the Company started operations here.

THE CHINA AND JAVA EXPORT COMPANY.

THE Hankow branch of this well-known firm, whose branches are found throughout the East, carries on business in the export



NEW ENGINE AND IRON WORKS.



THE SCHWEIGER IMPORT AND EXPORT COMPANY'S (LTD.) PREMISES AND GODOWN.

of Chinese produce of all kinds, large consignments being shipped direct to Europe and America. The firm make a speciality of the cleaning and export of hides and skins, and have a large godown and packing-house at the back of the Settle-

the tea industry of North China generally, by Messrs. Litvinoff & Co., one of the pioneer European business houses. The firm own and operate one of the large brick and tablet tea factories for which the port is famous, their output being some 150,000 baskets of

in 1863, but their hong name, "Shung Fung," has been retained throughout, and is known all over North China. Their Hankow factory occupies a valuable site in the Russian Concession. They have also another large factory at Kiukiang. The bulk of the produce is sent direct to Siberia. The present head of the firm is Mr. S. W. Litvinoff, and the Hankow staff includes Messrs. M. S. Oveyrin, S. W. Unjemin, W. W. Hochloff, C. M. Benzeman, and several Russian assistants. Messrs. Hochloff and Benzeman are members of the Russian Municipal Council.



THE PREMISES AND SHOWROOMS OF THE SHANGHAI MACHINE COMPANY.

[See page 712.]

ment. Their offices are located in the busiest part of the British Bund. The local joint managers are Messrs. A. Frank and C. O. Frericks.

S. W. LITVINOFF & CO.

A GREAT deal has been done towards opening up Hankow to foreign trade, and developing

1½ piculs each of brick tea per annum. The most modern machinery is employed, and the establishment, which provides work for between eight and nine hundred people, is kept busy day and night. The tea is pressed by steam into bricks, while the tablet tea is made up into tablets of 2½ ozs. very carefully so as to retain its exquisite flavour. The firm have carried on business under various European names since they were established

MR. D. M. MELNIKOFF is the manager of Messrs. Litvinoff & Co.'s tea factory at Kiukiang. This is a factory of considerable importance, having been established about thirty years ago. A large number of men are employed under the supervision of Russian tea experts, and both brick and tablet tea are produced.

WESTPHAL, KING & RAMSAY, LTD.

ORIGINALLY known by the name of King, Simpson & Ramsay, this firm was floated as a limited liability company, under its present title, at the beginning of 1908. It holds an important position among the British houses in the Settlement, and with branches at Shanghai, Foochow, Colombo, and London, conducts a flourishing and steadily increasing business. Messrs. Westphal, King & Ramsay, Ltd., deal in all kinds of general merchandise, in every class of both European and Chinese goods, and, during the season, engage extensively in the tea trade at Hankow. In addition, they act as shipping and commercial agents, representing in Hankow, the Nippon Yusen Kaisha, the Great Northern Steamship Company, the East Asiatic Company, Ltd.; the Russian East Asiatic Steamship Company, Ltd., the Pacific Mail Steamship Company, the Occidental and Oriental Steamship Company, the Toyo Kisen Kaisha, the Royal Marine and South British Insurance Companies, the Commercial Union Assurance Company, the Atlas Assurance Company, the Central Insurance Company, Ltd.; the Hankow Wharf and Godown Company, &c. Mr. Hugh Ramsay is the local manager.

ELIE BOUCHARD.

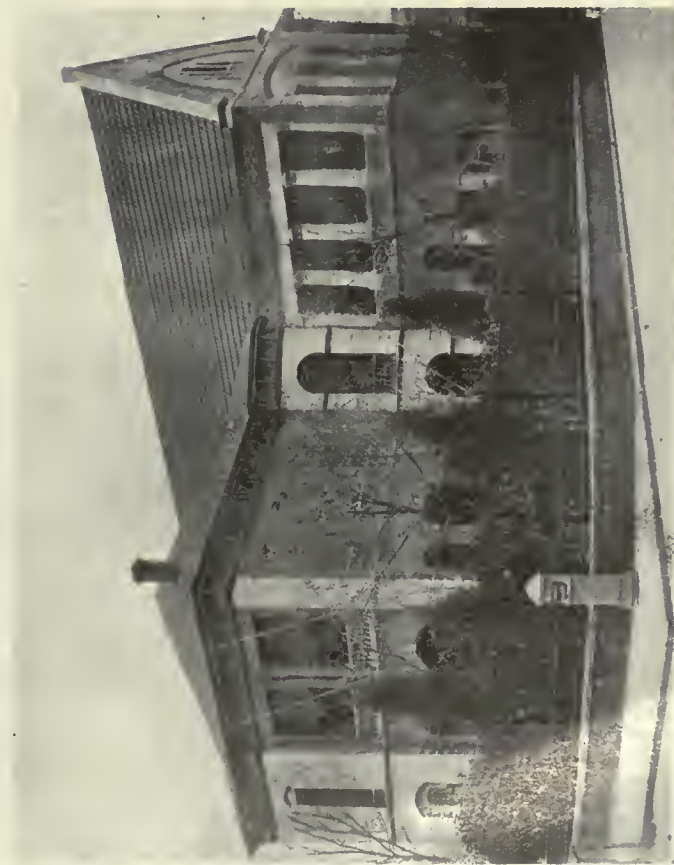
MR. ELIE BOUCHARD has been trading in Hankow under his own name, as a general importer, exporter, and merchant, for the past twelve years. He has made a speciality of machinery of all descriptions, and latterly he has secured a partnership in a coal mine, distant about 80 miles (seven hours' journey) from Hankow, on the Tan Say Wan Creek. Under his own supervision work was commenced early in 1908, and, with the machinery since installed, the mine has an output of about 150 tons a day. It is said that the coal is some of the best that has yet been found in China. At present there is an excellent market locally for all the coal which is produced, but if the output can be increased, as seems likely, the Company have exceptional facilities for transport. The mine is under the direction of a European engineer, and power for the machinery is generated in a boiler of 350 horse-power. Mr. Bouchard takes an interest in local affairs and has served as a member of the French Municipal Council. He is



S. W. LITVINOFF & CO.'S TEA FACTORY.



WESTPHAL, KING & RAMSAY'S OFFICES.



THE PREMISES OF ELIE BOUCHARD.



OFFICES OF THE MITSUI BUSSAN KAISHA.

[See page 710.]

one of the directors of the Hankow Race Club.



FERD. BORNEMANN.

This firm of importers and exporters have been established in Hankow for some years. Their offices are situated in the British Concession, at No. 3, Ewo Road. They have offices, also, in Hongkong and Shanghai, and are a branch of the well-known firm of Messrs. Carl Breiding & Sohn, of Soltau, in Hanover; Berlin and Solingen, in Germany; Moscow and Zaraysk, in Russia; Prague, in Austria; and Adelaide and Melbourne, in Australia.



A. BRANDT & CO.

AFTER twelve years' experience in China, Mr. A. Brandt came to Hankow some eight years ago, and started business as a general importer and commission agent. The venture has made great progress, and Messrs. Brandt & Co. now have offices and a depôt in the French Concession. Mr. Brandt is also the sole manager of the Chin Lung Flour Milling Company, which owns a large mill with a capacity of thirty thousand bags of flour a month. The mill was erected some two years ago at a cost of \$150,000, and is equipped with the latest and best machinery of French manufacture. Wheat is obtained from the interior of China, and for the high-grade flour produced there is a strong demand in the local market. The mill is under the charge of an expert European miller. As a member of the French Municipal Council and as Vice-Consul for Denmark, Mr. Brandt takes the keenest interest in local affairs.



THE PREMISES OF OLIVIER & CO.



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FUHRMEISTER & CO.

MESSRS. FUHRMEISTER & CO., who have their head office in Shanghai and a branch office in Hamburg, opened a branch at Hankow about four years ago, and have developed a large business connection as exporters of Chinese produce. The principal articles of export are hides and sesamum seeds. In passing it may be mentioned that of sesamum seeds about

ment of the business. The local manager is Mr. R. Herbertz.

OLIVIER & CO.

ONE of the oldest and most important French houses at Hankow is that of Messrs. Olivier & Co., which has its headquarters in Paris,

preparing goods for direct shipment to the markets of Europe and America. At bristle-cleaning alone they employ some four hundred Chinese. Their imports consist chiefly of piece goods and Manchester goods generally.

The manager of the branch is Mr. E. Binder, who is a member of the Hankow Chamber of Commerce, and has spent many years in the East in the service of the Company.

ALEX. ROSE & CO.

THIS firm, established a few years ago by the principal partners, and Mr. Kao Lang Ping, carry on business as general importers, land and real estate brokers, and general commission agents and merchants. They are practically the only firm in Hankow making a speciality of imports, and they appear to have a considerable field open to them. Mr. A. Rose, who before setting up in business for himself had a wide experience extending over several years in various parts of the East, is a civil engineer, architect, and contractor; he is also the manager of the Tien Shun Syndicate, which holds contracts from the Hankow municipal authorities for filling in and raising the land in the different concessions.

THE MITSUI BUSSAN KAISHA.

THIS widely known Japanese coal firm has for some ten years past had a depôt at Hankow, with sub-agencies on the Yangtze at Changsha and Chinkiang. In addition to the ordinary coal trade, a general import and export business is carried on at Hankow, large quantities of Japanese cotton yarn, sugar, minerals, and timber being shipped direct to the port during the high-water season in the firm's own steamers, which return with considerable quantities of Chinese produce. Among the important agencies held by the firm is that of the Meiji Fire Insurance Company, Limited, one of the leading insurance concerns of its kind. The office staff comprises twenty Japanese and numerous Chinese assistants, the local manager being Mr. S. Yamamoto, who has been in the service of the firm for many years. He is a member of the Japanese Municipal Council, and takes a keen interest in the welfare of the Settlement.

THE NIPPON NENKWA KABUSHIKI KAISHA.

THE Nippon Nenkwa Kabushiki Kaisha, or Japan Cotton Trading Company, whose head offices, are at Osaka, Japan, opened a branch in the native city of Hankow in 1904. The firm are general commission agents and merchants, and act as agents for the Japan Fire and Japan Marine Transport and Fire Insurance Company. They export raw cotton, manures, and all kinds of agricultural produce, and import Japanese cotton yarn and piece goods, coal, matches, umbrellas, clocks, and sundries. They control several large factories, among which may be mentioned the cotton pressing factory, opened in 1905 in Hanyang, and equipped with facilities for packing a thousand piculs of raw cotton in twenty-four hours; a cotton seed oil mill in the Japanese Concession at Hankow capable of crushing 1,200 piculs of cotton seed a day; and two bean oil mills—one of similar capacity to



CONSULS AND MEMBERS OF MUNICIPAL COUNCILS OF VARIOUS NATIONALITIES AT HANKOW.

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| 1. A. N. OSTROVERKHOW, Consul for Russia, Russian Municipal Council. | 12. J. J. DUNNE, British Municipal Council. |
| 2. T. K. PANOFF, Russian Municipal Council. | 13. P. W. O. LIDDELL, British Municipal Council. |
| 3. W. W. HACHLOFF, Russian Municipal Council. | 14. W. E. HOWARD, British Municipal Council. |
| 4. A. N. RASSADIN, Russian Municipal Council. | 15. K. TAKAHASHI, Consul for Japan, Japanese Municipal Council. |
| 5. C. M. BENZEMAN, Russian Municipal Council. | 16. S. TACHIBANA, Japanese Municipal Council. |
| 6. E. MIROW, German Municipal Council. | 17. H. NAGAYASU, Japanese Municipal Council. |
| 7. H. SCHLICHTING, German Municipal Council. | 18. RENÉ DE HEES, French Municipal Council. |
| 8. J. THYEN, German Municipal Council. | 19. A. DOIRE, Consul for France, French Municipal Council. |
| 9. F. MÜLLER, German Municipal Council. | 20. F. KOLMEYER, Consul for Netherlands. |
| 10. J. ARCHIBALD, British Municipal Council. | |
| 11. J. R. GREAVES, British Municipal Council. | |

a hundred thousand tons are sent away from the port every year, chiefly to Europe and Africa. The firm are the local agents for the China Import and Export Lumber Company, and for several of the leading insurance offices. At present they occupy premises on the British Concession, but plans for new offices and godowns on the German Concession have been prepared, and the premises, when completed in about a year's time, will afford ample scope for the further develop-

where it has been established for many years, and branches at Shanghai and throughout the Far East. The Company carry on a general import and export trade, and deal extensively in all descriptions of Chinese products. Their new offices at Hankow are situated in the British Concession, and attached is a drying ground for hides, a bristle cleaning factory, which is probably the largest in the Settlement, a seed-cleaning factory, and all the necessary implements and machinery for

meet the expansion of their local business, the firm has now acquired a site in the Japanese Concession, where handsome premises are being built. These are expected to be ready for occupation in about a year's time. The imports of the branch consist chiefly of coal and copper from the firm's own mines in Japan, and of white and printing paper. The export trade embraces iron-ore from the Yangtze Valley, and general Chinese produce. The cargoes are carried in the firm's own steamers. Large godowns have been erected in the Japanese Concession, and numbers of coolies are there employed. The manager, Mr. Miyagawa, is assisted by a numerous office staff. The assistant manager, Mr. H. Nagayasu, is a member of the Japanese Municipal Council.



OKURA & CO.

The Hankow branch of the Japanese house of Okura & Co. was opened in 1904 with offices in the British Concession. The headquarters of the firm are in Tokyo, and there are branches at Shanghai and in most of the important commercial towns of the East. The Company's business is chiefly that of general merchants, and a large trade is done in the export of Chinese products, and the import of Japanese and foreign commodities for the Chinese market. The firm have obtained the contract from the Government of Japan for planning and building the Japanese Concession in Hankow, and the work is making good progress under the supervision of the Japanese engineers employed by the Company. The manager of the branch, Mr. S. Tachibana, has spent several years in China, and possesses an excellent knowledge of the conditions of the market and of trade generally. He is a member of the Japanese Municipal Council, and of the Race and other local clubs.



SUNG WEI CHIN.

TANG KEE SHANG,
WHANG TATFOO,
LIU SIN SENG.

WONG HAI FAN

the cotton seed oil mill at Hankow, and the other situated in Hanyang. The amount of business transacted by the Hankow office, of which Mr. H. Ohoka has charge, is not less than Tls. 5,000,000 annually.

pany, Ltd., which some seven years ago opened offices in the French Concession. To



THE NISSHIN KISEN KAISHA.

THIS firm, which maintains steam communication between all the ports of the Yangtze and Shanghai, operates a joint service in which several of the largest Japanese steamship companies are interested. There are eight steamers on the run between Hankow and Shanghai, giving a daily service, and calling at Chinkiang, Nanking, Wuhu, and Kiukiang; and there are three on the Hankow-Ichang line. These steamers are large and have all modern appointments. A service of smaller vessels is maintained on the Hankow-Siangtan, Hankow-Changteh, and Kiukiang-Nanchang runs; whilst launches ply between various less important river stations. The firm act as agents for the Tokyo Marine Insurance Company, and the Osaka Shosen Kaisha. They have offices in the British and Russian Concessions, and in the Chinese City, as well as large godowns on the Bund. The local manager is Mr. Takao Tsunoda, who has a seat on the Japanese Municipal Council.



THE MITSU BISHI COMPANY, LTD.

ONE of the most influential Japanese business concerns in Hankow is the Mitsu Bishi Com-

Digitized by Microfilm ONE OF THE FACTORIES OF THE JAPAN COTTON TRADING COMPANY, LTD.



THE PHARMACIE CENTRALE.

[See page 72.]



PREMISES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION,
HANKOW. [See page 70.]

THE PHARMACIE CENTRALE.

THE Pharmacie Centrale, conducted by Messrs. Bernard and Nonhouval, has been established in Hankow for some nine years, and occupies fine premises in the Rue de Hanoi, in the French Concession. The usual business of a modern chemist's establishment is carried on, prescriptions are carefully dispensed, and a varied stock of chemicals, drugs, perfumes, toilet articles, soaps, sundries, &c., imported direct from leading European houses, is always kept on hand. There is also a wine and spirit department, and, for the benefit of the tourist, photographic materials and an attractive selection of picture postcards are offered for sale.

EUROPEAN PERSONAL.

MR. H. SCHLICHTING.

MR. H. SCHLICHTING, president of the German Municipal Council at Hankow, is recognised as being in large measure responsible for the present satisfactory condition of the German Concession. He has spent nearly thirty years in China, and for more than half this time has been a resident of Hankow, carrying on business as a broker, commission agent, and general importer. Some of the largest land transactions in Hankow have been made through his agency. He was one of the promoters of the German-Chinese School, and has displayed the greatest activity in every department of the public life of the Settlement. On all matters relating to the German Concession he is a recognised authority.

MR. A. R. BURTENSHAW.

MR. A. R. BURTENSHAW, than whom few men are better known in local business circles, has spent upwards of a quarter of a century in China, and about half that time in Hankow. His object in coming to China was to study the language, and he now speaks and writes three dialects fluently. He has also studied civil and practical engineering, and holds the highest certificates in both. In the past he has rendered great service to the Chinese authorities. For some years he was adviser to the Governor of Hangehow, and installed the machinery at the local mint. At Wuchang he advised as to the better and more economical working of the Government cotton, cash, and silver mills, and revised and re-erected some of the machinery. At Hankow his advice has been sought in behalf of many Chinese



industries requiring technical assistance, and, being generally reticent, broad-minded, and active in his work, he is well liked by the Chinese generally. He is now manager of the Hankow branch of the Vacuum Oil Company, and is largely interested in various other industries, including that carried on by the Yuen Fong Oil Mills, which have probably the most up-to-date plant for the expression of nean oil in North China. In short, Mr. Burtenshaw deserves the thanks of English firms and manufacturers for all

that he has done towards introducing the best class of British machinery into Hankow and the Yangtze Valley generally.



ORIENTAL PERSONAL.

MR. TANG KEE SHANG.

MR. TANG KEE SHANG may, in a sense, be regarded as the father of Chinese business men in the foreign concessions at Hankow.

A Cantonese, he joined the Hongkong and Shanghai Bank as compradore when the Hankow branch was opened, some forty-four years ago by Mr. (now Sir) Thomas Jackson, who was the bank's first manager in Hankow. Mr. Tang Kee Shang's honest business methods have won the respect alike of European and Chinese merchants; and he is held in high esteem by the Corporation, who recognise that he has contributed not a little towards the success of the branch. He is a director of the Government cotton mills at Wuchang, and a member of the local Chamber of Commerce. Mr. Tang Kee Shang lives with his family in a fine house in the Russian Concession.



MR. LIU SIN SENG.

MR. LIU SIN SENG, one of the wealthiest and best known Chinese business men in Hankow, his native place, has for some six years held the position of compradore to the local branch of the Banque de l'Indo-Chine. He is, also, interested in many business undertakings in the Settlement, including that of filling in a great portion of the foreign concessions. In this work he employs fourteen road locomotives and hundreds of coolies, bringing thousands of tons of earth into the concessions every month to raise the low-lying ground. He owns a bean-cake oil mill, equipped with the latest machinery, and he is a director of the Wuchang, Hankow, and Hanyang Telephone Company. He holds the rank of a Taoutai of the First Order, and is vice-president of the Chinese Chamber of Commerce. He is given to charitable works of a practical nature, and, among other institutions, has established a college of music for Chinese. Mr. Liu Sin Seng lives with his family in a charming residence in the British Concession.



[See page 704.] THE HANYANG IRON AND STEEL WORKS, HANKOW.





TIENTSIN.



TIENTSIN is second in importance only to Shanghai among the Treaty ports of China. Situated some 30 miles up the Pei-ho River, it was probably a sea-coast village two thousand years ago. The alteration in its geographical position has been brought about, in the course of many centuries, by the unwearied activity of natural forces, but the metamorphosis in its commercial prospects has been effected in comparatively few years. Till the end of the Ming dynasty, 1644 A.D., Tientsin was only a second-rate military station. At the opening of the eighteenth century a rapid transformation had taken place, and it was then, as now, a great distributing centre. During recent years its progress has been more remarkable than that of any city within the confines of the Empire. Lying at the junction of the Grand Canal with the Pei-ho, Tientsin is distant some 80 miles from Peking. The country is flat and uninteresting, and practically the whole of the city is built on raised land. The many waterways with which it is surrounded are, for the most part, of a dirty yellow appearance, and certainly do not add to the attractiveness of the district, but their importance as a means of communication, and the influence they have had on the trade of the port, cannot be over-estimated.

The climate is one of extremes. The thermometer ranges from zero in the winter, when all the rivers in North China are frozen to a depth of a foot or more, and the port is closed for a period of three or four months, to 105 and 110 degrees in June and July. A short rainy season extending from the middle of July to the end of August reduces the excessive heat, but, unfortunately, brings with it the necessity for mosquito-nets; and dust-storms rage frequently in the spring and autumn. The long bright winter days, however, add a zest to life, and quickly cause the disadvantages of the summer and rainy seasons to be forgotten.

The native population of Tientsin—or Heaven's Ford, according to the English translation—is reputed to be 1,000,000, but there are no reliable statistics upon which an estimate can be based, for the census taken by the police in 1904 was entirely unsatisfactory.

The natives formerly earned the unenviable distinction of being the most violent, as well as the most hostile to the foreigner, of any in the Empire. "Ten oily-mouthed Pekingese cannot get ahead of one tongucy Tientsinese," is a well-known Chinese comment upon the character of the inhabitants of a city which has been the scene of one massacre and two military campaigns in the last half century. Happily there has been a marked improvement in recent years, the continuity of policy

his chief place of residence and the centre of his experiments in military and naval education, with the result that it came to be regarded as the focus of the new learning and of national reform. His Excellency's successor, Yuan Shih Khan, won the universal respect of the foreign community by his liberal policy and humane government, as well as by his constant endeavours to create a better understanding between the nationalities.



GORDON HALL, TIENTSIN.

adopted by a succession of strong, able rulers and the steady work of the missions having borne good fruit. During His Excellency Li Hung Chang's long rule, the trade and importance of the city developed considerably, and the rowdiness of the inhabitants was repressed by the vigour of the Government, until the Boxer eruption in the last years of Li Hung Chang's life. The Nicéroy made Tientsin

The original city is small, being only a mile long and three-quarters of a mile wide, but its suburbs are many and populous. Formerly it was surrounded by a high brick wall, but this was entirely demolished and replaced by fine open boulevards in 1901 by order of the Foreign Military Provisional Government. The foreign residents, whose advent has made Tientsin what it is, used



THE BRITISH AND GERMAN BUND.
WINTER ON THE PEIHO RIVER.
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to live in three concessions—British, French, and German—situated south-east of the city along the banks of the Pei-ho, and covering an area of less than 500 acres. The Japanese



STATUE OF ROLAND. TIENSIN.

took up a concession in accordance with the terms of the Treaty of Shimonoseki, and, in 1901, Russia, Belgium, Italy, and Austria-Hungary all appropriated large areas on the left bank of the Pei-ho, while the existing Settlements extended their boundaries very considerably, so that, as Dr. A. H. Smith says: "All the Powers, except China, are now accommodated with commodious waterfronts." Throughout the whole of these concessions building operations are being carried on, and numberless improvements are being effected. The streets are broad, well laid-out, and well lighted, and an electric tramway, which has some eight miles of line, furnishes a rapid means of communication to all parts. The sanitation is continually being improved, and a plentiful supply of water, which is

quite safe and wholesome to drink, is obtained from one or other of the two waterworks companies—the Tientsin Waterworks Company, Ltd., and the Tientsin Native City Waterworks Company, Ltd. There are a number of good hotels, five clubs (the Tientsin Club, the German Concordia Club, and the French Cercle d'Esclime, the Waverley Club, and the Japanese Club), two excellent libraries, one of which, belonging to the British Municipality and the Imperial Maritime Customs, contains 8,000 volumes; three parochial churches, Roman Catholic, Anglican, and Union, with many mission churches, and probably the best racecourse in China. At least five of the Powers maintain post offices, and the British, French, and Austrian Concessions contain market places. The British Municipality has a handsome Town Hall, which was completed in 1889, and is called the Gordon Hall after General Gordon. Around the main audience chamber are memorial tablets to the soldiers and sailors of the different nations who died during the siege of 1900. Adjoining is a well kept public garden, opened in Jubilee year and styled Victoria Park; and a recreation ground, 10 acres in extent, is being laid out. In the British Concession, also, are to be found the electric light works, waterworks, most of the large foreign stores, the principal newspaper offices, the British, American,

Tientsin can be reached from Europe and from Peking by rail, and from Shanghai by ship, either direct or by way of Chinwang-tao. It stands at the terminus of the Grand Canal, and, as the navigability of the Pei-ho ceases at Tientsin, it became the great emporium for the tribute rice yearly sent up to the capital. The trade of the port was imperilled by the silting up of the Pei-ho, but a river improvement scheme was undertaken in 1898, and the Peace Protocol of 1901 contains clauses for the constitution of a Board of Conservancy, and engineering experts are engaged in grappling with the problem of maintaining a navigable channel through the Taku Bar, a considerable obstruction off the mouth of the river caused by gradual deposits of sand. Trade, however, does not now entirely depend on this route, fully 50 per cent. of that with the interior being done by means of the railway. The opening of a coal mine at Tongshan, 60 miles north-east of Tientsin, in the seventies was the precursor of a railway, which has since been extended to Shanhaikwan for military purposes, and from thence round the Gulf of Liau Tung to Kinchow. In 1900 it was carried to Newchwang, and afterwards to Hsin-min Fu. The line between Tientsin and Peking was opened in 1897, and, on account of the enormous traffic between the



THE RACECOURSE, TIENSIN.



THE FIRE ALARM BELL, TIENSIN.

Belgian, and Japanese Consulates, and almost all the banks. The majority of the missions, originally in Chinese territory, are now, by the extension of the foreign concession boundaries, in the French Concession, which also contains a theatre or music hall named the "Arcade"; while, in the Japanese Concession, the growth of which has been more rapid than any of the others, are to be seen an interesting and artistic monument to the Japanese who fell in the siege of 1900, and a memorial erected on the spot where Colonel Liscum was killed during the advance on the city in the same year. According to the latest figures, the population of the Settlements, exclusive of the military, is nearly four thousand, more than one half of whom are Japanese. Roughly, there are just over a thousand British and Germans. The Government is conducted on lines similar to those adopted in other foreign settlements in China. Most of the concessions are controlled by their own Municipal Council, whose administrative duties are in many respects the same as they would be in the small townships of the various countries represented.

two cities, was doubled in the following year.

Essentially a centre for distribution, Tientsin, nevertheless, possesses certain industries of considerable importance. Distilling is the chief of these, and the spirit, or "wine" as it is called, made from maize is exported in large quantities to the South. Coarse, unrefined salt is made by the evaporation of sea water, and this trade, which is a Government monopoly, provides the largest and most permanent portion of the local revenue. In general trade there have been remarkable advances, and the prospects for the future are of the brightest, for Tientsin is practically the only sea outlet for the provinces of Chihli, Shansi, Shensi, Kansu, and part of Honan, which have a combined population not far short of 100,000,000. The exports include coal (the output of the Kaiping collieries is about 700,000 tons a year), wool, bristles, straw-braid, goat-skins, furs, wine, &c. The imports are of a miscellaneous character and comprise arms, tea (for the desert and Siberia), mineral oil, matches, cotton piece goods, &c. In 1906 the total net value of the trade, less re-exports,



JARDINE, MATHESON & CO.

IN THE COMPOUND,

THE OFFICES,

THE EXPORT DEPARTMENT PREMISES,

THE GODOWN.

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was Tls. 112,864,555, as compared with Tls. 96,565,672 for 1905 and Tls. 68,954,694 for 1904. In 1907 the net foreign imports were worth Tls. 61,208,744; in 1906, Tls. 64,422,439; in 1905, Tls. 59,649,982;

residents. During the campaign of 1858-61 the importance of its strategic position as the key to the capital, and its suitability as a military base were fully recognised by the Allies, and it was here that Lord Elgin signed

some one thousand seven hundred men, which had been prevented from following Admiral Seymour in his gallant attempt to rescue the Legations by the fact that the railway was cut. The most brilliant individual achievement, and the one which resulted in the relief of the city was that of Mr. James Watts, jun. All communications with Tientsin had been destroyed, and when ammunition was running low and the defenders were talking of surrender, he volunteered to lead a troop of Cossacks through the enemy's lines with despatches to the foreign admirals at Taku. He successfully accomplished his dangerous mission on June 19, 1900, and relief was immediately sent to the besieged. His name in connection with this act of heroism will ever be remembered gratefully in Tientsin. In recognition of his signal services the British Government, after some delay, conferred upon Mr. Watts a Companionship of the Order of St. Michael and St. George, and, in the meantime, the German Emperor signified his intention of conferring a decoration on the gallant Englishman—a spontaneous mark of appreciation, which Mr. Watts values highly. During the siege whole tracts of the city and suburbs were destroyed, and when, after encountering much strenuous opposition and loss of life, the relieving column took possession of the place it was given up to loot for one day, and then military government was established. The city continued to be occupied by the Allied Troops for two years. All the walls, forts, arsenals, and cantonments were razed to the ground by order of this provisional government, in which each Power was represented by one military officer, and under which the various public departments were administered, and many urban improvements were effected. The government of the city was restored to the Viceroy on August 15, 1902.

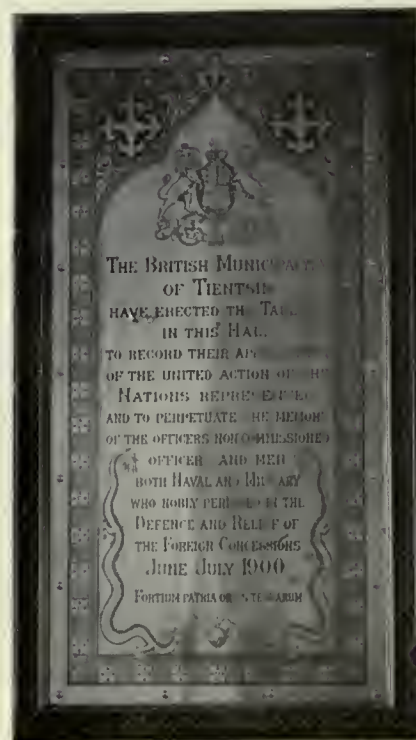


A TYPICAL WINTER SCENE AT TIENSIN.

in 1904, Tls. 36,178,819; and in 1903, Tls. 37,463,829. The native imports represented Tls. 26,616,808 in 1906; Tls. 22,185,331 in 1905; and Tls. 36,178,019 in 1904. The export trade, not including re-exports, was valued at Tls. 17,253,215 in 1907, and showed a decrease of four and a half millions when compared with Tls. 21,825,308 in 1906, when, however, an advance of seven millions was recorded on the previous year's return of Tls. 14,739,359. In 1904 the exports represented Tls. 14,895,379, and in 1903 Tls. 11,319,289. Forty years ago the net foreign imports amounted to Tls. 13,500,000 and the exports to one and a quarter million taels. In 1905 the trade of the port was described as beating all records "in value of trade, tonnage, and revenue," the last-named having increased by 50 per cent., but even this record was handsomely beaten in 1906. The number of foreign vessels entering the port in 1867 was only 262. In 1906 the steamships entered and cleared represented 2,391,986 tons, and the sailing vessels 19,528 tons. The customs revenue in 1867 was Tls. 411,297; in 1906, Tls. 3,400,000; and in 1907, Tls. 3,215,494.

But the modern history of Tientsin has not been so tranquil as this record of commercial development would suggest. The city has been the centre of much hostile feeling between the Chinese and the foreign

the treaty which, instead of bringing the war to a conclusion as was intended, proved unfortunately, the cause of its prolongation. It is, however, the part the city played in the Boxer riots of 1900 which brought it so prominently to the notice of the outside world. Regarded as the seat of reform and the centre of foreign influence, it incurred, in a specially marked degree, the animosity of the rebels. They entered the city at the beginning of June, and hostilities commenced with the destruction of the mission houses. All who had had dealings with Europeans were regarded as enemies to the cause, and had to flee to the Settlements to escape certain death. On the night of June 15th, the Boxers attacked the Settlements and the railway station in great force. The siege lasted for twenty-seven days, and the onslaughts of the attacking force were so fierce and determined that they were only repulsed with great difficulty. It is appalling to think what the fate of the Europeans would have been had the insurgents proved successful. The women and children sought refuge in the large cellars of Gordon Hall, but, fortunately, although a considerable number of buildings in the French Concession, and a few in the British Settlements were destroyed, no lives were lost. The successful defence was in a large measure due to the presence in the town of a Russian force of



IN MEMORIAM.

MUNICIPAL ADMINISTRATION.

THERE are in Tientsin eight foreign concessions, three of which—the British, French, and German—existed prior to 1900. The Boxer troubles resulted in the extension of

Tls. 1,700, and educational grant, Tls. 3,000, Tls. 10,116; loans (interest and repayment), Tls. 20,234; public works extraordinary (including bund and wharves, Tls. 9,800), Tls. 15,500; and British Post Office, Tls. 3,950; leaving a surplus of Tls. 3,325'37.

Tls. 431,571'75—and include land, Tls. 265,483; buildings, Tls. 103,942'83; investments, Tls. 62,338'18; and cash deposits, Tls. 130,726'39.

The revenue of the British Municipal Extension Council is derived from a tax on the value of land fixed at $\frac{1}{8}$ of one per cent., and producing Tls. 17,550; a rental assessment of 9 per cent., yielding Tls. 25,400; licences, and sundries, the total estimate for 1908 being Tls. 58,514'45—slightly more than the estimated expenditure.

For many years the Senior British Council was the only municipal body in existence in Tientsin, and it became the medium through which many public works were from time to time initiated. In particular, mention may be made of the work of improvement which has been carried out in regard to the Hartlo, the river which connects Tientsin with the sea. In the late nineties this stream had deteriorated to such an extent that there no longer existed a navigable channel whereby Tientsin could be reached by coasting steamers or even large junks, many reaches having become badly silted up. In these circumstances, the future of the port was saved by the British Municipal Council coming forward in 1897 to propose the raising of a loan of Tls. 150,000, under municipal guarantee, for river improvement. Thus was the foundation laid of the valuable conservancy work which has been carried out of late years by the Hartlo Conservancy Commission, a body established by the Protocol of September 7, 1901, which has effected three big cuttings, framing works, and other improvements. Latterly the amelioration of the Taku Bar has engaged public attention, and in 1905 and 1906 the British Municipal Council were again to the fore with a disinterested scheme of financial co-operation. The increasing prosperity of



GERMAN MUNICIPAL COUNCIL OFFICES, TIENTSIN.

these concessions, and in the formation of the Belgian, Russian, Italian, Japanese, and Austro-Hungarian Concessions.

The British Municipal Council was established as far back as 1862, and consisted of three members. Another member was added in 1868, and at the present day there are five members, including the chairman and hon. treasurer. The councillors are elected at a general meeting of land renters held during the first quarter of each year, and their functions are performed through the Finance, Fire Brigade, Volunteer Corps, Market, Sanitary, Land, Watch, and Works Committees. In 1898 a Junior Council, called the British Municipal Extension Council, was called into existence, as its name implies, by reason of the extension of the British Concession. It consists of nine members, several of whom are also members of the Senior Council, and much the same duties devolve upon its committees. A scheme for the amalgamation of the Concessions is still under the consideration of a special committee of representatives of both Councils, but in the meantime the business and accounts of the two bodies are kept practically distinct. The elder body derives its ordinary revenue from shipping (mooring fees and Bund rents, together yielding Tls. 35,300), land-tax (of $\frac{1}{8}$ of one per cent., yielding Tls. 4,375), rental assessment (of 3 per cent., yielding Tls. 6,000), feu rents (yielding Tls. 3,300), and general charges (licences, interest, &c., amounting to Tls. 27,665), the total estimate for 1908 reaching Tls. 98,255'37, as compared with Tls. 82,408'15 actually received from these sources in 1907. The estimated expenditure during 1908 amounts to Tls. 98,225'37, and falls under the following headings: General staff, Tls. 9,200; police, Tls. 13,000; medical, Tls. 600; public works (including lighting, Tls. 8,000, water Tls. 1,300, &c.), Tls. 22,330; miscellaneous (including Volunteer Corps,

During 1907, in addition to the ordinary expenditure, amounting to Tls. 60,187'88 large sums were spent upon improvements to municipal land, and were met by moneys



RUSSIAN MUNICIPAL COUNCIL OFFICES AT TIENTSIN.

withdrawn from fixed deposit account. The Council has loan liabilities amounting to Tls. 89,800, and other liabilities amounting to Tls. 41,118'55. The assets are valued at Tls. 562,490'30—an excess over liabilities of

the port, however, promises to render such assistance unnecessary, the revenue from River dues on cargo in recent years having approximated to and even exceeded the handsome figure of Tls. 100,000, although

the whole extent of the tax at present only amounts to 3 per cent. on Customs duties, that is to say, 1½ per mitre, *ad valorem*.

The Conseil d'Administration Municipale de la Concession Française presided over

representative in Tientsin, Mr. F. Howard Ford. The building consists of a large entrance hall, bar, billiard, reading, card, and board rooms and library. The billiard room contains five tables and the board room can

The entrance fee for resident members is \$60, and the subscription \$8 a month.



THE CLUB CONCORDIA.

THE Club Concordia at Tientsin is an international club in all respects, except that the members of the committee must speak German. It was established with about forty members in 1895, and now has a membership of about 160. The first president was Mr. G. Baur. The original premises in Victoria Road, opposite the Gordon Hall, were vacated in July, 1907, when the new Club-house, occupying an advantageous site on the German Concession, was opened by Mr. O. Kleeman, the president. There are spacious dining, billiard, and card rooms, a bar, library, and bowling alley, as well as a theatre capable of holding 300 persons. Adjacent to the building there are five tennis courts. The Club is lighted throughout with electricity, and every precaution is taken against fire by the provision of modern extinguishing appliances. The hon. treasurers of the Club are Messrs. T. M. Karl and O. E. Meyer; the secretary is Mr. Siebert; the librarian, Mr. E. Klocke; and the manager, Mr. M. Horn; while Mr. Friedrichs has charge of all matters connected with sport.



THE FRENCH CLUB.

THE Cercle d'Escrime de Tientsin, established in 1903, now occupy premises on the Quai de France, but a new and handsome building in the Rue de France will probably



THE TIENSIN CLUB.

by the French Consul, Mr. Paul Claudel, consists of nine members, with a permanent secretary.

The German Municipal Council was formed in 1906, and administers an area of 1,176 mow, acquired in 1898. The amount to be collected and disbursed during 1908 was estimated at Tls. 25,000. The chairman is Mr. J. Faust, and there are four other councillors. The secretary is Mr. O. Tenner.

The Russian Municipal Council controls an area of 5,971 mow—the largest foreign concession in Tientsin. The chairman for 1908 is Count Jezierski, who succeeded Mr. M. D. Batouieff, and the secretary is Mr. F. Kleye. The members are elected annually, and their proceedings are conducted in English, which has been adopted as the official language. The offices of the Council, designed by Messrs. Loup & Lee, were opened in October, 1907, and form a handsome addition to the architectural features of the Settlement.

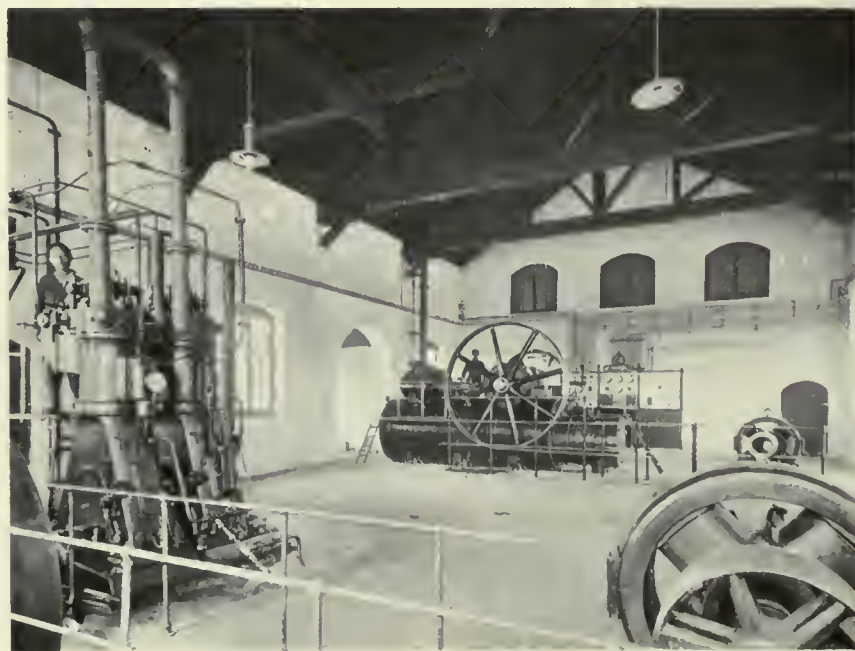
Of the other concessions the Austro-Hungarian and Japanese are making the most rapid strides. In the former, which has an area of 1,000 mow, it is expected that a Municipal Council will shortly be established.



THE TIENSIN CLUB.

THE foundation of the new Club-house was laid in 1903, and the building was ready for occupation in September, 1905. The site, containing about nine and a half mow of land, is one of the best in the British Settlement. The building and land cost about Tls. 245,000, and the money was raised by the sale of the site occupied by the old club, and by the issue of debentures for Tls. 200,000 bearing interest at 7 per cent. The building was designed by Messrs. Algar & Beesley, of Shanghai, but the work was taken over from them and carried to completion by their

be used for concerts and dances. A bowling alley is attached. The premises have been furnished elaborately at a cost of Tls. 25,000,



INTERIOR OF THE POWER STATION AT TIENSIN, ERECTED BY THE SIEMENS SCHUCKERTWERKE.

and are lighted by electricity throughout, and hot and cold water and steam-heating plants are installed. The membership on April 1, 1908, was:—Resident members, 229; non-resident members, 20; absent members, 170.

be erected this year. In addition to the usual features, the Club-house will then contain bachelors' quarters, a mess room, and a large hall for fencing, boxing, and gymnastics, as well as billiard and reading



THE OIL STORES AND GODOWNS OF MELCHERS & CO. AT TIENSIN.

[See page 742.]



THE PREMISES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION AT TIENSIN. [See page 732.]



THE OFFICES,

SIEMSEN & CO.

IN THE SKIN GODOWN.

rooms. Adjoining it there will be tennis courts. The Club already have their own open-air bathing place on the Extra-French Concession. When first formed, under the presidency of Mr. E. Binder, the Club had a membership of 18, which has since increased to about 120, and includes representatives of other nationalities. The committee consists of Messrs. J. O. Neill (president), A. Gallusser (secretary), M. Battégay (treasurer), A. Bilger, and Sandrié de Jouy.

COMMERCIAL.

THE HONGKONG AND SHANGHAI BANK.

THE Tientsin branch of the Hongkong and Shanghai Bank was established in 1881, and now occupies handsome premises, built on ground owned by the bank, on the British Bund. It is interesting to recall that when these premises were opened the late Li Hung Chang, then Viceroy of China, was present at the inaugural banquet, and referring to the general status of the bank in China, and more particularly to that of the Tientsin branch, His Excellency said, "Ever since it has been established at this port the Hongkong and Shanghai Bank has justified my expectation that it would facilitate the financial business of my Government and promote trade, and the agents representing the Bank have uniformly inspired me with confidence."

The manager of the branch, Mr. D. H. Mackintosh, was born at Daunt House,

Inverness, in 1860, and was educated at Trinity College, Glenalmond. He joined the Caledonian Bank at Inverness in 1877, but three years later entered the service of the Hongkong and Shanghai Bank. Coming to the Far East, he was stationed successively in Singapore, Hongkong, Hankow, Kobe, Saigon, and Amoy. His present appointment dates from 1895. Mr. Mackintosh acted as the bank's representative in making the initial advances of money and carrying on the preliminary negotiations with the Director-General of the Imperial Railways which led to the first British loan to the Chinese Imperial Government against Railways, that of £2,300,000, of 1899, the contract for which was signed in October, 1898, in Peking by the bank's representative there, Mr. E. G. Hillier, C.M.G., and His Excellency Hu Yun Mei, who had been transferred to Peking as Governor of the Capital.

THE RUSSO-CHINESE BANK.

THE Tientsin branch of the Russo-Chinese Bank was established in 1896, and, while carrying on the usual banking business, afforded special facilities for Russian exchange. The present manager, Count Jezierski, a member of a very old Polish family, took charge at the end of 1907. Born in Poland in 1876, Count Jezierski was educated in Russia, Belgium, and England. He entered the head office of the Russo-Chinese Bank in St. Petersburg in 1902, and

after a short transfer to the London office went to Shanghai as sub-manager until he was appointed to Tientsin. He is co-manager of the whole of the Russo-Chinese Bank's branches in China and Japan.

YOKOHAMA SPECIE BANK.

THE Tientsin branch of this large banking Corporation was established in 1899, and an important share of the business of the neighbourhood is transacted through its agency. A sub-office has been opened in the native city. An account of the resources and a general description of the activities of the bank in various parts of the world will be found in other sections of this volume.

THE DEUTSCH-ASIATISCHE BANK.

THE Tientsin branch of the Deutsch-Asiatische Bank was established in 1889, at the same time that the head office in Shanghai was opened. At present, the bank's business is carried on in temporary premises, but a handsome building is in course of construction in Victoria Road, and will be ready for occupation before the end of 1908. The usual banking business is undertaken at the branch.

The local manager is Mr. E. Schulze. Born at Kolberg in 1864, and educated in Berlin, he began commercial life as an employé in a manufacturing business, and eventually joined



THE ASTOR HOUSE HOTEL.

[See page 734.]



[See page 732.]

THE RUSSO-CHINESE BANK PREMISES.

the Government service in German New Guinea. Three years later, in 1889, he returned to Berlin, and entered the service of the Direction der Disconto-Gesellschaft. He remained in Berlin about eight years, and was then sent by the Deutsch-Asiatische Bank to the East, where he has managed successively

various branches in the Straits Settlements and China. He is now for the third time manager of the Tientsin branch, having resumed the duties in March, 1908. At one time he was manager of the German Concession at Tientsin, and was afterwards instrumental in forming the first German Municipal Council

in the Settlement. For his signal services to the Concession, he was decorated with the Order of the Prussian Crown in 1906.



THE ASTOR HOUSE HOTEL.

VISITORS to Tientsin will be most favourably impressed by the Astor House Hotel, both by reason of its ideal situation facing the Victoria Park, and its comfortable and luxurious appointments.

In the early eighties the site upon which it stands was occupied by what was then known as a "mud-house" on the Bund. This unpretentious structure was enlarged and renovated in 1883 by Mr. G. Ritter, who took out a licence for the premises; and for some ten years this constituted practically the only hotel in the Settlement. On June 13, 1894, the foundation stone of the present building was laid, and in May of the following year the Astor House Hotel was ready for occupation. In 1895 the concern was floated as a joint stock company, with Mr. Ritter, the former proprietor, as manager.

The hotel has seventy bedrooms, and a spacious dining room with accommodation for over three hundred people, whilst there are the usual reception, drawing, reading and billiard rooms, and bar. Power for lighting the building and for driving the electric fans is generated by means of a private installation; and a steam heating apparatus is employed to regulate the temperature in the winter months. The *cuisine* is excellent, the hotel having its own cold storage appliances and its own farm for



THE PREMISES OF THE YOKOHAMA SPECIE BANK, TIENSIN.



THE IMPERIAL HOTEL.

(W. A. DAVIS, General Manager.)

[See page 736.]

dairy produce; and the wine list is carefully selected. Indeed, for years the hotel has catered for all the principal balls, such as those held on St. George's, St. Andrew's, and St. Patrick's Days. The visitor's list contains many well-known names, including those of Prince Adalbert of Prussia, Prince and Princess Rupprecht of Bavaria, Prince Leopold of Prussia, S.A.R. Principe Ferdinando d'Udine Casa Savoia, the Viceroy Yuan Shi Kai, Miss Roosevelt and party, and Baron Komura.

The present manager is Mr. O. Kreier, who was born in Saxe-Weimar in 1872. He was for three years in Jena a. d. Saale, and then proceeded to London, where, in 1889, he joined the Royal Keyser's Hotel. Thence he went to the Bolton Mansions Hotel, and afterwards to the Hotel de Paris

Allied Fleets. Mr. Kreier also rendered signal service to the late Li Hung Chang, in recognition of which he received from the Chinese Government, through Prince Chung, the Double Dragon medal and diploma. He was appointed manager of the Astor House Hotel in April, 1908, having held successively since 1900 the positions of assistant and acting manager.



IMPERIAL HOTEL COMPANY, LTD.

THE Imperial Hotel Company, Ltd., a British Company formed for the purpose of conducting hotels in Tientsin and other parts of North China, was registered in Hongkong



HOTEL DE LA PAIX AND GARDENS.

at Monte Carlo. In 1893 he became assistant secretary at the Hotel d'Italia, Venice, and, later, office secretary at the Palast Hotel, Berlin. In 1894 he was appointed courier to His Excellency the Viceroy of Pechili, who was then in St. Petersburg. He accompanied the Viceroy first to Berlin and then on a year's tour of the world. On arrival at Tientsin in 1896, Mr. Kreier spent two years studying the Chinese language, and then opened the Shanhaikwan Hotel for the Imperial Railways of China. During the Boxer troubles he was instrumental in safeguarding the lives of sixteen ladies and children, who were obliged to flee from Tangshan; he escorted them to Peitaiho and saw them safely on board the British store ship *Humber*, which arrived at Taku Bar at the time the Taku Forts capitulated to the

in 1903, and has already opened several establishments.

The Imperial Hotel at Tientsin is thoroughly up to date, possessing all modern appliances for the convenience and comfort of guests. There are forty well-furnished bedrooms, as well as private and public dining rooms, a reading room, and ladies' drawing room; and the hotel is fitted with steam heating apparatus, a hot and cold water service and electric light and fans. The *cuisine* leaves nothing to be desired, and the result is that a large number of business men make use of the hotel, especially as the railway station, the banks, business houses, and steamship offices are within easy reach of it.

The secretary and general manager of the Company is Mr. W. A. Davis, who has

spent twenty years in travelling throughout Europe, Australasia, and the Far East, and has thus gained valuable experience. He is also the local agent for the Collivers Tours Company, of Boston, U.S.A., so that visitors may rely on sound advice as to the various routes open to them in any part of the world.

Other hotels established by the Company are the Station Hotel at Tongku, the Peitaiho Hotel, the Railway Hotel, Shanhaikwan, and the Yingkow Hotel; whilst a sixth is shortly to be opened in Mukden. Shanhaikwan and Peitaiho are the well-known summer resorts, and the hotel at the latter place stands right on the sea-beach, so that visitors who wish to bathe may go straight from their rooms into the water.

The Company is also responsible for the catering of the Imperial Railways of North China, and manages the dining cars on the principal trains running between Peking and Mukden.



THE HOTEL DE LA PAIX.

VISITORS to Tientsin will find that excellent accommodation at moderate charges is to be secured in the Rue du Consulat, at the Hotel de la Paix (Chinese name, Ta-Lai), which has been established since 1900. There are forty well-furnished bedrooms, each provided with electric light and fans, and with bathroom attached. The dining room is recognised as one of the finest in Tientsin. It is fitted with electric light and fans and is capable of seating eighty people.

The *cuisine* is excellent and is under the control of an experienced French *chef*. A military orchestra performs once a week in summer, during dinner, in the private garden of the hotel, and the grounds are electrically illuminated on this occasion. The daily rates are from \$4 upwards. The proprietor is Mr. A. Launay, and the manager Mr. J. E. Ravetta. French, English, and German are spoken.

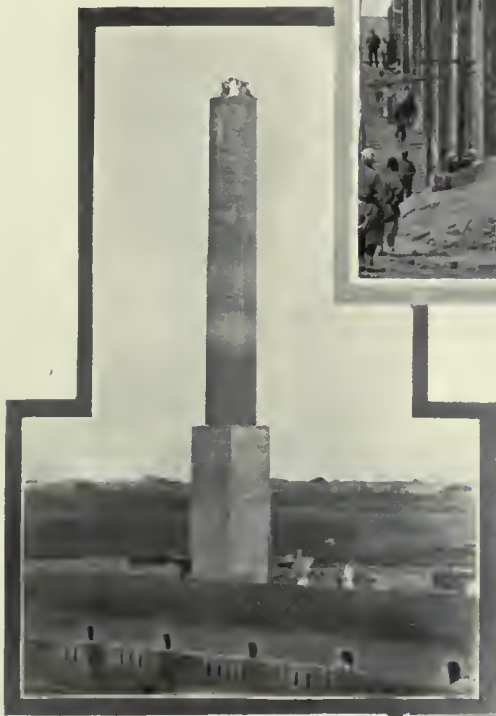


THE CHINESE ENGINEERING AND MINING COMPANY, LTD.

A PUBLICATION dealing with foreign industries in China would be far from complete did it not touch on that important British enterprise managed by Major W. S. Nathan, R.E., and known as the Chinese Engineering and Mining Company, Ltd., with head offices at Tientsin.

Coal mining on an extensive scale, in the Chihli Province, forms the chief industry in which the Company are engaged, and to British "builders of Empire" there are, perhaps, no more agreeable sights in China than the collieries at Tongshan and Linsi working with all the activity and usefulness of old-established European mines. The manufacture of coke is a lucrative adjunct to the mining of coal; while the output from the Company's fire-brick factory is such, both in regard to quantity and quality, as to secure to the Company practically all the refractory brick business north of the Yangtze River.

The Company are in the fortunate position of being to a large extent independent of general carriers for the distribution of their yearly output of one and a half million tons of coal, coke, and fire-bricks. They have their own seaport at Chinwangtao, where no less than \$2,500,000 have been spent in the construction of a pier and breakwater. They own, also, a branch railway connecting Chinwangtao with the railway systems of North



WILHELM KLEESCHULTE.

THE JANGTSUN STEAM BRICK WORKS.

IRON CONCRETE GODOWN IN COURSE OF CONSTRUCTION.

THE OFFICES.

W. KLEESCHULTE'S RESIDENCE.

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China, a canal joining up all the local waterways, the "Ping" Line of steamers, and wharves and storage godowns in the principal ports on the China Sea. A private telegraph line connects the offices in Tientsin and Chinwangtao and the collieries and the Tongku district, and facilitates the administration of the huge concern. Indeed, in the case of Chinwangtao, this line affords the only means of telegraphic communication available to the public.

The section which they opened now forms part of the Imperial Railways.

As may be gathered from the following details of the various departments, the Company's plant and appointments generally are of the most modern type.

The coal mines at Tongshan and Linsi are situated in the Kaiping district of the Chihti Province, about 60 miles from the ports of Tongku and Chinwangtao, with which they are connected by the Chinese Government

by the Chinese arsenals, and gives excellent results in the manufacture of steel. The second quality may be likened to the best Japanese, Australian, or Scotch coals; it is a good steam coal, and is much used on the North China railways, and by most of the large coasting lines in the China seas. A third quality is principally in demand as a household coal, but is also very popular as a steam raiser in mills and factories, and, when mixed with dust coal, for shipping purposes. In the development of native industries, such as brick-burning, the expression of bean oil, and distilling, the use of coal dust plays a very important part. It is also replacing grasses, hemp sticks, millet stalks, and other native fuel for domestic purposes, for the Company are demonstrating to a large section of the population, notably in Tientsin, that by a small alteration in their stoves they can burn coal with great economy. The collieries give direct employment to ten thousand Chinese, while another ten thousand families are engaged in supplying grains, fodder, oils, baskets, and all manner of native produce consumed in the works. Seven locomotives are engaged in moving stores, coal, &c., in and about the mining properties.

The manufacture of coke is one of the least progressive of the Company's industries, but the product is easily disposed of to the local mints, arsenals, and dockyards. At present only native open kilns are employed; but the business is capable of considerable expansion, and the erection of a modern type of plant will give the necessary impetus, ensuring a better quality of coke and at the same time reducing the cost of manufacture by the saving of the by-products now wasted.

The country in the vicinity of the coal mines is unusually rich in fire-clays, and some of the seams lying on the Company's property contain material of the finest quality. This clay is manufactured into bricks by a modern plant driven by electricity, at the rate of from 1,750,000 to 2,000,000 pieces per mensem, or, roughly, 20,000,000 per annum. These bricks are highly finished, and the degree of heat resistance without deformation is certified at not less than 2,930° Fahrenheit, a degree of refractoriness which European manufacturers will rarely guarantee. The numerous Chinese Government mints and arsenals, the Hanyang Iron Works at Hankow, the Chinese railway systems, and the several Government dockyards, not to mention many progressive native industries utilising Western power, all draw their supplies of fire-bricks from the Company, to much mutual advantage.

Anticipating that a more thorough system of drainage will become necessary in the Treaty ports, if not in purely Chinese localities, the Company have erected a modern pipe-making machine for the manufacture of stoneware drain-pipes. They are also engaged in the manufacture of glazed brick and flooring and roofing tiles, conveniences which the heavy steamer freights have hitherto placed beyond the reach of both native and European residents.

The "Ping" Line of steamers belonging to the Company may be seen flying the appropriate "black diamond" house flag in any of the China ports between Newchwang and Canton. Outward bound they usually carry the Company's coal and other products, and they bring back piece goods and general cargo principally from Shanghai. The Company have wharves and godowns at Tientsin, Chinwangtao, Tongku, Shanghai, and Canton; and godowns and property for the storage of



THE TIENTSIN OFFICES OF THE CHINESE ENGINEERING AND MINING COMPANY, LTD.

[See page 736]

It will thus be seen that in its completeness the concern is almost unique. The labour for which it finds employment, and the impetus it has given to native industries, has furnished a most powerful argument for the introduction of foreign capital into the Chinese Empire. Again, the short section of railway which was opened in the early eighties to connect the mines with the canal, proved effective in removing the Chinese prejudice against the Western iron road, so that the Company may be said to have given birth to the now extensive railway systems of North China.

railway system. In addition to the usual steam haulage, having a maximum capacity of about eight thousand tons per day, these collieries employ, in pumping and lighting, an electrical installation which cost considerably over a million dollars, and is reputed to be the largest electrical plant in the East. The output of the collieries is at the rate of one and a half million tons of coal per annum. The best coal won is very similar to the best Cardiff lump, and is much in demand among the foreign navies as a first-rate steam raiser. It is also used in admixture with dust coal

cargoes at Newchwang and Chefoo. The shortest sea route between Tientsin and Shanghai is *via* Chinwangtao; the journey, being free from the delay and uncertainty of the Taku route, occupies only about sixty

loss, is ensured. There are seven berths—five at the breakwater, and one on each side of the pier—and the railway trucks are so arranged that loading and discharging can be proceeded with independently at each berth. The main

berths have 21 feet of water at low water ordinary spring tides, but steamers drawing 23 feet 6 inches have been known to discharge with perfect safety, the bottom being soft mud, and there is really nothing to prevent vessels with a draft of 25 feet from discharging, provided they are prepared to take the mud at low water. The Company have at present three steam cranes available for weights up to five tons each, and generally speaking, it may be said that the loading and discharging facilities are excellent. On one occasion 73,000 bags of flour were taken out of one steamer in 27 consecutive hours, whilst on another 4,000 tons of coal were loaded on to one steamer in 31 consecutive hours. These facilities, resulting from the Company's liberal expenditure of capital, have caused Chinwangtao to become a formidable rival for the trade hitherto shipped *via* Taku to Tientsin. The port is accessible throughout the year, for, though in hard winters there is occasionally a good deal of floating ice in the Gulf, there is no case on record of a steamer having been prevented by ice from making the port. It is, in fact, practically the only port in the Gulfs of Pechili and Liau Tung accessible during the winter, which, on an average, extends from December 10th to March 10th. Good, sheltered anchorage also is to be found in the Roads. The Company's branch line runs from the pier to Tongho, four miles distant, on the main trunk line from Newchwang to Peking. The Company own the land in the vicinity of the port, and that portion of the property known as the Bluff, and comprising the best residential and building sites, has now been laid out as a township, in which plots may be bought or leased on moderate terms. 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, and is situated amidst magnificent scenery; while a hotel under European management affords the visitor every comfort. The great increase of trade year by year has induced the Imperial Maritime Customs to erect a fine Customs house at Chinwangtao, with a deputy commissioner in charge, and to open a Ha Kwan Bank for the convenience of local consignees. Chinwangtao was selected on account of its natural geographical advantages as one of the ports of embarkation for coolies



BUSINESS MEN OF TIENSIN.

- | | | | |
|-----------------|----------------------|---------------------|--------------------|
| 1. G. E. FIVE. | 6. M. D. BATOUIEFF. | 11. E. SCHULZE. | 16. A. WALTE. |
| 2. L. BIELFELD. | 7. O. KLEEMANN. | 12. COUNT JEZERSKI. | 17. A. E. SCHULDT. |
| 3. J. FAUST. | 8. HUGO KLOECKNER. | 13. J. O. NEILL. | 18. Y. YASUKAWA. |
| 4. H. LÖHLEIN. | 9. KARL F. MELCHERS. | 14. O. E. MEYER. | 19. J. MACDONALD. |
| 5. G. GOERTZ. | 10. W. A. ARGENT. | 15. FRITZ SOMMER. | |

hours. The steamers leave for Shanghai on the arrival of the mail from Peking and Tientsin, and incoming steamers are timed to connect with the morning mail train. All the "Ping" steamers are fitted with first class accommodation for passengers, the new steamer, the *Kai ping*, being one of the most comfortable vessels in these waters. The Chargeurs Réunis Steamship Company have now established a permanent service of steamers from Europe to Chinwangtao, so that cargo may be booked through to Tientsin without trans-shipment at Shanghai as hitherto.

Chinwangtao, which owes its existence as a seaport to the Chinese Engineering and Mining Company, Ltd., is situated on the western coast of the Gulf of Liao Tung, and is distant about 10 miles WSW. of Shanhai-kwan. It is thus the natural distributing centre for the north-west part of the great province of Chihli. The breakwater and pier which form the harbour are so constructed that vessels may be alongside at any state of the tide and in all weathers, and discharge a load direct on to and from railway cars, so that a minimum of handling, and, consequently, of



BRUNNER, MOND & CO., LTD.

THE GODOWNS AT TIENSIN.

emigrating to South Africa, and during 1904 an extensive depôt was established for the accommodation of five or six thousand men.



THE NATIVE CITY WATERWORKS, LTD.

THE Native City Waterworks Company, Ltd., of which Messrs. Arnhold, Karberg & Co., Ltd., are the agents and general managers, was formed in 1902, and commenced to supply water in April of the following year. The shareholders are both Chinese and foreigners, and the board of directors include Messrs. J. Boyce-Kup, A. Walte, Sun Chung Ying, Chen Chi-i, Jui Yü-Kun, and Ma Yu-Ching.

member of the Institute of Civil Engineers, Denmark.



THE MOLKEREI OBERHOF, LTD.

IN a country in which there are no laws enforced for preventing the spread of cattle diseases, and practically none governing sanitary arrangements, it is obviously very difficult to obtain a pure milk supply. Several dairy farms have been started in Tientsin, but owing to the prevalence of rinderpest they have not proved successful. The Molkerei Oberhof, Ltd., however, is an exception to the rule. This enterprise has been prosperous from a financial point of view, and its butter, cheese,

THE JANGSTUN STEAM BRICK WORKS.

DURING the summer time, when the manufacture of bricks is in full progress, some 600 native workmen find employment in this large industrial enterprise, owned by Mr. W. Kleeschulte. The works are planned on the most modern scientific system, and cover a large area. Among the many buildings, the Hoffman brick oven is, perhaps, the first to attract the attention of a visitor. It is a huge pile of red bricks several feet thick, and consists of two parallel ovens, 170 feet long, in the shape of concave vaults. Sixteen doors give access to as many compartments, and each compartment is separated from the next by an iron partition which is



[See page 742.]

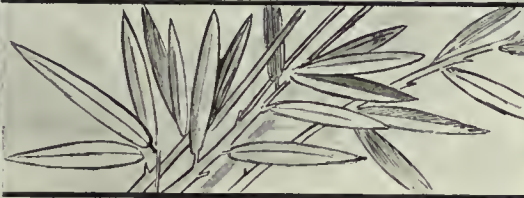
E. MARZOLI'S BRICK FACTORY.

Water is taken from the Grand Canal, outside the native city, and is carefully treated in filter-beds of sand. It is distributed through 25 miles of mains of various sizes to the native city and to the Japanese, Austrian, Russian, and Italian Concessions. More than three hundred houses are connected with the service, and there are one hundred and fifty public hydrants for fire purposes and for street supply. The water is sold at 70 cents per 1,000 gallons, with special rates to large consumers, and the annual consumption amounts to some 200,000,000 gallons. The waterworks occupy about 15 mow of land.

The manager and chief engineer is Mr. J. Holmberg, a native of Denmark, who, after qualifying as a constructing and civil engineer, received a first-class certificate in 1902. He came to Tientsin in the following year to take up his present duties. He is an associated

and cream will compare favourably with the best home produce. The dairy is situated about two miles from the centre of the Tientsin Settlements in the direction of the racecourse, and the cattle have the advantage of grazing upon the plain during the summer months. The buildings are modern and are replete with every convenience for the conduct of a dairy farm, and the extreme cleanliness of the establishment is such as to inspire complete confidence in it. The dairy is under experienced European management, and, periodically, a veterinary surgeon inspects all the cattle, which are selected from Californian and Australian herds, and brought to China at considerable expense. Mr. Wilhelm Kleeschulte is the principal shareholder in the enterprise, and exercises a personal supervision over the conduct of the business.

dropped from overhead. Each compartment is capable of holding 25,000 bricks, so that the total capacity of the oven is 400,000. From the centre a large chimney rises to a height of 165 feet. At one extremity a furnace is started. The heat from this ignites coal which has been dropped through overhead ducts into the first compartment filled with bricks; the heat of the first compartment ignites coal in the second one; and so forth. This automatic process of ignition may be continued indefinitely—as long as the lifetime of the oven, if necessary. The output capacity of the Hoffman oven is about 10,000,000 bricks a year. The equipment of the works includes, also, a pressing-machine, a steam-driven mud-mixer, drying sheds, carpenters' and blacksmiths' shops, and six large double mud kilns with a total yearly output capacity of 8,000,000 bricks.



A. H. JQUES & CO.

THE STORES.
THE FURNITURE FACTORY.

VICTORIA BUILDINGS.
EMPLOYÉS OF THE FURNITURE FACTORY.

[See page 742.]

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G G G

E. MARZOLI.

THE business now carried on by Mr. E. Marzoli was established by his brother, Mr. L. Marzoli in 1901. At first Mr. L. Marzoli

copying. The firm has, therefore, engaged an expert European designer, under whose supervision all work is carried out. The excellence of the furniture is attested by the fact that the workmen are almost continually

in North China. The Chinese name of A. H. Jaques & Co., "Kung Yih," is as much a household word in North China as is the name of Maple in England.

Messrs. Jaques & Co. are agents for the handsome block known as the Victoria Buildings, which is among the finest of the kind in North China. The block contains about one hundred rooms, fitted with every convenience, including electric lighting and steam-heating, and suitable either for business or residential purposes.

Mr. A. H. Jaques, who founded the business, is managing director and proprietor of the firm.

**MELCHERS & CO.**

THERE are few places of any commercial importance in the Far East where branches of the well-known firm of Messrs. Melchers & Co. are not to be found. The Tientsin branch, with offices in the Taku Road, was opened by Mr. Haupt in 1897, and has gained a strong position amongst local commercial houses. Apart from their own export and import business, the firm represent in Tientsin the following, among other, companies:—The Norddeutscher Lloyd; the East Asiatic Company, Ltd., Copenhagen; the Ocean Accident and Guarantee Corporation, Ltd.; the Globus Fire Insurance Company, Ltd., of Hamburg; the Salamander Fire Insurance Company, Ltd., of Amsterdam; the Swedish East Asiatic Company, Ltd., of Gothenberg; the Nordstern Life Insurance Company, Ltd., of Berlin; and the Maatschappij Tot Mijn Boschen Landbouwexploitatie in Lang Kat, Ltd. (supplying a well-known brand of kerosene). The Company are also general managers for the Equitable Life Assurance Company of the United States.

The Tientsin branch is under the direction of Mr. Karl F. Melchers, who assumed the duties in 1902. Born in 1877 at Bremen, where he was educated, he joined the firm at their head office, in Bremen, in 1893. In



TIMBER YARD OF THE CHINA IMPORT AND EXPORT LUMBER COMPANY (LTD.) AT TIENSIN.

confined his attention to the conduct of a large trade in anthracite coal and lime, but in 1904 he opened a calcareous brick factory at Huangtsun, and since that time the enterprise has been extended in various directions. Cement works and granite quarries have been acquired, and Carrara marble and Venetian mosaic tiles are imported in considerable quantities. At the brick works some 5,000,000 bricks are produced each year, and the granite from the quarries has been used in many of the principal buildings in Tientsin and Peking. Mr. L. Marzoli died at Peking in 1907, and the business is now entirely in the hands of Mr. E. Marzoli, who is a native of Varese, Italy.

employed on the numerous orders with which the firm is entrusted, both by Europeans and Chinese. One of these orders was for a tapestried drawing-room suite for the imperial summer residence at Peking. Others have been received from many of the leading hotels, clubs, banks, and official residences

A. H. JAQUES & CO.

THE firm of Messrs. A. H. Jaques & Co., though established only as recently as 1901, has quickly taken its place among the leading houses in Tientsin, and may be regarded as the local "Whiteley's." While supplying articles of every description, they make a speciality of furniture from their own factory.

The firm believes in the old-fashioned method of making furniture by hand, whereby quality, durability, and finish are alike secured. Their workmen are recruited from Ningpo-Chekiang, where most of the cabinet-makers in China are to be found, and though men employed on piece-work are sometimes difficult to manage, the firm of "Kung Yih"—to give the Chinese name—have such an enviable reputation for fair dealing that they have yet to record their first hitch or strike. In the manufacture of furniture of modern design Chinese workmen may lack originality, but they stand unequalled in the art of



THE TIENSIN PREMISES OF VON DÜRING, WIBEL & CO.



ARNHOLD, KARBERG & CO.

[See page 744.]

THE MACHINERY SHOWROOM.
THE GODOWNS.

THE OFFICES.

THE MACHINE DEPARTMENT.

1896 he came out to Shanghai, where, except for an interruption of five months at Chinkiang in 1900, he remained until 1902, when he was transferred to Tientsin. Mr. Melchers is the chairman of the Deutsche Vereinigung (German Association), and is also on the committee of the Tientsin General Chamber of Commerce.



ARNHOLD, KARBERG & CO.

THE name of Arnhold, Karberg & Co., as importers and exporters, shipping agents, and contractors to the Chinese Government, is known all over the Far East. The firm have large business interests in many parts of the Chinese Empire, references to which are made in other sections of this volume. The branch at Tientsin was opened by Mr. M. Niclassen in 1897. The offices, which are the freehold property of the Company, are situated at the corner of Taku Road and Bristow Road. The showrooms for machinery and electric plant are in the Rue de St.

Louis, French Concession, and there are extensive lumber yards both at Tientsin and Tongku. The agencies held by the Company

in Tientsin include those for the Lancashire Insurance Company; the London Assurance Company; the South British Fire and Marine Insurance Company; the State Fire Insurance Company, Ltd.; the American and Oriental Line of steamers; and the International Banking Corporation. For the Tientsin Native City Waterworks Company, Ltd., and the Peking Electric Company, Ltd., Messrs. Arnhold, Karberg & Co. act as general managers. Mr. W. Pape, the manager, is assisted by Mr. K. Schnabel and a large staff of European assistants, including three engineers. Mr. Pape was born at Oldenburg, Germany, in 1870. He came to China in 1893, and for three years was in the employment of Messrs. Carlowitz & Co. at Canton and Tientsin. He joined Messrs. Arnhold, Karberg & Co., in 1896, and was appointed to his present post in 1901.



CHARREY & CONVERSY.

SINCE they established themselves in Tientsin in 1902 this firm of architects and surveyors have made plans and undertaken the erection of over forty of the principal buildings in the French Concession. Among the largest of these are the premises occupied by Messrs. L. Tallieu & Co., Sennet Frères, C. Wall, and Ullman & Co.; whilst at present they are building the Banque de l'Indo-Chine, the new Procure of the Jesuit Fathers, and numerous properties for the Mission des Lazaristes in the German Concession. The firm are architects also for the Société Franco-Belge de Tientsin. Their offices occupy a prominent corner site abutting on the Rue de l'Amirauté and the Rue du Chemin de Fer. Mons. H. Charrey was born in 1878 at Annemasse. He was educated at the Collège de Thonon, and afterwards went through a course of study at the School of Art in Geneva, receiving his diploma for drawing and surveying in 1897. Mons. M. Conversy, the other partner, was also born in Annemasse, Haute Savoie, France, and, after attending the Collège de Thonon and the School of Art at Geneva, completed his studies as an architect and surveyor in Paris. The staff includes Mr. Charles Chevally, a Swiss, who is in charge of the plan drawing; Mr. J. T. Ferrer, the accountant; and numerous Chinese.



DIEDERICHSEN, JEBSEN & CO.

AN extensive export, import, and general shipping business is carried on by this well-known firm, who have branches at Kiel,



A COMPETITIVE DESIGN BY CHARREY & CONVERSY,
ARCHITECTS, TIENTSIN.





BILGER & GALLUSSER.

THE BRISTLE DEPARTMENT.

THE FUR DEPARTMENT.

THE OFFICES.

THE GODOWNS.

[See page 747.]

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Hamburg, Hongkong, Canton, Shanghai, Tsingtau, Vladivostock, Hoihow, Chefoo, and Tientsin. The Tientsin branch, which was established by Mr. Hugo Kloeckner, the present manager, in May, 1907, exports Chinese products such as skins, furs, feathers, jute, cotton, and wool, and imports piece goods, hardware, engines, and machinery. It holds the agency for the Jebsen Line of Steamships, the Volunteer Fleet of St. Petersburg, and the Hansa Composition. The firm's offices are in the Taku Road.

Mr. Kloeckner is a native of Hamburg, and was educated at Hamburg and Jena. He came to China in June, 1901, in the employment of the China Import and Ex-

Comptoir en Chine, the Yuen Ching Lumber Yards and others.

The manager of the branch is Mr. H. Löhlein, who was born near Berlin, in 1867. After receiving his education at college, he was apprenticed to a firm of wholesale druggists, and in 1891 he came to Shanghai for Messrs. Carlowitz & Co. In 1895 he entered the Shanghai office of Messrs. Buchheister & Co., and remained there until the end of 1905, when he was appointed to his present position. He is a director of the Tientsin Iron Works and Hsinchi Boden and Bau Verwaltung. He has a seat on the German Municipal Council at Tientsin, and on the committee of the German Chamber of Commerce.

He came to Shanghai in 1894, and for three years was in the employment of Messrs. Schellhass & Co., the firm now known as Scholdt & Co. Then, after a short visit to Europe, he joined Overbeck & Co. in Tientsin. He is the chairman of the German Municipal Council, a member of the French Council, and a director of the "Tageblatt of North China," and of the Tientsin Wool Cleaning Factory, Ltd.

J. TROST & CO.

WHEN, in consequence of the Boxer riots, a large Parisian firm of general merchants, whom Mr. J. Trost had represented in Tientsin since 1898, withdrew their agency in



THE OFFICES.



FAUST & CO.

J. FAUST'S PRIVATE RESIDENCE.

port Banking Company, and remained with them until 1904, when he joined Messrs. Diederichsen, Jebsen & Co., at Tsingtau. Three years later he was sent to Tientsin to open the new branch.

BUCHHEISTER & CO.

THE Tientsin branch of the firm of Messrs. Buchheister & Co., was established in April, 1889, by the late Mr. J. J. Buchheister and his nephew, Mr. O. Buchheister, who is now in charge of the Hamburg office. The firm are general merchants, and in Tientsin hold agencies for Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne; Messrs. Schuchardt & Schütte, the

FAUST & CO.

THE Company now carrying on a large import and export trade under the style of Messrs. Faust & Co., is an offshoot of the firm of Overbeck & Co., for whom Mr. J. Faust opened a branch in Tientsin in 1898. On the death of Mr. Overbeck in 1899, Mr. Faust took over the business, changed its name, and in 1904 admitted Mr. P. Schmidt into partnership. The offices are situated in the Rue de l'Amirauté and are the firm's freehold property. In the import and export department furs, skins, bristles, wool, &c., are exchanged for piece goods and sundries. The Company also holds the agency for the Western Assurance Company, Toronto.

Mr. J. Faust was born in 1870, at Hanover,

1900. Mr. Trost decided to continue the business on his own account, importing piece goods and sundries, and exporting Chinese produce. In 1905 he took a partner, but the partnership was dissolved in the following year, and, though the name of J. Trost & Co. has been retained, Mr. Trost is now the sole proprietor. The offices are situated at No. 5, Rue de l'Amirauté, on property belonging to the firm, and the staff includes Messrs. A. Busch, who signs *per pro.*, O. Gross, H. G. Washbrook, O. Lutzer, and H. K. Peters, besides two compradores and several Chinese.

Mr. Trost, who was born in 1868, was educated at Frankfurt-on-the-Maine, his native place. During his residence in Tientsin he has identified himself closely with local sport. He owns several race ponies, and is

a steward of the Tientsin Race Club. In addition to his other business interests he is a director of the Hsiao Liu Chuang Land Company, Ltd.



dextrine. The present head of the firm is Mr. Fr. Hesse. The manager of the Tientsin branch, Mr. G. Goertz, was born in 1873 at Rhineland, Germany, where he received his education. He comes of an old family of

THE NORDCHINESISCHE HANDELS-GESELLSCHAFT.

MESSRS. BÖTTCHER, SCHMITT & Co., proprietors of the Nordchinesische Handelsgesellschaft, established themselves in Tientsin in 1906 as general merchants, importers, and exporters, dealing in piece goods, sundries, and Chinese products. Their offices are situated at the corner of the Rue de France and the Rue Dillon. Both partners have had considerable experience in the Far East. Mr. Böttcher was formerly in the Chinese Army, while Mr. Schmitt came out to Tientsin in 1896 as manager of Mr. E. Lees' stores.



A. WALTE & CO.

THIS firm was established by Messrs. J. Droste and A. Walte, in 1895, as Droste & Walte. Four years later the partnership was dissolved, and Mr. A. Walte took over the business under the style of A. Walte & Co. In 1901 he took into partnership Mr. O. Kleeman, who left the firm in 1907, and in January, 1908, Mr. S. Clausen and C. de Voss became part-proprietors with Mr. A. Walte. A. Walte & Co. import piece goods, machinery, and all kinds of sundries; and export wool, skins, furs, bristles, &c. The firm also acts as agents for the Mannheimer Insurance Company, the Atlas Assurance Company, Ltd., and for the celebrated champagne of G. H. Mumm & Co., Reims.



BILGER & GALLUSSER.

THE import of piece goods and the export of furs, skins, and bristles, constitute the chief business of this firm. The partners, Mr. A. Bilger and Mr. A. Gallusser, are both men of wide experience, the former having been for many years in the piece-goods trade, while Mr. Gallusser comes of a family which has long been engaged in the fur trade in Romanshorn, Switzerland, and has himself been employed as a fur specialist by a well-known Parisian house. Mr. Bilger came to Tientsin in 1902, and Mr. Gallusser in the following year, and in 1905 they founded the firm which bears their name. Their offices and godowns occupy an advantageous site at the corner of the Rue de Paris and the Rue de l'Amirauté. The staff includes Mr. A. Brushweiler and Miss King, a Chinese comrade, and numerous Chinese clerks and godown men. Messrs. Bilger & Gallusser are agents for the Federal Marine Insurance Company, Ltd., Zurich; the Rotterdam Lloyd Steamship Company; and Messrs. Oberteuffer, Müller & Co., Paris.



H. M. SCHULTZ & CO.

By amalgamation with the firm of Messrs. A. Cordes & Co. in 1898, Messrs. Schultz & Co. can trace a connection with the trade of Tientsin as far back as the early sixties. They have two Chinese names, for in their import and export department the old Chinese hong name Hsin-Yuan (A. Cordes & Co.) is still retained, while in their business transactions with the Chinese Government the Chinese name Di-a-ze (Schultz & Co.) is generally adopted. For many years the Company have been connected with the leading business houses in Manchester. They import piece goods in large quantities, sundries,



THE PREMISES AND GODOWNS OF J. TROST & CO.

KOCH & CO.

THE Tientsin branch of Messrs. Koch & Co.—who were established at Groningen, Holland, in the early eighties, and have a branch at Hamburg and agencies in London, New York, and elsewhere—was opened in 1902, and has developed a considerable import and export trade, in piece goods and Chinese products of all kinds. The firm has large factories in Holland for the production of potato flour, sugar, syrup, and

textile merchants, and on leaving school he adopted a business career and travelled extensively in Europe for many years. He came to Tientsin in 1902 to open up a branch for Messrs. Koch & Co., and has since acquired an interest in the firm. The local offices are situated in the Rue de l'Amirauté on a site that is the property of the firm.



and colours from the well-known firm of Leopold Cassella & Co., Frankfurt a/m., while they export all kinds of Chinese produce. They are contractors to the German troops stationed in North China, and, besides holding numerous other agencies, are the sole representatives of the Germania Brewery, Tsingtau, in the province of Chihli.

Mr. C. Engelbrecht is the manager of the Tientsin branch. He was born at Bremen in 1876, and at the age of sixteen joined Messrs. C. Melchers & Co., by whom he was sent to China in 1896. For over seven years he was employed at the branch offices of this firm in Hankow, Swatow, and Shanghai. Ill-health then necessitated his return to Europe. He returned to China in January, 1906, having received his present appointment a few months previously.

The staff includes Messrs. T. H. P. Steinhorst, M. Brandt, and F. Brutung, and several Chinese. The head offices of the firm are in Hamburg, and branches have been established also in Shanghai, Hongkong, and Canton.

WILHELM KLEESCHULTE.

MR. WILHELM KLEESCHULTE established his import, export, and general merchant's business in April, 1906. Straw-braids, bristles, wool, and skins are the principal exports, while piece goods and sundries figure prominently among the imports. Mr. Kleeschulte is agent for Le Foncier de France et Colonies, Paris; Vereinigte Graetzer Bierbrauereien; Reinart Père et Fils,

and Kiel University. For three and a half years he was with a banking company in Westphalia. In 1897 he came out to Tsingtau, serving in the Third Tubataroon, and took part in the occupation of Tsingtau (Kiaochau). In 1898 he entered the service of the Deutsch-Asiatische Bank in Shanghai, and was subsequently transferred to Tsingtau. He left the bank in 1902 and was appointed manager for Messrs. H. M. Schultz & Co. in Tientsin. Four years later he started business on his own account. Mr. Kleeschulte holds the rank of Lieutenant in the German Army Reserve. Racing is one of the chief recreations of his leisure.



[See page 747.]

KOCH & CO.

THE PREMISES AND GODOWNS AT TIENSIN.

ONE OF FR. HESSE'S FACTORIES NEAR GRONINGEN, HOLLAND.

SCHULTD & CO.

FOR twelve years the firm now known as Messrs. Schultd & Co. have carried on business at Tientsin as general import and export agents. The original name of the firm was Harling, Buschman, and Menzell. This was changed to the East Asiatic Trading Company in 1899, and the present style was adopted in 1907. The partners are Messrs. A. E. Schultd, E. Harling, and E. Morat. They import principally piece goods, sugar, and indigo, and export skins, bristles, and other Chinese products. The firm are also the local agents for the Yorkshire Insurance Company, Ltd., and the General Marine Insurance Company, Ltd., of Dresden. The Tientsin offices are situated in the Taku Road.

Reims; Internationaler Lloyd Insurance Company; Ostertagwerke A.G. (Vereinigte Geldschrankfabriken. Stuttgart); J. A. John, Ltd., Iversgehofen (chimney cowls, washing machines, &c.); Bismarkheutte A.G.; Bismarkheutte O.S.; Gesellschaft für Streckenbeleuchtung M.C.H.; Altong (storm flare light, "Nordlicht"); Deutsche Maschinen-Vertriebs-Gesellschaft; Berlin Aktiengesellschaft; A. Lehnick Vetschan. A branch of the business has also been opened at Tsingtau. Mr. Kleeschulte is one of the chief shareholders in the Molkerei Oberhof, Ltd., and owns extensive brickworks at Jangstun, but these industrial enterprises are dealt with separately. His native town is Hovestadt, Westphalia. He was born in 1876 and educated at Weil and Paderborn Gymnasium,

TELGE & SCHROETER.

ESTABLISHED in 1888, the firm of Telge & Schroeter, general importers and railway and Government contractors, are among the pioneers in their own line of business in Tientsin. They are agents for the well-known firms of F. Schichau, shipbuilder, of Elbing and Danzig, and Vickers, Sons & Maxim, Ltd., of London. Through them, F. Schichau supplied the four torpedo-boat destroyers purchased in 1897 by the Chinese Government. These boats, which at that time were the fastest in the world, had an interesting history. They were captured by the Allied Forces at the taking of the Taku Forts in 1900, and were apportioned to the British, French, German, and Russian Navies.



THE PREMISES OF TELGE & SCHROETER.



THE HOTUNG BAUGESELLSCHAFT'S PROPERTY IN THE AUSTRIAN CONCESSION.

The Russian boat was the messenger that brought to Chefoo the news of the fall of Port Arthur, having been selected for this duty by reason of her speed. Messrs. Telge & Schroeter, who have several representatives travelling in the interior, are at present building a bridge across the Yellow River at Lanchoufu, in Kansu, and constructing a

Mr. Fritz Sommer, the managing partner, joined the firm in 1890, and was admitted a partner in 1901. He is a native of Bremen, where he was born on January 6, 1868. He is Vice-Consul for Norway, to which post he was appointed on February 18, 1907.

Wool Cleaning Factory, Ltd., which was opened in 1904, and registered as Tientsin Woll Reinigungs-factorei, G. m. b. H. at the German Consulate. Beside wool cleaning, the proprietors undertake the hydraulic press packing of every kind of goods intended for export, and the storing of imports on behalf of banks, &c. As they do not engage in either the import or export trade themselves, they claim to be the only public press packers in the Settlement. Their headquarters are in Canton Road, in the British extra Concession, and here Mr. E. Luer, the manager, supervises the conduct of the business.

MACKENZIE & CO., LTD.

The firm of Mackenzie & Co., Ltd., hydraulic press-packers, commission agents, exporters, and importers, established themselves in Shanghai between thirty and forty years ago, and extended their business to Tientsin in 1888. Their offices and godowns stand on the firm's own property at 42, Taku Road, where an extensive modern plant has been laid down for cleaning and packing wool, cotton, skins, furs, jute, and other produce. The local manager is Mr. W. A. Argent. The managing director of the Company is Mr. Arthur Hide, who lives in Shanghai.

MITSUI BUSSAN KAISHA.

DETAILS of the formation and development of the Mitsui Bussan Kaisha will be found in the Hongkong section of this volume. The Tientsin branch was established in 1885, and the first manager, Mr. Sasaki, was appointed Consul for Japan. The district sub-offices, such as Peking and Kalgan, are under the supervision of the Tientsin branch, whose business has grown to such an extent that eighteen assistants are employed. The present manager, Mr. Y. Yasukawa, was born at Kyoto in 1870, and received his education at Osaka Commercial College. He joined the Mitsui Bussan Kaisha at Osaka, and within two years was transferred to Tokyo. In 1894 he opened a branch at Bombay, and remained in charge of it for six years. Then for eighteen months and three years respectively he carried out the duties of sub-manager for the Company in New York and Kobe. He was appointed to Tientsin in 1904.

TH. CULTY & CO.

THE French troops stationed in Peking and Tientsin furnish the chief part of the business transacted by Messrs. Th. Culty & Co.



THE PREMISES OF TH. CULTY & CO., TIENTSIN.



[See page 747.]

THE OFFICES AND GODOWNS OF H. M. SCHULTZ & CO.

railway from Tsi Tsi Bar to Nan Nan Ch'i in Manchuria. They are also part owners and general managers of the Ching Hsing Coal Mine, which supplies the Peking-Kalgan Railway, the Peking-Hankow Railway, and the Government mints and arsenals, as well as the residents of Tientsin and district. The offices of the firm are in the Taku Road.

TIENTSIN WOOL CLEANING FACTORY, LTD.

To prepare the large quantities of wool that come from Kokonor and Kansu before forwarding them to their ultimate destination, several wool cleaning and press packing firms have been established in Tientsin. One of the most important of these is the Tientsin

This firm was founded in 1901 by Messrs. Th. Culty and P. Douville, of Yokohama, but, the partnership having been dissolved in July, 1907, Mr. Culty is now the sole proprietor. The business carried on is that of wine, spirit, and provision merchants, and many of the leading French houses are represented by the firm, whose stores, situated

of this Company, which is registered in Austria. A number of the houses in the principal thoroughfare—Baron Czikkann Street—were erected through its agency, and preparations have been made for rapid development in the future. The Company owns about 59 mow of land in the Austro-Hungarian Concession and the electric tram-

8 per cent. was paid. Debentures to the value of Tls. 100,000 are now being issued.

The board of directors consists of Messrs. Hugo Accurti, Emil S. Fischer, Chen Chu Chi, and Yuen Tsu Chen; while Messrs. Gino Accurti and S. F. Wen act as general managers.



BIELFELD & SUN.

THE firm of Messrs. Bielfeld & Sun, merchants and contractors to the Chinese Government for machinery, arms, ammunition and men-of-war, was established in 1901, the partners being Mr. L. Bielfeld and Mr. C. Y. Sun. At present Mr. Bielfeld has as his partner Mr. S. C. Cheng. The firm, whose offices are situated in Rue Dillon, are agents for Messrs. Schneider & Co.; le Creusot, Paris; the Chantiers et Ateliers de Gironde; the Ateliers et Chantiers de la Loire; Messrs. Whitehead & Co., Fiume; the Ganz'sche Elektrizitäts Aktiengesellschaft, Budapest; and the Rekyl Riffel Syndicate, Copenhagen. The staff includes the following engineers; Messrs. E. Hunke, who signs *per pro.*, F. Nègre, and K. Bielfeld, assistants; O. Silbernagel and K. Krieg; A. Lietzelman, representing Messrs. Schnieder & Co., and Baron Haschhausen Techn, representative of the Rekyl Riffel Syndicate. Mr. L. Bielfeld, who was born at Chefoo, was educated at Eutin, North Germany, and returned to China in 1890 to take up employment with Messrs. H. Mandl & Co., at Tientsin. He remained with that firm for ten years, and then started business with Mr. Sun on his own account.



PERSONAL.

COL. J. W. N. MUNTHE.

COLONEL JOHAN WILHELM NORMANN MUNTHE, A.D.C. to the Viceroy of Chihli, was born at Bergen, Norway, on July 27, 1864, and was educated at the Aars' and Voss' High School, Christiania, and at the Royal Cavalry, Christiania. He came to China in 1887, and in September of that year joined the Imperial Maritime Customs service, being stationed successively at Shanghai, Chefoo, and Ningpo. He volunteered for service in the Sino-Japanese War, and in 1894 was detached from the Customs service for military work. During the next six years he re-organised the Cavalry of the North, under His Excellency Yuan-Shih-K'ai, as Colonel and Instructor-in-Chief. As His Excellency Yuan was appointed Governor of the province of Shantung, Colonel Munthe remained in Tientsin preparatory to going home on leave, and was in Tientsin attached to the Russian General Staff as special intelligence officer during the Boxer trouble. He took part in all the engagements in and around Tientsin, the march to Peking, and the storming of the Capital. He was decorated by the Tsar of Russia with the Russian Military Order (St. George) "for repeated acts of gallantry during the late disturbances in China"; and also received the Russian War Medal, 1900-1. During 1901-2, he was on leave, and, on his return, he was appointed Colonel by imperial decree, and Aide-de-Camp to His Excellency Yuan-Shih-K'ai, who had meanwhile been appointed Viceroy of Chihli. Colonel Munthe was decorated by the French Government, as a Chevalier de la Legion d'Honneur, in 1905; by the Chinese Government with the Order of the Double Dragon, Third Division, First Class (Knight Commander, First Class), in 1907; and



THE PREMISES OF THE MITSUI BUSSAN KAISHA.

in the Rue de France, are well stocked with commodities of uniform excellence.



HOTUNG BAUGESELLSCHAFT.

ALTHOUGH established as recently as 1906, there are already many evidences of the activity

way runs through portions of the property on which it is proposed to build almost immediately. The directors have, apparently made their investments with shrewd judgment, and the prosperity of the Company seems assured. The fully paid-up capital of the enterprise is Tls. 200,000 in 2,000 shares of Tls. 100 each, and in 1907 a dividend of



COLONEL MUNTHE.

A.D.C. to His Excellency the Viceroy of Chihli.

by the Norwegian Government as a Knight of the First Class of the Order of St. Olav, in the same year.

MR. J. O. NEILL.

MR. J. O. NEILL, Vice-President of the French Municipal Council, and president du Cercle D'Escrimé de Tientsin, was formerly in the French Navy. When he came to China in 1898 he held the rank of Sub-Lieutenant; in 1899 he was promoted Lieutenant, and in 1906 he retired on completion of the required period of service. He then commenced to deal in real estate, and, being the owner of considerable property in Tientsin, he founded, in the following year, a company styled the Société Franco-Belge de Tientsin, of which he is now the managing director.

MR. O. KLEEMANN.

MR. O. KLEEMANN, President of the Club Concordia and of the German Association, was born on March 6, 1872, at Bad-Oeynhaus, Westphalia, and received his education at Herford Gymnasium, Germany. His first business experience was obtained at Bremen, but when his term of army training in the Pioneer Battalion at Minden was completed he came to China and entered the service of Messrs. Droste & Walte at Tientsin. Subsequently, when Mr. Walte dissolved partnership with Mr. Droste, Mr. Kleeman became a part proprietor in the undertaking and business was carried on for eight years under the style of A. Walte & Co. Mr. Kleeman, however, severed his connection with the firm in January, 1908. During his twelve years' residence in Tientsin he has taken an active interest in public affairs and has filled several positions of prominence in social and commercial circles.

MR. G. E. FIVE.

MR. G. E. FIVE, who is in charge of the Native Customs sub-office at the Tientsin Settlement Railway Station, first came to Tientsin in 1899. He was present during the Boxer troubles in 1900 and in the following year was appointed to the In-door Staff of the Imperial Chinese Maritime Customs service in Shanghai. Before being transferred to his present post he was employed successively at Lungchow, in the Kwangsi Province, and at Chinking, in the Yangtze Valley.

MR. M. D. BATOUIEFF.

MR. M. D. BATOUIEFF is a large property owner in Tientsin, an agriculturist, and a prominent member of the Russian Municipal Council. He holds several decorations—the Legion d'Honneur, the Order of Stanislaus, Second and Third Class, and the Order of St. Arma. Born in Kazan in 1852, he was educated at the Commercial College there. In 1878 he went to Kalgan, and fourteen years later moved to Tientsin, where he established himself as a tea merchant. He extended his business as time went on, and now carries on an extensive import and export trade, and a forwarding agency for goods proceeding to and through Mongolia, one of his chief lines being wool.

MR. O. E. MEYER.

MR. O. E. MEYER, manager of the firm of Messrs. von Duering, Wibel & Co., Tientsin, was born on May 21, 1878, at Langenhagen, Holstein, Germany. After receiving his education at Eutin Gymnasium, Germany, he entered the service of Messrs. Hesse, Newman & Co., in Hamburg in 1897. In February, 1901, he came out to Hongkong for the firm of Siemssen & Co., in whose employment he remained until May, 1904, when he went home on leave. In January, 1906, he returned to the East, having been appointed manager of the Tientsin branch of Messrs. von Duering, Wibel & Co., and in November of the following year he was empowered by that firm to sign *per pro*. Mr. Meyer is a keen sportsman, and delights in big-game shooting.

MR. J. MACDONALD.

MR. J. MACDONALD, than whom few men are better known in Tientsin, has had a most interesting career both as soldier and civilian. He was born in 1843 in County Down, and was educated at the British Barracks School and College, Hongkong. At an early age he was attached to the 59th Foot, and was with that regiment during the latter part of the occupation of Canton by the Allied Forces in 1857. In 1860 he was appointed senior officer to the *Billern*, and was present at the taking of the Taku Forts by Admiral Hope, at the engagements of Chang Wha Wan and Tung Chow, and at the taking of Peking. Upon retiring from the Service in 1862 he joined the Chinese Army, and was with General Ward until the latter's death. General Gordon held a high opinion of Mr. Macdonald, and appointed him A.D.C. to his body-guard. Leaving the Chinese Army in 1869 Mr. Macdonald joined the Imperial Maritime Customs, and four years later commenced business on his own

account as auctioneer and merchant. He has now built up a prosperous business, and, together with his sons, is interested in the firm of Messrs. J. Macdonald & Co., carriage builders, live cattle contractors, timber and wool merchants, general and commission agents.

MR. SUN CHUNG YING.

MR. SUN CHUNG YING, a son of the late Mr. Sun Huan Son, traces his descent in a direct line from the imperial family of Sun, which flourished during the dynasty of the Hans, the reigning house in China about two thousand years ago. His grandfather, Mr. Sun Shou Jen, was one of the richest men in Nanking. Born in 1863, at Ju Kow, Kiangsu Province, Mr. Sun Chung Ying was educated at Tientsin Torpedo and Naval School, and entered the service of Messrs. Jardine, Matheson & Co., as an interpreter in 1886. Two years or so later he was appointed compradore to Messrs.



G. Y. SUN.

H. Mandl & Co., Chinese Government contractors, and eventually became a shareholder in the business. In 1900 he was commissioned by the French Government to dispose of the salt they captured in Tientsin. Later, he joined Mr. L. Bielfeld in founding the firm of Bielfeld & Sun, contractors to the Chinese Government. The partnership was dissolved in February, 1908, and Mr. Sun Chung Ying was appointed advisor on Chinese affairs to the Russo-Chinese Bank at Tientsin. Mr. Sun is well known for his practical philanthropy. He started a famine fund in Chihli some fifteen years ago, and was one of the originators of a large home where the children of Chinese parents are bought and cared for. The need for this arose out of the custom common in China of parents selling their children in order to maintain themselves, and the establishment of the home has done a great deal towards ensuring that these children do not fall into bad hands. If desirous of doing so parents may regain possession of their children when they become better off; but if a child remains unclaimed after a certain time steps are taken to see it properly started in life. During the cholera epidemic in 1901 Mr. Sun was instrumental in raising funds for the erection of ten cholera hospitals with fifty beds each, and thereby in saving the lives of many of his fellow countrymen. Mr. Sun is advisor to the Board of Commerce, acting chairman of the Tientsin City Waterworks,



FINE RESIDENCES THE PROPERTY OF M. D. BATOUIEFF.

director of the Tientsin Hotung Land Company, and was formerly a director of the Soychi Cotton Mills, Shanghai. He owns a magnificent house and garden, built at a cost of over half a million dollars, and furnished with specially imported European furniture. It contains a valuable collection of old porcelain, of which he is a connoisseur. He is married, and has four sons and two daughters. His eldest son, Mr. Sun Kwan Chau, who is twenty-one years of age, is studying in Switzerland under the guardianship of Major-General M. Rischter, and Sun Kwan Ji, a lad of eight, is under the guardianship of Mr. E. Kretschmar, a merchant, formerly torpedo tutor to Prince Henry of Prussia.



MR. WU JIM PAH.

MR. WU JIM PAH, also known as Mr. Wu Mow Ting, a son of the late Mr. Wu Tsun Loh, merchant, of Soochow, was born in 1850 in the province in which Li Hung Chang was born. On leaving school Mr. Wu entered the Hongkong and Shanghai Bank at Shanghai as assistant comprador, and seventeen years later was transferred as comprador to Tientsin. In 1894 he was appointed by Li Hung Chang, then Viceroy of the province, managing director of the North China Imperial Railways. He held this appointment for three years, and the capable manner in which he discharged the duties was testified to by the eulogium which he received from the engineers and foreign staff of the railway at the close of his administration. In a handsome illuminated address his just dealing and his endeavours

to stamp out corruption were extolled, and the assurance was given him that his example would have far-reaching influence in the



WU JIM PAH.

country. He resigned his compradoreship in 1905, after thirty-nine years' service with the bank, having been promoted by the Chinese Government to the First Rank of the Third Degree of Metropolitan Officials at the Court of Peking. On the recommendation of the Viceroy he was appointed to open up a tannery and certain Government mills in the neighbourhood of Tientsin, and of these he still remains in charge. He is a director of the Tientsin Electric Light Company, of the Hsin Chi Boden and Baugesellschaft, and of the Chinese Investment Company, and is a shareholder in many British companies in

Hongkong, Shanghai, and Tientsin. He is married and has four sons.

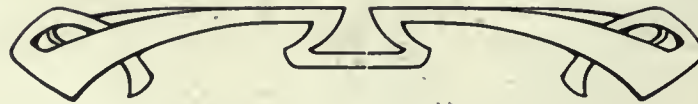


MR. KWOH CHU CHING.

MR. KWOH CHU CHING, comprador to the Hongkong and Shanghai Bank at Tientsin, was a son of the late Mr. Kwoh Ya Tang, and was born in the Settlement in 1868. After receiving a good education he was engaged as manager of various Chinese native banks in Tientsin, until he received his present appointment in 1907. Mr. Kwoh owns considerable property and is a member of the committee of the Native Banking Guild. He is much respected among the Chinese, for he has done a great deal to help his fellow countrymen, and was among the most liberal donors to the famine relief funds.



KWOH CHU CHING.





PEKING.

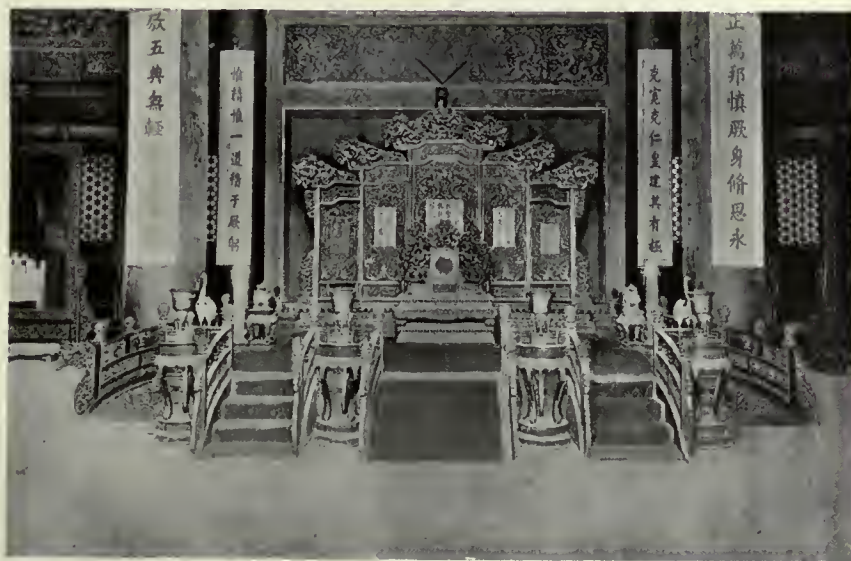
PEKING, or rather a city which once stood on the site of that which is now the southern portion of Peking, was in ancient days the capital of the kingdom of Yan, but during the supremacy of the Chins, about 222 B.C., the seat of Government was removed elsewhere. About 936 A.D. Peking was taken from the Chins by the Khaitans, who made it their southern capital. Later, the fourth sovereign of the Kin dynasty, which had overthrown the Khaitans, established his Court here. In the time of the Mongols, about 1267 A.D., the city was removed about a mile to the north of its original site, the new city becoming known as the Northern or Tartar City, and the old as the Southern or Chinese City. The early Ming emperors held their Courts at Nanking, but in 1421 the third emperor of that dynasty reverted to Peking, which has remained the capital of

China ever since that date, though its Chinese name, Shun-tien, really signifies only "the Northern Capital."

Few capitals are less favourably situated, geographically and politically, than Peking. It has practically no direct foreign trade, and has no possibilities either as a manufacturing or as a commercial centre. It lies in a sandy plain about 13 miles to the south-east of the Pei-ho, and about 110 miles west-north-west of the mouth of that river. A canal connects the city with the Pei-ho. The population is estimated at about 1,300,000—900,000 in the Northern, and 400,000 in the Southern City. The small foreign population consists almost solely of diplomatic representatives of the various Powers having treaties with China, of Customs officials, missionaries, and school teachers.

The Northern or Tartar City is commonly known among the Chinese as Nei-cheng, which means "within the wall." It consists

of three separate walled enclosures, one within the other. The innermost is called Kin-ching, or the "Prohibited City," and contains the palaces and pleasure grounds of the Emperor and the Empress Dowager. These sacred precincts were visited by foreigners for the first time in history in 1900, after the relief of the Legations and the flight of the imperial family at the close of the Boxer rising. Outside this enclosure is Hwang-ching, the Imperial City, 2 square miles in extent, and surrounded by a wall covered with yellow tiles, known as the Imperial Wall. It is not so sacred as the inner enclosure, but it can only be entered by authorised persons. It contains Government Offices and the residences of the official classes. The outer portions of the city contains dwelling-houses and shops. Round the whole of the Tartar City run walls averaging 50 ft. in height and 40 ft. in width. They are built of earth and concrete, faced with brick, and are buttressed at intervals of 60 yards, while the parapets are loopholed and crenelated. These walls are pierced by several gateways, each surmounted by a pagoda, while in the south wall is the Water Gate, through which the waters of the Grand Canal flow into the city. The Southern or Chinese City known as Wai-cheng, which signifies "without the wall," is the business quarter of Peking, and contains the foreign Legations, the Llama, Confucian, and other temples, and numerous shops. It is oblong in shape, and is surrounded by walls about 30 ft. in height and from 25 ft. in thickness at the base to 15 ft. at the summit. The streets are narrow, congested, and, for the most part, in spite of much that has been done to improve them, indescribably dirty. The year 1899 saw the first attempt made to level and macadamise Legation Street, and that thoroughfare is now the centre of the section of the city known as the Legation quarter—practically a European settlement, half a square mile in extent. Here rigorous reformatory measures have been resorted to, and a degree of salubrity—years ago deemed impossible—is gradually being attained. In this fortified settlement, or its immediate neighbourhood, are the Hotel du Nord, the Hotel de Peking, and the Wagon Lits Hotel; the Hongkong and Shanghai Bank, the Russo-Chinese Bank, the Deutsch-



IMPERIAL THRONE, FORBIDDEN CITY, PEKING.



THE SUMMER PALACE, PEKING.

SUMMER PALACE.

CAMEL BACK BRIDGE, SUMMER PALACE.

SCENERY NEAR SUMMER PALACE.

Asiatische Bank, and the Yokohama Specie Bank; several large foreign stores, at which foreign goods may be purchased; a Soldiers' Y.M.C.A.; the St. Michael's and John L. Hopkins' Memorial (Methodist Episcopal) Hospitals; a Catholic Church for the Legation Guards; the Methodist Mission Church, with accommodation for about 1,500 people; the Girls' School and Peking University, each with about 200 students, in connection with the Methodist Mission; the Lockhart Medical College, established by the London Mission for the encouragement of medical study in North China; the American Board Mission Church and School; and the Mission for the Blind. Near the Lockhart Medical College a monument has been erected to Baron von Ketteler, a German minister, whose murder at the hands of imperial soldiers, precipitated the crisis of 1900. In the north of the city stand the Presbyterian Mission, with its hospitals for male and female patients; and also the Northern Cathedral of the Roman Catholic Mission. The interesting Southern Cathedral of the last-named mission, which had existed for upwards of two centuries, was ruthlessly destroyed by the Boxers, as was also the Eastern Church. The mission of the Society for the Propagation of the Gospel in foreign parts is in the western portion of the Chinese City.

Electricity for lighting purposes is supplied by a private company, and since 1884 Peking has been in direct telegraphic communication with the outside world by means of the overland line, *via* Tungchow to Tientsin and

Taku. This line was destroyed during the Boxer troubles, but its place was taken for a time by a private line. Eventually it was relaid and handed over to the Imperial Chinese Telegraph Administration. The

private line thus became the first inter-town telephone line in China, and was afterwards sold to the Chinese Government. A permanent agency has been established in the city by Reuter. Railway communication has



WEST CORNER OF PEKING WALL.

been established with Hankow in the south, and, *via* the Northern (Tientsin) Railway, with Mukden and the Trans-Siberian line in the north. The line to Hankow is being extended to Canton and Kowloon (Hongkong).

fathers and some 3,000 native Christians, who had taken refuge in the northern Roman Catholic Cathedral and there maintained a successful resistance with the aid of 50 French and Italian marines. Owing to lack of ammunition the fathers were obliged to

the following year; and the Allied Forces, entering the Forbidden City, were given modified opportunities for looting the treasures stored in the imperial palaces. The cleansing of Peking by the foreign Powers has made the city far more habitable, besides throwing open to the student of "things Chinese" many places of unique historic and artistic interest.



THE BRITISH LEGATION, PEKING.

The allusions already made to the Boxers may be supplemented by a short sketch of the rising in so far as it actually affected the capital. Trouble began on June 13, 1900, when the I-ho-Chuan, or Boxers, inaugurated their campaign of murder and destruction. Foreigners, and Chinese suspected of being in any way connected with foreigners, were persecuted, and practically all foreign buildings not actually within the Legation cordon were destroyed. Suspicions of the complicity of the Chinese Government in the rising, created by the terms in which imperial edicts dealt with the reactionary party, were confirmed by the murder of Baron von Ketteler, the German minister, who was shot by imperial soldiery while on his way to the Yamen to interview the Chinese ministers. On June 20th both Imperialists and Boxers opened fire on the Legations. There were altogether nearly 1,000 foreigners inside the lines, including about 500 Marine Guards, who, with two or three machine guns, had been sent up to the city just before the outbreak of hostilities in consequence of the threatening aspect of affairs. The British Legation was at once the main shelter of the besieged and the goal of the attacking hordes. Fortunately, all attempts to set fire to it were frustrated, though the Austrian and Italian Legations, the Customs premises, Hanlin College with its valuable library, and numerous other buildings, were destroyed by the incendiaries. The siege lasted until August 14th, when a column of the Allied Forces, 20,000 strong—which had left Tientsin at the beginning of the month, and had defeated the rebels, in two pitched battles, at Pei-t'sang and Yang-tsun—arrived at Peking and found little difficulty in accomplishing the relief of their beleaguered fellow countrymen. Sorely tried as were the foreigners in the Legations, however, their dangers and privations were not nearly so great as those endured by the Catholic

manufacture their own gunpowder and bullets, while towards the close of the siege the supply of food fell so low that the daily allowance of rice was reduced first to four and later to two ounces. The relief of this little stronghold, in which the rate of mortality among the children and the aged

THE BRITISH MINISTER.

SIR JOHN NEWELL JORDAN, K.C.M.G., who has been in charge of British interests in China since 1906, was born on September 5, 1852, in Balloo, County Down, and was educated first at the Belfast Academical Institution and afterwards at Queen's College, Belfast, where he graduated with first-class honours. He was appointed a Student Interpreter in China in 1876, and his whole life since has been spent in the consular service, either within the boundaries of China itself or in the neighbouring country of Korea. He was appointed Assistant Chinese Secretary to Her Britannic Majesty's Legation in Peking in 1889, and was promoted Secretary in 1891. After remaining in this position for five years he was transferred to Korea, where he served his king and country in a variety of capacities until called upon to undertake the duties of his present high office. He was Consul-General in Korea for two years; Chargé d'affaires from 1898 to 1901; Minister resident at the Court of Seoul from 1901 to 1906, in which year the Japanese Protectorate was proclaimed. In recognition of his distinguished services he was made a Companion of the Order of St. Michael and St. George in 1897, and advanced to a knighthood in 1904. He was the recipient of the Jubilee medal in 1897, and of the Coronation medal in 1902. His publications include translations of the *Peking*



A PEKING PROCESSION.

was terribly high, was effected by French and Japanese troops on the day following the relief of the Legations. The Imperial Family fled from Peking with the Court to Shansi Province, by way of the northern passes; and did not return until October of

Gazette, and his favourite recreation is riding. In 1885 he married Annie Howe, daughter of Dr. Cromie, Clough, County Down, by whom he has three sons and one daughter. His address is His Britannic Majesty's Embassy, Peking.



THE GREAT WALL OF CHINA, NEAR PEKING.



HALL OF CLASSICS, PEKING.

THE JAPANESE MINISTER.

VISCOUNT TADASU HAYASHI, G.C.V.O., the head of the Japanese Legation at Peking, has, perhaps, a higher reputation in European diplomatic circles than any Japanese statesman living. He was educated in England, and represented his Emperor at the Court of St. James's from 1900 to 1905. He has been decorated with the insignia of many foreign orders, learned societies have vied with each other to do him honour, and the Universities of Oxford and Cambridge have shown their highest mark of esteem by conferring upon him the degree of Doctor of Laws, *honoris causa*. Viscount Hayashi was born at Sakura, Shimosa, on February 22, 1850, and the many important posts which he has held include those of Secretary to the Japanese Embassy to the Courts of Europe from 1872 to 1873; Governor of Kobe, 1889-90; Vice-Minister of Foreign Affairs, 1891-95; Envoy Extraordinary and Minister Plenipotentiary to China, 1895-96; and Envoy Extraordinary and Minister Plenipotentiary to Russia, 1897-99. After returning from England in 1905 he was for some time Minister of State for Foreign Affairs before taking up his present duties in the capital of China. He was created a Baron in 1886 and promoted to the rank of Viscount six years later. His publications in English include "For his People," 1903, and several translations of English works on political economy and on politics into Japanese. He is a member of many English clubs, including the St. James's, United Services, Bachelors', Marlborough, Travelers, Camera, &c. He married, in 1875, Misao, daughter of Gaino.

DR. MORRISON.

DR. GEORGE ERNEST MORRISON, the famous correspondent to the *Times*, has, probably, a more intimate acquaintance with the interior

of China than any man living. Peking is his postal address, but there is only a modicum of truth in the statement that it is his home. Travel forms his sole recreation, and he has, at various times, accomplished the most



THE PREMISES OF TATTERSALLS,
Coach Builders to the Imperial Court of China.



THE PREMISES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, PEKING.

E. G. HILLIER,
Manager.



THE DEUTSCH-ASIATISCHE BANK, PEKING.
H. CORDES, Manager.

arduous and, what would appear to the ordinary man, almost impossible journeys. It is this nomadic existence, in conjunction with his powers of observation and discrimination, which has given him so unique a position. His place among newspaper correspondents is far higher than that which would ordinarily be accorded even to the accredited representative of and regular contributor to the greatest journal in the world. He is recognised as an authority on Chinese public affairs, and his writings upon any phase of life within the Empire are regarded as authoritative and considered worthy of careful attention by all serious politicians. Dr. Morrison's most noteworthy characteristic is his remarkable and statesmanlike insight into coming events. It was one of Dr. Morrison's

Morrison is an Australian. Born on February 4, 1862, at Geelong, Victoria, he was educated at Melbourne and Edinburgh Universities, at which latter institution he graduated in 1887. Between 1882 and 1883 he crossed his own country on foot from the Gulf of Carpentaria to Melbourne. In the autumn of 1883, whilst travelling in New Guinea, he was speared by the natives, and the spear-head was not removed from his body until his arrival in Edinburgh some eight or nine months later. He crossed from Shanghai to Rangoon by land in 1894, and his varied experiences and impressions of the journey are recorded in a most interesting volume entitled, "An Australian in China—being the narrative of a Quiet Journey across China to Burmah." In 1896 he accepted a special

E. G. Hillier, C.M.G., the present agent. In the Hongkong section of the present volume a full account is given of the establishment and growth of the parent bank, one of the leading financial organisations of the world, so that it need only be said here that the Peking branch, occupying specially built premises situated in Legation Street, carries on ordinary banking business similar to that of the other branches. The present building was opened in 1902, and forms a handsome addition to the important thoroughfare on which it stands.


MR. EDWARD GUY HILLIER, C.M.G., a son of the late Charles Batten Hillier, His Britannic Majesty's Consul to Siam, was born on March 11, 1857. Educated at Blundell's



THE RUSSO-CHINESE BANK PREMISES AT PEKING.

telegrams that wrung from Lord Curzon in Parliament an unwilling acknowledgment of the journalist's "intelligent anticipation of events before they occur." In one of the issues of the *Times* early in 1900 may be seen a letter from its Peking correspondent stating in plain terms: "Within twelve months there will be war between Japan and Russia." Nothing in the way of political prophecy could be much more definite than this. As events proved, the prophecy was in error. The Boxer outbreak in North China intervened in June, 1900, and the collision of Japan and Russia did not take place till four years later. The forecast, however, stands as one of the most remarkable in history, especially as the very possibility of war was emphatically denied by those interested up to within a fortnight of its outbreak. Dr.

commission from the *Times* to travel from Bangkok, in Siam, to Yunnan City and round Tonkin, and in the following year he crossed Manchuria from Stretensk, in Siberia, to Vladivostock. In 1905 he represented the *Times* at the Conference between the Japanese and Russian Peace Commissioners at Portsmouth, where his special knowledge and thorough grasp of all the details of the problems at issue gave his articles a permanent value. Mr. Morrison is a Doctor of Medicine and a Fellow of the Royal Geographical Society.


HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Peking branch of the Hongkong & Shanghai Bank was opened, in 1885, by Mr.

School, Tiverton, and at Trinity College, Cambridge. Mr. Hillier entered the service of the Hongkong and Shanghai Banking Corporation in 1883. He was appointed agent of the Peking branch in 1891, and has held that position ever since. He was the negotiator of the Chinese Imperial Government Loans, issued in London and Berlin between the years 1895 and 1905. In 1902 he acted as British delegate on the Commission of Bankers for the Chinese indemnity, and in recognition of his services he was, in June, 1904, created a Companion of the Order of St. Michael and St. George. Mr. Hillier has lost his sight, failure of vision in 1896 having resulted in total blindness. He was married in 1894. He resides at Peking, and is a member of the Royal Societies' Club, London.

RUSSO-CHINESE BANK.

A BRANCH of the Russo-Chinese Bank was opened at Peking some two years ago by the present Russian Minister, D. D. Pokotiloff. The premises, which are situated in Legation

Street, are the Bank's own property, and here all forms of business usual to large Banking Corporations are transacted. The headquarters of the Bank are in St. Petersburg. There is a London office in Threadneedle Street, and nearly fifty branches have

been opened in different parts of the world. The capital amounts to 15,000,000 roubles, and there is a reserve fund of 9,240,000 roubles.

Mr. E. Willfahrt, who has been in the service of the Bank for the past eleven years, has charge of its interests at Peking.



DEUTSCH-ASIATISCHE BANK.

A BRANCH of this Bank was established in Peking by Mr. Heinrich Cordes in 1905. The new premises in Legation Street were opened in 1907, and are the Bank's own property. The present managers are Mr. Conrad H. Cordes (manager), and Mr. Alfred J. Eggeling (agent).

Mr. Heinrich Cordes was born in Lübbecke, Westphalia, in 1866, and was educated at the High School of Bielefeld and at the University of Berlin, where he graduated in modern languages and law in 1892, and passed with honours in Chinese. Entering the foreign service in 1892, he was attached to the German Legation at Peking, where he attained the position of Second Interpreter in 1896. During the following four years he was attached to various Consulates in Southern China. In 1900 he took part in the negotiations between the Chinese Government and the Diplomatic Corps preceding the outbreak of the Boxer troubles, and was accompanying the German Minister, Fréiherr von Ketteler, when the latter was murdered on the way to the Tsung li Yamen. Mr. Cordes was himself seriously wounded. Recovering from his injuries, he returned to Germany in 1901, and it was then that von Hausemann, the great financier and head of the renowned banking institution, Direction der Disconto Gesellschaft, Berlin, engaged his services for the Deutsch-Asiatische Bank, and as representative in China of the "Syndicate for Asiatic Affairs." Under his management the branch has negotiated several important loans for the Imperial Chinese Government.



THE PREMISES OF P. KIERULFF & CO., PEKING.

P. KIERULFF & CO.

ESTABLISHED in 1874, this firm carry on business as general storekeepers, silversmiths, jewellers, saddlers, drapers, outfitters, wine and provision merchants, and tourists' providers. A speciality is the manufacture of the Peking enamels, so greatly admired. Insurance is also effected, the firm being agents for the Hamburg Fire, Magdeburg Fire, Mannheim Life, Netherlands Life, and Equitable Life Insurance Companies. The capital of the firm is entirely German. The proprietor is Mr. J. Kruger, and the manager is Mr. H. Westphal.



HENRY A. BUSH.

H. A. BUSH'S RESIDENCE AT NEWCHWANG.

CHARLES G. BUSH.

HERBERT F. BUSH.



A "PAITZU" ON THE FROZEN RIVER LIAO AT NEWCHWANG.

NEWCHWANG.

BY REG. BATE, F.R.G.S.



HIS, the most northern of the Treaty ports, officially named Yingkow, but erroneously called Newchwang by Europeans, was officially opened to Western trade in the year 1861. The first foreign ship

to enter the river was British, and arrived in 1859, and the first merchant to establish himself at the port was an Englishman named Henry E. Bush, the founder of the present-day firm of Bush Bros.

In pre-treaty days it would seem that no European traveller visited this port, the nearest approach being that of Gutzlaff, who got as far as Chin Chow Fu in his enterprising voyage of discovery "along the coast of China to Mautchou Tartary," in 1831, and he gives some account of the junk trade between this port and the southern ports.

The port had practically no trade prior to 1840. At that date it took the place of Tien Chuang Tai, still a considerable mart, twenty miles or so higher up the river, which had supplanted Newchwang proper some time in the latter half of the eighteenth century. These changes were caused by the shallowing of the river, which has shifted its course considerably in recent times. For example, in 1865 Tien Chuang Tai was forty miles distant by river from this port, whereas to-day it is but twenty miles away.

For the first thirty years after the port was opened no conspicuous events occurred, but a very fair foreign trade sprang up at once, the foreign merchants' interest being chiefly confined to the carrying of the merchandise inwards and outwards in foreign bottoms. The year 1890 was marked by a very substantial growth of trade, and the ten years between 1892 and 1901 were remarkable for

a series of mercantile developments perhaps unparalleled in the history of the China trade. From a commercial standpoint, Newchwang has become one of the most important of the Treaty ports. The total net value of its trade in 1906 was Tls. 44,482,001, as compared with Tls. 61,752,905 in 1905, and Tls. 41,517,878 in 1904. The decline in 1906 may be attributed in part to lack of facilities on the railways, which were under military control; to obstacles to free access to the interior; and to over-trading whilst the Russo-Japanese war was in progress.

The mud village of the sixties has thus grown into a rich and populous town with many shops, houses, and temples. The tall chimneys of the bean-cake factories and the numerous foreign residences on the river bank fronting the anchorage give the place a busy modern appearance. This rapid commercial progress has been brought about by economic and political causes, and is due largely to the Government encouraging immigration from Shantung. The political factors in the case are the wars between China and Japan, the Boxer outbreak, and the Russo-Japanese campaign, all of which brought Newchwang to the ken of the Western world; the subsequent railway developments; and the high wages offered by those who opened up the country. The population is estimated at 60,000. To this total in 1906 foreigners contributed 7,609, the Japanese alone accounting for 7,408.

In the province (Fengtien) nearly every variety of ore has been found, but very little is worked on modern lines or with machinery. All Manchuria and Mongolia draw their supplies of salt from this neighbourhood. The salt is obtained in enormous quantities by sun evaporation of sea-water

along the coast of this province, especially to the south and west of the port, and is a Government monopoly.

The soil is especially suitable for the production of till millet, spiked millet, maize, wheat, and barley. The animal products are pigs' bristles, bees-wax, young deer horns (supposed to be possessed of wonderful medicinal properties), and a great variety of furs.

The principal imports are British, American, and Japanese piece goods, Indian and Japanese cotton-yarn, metals, gunny and hemp bags, coal, American and Australian flour, Japanese matches, seaweed, sugar, and tobacco, for all of which there is a fair market, although at the present time trade is suffering from the depression directly resulting from the Russo-Japanese War.

The principal exports are beans, bean-oil, and bean-cake, which may be said to represent 90 per cent. of the export trade; castor oil, sesamum seed, wild silk, and skins and furs. A fair trade is also done in the export of native medicines and dried prawns and shrimps, which are esteemed by the natives as great delicacies. The carrying trade is almost entirely in the hands of British and Japanese ships, China doing very little except through the China Merchants Steam Navigation Company. Business is carried on by British, German, American, and Japanese firms. The largest trade at the present time is in the hands of the Japanese, who have their own Settlement, with special extra-territorial privileges that other powers do not possess.

Great Britain, France, America, Germany, Japan, Norway, Sweden, and Russia have each a consular representative at the port.

The climate is excellent; for though the cold in winter is somewhat severe, it being

no uncommon thing for the thermometer to fall to 15 or 20 degrees, the air is dry and bracing, thus enabling the cold to be borne easily. The barometer averages 30 inches during the winter months. Strong southerly

Established in 1861, the firm can claim to be the pioneers of British trade in Manchuria. The founder, Henry E. Bush, who was the first agent in Yokohama for the Peninsular and Oriental Steam Navigation Company, has now

such, for example, as those for the Pacific Mail, Peninsular and Oriental Steam Navigation Company; International Sleeping Car Company; Hongkong and Shanghai Bank, and Ransomes, Sims, & Jefferies (Ipswich), the firm are the managers of the Yuen Lai Bean Mill (and their interest in bean mills claims much of their time), and are one of the largest, if not the largest, importers of piece goods to Manchuria. During the recent war they undertook a considerable portion of the transport of the Japanese Army.

It is to the keen foresight of Mr. Harry A. Bush and his assistants that Britain's foothold in Manchurian mining matters is due. The Calhays Mines, though still in their infancy, promise to be one of the finest and most prosperous workings in existence.

Mr. Harry A. Bush was born at Shanghai in 1865, and was educated at Bognor College and at Cheltenham. In 1866 he entered his father's firm in Newchwang, and in 1883 was taken into partnership. He was awarded gold medals by Field Marshal Oyama and Baron Kodoma for services rendered to Japan during the Russo-Japanese War. He is fond of sport, especially racing and skating, and is a member of the Thatched House Club, London.



BANDINEL & CO.

An extensive business as import and export merchants and shipping agents is carried on by this firm, which was established in 1881, by Mr. William Bandinel. Among the agencies held by the firm are those of the Nippon Yusen Kaisha, the Norddeutscher Lloyd, the Hamburg-Amerika Linie, and other steamship companies, besides several of the more



A STREET SCENE IN THE JAPANESE CONCESSION, NEWCHWANG.

breezes, accompanied by dust, are the characteristics of the spring, which is the most unpleasant part of the year. The summer is not hot, and there is an absence of humidity. The average maximum readings for June, July, and August are 78.9°, 83.6°, and 82.1°. The average rainfall is 22 inches, two-thirds of which occur between June and September.

Newchwang's future is open to vast possibilities. The ice-bound state of the river for four months of the year, and its treacherous bed constitute grave dangers to the port's welfare, which are accentuated by the opening of Chinwangtao and Dalny to international trade. But, on the other hand, the port is very fortunately situated in regard to railways, for it is served by the Imperial Railways of North China and by the South Manchuria Railway, the former on the right and the latter on the left bank of the Yalu River. The South Manchuria Railway Company have decided to extend their line into the business portion of the port with the result that in a short time the facilities for dealing with cargo destined for the interior will be very greatly increased. Both the above-mentioned railway systems are in direct communication with Mukden, the Japanese line proceeding northwards from Mukden to Chang Chun or Kuan Chen Tze, where it meets the Russian railway system, thus making a connection by rail between this port and Calais.

Such is Newchwang of to-day, the premier gateway to the three great Manchurian provinces.



BUSH BROTHERS.

To those who reside in North China, the firm of Bush Bros., is almost a household name.

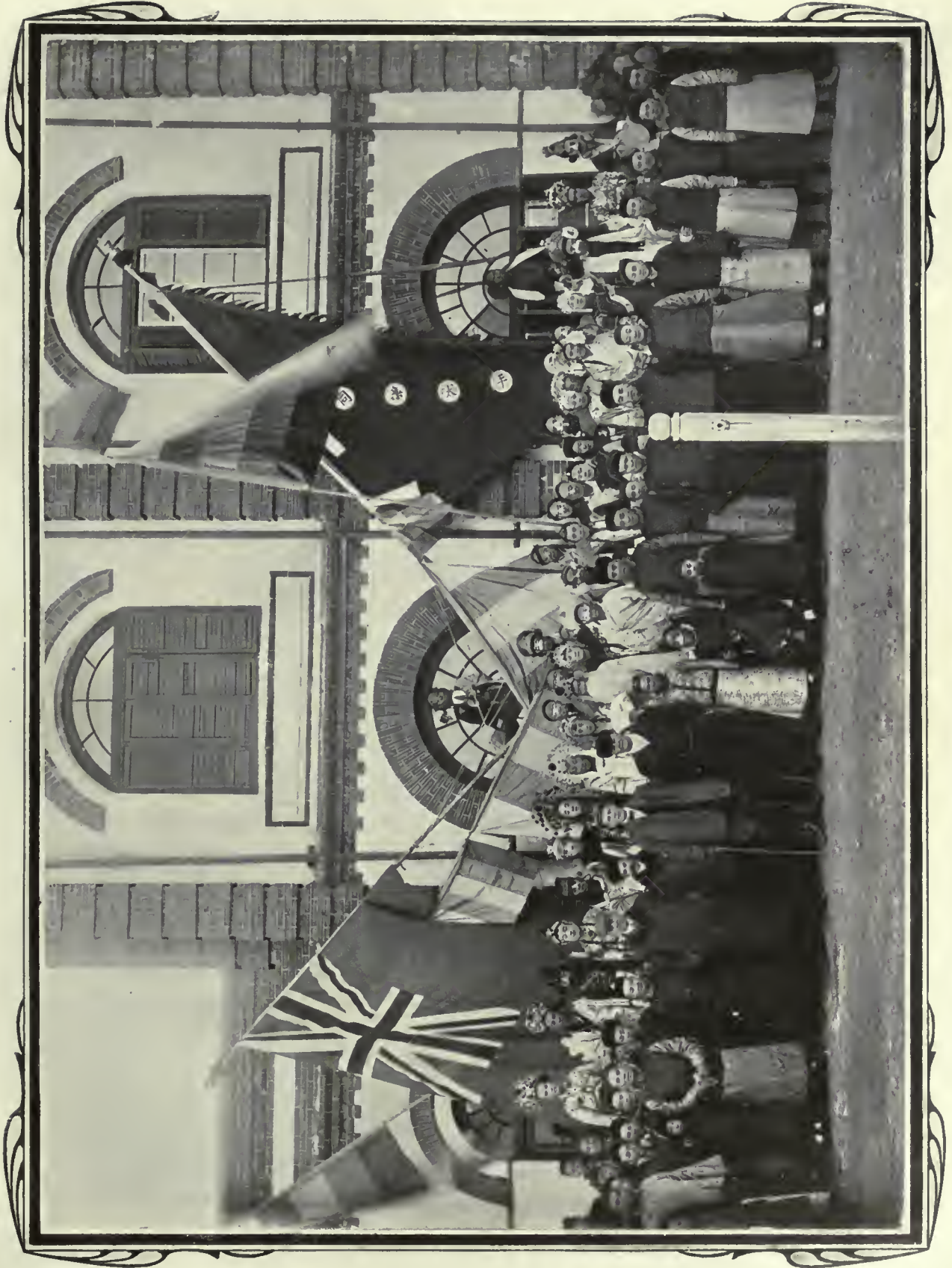
retired to live in comfort at Blackheath, and the task of conducting a gigantic business has been thrown on the shoulders of his eldest son, Mr. Harry A. Bush.



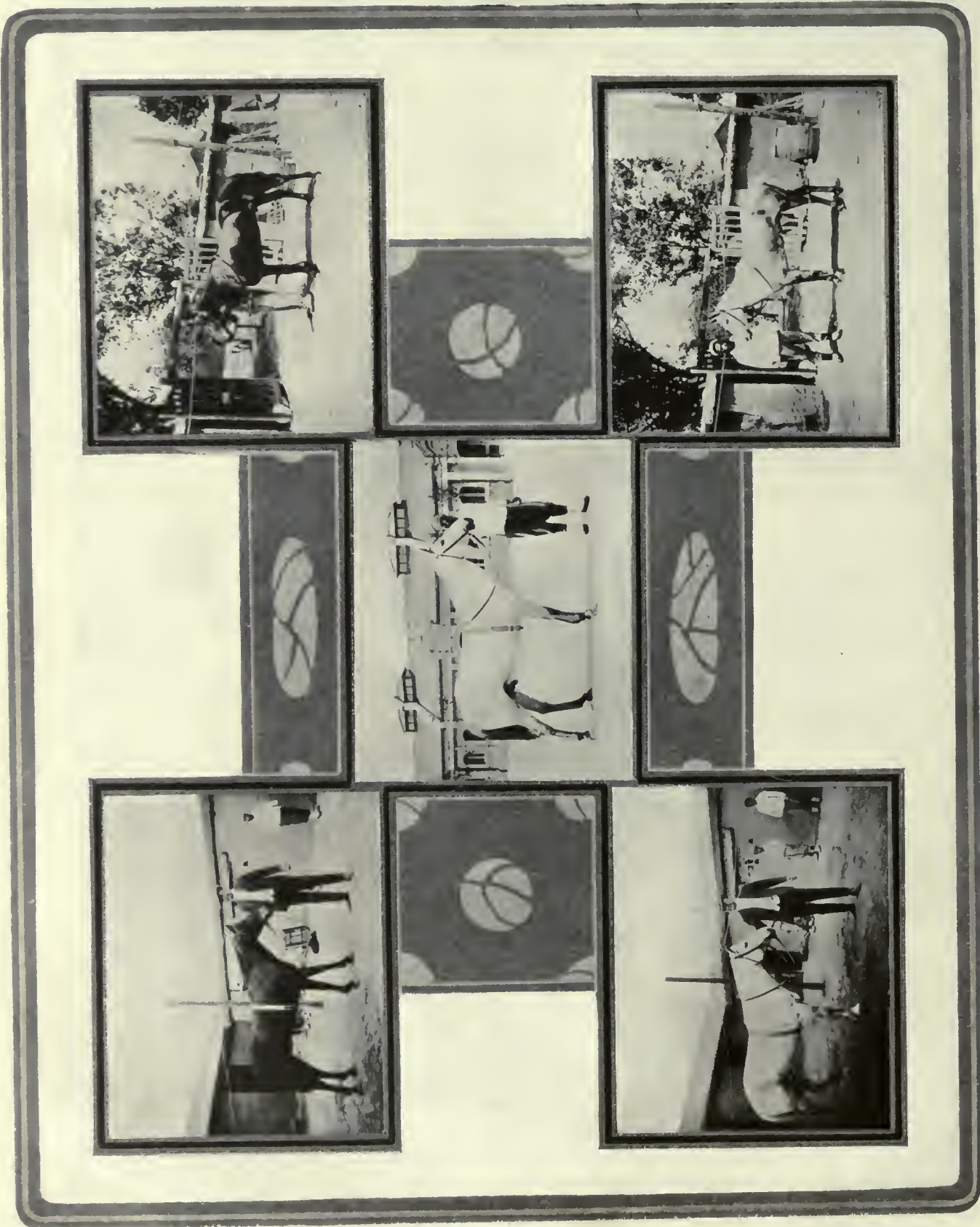
NEWCHWANG BUND IN WINTER.

Even at the present day, when many large British companies are operating up and down the China coast, this business, carried on entirely by one man, more than retains its place. Besides holding valuable agencies,

prominent insurance companies, Mr. F. W. Farmer, who took over the business in 1907, has resided in Newchwang practically all his life, and is Consul for the Netherlands, and Vice-Consul for Norway.



THE STAFF OF THE FIRM OF BUSH BROS. AND THE "STILT WALKING" CEREMONY.



H. A. BUSH'S WELL-KNOWN PONIES AT TIENTSIN.



LOOKING NORTH-WEST FROM CHEFOO.

CHEFOO.



NVEN if it should never be known as a great centre for trade, Chefoo, under an enterprising administration, might quickly become one of the most popular summer resorts in the Far East. It has a climate

which is not surpassed in any other part of China, for, while the winter, extending from December to March, is severe, and rain and heat form a rather unpleasant combination in July and August, the spring months are delightful, and the autumn, with its succession of warm days, tempered with cool breezes, provides almost ideal holiday conditions. In the season, tourist tickets, at a reduced cost for the return passage, are issued from Shanghai, which is but two days' journey away, by the Indo-China Steam Navigation Company, the China Merchants Steam Navigation Company, the China Navigation Company, and the Russian East Asiatic Steamship Company, while regular steamship communication between the two places is maintained, also, by the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. The town possesses two excellent hotels, and a number of good boarding-houses, which are always filled with visitors during the season. There are several well-conducted schools to which children are sent from all parts of the East, as much in the interest of their health as of their education. Social intercourse is promoted by means of a comfortable Club, and races are held towards the end of September. But, in spite of many advantages, which might easily be turned to better account, the development of Chefoo, it is generally agreed, is being retarded owing to the absence of any clearly defined progressive policy on the part of the authorities.

The port was opened to foreign trade in 1863. Altogether, some four hundred foreigners have their names registered at the various Consulates, but more than half of these are missionaries who live inland. There is no formally recognised settlement, or concession, but simply a foreign quarter which is controlled and maintained by a General Purposes committee, deriving its

revenue from voluntary contributions. Besides an assessment on property-holders there is a poll-tax of \$10 per annum, which all male residents are supposed to pay, but as there is no recognised authority to enforce collection the funds at the disposal of the committee are often not so large as they should be. For a number of years many of the residents have cherished a hope that a settlement, under a properly constituted authority, and with well-defined regulations, would be established in Chefoo as in several of the other Treaty ports, but as this hope has been so long deferred, efforts are being made to form a local board, composed jointly of Chinese and foreigners, to take over administrative work, and draw up rules and regulations for the efficient control of local affairs, a good water supply, for example, is urgently needed, and if the funds were forthcoming it would be a task of no great difficulty to build a reservoir among the hills at the back of the town, from which water could be supplied under its own pressure. The rain in July and August would alone be sufficient, it is believed, to keep the stock replenished, and additional water might possibly be obtained by sinking artesian wells.

Chefoo, which in 1900 was connected by telegraph cables with Tientsin, Port Arthur, Weihaiwei, Tsingtau, and Shanghai, is in the line of communication between the ports of India, South China, Japan, Korea, and Manchuria, and is a regular port of call for many tramp steamers, thirty or forty vessels sometimes entering and clearing in one day. But the necessity for proper harbour works, including a protecting breakwater and quay, is recognised by the whole mercantile community, for strong northerly gales are experienced in the late autumn, and the roadstead furnishes but an uncomfortable anchorage. It is generally taken for granted that after a vessel arrives in port the safety of inward cargo is assured, but, owing to the exposed condition of the harbour at Chefoo, it is at this point where the greatest danger arises. In 1906 nearly two months were lost to trade through stress of weather.

But while Chefoo's importance as a trading

centre has, up to the present, been inconsiderable there are undoubted possibilities of development. The port supplies Vladivostok and Siberia with upwards of one hundred thousand coolies annually, and this traffic alone furnishes business for a considerable number of steamers.

The local silk industry is a very important one. A high percentage of the cocoons which come to China from Korea and Manchuria are used here, and foreign silk and hand-made silk laces are manufactured in large quantities. Chefoo is also the centre of a large fruit growing district, and the vine is now being cultivated with the object of producing wine on a fairly extensive scale. A railway, which has been projected from Fuchan-Shein to Wei-Shien, a distance of about 170 miles, should give a great impetus to trade. A company, formed by some prominent Chinese merchants, has been registered under the Board of Posts and Communications, and half the required capital of Tls. 8,000,000 has already been raised. It is expected that the work of construction will be commenced next spring.

The value of the trade of Chefoo for 1907 was Tls. 28,646,513, as compared with Tls. 34,740,267, in 1906, and Tls. 39,131,384 in 1905. The net foreign imports declined from Tls. 17,156,771 in 1905, to Tls. 14,799,778 in 1906, and to Tls. 10,630,697 in 1907; and the net native imports from Tls. 10,022,488 in 1905, to Tls. 7,977,090 in 1906, and to Tls. 7,296,744 in 1907. Exports, while increasing from Tls. 11,952,125 in 1905, to Tls. 11,963,399 in 1906, fell to Tls. 10,719,072 in 1907. Chefoo's contribution to the Customs revenue during 1907 was Tls. 633,243, against Tls. 818,322 in 1906, and Tls. 871,607 in 1905. Bean-cake is the chief item of export, the net quantity sent away during 1907 amounting to 1,000,431 piculs, against 1,144,814 piculs in 1906, and 1,233,180 piculs in 1905. Other leading articles of export are silk, straw-braid, ground-nuts and vermicelli. Chefoo has in Kiaochau, the other port for the Shantung Province, a keen rival, and unless the promised railway communication is soon forthcoming, Chefoo is likely to be relegated to the second place.

THE BRITISH CONSUL.

MR. HERBERT F. BRADY, British Consul at Chefoo, was born in Dublin in 1854, and was educated in Weimar, Germany, at Dr. Stackpoole's School, Kingstown, and at the College

THE RUSSIAN CONSUL.

MR. CHRISTOFER KRISTY, Russian Consul at Chefoo, was born in 1872 in South Russia, and was educated at Ismail and at St. Petersburg University, where he took degrees and

Second Degree. He has, also, the Order of Boukhara and the Order of the Double Dragon.



THE NORWEGIAN CONSUL.

DR. OTTO K. R. GULOWSEN, in addition to being Surgeon to the Chefoo General Hospital and Medical Officer to the Imperial Maritime Customs, holds the office of Consul for Norway and for Sweden. He was born in 1867 in Norway, and was educated at Christiania University, Liverpool, and Paris, taking degrees in each place. He came out to Chefoo in 1896. Dr. Gulowsen holds many decorations from different governments.



THE BELGIAN CONSUL.

MR. OSCAR H. ANZ, head of the firm of Anz & Co., was appointed Belgian Consul in 1903. Born at Hamburg in 1877, he was educated at Dusseldorf and Bergedorf, and came to Chefoo in 1893.



COMMISSIONER OF CUSTOMS.

MR. FRANCIS SKIPWITH UNWIN, Commissioner of Customs at Chefoo, was born in 1849 at Tunbridge Wells, Kent, and received his education at Lancing, Tonbridge, and privately on the Continent. Since 1868, when he came out to Foochow, he has held various posts in almost all the ports and river stations in China.



CHEFOO FROM THE CLUB.

Chaptal, Paris. After passing a competitive Examination for a Student-Interpretership, he was attached to the Peking Consulate, and has since held consular appointments at numerous stations in China. He was instrumental in acquiring the site of the Kenling Settlement, at Ichang, where he established a local post-office and brought out an issue of stamps. Mr. Brady is married, and has one son, who is being educated at Charterhouse.

a First in Science and Oriental Languages. In 1897 he entered the Foreign Office at St. Petersburg, and a year later was despatched to Peking. He was transferred to Newchwang in 1900, and remained there through the Boxer troubles until 1903. He



CH. P. KRISTY,
Vice-Consul for Russia, Chefoo.



CHEFOO—THE CLUB ON THE LEFT.

then went home on leave, but when the Russo-Japanese war broke out he had to return hurriedly to Port Arthur, and during the hostilities he was engaged in various districts. In recognition of his services he received the Russian Order of St. Stanislas.

MR. LI TSOI CHEE.

MR. LI TSOI CHEE, who holds the rank of Taoutai, and is Secretary to the Customs Taoutai, of Chefoo, was born in the province of Kwangtung in 1860, and was educated at

the Government Central School, now Queen's College, Hongkong. At the age of twenty he came to Chefoo and joined the China Merchants Steam Navigation Company as chief assistant, having, in that capacity, charge of the office. Soon afterwards he was

structure contains two billiard-rooms, a card-room, a bar, a reading-room, and a library, which for so small a Club is well stocked. There are some fifty members, and they represent between them eight or nine different nationalities. The existing premises

Lighter Company, and are interested in the Chefoo Water-boat Company. They also own one of the largest steam Tussah silk filatures in the neighbourhood. For years there has been a branch of the business at Weihaiwei, and in 1906 two new branches were opened at Tsingtau and Dalny, so that the firm is now entrenched at all the commercial strategic points in North China.



CURTIS BROS.

MR. F. J. CURTIS is the proprietor of this firm of manufacturers' agents and general and commission merchants, established in 1901. The firm are local agents for Lloyds, the China Mutual Insurance Company, the Commercial Union Assurance Company, and the British Dominions Insurance Company, and, in addition to a general import and export business, they conduct salvage operations.



CHEFOO—THE BEACH.

appointed agent of the Chinese Engineering and Mining Company, Ltd., at Chefoo. In 1900 he was re-transferred to the Steam Navigation Company as manager of the establishment, and he holds this position at the present time. Mr. Li has been twice decorated—first, with the Russian Order of St. Ann; and secondly, with the Japanese Order of the Rising Sun, Fourth Class.

are, of course, very old, and there has been considerable talk of rebuilding them at an early date; but so far nothing definite has been decided on. Mr. C. L. L. Williams is the hon. secretary, and Mr. A. Graeber, the hon. treasurer.



H. SIETAS & CO.

THE oldest firm in Chefoo is that of Messrs. H. Sietas & Co., which was established in 1861. The Company are general importers and exporters; owners of the Chefoo Printing Press; and joint owners with Messrs. Cornabé, Eckford & Co. of the Chefoo Water-boat Company. They have branches also at Tsingtau and Vladivostock.



CORNABÉ, ECKFORD & CO.

THE founders of this firm were Messrs. James Wilson and W. A. Cornabé, both of whom were in business in Amoy. Early in 1864 they established themselves as general merchants in Chefoo under the style of Messrs. Wilson, Cornabé & Co. At first the business consisted of buying produce and shipping it to southern ports, but later on the firm became shipowners and shipping agents. Later still, after Mr. Eckford had been admitted to partnership, the exportation of straw-braid was undertaken very successfully. In 1887 Mr. Cornabé returned to England, and in 1902 Mr. Eckford was obliged to leave China on account of ill-health. The business now consists of the export of straw-braid, silk, silk piece goods, and other local products, and the import of coal, flour, indigo, yarn, &c. The firm hold numerous first-class shipping and insurance agencies; they are proprietors of the Hóke

Mr. F. J. Curtis was born in Yokohama in 1869, and was educated at Southampton. After spending fifteen years in the mercantile marine, for which he holds a master's certificate, he came in 1898, to Chefoo, in the affairs of which Settlement he now takes a considerable interest. He is a member of the General Purposes Committee, in which body the general control of the Foreign Quarter is vested at the time of writing, although it is expected that during the present year a municipal body will be formed to administer local affairs.



L. H. SMITH & CO.

THE firm of Messrs. L. H. Smith & Co., merchants and commission agents, was established in 1895. The business is now carried on by Mrs. L. H. Smith, widow of the founder, for whom Mr. D. Cappelen acts as manager and signs *per pro*. Among the numerous agencies held by the firm are those of the Russo-Chinese, and other banking concerns, the Russian Volunteer Fleet, Messrs. Caldbeck, Macgregor & Co., wine and spirit merchants, and various important and well-known fire and life insurance companies of England and the Continent.

Mr. Cappelen was born in 1876, at Tonsberg, Norway, and was educated at Christiania. He came to the Far East in 1897.



LI TSOI CHEE.



THE CHEFOO CLUB.

As far as can be ascertained, the Chefoo Club had its origin in the sixties, when Mr. W. A. Cornabé, who then owned the premises in which the Club is housed, transferred the property to a number of shareholders. The

and was employed as an accountant by the China and Japan Trading Company at their Kobe branch. In 1901 he crossed over to Chefoo, and eventually succeeded to the management of Messrs. L. H. Smith & Co.



CHANG YÜ & CO.

THE future of Messrs. Chang Yü & Co.—known also as the Pioneer Wine Company—wine growers, distillers, and merchants, will be watched with great interest, for the firm are engaged in an enterprise which is the only one of its kind east of Suez. Established as a private company in 1895, and financed by Chinese capital, the firm have planted about two hundred acres with vines in the Chefoo district, and have established nurseries for fostering the specially imported plants and cuttings in the early stages of their growth. The most improved methods of cultivation are adopted, and so far with most

encouraging results. For the pressing of the wine extensive premises have been built under the supervision of Mr. Chang Ching King, manager of the Company, and Baron M. von Babo, their wine expert. The latest machinery has been installed, and, though the wine is not yet on the market, there is every reason to hope that it will soon attain a large measure of popularity in Chefoo and the Far East. The cellarage has a storage capacity of about twenty thousand hectolitres of wine, the largest cask being capable of holding 160 hectolitres. Both red and white wines in casks and bottles will be supplied, and the quality promises to be excellent.

The founder and proprietor of the firm, Mr. Chang Chin Hsün, *alias* Thio Tiau Siat, was born in Canton in 1841, and educated in China. He lived for forty years in the East Indies, and owns extensive property in Java, the Straits Settlements, and Sumatra. He has lately been appointed a director of the Agricultural and Industrial Mining and Railway Company of Canton.

Baron M. von Babo, the Pioneer Wine Company's expert, also holds the appointment of Vice-Consul for Austria-Hungary. He was born in Klosterneuburg, near Vienna, in 1862, and was educated in Vienna. On coming of age he went to England for four and a half years, returning to Austria in 1888. In 1896 he came to Chefoo as wine expert to the Pioneer Wine Company, upon the recommendation of the Austrian Government. He superintended the erection of the stores and plant, and to him is due, in great measure, the present promising position of the Company. Baron Babo, who is a Knight of the Order of Franz Joseph, is a thorough sportsman, and has won great popularity in the district.

The manager of the Company, Mr. Chang Ching King, was born in Canton in 1873 and educated at St. Xavier's Institution, Penang. He came to Chefoo when twenty-three years of age, and joined the Pioneer Wine Company, of which his uncle is the proprietor. Mr. Chang has the Prefectural title.





CHANG YÜ & CO.—THE PIONEER WINE COMPANY OF CHINA.

CHANG CHING HSÜ, Founder and Proprietor. CHANG CHING KING, Manager.
 THE VINEYARDS IN CHEFOO DISTRICT. BARON M. VON BÄRO, Expert. A CORNER IN THE CELLARS.
 THE PREMISES AND CELLARS.



NINGPO.

NINGPO, one of the five ports opened in 1842, has been known to foreigners since 1522, when a number of Portuguese traders settled there. The Chinese, however, resented the lawlessness of the intruders, and in 1542 practically exterminated them, driving away the survivors and destroying their habitations. In the latter part of the seventeenth century the East India Company established a factory at Chusan, 40 miles distant, and made an attempt to trade with Ningpo, but this proved unsuccessful and the project was abandoned. It was not until October 13, 1841, that the port was again occupied by foreigners, the British in that year stationing a garrison at Ningpo. The Chinese made an attempt to retake the city in the following March, but were repulsed with heavy loss by the British artillery, and the garrison remained in occupation until shortly before the proclamation of Peace and the declaration of Ningpo as an open port.

Ningpo lies in a large alluvial plain, on the river Yung, in the province of Chekiang, its geographical position being 29° 55' N. lat., and 121° 22' E. long.

The town is enclosed by a brick wall 5 miles in circumference, 25 feet in height, and

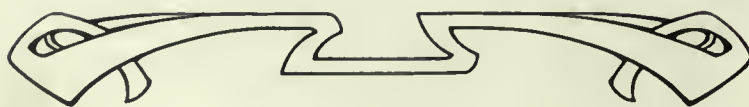
varying in width from 15 feet at the summit to 22 feet at the base. This wall is pierced by six gates, and on the landward side a moat runs beside it for a distance of three miles. The streets, the principal one of which runs east and west, are narrow and tortuous. Several are spanned by memorial arches of typical Chinese design. The library for which Ningpo has been celebrated is said to have been in point of numbers the fourth largest collection of Chinese works in the Empire.

There are two cotton mills in Ningpo—the first established in June, 1896, and the other more recently. The Company owning the latter mill has installed an electric lighting plant, and a scheme for lighting the city by electricity is under consideration. A flour mill has been started; and, as a competitor in the fishing industry, so largely carried on at Ningpo, a steam trawler has recently been introduced. Ningpo exported fish and fishery products to the value of Tls. 663,567 during 1906.

Exports of tea have declined owing to the diversion of the Foochow tea trade through Hangchow, the value of green tea shipped through Ningpo during 1906, being only Tls. 2,010,110, as compared with Tls. 2,165,127 in 1905; Tls. 3,408,574, in 1904, and Tls. 3,841,335 in 1903. While alum is

largely exported, 92,352 piculs, together of the value of Tls. 120,058 coming from the district out of a total for all Customs districts of 101,839 piculs. Rush, wood-shaving, and chip-hat making, give employment to thousands of Chinese, no fewer than five and a half million hats being exported in 1906. Fans, feathers, mats and malling, medicines, musk, paper, rhubarb, samshu, cotton seed, silk piece goods and skins and furs are also articles of export. Sugar is now the principal import, the total quantity received in 1906 being 278,973 piculs of brown, and 117,611 piculs of refined. The net value of the trade of the port was Tls. 18,917,355 in 1906, Tls. 19,163,630 in 1905, and Tls. 12,297,412 in 1904.

The population is estimated at 255,000. The Foreign Settlement lies on the north side of the river, and contains an office of the Imperial Maritime Customs, and of the Imperial Chinese Telegraph Administration, two Consulates,—British and Austro-Hungarian,—an Anglican church, a Church Missionary Society college, several Protestant missions, a Roman Catholic college, the headquarters of the Roman Catholic Mission of Chekiang, Chinese and French post-offices, and branches of several well-known European firms.





HIS EXCELLENCY THE COMMISSIONER, STAFF, AND HEADMEN OF THE TERRITORY OF WEIHAIWEI.

WEIHAIWEI.

WEIHAIWEI was probably first brought to the notice of the British naval and military authorities at the time of the Anglo-French Expedition of 1860. The possibility of making use of Weihaiwei was then considered, and in his "Narrative of the War with China in 1860," General Wolseley gives an interesting account of his visit to the place with a view to testing its resources. First impressions are proverbially deceptive, and those of the gallant General are no exception to the rule. He wrote: "The harbour is a bad one, being open both to the north-east and south-east winds, so that the nautical portion of the expedition did not look upon it with very loving eyes. . . . Towards noon all returned, having failed to discover any running water, and even wells were found to be scarce. . . . What strikes one as so strange in a country essentially agricultural is the small number of birds to be seen; even the universally-met-with sparrow is, comparatively speaking, seldom found here, and if swallows are necessary to 'make a summer' one might almost doubt the existence of such a season in these regions. Unlike the towns in the south, there were but very few pigs or dogs. . . . The great scarcity of water appeared to check even animal fecundity." "The Island of Lung-meau-Loweah (sic), which shelters the harbour on the east side," also seems to have been waterless. How very inaccurate these statements were and how unwise it is to make dogmatic assertions of this nature, based on a few hours' cursory and perfunctory survey, is amply shown in the subsequent history of Weihaiwei. Admiral Freemantle, who was Commander-in-Chief on the China Station for three years, writing to *The Times*, in February, 1902, stated: "Personally, I have always

thought Weihaiwei well suited to our wants. It is admirably situated, the harbour is good and capable of improvement. . . . For our purpose Weihaiwei is a far more valuable possession than Kiao-chou or Port Arthur. . . . We are about to develop Weihaiwei as a commercial port, under an energetic colonial administrator, and I venture to prophesy that a few years hence our interests there will have increased to such an extent that it will be necessary to take some defensive measures."

Weihaiwei, like Port Arthur, formed one of the "twin gates" of the Pechili Gulf, and both places were strongly fortified by the Chinese Government with the aid of foreign military experts. When the Chino-Japanese War of 1895 broke out Japanese strategists at once recognised the necessity of reducing both fortresses as preliminary steps to the invasion of the metropolitan province. In fact it was the surrender of Admiral Ting at Weihaiwei, following on the fall of Port Arthur, that convinced the Chinese of the futility of further resistance. In this short war the one redeeming feature in the sorry exhibition of Chinese impotence was the heroic, if hopeless, defence of Liu-kung-tao and the harbour by the naval forces of China. The garrisons of various forts on the mainland in most instances deserted *en masse*. Had the army offered anything like the resistance shown by the sister service, a very different complexion might have been put upon the war. The army of Japan numbered nearly twenty-five thousand troops and there is no evidence to show that either the invaders or the besieged garrison had any difficulty in obtaining water of excellent quality.

Weihaiwei remained in the possession of the Japanese for more than two years. On payment of the final instalment of the war indemnity it was surrendered in 1902 to

the Chinese Government, who promptly transferred it to Great Britain, "for so long a period as Port Arthur remains in the occupation of Russia," and "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."

It was at first intended that under the British flag Weihaiwei should out-rival Port Arthur and Tsingtau as a naval base and fortress harbour. Royal Engineers planned batteries on Liu-kung-tao, one or two of which were practically finished. The foundations of a naval hospital were laid, and the building materials were collected. The 1st Chinese Regiment was also established to garrison the Colony. Unfortunately, however, for Weihaiwei the enormous cost of the Boer war compelled economy in other directions, and a complete change took place in the British official attitude towards our newest Eastern possession. This change was announced in the following passage from the Colonial Office List, 1902:—"It is not the present intention of His Majesty's Government to re-fortify the station, but to retain it as a flying naval base, and as a depôt and drill-ground and sanatorium for the China Squadron in North China."

The Chinese Regiment was established in the early days of British tenure (1899). At that time Russia, Germany, and England laid claim, respectively, to Manchuria, Shantung, and the Yangtze Valley, as "spheres of influence," and it seemed very probable that a partition of the dominions of the "sick man" of the Far East would eventually take place. Our War Office, with commendable foresight, intended the Chinese Regiment to be, not merely the garrison of Weihaiwei but also the nucleus of the body of military police which would be needed if, and when, we

took over the government of our "sphere of influence." The unexpected *dénouement* of the Russo-Japanese War, while giving a new, if temporary, lease of life to the "sick man," also negated the prognostications of the European chancelleries, and with the decision not to fortify Weihaiwei the *raison d'être* of the regiment also went, and its brief, but not inglorious career closed in 1906. The Chinese Regiment contributed two companies towards the international force which, during the Boxer outbreak, marched to the relief of the Legations at Peking. Their knowledge of local conditions enabled the officers and men of this small contingent to render invaluable aid to the British force in collecting transport, &c., and it may safely be stated that of all the different sections composing that heterogeneous army none was so well supplied with interpreters and means of transport as the British force. That these two companies of the regiment also did their share of the harder and more serious business of war is silently attested by the small monument that now stands at the main entrance to the barracks of the defunct regiment and bears the following inscription:—"Erected by the Officers of the 1st Chinese Regiment in memory of the Officers, N.C.O.'s and Men of the regiment who were killed when serving with the British Contingent, China Field Force, between June and November. Capt. A. J. Hill, Capt. L. A. E. Ollivant, 21 N.C.O.'s and men."

In particular, their gallantry in the attack by the Allied Forces on Tientsin city seems to have received well-merited praise, and led to the adoption by the regiment of a Chinese city gate as its badge.

On sentimental grounds the disbandment of the regiment and the discontinuance of the interesting and, to a certain extent, successful, experiment of turning the Chinaman into an efficient soldier under British officers are regrettable, but for other and more weighty reasons it will generally be agreed that it was justifiable. Latterly, if not from the beginning, the cost to the British taxpayer of this military experiment was out of proportion to its usefulness.



J. H. STEWART LOCKHART, C.M.G.,
F.R.G.S., M.R.A.S.
Commissioner, Weihaiwei.

The Territory of Weihaiwei consists of the "Island of Liu-kung, all the islands in the Bay of Weihaiwei, and a belt of land, ten English miles wide, along the entire coast-line of the Bay of Weihaiwei." In addition to this, "the region east of the meridian 121° 4' E. of Greenwich," is a neutral zone, in which Great Britain has certain rights, and which none but British or Chinese troops may occupy or traverse. The area of the territory "leased" to Great Britain is rather

The Government has already done a great deal towards remedying this defect, and many trees have been imported and planted, especially along the road-sides. A great deal more could be done—and probably would be done—in this direction if the British tenure of Weihaiwei were more assured.

By far the greater part of the rainfall occurs in July and August—the "rainy season." The average rainfall for the five years ending December, 1906, is 32.5 inches per annum, and



IN AND ABOUT WEIHAIWEI.

THE WEIHAIWEI SCHOOL.
MAIN GATE, NATIVE CITY.

PORT EDWARD ON THE MAINLAND.
STREET-SCENE IN THE NATIVE CITY.

less than 300 square miles, say, twice the size of the Isle of Wight.

The district is very hilly, and the hills are to a considerable height terraced out by the patient and diligent local husbandman, who succeeds admirably with his primitive methods in making the most of hill-sides which the European farmer would consider scarcely fit for cultivation. In rotation he grows wheat, barley, millet, the giant "kaoliang," the sweet potato, and ground nuts. The climate also permits of the production of the usual fruits and vegetables which the Englishman is accustomed to find on his table.

During the "rainy season" (July and August) most of the valleys and gullies of any size are furnished with "running water," and at all times of the year any one who takes the trouble to dig a well a few feet deep on low-lying ground, or in a valley, will find an ample supply of good water.

Unfortunately, the Chinaman of the north has apparently little love of scenery and no knowledge of forestry. To provide fuel for heating the family brick-bed in winter, he turns his whole family out to rake up even the grass by its roots. At the approach of cold weather, he cuts down, ruthlessly and indiscriminately, all available trees and shrubs. For a superstitious reason, apparently, he will allow trees to grow in the village graveyard, and he has sufficient taste to tolerate them in the village itself. Weihaiwei, therefore, shares with the rest of the province, a bleak and barren aspect, especially in winter, and, as Sir Frank Swettenham has put it, a visitor's first impression is that he has come to a "colder Aden."

the number of days on which snow or rain fell during these years averaged 82. Even in the warmest weather the thermometer seldom records 90° Fahrenheit in the shade. In winter, when the "north blow" is at its height, severe cold is usually experienced. But these cold spells are separated by intervals—sometimes of weeks in duration—of exhilaratingly bright sunshine and calm. In fact, the climate of Weihaiwei is essentially that of a "white man's country," and, in some respects, is distinctly superior to that of England. It is mainly through its high reputation for salubrity that Weihaiwei is becoming increasingly popular with the British communities in the Far East as a seaside resort in the hot weather. For this reason, too, it is popular with the Navy. A certain type of naval man may feel inclined to grumble in moments of depression at the absence of facilities for indulging in the festivities which he enjoys at many other ports in the East, but even he generally admits that, from the point of view of healthfulness, Weihaiwei in summer is not to be equalled. And it is no doubt due in part to the excellent facilities for gun practice and general training for war that exist at Weihaiwei that the China Squadron took the lead in the gunnery competitions of the British Navy in 1907, and the flagship, H.M.S. King Alfred, broke all previous records in target practice with her big guns.

Summer visitors to Weihaiwei find excellent accommodation at King's Hotel, Port Edward, under the management of Mr. J. W. Loureiro; at Messrs. D. Clark & Co.'s hotel on Liu-kung-tao; or at the hotel opened by the same firm,



THE STORES.
THE AERATED WATER FACTORY.

D. CLARK & CO.

THE HOTEL ON THE MAINLAND.
THE BAKERY.

[See page 777.]

in 1907, at Port Edward, in the premises that formerly served as the Chinese Regiment's Officers' Quarters and Regimental Mess. At Narcissus Bay and at Half Moon Bay are to be found neat little bungalows, partly furnished, about a dozen in number, which

ground nuts to Hongkong and Canton. A certain amount of salt and rice—imported from other parts of the coast—is spasmodically re-exported to Vladivostock. The presence of the China Squadron for a few months each year naturally creates a certain amount of business.

cable connection between Weihaiwei and Chefoo.

The administration of the Territory of Weihaiwei remained in the hands of naval and military authorities till January, 1901, when the Colonial Office took control with General Sir Arthur Dorward, K.C.B., D.S.O., the officer commanding the troops, as Acting-Commissioner. In the following year a direct representative of the Colonial Office, the Hon. J. H. Stewart Lockhart, C.M.G., formerly Colonial Secretary at Hongkong, was appointed Commissioner, and he still administers the Territory. Mr. Lockhart's previous experience in Hongkong specially qualified him for the pioneer work of establishing settled administration in the new dependency. Revenue under the previous régime was low, necessitating a correspondingly large grant-in-aid from imperial funds. In the year 1902-3 the contribution reached its "high-water" mark—£12,000. The revenue raised locally in the previous year amounted only to \$22,220 (Mexican). Under Mr. Lockhart's administration it has become possible to reduce considerably the demand upon the British taxpayer. The Russo-Japanese War brought a large, if temporary, increase of trade to Weihaiwei. Cattle, mules, and provisions were in great demand for both the combatants at the seat of war. The revenue for 1905-6 benefited accordingly, and there was a corresponding decrease in the grant-in-aid, which that year amounted only to £3,000. The disbandment of the Chinese Regiment effected a very substantial reduction in the expenditure of the War Office, but a small force of military police—partly mounted—became a necessary substitute. The Colonial Office contribution has, therefore been raised again to £10,000, but the net saving is still very considerable.

The local Government Staff consists of His Honour the Commissioner, who resides at Government House, Port Edward, the



WEIHAIWEI HARBOUR FROM LIU-KUNG-TAO, AND THE SHIPS OF THE BRITISH CHINA SQUADRON.

have been erected by the Weihaiwei Land and Building Company, Ltd., and which are specially suited to the convenience of those who prefer family life or more privacy than is possible in a hotel. The sulphur baths at Narcissus Bay, excellently furnished and under Japanese management, would undoubtedly be more largely patronised if they were more widely known, for the hot springs have been proved to be of high medicinal value.

Apart from recreations in and on the water, the visitor may, for a small monthly subscription, indulge in the "ancient and royal game" on the links of the Weihaiwei Golf Club at Liu-kung-tao, or on those of the Port Edward Golf Club. The public highways and the newly constructed Government roads afford the cyclist and pedestrian the opportunity of making pleasant excursions in various directions. Excellent snipe shooting may be had in August on the marshy districts in the neighbourhood of the lagoons, a few miles from Port Edward. Large numbers of birds are to be seen. Apart from those that are always here, wild duck, geese, snipe, curlew, and quail pay toll on their bi-annual migrations to the local sportsman. The pheasant and partridge, also, were to be met with on the hill-side at one time, but the industrious Chinaman, who found a ready and profitable market for game in the early days of British occupation, has practically exterminated them. Stringent regulations, enforced by substantial fines, now require a "close season," and it is hoped that the pheasant and the partridge will return.

The principal commercial firms are on the Island, and are few in number. A ferry launch runs several times a day between Liu-kung-tao and Port Edward under a subsidy



WEIHAIWEI ISLAND.

from the Government, which also subsidises the China Navigation Company, Ltd., at the rate of about £1,000 per annum for carrying mails to and from Shanghai, and the Eastern Extension Telegraph Company, Ltd. at the rate of £4,000 per annum for maintaining the

administrative capital of the territory; Mr. R. Walks, Secretary to the Government and Magistrate at Port Edward; Mr. R. F. Johnson, who lives in the interior of the territory, and administers justice as District Magistrate in the remoter districts;

THE trade of Weihaiwei is a negligible quantity, and consists mainly of the export of

and Mr. E. Carpmael, a cadet of the Colonial service. Dr. H. Hickin is medical officer for the island, and Dr. W. Muat for the mainland. The Rev. A. E. Burne, of the Society for the Propagation of the Gospel, who lives at Port Edward, is the resident Chaplain, and conducts the usual services at St. John's Church. The staff also includes three inspectors of police, and a financial secretary, who has charge of the Government accounts.

The annual report for 1906 states: "The headman system has been reorganised. The Territory has been divided into 26 districts, each district containing an average of 12 villages. To each district a district headman has been appointed who receives a small salary from the Government, and who is able to help the magistrates and district officer in the discharge of their duties by acting, when necessary, as an intermediary between them and the village headman, and by keeping them informed generally regarding the affairs of the Territory." This system saves labour and is inexpensive—a matter of the first importance in the case of a Colony that is not yet self-supporting. It remains to be seen whether it will be a success. It may be objected that the Chinaman in an official position is not infrequently dishonest, and that the villager engaged in a lawsuit will probably find it necessary to give way to "squeeze pidgin"—a well-established custom in the Chinese official world—before he can get justice done, or secure his end.

That the rendition of Weihaiwei to China will shortly take place, is a rumour that periodically goes the round of the newspapers. As often as not it may be traced to Chinese sources, the wish being father to the thought. Almost as often the rumour receives formal and official contradiction. Still, the wording of the Convention granting the lease of the territory to Great Britain, "for so long a period as Port Arthur remains in the occupation of Russia," is, as events have turned out, most unfortunate. Insecurity of tenure has created a state of stagnation. As an instance of official cynicism and indifference on the part of a central government towards a distant possession, it would not be easy to quote one that equals the reply of Lord Elgin, Secretary of State for the Colonies, to a recent petition from the dependency. The petitioners—many of whom, relying on official assurances, have invested capital in land and houses—asked if there was to be any compensation to property holders in the event of the rumoured rendition taking place. His lordship replied that His Majesty's Government did not feel called upon to discuss hypothetical questions, and in any case, there would be no compensation! This announcement has put an effectual check upon development. Given security of tenure, Weihaiwei, with its splendid climate, its fine harbour—considered by many to be the best on the China coast north of Hongkong—its favourable situation at the mouth of the Pechili Gulf in the direct line of steamers passing north and south, would rapidly develop under the British flag and become a "second Hongkong."

LIU-KUNG-TAO.

THE island of Liu-kung, the naval station of Weihaiwei, is about 2½ miles long, and three-quarters of a mile in greatest breadth. It has a backbone of low hills, the highest

being Centurion Hill (five hundred feet), from the summit of which approaching ships are signalled and the weather forecasts from Siccawei Observatory are indicated.

Situated almost east and west, with its western extremity less than a mile from the mainland, the island serves to form a splendid natural harbour capable of anchoring a large fleet, and it has been of incalculable value to the British China Squadron. It was used during the Boxer rising of 1900 as a supply and hospital base for both the naval and military forces.

The small dockyard is capable of replenishing depleted stocks of coal, water, provisions, and stores for His Majesty's ships, as well as of executing fairly large repairs to machinery. Connected with the yard there is a distillery and an iron pier six hundred feet long.

The Squadron usually arrives in May, and remains in the vicinity until October. During this period full advantage is taken of the excellent facilities for naval exercises. The time is passed pleasantly and profitably in big gun firing, torpedo running, and tactics afloat; in landing parties, field gun practice, firing at the two rifle ranges; and in indulgence in the customary British sports.

The Island is policed by a European inspector and 14 Chinese constables, furnished by the Colonial Government. The Island Guard consists of 36 Marines under a Lieutenant, in addition to which all the Naval ratings and Admiralty employés are supplied with arms, making a total of about eighty rifles for emergencies. Including the guard and a few Naval men, the British population does not exceed 120. Of natives there are about 1,200, and they find employment in the dockyard, shops, and hongs; and in cultivating the terraced hill-sides.

His Honour the Commissioner and Naval Executive Officer of the Island exercise a dual control on behalf of the Colonial Government and the Admiralty respectively.

Apart from the residences of officials, and small naval and marine barracks, which were formerly old Chinese houses, the only buildings of importance are the United Service Club for officers, the Naval Warrant Officers' Club, and the large group of buildings at one time the Chinese Naval Reception Yamen, and now serving as the Royal Naval Canteen. The Queen's Hall, included in this last group, is capable of seating five hundred persons, and is used as a church, theatre, gymnasium, boxing-saloon, and ball-room. A special building, however, is being erected for divine worship. The naval hospital has accommodation for forty patients.

The street names are neither very appropriate nor euphonious. For instance, Fleet Street divides two coal yards, and Bond Street is flanked by dead walls. Other names include Shoe Lane, Drain Street, Thick Street, Short Street, Weak Street, Blank Lane, &c.

There are on the island two football and two cricket grounds, as well as racquet courts, innumerable tennis courts, and a fine golf course. The mile stretch of sandy beach on the south side affords fine bathing, and if the Home Government would arrange for the retention of a little colony, development would rapidly follow and Weihaiwei would stand almost unrivalled in the East as a summer resort.

F. J. W.

WEIHAIWEI SCHOOL.

THIS school was founded in 1901 and provides a sound education on English boarding-school lines for the sons of those who make their homes in the Far East. Hitherto it has been the practice of those parents who desire to give their sons a valuable education to send them to England—often at a very tender age—and thus to deprive them of parental oversight and home influences at that stage in life when, perhaps, they are most needed. Boys can now receive at Weihaiwei School at least a preparatory education, and the hardship and the evils of long separation from home and parents may be materially lessened, if not altogether obviated. The standard of education aimed at is that of the average grammar school in England, and the educational results, as tested by public examinations, have been highly satisfactory. The health record of the school is particularly good, and the scholars have been peculiarly immune from the infectious sickness so common in English schools. This is due in part, no doubt, to the excellent climatic and sanitary conditions that prevail at Weihaiwei.

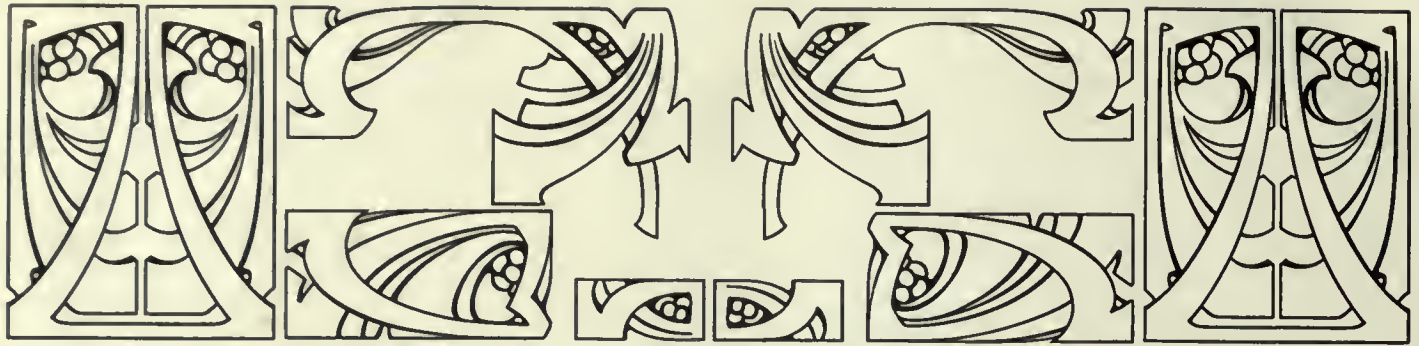
The new school house was ready for occupation in 1904, and provides accommodation for 40 boarders. At present it contains 36 pupils. The premises occupy an excellent situation on the northern shore of the harbour, and are effectually sheltered in winter from the northerly gales by a range of hills immediately behind the school. In addition to the usual school games, boating and sea-bathing are popular recreations. There is also a cadet corps of 16 members in connection with the school.

The staff consists of Mr. Herbert L. Beer, L.C.P., the headmaster, and Mr. Owen Lloyd Jones; and of Mrs. H. L. Beer and Mrs. E. Hamblin (matron) in the domestic department.

D. CLARK & CO.

MESSRS. D. CLARK & Co. first established themselves on Weihaiwei Island in 1898, and have since made considerable developments in their business along widely divergent lines. They have now a large general mercantile business, and are naval and military contractors. They have held the naval contract for nine years, undertaking practically the whole of the supply of the British Fleet, when stationed at Weihaiwei for the summer. The firm are proprietors of two hotels—one on the Island, with accommodation for 30 guests, and the other on the mainland; they have established two post offices—one on the Island and the other on the mainland; they carry on an aerated water factory, with a capacity for 1,500 dozen bottles a day; and they have a steam bakery, with a capacity of 1,000 lbs. of bread an hour. Even this formidable list does not exhaust their activities, for they are coal merchants and shipowners, and supply from their own gardens large quantities of fruit, both for local consumption and for export. Their head offices are situated on the Island, and they have extensive stores and godowns on the Island and on the mainland.

Mr. D. Clark, the founder of the business is one of the oldest and best known residents of Weihaiwei. He combines with a keen business instinct a large measure of practical philanthropy, for he was instrumental in establishing the free school, supported by the firm, for the instruction of Chinese boys in the English language.



NANKING.



NANKING borrows its interest to-day from the glories of the past and the promise of the future. Except as the centre of Government for the two river provinces of Kiangsu and Anhwei, the former of

which contains Shanghai, the city is of little importance. It is disregarded by the merchant, and, owing to the vandalism of the Taeping rebels, has lost much of its charm for the antiquarian. Signs are not wanting, however, that the old and battered capital of the Mings is waking from its long sleep into vigorous life once again. As the terminal point of three railway lines, one of which is now in full running order, it seems destined to become a centre of considerable commercial activity in the near future.

Situated on the south bank of the Yangtze, Nanking is about 45 miles above Chinkiang, and 205 from Shanghai. A walled city existed here some five or six centuries before the commencement of the Christian era, and, as its name—"Southern Capital"—suggests, it was for a long period the seat of the Imperial Government. As Peking is now the capital, this name is, of course, never used in official documents, Kiang Ning Fu, or Kin Ling—"the golden mound"—being substituted for it. From the river little can be seen of the city. The long grey walls which encircle it vary in height from 40 to 90 feet, and in thickness from 20 to 40 feet, and measure some 21 miles in circumference. They enclose, however, a great deal of barren and uncultivated land, the inhabited portion of the city, with its population of about 350,000, lying to the south and west. The terminus of the Shanghai-Nanking Railway is outside this wall, at Hsiakuan, a few minutes' walk from the most northerly gate, while the most southerly gate is ten miles distant. To the south of the city, just outside the wall, rise the many tall chimneys of the Powder Works and Arsenal, while within the wall near the west water gate is a mint with a plant capable of producing 2,000,000 copper coins a day. During recent years many wide and good roads have been constructed by order of the Viceroy, so that, in this respect, Nanking is far ahead of most Chinese cities.

His Excellency Tuan Fang is one of the most progressive statesmen in China. He qualified for official life by passing the usual examinations, and, at the early age of twenty-eight received the rank of Substantial Taotai. His promotion was rapid. In 1900 he was Governor of Shensi Province. Here his name is held in the highest respect because of his humane treatment of the foreigners during the Boxer riots. He had sufficient strength of character to ignore the decree containing their death



HIS EXCELLENCY TUAN FANG,
Viceroy of the Llangkiang Provinces, Nanking.

sentence, and gathering them together to the number of about 80, he sent them out of the province under a strong escort. He became Governor of Soochow and, later, of Hunan, and was subsequently appointed one of the Imperial High Commissioners to travel abroad and study the methods of Constitutional Government in European countries. On his return he was made Viceroy of Foochow, but

before he had time to proceed to his destination the vicerealty of Nanking fell vacant, and he was requested to fill the position. Under his guidance and direction there has been considerable progress, and it may be taken as a sign of the times, and as an indication of the business which the railway is expected to bring, that of recent years considerable changes have been effected in the appearance of the city. The new Government Buildings are all constructed in accordance with Western ideas, and so, too, are an increasing number of shops. Carriages and rickshaws have been introduced, and, though there are no foreign merchants at the Port—the few Europeans residing in the district being missionaries, Customs and railway officials—British, American, and German Consulates were opened in 1900. The Viceroy is naturally surrounded by a large retinue of officials and soldiers, and the 9th Division of the foreign-drilled Army is stationed in the city. Amongst numerous educational establishments is a naval college established in 1890, with two British officers as instructors, and a University founded in 1888 by the Central China Mission of the Methodist Episcopal Church. Altogether there are some 200 missionaries in and around Nanking engaged in educational and medical work.

As has been stated, Nanking suffered severely in the Taeping rebellion. It was captured by the rebels in 1853, and, after a prolonged siege, was retaken by the Imperial Forces in 1864. The intervening period was one of almost wanton destruction. Not only did the trade of the city receive a shock from which it has never recovered, but practically all the outstanding features of interest in the neighbourhood were destroyed. The beautiful Porcelain Pagoda, one of the most artistic structures in the whole of China and counted one of the seven wonders of the world, was razed to the ground. Only traces of the foundations mark the spot where it stood outside the south gate, and the bricks used in its construction are scattered throughout the length and breadth of the Empire, being highly prized as relics by the Chinese. Several of the ornamental parts of the structure are built in the terraces just within the entrance



OFFICIAL LIFE AT NANKING.

THE VICEROY AND THE BOYS AND GIRLS OF THE SCHOOL
FOUNDED BY HIM AT NANKING.

THE VICEROY ENTERTAINING OFFICIAL FRIENDS
AT THE YAMEN.

THE VICEROY, OFFICIALS, AND GUESTS ON THE OCCASION
OF THE EMPEROR'S BIRTHDAY.

TAOTAI UK CHENG AND FOREIGN OFFICE STAFF.

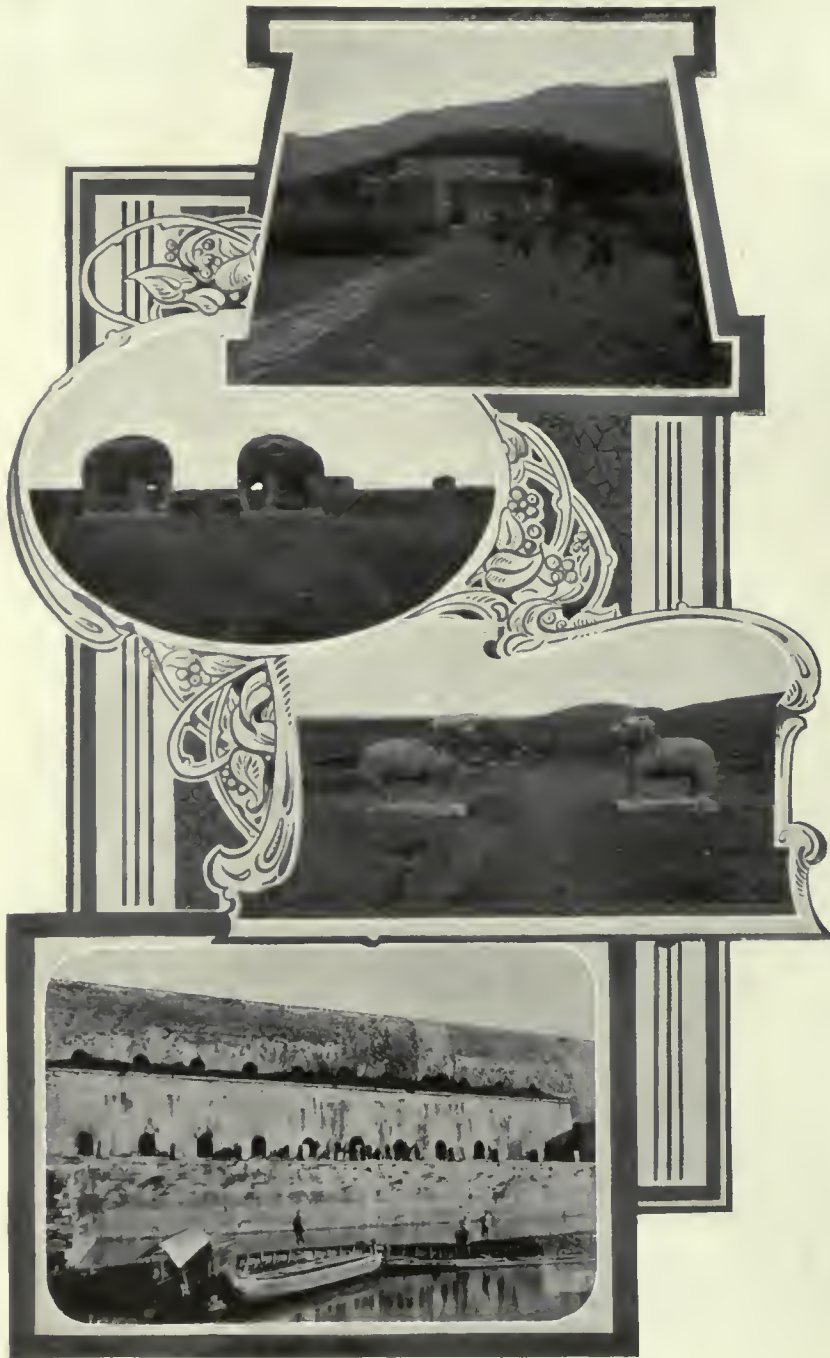
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to the Arsenal, while the large bronze top of the pagoda has been inverted to serve as the basin of a fountain in front of this building. The chief attraction of Nanking now is the tomb of Hung Wo, founder of the Ming dynasty. This is about 10 miles

city boundaries. The monoliths, which were erected in front of the tomb by Yung-ho when he removed the capital to Peking, fill the spectator with wonder as to how they were placed in position. Some two or three miles beyond the Ming tomb is a spirit valley

called the Leang Kung, or Cold Palace, and is now used as a store-house for powder and ammunition. Within the Forbidden City, and enclosed in a pavilion that stands just across the Five Dragon Bridges, is a carefully preserved stone bearing the bloodstains of a faithful minister of the Ming dynasty who allowed his tongue to be torn out rather than betray his Emperor. The Drum Tower, a building dating back to the Ming dynasty, is situated about five miles from the station on the return journey from the Ming tomb by the main carriage road, while but a short distance away to the left is a pavilion containing one of the great bells of the world. Cast during the reign of Hung Wo, it is made of bronze, stands some 14 feet high, and is about 7 feet in diameter at the bottom. About two miles away, on the road which runs to the right, is a Confucian temple, which is reputed to be one of the best in the Empire. Another feature of Nanking is the great City park. It is still undeveloped except for a fine carriage drive round it, but it is said that the Viceroy intends to proceed with its improvement very shortly.

But few words are needed to deal adequately with the trade of Nanking at the present day, for, with the exception of the shipping interest, it is a negligible quantity. In 1906 its net value was Tls. 9,668,934; in 1905, Tls. 10,573,545; in 1904, Tls. 8,826,048; and in 1903, Tls. 7,352,525. The silk piece-goods trade, which is carried on in the most primitive fashion, forms the chief item of commerce. But there are brighter prospects for the future, and the predictions made by the Commissioner of Customs in his report for 1900 seem likely to be realised. He said: "A new and brilliant era 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 wealth 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



THE MING TOMBS AT NANKING.

distant from the station, and lies outside the east gate of the city. A carriage road runs to within two miles of the spot, and is being continued for the remainder of the distance over hilly country from which may be obtained a fine panoramic view of the surrounding district and a general idea of the extent of the

where lie the remains of the famous Buddhist priest who was a Prime Minister of the Liang dynasty. On the way to the Ming tomb are the old Imperial and Forbidden Cities, in which only one building remains standing. This is constructed with timbers, and the roof is supported by arches. It was



TAOUTAI WAN BING CHUNG,

Vice-Director of the Foreign Office of the Liangkiang Provinces, Nanking.

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, as mentioned in the 1899 Trade Report. Yet another line, from the mineral district of Hsin-Yan, in Honan, through Anhwei, with its terminus at Pukow, is also in contemplation. These two lines, if built, should revolutionise the commercial conditions at Nanking, while the line from Shanghai to Nanking should also give an impetus to commercial life." Trains are running regularly now from Shanghai to Nanking, and the line is to be carried through the city to the water-side. A line connecting Nanking with Tientsin is also about to be constructed.

THE BRITISH CONSUL.

MR. HAROLD FREDERICK KING, the British Consul at Nanking, is a brother of Mr. G. W. King, the Registrar of the Supreme Court, Shanghai. Born on December 30, 1871, at Brighton, Sussex, he was educated at Brighton Grammar School and appointed a Student Interpreter in China on August 24, 1891. After devoting two years to the study of the Chinese language in Peking, he served for some time, during the China-Japan War, under Sir Walter Hillier, the Consul-General, at Seoul, Korea. He was appointed Acting-Consul at Wuhu in 1894. He became a second-class assistant three years later, and a first-class assistant in 1900.



HAROLD F. KING,

His Britannic Majesty's Consul at Nanking.

The various positions he has filled since that time include those of Acting Vice-Consul at Shanghai, Acting-Consul at Hangchow, Act-

ing Registrar and Chief Clerk of the Supreme Court, Shanghai, Assistant in the Consular Shipping Office, Shanghai, Acting Assistant Judge at Shanghai, and Acting Vice-Consul at Tientsin. On May 5, 1904, he was confirmed in this last appointment. In 1906 he became Consul at Wuchow, and in May, 1908, was transferred to Nanking. Mr. King was called to the Bar at the Middle Temple in 1905. He is a member of the Grosvenor Club, London.

GENERAL SHO.

GENERAL C. A. SHO is the Chief of the General Staff of Liangkang. He has travelled in America and on the Continent with His Excellency Tuan Fang, the Viceroy of Liangkang, to investigate the political systems of different countries.



GENERAL C. A. SHO, NANKING.

MR. E. HALL.

MR. ERNEST HALL, chief accountant of the southern section of the Tientsin-Pukow Railway Line, received that appointment in August, 1908, after having spent five years in the employment of the Shanghai-Nanking Railway Company as assistant accountant. Mr. Hall is a son of Mr. Charles Shaw Hall, and was born on February 22, 1883, at Romily, in Cheshire. He was educated at the Technical Schools, Stockport, and before coming to the East was for four years in the

accountants' office of the Great Central Railway. He is a member of the Shanghai Club.



E. HALL.

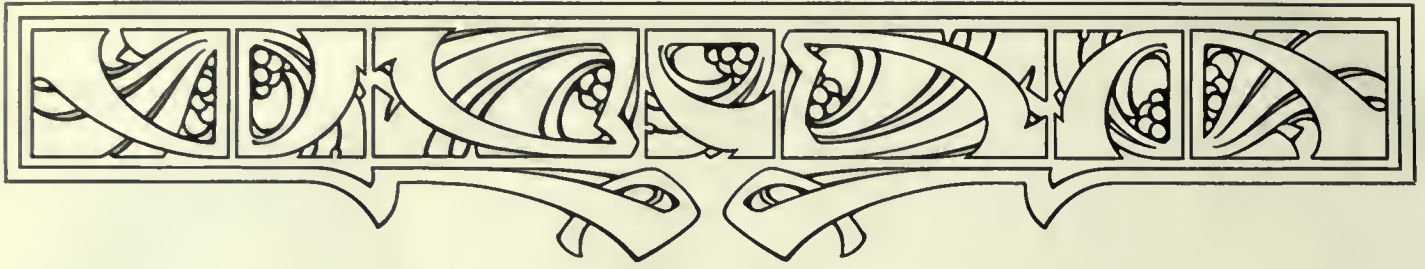
Tientsin-Pukow Railway, South.

MR. T. K. TSIANG.

MR. T. K. TSIANG, also known as Tsiang Tsang Kway, compradore to the Shanghai-Nanking Railway, is a son of the late Mr. Tsiang Kwang, a former well-known merchant of Shanghai. Having received his education at St. John's College, he spent a year in a solicitor's office, and then entered upon the duties of his present appointment. Mr. Tsiang, who is twenty-seven years of age, is married, and has one son and two daughters. He is a member of the Chinese Young Men's Christian Association.

A. DIESING & CO.'S HOTEL.

THIS hotel was opened in 1904 in anticipation of the need for a foreign hotel that would follow upon the completion of the Shanghai-Nanking Railway. It is situated on the Maloo, five minutes' ride from the harbour and railway station, and close to the city wall. It contains altogether eight bedrooms, public and private dining rooms, and a billiard room, but, as the present accommodation is insufficient, the proprietor has leased the house adjoining, and has under consideration a scheme for the erection of a new three-storey building. The proprietor, Mr. A. Diesing, is a native of Prussia. He came to the Far East in 1891, and was engaged for two years trading along the coasts of China, Korea, and Japan. For the next five years Mr. Diesing was employed by a firm of exporters dealing in Japanese curios, straw-braids, silk, and raw produce. He then became assistant manager of the Nagasaki Hotel, and in 1904, after spending some time in Shanghai, he came to Nanking and started business under the style of Messrs. A. Diesing & Co.



CANTON.

BY H. A. CARTWRIGHT.



CANTON, the cradle and still the chief seat of British trade in China, is a city of absorbing interest whether it be regarded historically or commercially, for its origin is obscured in the mists of antiquity and its exports and imports exceed in value those of any other port in the empire, with the exception of Shanghai.

According to Chinese chronologists, the city was founded before the commencement of the Christian era. However this may be, the term Kwong Chow, by which the surrounding district is still known, is met with three centuries after Christ. Canton first acquired its celebrity as a mart for foreign trade in the eighth and ninth centuries, and in the tenth century Arab navigators were making regular voyages between this port and the western ports of Asia. The Portuguese were the first Europeans to find their way thither, arriving in 1516. They were followed about one hundred years later by the Dutch, who, in turn, were succeeded by the British.

It was in July, 1655, that Captain Weddell, commander of the *London*, having first bombarded the Bogue forts that commanded the entrance to the Canton River, was granted by the Viceroy full participation in the Canton trade. For some years after this the agents of the East India Company conducted operations with the city from the Portuguese colony of Macao. In 1684 they established their famous factory at Canton, and laid the foundations of a very profitable trade, which, in spite of many irritating restrictions and exactions, was continued for a century and a half. The Company's charter expired in 1834, and with it their monopoly ceased. Five years later, Great Britain, irritated beyond endurance by a long succession of annoyances and insults, was driven to declare war against China, and Canton was menaced with capture in 1841. Then was concluded the Treaty of Chuenpi, under which Hongkong was ceded to the British, and Canton was opened freely to trade. The dispute between the Chinese and foreigners, however, did not cease until 1857, when Canton was taken by the British and the French. The city was occupied

by the Allied Forces for about four years, and since the withdrawal of the garrison foreigners of all nationalities have been free to come and go without let or hindrance.

Upon returning to Canton after the capture of the city, the foreign merchants found that the factory and other buildings which they had occupied along the side of the river were in ruins. Temporary recourse

in width, was thus formed. An irregular oval in shape, it measures 2,850 feet in length, and 950 feet in breadth at its widest part. Towards the cost of making this settlement—325,000 Mexican dollars—the British Government contributed four-fifths, and the French Government one-fifth. The British Concession consists of 45 acres, and the French Concession of 11 acres.



EAST HALL, CANTON CHRISTIAN COLLEGE.

was therefore had to the warehouses on the opposite bank of the river. Eventually it was decided to convert an extensive mud flat known as the Shameen into a permanent settlement for the British by filling it in and enclosing it with a massive granite embankment. An artificial island, separated from the mainland by a canal of 100 feet

Such, briefly, is the record of Canton's past relations with the outside world. The old exclusiveness of the Chinese has gradually given way to a more enlightened policy, and with the opening of other ports in the empire to foreign trade the relative importance of Canton has diminished. The gross value of the trade of the port coming under



CANTON.

1. CANAL IN CANTON.

3. CANAL BETWEEN CANTON AND SHAMEEN.

2. A STREET IN CANTON.

4. THE MEDICAL COLLEGE.

5. THE M.M. SOCIETY HOSPITAL.

the cognisance of the foreign customs in 1906 was £15,905,539. Compared with the previous year, the net trade showed an increase of nearly Tls. 2,000,000, while in sterling, owing to the high rates of exchange (3/34), it exceeded that for 1903, which was an abnormally good year. The exports, which consist of silk, tea, matting, cassia, bristles, fire-crackers, canes and preserves, were valued at £7,380,998, and of this sum no less than £6,474,820 was represented by commodities shipped to Hongkong. The ultimate destination of those commodities, however, cannot be ascertained, as no through bills of lading are given by the river steamers beyond Hongkong, and at that port there is no Customs house. One-half the total exports consisted of silk. The trade in China

one-fourth of the total value of the foreign imports. It is interesting to observe that during the last seven years the quantity of opium imported has increased from 6,914 to 11,145 piculs. It is estimated that the average annual import of foreign opium into the province of Kwangtung is 12,000 chests, and that an equal quantity of the native-grown article is received—a fact which is not without significance in view of the anti-opium crusade. It is gratifying to find that fully 90 per cent. of the piece-goods trade consists of British manufactures, and that nearly the whole of the cotton-yarn imported comes from India. British cigarettes of high grade also appear to be growing in favour. But while a new trade in flour is being opened by the recently started Hong-

alities. The total tonnage entered and cleared during 1906 was 4,924,031 tons, of which no less than 3,583,538 tons were British. Chinese junks lie huddled so closely together and in such numbers as to create the impression of a floating township; indeed, it is computed that more than 50,000 men, women and children know no home other than these little craft. The total population of Canton is placed at nearly 3,000,000 people by the Customs authorities, and this estimate is probably not far wrong, although a native official report in 1895 placed the number at about one-fifth of this figure. Including the suburbs, Canton has a circuit of nearly 10 miles. The city proper has a circumference of about six miles, and a breadth of about two miles. It is enclosed by massive walls



SHAMEEN.

tea, which in days gone by was of such magnitude, has of late years suffered severely from Ceylon, Indian and other competition, and has now shrunk to insignificance. The export of this commodity, which in 1891 amounted to 11,750,000 lbs., declined in 1906 to 3,000,000 lbs. The consignments to the United Kingdom during this period fell from 9,000,000 lbs. to 850,000 lbs.

The total value of Canton's imports during the twelve months under review was £8,524,541, and was distributed almost equally between other parts of China and the rest of the world. To the foreign portion the United Kingdom contributed no less than £3,993,941. The imports consist chiefly of opium, cotton and woollen goods, metals, oils, white sugar, and flour. Amongst these, opium takes the first place, accounting for

kong mill, the sugar refineries in the colony are suffering from the competition of white sugar chemically prepared in Java. In considering these figures it must be borne in mind that they relate only to the cargoes carried in foreign ships, and that in addition, large quantities of both tea and silk are conveyed in junks to Hongkong for trans-shipment.

It is undoubtedly to its splendid facilities for navigation that Canton owes its prosperity. The capital of the province of Kwangtung, it stretches for four or five miles along the eastern bank of the Pearl River, which is here somewhat broader than the Thames at London Bridge and navigable for ocean-going vessels of considerable draught. The river at this point is densely crowded with shipping of all descriptions and of all nation-

of some 20 feet in thickness and from 25 to 40 feet in height. In these walls there are twelve gates, which are closed at night. A partition wall running east and west divides the city into two unequal parts—the northern and larger division being called the old, and the southern the new city. This wall has four gates.

Although regarded as a model Chinese city, Canton fails to impress the Western eye very favourably. It consists of a labyrinth of some 600 evil-smelling, dimly lighted, stone-flagged streets, packed with a seething mass of humanity, and so narrow that in the widest of them four men would find it difficult to walk abreast. In many parts, indeed, it is only just possible for two Sedan chairs to pass one another. This narrowness and the motley array of shop-signs that

hang in tiers overhead serve to exclude those

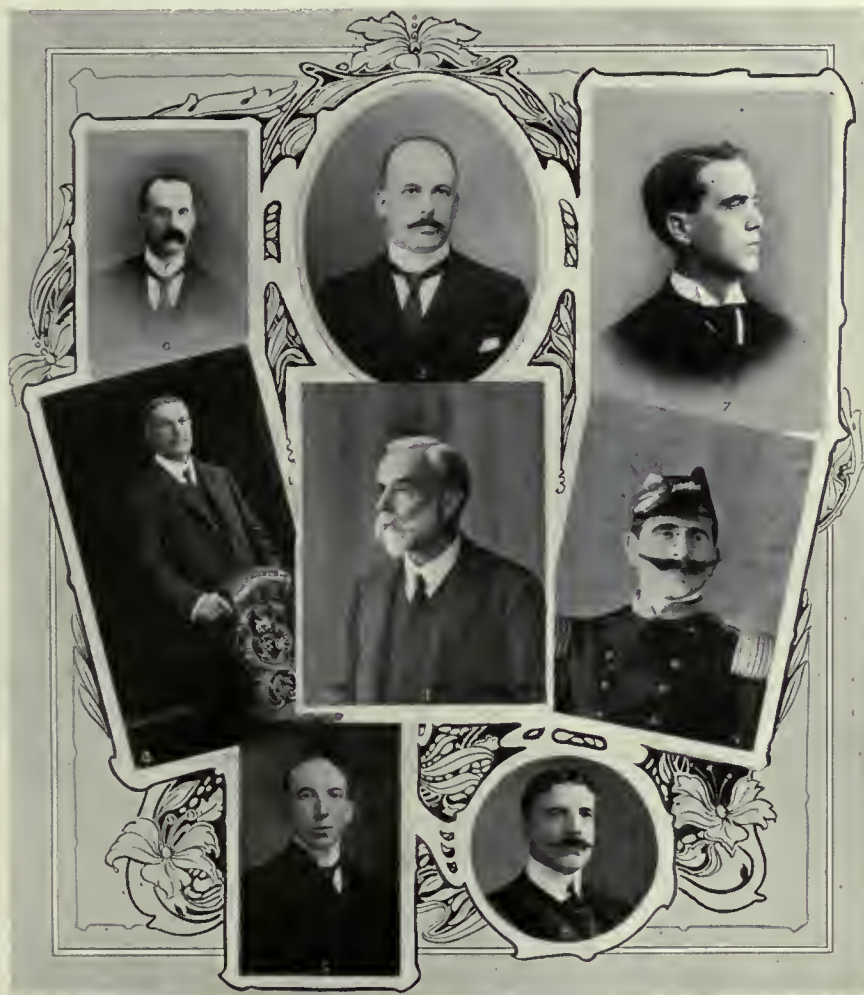
"Blazing suns that dart a downward ray
And fiercely shed intolerable day,"

and at the same time to prevent the intrusion of fresh air. The shops, separated from one another by thick walls of solid brick, never rise beyond two storeys, and many of them obtain light during the day by means of apertures in the roof.

Unglazed, they lie open to the street, exposing a heterogeneous display of commodities and a blaze of Oriental colour

goods, and a hundred and one things. The method of lacquering is kept so close a secret by those engaged in the trade that the craftsmen of one town are unable to employ the colours used by those of another. Exceptional interest attaches to the feather work by reason of its beauty and its scarceness. There are, in fact, only two shops at which it can be seen. Minute particles of brightly hued birds' plumage are mounted on pins, brooches, and other articles of jewellery producing an effect like that of the brightest enamel. So trying is this work to the eyes

the city that was first constructed in A.D. 1368, as a "palladium" against the evil influences which are supposed to flow from that quarter. From the top storey extensive and picturesque views may be obtained of the surrounding country, including the White Cloud Mountains. Detachments of soldiers were quartered here during the occupation of Canton by the British and French troops. On the city wall, which runs close by, are still to be seen the British guns, now spiked and covered with rust, which were mounted in position after the capture of the city. A striking contrast to these old outstanding features of the city is furnished by the Roman Catholic Cathedral of the French Mission. This outward and visible sign of a war which is being waged with much earnestness throughout China at the present day is built entirely of dressed granite and has two lofty towers surmounted by spires. The catholicity of spirit of the Chinese in religious matters is evidenced in the Temple of Five Hundred Genii, which contains five hundred large gilded images of saints of various nationalities and including John the Baptist and Marco Polo. The followers of Buddha have erected many temples. Chief amongst these are the Honam Temple, on the opposite side of the river, containing images of Buddha and his eighteen apostles; the Temple of Longevity with a colossal figure of Buddha in a recumbent position; and the Tartar City Temple, with three effigies of Buddha, each some twenty feet in height. In the temple of the Five Genii are to be seen an image of the supreme deity of the Taoist faith, five stones representing five supernatural rams, from which Canton derived its soubriquet of the "City of Rams," a rock in the shape of a gigantic foot which is declared by the priests to be an impress left by Buddha, and an enormous bell which was struck by a cannon ball from one of the British ships in the bombardment of 1857. Tradition says that when the bell was cast and placed in its present position some two hundred years ago a prophecy was uttered foretelling calamity to Canton whenever it should give forth sound. The Temple of Horrors is apparently designed to strike terror into the heart of the evildoer, for it contains representations in statuary of the tortures supposed to be employed in the various compartments of hell. For the peace of mind of any one who is not content to wait until his enemy meets with a due reward in one or other of these compartments hereafter, there are temples in which untold calamities may be called down upon the head of the living merely by writing his name on a scrap of paper and suspending this in a specified position, much in the same way that bodies were wasted away in mediæval England with the aid of waxen figures. For the convenience of those who seek to gain the blessing of the departed there is a City of the Dead in which bodies may be deposited until such time as the soothsayer shall discover a "lucky" spot for their interment. In the case of wealthy families it sometimes happens that the site is not selected for years. In the meantime prayers for the repose of the dead are recited by the priests—in some cases for forty consecutive days. The family pride of the Chinese is shown in numerous ancestral temples, one of the finest of which is that belonging to the Chan family. As a specimen of Chinese architecture the Chin Chew Club is worthy of inspection. The old water clock, which was damaged in the last British attack on Canton, is an interesting relic of the past. It consists of three cylindrical vessels ranged one above another. The time is indicated on



WELL-KNOWN MEN IN CANTON.

- | | | |
|--|---|---|
| 6. DR. DAVENPORT. | 2. HERBERT BENT
(Chairman of Municipal Council). | 7. R. E. CHAMBERS, B.A. |
| 3. DR. WALTHER ROSSLER
(German Consul). | 1. R. W. MANSFIELD
(His Britannic Majesty's Consul). | 4. J. D. DA COSTA DE MORAES
(Portuguese Consul). |
| 5. A. V. HOGG. | 8. L. MARSTON. | |

calculated to attract the attention of the most casual passer-by. In not a few instances the representatives of one particular trade or craft are found clustered together, but butchers' shops, stocked with a variety of dubious delicacies, from which even the rat is not excluded, appear to be scattered with a generous hand throughout the length and breadth of the city. For the benefit of the tourist there are innumerable curio shops containing jewellery, jade, China ware, lacquer ware, feather work, brass work, carved ivory, and stone, blackwood, silk

of the operators that after some years it produces total blindness. To the archæologist Canton is a city of irresistible charm, for it contains more than one hundred pagodas, temples, halls, and other religious edifices. Near the west gate of the old city stand two pagodas—one, rising to a height of 160 feet, was erected by Arabian voyagers a thousand years ago; the other, an octagonal pagoda of nine storeys, 170 feet high, was built thirteen hundred years ago. There is also a large five-storeyed pagoda in the extreme north of

a brass rod, which rises out of the lowest of these as the vessel fills with water received in a uniform trickle from those above it. The old Examination Hall, in which the students' quarters resembled so many sentry boxes, has now been demolished, and in its stead a large technical college is being erected to accommodate seven hundred boys. The many public halls belonging to guilds in Canton prove that trade unions are not

merely the product of modern civilisation; indeed, it is doubtful whether the principle of combination, specialisation, and boycott is anywhere carried to greater perfection than in China. The Execution Ground, which most visitors to Canton include in their tour of inspection, is merely a potter's yard in which, when capital sentences are not being carried out, the *gamin* of the neighbourhood are wont to disport themselves. The bodies

of the victims are often left lying on the ground exposed to the gaze of the morbidly curious for some hours before they are removed. For a small consideration, the executioner, a sinister looking gentleman, will produce his trade implements and a few skulls which he keeps in stock for the edification of the visitor.

After the heat and squalor of Canton proper, it is a refreshing change to cross



CANTON.
CHINESE TEMPLE. THE FLOWER PAGODA.
THE TEMPLE OF FIVE HUNDRED GENII.

over one of the two bridges that give access to the Shameen with its wide, trimly kept walks, shaded with well-grown trees, its modern European residences, its riverside promenade, and its tastefully laid out pleasure garden. All foreign business relations with the city of Canton are conducted from this settlement. The local Government of the British area, comprising four-fifths of the island, is vested in the Shameen Municipal Council. The members of this body are elected annually by the ratepayers, but as the total population of the Shameen, exclusive of the Chinese, does not exceed from 180 to 200, there are comparatively few residents entitled to exercise the franchise. The Chinese, except those in the service of the various "hongs," are not allowed to live on the island, nor are they permitted to become house or property owners there. The members of the Municipal Council never exceed five in number, and, at the present, there are only four—Mr. H. Bent, of Messrs. T. E. Griffith & Co., who is the president;

in some \$2,000, while some \$4,000 are derived from wharfrage dues. The only Chinese product of any consequence, which figures in the last item, is raw silk, of which between 40,000 and 45,000 bales are shipped direct from the Shameen, representing a yearly trade, in round figures, of some thirty million dollars. This is the largest industry with which the Europeans have any connection, as other products are exported direct from the native city. A slight revenue is also obtained from various licences, of which those for native boats are the most important. The total income, from all sources, may be considered, roughly, as \$20,000 per annum; in 1906, which is the latest period for which exact figures can be obtained, \$21,364.46 were collected, and \$19,000.46 expended. The police force, the upkeep of which constitutes the largest item in the expenses, consists of a European superintendent, three Chinese sergeants, and 22 Chinese constables, or "lukongs" as they are called. The police station and barracks

have just been erected by the Council at a cost of \$10,000.

The means of communication with Canton have increased rapidly of late years, and are still being added to. Three lines of steamers, conveying both passengers and cargo, ply daily between Hongkong and Canton, a distance of about 95 miles; a daily service is maintained between Macao and Canton; and there is regular connection with Wuchow and West River ports, and with Shanghai, Newchwang, and Kwangchu Wan. A railway between Kowloon and Canton is now under construction; another line to Hankow is partly opened for traffic, and, when completed, will give access to Peking; while a third line runs from Canton to Samshui, bringing the West River ports within twenty-four hours' distance of the city. Surveys have been made for a Chinese-owned line from Canton to Whampoa and thence to Amoy, but so far only one-fifth of the capital of forty million dollars has been subscribed. A concession for a line between Macao and Canton was granted to a Sino-Portuguese syndicate in November, 1904. An overland line of telegraph was laid between Canton and Kowloon in 1883, and another overland line was completed from Canton to Lungchau-fu, on the Kwangsi and Tonkin frontier, in the following year. This proved of great service to the Chinese Army during the Franco-Chinese War, and since that time many branch lines have been opened. Owing to the success of the telegraph line constructed from Peking to Shanghai in 1886, the Chinese Government decided to extend the line south to Canton. The work of extension, entrusted to Danish engineers, occupied more than twelve months, for the route chosen lay through the mountainous provinces of Chekiang, Fokien, and Kwangtung, and took in all the Treaty ports.

The telephone was introduced into Canton in 1905. At first it was managed by Japanese engineers, and Japanese instruments and materials were largely used. During the last two years, however, the Chinese have assumed control. At present there are over one thousand subscribers each paying a rate of \$5 per month. Trunk lines extend to all the principal parts of the city and across the river to the Honam side, where there is a branch exchange. The outlook for the future is, very promising, for within a few years the Chinese authorities expect to make extensions to all the neighbouring business centres.



STATION ON THE CANTON TO FATSHAN RAILWAY.

Mr. T. E. Griffith, also of Messrs. T. E. Griffith & Co.; Mr. A. V. Hogg, of Messrs. Reiss & Co.; and Dr. Davenport; with Mr. H. W. Hine as Secretary.

The Council carries out all the functions attaching usually to local municipal government. It has charge of the streets, roads, lighting, sanitation, police force, and fire brigade, and is empowered to levy rates for their maintenance. Under its direction and control the Shameen has obtained, and deserves, the reputation of being one of the best kept and most picturesque concessions in China.

The whole of the land on the British Concession has been leased from the Government for 99 years, and all but five plots of ground have been built upon. The Council's principal revenue comes from a house tax of 5 per cent. on an annual assessment, which yields roughly about \$10,000 per annum. In addition, there is an annual tax of \$25 on each plot of land, and this brings

are on the Shameen, and here the whole of the staff is housed. The fire brigade is composed of volunteers.

The health of the concession is good and has greatly improved during the last three years as a result of the completion, at a cost of \$22,000, of a system of open drainage. There can be no doubt whatever that the community has benefited enormously by the adoption of this scheme, for last year there was a total absence of communicable diseases amongst the European residents. A large open space on the river frontage is used for recreation purposes, and here a number of tennis courts are rented by the Canton Tennis Club for a nominal sum from His Britannic Majesty's Board of Works, Shanghai. The remainder of this space is occupied by a public garden and a football ground, both under the control of the Council. Rowing is a favourite form of exercise among the residents, and new premises, for the accommodation of boats and "hong" gigs,

THE BRITISH CONSULATE.

The British Government is represented in Canton by the British Consul-General, Mr. R. W. Mansfield, C.M.G. Besides his local functions he acts as the intermediary between the Government of Hongkong and the Chinese authorities, and, except for those municipal matters relating particularly to the British Concession of Shameen which, by a set of land regulations, have been put under the control of the Municipal Council, he is solely responsible for upholding the interests of the British community. Since the occupation of Canton by the Allied Forces, in 1860, the British Government has had a yamen in the native city, forming a part of the then Tartar general's yamen, but, owing to the great inconvenience of transacting business there, the Consul resides on the Shameen. The Consulate is an imposing building, and has a staff consisting of a Vice-Consul, two

European Assistants, and a number of Chinese writers. No regular permanent guard is maintained, but there are always three small British gunboats in the West River. Since the riots in 1883, when the island was attacked and a great deal of property destroyed by the mob, a guard, furnished by the Chinese Government, has been in charge of the bridges leading from the Shameen to the Chinese city.

Mr. Robert William Mansfield, C.M.G., was born on September 16, 1850, and is the son of the Rev. J. Mansfield, Rector of Blandford St. Mary's, Dorsetshire, and Emily Le Poer Trench. Educated at Cheltenham College, he entered the Consular service in China in 1870 and has acted as Consul at Shanghai, Canton, Foochow, Swatow, Wuhu, and Chinkiang. He was appointed Consul at Chungking, in 1891, but did not take up the duties of the office and, while acting for a period as Consul at Foochow, he went to Kutien, in 1895, to institute an inquiry into the massacre of eleven missionaries. Later he acted as Consul-General at Shanghai and in 1899 was appointed Consul at Amoy. The last two years he has spent at Canton. He married, in 1878, Marie Thérèse, daughter of Comte Cahouët de Marolles, and has issue.



THE FRENCH CONSULATE.

THE French community at Canton number about forty. Their business consists largely, almost entirely, of the exportation of raw silk, and, in this connection, it is worthy of note that practically all the silk from Canton, whether held by British or French merchants, is sent to France. There is a large college in the city where the French and Chinese languages are taught and where educational work of considerable value is carried on. The French hospital, built at a cost of \$200,000 and subsidised by the Government of Indo-China, is the only hospital in Canton which is not connected with any missionary enterprise. Last year over twenty thousand patients received medical treatment and attention at this institution, which is fully equipped with the most modern surgical appliances, and contains a department for bacteriological work, an X-rays department, and an excellent little operating theatre. The splendid laboratory was the gift of Max Lebaudy, the Indo-China sugar millionaire. Attached to the hospital, also, is a medical college. Upon the Shameen there is a French post office, a French bank, and other public offices. The whole of the interests connected with these phases of Colonial enterprise are represented by the French Consul, who is, *ex officio*, chairman of the Municipal Council governing the French Concession. At the present time M. Verouard is acting in this capacity, but his appointment as Consul is not a permanent one, and he is leaving Canton shortly.



THE GERMAN CONSULATE.

DR. WALTHER RÖSSLER, the Consul for Germany in Canton, has the supervision of German interests in the provinces of Yunnan, Kweichow, and portions of Kwangsi and Kwangtung. There are fourteen large German commercial houses with branches in Canton, and the number of Germans resident on the Shameen and in the neighbouring districts is about 103; there are also some thirty Swiss registered at the Consulate, over

whom, of course, Dr. Rössler exercises full jurisdiction. The offices of the Consulate form a splendid pile of buildings on the Shameen. They were completed in August, 1906, at a cost of \$185,000.



THE PORTUGUESE CONSULATE.

THE Portuguese Consulate was established in Canton, in 1870, and has jurisdiction over one of the largest foreign communities in the Settlement, for the Portuguese residents of Canton number about seventy-five, and, in addition, there are about two hundred Chinese, born in Macao, claiming its protection. Mr. J. D. da Costa de Moraes, the Consul-General for Portugal in South China, is the doyen of the Consular Corps at Canton. Born in Lisbon, he has been in the Consular service for a quarter of a century, having served previously at Barcelona, Gibraltar, Paris, and in Cadiz (Spain). He received his present appointment some six years ago.



ARNHOLD, KARBERG & CO.

AMONGST the merchants who have contributed largely to the development of China's commerce a prominent position is taken by Arnhold, Karberg & Co. This firm was established in 1866 by Mr. Jacob Arnhold, a German gentleman whose photograph we reproduce on another page, and Mr. Peter Karberg, a Danish merchant. It started on a small scale in Honam, opposite to the city of Canton, where all the foreign offices used to be, and later on removed to Shameen, when this Settlement was founded by the British and French. By perseverance, acumen, and integrity it rapidly increased its business and extended its sphere. A branch was soon opened in Hongkong, and on January 1, 1881, an office was established in Shanghai. New branches, with a European staff, have since been opened in Tientsin, Hankow, Tsingtan, Wuhu, Kiukiang, Newchwang, Chungking, and Mukden, whilst offices with only Chinese in charge are kept in quite a number of towns, including Peking, Tsinanfu, Kirin, &c. Besides these, the firm has numerous Chinese agencies; indeed, its name can be found all over the Empire. With the ever-growing business in China it became necessary for Arnhold, Karberg & Co. to replace their principal home buying agents by offices of their own. The first of these was opened in London, and was followed later on by two more in New York and Berlin, all of which have developed very fast, so that a large staff has to be employed in each of them. Besides these branches, the firm still employs a number of buying agents in different parts of the world, and has a still larger number of agents for the sale of China products.

The firm occupies the most conspicuous commercial building in Shameen. This has only just been finished and takes the place of the firm's old hong, which was erected in 1872. The building is most imposing, and is visible for some miles when Canton is approached by the back reach. The front, up to the first floor, is constructed of granite, the outer walls of bricks laid in cement, and everything else of re-inforced concrete. The ground floor is occupied by a machinery exhibition room, covering an area of about 2,500 square feet, and a godown of about 8,000 square feet. The first floor contains

the general offices, and the second and third floors the living apartments of the managers and the principal assistants. The roof is utilised for kitchens and servants' quarters and, further, for a roof garden, which in the hot summer months will add greatly to the comforts of life. An electric lift with all the latest improvements—the only one in existence in Canton—runs from the ground floor to the roof. Electricity is used for lighting throughout, but a small gas plant, which has been installed in the premises for heating and cooking, can also be used for lighting in case of emergencies. The house has cold and hot water service right through, and is replete with the most modern European and American appliances in the way of sanitary and electric fittings, dumb waiters, septic tanks, water pumping, water filtration, telephones, &c. A pleasing feature is the high-class artistic wrought-iron work imported from Germany, which is used for the grilles and doorways on the ground floor and for all the verandah balustrading. The available space has been utilised in the most economical manner, and the building as a whole can well be styled a model of its kind. It was designed and constructed by Messrs. Purnell & Paget, architects, of Canton, who are responsible for quite a number of fine buildings in Shameen and Canton, and it was erected by Mr. Lam Woo, a Chinese contractor, of Hongkong. Valuable assistance and suggestions were given by Messrs. Arnhold, Karberg & Co.'s own engineering office. It is worthy of note that this is the first important building in South China of any considerable size in which re-inforced concrete construction has been so universally used. The Kahn system of re-inforcing is the type used throughout for floors, beams, girders, columns, partition walls, &c., and it has given entire satisfaction.

The Teutonic thoroughness which has characterised the firm from the beginning is still one of its features, and it is, therefore, not surprising to find that each of the more important articles in which it deals is handled by an expert. There are in the Canton office three silk inspectors, a matting expert, specialists for the various export and import articles, mechanical and electrical engineers, &c.

The firm deals in nearly every article, imported or exported, that is handled in Canton, and in many its name heads the list as to quantity. The firm also transacts shipping, fire and life insurance, and banking business, &c.

Besides being merchants, Messrs. Arnhold, Karberg & Co. are also engineers and contractors, and with their qualified engineers they are in a position to deal with any scheme that comes to their notice. They are well placed for this kind of business as they have the strong financial backing which is so often necessary to enable the Chinese to carry out their engineering schemes. Though a German firm, Arnhold, Karberg & Co. ought to be called Cosmopolitan, British and American manufacturers figuring just as often as German on their list of agencies. This list contains the best names in their respective lines that either country can produce. The firm supplies machinery, &c., to the Chinese Government and the various railways, and has on its books, also, numerous private customers. In order to demonstrate to the Chinese the advantages of the employment of machinery, the firm as we have stated has recently opened on the ground floor of its new building a well-appointed, lofty machinery showroom, and no doubt much benefit will be derived from this advertisement, which is somewhat novel



ARNHOLD, KARBERG & CO.
OLD OFFICES PULLED DOWN IN 1906. NEW OFFICE, BUS BING.

to the Chinese in the south, and which will prove interesting also to European callers.

Mr. Jacob Arnhold, one of the founders of the firm, died in 1903, but Mr. Karberg is still alive and resides in Copenhagen. He

it being necessary for the steamers sometimes to remain at Canton for upwards of a week, they are now generally ready to continue their journey a few hours after arrival. The godowns and wharves are under one roof,

tension. The manager at Canton is Mr. James McIsaac, who has a considerable European and Chinese staff under his control. In addition to their shipping and godown business the firm do a large trade in sugar manufactured at their refinery in Hongkong, and also specialise in fire insurance, which is transacted by them not only in Canton itself, but also in the up-country towns throughout the two Kwang Provinces.



BUTTERFIELD & SWIRE'S OFFICES, CANTON.

left the firm late in the seventies. The firm is now composed of Mr. Phil. Arnhold, a brother of the original founder, who lives in London; Mr. Ernst Goetz, in Hongkong; Mr. Rud. Lemke and Mr. Harry Arnhold, in Shanghai, the latter a son of the founder; Mr. Max Niassen, in Berlin; and Mr. A. E. Dowler, in New York.

are excellently ventilated, and, as nearly as possible, fireproof. They are a great boon to shippers, and the Chinese are not slow to

THE BANQUE DE L'INDO-CHINE.

This important French bank, which, for a number of years, has had a branch at Hongkong, opened a new agency in Canton in 1902. It was the first bank established on the Concession, and is still the only one there owning the ground on which it stands. It transacts ordinary banking business, and represents the financial interests of the French community and the French Government generally. Mr. G. Garnier is the manager, and Mr. H. Mazot the assistant manager.

SHEWAN, TOMES & CO.

This firm, which took over the old-established business of Russell & Co., has had a branch at Canton for a considerable number of years. Besides dealing extensively in silk and other Chinese products, this branch carries on local agencies and general shipping business for the head office in Hongkong. One of their most important agencies is that of the China Light and Power Company, which has a large power-station situated a little below the city, from which current is obtained for lighting all the Government yamens and offices, a great many private

BUTTERFIELD & SWIRE.

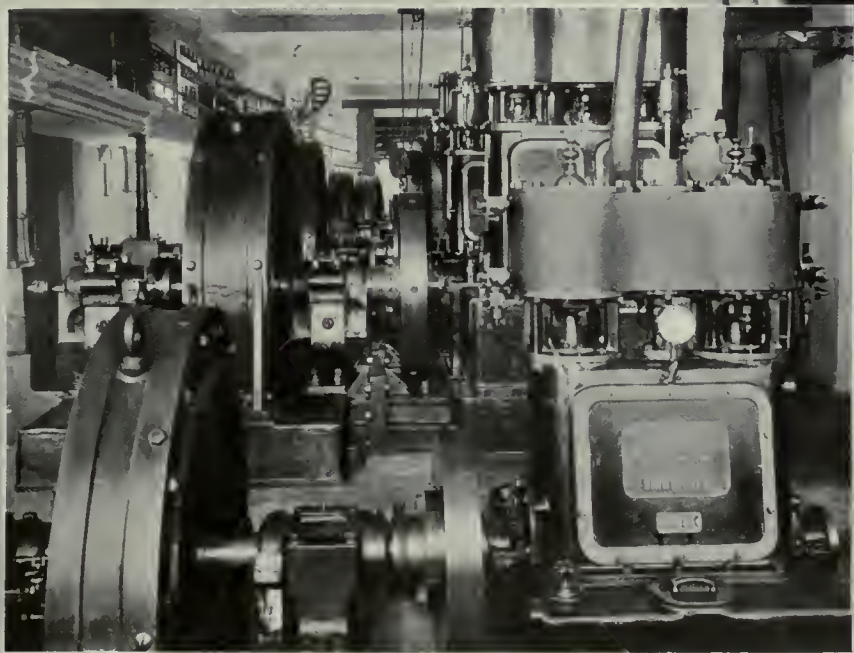
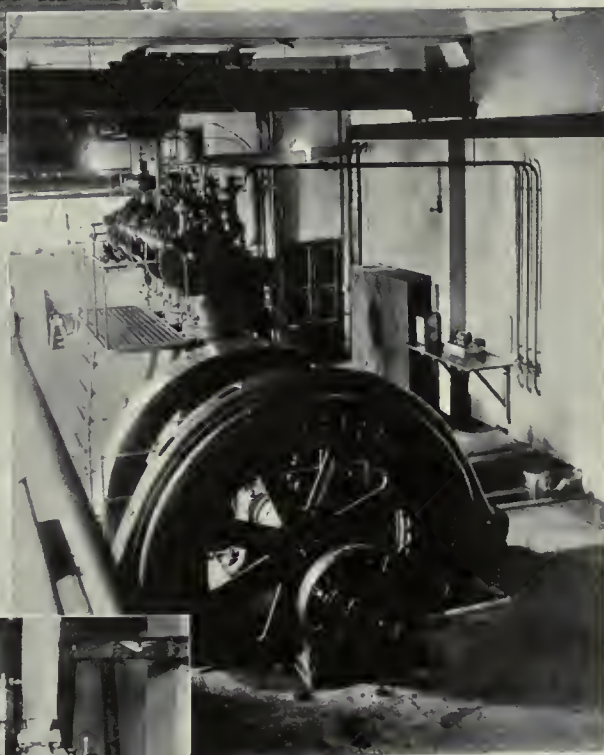
It is but natural to find Messrs. Butterfield & Swire—undoubtedly one of the leading houses in the Far East—holding a very prominent place in Canton, the great trade centre of Southern China. They control what is probably the most important business of any British firm having an office on the Shameen, and their steamers do a great deal of the carrying trade to Canton, and keep the British flag well in evidence there. The branch was established in 1892, and holds the agency for the China Navigation Company, Ltd., the Ocean Steamship Company, Ltd., the China Mutual Steam Navigation Company, Ltd., the Taikoo Sugar Refining Company, Ltd., the Union Insurance Society of Canton, and several important fire insurance companies. In order to accommodate their numerous ocean-going steamers that call at the port, the firm, during the last few years, have acquired a splendid site, with a deep-water frontage of some one thousand eight hundred feet, at Pak Hin Hok, on the back reach of the river, a little below the city. Here they have constructed three steel wharves, and six splendid godowns—three of iron, and three of brick, with an immense amount of storage capacity. With these facilities the firm are able to deal very expeditiously with cargo, and, instead of

realise the advantages which the firm offer. These premises, however, cover but a portion of the area held by the Company, and there is, consequently, room for subsequent ex-

houses, and some of the most important streets. In Canton the firm has a very wide field, and, with characteristic enterprise, has made every arrangement to cope with the



BUTTERFIELD & SWIRE'S GODOWNS, CANTON.



[See page 792.]

great demands that are likely to be made upon it in the future. Messrs Shewan, Tomes & Co. also operate the ferry boats running between Canton and the railway stations at Wongsha and Shekwei-tong. The branch is

managed by Mr. W. R. Robertson, who has control of a large staff of Europeans and Chinese.

THE CHINA LIGHT AND POWER COMPANY.

BEFORE doing business with Eastern peoples it has often been necessary to educate them to appreciate the uses of that which the vendors sought to supply. The Chinese, for example, did not receive the electric light at all favourably at first, and the China Light and Power Company had much difficulty to contend with on that account when, in 1901, they acquired the original Canton Electric Supply undertaking. Another adverse circumstance was the fact that the plant was far from satisfactory. During the last six years, however, the local prejudice has been overcome, and a more modern plant has been installed. As a result, the output of electricity has grown rapidly, and now amounts to 2,250,000 units per annum. The number of 10 candle-power lights in use has increased from 2,000 in 1903 to the equivalent of 20,000. The plant consists of four steam alternator sets of 125 kilowatts each, and one of 30 kilowatts—the engines by Belliss, and the alternators by Johnson Phillips; a Diesel engine alternator set of 140 kilowatts, with engine by Sulzer, and alternator by A. E. G.; and two sets of similar power with engines by Willans & Robinson, and alternators by Dick, Kerr & Co. Steam is generated in four Babcock & Wilcox boilers of the water-tube type. The current is distributed at high pressure, and reduced to 100 volts at consumers' houses. A high tension armoured submarine cable feeds the island of Honam, facing the Canton side. In 1903 the Company extended the scope of their operations by establishing a branch at Kowloon. The plant, mostly American,



[See page 790.]

BANQUE DE L'INDO-CHINE.



[See page 790.]

SHEWAN, TOMES & CO.'S OFFICES.®
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BUILDINGS IN CANTON.
(PURNELL & PAGET, Architects.)

[See page 794.]

HART TERRACE, IMPERIAL MARITIME CUSTOMS,
STAFF QUARTERS, IMPERIAL MARITIME CUSTOMS.

RESIDENCE OF T. E. GRIFFITH.
THE GODOWNS OF THE HAMBURG-AMERIKA LINE.

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is soon to be added to, and the annual output, at present about 300,000 units, will be very considerably augmented. The Company undertakes contract work, and amongst the installations for which it has been responsible,

their staff of Europeans and Chinese are trained and experienced in their respective lines. At the present time they are acting on behalf of the European contractors who are erecting the Canton Cement Works and

Bethlehem, Pennsylvania. He was educated as an architectural and structural engineer under the well-known consulting engineer, Mansfield Merrimon, at Lehigh University. He received his early training as an engineer with Grant Wilkins in the laying out and construction of the Atlanta Exposition. In the war with Spain he was attached to the Corps of Engineers, United States Army, under Colonel J. G. D. Knight, who is now in charge of the defences of New York Harbour. In the Philippine campaign he was detailed on special reconnaissance work in Southern Luzon, and was placed in charge of the topographical survey of Corrigidor Island, preliminary to the fortification of that island for the defence of the city of Manila. Subsequently he was engaged in mining claim survey in Central Luzon. He came to China in 1902 with the late Captain W. R. Rich, and engaged in the preliminary survey of the Sanshui branch and the main line (Hankow South) of the Yuet Han Railway. In 1904 he commenced private practice in Canton. Mr. Arthur William Purnell was born in 1879 at Geelong, Victoria, Australia. After attending MacManus' Preparatory School he continued his studies at Flinders School, Geelong College, Gordon College (honour class), and Geelong School of Arts. He passed the Government examinations in architecture, perspective drawing, and building construction in 1896, and holds the Government diplomas for these subjects. After studying under C. A. Heyward (Government architect) he passed the Geelong and Melbourne examinations with honours, and obtained certificates for theory and practice in advanced trade classes from the Victorian Education Department. A son of the senior partner in the old-established firm of Messrs. Purnell & Sons, architects, &c., of Geelong, he was trained by this firm, and some very important buildings and works were carried out to his



PREMISES OF MESSRS. CARLOWITZ & CO.

is that at the Hongkong Hotel. The general managers of the Company are Messrs. Shewan Tomes & Co. Mr. L. Marston, the manager, has under him a large staff, including five men engaged in Europe through the firm's London office.



PURNELL & PAGET.

This well-known firm of architects and engineers is composed of Mr. Arthur W. Purnell, of Geelong, Australia; and Mr. Charles S. Paget, of Bethlehem, Pennsylvania. Both are young men of special training in their particular work, and since they have been in practice in Canton they have had numerous important undertakings entrusted to them of a varied character, all of which have been successfully accomplished to the satisfaction of their clients. Among them are the godowns, wharves, and land reclamation for the Hamburg-Amerika Linie in Canton; indoor, outdoor, and export examination shed, for the Imperial Maritime Customs; Imperial Chinese Post Office; new hong, for Messrs. Arnhold, Karberg & Co. (this building is the most notable of its kind in South China, and one of the few reinforced concrete structures in the East); the new International Banking Corporation's building; East Hall; Canton Christian College; Hospital buildings ("Hospital Paul Dormier"); Messrs. Deacon & Co.'s new premises; Canton Club, theatre, and extensions; and a group of residences and schools for the Southern Baptist Convention, London Mission, and others. Messrs. Purnell & Paget have also been retained in important arbitration cases, and consulted on proposed work for the Chinese Government, as well as for work in Manila, Shanghai, and Hongkong. Their practice is general, covering architectural and engineering work of a varied character, and

brick plant for the Chinese Government. Mr. Charles Souders Paget was born in 1874 at Bridgeton, New Jersey, U.S.A. He comes of an old Quaker stock, who were among the



QUAN KAI'S OFFICES.

oldest settlers of Cumberland County. His father was a Philadelphia manufacturer of cotton and linen goods. From the age of eight Mr. Paget lived and received his early education in the famous iron and steel centre—

plans and instructions, and under his supervision. He was successful at the Paris Exposition, and at Collingwood and Ballarat Arts and Crafts Exhibition. Subsequently he went on a tour of inspection for the firm to

Africa, Europe, America, Honolulu, and New Zealand. He came to Hongkong in 1902, and joined the staff of the late Mr. W. Danby, architect and engineer. In the following year he proceeded to Canton to take charge of Mr. W. Danby's Shameen office, and in 1904 commenced practice on his own account.



DEACON & CO.

ONE of the historic hongks at Canton is that of Messrs. Deacon & Co., which for over half a century has taken an important part in the trade of the city. The business was founded by Mr. James B. Deacon in the great tea days, and for many years, with

perly, on the British Concession, Shameen, and Mr. E. A. Stanton, one of the partners, personally conducts the business with a staff of European and Chinese assistants.



SIEMSEN & CO.

THIS firm, which, as will be seen from a sketch appearing in the Hongkong section, was established at Canton some fifty-two years ago, is one of the most important of the large houses carrying on business on the Shameen. The headquarters of the Company were removed to the British Colony some time ago, but, nevertheless, the branch at Canton still carries on an extensive trade

British Concession, Shameen, under the charge of Mr. W. H. Hill. They have already carried out several local contracts, including a boat-house for the Canton Municipal Council, built on reinforced steel piers. They have received the contract also for the whole of the steelwork in connection with the large new premises that are being erected for the Imperial Customs, and a very large contract, from the Chinese Government, for the South China Cement Works now being built outside the city. The building will cover an area of some 400 square feet, and some parts will be four storeys high. The firm are constructing the principal foundations for the chimney stack, the silo, and the kilns. In the case of the kilns the foundations are 145 feet long, and 28 feet wide, and will



SIEMSEN & CO.'S OFFICES.

headquarters in Canton and a branch at Macao, traded very largely and almost exclusively in that product. At the present time, the tea business having dwindled into comparative insignificance, the firm acts as merchants, commission, shipping, and insurance agents, representing, among others, the Peninsular and Oriental Company, the Union Assurance Society, Ltd., the Hongkong and Shanghai Banking Corporation, and the Hongkong, Canton, and Macao Steamboat Company, Ltd., who operate a regular service of fast river boats carrying His Majesty's mails to and from Hongkong. Messrs. Deacon & Co. deal largely, also, in waste and raw silk, matting, and other Chinese products for export, and in paper, glass, ribbons, &c., which they import. The firm occupy a fine new building, their own pro-

with the native city and the countries of Europe. Raw silk and almost every kind of Chinese produce are exported, while goods are imported from Europe, America, and Australia. The firm also acts as agents, in Canton, for the Hamburg-Amerika line of steamers (which have large and splendidly constructed new godowns on the back reach of the river below Canton), and represents a number of insurance and shipping companies. Mr. R. Leissing is the manager of the branch.



HOWARTH ERSKINE.

THIS well-known firm of engineers and contractors, of Singapore, have, within the last two years, opened a branch office on the

have to support a dead weight load of 10,000 tons. The silo foundations are 105 feet by 45 feet with a depth of 6 feet of concrete. The total weight of the building will be 900 tons, and the firm have undertaken to complete the construction within six months. The firm undertake all kinds of engineering work, and, being well and favourably known to the Chinese community, are securing a full share of local contracts.



BRITISH-AMERICAN TOBACCO COMPANY.

THIS well-known firm have for many years been at the head of the tobacco trade in Canton and South China. Their different brands of cigarettes are sold in immense

quantities all over the provinces of South China, and the walls of Canton City and the delta towns are literally covered with the brightly coloured advertisement posters used by the Company. Both the cheap and high-grade brands of cigarettes are in great favour with the Chinese, and their well-known "Three Castles" are to be obtained in every part of the Empire. The Company are also agents for, and do a large business in the high-class cigarettes "Bouton Rouge" and "Felucca," manufactured by Maspero Frères, Limited, Cairo, Egypt. The head office for the South China territory is at No. 18, Bank Buildings, Hongkong, and there are branch offices in Canton and all the important coast ports.



CHINA BAPTIST PUBLICATION SOCIETY.

This organisation at Canton publishes for all American Baptist Missionaries in the Chinese Empire, and it also prints for the general missionary body in the two Kwang Provinces. It was organised in February, 1899, and during eight years its presses have issued over 3,000,000 volumes. Over 750,000 volumes were sent out during 1907. The Society now has 120 different titles on its catalogue, and a number of new books are being put through the press. A Chinese monthly magazine of sixty pages is issued, which circulates throughout the Empire, and also in other countries whither the Chinese have gone. The Society prints "New East," a quarterly magazine in English, which is the organ of Baptist missionaries in China. Steps are being taken to erect a new and more commodious publishing house on a large site which the Society has recently purchased. The Society has large plans for the future, which should make it one of the leading mission presses of the world. As it is backed by the entire Baptist denomination of the United States, one of the wealthiest and most numerous in the world, it should not lack for funds. The Rev. R. E. Chambers, B.A., the secretary and treasurer, has charge

also of the American library at Canton, which was established and is maintained by money received as an indemnity, from the Chinese Government, for damage done to American property during the riots some fifty years ago. Mr. R. T. Cowles is in charge of the printing works.



CHUN LAI TO.

CHINA MERCHANTS STEAM NAVIGATION COMPANY.

MR. CHUN LAI TO, who has represented the China Merchants Steam Navigation Company at Canton for some years past, is a native of Canton, and received an excellent English education at Hongkong. His father, Chun yue Ting, was formerly a merchant of Chefoo. The China Merchants Steam Navigation Company is the only purely Chinese company having ocean-going steamers calling at the port. Their offices are in Shak Kei Street, in the native city, immediately facing the British Concession, and the steamers

have berths on the opposite side of the Shameen, only a few yards away from the shore. In addition to its splendid fleet of steamers, mentioned elsewhere, which maintains regular sailings to Shanghai, the firm operates the *Kiang Tung* between Canton and Macao. This is a night boat well fitted to accommodate both European and Chinese passengers.



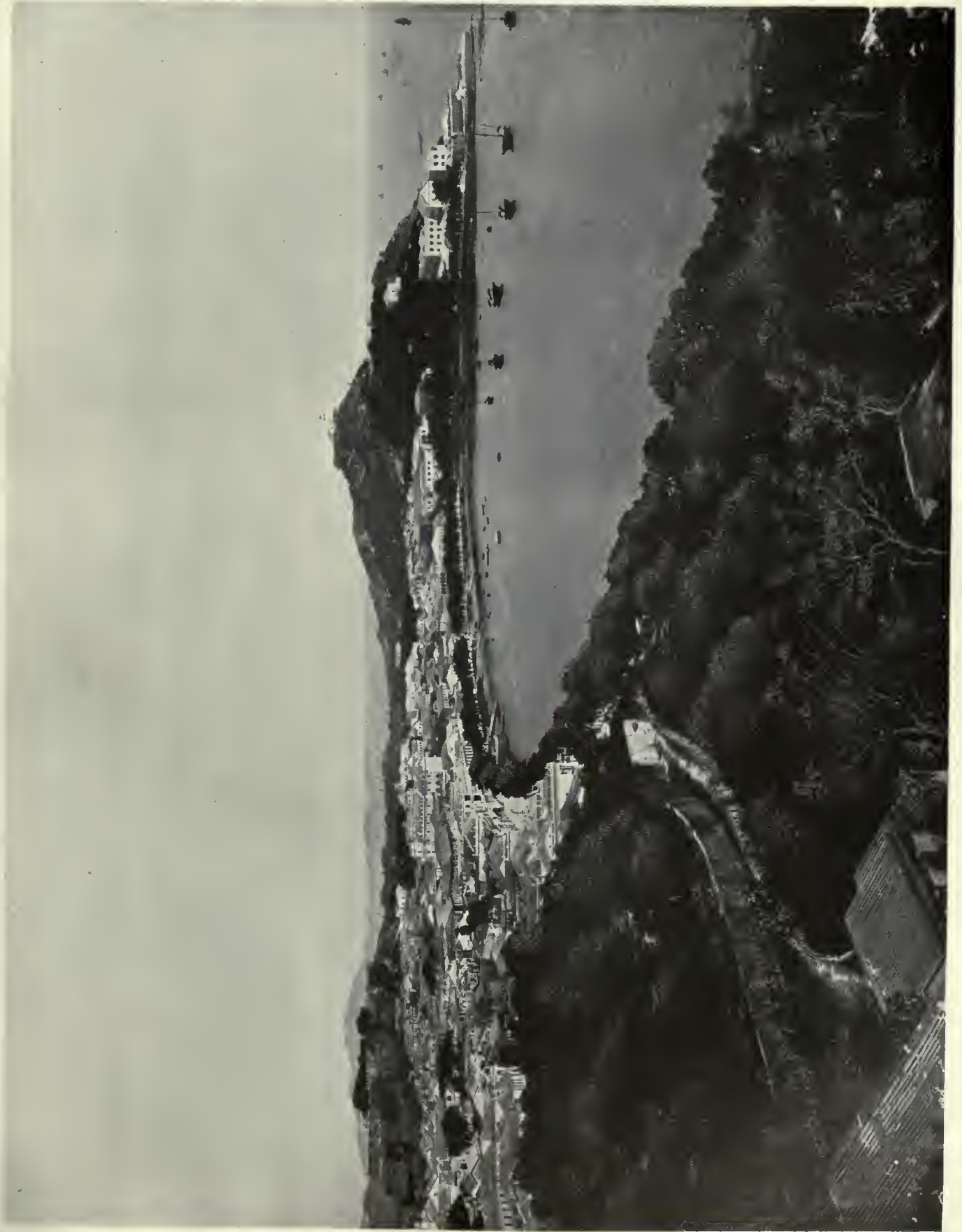
MR. MIU NAI YORK.

MR. MIU NAI YORK, the comprador to the Standard Oil Company of New York at their Shameen office, is a native of Canton who, having spent some eleven years in America, returned to China and went into business at Shanghai. Two and a half years ago he joined the Standard Oil Company, and now controls the whole of their important and extensive Chinese business in Canton.



MIU NAI YORK.





GENERAL VIEW—MACAO.



MACAO.

BY PEDRO NOLASCO DA SILVA, Cavalleiro da Ordem de Nosso Senhor Jesus Christo.

ALTHOUGH Macao is not one of the Treaty ports, its inclusion in this work is justified by the fact that it is a European Colony in which the principle of free trade prevails. For many years the Settlement in China, it served as an asylum for the British on more than one occasion when they were forced to

Macao was not the first settlement made in China by that adventurous race. In 1511 the Portuguese took Malacca, at that time a commercial emporium of the first importance, and five years later Rafael Perestrello set sail from this port for China. His was the first vessel to appear in Chinese waters flying a foreign flag. The voyage proved profitable beyond his expectations, and, as a result, four Portuguese ships and four Malay

the Portuguese in those days brought many of them to China, and they founded a factory in Liampo, near Ningpo-fu, in the province of Chekiang. This settlement did a flourishing trade with Japan and grew extremely rich, but it was completely destroyed by the Chinese in 1545. Another settlement established by the Portuguese at Chuen-chao-fu, or Chin-chew, in Fokien, shared a similar fate in 1549.

In 1537 the Portuguese had in the South of China, near Canton, three trading settlements—one in Shang-chuan (St. John's Island), another at Lam-pa-cao (an island near Macao), and a third in Macao. The first two settlements were abandoned, and the foreign trade of China was concentrated in Macao in 1557.

It has not been fully ascertained how the Portuguese traders came to fix their abode in Macao. Chinese chronologists say that they were granted permission to land and raise a few huts there for temporary shelter and for drying goods which had been damaged on board their ships. These huts gave place to more substantial buildings, and from this modest beginning grew the Colony of Macao. Other historians say that at that time the Chinese waters were infested by pirates, who had their headquarters in a rocky corner of the island of Heungshan. The Portuguese rid Heungshan and the surrounding waterways of these freebooters, and were allowed to settle on the island. At the site chosen by them there was an idol known as Ama, and the place was named Ama-gau, or harbour of Ama. The Portuguese wrote Amacao, which name was afterwards shortened to Macao. On the spot where that idol was worshipped now stands the Pagoda of Barra. But whatever may have been the origin of the Settlement it is a fact that the Portuguese occupied Macao from 1557, governed themselves and administered justice according to Portuguese laws, collected taxes, built fortresses, churches, and hospitals, enjoyed complete personal liberty, prospered in commerce, and laid the foundations of that foreign trade which is now so important a factor in the welfare of China.



ST. PAULS' RUINS—MACAO.

flee from Canton in the stormy days of the past, and it is freely resorted to now by residents of Hongkong in search of health and pleasure.

Macao is situated on a small rocky peninsula in the estuary of the Canton River opposite Hongkong, from which it is 40 miles distant. Connected with it by a sandy isthmus is the island of Heungshan. Though founded by the Portuguese as early as 1557,

vessels were fitted out in the following year under the command of Fernão Peres de Andrade, and, entering the Gulf of China, anchored off Sancian or Shang-chuan. In this island, which came to be known as St. John's Island, a flourishing trade was carried on with the Chinese. It was here that the great missionary, St. Francis Xavier, breathed his last in 1552.

The spirit of adventure which animated



MACAO.

ANOTHER VIEW OF MACAO.
ST. SÉ CATHEDRAL.

SAN DOMINGOS CHURCH.
SAN FRANCISCO GARDENS.

Macao enjoyed the monopoly of trade between the Chinese and foreigners for seventy or eighty years. When Hongkong was ceded to England, and was declared a free port, the Portuguese Government, by a decree dated 1845, declared Macao also a free port.

Ferreira do Amaral, Governor of Macao and father of the present Prime Minister

Nicolao Vicente de Mesquita, with a field gun and thirty-six men, however, silenced the fort, dispersed the Chinese soldiery, and delivered Macao from invasion. These events were followed by the withdrawal of the Chinese Mandarin who up to that time had resided in Macao, and thus the last semblance of Chinese authority disappeared from

which spans the isthmus connecting Macao with the Heungshan district, is generally regarded as marking the boundary of the Portuguese territory. This arch took the place of a wall, known by the name of the Barrier of Porta da Cerco, which was built by the Chinese in 1573 and razed to the ground in 1849.

The town of Macao is built on hilly ground. There are two principal ranges of hills, one running from south to north and the other from east to west. The level ground is covered with many houses of European architecture, and a great number of Chinese shops for tradesmen and mechanics, called the Bazaar. On the lofty mount to the eastward is a fort, enclosing the hermitage of Nossa Senhora da Guia, and above it stands the oldest lighthouse on the coast of China. This lighthouse was built in 1864, and its light can be seen from a distance of 20 miles. On another mount, to the westward, stands the hermitage of Nossa Senhora da Penha. Entering a wide, semi-circular bay, facing the east, one sees on the right the fort of St. Francisco, and on the left the old fort of Bomparlo, now transformed into a residence. Around this bay runs a broad, airy, and spacious street called Praya Grande, flanked by many pretty houses, among which is the residence of the Governor. To the east of the town there is a suburban quarter, formerly named "Campo" or field, where lately some regular roads have been opened and many new houses built. A spacious recreation ground and an avenue planted with eight rows of trees, named Avenida Vasco da Gama, make this the most pleasant and picturesque part of the town. In this avenue are two monuments. One commemorates the defeat of the Dutch, who landed eight hundred men on the Cacilhas beach on June 24, 1622; the other was erected on the fourth centenary of the discovery of the maritime route to India by Vasco da Gama.

To the north, in the parish of St. Antonio, are the Camoens Gardens and the grotto, where, tradition says, the great epic poet Camoens passed many hours of meditation and wrote a great part of his poem. A short distance away can be seen the beautiful granite façade of the Jesuit Church of St. Paul, built in 1574, and destroyed by fire on January 26, 1835. In the middle of ten pillars of the Ionic order are three doors leading to the Temple; above them are ranged ten pillars of the Corinthian order, which form five niches. In the middle one, above the principal door, is a female figure trampling on the globe, and underneath is the inscription: "Mater Dei." On each side of the Queen of Heaven are four statues of Jesuit Saints. In the superior division are representations of St. Paul, and a dove the emblem of the Holy Ghost. This edifice was erected in 1602.

According to the last census (1896) the number of houses inhabited in Macao was 7,190. Since then a good many others have been erected. The public and private buildings are gaily painted. The principal streets are lighted with electricity, the others with petroleum.

Owing to its being open to south-west breezes, Macao has lately become a retreat for invalids and business men from Hongkong and other adjacent ports. It contains three comfortable hotels — the Boa Vista, the Macao, and the Oriental. Two steamers run daily between Macao and Hongkong, and two between Macao and Canton. They enter the inner harbour, and moor alongside spacious wharves to land passengers and



HIS LORDSHIP THE BISHOP OF MACAO.

of Portugal, was treacherously murdered by Chinese on August 22, 1849. On the following day crowds of Chinese soldiers made their appearance on the mountains beyond the barrier and also in the Chinese fort of Passaleão, or Pai-san-liang, threatening to invade the town. A company of Portuguese soldiers was sent to dislodge them, and the fort immediately opened fire. Lieutenant

the Colony. The sovereignty of Portugal over Macao was formally recognised by a Protocol dated Lisbon, March 26, 1887, and confirmed afterwards by a Treaty signed at Peking on December 1, 1887. The limits of Portuguese jurisdiction, however, were not fixed in this Treaty, the delimitation being left for a future convention. The arch with the guard-house for Portuguese soldiers



MACAO.

GOVERNMENT HOUSE.
TRIBUNAL DA JUSTICE.

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QUEEN'S COLLEGE (HONGKONG).
PORTA DA CERCO.

cargo. Macao is also connected with Hongkong by telegraph.

There are two clubs in Macao—the Club de Macao for civilians, and the Gremio Militar for the military—both of which have a goodly membership. Attached to the first-named is a theatre.

The islands of Taipa and Colowane are dependencies of Macao, and are both garrisoned by Portuguese soldiers. On the island of Taipa there is a fortress, where resides the military commander of the two islands. The inhabitants are all fishermen. The garrison is composed of an infantry company of 100 men, and of a battery of artillery of eighty men. All the officers and soldiers are Europeans. The Colony also has a force of military police, composed of two companies of 160 men each. One company is of European soldiers, and the other of Sepoys and Chinese. There are, besides, thirty mounted police, and a force of 105 water police under the control of the Harbour Master.

Department, and a Harbour Master's Department. There are two hospitals—one military and the other civil—both of which are under the direction of the Health Department.

The most important public work in progress at the present time is the reclamation of the foreshore on the west. When this project is completed there will be a spacious road round the west side of the town, from the Praya Grande to the inner harbour. A scheme for improving the harbour, also, is under consideration, but so far only a small section of the marginal road of the inner harbour has been extended. Great attention has lately been paid to the question of sewerage. New sewers have been constructed, and the old ones repaired and enlarged.

The first municipal body of Macao was elected by the merchants in 1583, and was known as the Senate of Macao. It ruled Macao in the beginning, and recognised no controlling power or supremacy. When there

surplus: 231,136,808 reis, or \$428,031. From the surplus, \$60,000 are taken yearly to make good the deficit of Timor. The remaining surplus is disposed of as the Minister of Marine and Colonies may direct.

The Fantan gambling monopoly in Macao, Taipa, and Colowane yields yearly the sum of 246,456,000 reis, equivalent to \$456,400, and represents 33 per cent. of the whole revenue. The lotteries Pac-a-pio, San-pio, and Chim-pu-pio yield annually the sum of 119,880,000 reis, or \$222,000 representing 16 per cent. of the whole revenue. Opium yields annually the sum of 180,360,000 reis, equivalent to \$334,000, and represents 23 per cent. of the whole revenue. The balance of revenue is derived chiefly from taxes on dwelling-houses, shops, and industrial establishments, from stamp duties (50 per cent. of the revenue from Santa Caza lottery is received by the Government as stamp duty), and from taxes on transmission of property, on swine slaughtered for consumption in Macao, and on imported fish.

SHIPPING, EXPORTS AND IMPORTS.

During 1906, 1,782 merchant ships with a tonnage of 819,340, and 4,283 Chinese junks, with a cargo capacity of 4,282,910 piculs entered the port. The number of merchant ships that cleared was 1,780, with a tonnage of 816,265; while the number of junks was 4,317, with a cargo capacity of 3,965,604 piculs.

There were 443,144 passengers conveyed to the port and 534,828 taken away from it.

The total value of goods imported and exported by steamers and junks in 1906 amounted in round figures to \$26,846,825.80. The chief imports were woods, bricks, medicines, rice, oil, coal, petroleum, tobacco, dried and other fruits, tea, fowls, firewood, fish, swine, silk, eggs, paper, cloth, Chinese wine, sugar, yarn, earthenware, cotton, flour, opium, salt, and mats for sails and bags.

The principal exports were Portland cement, fire-crackers, mat-bags, sugar, wood, rice, Chinese oil, cloth, yarn, molasses, fish, opium, Chinese tobacco, tea, aniseed oil, eggs, silk, piece goods, cotton goods, betel nut, flour, matches, &c.

The quantity of opium boiled for local consumption was 26,363 balls, value \$843,616; while the opium boiled for exportation amounted to 73,620 balls, worth \$2,355,840. To Chinese ports, 55,145 balls of opium were exported of the value of \$1,765,040.

The most important industrial establishment is the Green Island Cement Works. Other local industries include cigarette making, the preparation of Chinese tobacco, opium-boiling, joss-stick making, fruit-preserving, the making of fire-crackers, tea-making, silk filature, dyeing, silver and gold work, Chinese shoe-making, docking and junk-building, rope and sail-making, and fish salting.

POPULATION.

The last census, which was taken in 1896, showed that Macao had the following population: Portuguese of both sexes, 3,806; Chinese, 61,766 and foreigners 161; total, 65,733. The dependencies Taipa and Colowane contained 92 Portuguese and 12,802 Chinese; total, 12,894.

On the same occasion a census was taken also of the Portuguese who had emigrated from Macao to the Far Eastern ports, and showed that there were in Hongkong 1,309, Canton 68, Foochow 13, Shanghai 738, Singapore 71, Sourabaya 3, Yokohama 88, Nagasaki 10, and Bangkok 71; giving a total of 2,371.



THE MUNICIPAL HALL (LEAL SENADO).

GOVERNMENT.

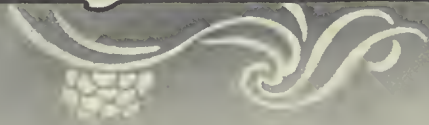
Macao is administered by a Governor appointed by Portugal, generally for a term of three years, from amongst military and naval officers. As in all Portuguese possessions, there is no legislative power, the laws for the Colony being made in Portugal. Even the budgets proposed by the Colony are discussed and must be sanctioned by the Home Parliament, centralisation being apparently the keynote of Portuguese administration. The Governor, who is also commander-in-chief of the troops of the garrison, is assisted by a consultative council, formed of the heads of departments.

The finances of the colony are controlled by an Inspector of Exchequer and his staff. The judicial department is composed of a chief justice, an attorney-general, two clerks, and three bailiffs. There is a Court of Appeal in India for all the Eastern colonies of the Portuguese. There are also in Macao a Public Works Department, a Chinese Translation Department, a Post-office, a Health

Department, and a Harbour Master's Department. There are two hospitals—one military and the other civil—both of which are under the direction of the Health Department. The most important public work in progress at the present time is the reclamation of the foreshore on the west. When this project is completed there will be a spacious road round the west side of the town, from the Praya Grande to the inner harbour. A scheme for improving the harbour, also, is under consideration, but so far only a small section of the marginal road of the inner harbour has been extended. Great attention has lately been paid to the question of sewerage. New sewers have been constructed, and the old ones repaired and enlarged. The first municipal body of Macao was elected by the merchants in 1583, and was known as the Senate of Macao. It ruled Macao in the beginning, and recognised no controlling power or supremacy. When there

REVENUE.

The following figures are extracted from the budget of Macao for the financial year of 1907-8:—Total revenue: 754,914,000 reis, or 1,397,988 Mexican dollars at the exchange rate of 540 reis per dollar; total expenditure, 523,777,192 reis, or 969,957;



MACAO.

- 1. PRAVA GRANDE.
- 2. ANOTHER VIEW.
- 3. AVENIDA VASCO DA GAMA.
- 4. CENTRAL AVENIDA.
- 5. GUIA LIGHTHOUSE.
- 6. CAMOENS GROTTTO.

Since 1896 the Portuguese population in Macao has decreased, whilst the Chinese population has increased. The Portuguese in the Far Eastern ports must have increased, but without a regular census no reliable data are available.

EDUCATION.

The most important educational establishment in Macao is the Diocesan Seminary of St. Joseph, which dates back to the middle of the eighteenth century. The teachers are of the eminent religious order of Jesuits. The curriculum of this institution embraces primary instruction, secondary instruction, and a theological course. The chief aim of the

boys has 167 students. That for girls has 49 students. These schools are supported by the municipality. There is a college for female education, embracing primary and secondary instruction, under the direction of the Franciscan Sisters of Charity, all European. It is known as the Collegio de Santa Roza de Lima, and it is established in the old monastery of Santa Clara. Amongst the sisters, there are two English ladies and one French, who teach their native languages. This college had, in 1906, 92 pupils. The institution is supported by its own funds, given as a donation by the Portuguese Government out of the funds of the old monastery of Santa Clara, and of a former

He is assisted by a chapter of twelve canons and two chaplains. There are three parish churches, each with one vicar—the Cathedral, the Church of San Lourenço, and the Church of Sto. Antonio. The Church of St. Lazaro is considered the parish church of the Chinese Catholics, whose number is growing every day. There are four other churches—St. Joseph's, attached to the seminary, the San Domingos and St. Agostinho's Churches attached to old convents of the Dominican and Agostinian Friars, now demolished; and St. Clara, transformed as already mentioned into a college for girls.

The protestant missionaries have some preaching houses for churches. There is



SANTA CASA DA MISERICORDIA.

seminary is to train clergy and missionaries for work in the diocese, but its schoolrooms are open to all classes of students. According to the statistics published in the official returns of April 10, 1907, the seminary was attended in 1906 by 352 students, of whom 187 were boarders, and 183 day scholars. This institution is supported chiefly from the funds of the missions under the patronage of the King of Portugal, and partly by the Government.

The other important school for secondary instruction is the national Lyceum of Macao. It has only 20 students, but is supported by the Government and the municipality. The Central School of primary instruction for

college for women. There is an English school conducted by a graduate of Dublin University. It has 40 students, and is supported by a private association. There is also a school to teach Portuguese to Chinese boys, with 31 students, supported by the municipality.

RELIGION.

The Bishop of Macao exercises ecclesiastical jurisdiction not only over the peninsula of Macao and its dependencies, but also over the islands of Heungshan, and Hainan in China, over the Portuguese possession of Timor in Oceania, and over the Portuguese Catholic Mission of Singapore and Malacca.

a protestant chapel for Europeans, next door to Camoens Gardens, but no regular service is held in it. There are three large Buddhistic temples, besides many shrines.

The "Holy House of Mercy" (Santa Casa da Misericórdia) is the most important institution of charity in Macao. It was Donna Leonora, consort of King John II of Portugal, who founded in Lisbon, in 1498, a brotherhood of mercy, known by the appellation of *Confraria de Nossa Senhora da Misericórdia*. That brotherhood was extended to all the Portuguese colonial possessions. In Macao, the Holy House of Mercy was founded in 1569, by Don Belchior Carneiro, Bishop of Macao, who assumed

its first providorship. From thence to the present time this institution has continued its meritorious work without interruption. According to the last account published, on May 27, 1907, the capital of the brotherhood, invested in properties, in loans, and in shares of different companies of Hongkong, amounted to \$612,038. The works of charity supported by this institution include a civil hospital for men and women, an asylum for invalids of both sexes, a house for lunatics, an asylum for orphan boys, the education of thirty orphan girls in the Italian Sisters of Charity's House of Beneficence, the provision of meals to poor people at a very low price, the supply of breakfast, tiffin, and shoes to poor students, medicines to poor patients, and meals to the destitute; the burial of the dead, &c. The institution is administered by a board of five members, three of whom are nominated by the Government from among the Brotherhood, the other two being elected at a general meeting. The chief source of revenue is a lottery, which is conducted under the direct supervision of the authorities.

THE LAPPA CUSTOMS.

A Sketch of their Origin and Development.

By A. H. WILZER, Commissioner of Customs.

THE trade of the Portuguese Colony at Macao is to a large extent reflected in the statistics of the Lappa Customs. The following lines are, therefore, mainly extracts from various Customs Reports, among which, those written by Mr. Alfred E. Hipplesley, Commissioner of Customs at Lappa from 1889 to 1894, have been extensively quoted.

The Commissioner of Lappa and district has under his control a number of stations for revenue and preventive purposes. Of these stations, which encircle Macao, the two principal ones are Malowchow Island, to the west of the entrance of Macao Harbour, and Ch'ien-shan, termed Casa Branca by the Portuguese, at the head of the same harbour. These two principal stations in the Heung-shan district, that of Macao, together with the four in the Sanon district, and that of Hongkong, constituted the six maritime stations which a quarter of a century ago formed the subject of such frequent complaint on the part of the Hongkong and Macao Governments on the ground that the procedure followed at them was of so harassing a character as to threaten the life of the junk trade of those ports.

The causes which led to the establishment of these stations were the enormous quantities of opium that were smuggled from Hongkong and Macao into China. Fleets of junks, engaged in this illicit trade were accustomed to rendezvous in both places, from which, if circumstances favoured them, they would slip away quietly with their cargo; but, if they could not do that, being well manned and heavily armed, they were not only able, but ready, to match themselves against any preventative force that could be sent to intercept them. It was estimated that duty was paid only on about one-tenth of the opium received from Hongkong by the towns along the North and West Rivers; and it was known that over 10,000 chests were carried annually to Macao, almost all of which was subsequently smuggled thence into the various ports on the west coast. As the efforts to suppress this contraband trade had proved unsuccessful, it was decided to put it on a legalised basis by establishing collectorates in Chinese waters at the gates of Hong-

kong and Macao, at which gunboats would be stationed to enforce payment of Likin on the opium passing.

The agreement between Great Britain and China signed at Chefoo on September 13, 1876, contained among its clauses the following:—"Section III.: Trade.—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, in order to the establishment of some system that shall enable the Chinese Government to protect its revenue without prejudice to the interests of the Colony;" and "8. 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 cognizance 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 on it, and the purchaser the Likin, in order to the prevention of the evasion of the Duty. The amount of the Likin to be collected will be decided by the different provincial governments according to the circumstances of each."

Later, the Governments of Great Britain and China, considering (among other things) that the terms of clause 3, above quoted, "are not sufficiently explicit to serve as an efficient regulation for the traffic in opium, and recognizing the desirability of placing restrictions on the consumption of opium, have agreed to the present Additional Article," which was signed in London on July 18, 1885:—

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

"3. It is agreed that the aforesaid Import and Likin Duties having been paid, the owner shall be allowed to have the opium re-packed in bond under the supervision of the Customs, and put into packages of such assorted sizes as he may select from such sizes as shall have been agreed upon by the Customs authorities and British Consul at the port of entry.

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

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

The assent of the Foreign Powers, other than British, interested in the trade of China having been obtained to the terms of this additional Article, a Commission was nominated in accordance with the terms of Clause 7 of Section III. of the Chefoo Convention, consisting of Mr. James Russel,

Puisne Judge of Hongkong, Sir Robert Hart, K.C.M.G., Inspector-General of Customs, and Shao, Taoutai of Shanghai, Joint Commissioners for China; and Mr. Byron Brennan, His Britannic Majesty's Consul at Tientsin. On September 11, 1886, an agreement was signed, which stipulated among other things, that an office under the foreign inspectorate should be established on Chinese territory in Kowloon for the sale of Chinese opium duty certificates, and that the inspectorate should be responsible for the entire control of that office. Later, a Convention on similar lines was arranged with the Portuguese authorities with respect to Macao, the office of the foreign inspectorate to be located on Lappa. In fulfilment of this Agreement the Lappa Customs was opened on April 2, 1887, for the collection of Tariff Import Duty (Hk. Tls. 30) and Convention Likin (Hk. Tls. 80 per picul) on opium, and of Provincial Likin and Ching-fei Tax on general cargo at the rates fixed by the provincial tariffs received from the Governor-General of the Liang Kwang. It was not, however, till July 1st of the same year that the collection of native duties on general cargo at the rates fixed by the native Custom-house tariff received from the Hoppo, or Superintendent of Customs, at Canton commenced. It is gratifying to add that the régime thus introduced has worked smoothly, and has given satisfaction both to Chinese merchants and to the neighbouring Portuguese Colony of Macao. Junk masters are pleased that the duties are fixed in amount and collected according to a known tariff and are no longer supplemented by levies of uncertain amount for paper, ink, pens, &c., as was previously customary.

Macao has spoken for itself. Owing to the decline in the trade of Macao, which had made itself manifest from 1884 onwards, a Commission, consisting of two municipal councillors, the Government senior interpreter, and two prominent Chinese merchants was appointed by His Excellency the Governor to consider the causes of this decline, and to suggest the means best calculated to arrest them. In this report, which was the result of investigations extending over seven months, and was published in the *Boletim da Provincia*, of November 12, 1889, the Commission refers in the following words to the results of the Convention with China and of the Lappa Customs régime:—

"The causes which have led to the improvement already called attention to in the trade of Macao during the year 1888 are:—

"1. The confidence given to Chinese merchants by the conclusion of the Chino-Portuguese Treaty, which defined the political status of this Colony, and with that confidence drew hither the capital needed to increase trade.

"2. The liberal manner in which the foreign inspectorate of Chinese Customs has treated the Chinese merchants of Macao, by abolishing taxes on their trade and granting them concessions—a treatment which has given a large impetus to trade.

"It is not only the testimony of Chinese merchants of this city, but it is also the practical experience of the members of the Commission in local business, that in these two points alone is to be found the explanation of the commercial improvement which took place in 1888."

The regulations under which the native mercantile marine of this province plies were revised and codified during the viceroyalty of His Excellency Jui Lin (1865-74), and it is very seldom that papers issued prior to that date are now seen, partly because junks do

not last many years, and partly because the papers ought to be renewed regularly.

In addition to the papers issued by the territorial authorities, trading vessels are required to take out an "arms certificate" from the Customs. This certificate, which permits the carriage of arms for self-protection alone, can be called for at any time and the entries in it and the arms carried compared; any excess discovered is liable to confiscation, but ammunition used may be made good, with the sanction of the authorities, after the reasons for its use have been reported. To require junks to take out this certificate and to comply with its terms is a measure of considerable importance to the general interests. Permission to import arms is granted by authorities, when the application is made by responsible persons. Without such official sanction import is forbidden to foreigners under the Treaties, and to Chinese under special and severe regulations. Unless, therefore, strict control is kept over junks in this respect, they would be able to sell their armament inland and to replenish it on their return to Macao, with the result that the evil-disposed would be able to supply themselves freely with arms of precision. Inquiries instituted proved that this was on frequent occasions being done. Arms also continue to be smuggled in large quantities into the interior by passengers or gangs of coolies, specially engaged for this purpose, who pack among their luggage rifles and revolvers which have been previously taken to pieces to facilitate hiding. It is impossible to search all passengers and coolies, and the handsome profits gained prompt them to run many risks. That the Government is rendered far more difficult by this cause than it otherwise would be, no one can doubt. In a memorial to the Throne, dated December 3, 1889, His Excellency Chang Chih-tung, the then Governor-General of Liang Kwang, drew a graphic picture of the difficulties of coping with brigandage in this province. His Excellency wrote:—

"In the Kwangtung province piracy has always been rife, but especially on the seaboard; and the difficulties of combating it have always been seriously increased by the changes that have taken place during the past few years on the coast, as the memorialist has had the honour to lay before His Majesty in detail on several occasions. The chief cause of difficulty is the fact that Hongkong and Macao have become refuges for the pirates and their bases of operation. In each place they have their chiefs, and in each they form themselves into organised bands, each with its special designation, and from each they send forth parties to levy blackmail. The rich merchant living in a populous hamlet or a town, the poor potter in the open country, and the agriculturist farming the land—each is victimised in turn. From this blackmail very large sums are realised, and form a fund for the bribery of the foreign police, for the purchase of arms, for the issue of compassionate allowances to the wounded and the families of the killed, the balance only being distributed among the members. The ramifications of these gangs are deep and stable, and their fraternity very numerous; and in every respect they differ altogether from pirates and desperadoes elsewhere. These only organise together when they contemplate a coup, and distribute there and then among their members any loot they may secure; while, in the case of the Hongkong and Macao pirates, if they wish to hire vessels, the Chinese authorities have no power to intervene; if they wish to purchase arms, the Chinese authorities have no power to prevent

them; if they propose to act in concert, the Chinese authorities have no power to intercept them; while, favoured as they are by the extent of the open sea and the ramifications of the inland waterways, they are able, whenever a piratical attack is organised, to join their forces and mass their vessels into fleets. The sufferings caused by these gangs to the law-abiding are heart-rending, for on shore they do not hesitate to kill the proprietor they are robbing, if he defends his own, or to fire the place, or to carry off his children; and on the water they do not hesitate to kill or drown everyone on the boat they attack. Before forces can be concentrated to follow and capture them, they have already made good their escape to Hongkong and Macao, and to capture them in detail or to attack them in force is then alike impossible. In a word, relying on the security Hongkong and Macao afford them, the behaviour of these men differs in nothing from open rebellion against the Throne," &c.

"How bold and daring these pirates often are is illustrated by the capture of one of the Salt Commissioner's launches. While the launch was at anchor at a certain place two informers went on board and offered to point out some junks carrying a contraband cargo of opium, salt, and kerosene. The captain's eagerness to make a seizure caused him to fall into the trap. The launch started in pursuit of the supposed smuggling vessels and, near Motomoon, caught up with a junk which was pointed out by the informers as one of the smugglers. As soon as the launch went alongside to board, a dozen or more well-armed pirates suddenly appeared from the hold of the junk, jumped on to the launch, wounded the captain, shot the engineer, and drove the rest of the crew into the cabin, where they tied them up. They then took charge for their own purposes, and after pirating three trading junks, they steamed to the Bogue, where a small boat was in waiting, transferred their loot, and made off. A part of this gang was afterwards captured and promptly beheaded."

Temporary prohibitions to export arms and ammunition have on several occasions been made by the Governors of both Hongkong and Macao, and such prohibitions would tend to the peace and well-being not only of the mainland but of the two colonies as well, but, unless they are made permanent the disorderly in China will continue to provide themselves with the means of oppressing the law-abiding, of robbing the wealthy, and of resisting the lawful authorities. Towards the close of 1892 Companhia Metropolitana de Rio Janeiro, for the promotion of Chinese emigration to Brazil, opened an agency in Hongkong, but the legislative enactments there being unfavourable to such an enterprise, the *locus operandi* was removed to Macao, and the German s.s. *Telartos* was chartered to convey the emigrants to their destination. The steamer was arrested in Hongkong in July, 1893, on a charge of infringing the Chinese Emigration Ordinance of 1889, but was acquitted by the jury and released. In September she came to Macao and left on October 17th for Rio with 474 "emigrants." She was reported to have reached her destination, but the actual date of arrival was variously stated. The Chinese authorities protested against this emigration and the objections to it were many and serious. A Treaty was negotiated, it is true, between China and Brazil in 1881, but no provision was made in it for emigration, and its inadequacy and the necessity for a supplementary special convention, in order to secure

the labour desired, had been recognised by Brazil, by the despatch to China, for this purpose, of a special Envoy, who was then *en route*. Brazil had no representative in China, and China had no accredited agent in Brazil to watch the emigrants' interests. The Brazil country was in the throes of revolt, and the fact that the Company refused to await the Envoy and the conclusion by him of the negotiations its own Government acknowledged to be necessary, naturally raised suspicion of its *bonâ fides*, especially as the terms offered to the emigrants contained a most objectionable clause, transferring the emigrant and his contract to third parties. The Macao authorities virtually maintained that, as long as the emigration was conducted in conformity with Portuguese law China had no grounds of remonstrance. As a matter of fact, Portuguese law provides only for *free* emigration, *i.e.* emigration under which each emigrant pays for his own passage—an impossibility when the passage is as costly as it is to Brazil. But waiving this point and admitting that emigration to Brazil under suitable conditions might be desirable, China would, in the circumstances detailed above, and seeing that the emigrants were not residents of Macao, but subjects of China, have failed in one of the primary duties of a self-respecting Government to its subjects had she remained silent. Her protest was ignored, but no second steamer has been despatched.

In 1895 the plague made its appearance, and raged with great violence till towards the end of the following July. It was first observed in the least sanitary and most densely populated Chinese quarters, whence the germ spread all over the place, chiefly through infected rats. The rats invaded some of the best situated and thoroughly disinfected foreign houses on the hills, where, in their hasty flight for safety, they had sought refuge, and were found dying or dead in the woodwork of the ceilings and in the roofs. In several cases observed, though disinfectants had not been spared and every care was taken, the Chinese servants removing these dead rats were attacked by the plague almost immediately, and succumbed. The appearance of the plague created a panic among the native population, which nothing could stop. During this period of nearly four months' duration, trade was greatly interfered with, and for a while was almost at a standstill. No sooner, however, had the epidemic abated, than the people came flocking back, and in a very short time all signs of the dire calamity had been effaced, and the place and the trade had resumed their normal aspect. Since then plague has been more or less endemic, and cases occur, in greater or smaller numbers, almost every year during the spring, with the beginning of the rainy season.

The volume of trade passing the Lappa Stations, though, of course, largely affected by the conditions, climatic and financial, of the neighbouring districts on the mainland, is practically measured by the degree of prosperity enjoyed by Macao as a commercial centre; and the future prospects of that trade depend in the main upon whether the influences affecting Macao tend towards the expansion or restriction of its commerce. There is probably no doubt that their tendency, at present at least, is towards the latter. The greater wealth and constantly increasing commercial importance of Hongkong cannot fail to make this port each year a more serious rival of Macao and to withdraw trade from Lappa to Kowloon. In the past, several causes have tended to obscure the effect of this competition and,

to a certain extent, to neutralise it; but as they pass away its serious character gradually forces itself into view. As Hongkong advanced year by year into importance, the effect on Macao of the rivalry of that rising port was veiled by the lucrative coolie traffic carried on from Macao; by the contraband trade in opium, which, though shared by Hongkong, continued, as it had before the cession of that island, to make Macao its centre; by the fact that, owing chiefly to the Hoppo's procedure, Macao became the headquarters of the west coast trade; and by the enormous profits derived by Macao from the establishment of the lotteries on the result of the Chinese literary and military examinations known as the "Weising." These sources of gain have been swept away one after the other. In 1875, after an existence of a quarter of a century, during which time enormous fortunes had been amassed from the 500,000 Chinese estimated to have been sent from Macao beyond the seas, the coolie traffic was finally extinguished. In 1876 the opening of Kiungchow, followed, a year later, by the opening of Pakhoi, as Treaty ports, dealt a serious blow to the virtual monopoly previously enjoyed by Macao of the west coast traffic, and, by substituting the safe and rapid steamer for the slow and unwieldy junk, transferred a considerable portion of that trade to Hongkong. In 1885 Macao's monopoly of the Weising lottery came to an end. Though fully sensible of the serious harm, moral and financial, worked by this form of gambling to the people of this province, China had through long years steadfastly set her face, as one of the principles of her government, against any compromise with legalised gambling, whether as a source of revenue or not, and had summarily cashiered the Governor-General Yung Han when, in 1874, he sanctioned the establishment of this lottery at Canton. Experience during the following ten years showed beyond doubt, however, that so long as the headquarters of the lottery continued in Macao (that is in the province itself), prohibitions, no matter how strict, and a preventive service, no matter how numerous, were insufficient to prevent the surreptitious introduction of tickets in great numbers, and that to allow things to continue as they then were meant simply the constant drain of money from Kwangtung into Macao. In 1885, therefore, a reluctant consent was given to the establishment of the lottery in China, with the result that the sum the monopolist in Macao was willing to pay the Portuguese treasury for his privileges at once fell from \$353,000 to \$36,000 a year. In 1887 a heavy blow was dealt to smuggling by the Convention between China and Portugal which led to the establishment of this office; and how large an interest the smuggling of opium from Macao, was may be gathered from the fact that the Harbour Master, in his report upon the trade of that port for the year 1882 (published in the *Boletim da Provincia* of December 5, 1884), estimated the value of the crude opium re-shipped to China at \$3,597,029, consisting of declared shipments valued at \$1,633,952 (presumably by junk, but of which much, certainly, was smuggled), and secret shipments valued at \$1,963,077 (representing, presumably, what was smuggled in small boats and by armed gangs overland). This Convention tended undoubtedly to the well-being of the community, by eliminating from it a most unruly and turbulent class who had derived a livelihood by systematically breaking the laws of China. On the other hand, the closing of many sources of large

profit which resulted from the occurrences above-mentioned, coupled with the gradual extinction of the tea trade before the competition of Indian and Ceylon leaf, has diminished the wealth of Macao, and consequently its purchasing powers. Several other causes, such as increasing taxes, tend to the same result. At present the capital of Macao cannot bear comparison with that of Hongkong; and, as the natural tendency of trade is to gravitate to the most important centre, it will inevitably abandon Macao for Hongkong, unless the smaller cost of living gives the former an appreciable advantage over the latter. Macao has decidedly enjoyed this advantage in the past, but is now rapidly losing it, as, to meet the ever-increasing demand from Portugal, caused by her financial position, new imposts are being constantly introduced. The acquisition of Tonkin by France has deprived Macao of the trade which formerly existed with that country, and it is now centred in Hongkong, steamers having taken the place of junks.

A cause, however, which probably contributes more than any of those already enumerated to the decadence of Macao as a centre of commerce is the rapid silting of the approaches to the port, due to the large amount of detritus carried down by the waters of the Pearl and West Rivers, between the mouths of which Macao is situated. Repeated appeals have been made to the Home Government by the Macao authorities for permission to employ the funds in hand for dredging purposes, but, so far, without success. The evil, however, is rapidly increasing, and must be dealt with in the near future, if Macao is to remain a port at all. Chinese merchants aver that, owing to the annually decreasing depth of water in the outer anchorage, the trade formerly enjoyed by Macao with the Chao Chow Prefecture has been diverted to Hongkong. Finally, native traders maintain that the absence of banks which would advance on a junk's cargo as soon as it reached port militate strongly against Macao's trade. As soon as a junk arrives at Kongmoon banks are ready to make advances against the cargo, which enable the consignees to expedite the vessel's discharge and to purchase return cargo at once, with the result that a larger number of voyages can be made in the year and capital turned over more frequently. In consequence, a larger portion of the west coast trade tends each year to leave Macao in favour of Kongmoon.

Macao's future prospect is, therefore, not a bright one. First and foremost, if Macao is to remain a port of any importance whatever, it is necessary that Portugal should permit the Colony to undertake the dredging of the approaches to the port. The next most important step would appear to be the establishment of a bonded warehouse, in which goods could be placed on arrival under the charge of responsible persons, so that the banks might be induced to make on them advances necessary to expedite the movement of shipping. As a third step, less taxation and fewer monopolies would tend to give a healthy impetus to trade. These monopolies, such as those on kerosene, on samshu distilled from rice, on salt, &c., are managed by Chinese who pay fixed sums for the privilege and make large profits for themselves. They certainly increase the cost of living in Macao and keep down competition—the soul of trade; but they bring in necessary revenue, and as a good portion of it is spent on making improvements, such as sanitation, new roads, &c., the system has its advantages. It has been argued that the construction

of a railway from Fatshan to Macao would do much to restore the ancient glory of Macao, and, with this object in view, a concession was obtained in 1902 from the Chinese for the construction of a line connecting these two places. A convention was accordingly drawn up at Shanghai in November, 1904, providing that the shares in the concession were to be held half by Chinese and half by Portuguese subjects. Such a railway, if it were not too heavily handicapped at the outset by the large outlay of capital required to provide the bridges to cross the net-work of creeks and rivers in the delta should be successful, and would certainly prove of great advantage to the traders and travelling public in the many large towns of the district that it would traverse. It is not so clear where the benefit to Macao would come in. Until the approaches to its ports are in a condition to permit at least coasting vessels to enter and lie at anchor afloat and in safety, the Colony must be content to remain, so far as trade is concerned, a mere warehouse, subsidiary to Hongkong, and it cannot hope, under present conditions, to attract capital or to resume its ancient position as an emporium having its own import and export traffic directly with the rest of the world.

The principal foreign imports from Macao into China are: Opium, cotton goods, woollen goods, metals, raw Indian cotton, Japanese matches, kerosene oil, and rice.

The principal exports from China into Macao are: Eggs, palm-leaf fans, mats, pigs, poultry, silk piece goods, sugar, tobacco leaf, and timber.

The total tonnage—entries and clearances—of junks passing the Lappa Stations has averaged annually during the last decade 870,000 tons; and the value of this trade Hk. Tls. 16,000,000. The revenue collected on behalf of the Chinese Government during the same period amounted to about Hk. Tls. 400,000 a year.



DR. A. P. LELLO.

DR. ALFREDO PINTO LELLO, Colonial Secretary to the Government of Macao, was born in 1864 at Fontes, in the district of Villa Real, Portugal. From 1890 to 1892 he was Colonial Secretary of the province of Mozambique, and Acting-Governor of the District of Lorenzo Marques. He was transferred to Macao in 1893.



COUNT DE SENNA FERNANDES.

COUNT DE SENNA FERNANDES, the Consul for Siam, in Macao, is a native of the Portuguese Settlement. Born in 1867 he received an excellent education at St. George's College, Weybridge, Surrey, and, at the age of twenty, returned to the place of his birth with the most pleasant memories of his stay in England, and well equipped for the responsibilities of later life. Besides having the supervision of certain commercial interests, he became the intermediary between the Chinese and Portuguese Governments. In recognition of his public services he has been made a Commander of the Legion de Conception, and decorated with the Order of the Crown of Siam.



MR. A. P. DE MIRANDA GUEDES.

MR. A. P. DE MIRANDA GUEDES, Director of Public Works and Superintendent of the Fire

Brigade, was born at Poiares, near Regoa, in the district of Villa Real, Portugal, in 1875. He obtained honours at the University of Coimbra and at the Army School in Lisbon. As a civil and mining engineer he served in several Portuguese colonies, including West Africa, and has been Chief of the Railway section of St. Thomé, Chief of the Survey of the Railway of Malange, and Director of Land Surveys in Angola. He received his present appointment in 1906.



MR. P. N. DA SILVA.

MR. PEDRO NOLASCO DA SILVA has taken part in a number of progressive educational movements, and has been responsible for initiating several important municipal improvements. He was born at Macao, on May 6, 1842. During his academic course at the Seminary of St. Joseph he won the first prize in Philosophy, and, on the completion of his studies, was appointed Student Interpreter in the Government Chinese Translation Department, of which, subsequently, he rose to be the head. When, later, the department became an independent government office he was responsible for its total re-organisation. In 1887 Mr. Nolasco da Silva was appointed Secretary Interpreter to the Portuguese Minister Plenipotentiary to Peking, Conde de Souza Roza, at present Ambassador in Paris, whose special mission to the Chinese capital resulted in the Portuguese-Chinese Treaty of December 1st of that year, in which China, for the first time, recognised the sovereignty of Portugal over Macao. Always interested in educational matters Mr. Nolasco da Silva has been a teacher of Chinese in the Seminary of St. Joseph, and in the Commercial Institute. He has translated and compiled several school-books, among which is the "Manual da Lingua Sinica para uso dos Joveus Macaenses." He founded the "Associacao Promotora da Instrucao dos Macaenses" (the association for the promotion of the education of Macaenses), which now maintains the English Commercial School conducted by Mr. R. A. Coates, a graduate of Dublin University, and he organised the two central schools of primary instruction for boys and girls respectively. It was due also, to his initiative, that that splendid charitable institution, the Santa Casa da Misericordia, was revived, and, by his organisation of the great "Santa Casa" lottery, placed on a sound financial basis. For several years he was the provider, or president, of this far-reaching philanthropic enterprise, and his term of office was marked by the erection of the Orphans' Asylum, the introduction of the service for the relief of the poor, and the framing of the present regulations. Mr. Nolasco da Silva's participation in municipal affairs has been no less noteworthy. During his occupancy of the positions of vice-president and president of the Municipal Council or the "Leal Senado" as it is termed locally, a number of important reforms were carried out. The new market and some fine commodious buildings were erected on the site of the old São Domingo market and in the Largo do Senado, where, formerly, only insanitary little houses existed. In other parts of the town several resumptions of insanitary property were also carried out, and the lighting of the public streets by electricity was due almost solely to his efforts. For a time Mr. Nolasco da Silva was editor of the *Echo do Povo*, a Portuguese weekly paper published in Hongkong, and

he was also the principal contributor to the weekly papers, *O Macaense* and the *Echo Macaense*, published at Macao. He is a member of the Conselho Inspector da Instrucao Publica, and has been several times



PEDRO NOLASCO DA SILVA.

a member of the Conselho de Provincia. About twenty-five years ago, in recognition of his many services, he was created by the Portuguese Government Cavalleiro da ordem de Nosso Senhor Jesus Christo.



MR. F. X. PEREIRA.

MR. FRANCISCO XAVIER PEREIRA has the distinction of being the youngest president of the Leal Senado ever appointed. He was elected to the position in 1907, and his term of office will not expire until 1909. Born at Macao in 1883, he was educated at the Macao Lyceum and at Coimbra University. After being admitted as a barrister, he returned to Macao, in 1905, to practise law.



FRANCISCO XAVIER PEREIRA,
President of the Leal Senado.

MR. A. J. BASTO.

MR. A. J. BASTO, who has been elected many times as president of the Leal Senado, has practised as a lawyer in Macao for thirty-eight years. Born in Macao in 1848, he travelled a great deal during his younger days, visiting Shanghai many times, India, Portugal, France, Spain, Italy, England, and different parts of Africa. He is a Commander of the Portuguese Order of Christ, the Order of the Pope, the Rising Sun of Japan, the Crown of Siam, and the Redemption of the Republic of Liberia; a Chevalier of the Legion d'Honneur, and a Knight of various other orders. Mr. Basto is also a Fellow of the Royal Geographical Society of England, a member of the Royal Geographical Society of Lisbon, and of other scientific societies of Europe, and was the secretary of a Diplomatic Mission from Portugal to Japan and Bangkok.



DR. L. P. MARQUES.

DR. LOURENÇO PEREIRA MARQUES, son of the late Commander Lourenço Marques, was born in Macao, in the famous garden of Canoens, which belonged to his family. Educated at the Royal College of St. José, Macao, and at Lisbon and Dublin, he is a Fellow of the Royal Academy of Medicine



LOURENÇO PEREIRA MARQUES, M.D.

in Ireland, a member of the Royal College of Physicians of Ireland, and a Fellow of the Royal Geographical Society of Lisbon. He is the author of essays on various subjects, and has written several articles descriptive of his travels. He is a Commander of the Portuguese Military Order of Christ, and a Knight of the Ancient and Most Noble Order of the Tower and Sword, the latter decoration being awarded him in recognition of assistance rendered during the plague epidemics. Dr. Marques frequently gives poor patients the benefit of his medical experience without payment. He has a large circle of friends, and is a highly esteemed member of the local community.



MR. L. A. L. REMEDIOS.

MR. LUIZ AUGUSTO LOPES REMEDIOS, the Postmaster-General of Macao, was born in the Colony in 1874, and was educated at Macao and Singapore. At the age of nineteen he joined the China Trades' Insurance

Company, but returned to Macao in 1900, and received his present appointment two years later.



MR. A. H. WILZER.

MR. A. H. WILZER, the Commissioner of Customs for the Lappa district, which encircles Macao, was born at Hamburg in 1866 and educated there. He came to China in 1887 for the Customs service, and was stationed, first at Swatow, and afterwards at Peking and Canton. In 1899, following immediately upon his return from a holiday trip to Europe, he was appointed to Shasi on the Yangtze, and, one year later, to Peking. On his way north, he was delayed at Tientsin by the Boxer troubles, and, returning to Shanghai, held an appointment there until 1901. He was then retransferred to the capital, where he remained till the end of 1904.



MR. M. DA SILVA MENDES.

MR. M. DA SILVA MENDES, who has been practising as a lawyer and advocate in Macao since 1902, was born in 1870 at Santo Thyrsó. He had a very successful career at Coimbra University, and now, in addition to his professional duties, he is Professor of German at the Institute of Macao. He devotes a considerable portion of his spare time to literary work, and his publications include "O Socialismo Libertario on Anarchismo," and "Guilherme Tell."



THE BOA VISTA.

ON an artistic slope with a picturesque background and charming surroundings, stands the Boa Vista Hotel, a stately building which

greets the traveller as his vessel rounds the western curve prior to entering the inner harbour. Remodelled up to date, its furnishings and fittings are unexcelled in the Colony,

the comfort and conveniences to be obtained in it.



THE BOA VISTA HOTEL.

and everything is being done to meet the demands of modern fastidiousness. The hotel is the property of the Santa Casa da Misericórdia, and is under European management. The strictest supervision as to food, cleanliness, and hygiene is exercised, and visitors all speak in enthusiastic terms of the general conduct of the establishment and of

THE MACAO HOTEL.

THIS hotel is owned by Mr. William Farmer, the proprietor of the Victoria Hotel, Canton. It enjoys an excellent situation and is in high favour with visitors from Hongkong, many of whom frequently spend a week-end or a short holiday in Macao.





CHINA IMPORT AND EXPORT LUMBER COMPANY'S YARD, TSINGTAU.

TSINGTAU.



CHSINGTAU is the capital of the German Protectorate of that name. It lies at the entrance of Kiaochau Bay, which runs about twenty miles inland from a point two miles northwest of Cape Evelyn. It is an important trade outlet for the province of Shantung, and as such has come to be a formidable rival of Chefoo. The murder of two German missionaries in November, 1897, led to the occupation of Tsingtau by a German squadron, and the territory now embraced by the Protectorate was leased to the German Government for a term of ninety-nine years; while a zone of interest, extending for 50 kilometres round the district was agreed upon, within which China may not undertake anything without the consent of Germany. In September, 1898, Tsingtau was declared a free port, but by a convention, which came into force in 1906, the Chinese Imperial Maritime Customs were empowered to collect duties here as at other ports, but with the stipulation that 20 per cent. of the receipts should be paid to the German Government. From 1898 to 1905 the trade of Tsingtau increased from Tls. 2,000,000 to Tls. 22,322,680. The total value of the trade for 1906 amounted to Tls. 30,572,381, an increase of 33 per cent. over that of the previous year. The year 1907 showed a considerable falling off, the net trade amounting only to Tls. 28,637,889; but in this Tsingtau only shared with other ports in a general depression. The principal item of export is straw-braid, Tsingtau having become the chief market in North China for that product. Other industries now carried on include silk-

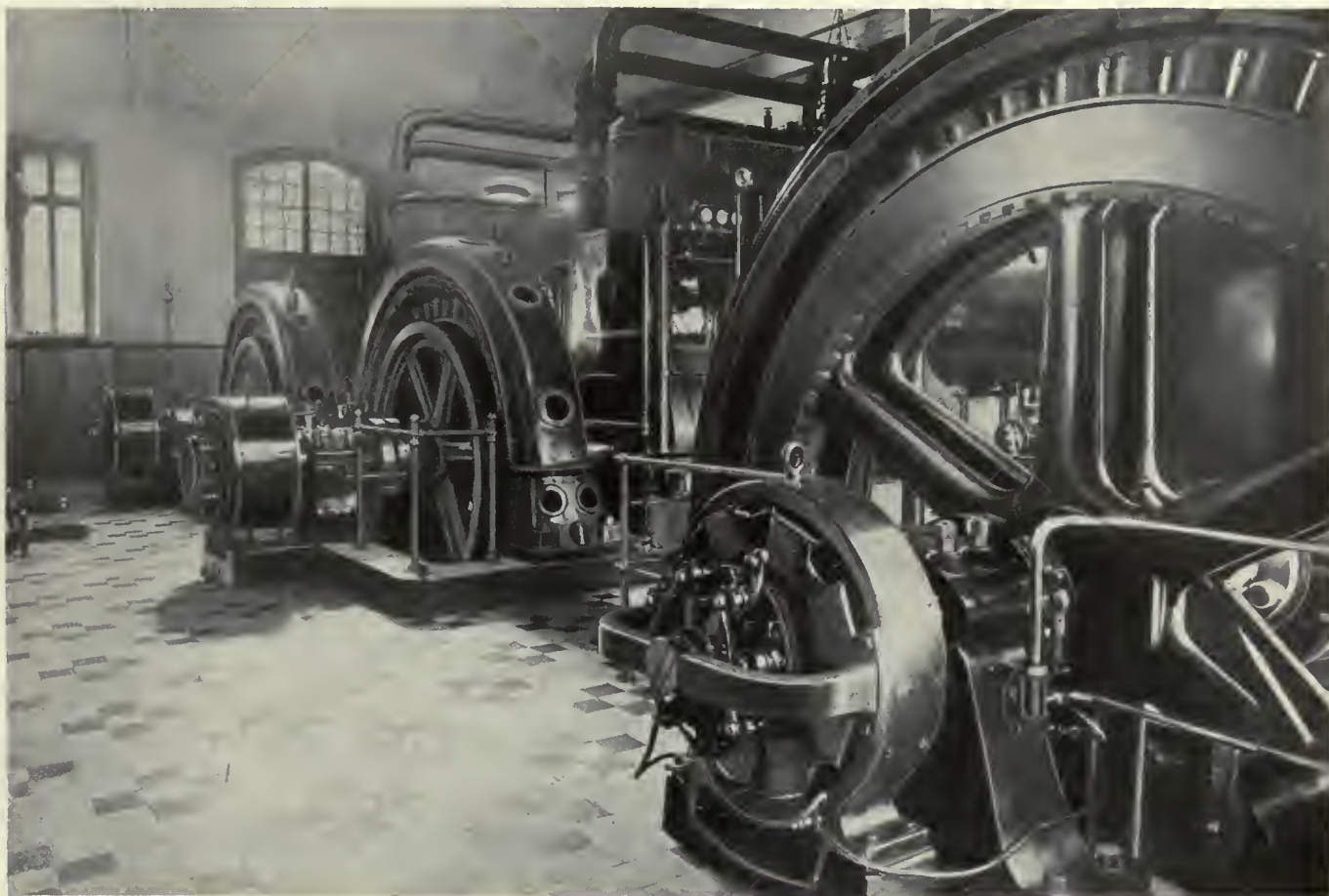
reeling, brewing, soap-making, tanning, and coal mining. Many grains, including wheat, barley, millet, and maize are grown in small quantities in the fertile alluvial plains of the

Protectorate, and fruit-grafting is undertaken with great success. An extensive scheme of afforestation is in progress upon the hills.

The administration of Tsingtau consists of



SIEMSEN & CO.'S OFFICES AND GODOWN, TSINGTAU.



SIEMENS SCHUCKERTWERKE.—THE NATIVE CITY POWER-STATION.



SIEMSEN & CO.'S TIMBER YARD, TSINGTAU.

a Council composed of the heads of the several administrative departments, under the personal supervision of the Governor, and three civil members—the first nominated by the Governor, the second chosen from among the members of non-Chinese firms, and the third representing tax-payers paying at least \$50 ground-tax, without distinction of nationality. Special committees are appointed to deal with questions concerning public-house licences, land-tax, church and school matters, and poor relief. The land question has received special attention, the object of the administration being to give security of tenure to settlers, and to oppose mere land speculation. The revenue of the colony for 1907 was about 1,542,700 marks, and the treasury contribution was about 11,600,000 marks. The revenue for 1908 was estimated at 1,725,800 marks, and the treasury contribution was fixed at 10,601,600 marks.

Tsingtau offers excellent facilities for the handling of cargo. A large harbour, enclosed by breakwaters, was begun in 1899, and the first pier was opened to the public on March 6, 1904. Dredging was carried out on an extensive scale, and accommodation is now available for the largest ships. The wharves and piers are in direct connection with the railway, so that vessels lying alongside may discharge or receive their cargo with a minimum of handling. A large dry dock, capable of receiving the largest class of vessels trading in Eastern waters, was opened in October, 1905.

The construction of the Shantung Railway was begun in October, 1899, Prince Henry

of Prussia performing the ceremony of cutting the first sod. The section from Tsingtau to Tsinanfu was opened on June 1, 1904. The Company to which the railway concession was granted was also given the right of mining in Shantung Province, with the result that the rich coal fields in the neighbour-

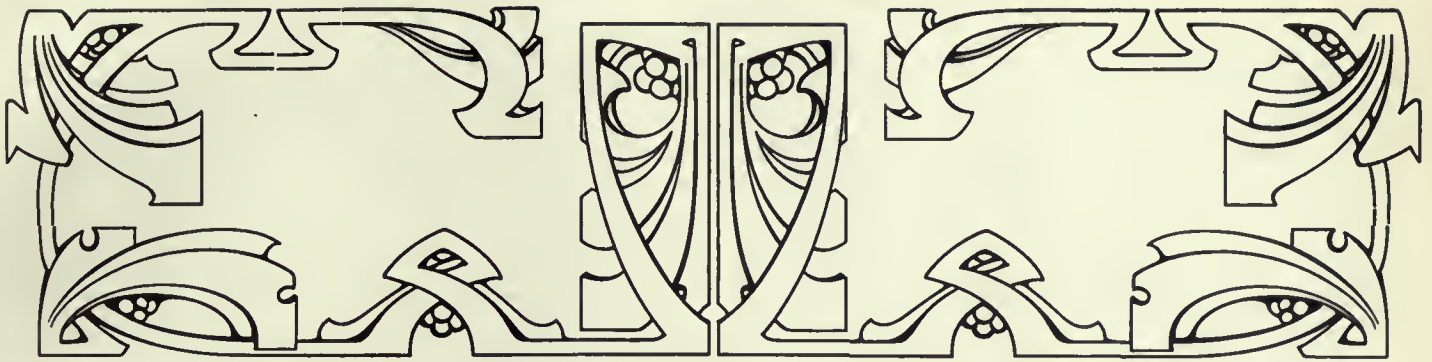
hood of Tsingtau are being rapidly developed.

There seems little doubt that Tsingtau with its temperate climate will soon become one of the most popular holiday resorts in China. It is only thirty-six hours' journey from Shanghai, and its attractions include charming scenery, excellent bathing, and a good band.

A racecourse with polo ground has been constructed, and other facilities for sport have been provided. Substantial residences are being built on all sides, and the town, which possesses a good water supply, and is partly lit by electricity, is making rapid progress.



CARLOWITZ & CO'S OFFICE, TSINGTAU.



AMOY.

BY CECIL A. V. BOWRA, Commissioner of Customs.



AMOY, the more southerly of the two ports in the province of Fokien, lies in lat. N. $24^{\circ} 27'$, long. E.G. $118^{\circ} 5'$. Fokien, the area of which is about 46,000 square miles, with an estimated population of some twenty-five millions, is almost wholly mountainous. In the southern portion which constitutes the Amoy hinterland, range supervenes upon range, with here and there patches of fertile valley; the rivers are shallow, and impeded by rapids; the valleys are difficult of access, and produce but a bare livelihood for the inhabitants, who, reported to be the rudest and least cultivated of all the peoples in China, are largely constrained to better their condition by emigration. The sea-coast of rugged granite rocks is fringed with islands and deeply indented with numerous bays, bights, and inlets. At the head of these inlets are to be found the principal cities and the mouths of the chief rivers.

The island of Amoy lies in a large shallow bay, the extremities of which are Huithau Point on the north-east, and Tinhai Point on the south-west. The island of Quemoy and a chain of islets form a breakwater across the mouth of the bay, and serve as an effective protection against the heavy seas of the Formosa Channel. The Dodd Island and Chapel Island lights mark the approach of the port, and at the southern entrance to the harbour stand the Taitan and Tsingseu Lighthouses.

The advantages of the situation of Amoy as a shipping centre are manifest. It has a good deep-water harbour, easy of access at all states of the tide; it has well-lighted approaches, and fair docking facilities; it is the natural mainland port for the trade with Formosa and the Philippines, and it lies conveniently situated between the great ports of Hongkong and Shanghai.

The city of Amoy is placed on the south-western corner of the island, and is politically in the district of T'ung-an and the prefecture of Ch'üanchow-fu (Chinchew). It consists of an inner citadel of small extent, surrounded by

a decrepit wall standing in the midst of thickly populated suburbs, which stretch along the sea-shore to the south-west as far as the forts and the parade-ground (and foreigners' racecourse), which lie near the village of Ê-mûg-kang. The entire circuit of the city

divides it from Kutangsu—the small island on which foreigners reside, and, since 1903, an international settlement under the governance of a Municipal Council. This strait, though narrow for vessels of great length, gives safe and commodious anchorage to



THE TALMAGE MEMORIAL.

and suburbs is about eight miles. The population is usually put down at 114,000, and that of the rest of the island at about 100,000 more.

The town fronts the narrow strait, seven to eight hundred yards in width, which

ordinary coasting steamers and constitutes the inner harbour. Large ocean-going ships and men-of-war are usually berthed either at the north or south end of Kutangsu, in either of which places they can find good anchorage. On the Amoy side lies the British Concession,

marked by its bund, backed by the row of foreign hong's. This is the principal business quarter of the town, where the foreign trade is carried on, and near which are located the establishments of the leading Chinese merchants. The bulk of the foreign residents cross the harbour daily from their homes in Kulangsu to their offices in Amoy. Kulangsu is almost entirely a residential quarter; the only offices to be found there, besides a foreign store or two, are the various Consulates with their post offices, the Municipal Council office, and the foreign telegraph and telephone companies' agencies.

Amoy Island is about 35 miles in circumference and 10 miles in width. It would be somewhat circular in shape but for the large indentation on the western side, known to foreigners as the Dock Creek, which almost cuts the island in two. A range of granite hills, covered with large boulders poised in fantastic positions, extends along the southern and western sides. At intervals the hills fall back from the sea, leaving a small area of level land which is laid out in fields and dotted with villages. The north and east portions of the island are a flat plain, highly cultivated and thickly populated, the chief productions being sweet potatoes, rice, wheat, ground-nuts, and garden vegetables. A remarkable feature of Amoy is the vast number of graves it contains. The hill-sides nearest the city are in some cases almost faced with solid masonry, so closely placed together are the "chunam"-covered tombs, while all over the island graves stud every mound and hill, making one gigantic cemetery of it. The hills behind the town are dotted here and there with temples, often placed in extremely picturesque situations. These form favourite places of resort, not only for natives, but also for foreigners on pleasure bent, who frequently use them for picnics. The appearance of the harbour as it is approached from the sea is one of considerable beauty. The rugged islands, the rocky hills, the blue water, and the pretty island of Kulangsu with its buildings coloured as in a southern European town, combine to make an attractive picture.

Amoy is the port of foreign trade for South Fokien, a region which, though politically and administratively united with the northern half of the province of Fokien, is geographically and ethnologically distinct. Shut off from the other portion of the province and the rest of China by high mountain ranges, the inhabitants of what might be called the Amoy district have always preserved their distinctive peculiarities. Isolated from the interior of their country, their trend for many centuries has been seawards towards Formosa, the Philippine Islands, and the countries of the Malay Archipelago. It is not easy to define exactly in what the Amoy district consists. It is supposed that some ten millions speak the language of Amoy and its subordinate dialects. But the interior of the province is not well known, or, at least, has been but little written about. The whole region is mountainous and inaccessible, and the clan system, which still prevails in its full strength with its perpetual conflicts, has prevented the cohesion of the people. The precise limits within which each dialect is spoken are not known, and possibly on the southern and western borders we may pass into populations which have as little in common with the men of Amoy as the latter have with the people of Foochow. But, roughly speaking, we may take the six southern prefectures or departments of Fokien as forming the district served by Amoy, and as containing populations which are

sufficiently nearly related in race, customs, and speech to be considered as one people. These departments are Hsinghua-fu (locally Henghòai), Ch'ianchow-fu (Chinchew), and Changchow-fu (Chiangchiu) on the seaboard; and Yungch'un-chow (Engchun) Lungyenchow (Lêngnâ), and Tingchow-fu (Thengchiu) inland. Of these Amoy is principally concerned with the prefectures nearest to the port—Chôanchiu, in which Amoy is situated, and Chiangchiu; or, to give them the names by which they are more commonly called, after their capital cities, Chinchew and Changchow. These two divisions contain together some 8,000 to 10,000 square miles of territory, and a population which is quite unknown, but may be guessed to be somewhere between two and three millions. The city of Changchow is distant some 35 miles to the westward of Amoy, and the Lung-Kiang, the river on which it stands, pours into an inlet at the head of the bay in which the island is located. A short distance to the north there is another inlet leading to Anhai, which is the landing place for the journey to Chinchew, which lies some 40 miles beyond, or 60 miles from Amoy.



REV. J. MACGOWAN,
The Oldest European Resident in Amoy.

Amoy is the port for these large cities; it furnishes them with their foreign supplies, and ships away their productions.

The chief Chinese official in Amoy is the Taotai or Intendent of Circuit. His jurisdiction comprises the three prefectures of Hsinghua, Ch'üan-chow, and Yungch'un, and he resides in Amoy. The only other civil official of standing is the "hai-fang-t'ing" or maritime sub-prefect, who is the magistrate of the island. The "fi-t'u," or provincial commander-in-chief of Fokien, has his station on Amoy. He is supposed to combine military and naval functions, and is posted here presumably on account of the former military importance of the port with reference to Formosa, but his duties nowadays are mostly connected with the suppression of revolutionaries and clan-fighters.

Kulangsu is under the control of a Municipal Council, consisting of six foreign and one Chinese member, the former elected by the foreign ratepayers, the latter nominated by the Taotai. The constitution of the Council and the government of the island are based upon the "Land regulations for the settlement of Kulangsu, Amoy," approved by the Foreign Ministers and accepted by the

Chinese Government in 1902. The island became an international settlement under the control of the Council on May 1, 1903. There is a Mixed Court Magistrate, appointed by the Chinese authorities, who deals with charges brought by the Council or others against Chinese on the island, while foreign offenders are dealt with by their own Consuls. The Council employs a foreign superintendent of police, who is also secretary to the Council, and a small force of Sikh police. Under this management the island has made progress in many ways, and has become the place of residence, in addition to the foreigners, of a number of wealthy Chinese, who have bought or built foreign houses there.

Like Kulangsu, the British Concession on Amoy has its Municipal Council, consisting of five members elected from the lot holders, who hold their land from the British Government, which rents the whole Concession from the Chinese Government. There is a British inspector of police and a small force of Chinese constables.

The climate of Amoy is, for its latitude, a mild and agreeable one. It was remarked in 1871 by Dr. (now Sir) Patrick Manson, then medical officer in Amoy:—"For Europeans, as they are now housed, the climate cannot be considered unhealthy. Their places of business and a few of their residences are situated along the foreshore of the town—rather a hot locality—but for the most part they have their private houses on Kulangsu. . . . In the summer they have the full benefit of the strong sea-breezes blowing during the greater part of the day, and of the land winds at night. . . . Did the residents display as much wisdom in the furnishing of their tables as they have in the building of their houses, they might live as comfortably here—as far as health is concerned—for eight or ten years, as they could in Europe." Since these words were written, the value of hygiene and clean living has come to be more realised in China, as elsewhere; and were Sir Patrick to revisit Amoy he would probably not find much cause for animadversion. The year divides about equally into a hot and cool season; the summer is the time of the south-west monsoon and is tropical; during the winter, or north-east monsoon, the weather is often mild and warm, but liable to suddenly change to sharp cold. The thermometer ranges between 40° and 96° Fahrenheit, but these extremes are seldom reached; an ordinary summer day in an airily situated house on Kulangsu being perhaps from 82°-87°, and a winter day from 57°-62° Fahrenheit. The comparative salubrity of the climate is no doubt largely due to its dryness, which is remarkable for the latitude. The annual rainfall is only some 40 inches, against 46 inches in Foochow and 80-90 inches in Hongkong. The foreigners who have lived long in the port look healthy, and have none of the worn appearance common to European dwellers in tropical countries. The most marked effects of the climate are nervous and mental; mental lassitude, loss of memory, &c., probably effect more or less all but the very young. These symptoms are also to be observed among the natives, and are no doubt the result of the prolonged heat and rarefied unbracing air; perhaps they account to some extent for the craving for narcotics such as opium and morphia, which is such a marked characteristic of the Chinese of this region. Kulangsu, though found terribly unhealthy when occupied by the British garrison in 1842, except for occasional cases of malaria in the valleys, is a healthy enough place of residence nowadays,



THE KULANGSU SETTLEMENT, SHOWING AMOY CITY IN THE BACKGROUND.

especially since it has been kept clean by the Municipal Council, and (to quote Sir Patrick Manson again) "a little languor by the end of summer, becoming more pronounced as a rule the longer one stays here, is perhaps the only climatic disease a sensible man need suffer from." But Amoy City is a hotbed of every form of disease, among which plague and cholera are prominent. The causes are the filthy state of the town, and the fact that the civilisation of the people has not advanced to the point at which the advantages of hygiene is realised.

HISTORY.

THE name Amoy is derived from the Chinese name of the island as pronounced in the Changchow dialect, but by the local Chinese it is called E-mng. The "mandarin" pronunciation of the name is Hsia-mên. The modern name seems to have been given during the Ming period, but to have come into regular use only since the subjugation of the island by the present

hending the estuary of the Changchow River, we have the seat of a very ancient trade with foreign countries. "Amoy must be taken as the successor and representative of the mediæval port of Zaitun, concerning which Yule gives this note:—'Zayton, Zaitun, Zeithun, Cayton, the great port of Chinese trade with the West in the Middle Ages, that from which Polo sailed on his memorable voyage, that at which Ibn Baluta landed, and from which Marignolli sailed for India, is mentioned by nearly all the authors who speak of China up to the fourteenth century inclusive. A veil falls between China and Europe on the expulsion of the Mongols, and when it rises in the sixteenth century, Zayton has disappeared.'"^{*}

Zaitun had indeed disappeared; and so completely, that a controversy has raged over the identification of the site. Into the details of this it is needless to enter, for the weight of evidence—to the mind of the present writer at least—sustains the plea advocated stoutly by the late Mr. George

1566, when, owing to Japanese raids, it gradually declined."[†]

In the day's of Zaitun's greatness Amoy was only one of Marco Polo's "Isles of the ocean." It was sparsely populated, and the prey of the native pirate and the Japanese sea-rover. Its birth as a place of commercial importance may be said to be coincident with the arrival of the foreign vessels early in the seventeenth century, the establishment of the Dutch trading posts in Formosa, and the consolidation of the Koxinga power. In the throes with which the mainland was convulsed during the expiring years of the Ming, foreign trade naturally found that it could best be carried on in the port governed by the strong hands of the Koxinga family; the Zaitun, or Hai-ling trade, which had long been waning, shifted here; the easy approach and the natural advantages of the harbour soon won appreciation, and here the trade has remained.

Foreign trade under the new conditions was ushered in by the Portuguese, who put in an appearance here not long after their first arrival in Canton in 1516. The Changchow and Ch'üanchow-fu merchants seem to have been eager to trade, and intercourse was carried on at the island of Gō-sū, outside Tsingsu, at the entrance to Amoy Harbour. But the official mind was strongly set against it, and in 1547 it is recorded that some ninety Chinese merchants were beheaded for the offence of trading with foreigners. Commerce, however, no doubt went on clandestinely.

After the Portuguese came the Spaniards, who in 1575 sent a mission from Manila to Foochow with a view of obtaining permission to trade from the Viceroy. In this they were unsuccessful, but a steady trade was established by junk between Amoy and Manila. "This important trade employed thirty to forty Chinese junks running constantly between Amoy and Manila. Silk, porcelain, and other products were carried, amounting to a million and a half dollars in gold annually. At that period there were more than fourteen thousand Spanish in Mexico who were dependent upon the raw silk of China to weave the celebrated fabrics so much in vogue at that time. The Spanish vessels carried this merchandise from Manila to Mexico. So extensive was the intercourse with China that twenty thousand Chinese had located in Manila."[‡] The Spaniards on their journey to Foochow anchored at Amoy, which they called Tan-su-so, the local pronunciation of Chung-tso-so, the name of the island during the Ming dynasty. "This Tan-su-so is a gallant and freshe towne, of forre thousand householders, and hath continually a thousand souldiers in garrison and compassed about with a great and strong wall; and the gates fortified with plates of yron; the foundations of all the houses are of lime and stone, and the walls of lime and yearth and some of brick; their houses within very fairely wrought, with great courts, their streees faire and brode all paved."[‡]

The law at this time against a Chinese leaving his country, and against the admission of foreigners into China, was very strict, and when the Dutch first arrived in these waters, in 1604, they found great difficulties to contend with. So hostile were the Chinese measures that the Dutch admiral, Wybrand van Warwyk, was compelled to leave the Pescadores. The Dutch attention was turned



THE ANGLO-CHINESE COLLEGE.

dynasty. Chia-ho-lisü (locally, Kaho-su), which means "the island of good crops," was the name by which the island was first known to history. The fanciful nature of this appellation (like that of Kulangsu, the Chinese characters denoting which mean "drum-wave island") leads one to surmise that it is only the Chinese adaptation of the name of the island in some lost pre-Chinese language. During the Ming period Amoy was called by the military title of Chung-tso-so, the "middle left place." Koxinga gave a name of his own devising, Ssu-ming-chou, or the "island mindful of the Ming." Amoy is also known in the literary language as Lu-chiang or Lu-hsü, the "egret river" or "egret island," so called from the number of egrets or paddy-birds which frequent it.

So far as the present city of Amoy is concerned, its rise to commercial importance is of comparatively recent date, and may be said to be coincident with the establishment of the modern foreign trade. But, taking Amoy Harbour in its larger sense as compre-

Phillips for many years: that the modern district city of Haileng—situated at the entrance to the Changchow River, formerly called Geh Kong and the port to the city of Changchow until supplanted by Amoy—occupies the site of the port of the famous mediæval town.[†] "After the expulsion of the Mongols from China, foreign commerce still flourished at this Fuhkien port, and it was at its zenith about the middle of the fifteenth century, which it maintained till

* "Cathay and the Way Thither." Vol. I. p. 108.

† There is no doubt that Marco Polo's Zaitun was to all intents one of the places immediately north or south of Amoy, and it almost certainly included, in a trader's sense, both Changchow and Chinchew. These are still the great emigration and trade ports for the Southern Ocean and both of them lie near the European "open port" in Amoy Bay. Learned men have long disputed what "Zaitun" specifically means, but I think it almost certainly stands for the coast town of Haileng, which, though not made an "official" city until 1564, must have long borne that name. — "China: Her History, Diplomacy, and Commerce." E. H. Parker p. 71.

* Phillips' "Two Mediæval Fuhkien Trading Ports," p. 5.

† Davidson: "Island of Formosa," p. 12, Note.

‡ "Mendoza," Vol. II. p. 44.

towards Japan, where permission to trade was obtained in 1611, and no further serious attempt was made on China until 1622. In that year a squadron of fourteen ships arrived from Batavia, and took possession of the Pescadores, whence expeditions were sent over to Amoy to try to compel the Chinese to trade. The result was that open hostilities were carried on for two years, the Chinese resorting to every device to get rid of the unwelcome strangers. They were finally so far successful that the Dutch retired to Formosa in 1624, where they built forts and established themselves. From that time intercourse, though technically forbidden, was carried on chiefly at Little Quemoy and Gō-sū, the merchants of the neighbourhood taking them cargoes of silk and sugar, much of which found its way to Japan and Batavia. The Dutch trade with Amoy was, of course, broken by their expulsion from Formosa by Koxinga in 1662. "The Dutch not only traded with the Chinese and Japanese in Formosa, but also sent their own ships to China and Japan to deal directly. Peter Nuits, the Dutch Governor, in his report on trade, stated that silver was sent by junks from Taiwan to the mainland city of Amoy; sometimes to be remitted to their agents who resided there, sometimes to be given to the merchants who were to provide merchandise for the markets of Japan, India, and Europe. This could only be done with the connivance of the Governor of Foochow, and was very advantageous, for goods could thus be obtained so as to allow a greater profit than those delivered at Taiwan by the Chinese compradores. Also, when the time arrived for the departure from Taiwan of the Dutch ships for Japan or Batavia, if their cargoes were not complete, they were sent across to China by stealth, where they were filled up with goods which were brought on board in great quantities and at a cheaper rate than they could be bought at Taiwan, the difference in the price of silk alone being some eight or ten taels per picul. If time allowed, these vessels returned to Taiwan; otherwise, they were sent direct to their destinations. The principal exports were raw silk and sugar to Japan, the amount of the latter being as much as 80,000 piculs in one year; silk piece goods, porcelain, and gold to Batavia; while paper, spices, amber, tin, lead, and cotton were imported to Formosa; and, with the addition of Formosan products, such as rice, sugar, rattans, deer-skins, deer-horns, and drugs, were exported to China."*

"The Koxinga power dates from 1626, when Chêng Chih-lung, the founder of this remarkable family invaded and took Amoy. It was held by him, his still more famous son, Chêng Ch'eng-kung, "Koxinga," and his grandsons, until 1680, when it fell finally into the hands of the Manchu Government."†

It was during the period of the Koxinga domination that English vessels first appeared in Formosa and at Amoy. The ejection of the Dutch from Formosa by Koxinga gave an opportunity to the East India Company to open up trade with the "King of Tywan." On June 23, 1670, the *Bantam Pink*, accompanied by the sloop *Pearl*, which had sailed up from Bantam, anchored off Anping, in South Formosa. "We were the first foreign ship or junk that has been here since the Chinese Tywanners took it from the Dutch." An agreement was drawn up for the establishment of a factory, by which the English

obtained fairly favourable terms. But the famous freebooter had not much idea of traffic beyond helping himself to such articles as took his fancy, and imposing such exactions as he thought fit. The trade in Formosa did not flourish, but in the factory at Amoy, which appears to have been established about the same time, better results were obtained. "The trade in Amoy was more successful than at Zealandia, and a small vessel was sent there in 1677, which brought back a favourable report. In 1678 the investments for these two places were \$30,000 in bullion and \$20,000 in goods; the returns were chiefly in silk goods, tutenague, rhubarb, &c.; the trade was continued for several years, apparently with considerable profit, though the Manchus continually increased the restrictions under which it laboured. In 1681 the Company ordered

undisturbed in some cases for two centuries. But with the growth of population in Kulangsu, in recent years, it was desirable to remove them to the foreign cemetery. A subscription was raised among the foreign residents, and the inscriptions on the stones were restored. The site of the English factory is not known, not even to tradition. "Slightly to the northward of the Amoy Dock is the wall of the old Dutch factory. Another evidence of the former connection of the Dutch with Amoy is afforded by the triumphal arches, with figures of Dutchmen sculptured on them in relief, standing a short distance beyond the site of the former British Consulate (now the Taoutai's yamen). No very clear history is attached to them, but it is presumed they were erected about 1664, when the Dutch were permitted by special edict to trade with



OLD SPANISH SILVER COINS, DUG UP IN AMOY BY H. F. RANKIN.

(Showing Reverse Side.)

Thirty-three in all, found in an urn in Amoy City at a depth of 30 feet below the surface. Weight equal to that of the present Mexican dollar. Stamped with Castilian Coat of Arms at beginning of the seventeenth century. (Vide "Spanish Coins" in larger "History of Spain.")

their factories at Amoy and Formosa to be withdrawn, and one to be established at Canton or Fuchau, but in 1685 the trade was renewed at Amoy. . . . In 1701 the investment for Amoy was £34,400, and for Canton £40,800. . . . In 1734 only one English ship came to Canton, and one was sent to Amoy, but the extortions there were greater than at the other port, whereupon the latter vessel withdrew. . . . The *Hardwicke* was sent to Amoy in 1744 and obliged to return without a cargo.* Local records of this old trade appear to be non-existent. The only vestige left is the tombstones on Kulangsu, which tell of the foreign sailors who were buried on the island. These graves occupied a corner on the north-east side of the island, where they lay

Chang-chow-fu.** In 1730 the Chinese Government centred all the foreign trade at Canton and only permitted Spanish ships to trade at Amoy. But trade, no doubt, went on intermittingly and clandestinely, and at the beginning of the nineteenth century received an impetus from the sudden growth of the opium traffic. Matters were not put on a regular basis, however, until the whole question of foreign trade in China came to a head in the so-called Opium War of 1841, in which Amoy soon figured as a scene of hostilities.

In 1840 an English man-o'-war was sent here to try to place a letter from Lord Palmerston to the Chinese Emperor, Tao Kuang, in the hands of the Fokien authorities for transmission to Peking. But the Chinese refused to receive the letter, and fired on the

* Davidson: "Island of Formosa," pp. 14, 15.

† Native Customs Quinquennial Reports, 1902-6, pp. 85 seq.

* Williams: "Middle Kingdom," 1883 Ed., pp. 445 seq.

** Treaty Ports of China and Japan, p. 257.

officer and boat's crew sent under the white flag to establish communication with the local officials. In retaliation the *Blonde*, under the command of Captain Bouchier, bombarded the town. But the object of the mission was not accomplished, and the only result of the incident was to imbue the Chinese with the idea that Amoy was a place likely to be attacked, and to cause them greatly to strengthen the defences. When the British squadron arrived in August, 1841, to take possession of the port, it was found that a surprising change had taken place in the fortifications, upon which the guns of the ships made little impression, and the town had to be taken by escalade. The story of the occupation of Amoy and Kulangsu by Admiral Sir William Parker and General Sir Hugh Gough, accompanied by Sir Henry Pottinger, Her Majesty's Plenipotentiary, may be quoted from the contemporary accounts published in the "Chinese Repository" (vol. x., pp. 524, 621):—

"The following was the order of sailing: *Bentlnck*, surveying vessel; *Queen*; *Wellesley*; *Sesostiris*; *Phlegelthou*; *Blenheim*; *Nemesis*; *Columbine*; *Marion*; *Modesle*; seven transports bearing a detachment of the 49th and the whole of the 18th Regiment; six provision transports; eight transports bearing a detachment of the 26th, the 55th entire, with engineers and artillery; *Druid*, wing ship; *Blonde*, wing ship; *Pylades*; *Cruizer*; *Algerine*.

"24th.—At noon, a little to the westward of Breaker Point, the ships making good progress.

"25th.—At noon about seventy miles from Chapel Island, and the order of sailing pretty well preserved by the whole squadron. During the afternoon the wind increased considerably from the south-eastward; at dark, with a strong breeze, the ships ran into Amoy. The whole squadron, however, was not anchored till rather a late hour, in a fine moonlight evening. In taking up her anchorage, the *Columbine* ran foul of the *Wellesley*, not without some serious damage, Mr. William Mailland having been struck with great violence, and others narrowly escaping. Some guns were fired from Quemoy, as the squadron passed. . . . Omitting to attempt to give, for the present, any description of the city of Amoy, we will detail here such facts as have come to our knowledge respecting its defences and their fall, as above noticed.

"On the south side of the island, upon which the city stands, and south from it, was a heavy battery, about 1,100 yards long, and its wall about 14 feet at the base, mounting 90 guns; over against this, in a south-westerly direction, on Red Point, was another battery of 42 guns; nearly between these, but further westward, on the island of Koolangsu, were several other batteries.

"Early in the morning, which was hot and calm, the admiral, general, and plenipotentiary (the staff of each accompanying them) embarked on board the *Phlegelthou* to reconnoitre. They proceeded within range of the long line of guns to the right on Amoy, and of the works to the left on Red Point, taking such positions in their course as to enable them to observe the defences on either hand, as well as those on Koolangsu, where the men were seen engaged adding to their sand batteries.

"A Chinese merchant was sent off in the course of the morning with a flag of truce to the squadron, to ask what might be its object. A demand of surrender was returned by his hands. A junk with a white flag, found afterwards to be owned by Siamese, came in while the vessels were advancing to engage, and

stood on for some time after the action had commenced, seemingly in perfect confidence of being let alone.

"At 1 o'clock the *Queen* and *Sesostiris* stood in for the east end of the long battery, and the *Blonde* with the *Druid* and *Modesle* for Koolangsu. The *Sesostiris* first fired. It was returned. The *Queen* then commenced. The batteries on all sides soon opened. The *Bentlnck* gave the soundings for the *Wellesley* and *Blenheim*, in front of the long battery, distant 400 yards. The Chinese did endure the fire right manfully, standing to their guns until they were shot down by musketry in their rear. The batteries were never completely silenced by the ships' guns, and it is believed they never would have been. It was not till the troops landed that the majority of the men fled. Some were bayoneted where they stood at their guns; and two or three chief officers destroyed themselves—one, strange to say, by walking coolly into the water. The troops landed at several points, and drove all before them. The batteries on Red Point were almost entirely disregarded. By six o'clock the *Modesle* and some of the other vessels were at anchor in the inner harbour. The troops, having passed through the southern suburbs, mounted the heights between them and the chief town, where they bivouacked for the night, and entered the citadel next morning. Thus fell the boasted strength of Amoy.

"The wall of the long battery was found to be a masterly piece of work. When looked at from the sea, it had appeared as a town wall, with sand batteries in front; but instead of this, it was a strong and thick wall of good height, with only small, low gun-ports, and a defence between one gun-port and another of a thick earth battery of equal height with the wall; over each gun-port, too, mud was laid, so as to prevent the striking off of splinters from the stone.

"About one hundred sizeable junks were found in the inner harbour, which is spacious, well-protected, and having good anchorage.

"The 27th, Friday, was occupied by Sir Hugh Gough in possessing himself of the citadel and town. Late in the day, the plenipotentiary and admiral landed, and visited the town.

"Yen Pih-tow, the governor of Fuhkeen and Chekeang, having been for some little time past residing at Amoy, must have been spectator of the fight; but no certain information could be obtained, regarding either him or of Admiral Tow Chin-pew, commander-in-chief of the naval forces of the province. The admiral, it was said, had gone out for a cruise. Yen and Tow are both natives of Canton.

"In course of this day, the body of the officer who had walked into the water was found lying on the beach. If he was actually the person he was stated to be—the tsung-ping—he was the chief in command at the time, having left his usual station at Quemoy to take the place of the absent admiral.

"On the 28th, early in the morning, the plenipotentiary and admiral landed, and went up to Sir Hugh's quarter in the city. Sir Henry visited several of the large buildings in the citadel, and in the course of the day removed with his suite on board the *Blenheim*.

"Here we must close these details for the present, only remarking that the *Druid* 42, *Pylades* 18, and the *Algerine* 10, with three transports and 400 men (being one wing of the 18th and the entire detachment, one hundred and twenty or one hundred and fifty men of the 26th Cameronians) were to remain on Koolangsu, Amoy being evacuated, and the squadron under orders for the

northward, destined it was supposed, for Ningpo, Chinbae, and Chusan." . . . "The capture of Amoy was chiefly a naval operation, and the little that was left for the troops to do was done by the 18th Royal Irish. Scarcely had the fleet on the 26th August taken up their position opposite the batteries of Amoy, when a boat bearing a white flag was seen to approach the *Wellesley*. An officer of low rank was the bearer of the paper, demanding to know what our ships wanted, and directing us 'to make sail for the outer waters ere the celestial wrath should be kindled against us, and the guns from the batteries annihilate us!' The line of works certainly presented a most formidable appearance, and the batteries were admirably constructed. Manned by Europeans no force could have stood before them. For four hours did the ships pepper at them without a moment's cessation. The *Wellesley* and *Blenheim* each fired upwards of 12,000 rounds, to say nothing of the frigates, steamers, and small craft. Yet the works were as perfect when they left off as when they began, the utmost penetration of the shot being 16 inches. The cannonade was certainly a splendid sight. The stream of fire and smoke from the sides of the liners was terrific. It never for a moment appeared to slack. From twenty to thirty people was all that were killed by this enormous expenditure of powder and shot.

"It was nearly 3 p.m. before the 18th landed, accompanied by Sir Hugh Gough and staff. They landed close to a high wall which flanked the main line of batteries, covered by the *Queen* and *Phlegelthou* steamers. The flank companies soon got over the wall, driving the enemy before them. They opened a gate through which the rest of our men entered, and advancing along the battery quickly cleared it, killing more men in ten minutes than the men-of-war did during the whole day; three of our fellows were knocked over, besides others injured. One officer cut his throat in the long battery, another walked into the sea and drowned himself in the coolest manner possible. The enemy fled on all sides so soon as our troops landed. We bivouacked as best we could during the night, and next morning took possession of the city without hindrance. Much treasure had been carried away, the mob leaving only the boxes which contained it. Immense quantities of military stores were found in the arsenals, and the foundries were in active operation. One two-decker, modelled from ours, and carrying thirty guns, was ready for sea, and others were on the stocks. But few war-junks were stationed here, the Chinese admiral being at this time absent with his fleet. During the engagement the *Phlegelthou* steamer was nearly severely handled. She came suddenly opposite and close to a masked battery, the guns from which, having the exact range, opened upon her. Fortunately for the steamer, the water was sufficiently deep to come close into the land. Captain McCleverty immediately landed his men, advanced directly on the battery, and took possession of it, killing a great portion of the garrison. This was a very spirited affair, and attracted universal admiration. . . . A garrison of detachments from the 18th and 26th Regiments, and the Madras Artillery was left at Amoy, with H.M. ships *Druid*, *Pylades* and *Algerine*."

As Kulangsu completely commands the city of Amoy, it was determined to leave a small force on that island, which was capable of easy defence, and not to occupy the town itself. The people in and around Amoy showed very little fear or distrust of the

troops, and found, indeed, that they were rather protectors than oppressors. The pirates of the neighbourhood, who had always been a great scourge, were kept in check, Changchow remained tranquil, and the trade with Formosa was kept up.

Under the treaty signed at Nanking on August 29, 1842, Amoy became one of the five new Treaty ports, and it was stipulated that the island of Kulangsu (as well as Chusan) should continue to be held by Her Majesty's forces until the money payments and the arrangements for opening the ports to British merchants were completed. The question as to which ports should be opened under the Treaty had given occasion for anxious consideration to the British Plenipotentiary; for, outside of Canton, the knowledge of the Chinese coast and the potentialities of the trade-marts was most important. Amoy, however, like Ningpo, was chosen as having been a former seat of European trade.

A Spanish Catholic mission† had been established in Amoy from the early days of the Spanish trade, but the first Protestant missionaries arrived soon after the British taking of the port and installed themselves on Kulangsu. The Rev. W. J. Boone, M.D., and his wife came in 1842, accompanied by Dr. David Abeel. In 1844 arrived the Revs. E. Doty and W. J. Pohlman, and in the same year the London Mission was opened by the Revs. A. and J. Stronach, who had previously worked among the Chinese in Penang and Singapore, and were thus conversant with the Amoy language. These were the pioneers of the fine work which has since been extended to the whole of the province. Several foreign firms opened here in the early forties; of these, Messrs. Tait & Co., opened by Mr. James Tait in 1845, and Messrs. Boyd & Co. and Messrs. Pasedag & Co., opened at about the same time, still survive in the port, though the headquarters of the two former houses are now transferred to Formosa. The chief difficulties at the opening were found to be the poverty of the population and the unproductive nature of the hinterland. These were evils which have always militated against Amoy, and it is only the importance which it gained later on as the harbour and entrepôt for Formosan teas which put it for a time among the larger ports. Another difficulty at the start was the opium ships stationed at Chinchew and Chimmo which acted as competitors with the newly opened port, but these were withdrawn later on and the opium hulks were moored off Amoy Island itself. The British Consul appears to have lived at first on Kulangsu with the garrison and afterwards in what is now the Taoutai's yamen on Amoy; but, as Michie's "Englishman in China" gives a picture of the first British Consulate on Kulangsu, built by Mr. Alcock in 1844, we may presume that the Consul from that time on lived more or less continuously on Kulangsu, and that such premises as were occupied on Amoy were used for office purposes. The first negotiations for a British concession on Amoy took place in 1844, when a site on the sea-shore at E-ming-kang, near what is now the Customs stables, was agreed upon. But the spot was inconvenient and does not seem to have ever been used, and in 1851 the present site was finally settled upon.

Kulangsu was evacuated by the British garrison in March, 1845, after the payment

of the fifth instalment of the indemnity. The British Consul who arranged the evacuation was Mr. (afterwards Sir) Rutherford Alcock, and his interpreter was Harry Parkes, then a boy of sixteen. These two gentlemen, both bearing names famous in British annals in China, rose successively to be British representatives in Peking. Mr. Alcock was only officiating for a few months for Captain Henry Gribble, who held the substantive post and was the first British Consul in Amoy; Mr. George G. Sullivan was his Vice-Consul, Lieutenant Wade, 98th Regiment (afterwards Sir Thomas Wade, British Minister at Peking) his Interpreter, and Mr. Charles Alexander Winchester his Consular Surgeon.

The early days of the Treaty port seem to have gone on quietly enough till the time of the general upheaval in China caused by the Taeping rebellion. The first signs of unrest on the coast were exhibited at Amoy, where on May 18, 1853, a body of insurgents under the auspices of the Dagger—a branch of the Triad Society, and led by Huang Wei, Huang Teu-mei, and one Magay (so foreigners called him, his Chinese name seems to have been Ma-kin) seized the town, the official resistance being of the weakest description. Magay called himself an admiral, but his experience of warfare, naval or otherwise, seems to have been derived from serving the British garrison at Kulangsu with spirits, and from a brief cruise with a renegade Neapolitan in a lorch. The rebels held the town until November, when the imperialist forces regained possession. The insurgents fled away to sea, and many succeeded in escaping to the Straits and Formosa. Magay fled with the rest, but was accidentally shot off Macao. Foreigners did not suffer during this disturbance. They were few in number, and Kulangsu under the protection of British gunboats afforded a safe refuge. The recovery of the city was marked by terrible cruelty on the part of the imperialist forces, who seemed bent on making a wholesale butchery of the population. So horrible were the scenes of slaughter that the foreign residents and a party landed from the *Hermes* and *Billern* intervened to stop the beheading that went on in front of the foreign hong.

The end of the fifties was marked by the Taeping rebellion raging in Mid-China and the second Anglo-Chinese War carrying on its eventful course in the north. But the first reflection in Amoy of these stirring events was the establishment of the foreign Customs in 1862. The opening was carried out under the direction of Mr. Hart, as he then was, now Sir Robert Hart, Inspector-General of the Chinese Maritime Customs, who visited the port early in that year. The first Commissioner of Customs was Mr. W. W. Ward, who remained until December, 1862, when he transferred charge to Mr. George Hughes, who remained in control of the Amoy Customs off and on until March, 1875.

On October 14, 1864, the port was astounded to hear that the Taeping rebels had captured the city of Changchow. The rebellion was supposed to have been simmering out safely away in the north, and the very existence of rebels in the vicinity was unsuspected. A small party had, it appeared, come overland after the fall of Nanking. There was terrible consternation in Amoy, where the Chinese had no means of resistance, and many natives fled the town. The foreigners and their property were protected by the surveying vessels *Swallow* and *Dove*, and by volunteers among the residents themselves. Two more gunboats, the *Janus* and *Flamer*, were promptly sent up from Hongkong, and

assistance also came from Foochow in the shape of H.M.S. *Bustard*, under Lieutenant Tucker, four foreign officers, one hundred men, and two guns of the Foochow Franco-Chinese force under Colonel de Mercy. Owing to the fear that they would have to pay for the maintenance of this small force, the local officials showed the strongest hostility to it, and it was obliged to return to Foochow without having been allowed to accomplish anything. Some sixty foreigners of doubtful character arrived on the scene from Shanghai, Ningpo, and Foochow with a view to joining the rebels. Some of these were stopped by their consuls, but some got through to the rebel lines. Raw levies were raised locally by the Chinese authorities, but no determined efforts were made to oust the Taipings, and had it not been that the movement was in its expiring throes, it would have overcome easily the slender opposition in this district. As it was, however, the rebels remained entrenched in Changchow until April 16, 1865, when they left, unable to resist the disciplined force of eight thousand men brought down from the north.

On May 13, 1865, there arrived at Amoy an American schooner named the *General Sherman*, and among her passengers was one Burgevine, the same who was formerly in command of the disciplined Chinese force at Shanghai, and afterwards a leader of the rebels at Soochow. Burgevine had been deported from China thirteen months before by the United States Consul-General at Shanghai. An effort was made to arrest him here, but he succeeded in getting out of the port and was only seized by the Chinese authorities on May 14th as he was on his way to join the rebels at Changchow. He was handed over to the Chinese general, Kuo Sung-ling, and was subsequently sent down to the Taoutai at Amoy. His fate is somewhat mysterious. A mob of rowdies, led by one of Burgevine's compatriots, went to the *hai-fang-ting's* yamen, where he was supposed to be confined, and broke it open, only to find that he had already been sent away. The Chinese afterwards reported that he had been accidentally drowned by the capsizing of a boat while on his way to Foochow, an explanation which was, apparently, accepted by the American Government. There is no certain record here of where the capsizing took place, but there is a tradition that it was in the strait between the north of Amoy and the mainland.

On March 13, 1865, the British Consul (Mr. W. H. Pedder) accompanied by Mr. Johnston, of Messrs. Tait & Co., Mr. Douglas, a missionary, and Gerard, a storekeeper in Amoy, left in the gunboat *Flamer* to visit the rebels at Changchow. They were hospitably entertained by the rebel leaders, and found five or six foreigners serving in prominent positions among them, under the immediate control of one Rhody, late a colonel and adjutant-general in Colonel Gordon's force. The party brought back with them as a guest, and returned afterwards safely to Changchow, one of the leading rebel chieftains. This worthy was treated with high distinction, and entertained on H.M.S. *Pelorus*, on which vessel a visitor recognised in the distinguished guest his former chair coolie in Hongkong.

With the close of the Taeping rebellion Amoy entered on a peaceful phase, and its history becomes the story of the development of its foreign trade.

TRADE.

The principal article imported by foreign merchants in the early days of the Treaty

† The first Catholic missionaries came in 1589 from Manila, but they were not permitted to remain. Another more successful attempt was made in 1631, from which year dates the establishment of the Spanish mission of the Order of Saint Dominic, which has survived through various vicissitudes and persecutions to the present day.

port was opium, and the chief article of export was Amoy tea. It is a curious fact—pathetic almost, considering that Amoy is the first of the old Chinese tea-ports entirely to lose the trade—that the word *tea* should be derived from the word *te** in the Amoy dialect, and not from the ordinary name for tea in most of the languages of China, which is *ch'a*. The reason no doubt is that tea was first introduced into Europe by the Dutch, who got it from this region. The trade in these staples, with the ownership or agency of the vessels which carried them and other commodities, such as rice, in which a large coasting trade was done, furnished a lucrative business for the merchants of the time. These were the days of the opium clippers, smartly found craft, which, carrying a valuable cargo paying a high freight, and being also the mail boats of those days, could afford a style and equipment not seen later on the coast. These vessels, schooners at first, and later on fast steamers, lasted into the sixties, until the time, in fact, when the opening of the Suez Canal and the establishment of the telegraph cable revolutionised the China trade.

It was not long also before emigration became an important element in the carrying trade. Emigration from this district to the countries of the Malay Archipelago has existed from time immemorial. The unproductive nature of the soil has never been able to provide more than a slender list of exports, and the heavy excess of imports has been balanced by the output of human labour and the savings which those labourers have remitted to their native place. The establishment of steam communication with the Straits gave an impetus to the movement which has since been steadily maintained. The intercourse with the Malay countries has its reflection in the villages near Amoy, where faces of Malay type are seen, and Malay may be heard spoken.

Statistics of trade exist only from the time of the establishment of the Foreign Customs in 1862, from which time on full information is available from the Customs returns and the Consular and Customs trade reports. Space only permits a brief sketch of the subject here. The number of foreign firms engaged in trade was always small, the large establishments probably never exceeding half-a-dozen in number. In 1865, according to the directory of that year, there were three regular Consuls—those representing Great Britain, Spain, and United States—the other Powers having merchants Consuls only. There were two docks (the Amoy Dock Company and the Bellamy Dock), a marine surveyor, eleven "merchant" firms, three medical practitioners, three pilots, two firms of ship-chandlers, and two watchmakers, which, with the missionaries and the Foreign Customs staff, made up the foreign community. In 1862, 394 vessels of 129,677 tons entered at the Customs, the vast bulk of these being sailing-ships. By 1871 the figures had risen to 566 vessels of 215,651 tons. The British flag greatly predominated, and it was followed next by the vessels of the North German States. Imports in 1862 were valued at Hk. Tls. 3,394,816, and exports at Hk. Tls. 1,498,860, the haikwan tael being equivalent at that time to 6s. 8d. By 1871 the figures had become Hk. Tls. 5,730,078 and Hk. Tls. 3,085,889 respectively. The principal imports were opium, cotton yarn,

cotton piece goods, metals, rice, beans, and bean cake (from the northern ports), and exports were chiefly tea, sugar, chinaware, earthenware, paper, bricks, tiles, tobacco, and vermicelli.

The modern history of foreign trade in Amoy divides itself into three periods—the period of the Amoy tea, the period of the Formosa tea, and the period through which the port is now, unfortunately, passing, when the tea trade is extinct and nothing has risen to take its place. In the early days, the export of Amoy tea was quite considerable. Between 1858 and 1864 the exportations varied annually from four to seven million pounds. In 1874-75, 7,645,386 lbs. of Amoy Oolong were shipped to the United States. But the trade did not last long. From 1875 the figures steadily fell away; the quality of the leaf deteriorated so seriously and the tea was so adulterated and so badly prepared that, finally, the American Consul advised his government to forbid the importation. In 1899 the last shipment—31,705 lbs. was made. The failure in quality, the general inferiority of the leaf as compared with the products of Formosa and Japan, and unduly heavy taxation, are the causes of the ruin of this once fine industry.

The failure of Amoy tea, however, did not hit the foreign merchants very hard, for, as it began to decline so the market for Formosa tea began to grow. The Amoy firms had branches in Formosa with a representative or two, but the tea was bought, warehoused and shipped here. This was due partly to the foreign and Chinese merchants having their chief establishments and godowns here, but mainly to the excellence of the harbour and the lack of a suitable haven in Formosa. This trade brought great prosperity to Amoy. The big Pacific liners and many large steamers going to Europe and America *via* the Suez Canal put in to load up with tea, and several small steamers were kept running between Tamsui and Amoy during the season for the tea alone. The great staple brought other business in its train. In 1873 the Hongkong and Shanghai Bank opened a branch here, and, as sugar at the time was also an important article of export, Amoy may be considered to have reached the zenith of its fortunes in the eighties and nineties. In 1880 it was reported that there were 24 foreign firms, of which 17 were engaged in business as general merchants, 4 being agents for banks as well. Many of these, of course, were British-Chinese firms doing business with the Straits. There were 183 native wholesale houses, and 6 native banks. The value of the goods handled by the foreign and native firms was roughly estimated at from \$20,000,000 to \$25,000,000 a year.

But the Formosa tea, like its predecessor, was to have only a brief reign. The Japanese occupation of Formosa quickly brought about a change in the trade. Matters continued much as they were for some years after 1895; but the improvements made by the Japanese Government—the reconstruction of the railway from Taipeh to Kelung, and, above all, the improvement to Kelung harbour—have concentrated the trade entirely in Formosa and dealt what is, apparently, a death-blow to Amoy. The years 1905-6 witnessed heavy diminutions in the shipments of Formosa tea from Amoy; in 1907 hardly any went at all, and there was almost a complete absence of big ships from the harbour.

As tea went, so did sugar. Here, also, old methods had to give place to modern ones. The local sugar was killed by the superior

article prepared and grown under modern scientific methods in Java, and there is now a large importation of Java sugar into Amoy.

At present, therefore, unless the unforeseen happens, it would seem that the career of Amoy as a tea-port is ended. The trade as it now stands has some eleven million taels worth of foreign imports (of which foreign opium accounts for nearly two million taels), and about three and a half million taels worth of native imports; while exports amount in value to nearly three million taels. With the exception of opium, in which a couple of Parsee firms are still interested; oil, case and bulk, which is imported by the two tank installations, the Standard Oil and the Asiatic Petroleum Company; some American flour, and a small amount of piece goods and other sundries, the imports are entirely in native hands, as, of course, are the native imports and the entire exports. Shipping is still in foreign hands, and owing mainly to the tonnage required for the emigration and passenger traffic still constitutes an important interest. The total tonnage employed by the port in 1907 amounted to over two million tons. But so far as the British ship-owner is concerned, his interests have been heavily cut into of recent years by Japanese competition. In 1907, 23 per cent. of the tonnage was under the Japanese flag, and 55 per cent. under the British; a great change from the time, not many years back, when Great Britain had 80 per cent. of the tonnage and Japan was not represented in these waters at all. During the last ten years a small fleet of launches under the Inland Navigation Rules has come into being. These small craft ply between the port and neighbouring towns, among them Changechow and Chinchew, and do a large passenger-carrying trade. Many of them carry a foreign flag, but they are almost entirely owned and managed by Chinese, who somehow or other have managed to acquire a foreign status.

The Amoy of to-day is thus the shadow of its former self. The loss of the tea trade has sensibly reduced the foreign community, and with the tea have gone the attendant industries. To regain its position as an important centre of foreign trade the port must find some productions wherewith to pay for its importations and replace those articles of export which have disappeared. Hope for the future lies in a railway which is now being built, entirely with Chinese capital and by a Chinese engineer, from Sungseu, on the mainland to the west of Amoy, to Changechow. This short line, avowedly experimental, is of interest as the precursor of a proposed large railway scheme, which, it is hoped, will ultimately embrace the whole of Fokien. If any progress is made in railway construction the way is opened for the exploitation of the mineral resources of the province, which are believed to be considerable. Already a beginning has been made in this direction by a Chinese syndicate of capitalists in the An-ch'i district, on ground which is said to contain coal and iron, besides lead, lime, and stone. Other possible lines of development are the application of foreign machinery to the brick and tile industry of Changechow, which thus handled might rise to considerable proportions. A large industry in salted fish might also be established in the port, the materials being all at hand; and there seems no reason why, if undertaken in a scientific manner with the requisite capital and knowledge, tea and sugar plantations should not be re-introduced into South Fokien. The difficulty in these matters is to secure the necessary capital and co-operation. The Chinese have little money of their own

* Pronounced *lay*, as formerly in English, and now in French and German.

"Here, thou, great Anna! whom thrice realms obey,
Dost sometimes counsel take—and sometimes tea."
—POPE.—*Rape of the Lock*.

and are as reluctant to admit foreign capital, as they are unable to handle large co-operative concerns themselves. The gradual enlightenment and education of the people will, we must hope, remove these drawbacks. In the end there seems no reason why Amoy should not rise from its ashes to higher things; but in the light of to-day it would seem that before such a consummation is reached, a generation or two must yet pass away.



MR. P. E. O'BRIEN-BUTLER.

MR. PIERCE ESSEX O'BRIEN-BUTLER, who has been British Consul at Amoy since May, 1906, was born on November 15, 1858, at Twickenham, and was educated in Leipzig, in Germany. He entered the Consular service in 1880, and since 1895 has acted as Consul successively at Chinkiang, Kiungchow,

1890 he resigned his appointment, and for two years engaged in business in the Colony as a stock and share broker. Rejoining the bank's service in 1902, he came to Amoy, at which port and Foochow he has been since that time. Mr. Wallace is an enthusiastic sportsman, and in his younger days was a well-known figure on the football and hockey fields. He won the tennis championship of Hongkong in 1901, and even now devotes as much of his spare time to that game as to his flowers. The garden adjoining his private residence is one of the sights of Amoy, and is recognised as being one of the finest in China.



MR. C. A. V. BOWRA.

MR. C. A. V. BOWRA, Commissioner of Customs, Amoy, is the eldest son of the late Mr. E. C. Bowra, Commissioner of Customs

He also holds the Chinese Third Civil Rank and the Order of the Double Dragon.



C. A. V. BOWRA.
Commissioner of Customs, Amoy.



MR. C. B. MITCHELL.

MR. C. BERKELEY MITCHELL, Capt.-Superintendent of the Kulangsu Police and Secretary to the Kulangsu Municipal Council, has had an active and distinguished career. Born on February 12, 1864, he was educated at St. Olave's Grammar School, Southwark, London, S.E. He served with the Second Battalion Royal West Kent Regiment in Egypt, South Africa, Ceylon, and Hongkong, and had a full share of fighting. He was mentioned in Lord Kitchener's despatches, and among his decorations are the Queen's South Africa medal with three clasps, and the King's South Africa medal with two clasps. After twenty-two years' service he retired from the Army, having then also won the long service and good conduct medals.



MR. H. McDOUGALL.

MR. H. McDOUGALL, M.B., C.M., of Kulangsu, Amoy, was born in Scotland in 1858, and was educated at Glasgow High School and University. After qualifying, he worked for some time at the Great Western Infirmary. In 1882 he came to Amoy as assistant to Dr. (now Sir) Patrick Manson and Dr. Ringer, and has been practising in the town ever since.



MR. A. F. GARDINER.

MR. A. F. GARDINER, of Amoy, was born in Ireland in 1865 and was educated at the International College, Isleworth. For some time he was connected with a prominent London tea house in Mincing Lane and Fenchurch Street. In 1889 he came to China for the firm of Boyd & Co., whom

M M M



BRANCH OF THE HONGKONG AND SHANGHAI BANK AT AMOY.

(Acting Agent, W. H. WALLACE.)

Foochow, and Chefoo. Mr. O'Brien-Butler has also studied law, and was called to the Bar by the Inner Temple, in June, 1895.



MR. W. H. WALLACE.

MR. WALLACE has taken the greatest interest in public affairs during his residence in Amoy, and now holds the position of chairman of the Municipal Council. Born in London in 1861, he was educated at Dedham Grammar School, Essex, and at the early age of seventeen accompanied an orchid-hunting expedition to South America. On his return he devoted some time to the study of botany, and one of his chief hobbies now is the cultivation of flowers. In 1882 Mr. Wallace entered the service of the Hongkong and Shanghai Bank in London, and two years later was sent to the Hongkong office. In

at Ningpo and Canton. He was born at Ningpo, in 1869, and was educated at St. Paul's School, London, returning to China in 1886 upon appointment to the Customs service. He was a Student Interpreter at Peking, and has been stationed at various ports during his career. He became Acting Commissioner in Newchwang in 1899, and while in office there defended the Customs and commanded the Newchwang Volunteers during the Boxer troubles of 1900. Four years later he was promoted full Commissioner after having been in charge of the Customs for three years during the Russian occupation of the port. In 1905 he was appointed to Amoy. Mr. Bowra is a barrister-at-law of the Inner Temple, and has written several articles on Chinese subjects besides contributing officially to the various Customs publications. He is fond of riding and tennis. Among his decorations are the British China Medal, 1900, and the French Colonial Order of Cambodia.

he represented in Taipei (Formosa) from 1891 to 1901. Just after the arrival of the Japanese in the island he was made British Pro-Consul there, a post which he held for some little time. He returned to Amoy on behalf of Messrs. Boyd & Co. in 1901. Mr. Gardiner was an enthusiastic oarsman in his younger days, and has represented the Twickenham Rowing Club at Henley.

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CAPTAIN H. BATHURST.

CAPTAIN H. BATHURST, who now combines the duties of a surveyor and pilot, and is also a representative of the Merchant Guild

nations of the Far East, his name was brought into great prominence. Although the Chinese had ceded Formosa to Japan, the Chinese governor and general of Formosa refused to hand the island over to the enemy, and a great battle was fought. The Japanese were victorious, but they lost some thousands of men, and the Chinese General Lai Yung Fu managed to escape with some 1,400 to the *Thales*. Captain Bathurst narrates, in glowing terms, how the morning after leaving Anping the Japanese cruiser *Yaeyama* overtook him, and insisted upon thoroughly searching his ship. Protests and repeated references to the British flag, however, enabled him to complete the remaining 16 miles to Amoy without further interference, although two

the Foochow, Amoy, and Swatow districts, has spent by far the greater part of his life abroad. Born at Bury St. Edmunds in 1876, he received his early education at Eastbourne, Sussex, but at the age of eleven he went to Canada. He subsequently entered the service of the Hudson Bay Company, and remained in the Dominion altogether for fourteen years. In 1901 he joined the Insurance Company at Shanghai. Of the stability and soundness of the enterprise with which he is now connected there can be no question. So much Chinese capital is invested in the Company that quite recently the Shanghai Chinese Chamber of Commerce solicited, and were granted, an examination of the books. After a careful survey they



THE KULANGSU MUNICIPAL POLICE, AMOY.
(C. BERKELEY MITCHELL, Superintendent, in centre.)

of Liverpool, at Kulangsu, Amoy, has had an interesting career. Born in Rochester in 1859, he was educated at the Mathematical School in that city. At first ambition led him to choose journalism as a profession, and he was apprenticed to the *Rochester and Chatham Journal*, but, soon becoming desirous of a more adventurous career, he went to sea. His first experience of a sailor's life was obtained in sailing ships, but later he secured various posts on steamers. He was in command of a steamer trading in the China Seas during the Franco-Chinese War of 1886, and, when in command of the British ss. *Thales*, he saw a good deal of the grim side of the Chino-Japanese War. Indeed, in connection with one stirring incident in this struggle between the two

Japanese officers were left on board to pick out the men they wanted. On reaching Amoy the Chinese general and some of the refugees made good their escape over the side of the ship. In after years General Lai Yung Fu, while still in seclusion and retirement, wrote in pathetic terms expressing his sense of indebtedness to Captain Bathurst. It is worthy of record, too, that the Marquis of Salisbury, with promptitude, secured the dismissal of the Japanese officers responsible for the delay of the British ship.

✿

MR. C. J. FARROW.

MR. C. J. FARROW, manager of the China Mutual Life Insurance Company, Ltd., for

expressed themselves fully satisfied with the accounts, and gave it as their opinion that the Company was well able to carry through any contracts into which it might enter.

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MR. LIM NEE KAR.

MR. LIM NEE KAR, holds a very prominent place in the social and commercial life of Amoy. He has gained many distinctions from the Government, and is now accounted one of the richest men in China. Born in Pangkio, Taipei, Formosa, in 1874, he was educated privately, and at an early age assisted his father, Mr. Lim See Fu, who was Chinese minister in the island, in the



THE DRY DOCK.

THE NEW AMOY DOCK COMPANY, LTD.

BOILER SHED.

[See page 826.]

management of his rice estates and gold mines, and in prospecting expeditions into the interior. After the Japanese War the family came to Amoy, and here Lim Nee Kar assisted his father to establish four banks, as well as one each in Hongkong, Tientsin, and Shanghai. The death of Mr. Lim See Fu took place in 1905, after which his son took charge of all the businesses. Success followed success. He has visited the Throne at Peking, and was granted a title equal in rank to that of an ambassador, and carrying with it the privilege of petitioning the Throne in person. Amongst the many positions he has held as a prominent man of business may be mentioned the chairmanship of the Chinese Chamber of Commerce, to which he has been elected three times. In 1906 he

THE HOPE AND WILHELMINA HOSPITALS.

As early as 1842 medical mission work was begun in Amoy, and to-day the outward and visible signs of its activity are to be seen in the two useful and commodious institutions which stand on the island of Kulangsu. The Hope Hospital was opened in 1898, the money for its erection having been collected amongst Hollanders in the United States through the instrumentality of Dr. Otte. Up to the end of 1906, 85,758 in and out-patients were treated, 4,865 operations were performed, and 21 medical students received instruction at the institution. The Wilhelmina Hospital for women was built, and continues to be supported, by friends of the work in the Netherlands, and has been of inestimable

the Anglo-Chinese College was taken over in 1900 by Dr. A. H. F. Barbour, of Edinburgh, on behalf of the English Presbyterian Church and London Mission, as a new departure in their work among the Chinese at Amoy. The present principal entered upon his duties in 1900, and had, at the commencement, fifty students under his charge. The school buildings were purchased by Dr. Barbour in 1901 for \$15,000, and the adjoining boarding-house was erected with money collected by teachers, parents, and students, at a cost of \$5,000. Each of the nine class-rooms will accommodate upwards of forty students, and the lecture-hall will seat 350 persons quite comfortably. The special class-rooms for chemistry and physics have been splendidly equipped through the kind help of



THE RESIDENCE OF LIM NEE KAR.

was asked by the Government to establish the Sin Yong Corporation Bank, and, at the present time, he is a director of the Fokien Railway Company; superintendent of the Amoy Telephone Company; chairman of the Shanghai Hwatong Marine and Fire Insurance Company; and auditor of the Taiwan Bank in Amoy. At the time of writing he is using every effort to secure the construction of some efficient waterworks on the island. He is a great believer in the advantages of a European education, and his sons, who are now studying under a European governess, show every promise of developing intellectual faculties similar to those which have characterised their father and grandfather.

benefit to the district since it was opened in March, 1899. Dr. J. A. Otte, M.A., M.D., who has charge of the hospitals, was born in Flushing, Holland, in 1861, and when five years of age went to America, where he was educated at Hope College and at the University of Michigan. He came out to China at the beginning of 1888, and was for seven years at Sio-Khe, a place 60 miles in the interior, where he built the Neerbosch Hospital. He speaks Chinese fluently. At the Hope and Wilhelmina Hospitals he has a European nurse, and a Chinese assistant.



ANGLO-CHINESE COLLEGE.

STARTED in 1898 as a Christian educational establishment for residential and day students.

Dr. Barbour and other friends, and here the accommodation is sufficient to enable thirty scholars to receive instruction at one time. The school is divided into two departments—junior and senior. The junior section is equivalent to the elementary school in Great Britain, while the senior is equal to the home collegiate standard, having, according to the bent of the students, a commercial or a science course. The commercial course comprises letter-writing, book-keeping, shorthand, and typewriting; while the science course embraces zoology, chemistry, physics, geology, astronomy, and mathematics. Music and drill—military and physical—are taught, and sports are encouraged.

The teaching staff numbers sixteen, and comprises two trained English masters, one voluntary English master, six Chinese teachers





AMOY ENGINEERING COMPANY, LTD., KULANGSU, AMOY.

[See page 827.]

GENERAL VIEW OF WORKS.

THE BOILER SHED.

THE TURNING SHOP.

THE FITTING SHOP.

MR. E. D. EDWARDS, Managing Director and Superintendent,
and his Comrades.

Digitized by Microsoft

of English, and seven Chinese teachers of Chinese. The students come from Formosa, Manila, Swatow, Singapore, Rangoon, Foochow, and neighbouring towns in the Fokien Province, and are usually the sons of Man-

building, erected in 1902, affords accommodation for six hundred day pupils, and two hundred boarders. The situation is high and healthful, and easily accessible from both the city and the harbour. The rooms

open to those who have completed the grammar course, and requiring from two to three years to complete; and the Chinese course, equivalent to that required for middle schools by the Chinese educational Board, to be taken independently of, or conjointly with, the English courses. Mr. Charles J. Weed, the superintendent, has obtained considerable academic distinction. He was born in 1870, in Wisconsin, and was educated at public schools in Iowa and Oregon, at McMinnville College, and at Portland and Willamette Universities. After successfully taking the graduates course, he came to China in 1900, to take up his present appointment.



THE HOPE AND WILHELMINA HOSPITALS, AMOY.

darins, merchants, and literati. The expenses of a resident student are roughly \$100 per annum, and last year 216 were enrolled.

The immediate aim of the school is to give a liberal English and Chinese education, while its ultimate object is to teach the students to think and study for themselves, to inspire them with a keen sense of right and wrong, and to develop their spiritual instincts along broad Christian lines. In these directions much success has already been achieved, and Mr. Rankin and Mr. H. J. P. Anderson, M.A., the vice-principal, may be relied upon to see that there is no falling away from the high standard reached.

Mr. Hugh Fraser Rankin, F.S.A. (Scotland), F.E.I.S., was born in 1868 at Garthlick, Inverness-shire, Scotland, and was educated at Moray House College and at Edinburgh University, where he was medallist in science and honoursman in education and engineering. He went to Singapore as principal of the Eastern School in 1896, and four years later took up his present post at Amoy.



TUNG WEN INSTITUTE.

THE Tung Wen Institute was founded in 1898 by Mr. A. Burlingame Johnson, the American Consul at Amoy, and six wealthy Chinese merchants. The object of the school is to provide the Chinese with an opportunity of acquiring a thorough knowledge of the English language, a sound business education, and elementary instruction in the sciences. Religious teaching of all kinds is prohibited, and a respectful toleration of the various beliefs is insisted upon. The

are large, cool, and well lighted. Three regular courses of study are offered—the grammar course, requiring from four to six years to complete; the advanced course,

THE NEW AMOY DOCK COMPANY, LTD.

THE prosperity of a seaport depends in no small degree upon the efficiency and capacity of its dock accommodation, and in this respect Amoy is exceedingly fortunate. The dock owned by the New Amoy Dock Company has been in existence since 1858, but the Company, as at present constituted, was floated in 1892, being registered in the British Colony of Hongkong with a subscribed capital of \$67,500. Messrs. Robert Hunter Bruce and William Snell Orr, who have now retired, were the two leading spirits in the formation of the Company and were the first directors. Since that time nearly \$100,000 have been invested in new machinery and upon improvements to the property, so that now orders can be executed with much greater despatch than was possible formerly. The Company carry on the business of marine, mechanical, and electrical engineers, shipbuilders, boiler-makers, and iron and brass founders. They possess a well-constructed granite dry dock, capable of taking vessels up to 310 feet between perpendiculars; machine shop, foundry, boiler



THE ANGLO-CHINESE COLLEGE, AMOY.

(H. F. RANKIN, Superintendent.)

shed, smithy, and carpenters' shed, equipped with modern machines; and a 20-ton crane on the sea-wall for the handling of heavy substances. Among the machines in constant use are a plate-rolling machine, capable of rolling plates up to 18½ feet; a punching and shearing machine, which can take 1½ inch plates; and some up-to-date lathes, upon one of which the largest tail-shaft can easily be manipulated. In the foundry it is possible to make castings up to five tons, so that, with its present permanent staff of two hundred competent artisans, the Company can undertake practically any repairs which shipping may demand. In case of emergency extra hands are easily procurable.

The present board of directors comprises Messrs. Tait & Co., the general managers, Messrs. Fred B. Marshall, Wm. Wilson, A. F. Gardiner, and Wm. Kruse, members of the consulting committee. The Company has been fairly successful, from a financial point of view, from the start, and its future prosperity seems to be assured. There is no doubt that the establishment is a credit to the small port of Amoy, and a boon to the shipping. All the work undertaken is superintended by the able and energetic manager, Mr. Robert W. Black, an engineer possessing a wide and varied experience.

THE AMOY ENGINEERING COMPANY, LTD.

CHINESE capital controlled and worked by a thoroughly well-trained and experienced Britisher is the combination that has placed the Amoy Engineering Company, Ltd., of Kulangsu, Amoy, in such a prominent position. The undertaking was registered in Hongkong, in 1893, as a limited liability company, with a capital of \$30,000. The Company build and repair launches, repair steamers in harbour, and do general engineering work in all its branches, with the exception of making castings over 10 cwts. in weight. Their slip for building launches, tugs, &c., is upwards of 110 feet in length, and their patent slipway extends from the works to a distance of 290 feet, most of which is under water. They have, also, a double-power capstan, and sheers capable of raising anything up to ten tons. The turning and punching machines are of the best, and in first-class condition. The firm's boast that it is capable of fulfilling almost any obligation it may be called upon to undertake is, therefore, not without justification.

The managing director and superintendent of the works is Mr. J. D. Edwards, an Irishman, who was born and educated at Greenock. He was apprenticed to marine engineering with the firm of Steele & Co., in that town, and on the completion of his articles went to sea. In 1882 he joined the well-known Eastern firm of Douglas Lapraik & Co., but resigned his position in 1902, in order to establish the Amoy Engineering Company. Mr. Edwards is a well-known figure on the China coast; he took an active part in quelling the Boxer disturbances and gained a medal for his services.

THE STANDARD OIL COMPANY OF NEW YORK.

A LARGE and important business, under the direction of Mr. L. I. Thomas, the manager, and Mr. Morley, the assistant manager, is carried on at the local branch established by this Company. Their tanks are capable of

holding 1,750,000 gallons. The chief trade is done in American kerosene oil, paraffin wax, mineral oils, and naphtha from America.

MESSRS TAIT & CO.

THE firm of Messrs. Tait & Co., which carries on a general import and export business in many parts of the East, was established in Amoy in 1845 by Mr. James Tait. The founder of the house died some time back, but others have been taken into partnership and the business has developed gradually year by year until now its ramifications extend from China and Formosa to Japan, branches having been established in North and South Formosa, Yokohama, and Kobe. The firm acts as agent for the Chartered Bank of India, Australia, and China, the Peninsular and Oriental Company, and the North British and Mercantile Insurance

they have, of course, a branch at Amoy, which has sub-agencies in the inland towns of Chwan Chew and Cheang Chew, where every effort is made to give policy-holders any assistance they may require. The Company are making arrangements now to provide accommodation for their Chinese clients who may be travelling through the port, and they will shortly start a policy-holders' school in Amoy, to which all who are insured in the Company may send their children to learn English. The general agent is Mr. Fred Heyte, who was born in Antwerp in 1869 and came to China in 1904, joining the Company two years later. The collecting agents in Amoy are Messrs. Douglas Lapraik & Co.

THE FOKIEN DRUG COMPANY, LTD.

THE Fokien Drug Company, Ltd., of Kulangsu, Amoy, is an amalgamation of several



TUNG WEN INSTITUTE, AMOY.
(CHAS. J. WEED, Superintendent.)

Company. The special feature about this firm is that all its members speak the local dialect, and thus are able to conduct their business direct with the natives, without the aid of compradores. The present proprietors are Messrs. F. B. Marshall, W. Wilson, and R. N. Ohly. Mr. Wilson is a member of the Kulangsu Municipal Council and is on the committees of several governing bodies.

THE SHANGHAI LIFE INSURANCE COMPANY, LTD.

INSURANCE business has extended rapidly in numerous directions during recent years, but few companies have so wide a sphere of activity as the Shanghai Life Insurance Company, Ltd., who, in their desire to offer every possible advantage to their policy-holders, appear sometimes to encroach almost upon the domain of philanthropy. As their name implies, their head office is at Shanghai, but

wholesale druggists. The combine was formed in March, 1906, and was registered at the Chamber of Commerce, Peking, with a capital of \$56,000. The Company are wholesale import and export druggists, general store-keepers, dealers in piece goods, wines and spirits, photographic chemicals, stationery, fancy and toilet goods, &c. They are also commission agents, and export a considerable quantity of articles manufactured locally. The directorate is an influential one, and the committee includes Messrs. Yap Cheng Ho, S. P. Yin, Lim Leong Eng, Tan Tian Un, Lim Chong Siu, Ng Sit Teng, and Wong Teng Sing. The managing director is Mr. Lim Ui Sian; the secretary, Mr. Cheong Eng Soon, M.D., Chinese diploma; the treasurer, Mr. Liao Yat Hoat; the dispensers are Messrs. Ng Gi Hu and Sih Kun Eng; and the chief clerk is Mr. Liao Chiau Hi.

THE CENTRAL DISPENSARY.

MR. C. WHITFIELD, of the Central Dispensary, Kulangsu, Amoy, was born in Amoy in 1864. While quite young, however, he went to the Straits Settlements, and was educated at the Raffle's Institute, Singapore, returning to China at the age of twelve. In a few years

he joined the China Hospital, Amoy, under Sir Patrick Manson. Afterwards he was connected with the Seaman's Hospital, Kulangsu, Amoy, and, at the same time, took charge of the dispensary of Dakin Bros. Here he remained for twelve years, and received a testimonial of efficiency. Through unforeseen circumstances, the branch was suddenly

placed in his charge. He gained further experience during two years' superintendence of the Tong Chong Dispensary, now the Fokien Drug Company, Ltd., and then, in 1898, opened the Central Dispensary, which is also a general store, where wines, spirits, tobacco, and fancy goods are sold.

**PASEDAG & CO.**

THIS general import and export business was established in Amoy, in about 1850, by Mr. C. R. Pasedag. Since that time its operations have been extended in a number of directions, and the present partners, Messrs. A. Piehl and B. Hempel, carry on a large coal trade, and are agents for the Asiatic Petroleum Company, and the Norddeutscher Lloyd, the Hamburg-Amerika, the Nippon Yusen Kaisha, and the British India Shipping Companies.

**THE NEW AMOY HOTEL.**

ONE of the best little establishments of its kind to be found on the coast of China is the New Amoy Hotel, Kulangsu. The rooms are spacious and comfortably furnished. A visitor can enjoy a game of billiards and rely upon his comfort being attended to in every possible way. Mr. F. H. Lucassen, the proprietor, was born in Emden, Germany. At the age of twelve he went to sea and served in British and American vessels trading in Chinese waters. He went through his training in the German Navy from 1876 to 1878, and then, returning to China, took his chief officer's certificate in Hongkong. Afterwards he traded up and down the coast until, in 1884, he entered the Imperial Maritime Customs service. He resigned in 1891 in order to join the Shell Transport and Trading Company, with whom he remained for nine years, at the end of which time he opened the New Amoy Hotel.



THE NEW AMOY HOTEL.
(Proprietor, F. H. LUCASSEN.)





SWATOW.



SWATOW, or Shan-tau, one of the ports thrown open in 1860 by the Treaty of Tientsin, lies at the main mouth of the River Han, which is here about a mile wide, and forms the entrepôt and harbourage for a rich and flourishing hinterland, of which the ancient capital is Cha'o-chow-fu. In its setting of rush-covered, sandy dunes, valleys laden with orange trees, crags in wild disorder, and distant, venerable mountains, Swatow is rightly named "the beautiful," and its climate, removed from either extreme of heat or cold, is healthful and invigorating.

The trade of the port was originally carried on by sailing vessels, which had to pay a hundred dollars per mast each time of entry—a profitable source of revenue when it is remembered that in the early days the harbour often gave shelter to as many as fifty sailing ships. The first steamers to touch at Swatow were those of the Douglas and Peninsular and Oriental Companies, which scheduled three sailings a week from Hongkong for Swatow, Amoy, and Foochow. In course of time the Peninsular and Oriental boats were withdrawn from the run, but for upwards of fifty years the Douglas Company have maintained a regular service, though latterly they have had to face strenuous opposition from the Japanese.

The former prosperity of Swatow depended largely on the sugar industry. Fleets of native junks and numbers of foreign steamers came into port from Newchwang laden with bean cakes as manure for the cane plantations, which extended for hundreds of miles around, and everybody and everything lived more or less directly by and on sugar. Now, however, Javanese, Hongkong, and heavily subsidised Japanese sugars have practically driven the local product from the market; the industry is dead, and all the factories are closed. The tea industry has also dwindled to insignificance, and an attempt to introduce flour-milling was speedily frustrated by competition from Hongkong. But, nevertheless, the trade outlook is hopeful. There is a steady appreciation of land values, which may be taken as an indication that Swatow is slowly realising its destiny as a great emporium, with ever-extending railway com-

munication, and a growing steamer service along the great trade routes of Eastern commerce. The decline of the former staples has already in some measure been balanced by an enormous development along other lines of industry, thanks to the wealth brought, or remitted, to the country by Chinese coolies, who have emigrated to the Malay Peninsula and elsewhere, and found prosperity. The extent of the coolie emigration from Swatow may be gauged from the latest available figures for one year, which are as follows:—To Hongkong, 12,876; to the Straits Settlements, 52,678; to Sumatra, 8,971; to Bangkok, 46,246; and to Saigon, 5,786. The coolies are sent as "assigned servants" to the agents of large Chinese sugar, rice, rubber, indigo, tobacco, fruit, and other planter in the respective countries; and there can be little doubt that this traffic, in spite of its repulsive local sobriquet, "the small pig trade," is not without advantage to a district where, owing to over-population, infanticide is of common occurrence.

The manufacture of pewler-ware, earthenware, coarse paper, and drawn-lace fabrics has received considerable impetus, while, in addition to limited quantities of sugar and tea, fans, grass-cloth, indigo, oranges, jute, bamboo-ware, oil, tobacco, eggs, tinfoil, vermicelli, macaroni, &c., are exported. Imports, *via* Shanghai and Hongkong, consist principally of cotton and woollen textures, American flour, wheat, cotton yarn, kerosene oil, metals, opium, ramie fibre, rice, beans, bean cake, matches, &c. The net value of the trade of the port coming under the cognisance of the foreign Customs in 1906 was Tls. 43,159,013, as compared with Tls. 47,048,050 in 1905, and Tls. 49,280,786 in 1904. Quite a feature of the commercial activity of Swatow is the extraordinary enterprise of the Japanese, who since the war have overrun the country and have made their way into almost every department of trade.

The population of Swatow, estimated at about 35,000, contains an increasing percentage of Europeans and Japanese, and quite a city of detached villa residences, each with its trim garden, is springing up, and finding its way through the older parts of the town—a marvellous change since the days, less than half a century ago, when the

foreigner was strictly forbidden entrance to Swatow, and had to remain for safety on Masu, or Double Island, lying just inside the river mouth about four miles below the port. On the shore opposite Swatow, at the foot of a range of rugged heights, lies the settlement of Kak Chieh, where the British Consul and a few other Europeans reside, but with this exception all the foreign houses and representatives conduct their business in the town itself. Various schemes of reclamation have been undertaken, and in this way about 21½ acres have been added to the available building land. It is interesting, and, indeed, curious, to remark that in Swatow and the surrounding district no bricks are used in the construction of the houses, the substitute being a form of concrete into the composition of which a peculiar local clay, in admixture with oyster-shell lime and water, enters largely. This material hardens into a solid wall, and appears to last quite as well as the bricks so generally used in other parts of China.

The local government of Swatow and the surrounding district is vested in the Taoutai, a high Chinese official, who resides in the Yamèn, or Court-house, at Cha'o-chow-fu. The present holder of the office, recently arrived in the district, is a man of action, and under his supervision the local police, who were formerly under mercantile administration, have been brought to some state of efficiency, and much better order prevails in the towns than formerly. Assisting the Taoutai are the Chief of Police; the Tung Hi magistrate, who settles the disputes among natives, and metes out punishment in Swatow; and the Chow Yang magistrate, who deals similarly with Kak Chieh, and the district on the southern shore.

There is a fairly large staff of Customs officers attached to Swatow, and they are usually fully employed, as the number of vessels entering and clearing the port is increasing year by year. For many years the Customs Department had to perform their functions and live on Double Island, and it was only after exterminating a couple of hundreds of desperadoes, rowdies, and fanatics, that they succeeded in occupying the present site on the mainland. New Customs offices are now being built on a portion of the reclaimed land. The yearly duty collected

by the Imperial Customs at Swatow amounts approximately to Tls. 1,500,000.

There are three post offices—the German, the Imperial Japanese, and the Imperial Chinese; the latter, which is under European supervision, is the best managed. New post offices are being constructed, and, near them, examination halls and quarters.

Petroleum Company, Limited (which absorbed the Shell Transport and Royal Dutch Companies, established in Swatow for many years), and the Standard Oil Company. Both are doing a thriving business. On the other hand, the sugar refinery erected at Kak Chieh, by Messrs. Jardine, Matheson & Co., Ltd., was closed, partly on account of the dis-

in 1870. There is now a centre in Chao-chow-fu. The Mission has a theological college at Swatow, a high school for boys, with room for forty scholars, and a high school for girls, with accommodation for about sixty. Dr. Lyall has charge of a general hospital, and Dr. Beath of a women's hospital; and there is also a book shop in connection with the Mission. The element of commercialism so often deplored in relation to mission work is entirely absent, as the Mission is self-supporting.

There is also an Anglo-Chinese college, named the "To Chiang," after the river. It was built entirely with Chinese capital, subscribed by merchants in Swatow, half of the sum of \$40,000 being given by Mr. Chen Yu Ting. It was commenced in 1905 and completed in the following year, affording accommodation for one hundred scholars. It is under the control of the English Presbyterian Mission.

There is also a branch of the Mission Catholique, under the Rev. Fr. Douspis; while on the Kak Chieh side the American Baptist Union has an establishment.

There are no temples in Swatow of any age or interest, except, perhaps, the large temple, dedicated to the Virgin Mary, on Double Island.

Austria-Hungary, Belgium, France, Germany, Great Britain, Italy, Japan, the Netherlands, Norway, and the United States have Consular representation in Swatow.

There are two clubs, each provided with a billiard room and library. The Swatow Club has two tennis courts, while that at Kialat, on the opposite side of the river, has a fine bowling alley. The use of these clubs by members' wives on certain afternoons for their "at homes" adds much to their value in the social life of the community.

CHAO-CHOW-FU.

CHAO-CHOW-FU, the provincial capital and seat of local government, is easily reached from Swatow, the journey of 24½ miles being covered in an hour and a half. The railway was constructed by Japanese contractors for a syndicate of Singapore Chinese, with a capital of \$2,000,000. Work was begun in 1904, and the line was opened for traffic on November 25, 1906, though as yet no freight is carried. The engines and rails are of American make, but the carriages, like the working staff, came from Japan. The line lies through charming scenery—orange groves, rice-fields, and tobacco plantations, interspersed with bananas, persimmons, and other vegetation, succeeding each other in pleasing panorama.

Chao-chow-fu, which is 6½ li in length and 3 li in breadth, and is surrounded by high moss-grown walls, pierced at intervals for cannon, has a population estimated at about 120,000 inhabitants.

The Roman Catholic Church, a majestic pile, completed in 1905, rears its lofty spire near the railway station, and is one of the first objects to arrest attention. It bears solid witness to the perseverance of the sturdy priests, who, after years of unremitting toil and endless trouble, succeeded in erecting it upon the site of what was once a stagnant pool of water.

The narrow streets of the poorer part of the town teem with life, human and animal. They give place to more spacious quarters, where attractive-looking shops display a wealth of foreign goods of all descriptions, and beyond are walled lanes leading to charming residences.



TEMPLE OF KWANGIN.

There are no public works at present, though a waterworks scheme has been projected. An electric lighting plant was at one time installed by private enterprise, but, owing to dispute amongst the directors upon the subject of finance, the plant was closed down after working only four months.

Among the largest commercial undertakings are those of the Royal Dutch and Asiatic

favour into which Swatow sugar fell, and partly owing to the heavy taxes imposed by the Government. It remains to this day known as the "white elephant" of Swatow.

The religious and educational institutions of the district are doing useful work. A branch of the English Presbyterian Mission was established in Amoy in 1847, and it was extended to Swatow in 1857, and to Formosa

There are many sights of interest. A swinging bridge of boats across a branch of the River Han leads to the famous Han San, a mountain looming green and high, with bamboo groves and clusters of ferns on its sides. Here is situated the ancient temple of Han Kung Tze, dedicated to the manes of Han Boon Kung, a sage and philosopher, who flourished under the Tung dynasty. There are some classic inscriptions on the massive granite slabs, and with great difficulty impressions of them have been obtained for inclusion in this work. The temple is now a Government school: the idols have been removed, and in the stately halls sit young lads imbibing from foreign teachers the wisdom of the West.

The great Buddhist temple of Kwanyin, the goddess of heaven, is situated in the heart of the city, its gate guarded by four huge monsters, hideous of mien, and grotesquely carved. Worshippers chew paper, and throw the pellets at the bodies of these monsters, fully believing that luck will follow if the pellets stick. The image of the goddess, of cunning workmanship, is secluded by embroidered hangings and gilded screens, and high up in the mystic rafters hangs an enormous bell of full and silvery tone. A kitchen, erected four hundred years ago, contains seven huge iron pots and cauldrons, wherein former generations of monks boiled their rice and water.

The mountain Kam San may be reached in chairs, and from the summit, approached by steps, an enchanting view unfolds itself. What is now a Government high school, in the neighbourhood of the mountain, was at one time occupied by General Fong, who, though himself a sybarite of the first order, maintained such perfect discipline in the district by culting off the heads of thousands of malefactors that his name has become a by-word for justice and cruelty. The mountain is strongly fortified; nests of modern guns being concealed under evergreens and waving banana trees.

The Sai Fu temple is renowned for the deep cuttings in the solid rocks, containing, in addition to the usual moral maxims of Confucius, a number of pieces of poetry made and cut by amateur poets, inspired by the genii of the mountain and the compelling beauty of the surroundings.

A short distance to the north of the city are located the widely known hot and cold mineral springs of Jao Ping, accessible in a few hours either by chair or boat. The journey from Cha'chow-fu occupies seven or eight hours, and the traveller is well repaid by the beauty of the scenery in the neighbourhood of the springs. The waters are charged with sulphur, soda and other minerals and with natural carbonic gas, and have valuable therapeutic properties. The town of Jao Ping itself is without much interest, its inhabitants, for the most part, being engaged in agriculture.

HIS EXCELLENCY WOO SHU.

His Excellency Woo Shu, the Taoutai of Chao Chow, was born in the Yunnan Province of China in 1860. Educated at Peking, he secured the highest degree of the Chinese Imperial Academy (Han Lin Yuen Phien Shui). He was appointed Censor of Peking and Judge of the South Gate, and was afterwards promoted to be Censor for informations and Memorialist of the provinces of Kiangnan, Shanlung, Kweichow, and Chihli. Then he became Chief Examiner's Assistant and

Censor of the Punishment Department of Peking (Chi Su Chong), and in May, 1906, was appointed by imperial decree to be the Real Incumbent of the Hui, Chao, and Chia Prefectures and Districts, and Taoutai of Swatow. Arriving in Canton in November he presented himself to the Viceroy Chou and was asked to act temporarily as Taoutai

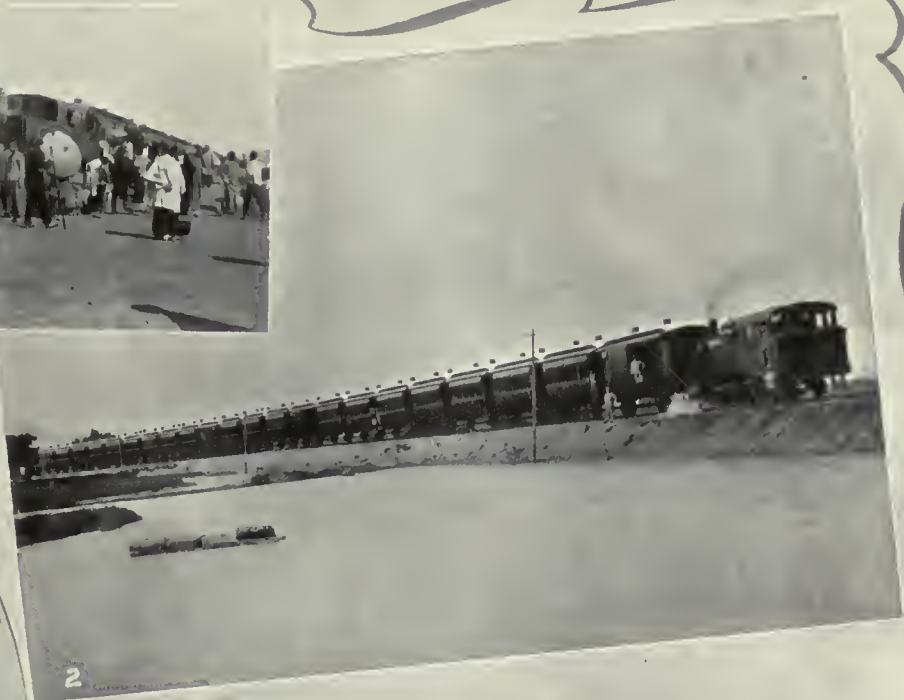
the duties of the post to which he had been originally appointed by imperial decree. He is now the highest Chinese authority in the prefectures and districts under his control. Owing to his careful supervision, the police force in Chao Chow and Swatow, which was formerly under mercantile administration, has been brought to a high standard of efficiency



HAN SAN AND VICINITY.

at Kau, Lui, and Yang Prefectures. While still in this office he was invited to serve temporarily as Taoutai of the Chung Yai Prefectures, but, owing to urgent affairs in the Kau, Lui, and Yang districts, he could not take up this appointment and, being recalled to Canton, he was Acting Provincial Treasurer and Financial Commissioner for three months, after which he entered upon

His Excellency has recently issued a proclamation to the newly organised police force of Swatow to level the roads and reconstruct a bridge for the convenience of the carriages plying from the Chao Shan railway station to the town of Swatow. He is also organising a Clearing Thoroughfares Department, and is engaged upon several other important and necessary reforms. He is a straightforward,



CHAO CHOW AND SWATOW RAILWAY COMPANY, LTD., SWATOW.

- 1. THE OPENING CEREMONY.
- 2. ONE OF THE COMPANY'S TRAINS.
- 3. SWATOW STATION.
- 4. ENGINE SLEDS.
- 5. H.E. CHEONG YUK NAM (Managing Director-General).



HIS EXCELLENCY WOO SHŪ,
Taoutai at Chao Chow.

clear-minded Chinese official possessing the administrative ability and practical knowledge requisite for carrying his schemes into effect.

MR. P. F. HAUSSER.

MR. PIERRE FREDK. HAUSSER, who has been British Consul at Swatow, since October, 1906, was born in 1856. He matriculated at London University, and was appointed a Student Interpreter in China in 1878. He has held positions in the Consular service in a number of places in the Chinese Empire, including Taiwan, Amoy, Kiukiang, Pagoda Island, Ningpo, and Wuchow. Mr. Hausser, who is an excellent linguist, was employed on special service with the Burma-China Frontier Commission from 1897 to 1899.

MR. A. H. HARRIS.

MR. A. H. HARRIS who has been the Commissioner of Customs at Swatow, since April, 1907, is the son of the late George

A. Harris, of the Madras Civil Service, the grandson of the first Lord Harris. Born in 1863, he was educated privately, and at Trinity College, Oxford, where he won the Davis Chinese Scholarship. Entering the Imperial Maritime Customs in 1883, he was for four years secretary and interpreter to Admiral Lang, R.N., the organiser of the Peiyang Navy. He has been acting as a Commissioner of Customs since 1900, and opened the new Treaty port of Changsha, the home of conservatism, in Hunan, in 1904. In recognition of his services, Mr. Harris has received the Order of the Double Dragon, and the Civil Rank of the Third Class from the Imperial Chinese Government.



A. H. HARRIS,
Commissioner of Customs, Swatow.

MR. G. T. MURRAY.

MR. GEO. T. MURRAY is a man who, embarking on a business career, has, in later life, devoted considerable time to literature,



GEORGE T. MURRAY.



P. F. HAUSSER,
British Consul at Swatow.

and, having travelled extensively, has won a high reputation on account of the attractive and interesting manner in which he has placed the impressions of his journeys on

record. He was born in Florida in 1862, and, after being educated in private schools, commenced business in San Francisco as a merchant. With a pocket-full of introductions he came to China and joined the Customs service. He has been stationed in Foochow, Chefoo, Chinkiang, Hankow, and Shanghai, remaining in the last-named place for nineteen years. It is his boast that his footprint has marked every continent of the world, and the experiences he has met with during the course of his wanderings have been related in many articles in papers and magazines in all parts. As "Tat" of the *China Morning Post* he is well known, and he was a constant contributor to the *East of Asia* quarterly magazine during its existence. He is the author of "The Land of the Tatami," which is regarded by recognised authorities as one of the best guides to Japan, to the people of which country Mr. Murray is most partial. At the present time Mr. Murray writes largely for *Social Shanghai*, the popular monthly. Mr. Murray occupies much of his leisure with fishing and shooting.



MR. HENRY LAYNG, L.R.C.P. (London), M.R.C.S. (England), has a large and remunerative practice in Swatow in partnership with Dr. C. H. D. Morland and Dr. E. L. Mansel, and is one of the best known surgeons in the district. Born in Norfolk in 1860, he was educated at Christ's Hospital (Blue Coat School), London, and afterwards studied medicine at the Westminster Hospital. In 1888 he came to China to relieve Dr.

B. S. Ringer (since, retired) in Amoy, and in 1889 purchased the practice of the late Dr. John Pollock at Swatow and took over that gentleman's various appointments. In 1900 he was joined in partnership by Dr. C. H. D. Morland and in 1904 by Dr. E. L. Mansel. The firm has charge of the Seamen's Hospital and possesses to an exceptional degree the confidence of a large section of the native population.



DR. E. L. MANSEL was born in Hertfordshire in 1868, and was educated at Haileybury and at Aberdeen University. He studied also at the London Hospital, taking his degree as Doctor of Medicine in 1896. He has seen service with the Field Force in South Africa; is an enthusiastic sportsman and very fond of shooting.



DR. C. H. D. MORLAND, F.R.C.S. (England), 1897, was educated at Royesse's School, Abingdon, and studied medicine at St. George's Hospital, London, Durham University, and King's College. He became M.R.C.S. and L.R.C.P. in 1888, and obtained the degrees of Bachelor of Medicine and Bachelor of Surgery at Durham with second-class honours in 1890, and became a Fellow of the Royal College of Surgeons (England) in 1897.



CAPTAIN HY. FREWIN.

CAPTAIN HY. FREWIN is the oldest foreign resident in Swatow, and a pioneer of trade in this district. His career has been varied



CAPTAIN HENRY FREWIN.

and interesting. Born in London, in 1830, he went to sea at the age of fourteen, and for many years was trading in the Indian and Chinese seas. As gunner of the frigate



VIEW OF CHAO-CHOW-FU.

Sesostrio, he saw a good deal of fighting in the Burmese War, of 1852-53, and was awarded the silver medal. Now he carries on the business of a marine surveyor, living a quiet and retired life. He is a vegetarian, and to this fact, coupled with his simple habits, he attributes his longevity. He is married, and has one son and one daughter.

MR. S. J. DEEKES.

MR. S. J. DEEKES, the agent in Swatow for the China Mutual Life Insurance Company, is a traveller of wide experience, and an enthusiastic sportsman. Born in Warwickshire in 1876, he has, during the thirty-two years of his life, visited many countries, and followed a variety of occupations. He conducted a private trading enterprise in Uganda for some time; he served throughout the war in South Africa; and he knows Australia thoroughly. While in South Africa he was a prominent member of the Wanderers C.C., but in whatever country he may happen to be, his ability to score runs on the cricket field never seems to desert him.

MR. LIM PANG KET.

MR. LIM PANG KET holds the responsible position of compradore to Messrs. Butterfield & Swire, in Swatow. He was born at Chow Yang, in 1861, and, after receiving a thoroughly sound education, went to Canton and Shanghai, and opened businesses in both places. He had some little experience, also, of trade in Singapore, and is interested now in several commercial ventures, in various districts. He is a director of the Taikoo Tsing Bank, and manager of the Yen Fung Bank. In his position as compradore he is greatly assisted by Mr. Ah Pow Lee, who joined Messrs. Butterfield & Swire, in 1883, at Shanghai, was transferred to Hankow, and later to Swatow, where he has been Mr. Lim Pang Ket's right-hand man since 1902.

MESSRS. BRADLEY & CO.

THE firm of Bradley & Co. was established in Swatow, in 1860. Since that time branches have been opened at Hongkong and Shanghai. Swatow, however, has always remained the headquarters of the Company, and from here the general policy of the business is directed. Bradley & Co. are importers of and dealers in general merchandise, managers and proprietors of the Swatow Ice Factory; managing owners of the Shan Steamship Company, which, however, is now reduced to only two steamers; while amongst their chief agencies are those of the Hongkong and Shanghai Banking Corporation, the Peninsular and Oriental and other steamship lines, including the Japanese; and Lloyd's and various other prominent insurance offices. Their corresponding London house is Richardson's, of Billiter Square Buildings. The original partners in the firm were Messrs. C. W. Bradley and T. W. Richardson. Mr. C. W. Bradley retired in 1868 and has since died, and the present proprietors, beside Mr. T. W. Richardson, are Messrs. A. MacGowan (Swatow), A. Forbes (Hongkong), and George A. Richardson (Shanghai).

Mr. Thos. Wm. Richardson was born at Edinburgh, in 1834, and was educated at the Scottish Naval and Military Academy, and

at Edinburgh University. He arrived in Hongkong in 1855, went to Canton in the same year, and in 1856, proceeded to Takao (South Formosa). He joined Messrs. Tail & Co., of Amoy, in 1857, but three years later commenced business at Swatow, in conjunction with Mr. C. W. Bradley, under the style of Bradley & Co. He is also head of the firm of Richardson's, in Billiter Square Buildings, but, though he has a house in London, he prefers the climate of Swatow, and has his residence there for the present.

Mr. A. Macgowan was born in Amoy, in 1868. He was educated at Blackheath, London, but returned to China in 1884, and, joining Messrs. Tail & Co., represented them in South Formosa for three years. In 1897 he became connected with Messrs. Bradley & Co., at Hongkong, and a year later came to Swatow. He is secretary of the Swatow Club.

MESSRS. GALLON & CO.

THE business of Messrs. Gallon & Co. has been very much restricted in certain particulars owing to various regulations passed by the Chinese authorities, as to the value or necessity of which there is a considerable difference of opinion. But, in spite of these obstacles, the volume of the firm's trade has increased rapidly, and as merchants and commission agents they now hold a recognised place in the commercial life of the town. They commenced operations at Swatow in October, 1905, and supplied the machinery, &c., for the Swatow Electric

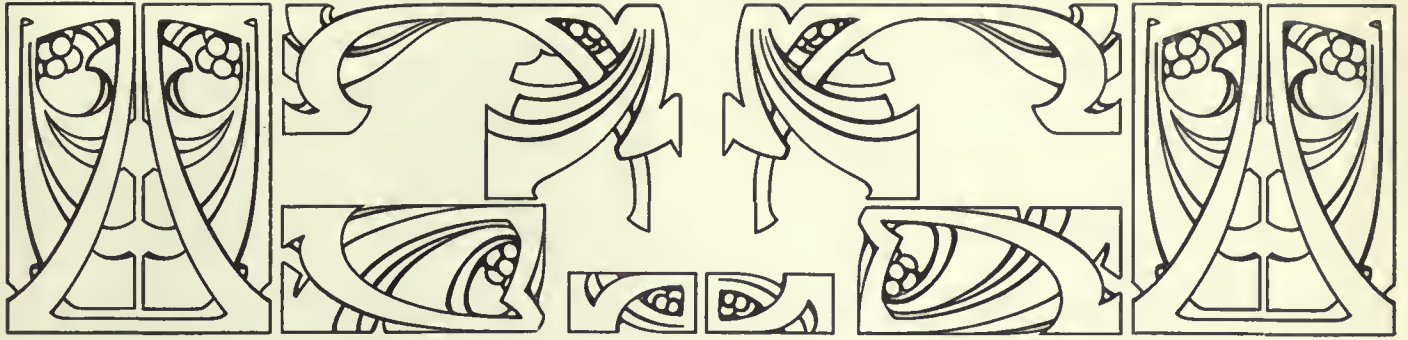
Light Company. This enterprise is capable of great expansion, but, at present, the Company is entirely managed by Chinese, and the introduction of improvements is slow. Messrs. Gallon & Co. also inaugurated the cattle trade between Swatow and Manila. They made several shipments, and there were bright prospects of largely increased orders when the Chinese authorities prohibited any further exportations. The regulation, which was supposed to be of a temporary nature, came into force on May 13, 1906, and, at the time of writing, in spite of repeated endeavours to get it repealed, it still remains law. As the reason for this the authorities say that the exportation of cattle left an insufficient number for agricultural purposes. But, as bullocks only were shipped and all agricultural work is done by the female and water buffaloes, it appears probable that if the restrictions were removed no inconvenience would be experienced, whilst a good source of revenue would be obtained by the Customs and a considerable amount of money would be brought into the port. Gallon & Co. are agents for the Sun Life Assurance Company of Canada, and the Vacuum Oil Company. They are also endeavouring to secure the contract for the erection of machinery in a big waterworks scheme, recently floated.

Mr. William Gallon was born in June, 1878, at Wallsend-on-Tyne, Northumberland. He entered the British Navy when he was sixteen and a half years of age, and came to China first in H.M.S. *Dido*. He purchased his discharge at Hongkong in August, 1901, and started business in Swatow four years later.



WELL-KNOWN CHINESE AT THE COAST-PORTS.

1. CHOY CHEN PONG (Foochow).
2. LIM NEE KAR (Amoy).
3. LIM LA SANG (Swatow).
4. H. TIENSING (Foochow).
5. H. MANNCHOW (Foochow).
6. LIM PANG KET (Swatow).



FOOCHOW.



FOOCHOW, or Fuh-chau-fu, the capital of the province of Fokien and seat of the Viceroy, stands on the northern bank of the River Min, about 34 miles from its source, and nine miles from Pagoda Island, the nearest anchorage for foreign coasting steamers.

The trade of the port, according to the latest available returns, reached the net value of Tls. 16,693,583 in 1906; as compared with Tls. 17,447,135 in 1905, Tls. 17,226,968 in 1904 and Tls. 16,738,718 in 1903. The Customs revenue has fallen in less than two decades from about Tls. 2,000,000 to Tls. 912,892 in 1906.

The chief article of export in former days was tea, and a great stimulus was given to the trade by the opening of Foochow under the Treaty of Nanking in 1842, as prior to that date the choice Bohea, for which the neighbourhood was famous, had to be transported by the difficult overland route to Canton for shipment. The output steadily increased until, in 1880, it reached a total of 737,000 piculs; but from that time the stress of competition with the Indian and Ceylon teas began to be felt, and the industry gradually declined. In 1906 the quantity exported had fallen to 233,990 piculs, or, excluding black, brick, and stalks, to only 116,177 piculs. For the finest flowery Pekoes, Lapsings, Souchongs, and Sen Moros, which maintain their old-fashioned good qualities, there is still a fair demand, but the supply is limited. The kinds which have suffered most are the medium grades of Panyongs, as, at a price of, say, 7d. to 11d. per pound the consumer prefers the strong and pungent British-grown teas. Prices have ruled so low of late years on all the consuming markets that tea from Foochow can hardly be shipped to cover cost, bearing as it does heavy incidental expenses and dues from the tea gardens to the port, then a heavy export duty, from which Indian and Ceylon teas are practically free, and finally being subject to higher freight charges than teas shipped from ports nearer home. All these factors have combined to make the trade unprofitable to native and foreign merchants alike, with the result that thousands of acres have gone out of cultivation.

With the decline of tea has come a rise in the camphor industry. Some Japanese settlers in the interior discovered camphor forests, and erected stills, and the natives, seeing that the trees might be made a source of profit, turned their attention to camphor refining. At first only the camphor made direct from the wood was dealt with, but as time went on it was discovered that the camphor oil, the residue from the camphor crystals, which hitherto had been sent to Foochow for sale, could be utilised for refining purposes. As a result there are now in Foochow a number of small distilleries at which this oil is refined, and an excellent quality of pure white camphor is produced. The export of this commodity has risen from 1,144 piculs in 1903 to 1,210 in 1904, 4,037 in 1905, and 11,370 in 1906. There is, however, a strong feeling locally that the industry is not destined to last long.

There are at Foochow a match factory, a tea factory, and one or two saw-mills, but, with the exception of one of the saw-mills, all are now closed owing to the heavy dues and to the general stagnation of trade.

Amongst the native population the manufacture of lacquer-ware still flourishes, chiefly because the finest work of Foochow cannot be produced in any other town, the secrets of the lacquer being in the hands of a few Chinese families, who carefully guard it. Another minor industry is that of carving soap-stone ornaments. The people excel in the cutting of miniature temples, pagodas, cannon, &c., from this substance, and also in the making of artificial flowers and birds.

A large amount of timber, chiefly fir-poles, is cut in the interior of the province, and rafted down the River Min to Foochow, ready for shipment to northern ports. Much of it is transported in junks, but in the early spring about a dozen steamers call for full cargoes for Tientsin.

The city, which has a circumference of about six miles, is enclosed by a wall about 30 feet high and 12 feet thick. It embraces three small hills, whose well-wooded slopes add much to the beauty of the city. The population is estimated at about 750,000. The European Settlement is situated on the island of Nantai, which is formed by a divergence and reuniting of the river, and has a length of about 15 miles. Com-

munication with the city is maintained by what is known as the Long Bridge, or the Bridge of the Ten Thousand Ages. The scenery in the vicinity is striking in its resemblance to that of some parts of Europe, the river running through towering cliffs rising sheer from the water's edge. Several temples of interest are to be seen, among them the Min Monastery, the Moon Temple, and the Kushan Monastery, all of which are beautiful examples of Chinese architecture. Foochow possesses a mild and delightful climate during the greater part of the year, and even in the summer, when the heat is rather trying, the mountain of Kuliang affords a pleasant and cool retreat, to which foreign residents may go to recuperate. At Sharp Peak, also, there is a bathing resort—a great boon in the hot weather. Near the east gate of the city are several hot springs, believed to be efficacious in combating various skin diseases.

The European community do not lack recreation and means of social intercourse. There is a racecourse, in the centre of which tennis, football, hockey, and cricket can be played under the most pleasant conditions; there is a good club, and a Masonic lodge has been established. A small daily paper, the *Foochow Echo*, is published in the town.

The Viceroy is the supreme authority; under him is the Taoutai, and, in command of the military forces, are two prominent generals. Other officials are the Provincial Treasurer, the Provincial Judge, the Grain Taoutai, and the Board of Foreign Trade Taoutais. Most of the leading foreign Powers are represented by consuls or their deputies. Money for local circulation is coined at the Viceroy's mint, the output of which is limited by the Imperial Government.

The Provincial Fort at Foochow has a small-arms and cartridge factory, where a large quantity of rifles and ammunition are produced. Near the Pagoda anchorage is the Mamoi Arsenal, capable of building and fitting out cruisers of from two to three thousand tons, but the work has been somewhat in abeyance recently, as the authorities have sent away the staff of French engineers who formerly carried on all the working management. The dry dock is about 300 feet in length. The Kimpai Pass, near the

entrance to the Min River, is strongly fortified with modern heavy guns.

Foochow has still some attractions to offer to the sportsman, for game abounds in the neighbourhood, and a little further in the interior tiger and panther are common.

MR. G. M. H. PLAYFAIR.

MR. GEORGE MACDONALD HOME PLAYFAIR, the British Consul at Foochow, has been in the Consular service of China for nearly forty years. Born in 1850, he graduated at Dublin University, and, being successful in the usual competitive examination, was appointed a Student Interpreter in 1872. He remained in Peking for some time acting as Assistant Chinese Secretary. He carried out the duties of Consul at Taiwan in 1877, and at Pakhoi from 1881 to 1883. In 1886 he was promoted first-class assistant, and since that time has been attached, in various administrative capacities, to a large number of places in different parts of the Chinese Empire, including Tainan, Tamsui, Shanghai, Ningpo, and Swatow. He was appointed Consul at Foochow in 1899, and acted as Consul-General at Hankow from 1903 to 1904, after which he returned to his post at Foochow.

DR. S. L. GRACEY.

DR. SAMUEL L. GRACEY, who, except for an interval of three years during the Cleveland administration, has been Consul for the United States of America at Foochow since 1890, comes from an English stock, his ancestors having gone to America with William Penn. Born on September 6, 1835, at Philadelphia, he was educated at public schools of that city and at Boston University. He is a Doctor of Divinity, and was for a number of years minister of the Methodist Episcopal Church in Boston, Chelsea, Cambridge, Lynn, Salem, and other cities in Massachusetts. For three years he served as chaplain in the 6th Pennsylvania Cavalry during the Civil War. He was a member of the Massachusetts Legislature for two terms. The whole of his Consular service has been spent at Foochow, and for assistance rendered during the Boxer troubles he was decorated with the Order of the Double Dragon. Dr. Gracey has been twice married. His first wife was Leonora Thompson and his second wife Corda Perkins Pratt, of Massachusetts, who is a direct descendant of the Mayflower pilgrims on both her father and mother's side. Dr. Gracey has, with one exception, served longer than any other American Consul in China or the Far East. He commands the highest respect of his nationals. His son, Wilbur T. Gracey, is the United States Consul at Tsingtau.

DR. T. RENNIE.

DR. T. RENNIE, who has a large private practice in Foochow, was born in West Aberdeenshire in 1850. He graduated at Aberdeen University and took his M.B. and C.M. Degrees in 1872, becoming M.D. three years later. Before coming to Foochow he was stationed in Formosa for six years. He is a Fellow of the Royal Institute of Public Health; Member of the British Medical Association; Medical Officer to the British Consulate and the Imperial Maritime Customs;

and Hon. Medical Officer to the Foochow Native Hospital.

MR. H. BAKER.

MR. H. BAKER, who was born in Wiltshire in 1854, and educated privately in Germany, came to Foochow in 1875 to join Messrs. Newman & Co., and, in 1881, transferred his services to the local branch of Messrs. Butterfield & Swire. He was associated with Foochow during the old tea days, and has been engaged for six years in Shanghai and Hankow as a tea-taster. He is fond of shooting and riding, and often enters ponies in the Foochow races.

MR. C. F. ST. C. STOCKWELL.

MR. STOCKWELL is a member of a family which has been resident in China practically ever since the establishment of Hongkong as a British Colony. His maternal grandfather, Captain S. Clifton, was present at the bombardment of Canton in 1840, and accompanied the 70th Foot Regiment to Hongkong in 1849. He was the first Captain-Superintendent of Police in Shanghai, and his wife has the reputation of being the oldest European lady residing in the country. For a term of fifty-nine years, between 1845 and 1904, she divided her time almost equally between Hongkong and Shanghai. Mr. Stockwell's father is the son of Dr. James Stockwell, Medical Officer to the Government Civil Hospital, Hongkong. Mr. Stockwell himself is the representative for the British-American Tobacco Company, Ltd., in Foochow. His has been an active career. He holds a commission in the King's Colonial Imperial Yeomanry and, attached as interpreter to the Russian Army, went through the Boxer trouble of 1900. He holds two certificates, showing that he has passed the School of Musketry and the Cavalry School. A good linguist, he has travelled in every continent.

MR. J. C. OSWALD.

MR. J. C. OSWALD, the chief partner in the firms of Bathgate & Co. and Fairhurst & Co., was born at Croydon in 1857, and was educated at Heidelberg. He has been engaged in the tea trade all his life, for at the age of sixteen he joined a firm of importers in London, and, after remaining with them for thirteen years, came to Foochow, where he has since been engaged in superintending the export of tea. Mr. Oswald is an enthusiastic sportsman. In his younger days he established a high reputation as a cyclist, and was awarded in 1882 a gold medal for a hundred miles record. Now riding and shooting constitute the chief recreations of his leisure.

MR. M. J. ISAACS.

MR. MORRIS J. ISAACS, the agent in Foochow and Formosa for the Sun Life Assurance, Canada, has had a training and experience which fit him admirably for the post. The manager of the head office in Montreal, Canada, and the general manager for Eastern Asia, Dr. R. H. Macaulay, often refers to his success in establishing a connection since he

took over the work in December, 1906. Born in Bombay in 1880, he came to China when quite young, and was educated at Queen's College, Hongkong. From the age of fifteen he has been connected with insurance work. A clever linguist, he speaks the Cantonese dialect, Hindustani, Arabic, and several other Oriental languages fluently.

MR. PESTONJEE B. JOKHEE.

MR. PESTONJEE BOMANJEE JOKHEE is managing partner in Foochow for Messrs. Mehta & Co., opium, yarn, and camphor merchants, and commission agents. He was born in Surat, and came to China quite early in life.

MR. H. TIENSINFOO.

MR. H. TIENSINFOO was born in Foochow in 1870, and educated at the Anglo-Chinese College. At the age of twenty-four he started in business as a timber, rice, and tea merchant. In addition to carrying on this business, he has charge of the Foochow branch of the Standard Oil Company, whose interests in the district are being rapidly developed. Mr. Tiensinfoo holds the Chinese Order of the Fifth Rank.

MR. CHOEY CHEN PONG.

MR. CHOEY CHEN PONG, who is the proprietor of the famous ChoeY Wo Long Fairy Boat brand of tea, which has a large sale in England, was born in Canton in 1855 and educated in Hongkong. On leaving school he went to Foochow and entered the tea trade. Besides the tea business he has lately taken an interest in camphor.

MR. H. MANNCHOW.

MR. H. MANNCHOW was born in Canton and educated at Hongkong, where he subsequently joined the Great Northern Telegraph Company. After a few years' service he came to Foochow and obtained employment with the Eastern Extension Telegraph Company. He relinquished his connection with this Company in order to become chief Chinese assistant to Messrs. Gibb, Livingston & Co. in Foochow, but he now combines with his other duties the positions of superintendent of and electrician to the Fokien Telephone Company, Ltd. This Company, which is under Chinese administration, has only recently been formed, but it has already one hundred and fifty subscribers.

MESSRS. PAUL PETTICK & CO.

THE oldest and largest store-keepers at Foochow are Messrs. Paul Pettick & Co. Established since 1888 they enjoy an excellent reputation amongst both the European and native population. Of recent years they have disposed of their retail business to the Foochow Trading Company, and have concerned themselves solely with the wholesale import and export trade. They import goods from England, America, France, and Germany, and export native produce, such as camphor, feathers, lacquered wares, bamboos, curios, &c. The



VIEWS IN AND AROUND FOCHOW.

manager speaks various dialects, and the firm are constantly adding to their agencies. They are property owners, house-boat owners, &c., and are always in a position to provide tourists and travellers with guides, boats, and other similar requisites.



M. W. GREIG & CO.

THIS firm are the successors of the well-known firm of Russell & Co., who failed in 1891. Mr. M. W. Greig was the manager of the Foochow branch of that firm at that date and only retired from business on December 31, 1907, after more than forty years of strenuous life in Foochow. The present partners are Messrs. Ronald Greig and Geo. L. Greig, brother and eldest son respectively of M. W. Greig. They carry on the business of tea merchants, camphor exporters, and oil importers. They are agents,

also, for the Pacific Mail Steamship Company and allied companies; the Anglo-Saxon Petroleum Company, Ltd.; the Shire Line of steamers; the Royal Insurance Company, Ltd., of Liverpool; and the well-known Yangtze Insurance Association, which was organised by Russell & Co. Mr. Ronald Greig, who is in charge of the business, was born in Hants in 1854. He came to China in 1876, and was with Deacon & Co., of Canton, for eleven years. Afterwards he left for Canada, but in 1896 returned to take up his present responsibilities.



SIEMSSSEN & KROHN.

THIS firm, known formerly as Siemssen & Co., have a variety of interests under their control. They export large quantities of tea and carry on a general agency business, representing, among other important under-

takings, the Norddeutscher Lloyd and the Hamburg - Amerika lines. A saw-mill and feather-cleaning works are operated by them. The head of the firm, Mr. G. Siemssen, is Consul for Germany and Vice-Consul for Sweden.



DODWELL & CO., LTD.

THIS firm, originally Adamson, Bell & Co., was taken over in 1891 by Dodwell, Carlill & Co., and it is only since 1901 that the business has been conducted under its present name. The Company are the largest tea exporters in Foochow, and are now interesting themselves in camphor. They are agents of the Anglo-Saxon Petroleum Company, Ltd.; the Asiatic Petroleum Company, Ltd.; the Messageries Maritimes; and the principal shipping lines to America, and a number of other important undertakings.





CHINESE WEIGHTS, MEASURES, AND MONEY.

Weights.

1 liang (tael) =	1'333 oz. avoird. or 37'78 grammes.	Four ounces equal three taels; one pound equals three-quarters of a catty, or twelve taels; one hundredweight equals 84 catties; and one ton equals 16 piculs 80 catties.
16 liang (tael) make 1 kin (catty) =	1'333 lbs. avoird. or 604'53 grammes.	
100 kin (catty) make 1 tan (picul) =	133'333 lbs. avoird. or 60'453 kilogrammes.	
120 kin (catty) make 1 shik (stone) =	160'000 lbs. avoird. or 72'544 kilogrammes.	

Measures of Capacity.

1 koh (gill) =	0'103 litre.
10 koh make 1 sheng (pint) =	1'031 litre.
10 sheng make 1 tou (peck) =	10'31 litre.

Land Measure.

1 chih =	13'126 inches.
5 chih make 1 pu =	30'323 square feet.
24 pu make 1 fun =	80'862 square yards.
60 pu make 1 kioh =	202'156 square yards.
4 kioh make 1 mow =	26'73 square poles.
100 mow make 1 king =	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.

Measures of Length.

1 fun =	14 in. English.
10 fun make 1 tsun (inch) =	1'41 in. English.
10 tsun make 1 chih (foot) =	14'1 in. English.
10 chih make 1 chang (pole) =	11 ft. 9 in. English.

The length of the chang was fixed by the Treaty of Tientsin at 141 in.

5 chih make 1 pu (pace) =	about 5 ft. English.
360 pu make 1 li =	about one-third English mile.
10 li make 1 tang-sun (league) =	about 3½ English miles.
250 li make 1 tu (degree).	

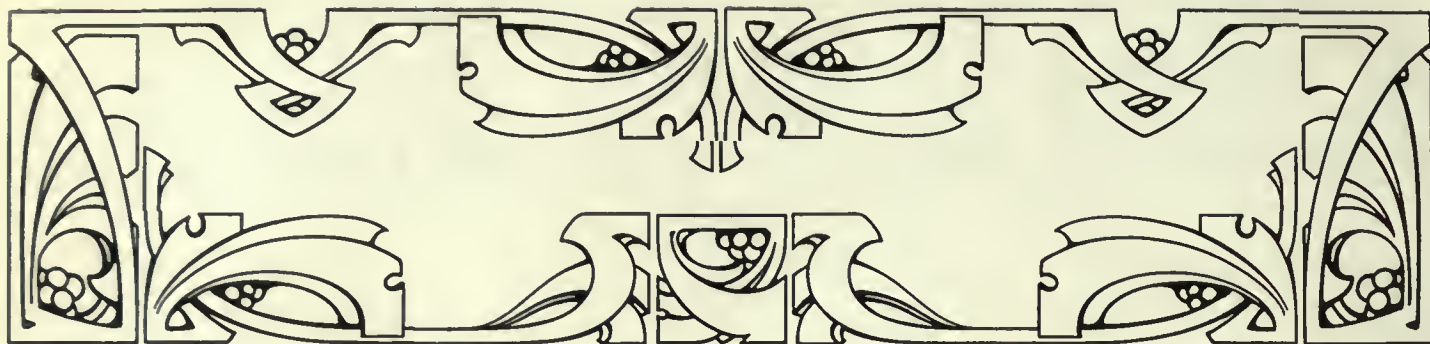
Money.

1 li (cash) =	0'32 of a penny.
10 li make 1 fen (candareen) =	32 of a penny.
10 fen make 1 ch'ien (mace) =	3'2 pence.
10 ch'ien make 1 liang (tael) =	2s. 8d.

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 in-

trinsic value, being made of varying size and composition. Silver is used uncoined in ingots, usually of fifty taels, more or less, in weight, called sycee or "shoes," on account of their shape. The tael may be taken as worth one and a third silver dollar.





CONCLUDING NOTE.

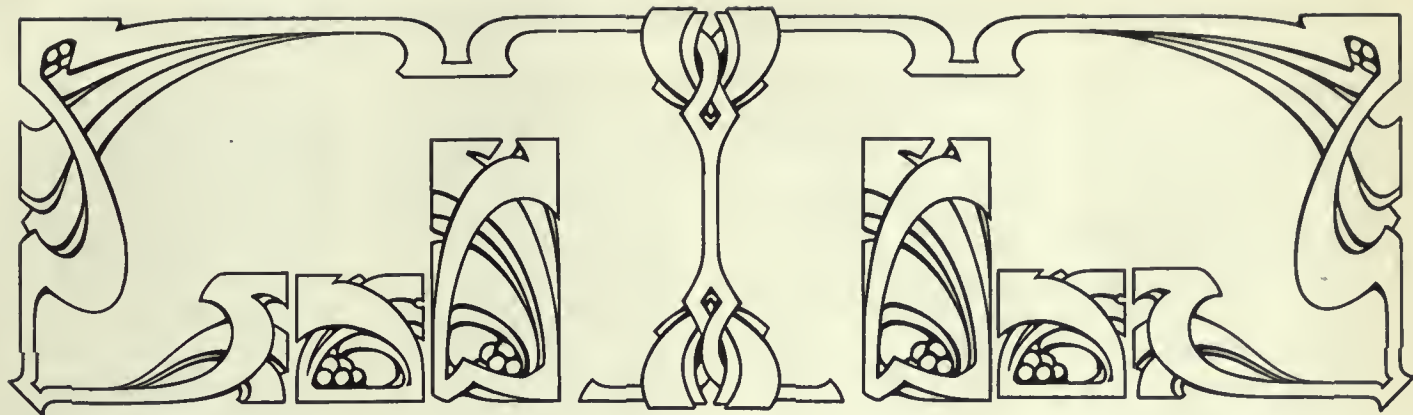
IN conclusion we must make acknowledgment of the valuable assistance with which we have been favoured in the task of compiling the present volume. Our thanks are due to His Excellency the Govern-

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INDEX.

- A. Butler Cement Tile Works, 586, 593
Adams, Will, and Japan, 17
Afshar, Mr. M. M. B., 652, 654
Ah Ying & Co., 231
Ahmet, Mr. S., 247
Alcock, Sir Rutherford, 67, 86
Algar, Mr. A. E., 622, 632, 637
Alvarez, L. M., & Co., 222
Alvarez, Mr. L. M., 219
Amboyna, massacre of, 18
Amherst's, Lord, mission to China, 42
Amoy, 813; Anglo-Chinese College at, 816, 824; Central Dispensary at, 828; Dock Company, 823, 826; Engineering Company, 825; English factory established at, 24; expedition against, 51; Hope & Wilhelmina Hospital at, 824, 826; Hotel, 828; Kulangsu, Settlement at, 815; opened to foreign trade, 55; police at, 822; Talmage Memorial at, 813; troubles at, 63; Tung Wen Institute at, 826
Ancient Faiths of the Chinese, 337
Anderson's, Aeneas, account of Lord Macartney's mission, 39
Andrews, Mr. W. S., 678
Anglo-Chinese Cotton Manufacturing Company, 574, 580
Anson, Commodore, navigates the first British warships sent to China, 32
Anson's Bay, Canton River, British anchorage at, 40
Anton, Mr. C. E., 603, 673
Anz, Mr. O. H., 768
Aquarius Company, 586, 592
Archibald, Mr. J., 719
Argent, Mr. W. A., 739
Arlt, Mr. H., 620
Armstrong, Captain W., 106
Arnhold, Karberg & Co., 707, 709, 743, 744, 788, 789
Arrow, lorcha, capture of, 60
Arts and Crafts Furnishing Company, 648, 653
Asano, Lieutenant T., 417
Astor Bar, the, 688
Astor House Hotel, 685, 686
Astor House Hotel, Hankow, 702
Astor House Hotel, Tientsin, 733, 734
Ataka & Co., 232
Atkinson & Dallas, 628, 629, 631, 633
Atkinson, Hon. Dr. J. M., 104, 107, 262
Atkinson, Mr. G. B., 622
Atkinson, the late B., 622
Babcock & Wilcox, 600
Badeley, Hon. Mr. F. J., 108
Bahr, Mr. A. W., 618
Bailey, Mr. W. S., 219
Bailey, W. S., & Co., 242
Bain, Mr. G. M., 345
Bains, Mr. J. W., 345, 350
Baker, Mr. H., 838
Balfour, Captain, 63
Bandinel & Co., 764
Bank of Taiwan, 120
Bannister, Ven. Archdeacon, 326
Banque de L'Indo-Chine, 116, 702, 790, 792
Bantam, captured by the Dutch, 24
Barkley, Mr. J. G., 673
Barrett, Captain E. J. M., 504
Barretto & Co., 218
Barretto, Mr. F. D., 174, 219
Bassell, Mr. A., 405
Batavia, English factors at, 18
Bate, Mr. R., 667, 682, 763
Bathurst, Captain H., 822
Batouieff, Mr. M. D., 739, 752, 753
Bay, Mr. B., 687
Bean, Mr. M. C., 407
Becker & Baedeker, 604, 606
Beckwith, Lieutenant C. W., 267
Beesley, Mr. P. M., 622
Bell, Mr. H. T. Montague, 357
Bennett, Mr. Charles, 520
Bennett, Mr. C. R., 502
Bent, Mr. H., 785
Benzeman, Mr. C. M., 719
Beretta, Mr. D., 603
Berkeley, Sir Henry S., 112, 172
Berthoz, M. Victor, 408
Bidwell, Mr. G. S. V., 431
Bielfeld, Mr. L., 739
Bielfeld & Sun, 751
Bilger & Gallusser, 745, 747
Binder, Mr. E., 710
Black & Christie, 712, 714
Blackhead & Co., 218, 246
Blake's, Sir Henry, administration of Hongkong, 94
Boa Vista Hotel, Macao, 809
Bodemeyer & Co., 654
Bogue Forts, attack on in 1841, 50; attack on in 1856, 70; fire on British ships, 41, 45; seized by the British in 1847, 64
Bong Lai Ching, Mr., 534
Bonham's, Sir George, mission to Nanking, 67
Bornemann, Mr. F., 718
Botelho, Mr. A. A. H., 174, 219
Bottecher, Schmidt & Co., 747
Bouchard, Mr. E., 716, 717
Bowen's, Sir G., administration of Hongkong, 93
Bowley, Mr. F. B. L., 111, 112
Bowra, Mr. C. A. V., 821
Bowring's, Sir John, administration of Hongkong, 68, 80
Boxer rebellion, 95
Boyes, Mr. G. M., 618
Bracco & Co., 652, 657
Brackenbury, Mr. A. J., 106
Bradley & Co., 216, 836
Brady, Mr. H. F., 768
Braga, Mr. J. P., 345, 352
Brand, Mr. W., 603
Brandt & Co., 718
Brandt, Mr. A., 710
Bray, Mr. A. G., 622
Brebner, Mr. A. W., 345, 352
Bredon, Sir Robert, 285
Bremer, Sir Gordon, commands expedition against China, 48
Brewin, Hon. Mr. A. W., 104, 108
Brighten, Malcolm & Co., 640
Brighten, Mr. E. R., 620
British American Tobacco Company, 795
British and Chinese Corporation, 682
Broadwood, Major-General, 104, 106
Browett, Mr. H., 518
Browne, Mr. Frank, 265, 267
Bruce, Mr. Frederick, appointed British Envoy, 74, 88
Brunner, Mond & Co., 624, 626, 739
Brutton, Mr. G. K. H., 112, 173
Buchheister & Co., 746
Buck, Hon. Lieutenant R., 415
Bund, The, 364
Burgevine operates against the Taepings, 88
Burkill, A. R., & Sons, 622, 625
Burkill, Mr. A. W., 405, 504
Burns, Lieutenant W. S., 417, 458
Burlenshaw, Mr. A. R., 710, 722
Bush Bros., 764, 765
Bush, Mr. A., 762
Butler Cement Tile Works, 586
Butler, Mr. P. E. O., 821
Butterfield & Swire, 211, 466, 790
Caldbeck, Macgregor & Co., 214, 592, 646
Camoens, the Portuguese Poet, 17
Canadian Pacific Railway Company, 202
Cangue, the, 318
Canning, Lieutenant L. E., 416
Canton-Hankow Railway, 681
Canton, 782; ancient view of, 20; attack on by the British in 1856, 69; attack on by the British in 1858, 73; British Consulate at, 787; British merchants at petition Parliament, 45; Christian College, 781; declared a Treaty port, 55; English factory established at, 29; Englishmen murdered near, 65; Fatshan Railway, 787; first English merchants reach, 20; French Consulate at, 788; French factory established at, 29; German Consulate at, 788; opium destroyed at, 47; regular English trade at, 31; Shameen Settlement at, 784; select committee formed at, 34; temple of Honan at, 44
Canton-Samshui Railway, 680
Carion, Lieutenant B. M., 417
Carlowitz & Co., 612, 613, 722, 744, 812
Carlowitz, Mr. R. von, 614, 794
Carlsen, Lieutenant G. G., 417
Carlson, Captain W. A., 478, 480
Carneiro, Lieutenant E. Dos S., 417
Castro, Mr. F. X. d'Almada e, 112, 173
Catchpole, Allen, president of the China Council, 29
Cawasjee, Pallanjee & Co., 228
Central Stores, Ltd., 687
Century Stone Company, 586, 595
Ceremonies and Customs of the Chinese, 307

844 TWENTIETH CENTURY IMPRESSIONS OF HONGKONG, SHANGHAI, ETC.

- Chai Lai Fong, Mr., 527, 548, 549, 551
 Chambers, Mr. R. E., 785
 Chan Ah Ying, Mr., 224
 Chan A Tong, Mr., 228
 Chan A Tong, Mr. J., 228
 Chan A Tong, Mr. P., 228
 Chang Ling Kwai, Mr., 527
 Chang, Mr. K. T., 534, 536, 567
 Chang Su Ho Garden, 690, 691
 Chang Yu & Co., 770, 771
 Chang Yue Chee, Mr., 534, 570, 571
 Chao Chow and Swatow Railway, 680
 Chao-chow-fu, 830
 Chan Shu Ming, Mr., 224
 Chan Sin Ki, Mr., 176, 224
 Chan Yut Ngam, Mr., 224
 Chan Wan Chi, Mr., 244
 Chang, Mr. K. T., 534, 536
 Chapman, Major A., 114, 274, 277
 Charrey & Conversy, 744
 Chartered Bank of India, Australia, and China, 114, 118, 441, 702
 Chater, Hon. Sir C. Paul, 104, 107
 Chatham, Hon. Mr. Wm., 104, 107, 129
 Chee & Co., 232
 Chee, Mr. T., 224
 Chefoo, 767; Belgian Consul at, 768; British Consul at, 768; Club, 769; Commissioner of Customs at, 768; Norwegian Consul at, 768; Russian Consul at, 768
 Chen Tsz Yuen, Mr., 554, 556
 Cheong Chi Pio, Mr., 527, 529, 531
 Cheong Yuk Nam, H.E., 680, 833
 Chew Chuk San, Mr., 548
 Chew D Musse, the late Mr., 219
 Chew, Mr. C. S., 527
 China, ancient faiths of, 337; ancient map of, 16; Catholic Church in, 321; ceremonies and customs of, 307; *Critic*, 365; currency of, 288; early European trade with, 12; East India Company establishes a Council for, 29; Ecclesiastical, 221; flora of, 304; foreign trade of, 278; foreign population of, 281; *Gazette*, 360; Lord Amherst's mission to, 42; Lord Macartney's mission to, 36; population of, 281; Press, the, 343; Protestant missions in, 332; railways of, 666; *Review*, 367; silk industry of, 290; tea industry of, 294; *Times*, 365
 China and Japan Telephone Company, 134
 China and Java Export Company, 713, 714
 China and Manila Steamship Company, 207, 208
 China Baptist Publication Society, 796
 China-Borneo Company, 246
 China Express Company, 220
 China Import and Export Lumber Company, 578, 585, 587, 705, 742, 810
 China and Java Export Company, 610, 616
 China Light and Power Company, 157, 791, 792
 China Mail, 344
 China Merchants Steam Navigation Company, 462, 796
 China Mutual Life Insurance Company, 221, 448, 451
 China Navigation Company, 472
 China Sugar Refining Company, 235
 Chinese characters, 319
 Chinese Engineering and Mining Company, 736, 738
 Chinese Imperial Maritime Customs, 85, 282
 Chinese Imperial Post Office, 491
 Chinese Mail, 353
 Chinese Merchants Company formed, 91
 Chinese Telegraph Company, 134
 Chinese weights, measures, and money, 841
 Ching Yue, Mr., 544, 545
 Chinhai occupied by Sir Hugh Gough, 52
 Chino-Japanese war, 94
 Chinkiang attacked by Sir Hugh Gough, 54
 Chinkiang tunnel, 676
 Choa Leep Chee, Mr., 176, 179
 Choei Chen Pong, Mr., 836, 838
 Choy Fong, Mr., 246
 Chu Hun Tsai, Mr., 527, 568
 Chu Pao San, Mr., 527, 530
 Chu Sok Pin, Mr., 566, 569
 Chu Yu Chee, Mr., 566
 Chun Bing Him, Mr., 527, 556
 Chun Koo Leong, Mr., 527, 548, 555
 Chun Kwan Yeh, Mr., 527, 552
 Chun Lai To, Mr., 796
 Chun Ming Hung, Mr., 527, 552
 Chun Nea Ching, Mr., 564
 Chun Yik Chee, Mr., 527, 558
 Chusan, English Settlement at, 30; occupied by a British force, 49, 76
 Clark, Dr. Francis, 265, 267
 Clark & Co., 775, 777
 Clark, Mr. J. D., 358
 Clarke, Major Brodie A., 415, 517
 Clear, Mr. A. C., 673
 Clerici, Mr. A., 603
 Cochin China, English factory established at, 27
 Cock, Robert, factor in Japan, 17
 Co-hong, formed at Canton, 31
 Collingwood, Mr. Geo., 364
 Collins & Co., 636
 Collinson, Mr. A. H., 673
 Collyer, Captain G. F., 415
 Consular appointments, first, 63
 Cordes, Mr. H., 759
 Cornabé, Eckford & Co., 769
 Cornwallis, H.M.S., Treaty of Nanking signed on, 55
 Cotton, 302
 Cowen, Mr. J., 365
 Coxion To, Dr., 180
 Craddock, Mr. A. K., 603
 Craig, Mr. H. J., 515
 Cross, Mr. A. W., 521
 Cruz, Basto & Co., 222
 Cubitt, Captain L. J., 417
 Culty & Co., 750
 Currency of China, 288
 Currimbhoy Ebrahim, Sir, 224
 Curtis Bros., 769
 Curtis, Mr. F. J., 769
 Dallas & Co., 638
 Dallas, Mr. A., 622
 d'Almeida, Mr. F. J., 522, 618
 Danby, the late Mr., 219
 da Silva, Mr. P. N., 798, 808
 Davenport, Dr., 785
 David, Mr. A. J., 223
 David, Sir Sassoon J., 223
 David, S. J. & Co., 223
 Davies & Thomas, 630, 635
 Davies, Mr. P. V., 603
 Davis, Lieutenant R. W., 416
 Davis's, Sir J. F., administration of Hongkong, 64
 Davis, Mr. W. A., 735
 Deacon & Co., 795
 Deekes, Mr. S. J., 836
 Dees, Mr. F. W., 676
 De Hees, Mr. R., 699
 De Moraes, Mr. J. A. da C., 785, 788
 de Rijke, Mr. J., 482
 Denham & Rose, 628, 630
 Denham, Mr. J. E., 622
 Denniston & Sullivan, 650, 654
 Dent, Mr. Vyvyan, 478, 518
 Der Oslasitische Lloyd, 361
 Des Voeux's, Sir W. G., administration of Hongkong, 94
 Deutsch-Asiatische Bank, 443, 702, 704, 732, 759, 761
 Dick, Lieutenant D. C., 417
 Dickeson, Jones & Co., 622, 627, 658, 660
 Diederichsen, Jebesen & Co., 638, 640, 744
 Diesing & Co., 781
 Diss Bros., 223
 Dodwell & Co., 218, 608, 705, 840
 Doire, Mr. A., 719
 Donald, Mr. W. H., 343, 345
 Douglas Lapraik Steamship Company, 207
 Dowager Empress assumes supreme power, 95
 Dowdall, Mr. W. M., 408, 414, 622
 Drummond, Mr. W. V., 406, 516
 Dunn, Mr. I. J., 719
 Dunn, Mr. S. T., 135, 137, 267
 Dunstan, Mr. E. J., 673
 Dutch and English rivalry, 18, 21
 Dutch Embassy to China, 14
 Du Thuy, Mr. M. B., 408
 Dyer, Captain W. J. N., 414
 East India Company, attempts to open up trade with China, 15; obtain a new charter, 27; sends a special mission to China, 33; sends its first ship direct to China, 27
 Eastern Extension Telegraph Company, 134, 497
 Eastern Skelch, the, 364
 Ebbeke & Co., 636
 Ecclesiastical, 321
 Eckardt, Mr. T., 408
 Elepoo, Peace Commissioner, 55
 Elgin, Earl of, appointed special envoy to China, 70
 Elliot, Captain, appointed British superintendent, 47; occupies Hongkong, 48
 Ellis Kadoorie Chinese Schools Society, 127
 Erskine, Mr. H., 795
 Evans & Co., 659, 691
 Ever Victorious Army, 88
 Ewo Cotton Spinning and Weaving Company, 573, 575, 576
 Ewo Hong on the Bund, the, 604
 Ewo Steam Silk Filature, 573
 Ewo Timber Depot, 574, 582
 Farrow, Mr. C. J., 822
 Fatshan, attack on Englishmen at, 64
 Fatshan Railway, 787
 Faust & Co., 746
 Faust, Mr. J., 739
 Fearon, Lieutenant R. I., 417
 Fernandez, Count de S., 807
 Figg, Mr. F. G., 267, 509
 Fink, Mr. C., 361
 Five, Mr. G. E., 739, 752
 Fleet, Mr. A., 603
 Fleming, Lieutenant W. N., 417
 Fletcher, Mr. A. G. M., 267
 Flint, Mr., supercargo imprisoned, 33
 Fokien Drug Company, 827
 Fong, Mr. S. D., 527
 Foochow, 837; opened to foreign trade, 55; troubles at, 63
 Fook On Insurance and Godown Company, 230
 Forbs, Mr. A., 219
 Foreign Ministers first received in audience by the Emperor at Peking, 90
 Formosa, ancient map of, 18
 Frazar & Co., 634
 Frewin, Capt. H., 835
 Froc, Rev. Father, 512
 Frost, Mr. J., 620
 Fuhrmeister & Co., 719
 Fukano, Mr. S., 620
 Fung Wa Chun, 267
 Fütterer, Mr. W., 618, 656, 657
 Gaillard, Mr. J., 408
 Gallon & Co., 836
 Gande & Co., J. W., 646, 649
 Gardiner, Mr. A. F., 821
 Gaskin, Lieutenant R. H., 418
 Ghisi, Mr. E., 408
 Gibb, Livingston & Co., 216, 604, 607
 Gilchrist, Mr. E., 491
 Giller, Mr. Harry A., 356
 Glass, Mr. D., 603
 Goertz, Mr. G., 739
 Goldring, Mr. P. W., 112, 173
 Gomes, Dr. A. S., 174, 219
 Gompertz, Mr. H. H. J., 111, 112
 Gordon, General, commands the Ever Victorious Army, 88
 Gordon, Lieutenant J. D. D., 417
 Goto, Baron S., 668
 Gough, Sir Hugh, assumes command Chinese expeditionary force, 50
 Gracey, Dr. S. L., 838
 Graham, Mr. James W., 198, 219
 Grant, Mackenzie, Mr. J., 458
 Grant, Sir J. Hope, commands British expeditionary force, in 1860, 76
 Great Northern Telegraph Company, 134, 496
 Greaves, Mr. J. R., 719
 Green Mr. C. H., 590
 Green Island Cement Company's Works, 237
 Greig & Co., 840
 Gresson, Mr. W. J., 110
 Grey, Mr. W. J., 673
 Gribble, Mr. Henry, appointed Consul at Amoy, 63
 Gro, Mr. W. L., 408
 Gros, Baron, French Envoy to China, 73
 Grove, Mr. F., 673
 Groves, Mr. G. R., 522
 Guedes, Mr. A. P. de M., 807
 Gulowsen, Mr. O. K. R., 768
 Guy, Mr. James, 198, 219
 Hächloff, Mr. W. W., 719
 Hale, Mr. B. A., 345, 351

- Hall & Holtz, 646, 651
 Hall, Mr. E., 781
 Halse, Mr. S. J., 622
 Hamburg-Amerika Linie, 202, 466
 Hankow, 692; brick and tile works, 710, 714; British Consulate at, 698; Bund in winter, 694; business men, 710; club, 696; *Daily News*, 366; foreign municipal police, 696; Foreign Settlement at, 693; French Municipal Council, 699; Pharmacie Centrale, 721, 722; Race Club, 700, 701; Russian Club, 700; Russian Consul at, 699; Russian Settlement at, 695; Wagons Lits Hotel Terminus, 704, 706; Waterworks and Electric Light Company, 708
 Hankow to Peking Railways, 677
 Han San inscriptions, 831
 Hanson, Mr. J. C., 407
 Hanwell, Surgeon-Lieutenant G., 420
 Hanyang Iron and Steel Works, 704, 708
 Hardoon, Mr. S. A., 620
 Harris, Mr. A. H., 834
 Harris, Mr. T. H., 466
 Harston, Mr. J. S., 112, 173
 Hart, Sir Robert, 89, 283
 Hastings, Mr. G. A., 112, 172
 Hastings, Mr. John, 172
 Hausser, Mr. P. F., 834
 Haworth, R. & Co., 634, 643
 Hayashi, Viscount, 758
 Hayley-Bell, Lieutenant F., 417
 Hayter, Mr. H. W. G., 364
 Hazeland, Mr. E. M., 173, 219
 Hazeland, Mr. F. A., 111, 112
 Hewett, Hon. Mr. E. A., 104, 108
 Hickie, Mr. A., 219
 Hickling, Mr. N. W., 603
 Hienfung, Emperor, last days of, 88
 Hillebrandt & Co., 642, 644
 Hillier, Mr. E. G., 759, 760
 Hinckley, Mr. F. E., 405
 Hing Loong Ginger Factory, 248
 Hirano, Mr. Y., 622, 634
 His Excellency Yen Fuh, 534
 Ho Fook, Mr., 178
 Ho Kai, Hon. Dr., 104, 109
 Ho Kom Tung, Mr., 174, 175
 Ho Nai Hop, Dr., 180
 Ho Tung, Mr., 176, 177
 Hoare, Right Rev. J. C., drowned at Hongkong, 94
 Hobson, Mr. H. E., 456, 478
 Hodgson, Mr. P. M., 112
 Hoerter, Mr. M., 523
 Hogg, Mr. A. V., 785
 Hogg, Mr. E. Jenner, 516, 518
 Hoko, Tsun, Dr., 180
 Holliday, Wise & Co., 608, 609
 Homicide, Chinese law of, 40
 Hongkew Recreation Ground, 506
 Hongkong: Aberdeen from the Peak, view of, 154; agitation against Sir J. Pope-Hennessy's administration, 84; banking, 116; cession of, 50; Chamber of Commerce, 159; Chinese Club, 172; constitution and law, 99; City Hall, 161; Club Lusitano, 172; clubs, 169; College of Medicine, 264; court of justice established at, 60, 101; created a Crown Colony, 60; currency, 114; *Daily Press*, 350; description of, 145; Des Voeux Road, view of, 153; education at, 121; electric tramways, 164; Ellis Kadoorie Chinese School Society, 126; Executive Council, 105; fauna, 138; finance, 113; first Anglican Cathedral at, 327; first occupation of, 48, 56; flora, 135; *Gazette*, 344; German Club at, 171; Government House at, 160; harbour and Kowloon, view of, 150; harbour, ships carrying Lord Amherst's mission anchor in, 43; health and hospitals, 262; industries, 235; information for tourists, 683; inspectorate of schools, 122; journalism at, 80; Legislative Council, 100, 105; Lloyd's Greater Britain Company's offices, view of, 155; Ly-ee-mun, Chinese residences at, 155; meteorology, 509; Mr. R. Montgomery Martin's indictment of, 58; Mountain Lodge, 161; Municipal Government, 100; navy, army, and volunteers, 272; new Government Offices, 162; new Law Courts, 164; Nippon Club, 172; Peak Club, 169; Peak tramways, 166; Peak, views of, 147, 152; Phoenix Club, 171; police, prisons, and fire brigade, 266; posts, cables, and telephones, 133; Press group, 345; Press, the, 343; public gardens, 130, 131, 135; public works, 129; Queen's College at, 123; Queen Victoria statue at, 148; race-course, 251; revenue and expenditure, 113; Roman Catholic Cathedral at, 324; St. Andrew's Church, Kowloon, 330; St. George's Club, 171; St. Joseph's English College, 124, 126; St. Paul's College, 127; Sanitary Board, 157; Select Committee of 1847 reports on, 58; Sir W. G. des Voeux's description of, 94; social life, 341; sport, 250; statue of Sir Thomas Jackson at, 148; *Telegraph*, 351; treaty of Nanking ratified at, 55; Tung Wah Hospital, 175, 177, 263; typhoon of September 18, 1904, 94, 510; unhealthiness of, 59; Union Church, 336; unofficial members first nominated to the Legislative Council, 80; Victoria, city of, built, 56; Victoria, city of, map of, 146; Victoria, city of, view of, 150; Victoria Recreation Clubhouse, 251; Volunteer Corps, 274; Wardley Street, view of, 154; Wyndham Street, view of, 153; Yacht Club House, 255.
 Hongkong and China Gas Company, 167
 Hongkong and Kowloon Wharf and Godown Company, 189, 198
 Hongkong and Shanghai Bank, 115, 118, 439, 700, 721, 731, 732, 759, 760, 821
 Hongkong Cotton Spinning, Weaving, and Dyeing Company, 236
 Hongkong Electric Company, 168
 Hongkong Electric Traction Company, 165
 Hongkong Ice Company, 240
 Hongkong Pipe, Brick and Tile Company, 238
 Hongkong Rope Manufacturing Company, 238
 Hoo Erh Mai, Mr., 527, 556
 Hooper, Mr. A. Shelton, 157, 173, 267
 Hope, Sir James, 87
 Hopkins, Dunn & Co., 474
 Hotel de la Paix, Tientsin, 736
 Hotel des Colonies, 688, 689
 Hotung Baugesellschaft, 749, 751
 Howard, Mr. W. E., 719
 Howarth, Erskine, Ltd., 594, 599
 Hue Cheng Yong, Mr., 532
 Hung Chong & Co., 662, 664
 Hung Kwong To (the late), Mr., 224
 Hunter, Dr. Wm., 265
 Hunter, Mr. H. E. R., 442
 Ichang, 698
 Ilbert & Co., 608
 Imperial Bank of China, 444
 Imperial Brewing Company, 249
 Imperial Hotel, Tientsin, 735, 736
 Imperial Post Office, 490
 Imperial Railways of North China, 670
 Indo-China Steam Navigation Company, 205, 207, 474, 481
 Information for tourists, 683
 Inglis, Mr. W. F., 603
 Innocent, Captain J. W., 417
 Inshallah Dairy Farm, 656, 659
 I on Marine and Fire Insurance Company, 231
 Interlopers, East India Company's troubles with, 27
 Irving, Mr. E. A., 128
 Isaacs, Mr. M. J., 838
 Ito, Mr. Y., 620
 Jacks, Mr. Phillip, 267
 Jaffer, Mr. M., 652
 Jameson, Lieutenant G. M., 417
 Jangstun Steam Brick Works, Tientsin, 740
 Japan Cotton Trading Company, 574, 720
 Japan, early English trade with, 17
 Jaques & Co., 741, 742
 Jardine, Matheson & Co., 205, 210, 236, 240, 459, 477, 481, 602, 604, 605, 703, 709, 727
 Java-China-Japan Line, 209
 Jezierski, Count, 739
 Jin Chong Silk Filature Company, 573, 574
 Johnston, Mr. Y., 234
 Johnston, Mr. James, 520, 523
 Johnston, Mr. L. A. M., 134
 Johnstone, Mr. J., 603
 Jokhee, Mr. Pestonjee B., 838
 Jones, Mr. P. N. H., 132, 267
 Jones, Staff-Surgeon K. H., 141
 Jordan, Dr. G. P., 265, 267
 Jordan, Sir J. N., 757
 Jorge & Co., 222
 Jorge, Mr. F., 219
 Junk Bay Flour Mills, 240
 Kearton, Captain W., 363
 Kelly & Walsh, 224
 Kennedy's, Sir A. E., administration of Hongkong, 84
 Kerfoot, Mr. James, 302, 603
 Kershaw, Mr. J. C., 138
 Keswick, Hon. Mr. H., 104, 110
 Keying, Commissioner, 65, 74
 Kiaking, Emperor, and Lord Amherst's mission, 44
 Kiangsue Chemical Works, 578, 591
 Kiaochau occupied by Germany, 95
 Kienlung, Emperor, accession of, 32; receives Lord Macartney, 38
 Kierulff & Co., 761
 Kin Gen Sang, Mr., 527, 544, 546
 King Chun San, Mr., 534
 King Kai Tong, Mr., 663
 King, Mr. H. F., 781
 Kingman, Mr. H. B., 528, 568
 Kingsmill, Mr. G., 422
 Kinipple, Inspector W., 508
 Kirchner & Boger, 654
 Kleemann, Mr. O., 739, 752
 Kleeschulte, Mr. W., 737, 748
 Kloeckner, Mr. H., 739
 Klose & Co., 642
 Ko Desong, Mr., 532, 570
 Koaze, Lieutenant S., 417
 Kohato, Mr. K., 620
 Koch & Co., 747, 748
 Kochien Transportation and Tow Boat Company, 479
 Koch, Lieutenant C., 417
 Koh Fai Seck, Mr., 229
 Koh Kai Shun, Mr., 229
 Koh Mah Wah, Mr., 229
 Koh Wan Kum, Mr., 229
 Koh Yieil Qieui, Mr., 229
 Kolkmeier, Mr. F., 719
 Koo King Cha, Mr., 527
 Kotow, Lord Amherst declines to, 43; Lord Macartney declines to, 38
 Kow Kee & Co., 578, 583
 Kowloon-Canton Railway, 681
 Kowloon Hotel, 684
 Kowloon Peninsula occupied, 56, 81, 95
 Kristy, Mr. C., 768
 Kruse & Co., 220
 Kuhn & Co., 648, 652
 Kulangsu Settlement, 815
 Kuling, scenery near, 697
 Kum Hon Shun, Mr., 554
 Kung, Prince, receives first British Minister at Peking, 88
 Kwan, Admiral, killed, 50
 Kwan Chiping, Mr., 534, 564
 Kwangsu, Emperor, superseded, 95
 Kwan Sum Yin, Dr., 180
 Kweiling, Commissioner, 73, 77
 Kwoh Chu Ching, Mr., 754
 Kwong Hee Ying, Mr., 229, 230
 Kwong Hip Lung & Co., 244
 Kwong river steamers, 209
 Laferriere, M. G., 408
 Lalcaia, Surgeon-Major C., 415
 Lambton, Vice-Admiral Sir Hedworth, 273
 Lammert, Mr. F., 219
 Lammert, Mr. George P., 222
 Lammert, George & Co., 221
 Lammert, Mr. H. A., 222
 Lan Chu Pak, Mr., 174
 Lan Fat, Mr., 247
 Landale, Mr. David, 405, 407, 520, 603
 Lander, Right Rev. G. H., 331
 Lane, Crawford & Co., 213, 214, 646, 650
 Laou Kung Mow Cotton Spinning and Weaving Company, 573, 577
 Lappa Customs, the, 805
 Lavers, Lieutenant P. F., 414
 Law, Mr. W. M., 620
 Layng, Mr. H., 835

846 TWENTIETH CENTURY IMPRESSIONS OF HONGKONG, SHANGHAI, ETC.

- Leang Shing Hem, Mr., 550, 557
L'Echo de Chine, 361
 Lee Pah Pao, Mr., 532, 570
 Lee Sih Guan, Mr., 534, 566
 Lee Tung Hwee, Professor, 528, 562
 Lee Yung Su, Mr., 527
 Legations at Peking besieged, 96
 Lello, Dr. A. P., 807
 Leung Hiu Cho, Mr., 248
 Levien, Mr. R. B., 620
 Levy, Mr. S. A., 620
 Li Hung Chang, 88, 89, 91, 95
 Liaoting Peninsula, 95
 Liddell, Mr. P. W. O., 719
 Lim La Sang, Mr., 680, 836
 Lim Nee Kar, Mr., 822, 824, 836
 Lim Pang Ket, Mr., 836
 Lin, Commissioner, oppresses British Merchants at Canton, 47
 Li Tsoi Chee, Mr., 768, 769
 Little, Mr. E. S., 518, 620
 Little, Mr. W., 406
 Liu Sin Sang, Mr., 720, 723
 Liu Zay Chin, Mr., 558, 560
 Litvinoff & Co., 716, 717
 Lloyd, Mr. G. T., 345, 353
 Lloyds' Greater Britain Publishing Company, 155, 366
 Lo Cheung Shiu, Mr., 178
 Lo Hon Chun, Mr., 527, 547
 Lo King Kee, Mr., 527, 548
 Loch, Mr. (afterwards Lord), captured by Chinese, 77
 Lockhart, Mr. J. H. S., 774
 Locksmith & Co., 640
 Lohlien, Mr. H., 739
London, first English ship to visit China, 19
 Looker, Mr. H. W., 112, 173
 Loon Tai Tea Hong, 662
 Lothar Marcks & Busch, 710, 712
 Low Che Chung, Mr., 527
 Lowe, Mr. A. D., 406
 Lowe, Mr. A. R., 219
 Lucassen, Mr. F. H., 828
 Lugard, Sir F. D., 104
 Lugard's, Sir F. D., administration of Hongkong, 105
 Lunghwa Tannery Company, 578
 Lyons, Captain F. W., 267, 271

 Macartney, Lord, conducts mission to China, 36
 Macao, 798; Bishop of, 800; British merchants take refuge at, 48; general view, 797; Governor of, murdered, 66; hotels, 809; Municipal Hall, 802; occupied by British troops, 41; occupied by the Portuguese, 14; St. Paul's ruins at, 798
 Macdonald & Co., 242
 Macdonald, Mr. J., 739, 752
 Macdonnell's, Sir R. G., administration of Hongkong, 82
 Macgowan, Rev. J., 814
 Mackay, Mr. E. A., 603
 Mackenzie & Co., 750
 Macleod, Mr. R. N., 406
 Madier, Mr. H., 408
 Mahomedan Rebellion in Yunnan, 90
 Major Bros., 591
 Malcolm, Mr. W. R., 620
 Manchuria, mines and minerals in, 682
 Manchurian Railways, 667
 Man Loong Ginger Factory, 248
 Mannchow, Mr. H., 836, 838
 Mansel, Dr. E. L., 835
 Mansfield, Mr. J. J., 422
 Mansfield, Mr. R. W., 785
 Margery, Mr. R. A., murder of, 90
 Marques, Dr. L. P., 808
 Marshall, Mr. V., 364
 Marshall, Surgeon-Captain R. J., 420
 Marston, Mr. L., 785
 Martin's, Mr. R. Montgomery, indictment of Hongkong, 58
 Marzoli, Mr. E., 740, 742
 Masayoshi Kato, Mr., 470
 Master, Mr. G. C. C., 112, 172
 Mathews, Mr. M. C., 422
 May, Hon. Mr. F. H., 104, 106
 Mayer, Mr. O. E., 739
 Mayer, Mr. V., 521
 McDougall, Mr. H., 821
 McLeod, Mr. A., 521
 Medhurst, Mr. G. H., 219
 Mee, Cheung & Co., 234
 Melchers & Co., 209, 615, 617, 618, 709, 711, 731, 742
 Melchers, Mr. K. F., 739
 Melnikoff, Mr. D. M., 710, 716
 Mendes, Mr. M. da S., 809
 Messageries Cantonaises, 207
 Messer, Mr. C. McJ., 267
 Meuser, Mr. O., 406
 Meyer & Co., 710, 752
 Michael, Mr. J. R., 173, 219
 Michelau, Mr. Carl, 620
 Middleton, Mr. H. E., 673, 676
 Middleton, Mr. W. B. O., 620
 Miller, Mr. R., 442
 Minanu, Mr. S., 224
 Mirow, Mr. E., 719
 Mirza Mohamed Bowker Afshar & Co., 654
 Mitchell, Mr. C. B., 821, 822
 Mitsui Bishi Company, 233, 662, 719
 Mitsui Bussan Kaisha, 232, 620, 621, 623, 717, 719, 750, 751
 Mittag, Mr. Max, 654, 655, 656
 Miu Nai York, Mr., 796
 Molchanoff, Pechatnoff & Co., 712, 713
 Miyasaki & Co., 234
 Molkerei Oberhof, Ltd., 740
 Mody, Mr. H. N., 127, 128
 Moidrey, Father, J. de, 321
 Molony, Right Rev. H. J., 332
 Monctier, Mr. A., 362
 Moorhead & Halse, 634
 Moorhead, Mr. R. B., 622
 Morland, Dr. C. H. D., 835
 Morrison, Dr., 758
 Mosberg, Lieutenant J., 414
 Moule, Bishop, 332
 Muller, Mr. F., 719
 Munthe, Col. J. W. N., 751, 752
 Murphine, Mr. A. R., 620
 Murray, Mr. G. T., 834
 Musso, V. P., & Co., 222
 M. Zeen, Mr., 534

 Nagayasu, Mr. H., 719
 Nanking, 778; attacked by Sir Hugh Gough, 53; British Consul, 781; Porcelain Tower, 54; Taeping occupation of, 67; tombs at, 780; Viceroy and Officials, 779
 Napier, Lord, appointed British Superintendent in China, 45; dies at Macao, 46
 Nathan, Mr. M. J., 687
 Native City Waterworks, Tientsin, 740
 Naval Club, the, 688, 690
 Neave, Mr. Thomas, 198, 219
 Nederlandsch-Indische Handelsbank, 119, 120
 Neill, Mr. J. O., 739, 752
 Neish, Mr. R. D., 358
 Nemazee & Co., 654
 Nestlé's Milk Company, 660
 Netherlands Trading Society, 118, 119
 Neumann, Mr. R., 618, 655
 New Amoy Dock Company, 826
 Newchwang, 763
 New Engine and Iron Works, Hankow, 714, 715
 New Engineering and Shipbuilding Works, Ltd., 590, 597
 Ningpo, 772; cotton plantation at, 63; occupied by the British, 52; opened to foreign trade, 55; Portuguese expelled from, 14
 Nippon Nenkwa Kabushiki Kaisha, 719
 Nippon Yusen Kaisha, 203, 470, 475
 Nisshin Kisen Kaisha, 474, 483, 720
 No Sau Sang, Mr., 224
 Nolasco, Captain J., 417
 Nordchinesische Handelsgesellschaft, 747
 Norddeutscher Lloyd Company, 201
 Noronha & Co., 354
Norlh China Daily News and Herald, 355
 Nutter & Co., 640
 Nutter, Mr. P., 620

 O'Brien, Mr. H. N., 405
 Okura & Co., 720
 Olivier & Co., 602, 718
 Olof, Wijk & Co., 594, 601
 Opium destroyed at Canton, 47
 Opium traffic, early stages of, 46; disputes at Canton concerning, 47
 Osaka Shosen Kaisha, 205
 Osborne, Hon. Mr. Edward, 104, 110
 Osborne, Mr. J. H., 458
 O'Shea, Henry D., 360
 O'Shea, Jno., 359
 Osloverkhow, Mr. A. N., 699, 719
 Oswald, Mr. J. C., 838
 Otto Kong Sing, Mr., 178
 Owen, Mr. O. E., 684

 Pabaney, E., 226
 Pacific Mail Steamship Company, 203
 Palace Hotel, 687
 Panoff, Mr. T. K., 719
 Parker, Sir William, commands naval squadron, 52
 Parkes, Sir Harry S., 63, 67, 71, 77
 Parkin, Mr. W. R., 498
 Pasedag & Co., 828
 Patrick, Surgeon-Lieutenant H. C., 420
 Pearce, Rev. T. W., 337
 Peking, 755; ancient views of, 43; and *Tientsin Times*, 367; British Legation at, 757; British Minister at, 757; occupied by allied British and French forces, 79; occupied by Great Powers in 1900, 96; Forbidden City at, 755; Hall of Classics at, 758; Hankow Railway, 678; Japanese Minister at, 758; permanent diplomatic representation at, 74; shrines, 339; station, 677; summer palace at, 756
 Peninsular and Oriental Steamship Navigation Company, 199, 200
 Pereira, Mr. F. X., 808
 Pernoite, Mr. J., 710
 Pestonjee B. Jokhee, Mr., 838
 Petrie, Mr. T., 345, 353
 Pellick & Co., 838
 Petit, P. B. & Co., 662
 Phillips, Mr. H. R., 113, 267
 Pierce, Mr. W. H., 590
 Piggott, Sir F. T., 111, 112
 Pilcher, Captain H. W., 417
 Platt, Mr. W. A. C., 406
 Playfair, Mr. G. M. H., 838
 Pollock, Hon. Mr. H. E., 104, 109
 Pon Kuck Hien, Mr., 568
 Pope-Hennessy's, Sir J., administration of Hongkong, 84
 Pope, Mr. A. W. V., 673, 674
 Porcelain Tower, Nanking, 54
 Portland Flouring Mills Company, 230
 Posts, Cables and Telephones, 133, 490
 Pottinger, Sir Henry, appointed Plenipotentiary, 51
 Powell, William, Ltd., 220
 Pozzoni, Right Rev. Dominico, 326
 Prentice, Mr. J., 407, 458
 Prince, Mr. E., 504
 Pulo Condore, English factory established at, 31
 Purnell & Paget, 793, 794

 Quan Jee On, Mr., 230
 Quan Jow, Mr., 230
 Quan Kai, Mr., 230
 Quan Kai, Mr. F., 794
 Quan Sam, Mr., 230
 Queen's College, Hongkong, 123

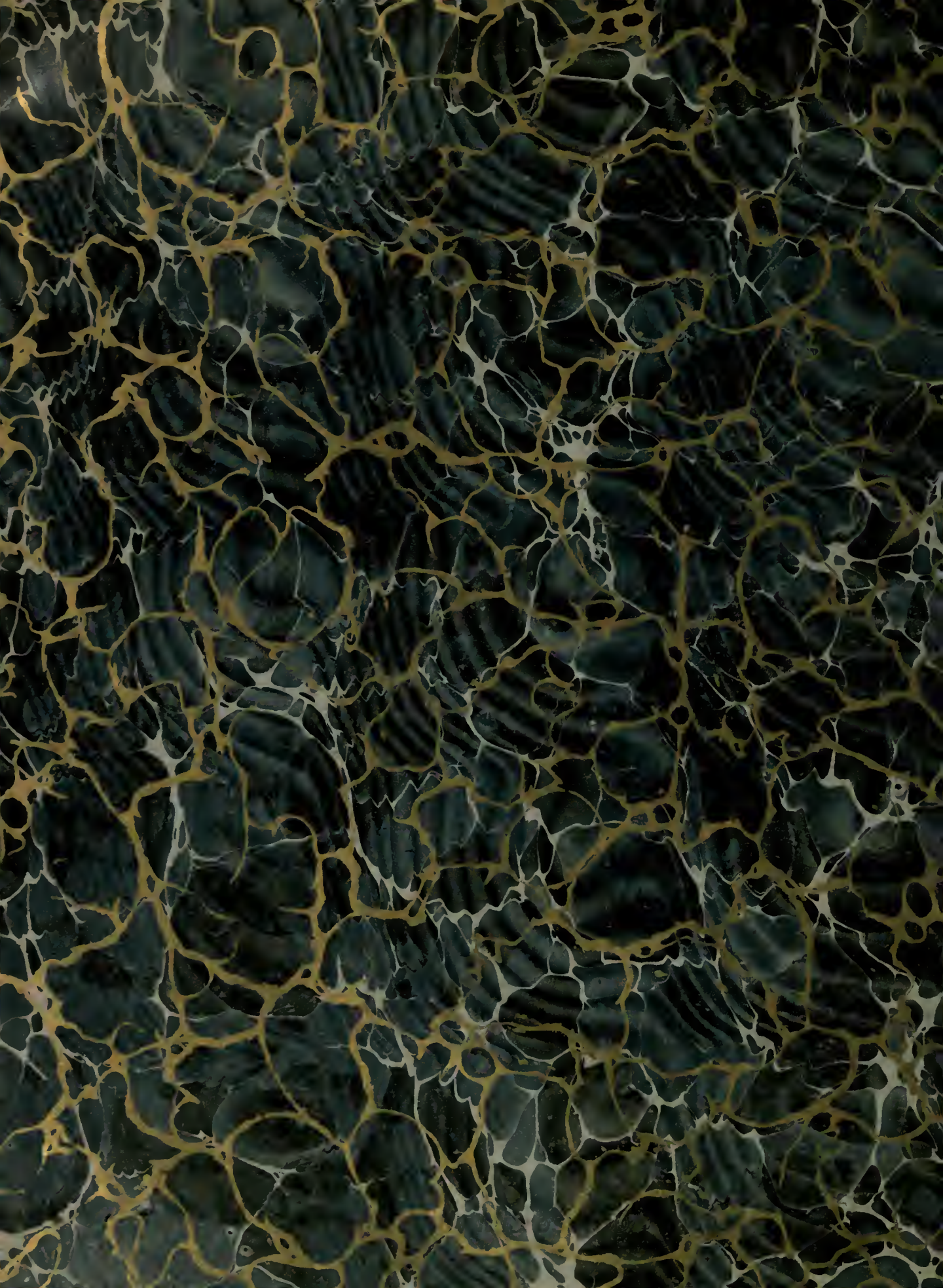
 Radomski, Mr. R. C., 492
 Railton, Mr. H. E., 620
 Railway at Woosung built, 91
 Railways in China, 95, 666
 Rankin, Mr. H. F., 826
 Ransom, Captain S. A., 417
 Rassadin, Mr. A. N., 719
 Raven, Lieutenant F. J., 417
 Rees-Davies, Hon. Mr. W., 104, 107
 Reiss & Co., H., 644, 645
 Remedios, Mr. L. A. L., 808
 Rempei Kondo, Mr., 470
 Rennie, Dr. T., 838
 Rizaeff Frères 654
 Rizaeff, Mr. H. M. B., 652, 654
 Robinson's, Sir Hercules, administration of Hongkong, 81
 Robinson's Sir William, administration of Hongkong, 94
 Roman Catholic Cathedral, Hongkong, 324
 Rose & Co., 719
 Rose, Mr. A., 710
 Rose, Mr. R., 622
 Rössler, Dr. W., 785, 788
 Ross-Reid, T., 366
 Rozario & Co., 223
 Russo-Chinese Bank, 732, 734, 760, 761
 Russo-Japanese War, 96
 Rutherford, Lieutenant C. H., 417

 St. Andrew's Church, Kowloon, 330
 St. George's Hotel, 690

- St. Joseph's English College, in Hongkong, 124, 126
 St. Paul's College, Hongkong, 127
 Saker, Lieut. R. M., 417
 Saltoun, Lord, 53
 Sauder, Wieler & Co., 634, 641
 Saris, Captain, heads trading expedition to Japan, 17
 Sassoon, D. & Co., 224, 610
 Sassoon, E. D. & Co., 224, 227, 610
 Sassoon, E. D., 227
 Sassoon, Mr. Jacob, 227, 612
 Sassoon, Sir Edward, 225
Saturday Review, 363
 Schellhoss, Captain H., 417
 Schlichting, Mr. H., 719, 722
 Schuldt, Mr. A. E., 739
 Schultz & Co., 632, 634, 747
 Schulze, Mr. E., 739
 Schwarz, Gaumer & Co., 714
 Schweiger Import and Export Company, 714, 715
 Scotson, Mr. J., 504, 524
 Scott, Mr. Gray, 219
 Scott, Harding & Co., 626
 Scott, Mr. W., 622, 632, 639
 Sea, Mr. W. V., 528
 Seitz, Mr. Carl, 522
 Seth, Mr. Arathoon, 111, 112
 Seymour, Admiral Sir M., conducts an expedition in the Canton River, 69
 Shanghai, American Post Office at, 493; American Settlement formed at, 62; Anglican Cathedral at, 373; architects and civil engineers, 622; assessed value of in 1872, 93; attacked by Sir Hugh Gough's force, 53; banks, 440; bird's-eye view of, 370; British Consulate at, 375; British Post Office at, 492; Bubbling Well Road, 379; central police and fire station at, 411; Chambers of Commerce at, 386; Chinese Polytechnic Institution established at, 92; clubs, 387; Customs House, 460; Custom House organisation formed at, 85; description of, 368; Drag Hunt, 500; early description of, 85; early history of, 60; education, 484; Ellis Kadoorie School, 488; finance and banking, 438; fire brigade, 429; foreign commercial community at, 602; Freemasonry at, 386; French concession at, 407; French Consulate at, 372; French Municipal Council offices at, 372; French Post Office at, 494; French Settlement formed at, 62; Garden Bridge, 375; German Post Office at, 493; German trade at in 1881, 93; harbour, 478; health, hospitals, 434; Holy Trinity Cathedral at, 337; Hongkew market at, 376; *Illis* memorial at, 373; Imperial Post Office at, 490; industries, 573; information for tourists, 683; Japanese Post Office at, 494; library, 386; Li Hung Chang memorial at, 381; Margery monument at, 373; *Mercury*, 357; meteorology, 512; Municipal Councils, 86, 93, 495; observatory, Siccawei, 383; opened to foreign trade, 55; Oriental commercial community at, 662; Paper Hunt Club meet, 498; pilotage service, 480; police, 377, 409; police sports, 507; post, cables, and telegraphs, 490; Press, the, 354; public school, 485; public works, 432; Race Club, 501; racecourse, 378; recreation ground, 383; Royal Asiatic Society at, 385; Russian Post Office at, 493; St. Francis Xavier's School, 489; St. Joseph's Church, 326; shipping, commerce, and customs, 452; social life, 516; sport, 498; streets, 374, 384; Taeping rebels near, 67, 87; Telephone Exchange supervisors at, 496; Thomas Hanbury School and Children's Home at, 489; *Times*, 358; Town Hall, 376; Union Church at, 336; volunteer corps formed at, 67; volunteers, 413; winter view of, 371; Woosung Railway built, 91.
 Shanghai and Hongkew Wharf Company, Ltd., 459
 Shanghai City, 408
 Shanghai City, Taeping occupation of, 67
 Shanghai district, old Chinese maps of, 61
 Shanghai Dock and Engineering Company, Ltd., 453, 456
 Shanghai Electric and Asbestos Company, 654
 Shanghai Land and Investment Company, Ltd., 444
 Shanghai Life Insurance Company, Ltd., 448, 827
 Shanghai Machine Company, 644, 647, 712, 716
 Shanghai Mutual Telephone Company, Ltd., 494
 Shanghai-Nanking Railway, 670
 Shanghai-Nanking Railway officials, 673
 Shanghai Tobacco Trade Guild, 661, 662
 Shanstrom, Mr. E., 618
 Shantung, railways in, 95
 Shao Gin Tow, Mr., 572
 Shapoo, attack on, 53
 Shekury, Mr. G. J., 687
 Shellim, Mr. E., 225
 Sheng Kung Pao, His Excellency, 525, 526
 Shen Tun-Ho, His Excellency, 526
 Shewan, Mr. R. G., 173, 219
 Shewan, Tomes & Co., 213, 237, 239, 619, 790, 792
 Sho, General C. A., 781
 Shorrock, Mrs., 363
 Sia Tsze Nan, Mr., 534, 568
 Siberian Railway, 95, 667
 Siccawei Observatory, 383
 Siemens Schuckertwerke, 584, 709, 811
 Siemens & Co., 216, 612, 614, 701, 732, 795, 810, 811
 Siemens & Krohn, 840
 Sietas & Co., 769
 Silk trade, 62, 93, 290
 Sinclair, Mr. M. R., 673
 Sing, Mr. A., 664, 665
 Sing Ting Hoang, Mr., 532
Siu Wan Pao, the, 362
 Skottowe, Captain, conducts special mission to China, 33
 Skottowe, Mr. E. B., 407, 442
 Slade, Mr. M. W., 174
 Smart, Mr. J. D., 673
 Smith & Co., 769
 Smith, Mr. L. J. P., 603
 Soares & Co., 221
Social Shanghai, 363
 Somerville, Mr. R., 620
 Sommer, Mr. F., 739
 Song Ching, Mr. Z., 532, 568
 Soochow Arsenal established, 89
 Soo Pao Sun, Mr., 536, 538
South China Morning Post, 352
 South Manchuria Railway, 669, 671
 Sperry Flour Company, 215
 Spooner, Mr. S., 603
 Standard Life Assurance Company, 448
 Standard Oil Company of New York, 213, 827
 Stanley, Dr. A., 434
 Staunton, Sir George, 42
 Steam power in China, 594, 600
 Stedman, Dr., 267
 Steele, Rev. J., 332
 Stephens, Mr. M. J. D., 172
 Stewart, Captain A. J., 416
 Stewart, Captain G. E., 418
 Stockton Milling Company, 216
 Stockwell, Mr. C. F. St. C., 838
 Stokes, Commodore R. H. S., 273
 Stokes, Mr. A. P., 406
 Studd, Mr. A. W., 422
 Suez Canal, effect of opening of on Hongkong trade, 83
 Suichow, Mr. T., 534
 Summer Palace, Peking, destroyed, 79
 Sun Chun Ying, Mr., 752
 Sun Ting Huan, Mr., 566
 Sun Wei Chin, Mr., 720
 Suzuki, Mr. S. K., 442
 Suzuki & Co., 664
 Swatow, 829; railway, 833
 Sze Tsay Kor, Mr., 534, 562
 Sze Zing Tsah, Mr., 558
 Tachibana, Mr. S., 719
 Taeping Rebellion, 67, 87
 Takahashi, Mr. K., 719
 Tait & Co., 827
 Takao Tsun-Ado, Mr., 710
 Taku Forts, captured in 1858, 73; captured in 1900, 96; unsuccessful attack on, 75
 Talati, Mr. M. P., 224, 226
 Talati, Mr. P. F., 224
 Tang Kee Shan, Mr., 720, 723
 Tangku, engagement at, 76
 Tan, Mr. A., 229
 Tan, the late Mr. A., 224
 Tao Mai Sen, Mr., 534, 562
 Taoukwang, Emperor, death of, 66
 Taoukwang's, Emperor, hatred of foreigners, 53
 Taoutai Wan Bing Chung, 780
 Taoutai Wen Hao, 134
 Taft, Sons & Co., 228, 638
 Taylor, Captain P. H. M., 106
 Taylor, Hon. Commander B. R. H., 104
 Taylor, Mr. J. D., 710
 Tea, early mention of, 27
 Tea, history of, 294
 Tea, trade at Shanghai, 62
 Teesdale, Mr. J. H., 406, 518
 Telge & Schroeter, 640, 642, 748, 749
 Thomas, Captain H. R. H., 417
 Thom, Mr. Robert, appointed Consul at Ningpo, 63
 Thompson, Sergt.-Major W. W., 422
 Thomson, Hon. Mr. A. M., 104, 107, 113
 Thomson, Mr. O. D., 112, 173
 Thyen, Mr. J., 719
 Tiensinfoo, Mr. H., 836, 838
 Tientsin, 724; Astor House Hotel at, 733; British and German Bund at, 725; clubs, 730; fire alarm bell at, 726; French Christians murdered at, 90; German Municipal Offices at, 729; Gordon Hall at, 724; Municipal Administration, 729; Native City Waterworks 740; occupied by Allied Forces in 1858, 73; occupied by the great European Powers in 1900, 96; power station, 730; *Press*, 365; racecourse, 726; Russian Municipal Offices at, 729; statue of Roland at, 726; Treaty concluded at, 74; wool cleaning factory, 750.
 Tientsin-Yangtze Railway, 672
 Tinghai, Chusan, captured, 49
 Toeg, Mr. R. E., 501, 519
 Tong Chong Leong, Mr., 554, 559
 Tong Lai Chuen, Mr., 178, 180
 Tong, Mr. S. K., 533, 535, 537
 Tong, Mr. Y. C., 530, 532
 Tong Shin Yue, Mr., 534
 Tong Shou Kiang, Mr., 527, 533, 536
 Tonkin, English factory established at, 22
 Tooler, Mr. H. P., 267
 Tourists, information for, 683
 Toyo Kisen Kaisha, 204, 206
 Treaty of Nanking concluded, 55
 Treaty of Peking concluded, 79
 Triads raise the standard of rebellion, 66
 Trost & Co., 746, 747
 Trueman, Major T. E., 415
 Tsang Kung, Mr., 224
 Tsang Suichow, Mr., 570
 Tsiang, Mr. T. K., 532, 781
 Tseung Sz Kai, Mr., 178
 Tsingpu, outrage at, 66
 Tsingtau, 810
 Tso, Mr. S. W., 178, 307
 Tso Seen Wan, Mr., 318
 Tsung li Yamen created, 88
 Tuan Fang, His Excellency, 778
 Tungche, Emperor, 89
 Tungchow, battle of, 77
 Tung Tai Tseung Kee & Co., 244, 247
 Tuxford, Mr. Ivan, 673, 678
 Tweedie, Mr. K. D., 673
 Tywan, Formosa, 18; English factory established at, 22
 Union, the, 364
 University at Hongkong, a proposed, 128
 Unwin, Mr. F. S., 768
 Victorian Government Commercial Agency, 644
 Volkart Bros., 628
 Von Düring, Wibel & Co., 642, 742
 Vulcan Ironworks, Limited, 590
 Wade, Mr. H. T., 294, 520
 Wade, Sir Thomas, 63, 91
 Wagons Lits Hotel Terminus, 704, 706
 Wai Luk Chune, Mr., 554, 563
 Wakeman, Mr. G. H., 111, 112
 Walker, Rev. A. J., 332, 415
 Wallace, Mr. W. H., 821
 Walte & Co., 747
 Walte, Mr. A., 739
 Wan Chung Kai, Mr., 233

- Wang Hing, Mr., 230
 Wantun Mo, Dr., 178
 Ward commands forces operating against the Taepings, 86
 Ward, Mr. Thomas (Tain Wal), 532
 Watson, A. S. & Co., 220
 Watson, Lieut.-Colonel W. M., 415
 Webley & Scott, 645
 Weddell, Captain, conducts trading expedition to China, 19
 Weeks & Co., 648, 655, 714, 718
 Weihaiwei, 773; harbour, 776; island, 776; occupied by Great Britain, 95; school, 777
 Weiss, Mr. A. F., 219
 Wei Yuk, Hon. Mr., 104, 109
 Wendt & Co., 220
 Wen Hao, Taoutai, 134
 Westphal, King & Ramsay, 716
 Whampoa, anchorage at, 29; tragic incident at, 39
 Whangpoo Conservancy, 480; river, view of, 369
 Whang Tatfoo, Mr., 720
 Wheen, Lieut. A. F., 418
 White, Mr. Frank W., 524, 620
 White, Mr. H. P., 173
Who's who in the Far East, 354
 Wicking, Mr. H., 219
 Wilfley, Hon. L. R., 405
 Wilkinson, Mr. C. D., 112, 172
 Wilks & Jack, 242
 Wilzer, Mr. A. H., 805, 809
 Wingrove, Captain G. R., 417
 Winning, Rev. R. G., 332
 Winslow, Mr. H. P., 678
 Wise, Hon. Mr. A. G., 111, 112
 Wodehouse, Mr. P. P. J., 271
 Wolfe, Mr. E. D. C., 267
 Wolseley's, Lord, narrative of the occupation of Peking, 79
 Wong Fuk Ching, Mr., 534, 564
 Wong Hai Fan, Mr., 720
 Wong Hien Chang, Mr., 526, 556
 Wong, I. Ding, Mr., 527, 534, 536
 Wong, Mr. James B., 319
 Wong family, 550
 Wong Kam Fuk, Mr., 178
 Wong Kwei Chek, Mr., 550
 Wong Lu Chee, Mr., 550
 Wong, Mr. Y. C., 550
 Wong Ping San, Rev., 534, 572
 Wong Pin Wa, Mr., 244
 Wong Say Che, Mr., 532, 570
 Wong Suen Hing, Mr., 550
 Wong Su Ping, Mr., 550
 Wong Sze Ching, Mr., 534
 Woo Chau Chin, Mr., 527, 552, 554, 561
 Woo Kee May, Mr., 526, 540, 541
 Woo Shu, H.E., 832, 834
 Woo Ting Seng, Mr., 543, 544
 Woo Ton Yin, Mr., 527
 Woods, Mr. A., 620
 Woosung, attacked by the British, 53
 Wright, Rev. G. H. Bateson, 121, 126
 Wright, T., 345, 351
 Wu Jim Pah, Mr., 754
 Wu Sich Chen Sing Cotton Mill, 574, 581, 584
 Yan On Marine and Fire Insurance Company, 231
 Yang Hai Tsar, Mr., 568, 570
 Yang Shin Tsze, Mr., 544
 Yang Sin Che, Mr., 532
 Yangtze Insurance Association, Ltd., 450
 Yangtze-Kiang at Chinkiang, 694
 Yangtze-Kiang, British expedition up the, 53
 Yangtze-Kiang, lighting the mouth of the, 369
 Yao Pak Hsuen, Mr., 363
 Yasukawa, Mr. Y., 739
 Yeh Ching Chong, the late Mr., 560, 565
 Yeh, Viceroy, at Canton, 68; capture of, 71
 Yen Ching Suh, Mr., 572
 Yen-Fuh, His Excellency, 525, 534
 Yen Shu Fong, Mr., 544
 Yen Tze King, Mr., 540, 544
 Yeu Chong Suh, Mr., 532
 Yih Ming Tsah, Mr., 526, 540, 542
 Yih Zung Tsah, Mr., 527
 Yin Sih Chang, Mr., 532, 570
 Yokohama Specie Bank, 117, 119, 444, 700, 702, 732, 734
 You Sau Ting, Mr., 532, 570
 Young, Mr. S. C., 534, 570
 Yu Ko Ming, Mr., 532, 562
 Yu Ping Ur, Mr., 534, 564
 Yu Yah Ching, Mr., 526, 537, 538
 Yue, Mr. T. S., 527, 558
 Yuen Fat Hong, The, 220, 233
 Yuen Hun Kee, Mr., 526, 541
 Yuen Ying Kong, Mr., 541
 Yung Che Ping, Mr., 532
 Yung Hin Pong, Mr., 178
 Yung Soy Hsung, Mr., 534, 568
 Zea Koo Ching, Mr., 534
 Zea Sib Vang, Mr. Y. K., 526, 560
 Zea Zoon Bing, Mr., 534
 Zee Way Zung, 548, 553
 Zee, Mr. M., 534, 572
 Ziah, Mr. L. H., 526
 Zih Li Kung, Mr., 526, 539, 540
 Zi, Sergeant Julien T. A., 548
 Z. Song Ching, Mr., 532





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