

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL, BATHURST.
THE ADMIRALTY have given
official sanction to the
Federation of 1000 men, who will
be strictly limited to Public School or
University men and who will serve
together as a Unit.
Training to be going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
5, 7 & 9, Old Ford Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1847.

Registered as a Newspaper at the General
Post Office in the United Kingdom

FORD CARS
There's nothing small about the
Ford—except its purchase price
and cost to keep.
Apply to—
ALIX ROSS & Co.,
Sole Agents,
4, Des Voeux Road Central.

No. 17,814. 號四十四百八千七萬一第 日十初月六年卯乙 HONGKONG, WEDNESDAY, JULY 21st, 1915. 三拜禮 號一十二月七年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO DEPART.	
July 22nd.	Europe via Siberia at 3 p.m. per A.M. Anzai.
July 24th.	Seigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at noon, per A.M. Anzai.
July 27th.	Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco and United Kingdom via Canada, at 11 a.m. per S.S. SHINYO MARU.
July 27th.	Europe via Siberia, at 11 a.m. per A.M. Anzai.
July 30th.	Straits, Burmah, Ceylon, Aden, India, Western Australia, India, Aden, Egypt and Europe, at 11 a.m. per S.S. Kishinoue.

For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [724]

MITSU BISHI CO.
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA
OGHI, MUTABE, YOSHINOYARI,
NAMAZUTA, SATO, SHINNEW
AND KAMAYAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.
BRANCH OFFICES—NAGASAKI,
MOJI, KAKATSU, WAKAMATSU,
OTABU, MURORAN, HAKODATE,
KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSURUGI,
SHANGHAI, HONGKONG, HANKOW,
PEKING.
Cable Address for above: "IWASAKI."
Cables: A.I.A.B.C. 5th Ed., Western Union.
AGENTS: CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNES & Co., LTD.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [540]

PEAK TRAMWAY COMPANY. LIMITED.

TIME TABLE.

WEEK DAYS.	
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MOUTRIE PIANOS

NEW MODEL OVERSTRUNG.

GUARANTEED

FIVE YEARS.

INSPECTION INVITED:

S. Moutrie & Co., Ltd.

THE HONGKONG TRAMWAY CO., LTD.

By kind permission of the Colonel and Officers, the BAND of the 7th PUNJABIS will play on the NORTH POINT BEACH TO-NIGHT from 9 until 11 o'clock.
Hongkong, 21st July, 1915.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Iron and Steel Work, etc.
Supply Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Sheds ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL AND KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
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KEROSENE.

WHAT Oil do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradors. Why not tell him to get

"FISH" or "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

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Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in naked tins without case. Price for 2 tins, \$3.50.

KUI YICK & Co.,

73, Queen's Road West.

Hongkong, 7th June 1915.

A LUNG & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915.

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

GERMAN COMPETITION IN CHINA.

DIFFICULTIES ENCOUNTERED BY BRITISH MERCHANTS.

Mr. Frank H. Hiscock, of Shanghai and Hankow, in the course of a letter to the *Globe* says:—

In common with other British firms I have suffered greatly from the German invasion of that country for trade. As your article truly says, the attitude taken up by our Government in connection with trading with the enemy in China is absurd. Most of the German houses in that land are backed, actively, by their Government, and it is only necessary for a firm to complain to the Consulate if the bank refuse to give them facilities for the Consul to instruct the bank to give the needed assistance to enable the firm to carry out any business project.

Shanghai, the head of all business in the Far East, so far as China proper is concerned—Hongkong is purely British territory, and outside the difficulties that surround business in China itself—has taken active steps by barring all enemies from membership of the three clubs—Country, Race, and Shanghai—although these clubs are really cosmopolitan in their organization. The community has also taken the bit between its teeth and broken away from the old Chamber of Commerce, and headed by the Hongkong Bank, Butterfield & Swire, Jardine, Matheson & Co., Ltd., etc., has formed a new Chamber of Commerce for the purpose of keeping its hands clean from the stain that will for ever cling to the German nation. But while they can take full advantage of the new era in that land, much of this will be nullified by the curious attitude of the British Government, who can only say that trade with the enemy "is undesirable."

A SIGNIFICANT INSTANCE.
The writer was taken to task by our Minister at Peking when on his way home because the British merchants in China—particularly in the Yangtze Valley—were not securing the amount of business we should. My reply to Sir John Jordan was that until the Consular Body gave us that support which is given by every other country save our own to its traders, we should be unable to secure our proper share in the immense business of China. I backed up my statement by incidents out of my own experience where I had lost large and important business through the refusal of our own consular body to give that backing which we, as traders, consider is our right in such lands. I told him of one instance where I asked a certain consul for information as to a business proposal, and was met with the reply that it was none of his business. Strange to say, within three weeks that same Consul office wrote to me seriously taking me to task for following my German competitors in seeking business. Needless to say, I at once called upon that Consul and asked for explanation, which were none other than that they were securing business in China is the almost total lack of active sympathy from our Consular body.

Another great obstacle is the attitude of the trading community here in England who refuse to step out of their old-fashioned ways and are seriously lacking in what I should like to call intelligent anticipation of the enormous business waiting in China. Germany organizes in business as she does in war, but our English firms retain the old, old methods, and refuse to budge, and meanwhile we who spend our lives in the far distant outposts of Empire have perforce to do the best we can, and in many instances sell goods that we would infinitely prefer to sell along if only we could get them from our own country.

Then there is the serious question of long credits given by the German banks to any contract secured by German firms in China. Let me give you one instance in which I was interested, and to which our Minister at Peking particularly referred in the conversation I mention above. Certain Chinese at Changsha—the capital of Hunan, one of the finest provinces in China, which the writer knows exceedingly well—desired to erect a large cotton mill, and tenders were asked for. Many of us tendered, but the business went to a German firm, Arnold, Kuehnberg & Co., because they accepted the business on a five-years' credit, which no English firm would look at. The business was good, and security ample; but the Germans are the only trading country that the writer is aware of who will accept such terms. I would urge upon the manufacturers in this country the grave need for them to awake out of their sleep and seize this golden opportunity to rehabilitate themselves and the British firms in China with the great trading communities of China, whose needs are growing greater and greater day by day, even as she is realising as never before the great future there is in front of her, and which she is more and more anxious to exploit to its fullest value.

Another shipping concern which has been able to recoup itself for previous indifferent years out of the recent high freights is the Eastern and Australian Steamship Company, says the *Financial Times*. The gross profit last year was £10,500, as against £20,500, and the net profit, after raising the depreciation allowance from £14,700 to £19,200, comes out at £2,900, as compared with £2,100. Following on a considerable run of bad luck the company re-entered the list of dividend payers in 1913 with a distribution of 5 per cent., and this rate is now raised to 6 per cent. The carry forward of £2,900 is £1,000 more than was brought into the account.

EASTERN AND AUSTRALIAN STEAMSHIP CO.

Up to the beginning of June, says a Canadian Government memorandum (the Press), nearly 50,000 officers and men have been sent over-seas. It is anticipated that by July 1st the number will reach approximately 70,000. More than 500 nurses have also gone.

STRANDING OF THE "NUBIA."

CAPTAIN GUILTY OF NEGLIGENT NAVIGATION.

The District Court inquiry into the circumstances connected with the stranding of the P. & O. *Nubia*, on June 20th last, was opened at Colombo on July 2nd, and is reported in the *Times of Ceylon* as follows:—

After the evidence given by Lieut. Commander C. E. Stanger, R.N., Master of the *Nubia*, Pilot, Capt. Lyndon, of the *Nubia*, and Mr. Veley, Chief Officer, counsel addressed his Honor the Additional District Judge, Mr. L. M. Maartenz, who was associated with Capt. J. S. Meria, of the *City of Colombo*, and Captain C. H. Dix, of the *Bavarian*, as assessors.

Crown Counsel (Mr. S. Okeysekere) emphasised the following points:—Firstly, that there was a rough sea; secondly, on his own admission the captain was not able to locate his position owing to the searchlights; thirdly, the captain was navigating a vessel which was on his own admission, difficult to navigate; and fourthly, that there were various cautions to be observed in approaching the straits of the examination anchorage. In view of these, counsel contended that it was evidence from the evidence recorded that the conduct of the officer in charge of the vessel was grossly negligent, and his omission to stop the boat or signal to the people at the beach with the safety of the vessel was a default. In view of those facts, counsel remarked that it would be a fair point to make that the officer in charge of the vessel had been negligent in navigating the vessel.

THE CURRENT AND THE SEARCHLIGHTS.

In regard to the defence outlined by Mr. Elliott, the primary points seemed to be that the current and searchlights had combined effect of bringing about the disaster. That the searchlights had contributed to the disaster was admitted, but what he maintained was that the contribution could have been entirely nullified by the due precaution being taken by the captain of stopping his vessel or else signalling to the searchlights. His failure to do this showed bad navigation on his part, which was his omission to stop the vessel was an act of default. The adoption of the latter course was an obvious remedy.

The pilot had stated that it was usual for him to board a vessel near the examination buoy, where the vessel would slow down to pick him up; and it was entirely consistent with his position as master, in view of the circumstances, for Captain Lyndon to have dropped anchor to obviate the accident. What the captain really did was to take a "sporting chance" in the distant hope of encountering the pilot or getting to the mouth of the harbor before the searchlights could be brought to bear on the vessel.

Captain Lyndon had also referred to a westerly current, but the Bay of Bengal pilot showed that the currents in the area of the disaster never exceeded one knot. The theory of the current was therefore negatived. Whenever a ship was stranded, like the *Nubia*, counsel remarked it was attributed to an unusual current. This doctrine of a current, he concluded, should be viewed with suspicion, particularly if it was not corroborated. With regard to the captain's plea that he feared his ship would be fired on, the rule only referred to unauthorised boats entering the harbour.

Mr. Elliott briefly addressed the court on the point as to why the captain proceeded when he could not see the harbour light. He said the pilot coming out to the ship, he said, and it was only reasonable to expect that he was making his way across and would pick her up. Consequently the *Nubia* was manoeuvring to take up her position. With regard to the searchlights, they were being played for national defence, and if the captain had kept blowing his whistle asking them to stop there would probably have been an enquiry about it. The captain was expecting the pilot, and why should he give signals which would show that he was not safe? There was nothing else but the current which could have carried the ship on to the reef, and the pilot had not contradicted the statement of the captain that there was a current.

"This is a case where the examination vessel was responsible for the accident," said Mr. Elliott, adding that there was nothing to prevent the vessel from going out with the pilot and bringing the *Nubia* in. Having failed to do this there was also grave negligence in not having sent out a signal to the *Nubia*. Thus, having led the captain to believe that they were coming out, they gave no signal at all that they were not coming. In the meantime the captain was under the belief that he was manoeuvring in the same place, while he was actually being drifted. Primarily the accident was due to the default of the finding of the examination vessel. Concluding, Mr. Elliott remarked that some warning might have been given from the shore that the *Nubia* was going towards the reef.

FINDING.

The Additional District Judge and the Assessors made the following finding:—The Court and the Assessors are of opinion with regard to the first question (1) that the stranding of the *Nubia* was not due to unavoidable causes, as the unavoidable cause suggested is the trend of a strong current eastward, and we are of opinion that the master should have anticipated from his experience and the state of the wind and weather that there would be a strong north-easterly set.

With regard to the questions 2, 3, 4, we are of opinion that the master of the *Nubia* was not guilty of default in not stopping and altering the course of the vessel between the time of passing the examination buoy and the time of the stranding; but we are of opinion that he was guilty of negligent navigation in not turning the ship's head westward and waiting, after he had lost sight of the harbour lights and the light of the pilot boat, after passing the reef buoy.

A CHINESE WILL.

ACTION IN THE FULL COURT.

The Full Court action was resumed yesterday in which To Tse Chun (appellant defendant) appeals for the varying of a judgment delivered on the 2nd September, 1913, by the Chief Justice of Hongkong, by inserting the words: "In accordance with Chinese law and customs" after the words "next-of-kin," in the second paragraph. The respondents-plaintiffs were Ho An Shi, Yeung Sui Choo, Ho Hong Chun, Ho Chang Sui, and Chan Ho Shi.

Mr. E. H. Sharp, K.C., and Mr. Eldon Potter (instructed by Mr. Bulmer Johnson (Messrs. Denny & Bowley), are for the appellant; Mr. H. E. Pollock, K.C. (instructed by Mr. D. V. Stevenson), is for the first respondent, Mr. C. G. Alabaster (instructed by Mr. E. L. Agassiz) for the second and third, and Mr. F. C. Jenkin (instructed by Mr. A. H. Crew) for the other.

Mr. Sharp explained, with regard to the "so-called expert evidence" on the other side in reference to Chinese law and customs, that the affidavits filed were not the affidavits of qualified persons. He pointed out that when a Chinese woman married she enjoyed property right in the family into which she married, and ceased to have property right in the family she left.

Mr. Pollock, in opening, said that his client was not taking sides with either party in the case; he simply came before the Court to, if he might have the opportunity of so saying, assist the Court as far as he could in a somewhat difficult situation. There were two questions which he would suggest that the Court should ask itself, and the answers to these questions should go a very long way towards deciding the case. The first question was: Has the appellant proved to the satisfaction of the Court that the English Statute of Distribution was on April 5th, 1893, inapplicable to the local circumstances of the Colony or its inhabitants? His submission, of course, should be in the negative. The second question was this: If the appellant has not proved that, if he failed to prove inapplicability, what was the combined legal effect of the Statute of Distributions and Chinese family law? *Prima facie* contended, rested upon him. The onus of proof was upon him.

The hearing was again adjourned.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—The undermentioned are granted leave of absence as follows:—
Private J. Ralston from 23.7.15 to 9.9.15
Private J. Forster from 26.7.15 to 9.9.15
Sapper A. Williams from 1.8.15 to 31.8.15
Sergeant H. G. Hegarty from 19.7.15 to 19.9.15
Sapper J. C. Bolland from 19.7.15 to 19.9.15
Lieut.-Col. L. J. Blake from 19.7.15 to 19.8.15
Private J. C. Fletcher from 23.7.15 to 10.9.15.

STRUCK OFF.

2.—The undermentioned members, having failed to return to the Colony on the expiration of their leave of absence, are struck off the strength, with effect from the dates stated below:—
Private W. S. P. Deas, 6.9.14.
Lieut.-Col. H. Goldenberg, 31.3.15.
Private A. Laing, 13.3.15.
Private A. F. Deane, 27.3.15.
Private W. McCulloch, 23.4.15.

MEDICAL ATTENDANCE.

3.—Members of Bolcher's Section and Engineer Company who apply for medical treatment at the Government Civil Hospital must inform the Hospital Authorities, on admission, in which of the above detachments they are doing duty.

PROMOTION.

4.—Private R. L. Roche, Signalling Section, to be Lance-Corporal, dated 30th July, 1915.

PARADES.

5.—Parades for Wednesday, 21st instant, 7.00 a.m. Signalling Section—Signalling Instruction at Headquarters.

5.30 p.m. The following members of Right Section M. G. Co.—Ptes. Beltran, Carvalho, Franco, Hart, Johnson, Julian, Place, Monteiro, Lima, Muskerry. Instruction on Kennedy Road range. Service rifle to be carried. Corpl. Grimes, R.E., will attend.

5.30 p.m. Remainder of Right Section M. G. Co.—Squad drill and Skirmishing at Headquarters.

6.—Gun Club Hill, Kowloon. On duty until morning of 23rd inst.—H.K.V.R.

Detachment Camp, Kowloon. On duty until morning of 23rd inst.—H.K.V.R.

Orderly Officer from 23rd to 30th inst.—Lieut. Murphy.

Orderly Sergeant from 23rd to 30th inst.—Corpl. Shenton.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

A large number of Russian prisoners are now being employed by the Germans in the making of munitions of war for the army. In Russian Poland the Germans appropriated machinery which is being used for this purpose. The Russians, of course, must obey or be shot.

INTIMATIONS

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ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

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15 QUEEN'S ROAD CENTRAL.

STOP!

THINK for just one minute of the utter uselessness of suffering with Neuralgia! For only one bottle of LITTLE'S ORIENTAL BALM, and even the first application of the Balm will bring you relief from the torturing pain! Continue its use. Rub it in where the pain is, and the pain will quickly go! These hideous, horrible, heart-sickening hours of misery will give place to comfort, peace and health. Do not doubt. Do not falter. Do not hesitate. Do not continue to suffer. GO NOW, or send to the nearest Chemist or Medicine Vendor and ask for a bottle of Little's Oriental Balm. Sold at 1s. 6d. per bottle.

Agents for Hongkong:—
Messrs. A. S. WATSON & Co., Ltd.
[414-25]

FRENCH LESSONS

15, MORRISON HILL ROAD.

JUST RECEIVED:

Stanley Gibbons's

POSTAGE STAMP CATALOGUE.

First and Second Parts complete.

GRACA & CO.

No. 11A, CANN ROAD.
Hongkong, 23rd June, 1915. [725]

NEW CARTRIDGES.

BY popular English Manufacturers in all Bore and Sizes.

SMOKELESS POWDER and CHILLET SAOT. From No. 10 to SS8G. at 35, 37 and 75.50 per 100. SPORTING REQUISITES and AIRGUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [508]

TO LET.

From 1st March.

GODOWN, No. 3, Duddell Street.

Apply—
A. B. AVASIA,
Care of E. PARANBY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

No. 4, "FAIRVIEW," Nathan Road Kowloon.

No. 3, "THE ALBANY," ROOMS, in Duddell Street.

"ROSEBATH," Hankow Rd., Kowloon. No. 6, BELLIOS TERRACE.

No. 25, BELLIOS TERRACE, with entrance on Conduit Road.

No. 27, BELLIOS TERRACE, with entrance in Conduit Road. In very good order. ONE GODOWN, No. 8, Burrows Street, Wanchoi.

TWO GODOWNS, in Duddell Street. ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).

"WOODBURY," No. 4, Hankow Road, Kowloon.

3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road. "MELION," No. 6, THE PRIZE, Unfurnished (6 Rooms).

"BUGATE," Austin Road, Kowloon. No. 2, DES VEUZ VILLAS, 51, PRAX (Unfurnished).

No. 53, THE PRIZE (CAMERON VILLAS). Apply to—LINSER & DAVIS, 3rd Floor, Alexander Buildings, Hongkong, 2nd July, 1915. [42]

HOUSES TO LET

TO LET.

AT the PRAN, for August and September, FULLY FURNISHED HOUSE, 5 ROOMS, with Electric Light and Fan. Very Cheap Rental.
Apply—Care of "Daily Press" Office.
Hongkong, 19th July, 1915. [771]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED RESIDENCES in Broadwood and Wong-Nel-Chong Roads, the latter commanding a Fine View of the Race Course.
For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 16th July, 1915. [707]

TO LET.

HOUSES in LYEMOON VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.
Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 16th July, 1915. [501]

NOTICE

TO LET—A HOUSE at Observatory Villas Kowloon.
Apply to—
ARRATTON V. APCAR & Co.
Hongkong, 6th July, 1915. [729]

TO LET.

OFFICE in Hotel Macao.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 30th June, 1915. [717]

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply—
CLARK & Co.,
Opticians.
Hongkong, 20th June, 1915. [706]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [618]

TO LET.

FOUR-ROOMED FLATS in Hanol Road, Kowloon, and MAY ROAD, Hongkong, with possession on 1st September next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
"PENYREH" Minster Row, Kowloon, 6-Roomed House, with Tennis Court.
"MINDEN VILLAS" Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphreys' Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 17th July, 1915. [550]

TO LET.

HOUSES in CLIFTON GARDENS, Connaught Road.
OFFICES facing the Harbour between the Hongkong Club and Post Office.
No. 1, THE PRAN "THE RETREAT," 31, WONG-NEL-CHONG ROAD, GODOWNS, New Prays, Kennedy Town, GODOWNS, at Wanchai Road.
Apply, etc.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's BUILDING Second Floor, overlooking Harbour.
Immediate possession.
Apply to—
SHAW, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [45]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Lee House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [185]

WANTED.

IN September, a FURNISHED or UNFURNISHED HOUSE, on the PRAN, for a year or longer.
Apply to—
F. C. JENKIN,
Princes' Buildings.
Hongkong, 6th July, 1915. [730]

CORRESPONDENCE.

THE POLICE RESERVE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir, I strolled towards Murray Barracks yesterday afternoon and, to my pleasant surprise, witnessed what was never seen in this Colony before—a fine company of men belonging to the Hongkong Police Reserve marching up and down the Parade Ground in a manner so soldier-like that it gave me the impression that they must have had at least a year's training to be able to attain such a degree of proficiency. Indeed, I am of opinion that any military officer would be proud to be given the command over these men.

When the parade was finished, I spoke to one or two of the men. To my surprise they told me that the Reserve was formed some time last year, but that they had not sufficient men until four months ago, when their drills began.

Now I think H.E. the Governor ought to be congratulated upon having formed a Reserve Corps of the Hongkong Police, and there is no reason to doubt that these men will "play the game" whenever they are wanted.

I was given to understand, however, that they are not yet properly equipped. If this is correct, Mr. Editor, can you tell me the reason why this is so? Surely if the Corps was formed last year, it is high time that all necessary equipments were ready. I have heard that the uniforms were paid for by public subscription—Why?

Have not the Government sufficient funds to meet the expenditure? Surely the money can be provided out of the numerous big fines and forfeitures in opium cases?

I suggest that this is the proper time to order the necessary materials for the winter uniforms of these men, and do not let us have any further subscription list when the autumn comes.—Yours faithfully,
ONLOOKER.

MAJOR GENERAL KELLY, C.B.

TRIBUTE OF APPRECIATION FROM THE CHAMBER OF COMMERCE.

The Acting Secretary of the Chamber of Commerce forwards for publication the Chamber's letter of appreciation to His Excellency Major General Kelly and the General's reply thereto. The letters are appended:—

HONGKONG, 12th July, 1915.
Sir,—On the eve of your departure from the Colony the Committee of the Hongkong General Chamber of Commerce desire to place on record their appreciation of the valuable services you have rendered the Colony during your term of office, more particularly since the outbreak of war last August.

We know that this has resulted in a very great increase in the responsibilities of your high office and we realize that you have fully met the needs of the situation.

We would specially refer to the steps taken to improve the defences of the Colony and the able manner in which the multitudinous regulations which a state of war and a declaration of military law entail have been carried out under your directions to the minimum of inconvenience to the civil population. We would also specially refer to the steps taken under your guidance to improve the usefulness and efficiency of the Hongkong Volunteer Force, whose numbers have in the past been below what they should be in a Colony of this size and importance.

While much regretting your departure we trust that it will result in your employment in a still more important post and that you will shortly have the satisfaction of again serving in the field.

While wishing you farewell we trust you have before you very many more honourable and useful years in the service of His Majesty.

We would beg to extend our good wishes to Mrs. Kelly and Miss Kelly—I have the honour to be, Sir, Your obedient servant,
E. A. HEWETT,
Chairman.

His Excellency,
Major General F. H. Kelly, C.B.,
Office Commanding the China Command, Hongkong.

Headquarters,
China Command,
Hongkong, 14th July, 1915.

The Chairman,
Hongkong Chamber of Commerce.
DEAR SIR,—I desire to acknowledge your very kind letter of the 12th instant and to express my very deep appreciation of the great honour you have done me. That my efforts of Commerce have done me. That my efforts to carry on my duties here have not been considered unsuccessful is a source of great gratification to me.

I shall always look back with very great pleasure upon my time in Hongkong, and amongst the pleasantest of my recollections will be my friendly relations with so many members of the Chamber of Commerce.—Yours very truly,
F. H. KELLY,
Major-General.

A London wire, dated the 11th inst., with reference to the Rubber market, states: "Perak pays 17½ per cent, Senpah 3, Kinta-Kellas 3, and Batani an interim dividend of 8½ per cent. The market anticipates higher prices for rubber."

THE CHINA ASSOCIATION.

ANNUAL MEETING OF SHANGHAI BRANCH.

The annual meeting of the Shanghai branch of the China Association was held at the Shanghai Club on the 16th inst. Mr. H. A. J. Macray presided, and he was supported by Messrs. E. C. Pearce, E. F. Mackay, W. A. C. Platt, D. McNeill, E. C. Richards, and L. E. Canning (Secretary). There was a good attendance of members.

The notice convening the meeting having been read,

RESOLVING IN SHANGHAI.

The Chairman said:—Gentlemen, following the custom of my predecessors in the chair, I will as briefly as possible bring you up to date in the subjects dealt with in the report, but before doing so, I feel that you will like to hear what has so far been done in connection with the Volunteers who have been sent home under the auspices of the Association. I would first of all state that the reason there is no reference to this question in the report is because your Committee decided that all subscribers to the fund should be furnished with a roll of the men, what branch of the forces they have joined, the list of subscribers to the fund, and the correspondence leading up to the Association's opening a recruiting campaign. This pamphlet is now in the printer's hands, and will be posted to members and subscribers at an early date. Well, gentlemen, we have sent home, up to the present time, 203 men, excluding Captain—now Major—Hilton-Johnson, who went home in charge of the big draft in October last. This, however, is not by any means the total number of men who have left this port, for over fifty have left recommended for commissions by His Majesty's Minister, and to these again must be added the men who have left on their own account, and those who joined the Army while on home leave.

Shanghai has done well, but it must do better. We collected over £15,000 which has been expended in passages. You will, no doubt, have noticed that as Lord Kitchener is appealing for "more men," your Committee have decided on sending home another draft if possible. There must be men whose positions by a little reorganization can be spared, and I appeal to all heads of firms to consider this question. I also appeal to members and the British Community generally for funds to send men home, and I feel sure that this will not fall on deaf ears. Before I leave this question of Volunteers, I would like to state that the Association has worked all through in close co-operation with His Majesty's Consulate General, and I would also like to place on record our appreciation of the services rendered by those gentlemen of the medical profession who have so willingly undertaken the work of examining the men before being accepted.

I should also like to express, in the name of this branch of the Association, our sincere sympathy with all those of our members—both here and at home—who, through this terrible war, are now mourning the loss of relatives, those anxiously awaiting news of the missing, and with the wounded.

ENEMY TRADING.

This question after lengthy negotiation has at last been settled, and after the 26th inst. the Proclamation, of which we have, so far, only telegraphic news, becomes operative. To our London Chairman, Mr. F. Anderson, a word of thanks is due, for we know that he has proached this question, and argued it out from every point of view with this question. The report deals with this question-up to where reconsideration by the Home Authorities was promised. We have yet to learn, however, of the final negotiations leading up to the change of attitude of His Majesty's Government on this all important question.

CHINA AND JAPAN.

The situation at one time looked as if only rupture or the humiliation of China could be the result of the negotiations between these two countries, but fortunately a compromise was effected, and it is a pleasure to record that an amicable settlement was reached. Japan, naturally, did not undertake an attack on Taingtao for nothing, and the fall of that fortress left her in a position to negotiate with China. We, of course, looked upon the capture of the German stronghold as a feat of arms by an Allied force, and in consequence expected that our Government would take part in the negotiations following. In fact, in some quarters I may state the fact, in the main theatre of the war, but I am sure on reflection every one must admit that the demands made by Japan were perfectly in accord with what has been of many years past, which has been directed towards the peaceful penetration, rather than the territorial dismemberment of China.

In connection with the Japanese demands, your Committee supported and strongly endorsed an appeal from our British residents at Chefoo to urge our Government to consider the prior claim of that port for rail connection with the Kiaochow-Chinan Line as against Lungkow. The history of its railway requirement is too well known to need recapitulation, but I do not consider it unreasonable to say that with organized procedure both projects would most likely have been sanctioned long ago. The breakwater plans have been accepted by the Chinese Authorities, and a tender for the work has likewise been accepted, but the value of this shipping facility, you will readily understand, would be hopelessly minimized unless railway connections with the producing areas were established. Chafco has struggled for many years in the belief that improved transit facilities would eventually receive official sanction, and this has been brought about, but on the eve of the work commencing a fresh eye of the work appeared in the form of pressure exerted for the development of Lungkow.

THE GERMAN CAMPAIGN.

To try and offset the vicious German Press campaign in this country your Committee have had translated and printed Mr. Lloyd George's speech at the Queen's Hall of last September, and have through the medium of the various Committees and other sources, distributed some 10,000 pamphlets. In addition to this we have circulated to English reading Chinese the following pamphlets:

"The Conduct of the War by Sea."

"The War, its causes, and its message."

(speeches by the Prime Minister, August-October, 1914.)

"The Great War," speech delivered by the Rt. Hon. David Lloyd George, Queen's Hall, September 10th, 1914.

"How Britain Strove for Peace." By Sir Edward Cook.

"Why we came to help Belgium." By Mr. Massingham.

The War, Prospect and Retrospect, speeches by the Rt. Hon. Winston Churchill, Rt. Hon. David Lloyd George, former Chancellor of the Exchequer.

It may not be generally known that the Patriotic Organization of Great Britain, whose object is the preparation and diffusion in neutral countries of appropriate literature in regard to the origin and objects of the war, invited our parent Committee in London to undertake the work in China. This appeal was supported and the result has been the compilation of a pamphlet entitled, "The Great War: Its origin and the responsibility for it." This, gentlemen, you will receive embodied in the London Report, which has, so far, not come to hand, but I would like to mention that the pamphlet is now in course of translation, and when printed is to be circulated broadcast throughout this country.

CONGRATULATION TO THE MINISTER.

Gentlemen, there is one thing more I would like to mention, and that is to inform you that on learning that Sir John Jordan had been nominated as a Member of the Privy Council, your Committee telegraphed its hearty congratulations to Peking. We all realize how hard Sir John has worked for our interests, and we know he has had a very strenuous time since the outbreak of hostilities, and the honour conferred upon him by His Most Gracious Majesty is a tribute to the services rendered to his country and his countrymen in the East.

On the proposal of the Chairman, seconded by Mr. Platt, the report and accounts were passed.

THE SUBSCRIPTION.

The Chairman next observed that some time ago the question of annulling the entrance fee was considered by the Committee, and it had been decided to recommend that the subscription be \$10, in place of £15, and that the entrance fee be temporarily suspended. It was thought that this alteration would lead to a considerable increase in membership. Every body nowadays was doing his best for his country and had not too much to spend in other directions, and he therefore thought this present proposal would meet the wishes of a good many.

A resolution to this effect proposed by the Chairman and seconded by Mr. Mackay was unanimously carried.

The Chairman then announced that the new by-laws worked out by a sub-committee specially appointed for the purpose in accordance with regulation 9 of the London Association had just been completed, but there had not been time to send them round to members.

It was decided that the by-laws be put into force, remaining subject to confirmation at the next meeting.

The Committee for the ensuing year was appointed as follows:—Messrs. E. M. Galt, E. F. Mackay, H. A. J. Macray, P. W. Massey, C. L. Maxwell, D. McNeill, W. A. C. Platt, E. C. Richards, G. A. Richardson, and A. Stephen.

CHINESE STOWAWAYS TO AUSTRALIA.

To get a Chinese into Australia in violation of the Immigration Restriction Act, it is stated by Government officials, costs £140, that being the price charged by those who are engaged in this traffic. The amount paid to evade a Melbourne message, and the authorities regard the increase to £140 as evidence that it is now more difficult to evade the Federal law. Stowaway traffic recently showed signs of activity and from certain information received the External Affairs Department began an investigation. This has already resulted in the discovery of tea stowaways on a steamer from China. They have been landed at Brisbane, and are to be returned to China by the next outward boat. Meanwhile four members of the Chinese crew of the vessel in which they arrived are being prosecuted in Sydney. In the Brisbane case, now under investigation, the captain became suspicious of the number of Chinese he had on board. Not being able to account for all of them as passengers or crew, he had an inquiry and ten were found in hiding in a portion of the hold under a cargo of rice. There had been left just space enough for the Chinese to squeeze in. It is believed by the authorities that some stowaways have arrived by one or two other vessels recently and Messrs. F. Quinlan, the Chief Clerk of the External Affairs Department, and F. W. Gabriel, special inquiry officer, have gone to other States to endeavour, with the assistance of other officials, to trace the new arrivals. There is a reward of £10 for information leading to the apprehension of prohibited Chinese immigrants.

Diplomatic circles in Washington believe that the collapse of the Russian offensive in Galicia was directly due to the recent China-Japanese crisis, by which Japan was obliged to cease the despatch of arms and ammunition to Russia. It is understood that Japan is now releasing supplies again.

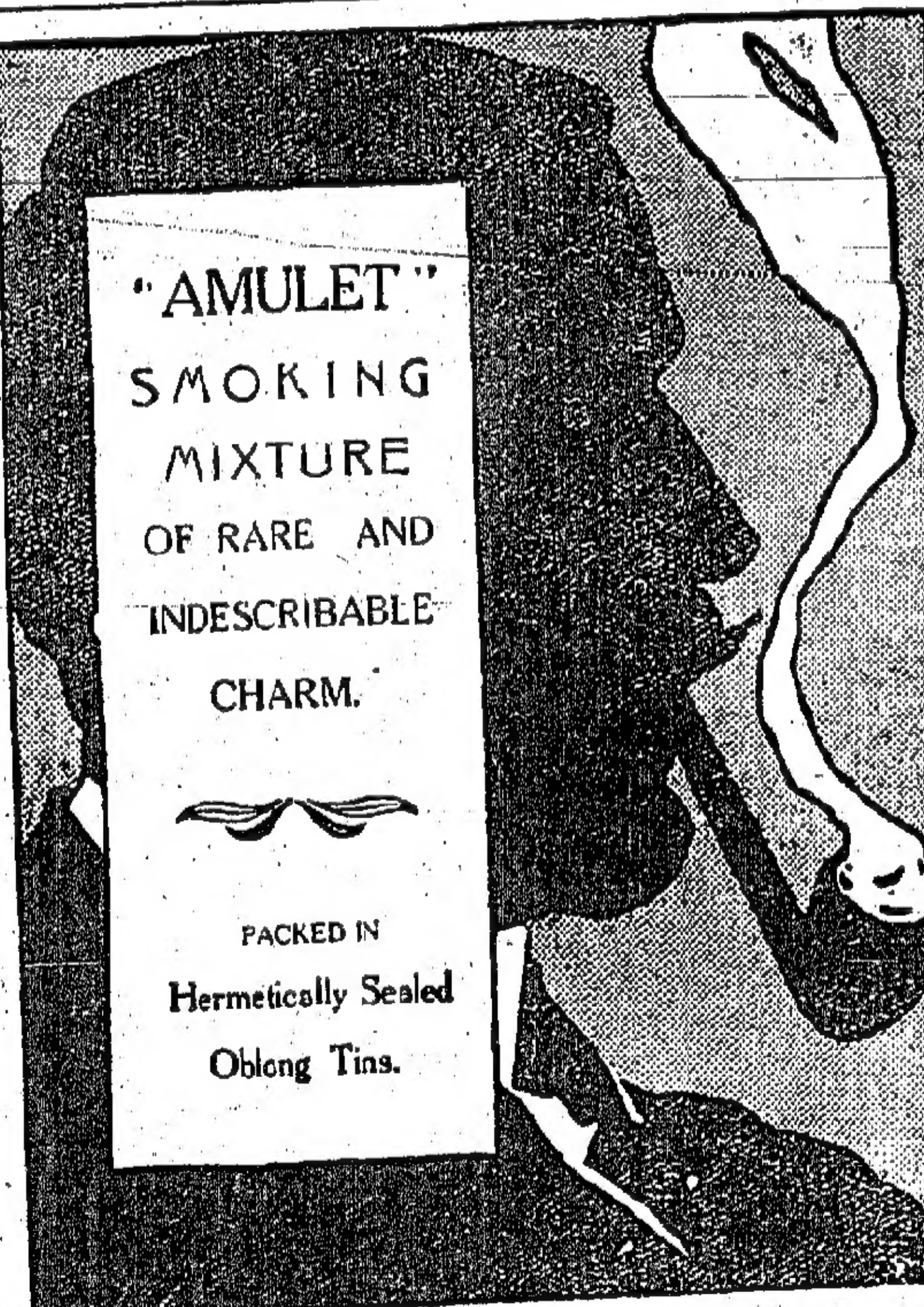
INTIMATIONS

LANE, CRAWFORD & Co.
(ESTABLISHED 1850.) (TELEPHONE 1741.)

K H A K I C E L L U L A R S H I R T S . K H A K I K N I T T E D T I E S . A K I F O X ' S K H A K I P U T T E E S . I S L E E P I N G S U I T S

SUMMER CEYLON \$4.75 PER SUIT.
LIGHT ZEPHYR \$6.50
WOOL TAFFETA \$8.00
B.V.D. SLEEPING SUITS, \$3.00 PER
AND
SHORT SLEEVES, KNEE LENGTH, \$4.75 SUIT.

LANE, CRAWFORD & CO.



In each 1½ lb. tin there is a neat French Briar Pipe.
\$1.10 per 1½ lb. tin.
A shipment arrived in the Colony from London on the 10th July.
Purchase your supply at either—
KELLY & WALSH, LTD., VICTORIA DISPENSARY,
LANE, CRAWFORD & CO., A. S. WATSON & CO., LTD.
HONGKONG CIGAR STORE.

REMEMBER THAT "AMULET" IS THE ONLY TOBACCO THAT GIVES YOU A PIPE WITH EACH TIN.

Hongkong, 20th July, 1915. [778]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES! 24 PAGES!!!

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership hitherto carried on by Sir SARSON DAVID, Bart., and ABRAHAM JACOB DAVID, Esq., at Hongkong and Shanghai under the name and style of S. J. DAVID & Co., has ceased and determined as from the Twenty-first day of July, One Thousand Nine Hundred and Fifteen.

The Liquidation of the said Firm in Hongkong and Shanghai has been undertaken by the private Company with limited liability registered at Hongkong under the name of S. J. DAVID & Co., Ltd., and all debts due by or owing to the said Firm will be discharged and received by the said limited Company.

S. J. DAVID & Co.

NOTICE IS HEREBY GIVEN that the Private Company with limited liability registered at Hongkong under the name of S. J. DAVID & Co., Ltd., has undertaken the Liquidation at Hongkong and Shanghai of the Firm of S. J. DAVID & Co., and (among other things) will carry on the Business of the said Firm and will discharge and receive all Debts due by and owing to the said Firm in Hongkong and Shanghai.

S. J. DAVID & Co., Ltd.

Hongkong, 20th July, 1915. [779]

ROYAL HONGKONG GOLF CLUB.

NOTICE OF EXTRAORDINARY GENERAL MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above Club will be held at the Club House, Happy Valley, Hongkong, on THURSDAY, the 29th day of July, 1915, at 5.30 P.M., when the proposed Resolution will be proposed as an Extraordinary Resolution.

"That the Articles of Association of the ROYAL HONGKONG GOLF CLUB be altered in the manner following:—

"That the following words be inserted in Article 42 after the word 'Creditors':—

"or be the subject of a nation between which and Great Britain a state of war exists."

Should the above Resolution be passed by the requisite majority, the Special Resolution for confirmation of the Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

By Order,

T. W. HILL,

Acting Honorary Sec. etary.

Hongkong, 20th July, 1915. [760]

HONGKONG JOCKEY CLUB.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above Club will be held at the Office of the Hongkong Jockey Club, situated on the Ground Floor of the Hongkong Club Annex, Chater Road, Hongkong, on SATURDAY, the 24th day of August, 1915, at 12.45 of the clock in the afternoon when the proposed Resolution, which was passed at the Extraordinary General Meeting of the Members of the above Club held on the 20th day of July, 1915, will be put to the vote.

"That the Rules and Regulations of the Hongkong Jockey Club be altered in the manner following:—

"That the following Clause be inserted after Clause 36, viz:—

"37.—Any Member who is adjudicated a Bankrupt, or who compounds with his creditors under the provisions of any Act relating to Bankruptcy, or whose name is officially published as an outlaw, or who is the subject of a nation between which and Great Britain a state of war exists, or who shall be imprisoned for a criminal offence or shall be dismissed from the Public Service with disgrace, shall, ipso facto, cease to be a Member of the Club, and shall forfeit all right to the use of, or claim upon, any property in the Club; but it shall be lawful for the Stewards, on the written application of such Member, after enquiry, to restore his name to the books of the Club and the Member so re-admitted shall not be called upon to pay an Entrance Fee."

By Order,

H. P. WHITE,

Acting Clerk of the Course.

Hongkong, 21st July, 1915. [781]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDEH".

FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk under the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd Aug., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th July, 1915. [783]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"FANSANG" having arrived from the above Ports, Consignees of Cargo by them are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 21st inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th July, 1915. [49]

NEW ADVERTISEMENTS

FOR VANCOUVER AND SEATTLE.

THE S.S. "SAIKAI MARU" will be despatched about 10th August.

For Freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 21st July, 1915. [782]

NOTICE.

WE beg to inform the Public that we are the only Agents in Hongkong and South China for Messrs. HUILEH & SAVONNERIE DE L'EXTREME-ORIENT, Haiphong.

SHEWAN, TOMES & Co., [776]

Hongkong, 19th July, 1915.

WANTED.

A SHIP ENGINEER (Marine Engineer Preferred) is required at the Electric Company's Generating Station. No objection to married man.

First application, in writing, accompanied by details of experience, and rating, to Station Superintendent, Generating Station, Wanchai.

Hongkong, 19th July, 1915. [749]

FOR IMMEDIATE SALE.

ROAN Pony Ideal Dabbie, winner and placed (twice) at meeting, sound, very good pace; should win a race.

Apply—

LY-COM-WYNDHAM-QUIN.

Hongkong, 10th July, 1915. [739]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

A N INTERIM DIVIDEND of Three and Half Dollars per Share for the six months ending 30th June, 1915, will be Payable on THURSDAY, the 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 29th July, to THURSDAY, the 30th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,

Acting Secretary.

Hongkong, 13th July, 1915. [757]

THE WEST POINT BUILDING CO., LIMITED.

A N INTERIM DIVIDEND of Two Dollars per Share for the six months ending 30th June, 1915, will be Payable on THURSDAY, the 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 29th July, to THURSDAY, the 30th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,

Acting Secretary to the

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,

General Agents for the

WEST POINT BUILDING CO., LTD.

Hongkong, 13th July, 1915. [769]

NOTICE.

WE beg to say that our late father, LU HAK MING, alias LU TAK SING, alias LU TSUN SHAU, a native of Ping Yuen district, Kwong Tung, who was poor when young, and who proceeded to Ipoh, Perak, and Seremban, in the Straits Settlements, to work mines for many years, which was not back to his native country and invested in real estate, i.e. over Sixty Houses for Shops in Swatow and Mui Yuen district, and over Twenty Houses, Shops and Schools, together with over Three Thousand Mow of Agricultural Land. These properties were all registered in the Magistrate's Yamen of Ching Hoi Mui-yuen, and Ping-yuen, title deeds being held for them and tax regularly paid in respect of them.

Unfortunately, our late father died on the 33rd day of the Eleventh Moon last year in his native country, Ping-yuen district. There are seventeen sons of the deceased and each of us is entitled to a share of the said property. The first son, named Lu Yeuk Hoi, died some time previously and left two sons named Lu Hin Wan and Lu Yau Wan; the second son was named Lu Yeuk Leung alias Lu Kot Pang; the third Lu Yeuk Ko, alias Lu Fuk Ngom; the fourth Lu Yeuk Ngo, alias Lu Yam Sam; the fifth Lu Yeuk Kai, alias Shing Chai; the sixth Lu Yeuk Wah; the seventh Lu Yeuk Chow, alias Lu Kai Ming; the eighth Lu Yeuk Chiu, alias Lu Chiu Ping; the ninth Lu Yeuk Shu, alias Lu Chai; the tenth Lu Yeuk Hing, alias Lu U; the eleventh Lu Yeuk Ching, alias Lu Sit Tung; the twelfth Lu Yeuk Tsoi; the thirteenth Lu Yeuk Yung; the fourteenth Lu Yeuk Kwai; the fifteenth Lu Yeuk Wung; the sixteenth Lu Yeuk Cheung; the seventeenth Lu Yeuk Ming; and there are also six or seven grandsons.

As we have so many near relations, it is feared that among them there may be one or two who might secretly contract debts. All we brothers, therefore, had a meeting and decided that no one be allowed secretly to sell or mortgage the said property. We therefore beg to announce publicly, as we fear that our distant relatives or friends are ignorant of the fact, that the said property cannot be mortgaged or employed as security for obtaining loans of money secretly, and if any of our brothers should have secured any loan on such security or if anyone should demand the repayment of it from the one who is responsible for it, otherwise we will not be held responsible for any debt contracted.

Signed:—Lu Yeuk Ngo, Lu Yeuk Leung, Lu Yeuk Kai, Lu Yeuk Ko, Lu Yeuk Chow, Lu Yeuk Wah, Lu Yeuk Fook, Lu Yeuk Shu, Lu Yeuk Tsoi, Lu Yeuk Hing, Lu Yeuk Ching, Lu Yeuk Yung, Lu Yeuk Cheung, Lu Yeuk Kwai, Lu Yeuk Wong, Lu Yeuk Ming.

4th June, 4th Republican Year.

Hongkong, 24th June, 1915. [690]

ENTERTAINMENTS

THEATRE ROYAL.

RETURN VISIT OF THE Charles Howitt A. Phillips Co.

FOR FIVE NIGHTS ONLY With four new and popular Plays.

WEDNESDAY, 28th July.—The Great American Mining Drama, "THE BARRIER." By Rex Beach.

THURSDAY, 29th July.—The Screaming Farical Comedy, "WHY SMITH LEFT HOME." Mr. Smith. Charles Howitt.

FRIDAY, 30th July.—The Amusing Comedy, "DON." A TALE OF A PARSON'S MOST UNUSUAL SON, A SIBBIE, A LAUGH, A SIGH, A TEAR.

SATURDAY, 31st July.—The Latest London Success, "MILESTONES." MONDAY, 2nd August.—LAST PERFORMANCE, The Famous Comedy, "A MESSAGE FROM MARS." Horace Parker. Charles Howitt.

COMMENCING AT 9.15 P.M. PRICES: \$3, \$2 & \$1. BOOKING AT MOUTRIE'S. Hongkong, 19th July, 1915. [773]

INTIMATIONS

G. R.

TRAVELLERS' RESTRICTION ORDINANCE.

THE PUBLIC are informed that the PERMANENT PASSES issued by the PROVOST MARSHAL will not be available after August 7th next. Any person desiring to renew a PERMANENT PASS should give Notice to the CAPTAIN SUPERINTENDENT OF POLICE stating in full the reasons for his request, the places to which he desires to proceed, the average number of journeys made out of the Colony a month, and at the same time return the Permanent Pass in his possession.

If the application is granted it will be necessary for the applicant to forward two copies of his photograph, and call personally at the Central Police Station.

The size of the photograph should be about 2" x 3".

C. M. C. MESSER,

Captain Superintendent of Police.

Hongkong, 19th July, 1915. [772]

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [739]

IN THE MATTER OF THE ALIEN ENEMIES (WINDING-UP) ORDINANCE, 1914.

AND IN THE MATTER OF BEHN MEYER & COMPANY, LIMITED, AN ENEMY COMPANY WITHIN THE MEANING OF THE SAID ORDINANCE.

NOTICE OF SALE OF FREEHOLD AND LEASEHOLD LANDS AND HOUSES.

Situate at Collyer Quay, De Souza Street, Prince Street, Robinson Quay, Kamiah, Maclean Road, Mohamed Sultan Road and Grange Road, Singapore.

TO BE SOLD BY PRIVATE TENDER.

The 31st August, 1915, has been fixed as the last day for the acceptance of tenders. Copies of the Particulars and Conditions of Sale and form of Tender can be obtained on and after the 25th June, from the Liquidator at No. 4, Collyer Quay, Singapore, or from the Undersigned.

SISSON & DELAY, 16B, CHANGE ALLEY, Singapore, Solicitors for the Liquidator.

Singapore, 1st July, 1915. [766]

IF YOU SHAVE WITH A SAFETY RAZOR SAVE YOUR OLD BLADES.

75 Cts. We can re-sharpen their usefulness per dozen like new.

WE SHARPEN EVERYTHING. CAMPBELL, MOORE & Co., LTD. Hongkong, 24th June, 1915. [667]

INTIMATION

BY APPOINTMENT.

WATSON'S FORMAZONE.

(Registered.)

A Refreshing, Invigorating and Palatable drink, particularly suited for Tennis, Shooting and Bathing Parties.

PINTS \$1.00 PER DOZ. SPLITS 60 Cts. "

A. S. WATSON & CO., LTD.

BRATED WATER MANUFACTURERS.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 21st, 1915.

THE WAR.

THE news the telegrams daily bring us of the enemy's advance in enormous strength against the Russians naturally creates a certain amount of pessimism as to the Allies' chances of ultimate victory. But a broader review of the whole situation instantly supplies the corrective. In the first place, the tremendous effort which is being made by Germany in the East is manifestly weakening her position in the West. Great operations such as those now in progress on the Eastern front necessarily involve an immense sacrifice of men on both sides, and Germany cannot afford to make great sacrifices unless a decisive victory over the Russians is absolutely assured. That is an extremely unlikely event, having regard to the immense reserves of men Russia is still able to draw upon. In a lecture delivered in the Shaftesbury Theatre, London, a month ago by Colonel F. N. MAUDE, the well-known military critic, he remarked that nobody had ever claimed that there were more than 8½ millions of Germans who could be put into the field; and the French Intelligence Department, who made very exact estimates of losses and published them, had stated that up to June 16th the Germans had sustained a net loss of 420,000 men, so that they had not many more than 4,000,000 to hold the two fronts, to say nothing of Italy. It is very evident from the telegrams that are now daily reaching us, that whatever may be the extent of the losses the Germans are inflicting on the Russians they themselves are also suffering heavily. It is well that this important fact should not be overlooked, and it is as well also to bear in mind that since the Russians have been unable to maintain their earlier progress which threatened to drive the enemy back upon his capital, the next best thing is that the Russians by means of masterly retreats, albeit not without stubborn fighting at selected points, should cause the enemy to so push forward his lines in the East as to facilitate the projected advance of the French and the British in the West. The

great advance in the West is already long overdue; but in the words of Lord KITCHENER "the solemn hour is at hand." By the military experts in Great Britain as well as in France the fullest confidence is reposed in the strategy of General JOFFRE, whom Colonel MAUDE in the lecture to which we have alluded described as "a man in a million, an absolute master of siege warfare such as is being waged in France and Flanders." Joffre's strategy has kept the Germans in a constant state of agitation as to where he would attack next, and it has been estimated that there are 120 chances to one in the Generalissimo's favour against the German Staff guessing where the supreme blow will fall. When the time arrives for General JOFFRE to make his stroke, said Colonel MAUDE, he will ask Britain for a million men, and they would be sent. It is no secret that the British Army at the front is now being continually augmented. The *New York Nation* in a recent article expressed the opinion that if the war is to be won for the Allies, it is mainly England's business; not only on the sea but on the land. "It is England," said the writer, "whom Germany regarded as her arch-enemy from the beginning, and it is England whom the facts of the war have now made the leader in the fight." She has hitherto borne the brunt of the financial problems of the Allies, and she has won the war for the Allies on the sea. She will now have to take over the heaviest part of the work, or surely as heavy a part as France, on land. For, as the situation is to-day among the Allies, the Russians have spent themselves for some time to come, the French have given pretty nearly to the limit of their powers, and from England must come primarily the millions of troops to win the contest, if it is to be won at all." Once this fact is recognized, it is possible to estimate the full meaning of the Austro-German victory in Galicia. "Important as its direct military results may prove to be to the Teuton cause," says the American writer, "the indirect results are by no means so serious for the cause of the Allies as they appear to be. For, primarily, the indirect effect must be to spur England to greater exertions, and, above all, to count upon herself. For as many Russian army corps put out of action, there must be put into the field so many English army corps of a better fighting quality than the Russians; and England has the men. If Russian resources in arms and ammunition have been depleted, English resources must take up the strain; and England's resources, though slow in mobilization, can match in the last instance with Germany's own." It is well that these considerations should not be lost sight of by those who are prone to get depressed by the intelligence from the Eastern front. Lord HALDANE recently reminded us of the simple fact that as the Allies had 280,000,000 of population to organise against 120,000,000, we must win if we concentrate on the duty of organising ourselves for war. The British Empire is now organising for war as it has never been organised before, and while the German resources in men are being steadily depleted, we, the British, especially, are gathering strength the whole time—strength in trained men and in the supplies of munitions—which will enable the great offensive, when it is once begun, to be pursued with confident assurance of ultimate victory.

Several articles of jewellery were stolen from the sisters' quarters of the Military Hospital yesterday morning. The thief was evidently disturbed in his operations as he left behind several silver articles he had collected for removal.

We understand that though an arrest has been made, the police have not yet succeeded in elucidating the circumstances under which a Chinese boy of about 14 years of age was found dead at the top of the Peak road early on Monday morning, with a wound in his chest.

The "Junior King's Scholarship" in the senior school of King's School, Canterbury, has been won this year by a Hongkong boy—Claude Rolfe, son of Capt. P. H. Rolfe, of the Indo-China Co.'s steamer *Yuen-sang*. The scholarship is worth \$50 a year and is tenable for two years. This makes the third scholarship won by Claude Rolfe, who was 16 years of age last month. His first was the Probationer's Scholarship in the junior school, and the second the Entrance Scholarship into the senior school.

SEIZURE OF ARMS ON A JUNK.

Two Chinese were charged at the Police Court yesterday with being in possession of four thousands rounds of ammunition. A lukung, acting under Detective Hender, sen, went on board at Causeway Bay and offered to buy from the Chinese on board one thousand rounds of ammunition. The purchase was arranged, and when the ammunition was brought ashore the men who brought it was placed under arrest. Further police assistance was obtained and the junk boarded and another three thousand rounds were found on board.

The first defendant was fined \$1,000, or, in default, six months' imprisonment, with an additional sentence of two months' imprisonment, while the second was fined \$1,000 or in default six months' imprisonment.

HONGKONG JOCKEY CLUB.

ALIEN ENEMY MEMBERS EXPELLED.

We are informed that at an extraordinary general meeting of members of the Hongkong Jockey Club yesterday, the following resolution was unanimously passed:—

"That the Rules and Regulations of the Hongkong Jockey Club be altered in the manner following:—

"That the following Clause be inserted after Clause 33, viz:—

"34.—Any Member who is adjudicated a Bankrupt, or who compounds with his creditors under the provisions of any Act relating to Bankruptcy, or whose name is officially published as an outlaw or who is the subject of a nation between which and Great Britain a state of war exists, or who shall be imprisoned for a criminal offence or shall be dismissed from the Public Service with disgrace, shall, ipso facto, cease to be a Member of the Club, and shall forfeit all right to the use of, or claim upon, any property in the Club; but it shall be lawful for the Stewards, on the written application of such Member, after enquiry, to restore his name to the books of the Club and the Member so re-admitted shall not be called upon to pay an Entrance Fee."

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 10 a.m. yesterday:—

Typhoon west of the Ladrone or Mariana Islands. Direction unknown.

SHANGHAI DOCK AND ENGINEERING CO.

The annual report of the Shanghai Dock and Engineering Co., Ltd., for the year ended April 30, 1915, shows that the profits amount to Tls. 169,840.05. The directors recommend the payment of a dividend of Tls. 3 per share, absorbing Tls. 169,600, and to carry forward the balance of Tls. 24,000.05 to new account.

THE PHILIPPINE SUGAR CROP.

Mr. Richard Nolan, one of the most prominent hacenderos and business men in the sugar belt of the Visayas, states that according to reliable crop forecasts, based on conservative estimates made by experts who have gone over the district, 4,000,000 piculs of sugar will be harvested this season in the islands of Negros and Panay.

PHILIPPINE COTTON.

TO BE TESTED IN MANILA MILLS.

The possibility of disposing of Philippine cotton to the local cotton mills is at present great, says a Manila paper, owing to the difficulty of getting the raw material by importation.

The Bureau of Agriculture has several sacks of a good grade of cotton received from a Mindanao planter which is to be tested at the Manila cotton mills. It was grown from seed supplied by the Bureau and demonstrates the possibility of growing the product locally in advantageous competition with the imported raw material.

THE WAR.

AMERICAN NOTE TO GREAT BRITAIN.

GREAT GERMAN OFFENSIVE.

BRITISH SUBMARINE ACTIVITY.

GERMANY AND RUMANIA.

ITALIAN CRUISER SUNK.

GENERAL.

AMERICAN NOTE TO GREAT BRITAIN.

THE RIGHTS OF AMERICAN CITIZENS.

LONDON, July 20th.

The Times New York correspondent states that a Note has been sent to Great Britain insisting on the rights of American citizens under International Law, unrestricted by British Orders-in-Council, or other municipal legislation which refuses to recognise the validity of Prize Court proceedings in derogation of International Law.

GERMANY AND RUMANIA.

A CRISIS FORESHADOWED.

LONDON, July 19th.

A telegram from Athens says that an Austro-German ultimatum to Rumania is being prepared on the question of holding up German consignments of arms to Turkey.

The troops have been withdrawn from the Galician front which were destined against Serbia, and have been diverted to the Rumanian frontier. The matter is considered of vital importance by the Germans, who believe that the fate of the Dardanelles is sealed unless the consignments of arms are forwarded through Rumania.

NEW GERMAN MULTI-ENGINED AEROPLANES.

Considerable interest was evinced at question time in the House of Commons to-day on the subject of the new German large multi-engined aeroplanes.

Mr. Tennant, Under Secretary of State for War, informed the House that there was no evidence that these aeroplanes carried guns larger than machine-guns, and also that they were not necessarily more efficient than single-engined aeroplanes.

THE POPE'S DENIAL.

NEVER CONDEMNED BLOCKADE OF GERMANY.

LONDON, July 20th.

A French clerical journal publishes an autograph letter from the Pope repudiating the famous interview, and enclosing official documents showing that the Pontiff never condemned the blockade of Germany.

VALUE OF A NEUTRAL HOLLAND.

LONDON, July 20th.

The semi-official Norddeutsche, commenting on the interview with Mr. Churchill, declares that Germany respected Dutch neutrality because Holland was not like Belgium and really remained neutral. Moreover, a neutral Holland is a valuable protection for Germany's flank.

CHOLERA IN THE DUAL MONARCHY.

VERONA, July 19th.

Cholera is extending in Austria-Hungary, and there are a thousand fresh cases every day.

AUSTRO-ITALIAN FRONT.

NAVAL ACTIVITY ALONG ADRIATIC COAST.

ALSO GOOD WORK BY AIRCRAFT.

ROME, July 20th.

It is officially announced that since the 7th inst. Italian warships and aircraft have been most active along the Adriatic coast, and have destroyed stores and observation stations, and also the telegraph stations on the Dalmatian Islands.

A division of old armoured cruisers, comprising the *Udaro*, *Francesco Ferruccio*, *Giuseppe Garibaldi*, and the *Vettor Pisani*, approached Cattaro at dawn on the 18th and bombarded the railway. Simultaneously small craft destroyed the military buildings at Gravosa, and also landed a reconnoitring detachment on the island of Giuppana.

A number of enemy battleships were in refuge at Cattaro, but did not venture to come out, though they had steam up. Our vessels, while retiring, were attacked by submarines, and the *Giuseppe Garibaldi*, after avoiding the first attack, was torpedoed and sunk. The crew acted in the coolest manner, and cheered the King before they jumped into the sea, in accordance with orders. The majority of the crew were saved.

Airships, on the 7th inst., for the second time bombed the arsenal at Trieste, and seaplanes, on the 14th, bombed Austrian destroyers in the canal near Pola and the batteries near Salvoe lighthouse.

Airships, on the 16th, bombed the railway station and works at Trieste, and also the Montefalcone railway.

An enemy seaplane was captured on the 17th.

NOTABLE ITALIAN SUCCESS.

LONDON, July 20th.

The Italians achieved a notable success on the Isonzo front on the 18th inst.

A communiqué says: A resolute, sanguinary action in which field and heavy guns co-operated most perfectly with the infantry, ended in the storming of several lines of armoured trenches on the Carso plateau, and the capture of 2,000 prisoners, six machine-guns, 1,500 rifles and much ammunition. The attack was renewed yesterday morning with redoubled vigour.

Our offensive is also developing favourably at Falsarego, in the region of Cadore, where three blockhouses were captured at the point of the bayonet.

Fort Hermann, north-east of Plezzo in Carinthia, has been seriously damaged by bombardment.

FRANCO-BELGIAN FRONT.

GERMAN "AVIATIK" DESTROYED.

PARIS, July 20th.

A communiqué states:—

There has been cannonading around Souchez and bomb-fighting in Argonne.

A number of attacks on the heights of the Meuse have been repulsed with heavy loss.

A French aeroplane pursued and cannonaded with mitrailleuse an "Aviatik" which fell burning in the German lines near Soissons, where French artillery completed its destruction.

VIOLENT GERMAN ATTACKS.

PARIS, July 19th.

The fighting yesterday consisted of minor French successes and the repulse of violent German attacks in Souchez and Argonne. The Germans at Souchez attacked at night over a front of 1,200 yards and were defeated.

LOYAL AUSTRALIANS.

SUCCESSFUL RECRUITING CAMPAIGN.

MELBOURNE, July 19th.

The Parliamentary recruiting campaign in Victoria has been concluded, and 13,809 have enlisted in a fortnight.

Though the platform campaign has been completed the District Committees continue their organisation. The recruiting fervour has only just begun, and the whole of the Commonwealth is now a training ground.

NAVAL ACTIVITIES.

ITALIAN CRUISER SUNK.

ROME, July 20th.

It is officially announced that the cruiser *Garibaldi* was torpedoed and sunk off Cattaro on Sunday.

Most of the crew were saved.

[The *Giuseppe Garibaldi* was an armoured cruiser of 7,284 tons built at Sestri-Ponente (Ansaldo) and completed in 1901. Her main armament was one 10-in., two 8-in., fourteen 6-in. and ten 2.9-in. guns. Her full complement was 640.]

BRITISH SUBMARINE OFF CONSTANTINOPLE.

SEVERAL VESSELS DESTROYED.

SOFIA, July 19th.

Advises from Constantinople state that a British submarine torpedoed and sank two steamers and two lighters and damaged the quays at Constantinople.

RUSSIAN FRONT.

FIERCE FIGHTING ALONG A 1,000 MILE LINE.

THE GREAT AUSTRO-GERMAN OFFENSIVE.

LONDON, July 19th.

Fierce fighting is now general along practically the whole of the Russian strategic front of a thousand miles long, from the Baltic to Bessarabia, as a result of the general offensive which was begun on Thursday by General von Hindenburg in the north and General Mackensen in the south with the object of encircling Warsaw. The Germans claim great successes and the capture of thousands of prisoners in both regions, and the Russians admit slight withdrawals to prepared positions, though they have dealt the enemy many severe blows.

An interesting new feature is the mention in both the Russian and German communiqués of great cavalry battles in the Baltic Provinces, where General von Bülow has crossed the river Windau and is advancing north and south of Mitau.

The enemy's principal effort is in the region of Prasnysz, where he is operating on a wide front. The Russians admit that they have been forced here to concentrate on positions nearer the river.

Narvy, thus necessitating the re-grouping of the forces to the left of the Vistula which is now proceeding unmolested.

General Mackensen, operating between the Vistula and the Bug, made his principal effort on Saturday near Wilko-laz, south of Lublin, where the Russians, in the course of the day, repulsed over ten attacks. The Germans claim to have stormed Krasnostav, south of Holt, and the Russians admit that the enemy, after attacks in great masses all the evening, progressed northward in that vicinity.

The Austrians claim to have forced the Russians to evacuate their positions between the Vistula and the Radom-Kielce railway. The Russians announce the capture of two thousand Austrians who crossed the Dniester on Friday.

DEATH PENALTY FOR FILIAL DISRESPECT.

SON STRANGLED FOR CURSING HIS MOTHER.

A correspondent of the N.C. Daily News, writing from Suchen, says:—

We have just had an unusual execution in the city, a young yamen runner losing his life for want of filial respect. He had been reported to the magistrate and imprisoned last year on a similar charge.

After he got free he did not mend his ways and spent his days gambling. The other day he came home and quarrelled with his sister over a garment. When she refused to give it to him he struck her senseless with a bench.

The mother went to the magistrate and asked him to punish him severely. "Do you want him?" the magistrate asked. She answered "no." "Well, you go home and leave the matter to me," he replied and attached heavy penalties for arrest and bring him in. Within an hour he was before the judge.

He admitted his misconduct, and when he was asked "ought you not to die?" he said "yes." The magistrate ordered the case and had him put in. The case with its occupant was carried to the front court for all to see. The culprit said to his mother: "Easy! don't knock the props from under me. My mother is not going to have me killed. She is just scolding me." He was, however, soon strangled.

THE WEST RIVER DISASTER.

WATER MUCH LOWER.

SHORT WORK WITH ROBBERS.

Little that is new can be written with regard to the West River disaster. The water has lowered appreciably both in the West River and at Canton; the Shamen itself is now free from the flood, though covered with filth and general wreckage, and relief work in the city is being zealously carried out by the different charitable organisations. This very necessary work is now well in hand, and thousands of survivors have already been fitted.

The Captain of a Canton steamer, later viewed an arrival at Hongkong yesterday, said the Shamen was clear of the day, but was a mass of filth. In the city itself the water has receded to the extent of four or five feet. There has been a rather rapid lowering during the past few days and it is now expected that the flood will remain at the present level for some days. The wharves are now a foot clear of the water, and steamers can go alongside, not, however, without difficulty, for the current is still very strong, and great care has to be taken in navigation. So strong is the current that a few days ago two launches were wrecked as the result of unavoidable collisions.

One was sunk, luckily, without loss of life, and the other was rushed alongside the China Merchants' wharf and is now suspended from a pile by the funnel, preventing any of the ships going alongside.

The work of recovering dead bodies is also proceeding, and it is estimated that over 1,000 have already been recovered in Canton itself. The loss of life has been so variously estimated that it is unsafe to make any statement to this effect. That the number of victims is terribly large is without doubt, but the exact extent of the death toll will never be known.

With the lowering of the water the full extent of the fire has been revealed. It devastated a very large portion of the city, and the houses and shops were all burned down to the water's edge. Here again the loss of life was considerable, and will never be accurately estimated.

The barbed wire in the Shamen is covered with the carcasses of all kinds of animals, and miscellaneous wreckage, and it is also reported that human bodies have been caught up by the wire, rendering the area most offensive. Strenuous efforts are being made to prevent, if possible, epidemics of disease.

Gangs of robbers are still busy, but when caught they are shot down immediately by the police and soldiers. Half a dozen of these desperadoes were despatched in this manner near the steamer wharf on Monday evening. They had been chased for sometime, and when the soldiers came up to them they were shot down and so met a thoroughly deserved fate.

Along the West River much headway has been made in the distribution of rice, etc., and it may safely be asserted that practically all the survivors have been got in touch with in one way or another. The loss of life there has been very great. Many bodies and carcasses of animals are floating about, and in the out-of-the-way places it is assumed that much misery is still being experienced.

IN THE SILK DISTRICT.

A West River skipper, who had returned from a trip which was really a philanthropic mission to a most secluded district, was interviewed last evening by a Daily Press representative. This vessel was sent by the owner to a point eight miles south of Canton, where the chief industry is centred around the precious creation of silk worms. The district is fairly well populated, but it has rarely been visited by a river steamer, and this particular vessel, which was loaded with rice, carried a large armed guard in case of piratical trouble in strange parts.

The guard, however, was not necessary, for when the relief ship came to anchor the many survivors of the flood—there were very few casualties in these parts owing to the fact that the population lived some distance away from the river banks—were only too ready to welcome it. The captain and crew transferred their rice to the long narrow boats peculiar to these parts, and not without some difficulty, and narrow escapes from capsizing, managed to distribute the rice to the people who had been without food for some days. Many bodies were passed on the journey up plenty of the river, and there was the most disconcerting evidence that the flood has occurred in the history of the West River.

Strange to relate, however, the majority of the silk worms have been saved, and there is every reason to believe that when the flood has finally receded the industry will be carried on without any great loss having been incurred.

ANGLO-GERMAN BREWERY COMPANY.

A CHANGE OF NAME.

An extraordinary meeting of the Anglo-German Brewery Co. was held at Shanghai on the 15th inst. at the offices of the Company, 4b, Peking Road, for the purpose of considering a proposal to change the name of the company. Mr. C. W. Wrightson presided, supported by Messrs. E. Jenner Hogg, John Prentice, and M. Hoerter, directors, and D. B. Verney, agent, the attendance representing 517 shares.

The notice convening the meeting having been read, The Chairman said:—Gentlemen, The suggested change in the title of the Company will, I am sure, appeal to shareholders of all nationalities, and for obvious reasons it is unnecessary that I should dilate further upon the desirability of adopting the resolution. The Company is a British Company, and a change of name is, in the opinion of your directors, desirable from every point of view. I have therefore much pleasure in proposing the following resolution, namely, "That the name of the Company be changed to The Tientsin Brewery Co., Limited."

Mr. Jenner Hogg—I have pleasure in seconding that.

The resolution was unanimously carried.

The Chairman—Gentlemen, the resolution, having been carried by the required majority, will be submitted for confirmation as a special resolution at a second extraordinary meeting, which will subsequently be convened.

The proceedings then terminated.

A SINGAPORE BROKER SENTENCED TO IMPRISONMENT.

A Singapore broker named J. O. Davies was last week convicted on two charges of cheating, and acquitted on a charge of criminal breach of trust. Originally Davies was charged, at the instance of Mr. Nixon, of Batu Tiga Estate, Kuala Selangor, with criminal breach of trust in respect of \$550, the trouble arising out of a transaction in shares, but this was subsequently amended to one charge of criminal breach of trust in respect of \$70, and two charges of cheating, the sum mentioned in each instance being \$200. It was on these two charges that he was convicted. He was sentenced, on each charge, to one month's rigorous imprisonment, the terms to run concurrently, and in addition, ordered to pay, in all, \$200 to complainant as compensation. Failing to complainant was to undergo two months of one month's rigorous imprisonment, the terms in this instance to run consecutively.

SUICIDE IN KOBE.

DEATH OF MR. A. W. CROMBIE.

Mr. Alexander W. Crombie committed suicide by hanging himself at his residence at Kobe early on the morning of the 15th inst.

Mr. Alexander W. Crombie, of Messrs. Whymark, Allison & Crombie, came out to the Far East some twenty years ago and for a considerable time was manager of Messrs. Sale, Frazar & Co. He joined Messrs. Whymark & Allison some six or seven years ago and had of late years enjoyed very indifferent health. The deceased, who was a widower forty-two years of age, was exceedingly popular in Kobe, where his tragic death will be very keenly regretted. He was at one time round sportsman and Golf Club. Great sympathy will be felt for his sister-in-law, Mrs. Hansell, who resides in Kobe.

BIG FIRE AT ILOILO.

A fire which originated in a farm building on the river front between Callos Arsenal and Aldeguer at Iloilo at two o'clock on July 15th completely destroyed the two concrete warehouses of Lim Pong, in which were deposited sixty thousand piculs of sugar.

The loss of Lim Pong is estimated at P. 400,000 which was fully covered by insurance. Other losses sustained by nearby properties totalled approximately P. 15,000, and only through the heroic work of the fire department was the destruction of the entire block prevented. The house and warehouse owned by Jose Zulueta, in the upper part of which were located the offices of Sullivan & Co., was also destroyed by the flames.

N.Y.K. & PANAMA ROUTE.

An Osaka dispatch to the Asahi says the Nippon Yusen Kaisha, which recently decided to increase its capital, will open a New York Line, via Panama.

According to this dispatch the *Toshiba-maru*, *Toyoko-maru*, *Takata-maru*, *Toyoko-maru*, *Tokuyama-maru*, *Toyoko-maru*, which are now temporary on the European line, will call regularly on the New York and Philadelphia on their homeward voyages, to take in cargoes of kerosene, etc. After their return the New York Line will be inaugurated this autumn with these vessels. Messrs. Henderson & Co., will act as agents of the company in New York, and other agencies will be established in New Orleans and Galveston. Manila, Hongkong, Shanghai, Yokohama, Panama, New York, Kobe, and New York will probably be the ports of call. During the European war, however, the liner may also call at Vladivostok.

	Killed.	Wounded.	Missing.
OFFICERS	541	1,877	135
MEN	7,543	25,557	7,401

SHIPPING

ARRIVALS.

BENALDER, British str., 1,959, J. H. Mason, 20th July—Singapore 14th July, General—Gibb, Livingston & Co.

FAUSANG, British str., 1,400, Parkins, 20th July—Hull 15th July, Sugar—Jardine, Matheson & Co.

HANOR, French str., 739, Le Cheralier, 19th July—Haiphong 10th July, General—A. R. Marty.

KEISO MARU, Japanese str., 1,135, D. Maizumi, 19th July—Haiphong 17th July, Rice—Order.

LYCAON, British str., 4,180, J. W. Waller, 20th July—Shanghai 19th July, General—Butterfield & Swire.

NAMSANG, British str., 2,591, D. Gilroy, 20th July—Singapore 14th July, General—Order.

SHIRAI MARU, Japanese str., from Canton, 19th July—Singapore 14th July, General—Butterfield & Swire.

VICKSANG, British str., 1,128, P. H. Rolfe, 20th July—Manila 17th July, General—Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

July 20th.

HONGKONG, French str., for Shanghai.

JAVA MARU, Jap. str., for Singapore.

KAWACHI MARU, Japanese str., for Kobe.

KWANGTAI, Chinese str., from Canton.

SOSUI MARU, Japanese str., for Swatow.

TONGKAI, Chinese str., for Hoihow.

DEPARTURES.

July 20th.

ANHUI, British str., for Shanghai.

GLESTNER, British str., for London.

HAITAN, British str., for Foochow.

HONGHONG, British str., for Hongkong.

KEISO MARU, Japanese str., for Hoihow.

KWANGTAI, Chinese str., for Canton.

MONGOLIA, American str., for San Francisco.

SHIPPING REPORTS.

The British str. *Fausang* reports: Fine weather, smooth sea.

The Japanese str. *Keiso Maru* reports: Fine weather and favourable wind throughout the voyage.

PASSENGERS.

ARRIVED.

Per *Hanoi*, from Haiphong, for Hongkong, Mr. Rogers.

Per *Namsang*, from Singapore, for Hongkong, Mr. and Mrs. Melbourne and Mr. Raynor.

DEPARTED.

Per *Mongolia*, for San Francisco, etc., Rev. J. S. Niles, Mr. C. A. de Jongh, Mr. Wm. Hirsch, Mrs. C. V. Allen, Mr. and Mrs. Geo. Brown, Mr. and Mrs. T. Yubush, Mrs. D. W. Dunlap, Mrs. E. Horwege, Miss Kathleen C. Rolfe, Mr. N. B. Dibble, Mr. J. C. Brannan, Miss Fayette Severance, Miss Marie L. Andre, Miss Louise McCullough, Mr. C. O. Rayner, Miss Rosie Regentrief, Mrs. E. C. Barnard, Mr. and Mrs. F. T. Waterhouse, Mr. Sajiro Totah, Miss Mary Clarke, Mr. W. G. Anderson, Mr. C. R. Kenworthy, Mr. J. Clarke, Mr. A. Jones, Capt. C. M. Allen, Mr. C. E. Mapes, Mrs. E. E. Mitchell, Miss Irma T. Tybush, Mrs. F. R. Bennett, Mr. and Mrs. J. W. H. Smith, Mr. W. J. W. Williams, Rev. and Mrs. C. W. Severance, Miss Anna Severance, Mr. J. R. Burns, Mr. P. A. Huffman, Miss E. V. Bray, Mrs. J. L. Graves, Mr. and Mrs. R. Hise, Miss E. G. Boyard, Mr. and Mrs. Regentrief, Mr. and Mrs. L. S. Potts, Mr. W. H. Hammond, Mr. T. F. Hough, Mr. A. G. Denison, Mr. H. Humphreys, Mr. J. O. Anderson, Mr. R. Toland, L. F. N. Thomas, Mr. C. A. Baker, Mrs. F. N. Berry, infant and servant, Mrs. A. D. McDonald, Miss C. Bennett, Mr. E. D. Osborn, Miss A. G. Richey, Mr. Sidney Powers, Miss Eleanor Severance, Mrs. E. C. McCullough and servant, Mrs. E. S. F. Bray, Miss A. H. Skinner, Mr. G. Laidlaw, Miss F. Quinn, Mr. J. B. Albert, Mr. W. G. Roy, Master I. Regentrief, Mr. S. Johnson, Miss C. A. Brawther, Mrs. L. W. Taylor and son, Mr. A. C. Finney, Miss M. Anderson and Mr. E. A. Vickery.

VESSELS EXPECTED.

AUSTRALIAN MAIL.

The str. *Aldenhay* left Sydney for this port (via Queensland ports, Port Darwin, and Manila) on 10th inst., and may be expected to arrive here on or about 2nd August.

THE CANADIAN MAIL.

The C.P.R. str. *Montcalm* left Yokohama on Saturday, the 17th July, at 2 p.m., and is due to arrive at Vancouver on Saturday, the 31st July.

INDO-CHINA LINE.

Fusang, from Shanghai, is due in Hongkong 23rd July.

Cheongshing, from Wei-hai-wei, is due in Hongkong 23rd July.

Fooksang, from Moji, is due in Hongkong 23rd July.

Kutsang, from Calcutta, is due in Hongkong 31st July.

SHIRE LINE.

Radnorshire, from London, is due in Hongkong 26th July.

INDRA LINE.

Indra-niha, from Vladivostok, is due in Hongkong end of July.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORT OF CALL	KASHGAR	Brit. str.	—	A. N. Rivers, R.N.E.	P. & O. S. N. Co.	On 30th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAWADI	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 14th Aug., at Noon.
MARSEILLES VIA PORTS	ATLANTIC	Brit. str.	—	Charbonnel	SHAW, TOMES & CO.	About 17th Aug.
MARSEILLES & LONDON	KASHIMA MARU	Jap. str.	—	M. Yagi	MESSAGERIES MARITIMES	On 24th inst.
VICTORIA, B.C., & SEATTLE VIA KOREA	CITY OF RANGOON	Brit. str.	—	—	NIPPON Yusen Kaisha	On 25th inst., at Noon
VICTORIA & TACOMA VIA KOREA, SHAI & B.O.	SADO MARU	Jap. str.	—	K. Asakawa	THE BANK LINE, LIMITED	On 31st inst.
VANCOUVER & SEATTLE	SEATTLE MARU	Jap. str.	—	T. Saito	NIPPON Yusen Kaisha	On 6th Aug., at 3 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	SAIKU MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	About 10th Aug.
SAN FRANCISCO VIA MANILA & JAPAN	PERUSA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN	KORSA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 3rd Aug., at Noon
SAN FRANCISCO VIA MANILA & JAPAN	NIPPON MARU	Jap. str.	—	A. W. Nelson	PACIFIC MAIL S.S. CO.	On 10th Aug., at 1 p.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Jap. str.	—	A. G. Stevens	TOTO KISEN KAISHA	On 23rd Sept., at 10.30 a.m.
LAGOON BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	GUJARAT	Brit. str.	—	—	TOTO KISEN KAISHA	On 10th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	THE BANK LINE, LIMITED	On 23rd inst.
JAPAN	HIYACHI MARU	Jap. str.	—	T. Sato	GIBB, LIVINGSTON & CO.	On 23rd inst., at 2 p.m.
WEIHAUWEI, CHEFOO & TIENTSIN	TIBODAS	Dat. str.	—	—	NIPPON Yusen Kaisha	On 17th Aug., at 11 a.m.
WEIHAUWEI & TIENTSIN	BUICHOW	Brit. str.	1 m.	Shane	JAVA-CHINA-JAPAN LINE	To-morrow, at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & CO. LD.	On 28th inst., at D'light.
SHANGHAI	HONGKONG	Brit. str.	1 m.	W. Freer	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI VIA NINGPO	CHENAN	Brit. str.	1 m.	W. L. Jones	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI MOJI & KOBE	KANAKURA MARU	Jap. str.	—	Spencer Wilds	JARDINE, MATHESON CO. LD.	To-morrow.
SHANGHAI	ANHUI	Brit. str.	1 m.	—	NIPPON Yusen Kaisha	To-morrow, at 4 p.m.
SHANGHAI KOBE & MOJI	BANGALA	Brit. str.	—	M. H. R.N.E.	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI MOJI & KOBE	NAMSANG	Brit. str.	—	Gilroy	DAVID SASSOON & CO. LD.	On 24th inst., at D'light.
SHANGHAI KOBE & YOKOHAMA	CHONGSANG	Jap. str.	—	S. Homewood	JARDINE, MATHESON & CO. LD.	On 25th inst., at D'light.
SHANGHAI	NORA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 28th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	MALTA	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	About 30th inst.
ANPING & TAKAO VIA SWATOW & AMOY	NOBHI	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	To-day, at 10 a.m.
SWATOW & BANGKOK	SOSUI MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSHUN KAISHA	To-day, at 10 a.m.
SWATOW, AMOY & FOOCHEW	CHONGHONG	Brit. str.	1 m.	W. G. Passmore	BUTTERFIELD & SWIRE	On 23rd inst., at 2.30 p.m.
SWATOW, AMOY & FOOCHEW	HAICHOW	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAKE & CO.	On 27th inst., at 2.30 p.m.
SWATOW, AMOY & FOOCHEW	HAICHOW	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAKE & CO.	On 30th inst., at 2.30 p.m.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	S. T. Hing	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	YUNSHANG	Brit. str.	—	P. Bole	JARDINE, MATHESON & CO. LD.	On 24th inst., at 3 p.m.
MANILA, CEBU & ILOILO	THAN	Brit. str.	—	J. Walker	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & CO. LD.	On 31st inst., at 3 p.m.
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	DALIN MARU	Jap. str.	—	M. Murakami	OSAKA SHOSHUN KAISHA	On 27th inst., at Noon.
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	INANO MARU	Jap. str.	—	T. Wakasawa	OSAKA SHOSHUN KAISHA	On 2nd Aug., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	JINSEN MARU	Jap. str.	—	T. Teraoka	NIPPON Yusen Kaisha	To-morrow.
SINGAPORE, PENANG & CALCUTTA	YATUNG	Brit. str.	—	R. S. Anderson	JARDINE, MATHESON & CO. LD.	On 23rd inst., at 3 p.m.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CHONGHONG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO. LD.	On 29th inst.
MAURITIUS & SOUTH AFRICAN PORTS	CHONGHONG	Brit. str.	—	Shinohe	NIPPON Yusen Kaisha	On 29th inst.
BATAVIA, CHERIBON, SAMARANG, & HAIPHONG	MAIWASKA	Jap. str.	—	—	THE BANK LINE LTD.	On 7th Aug.
HAIPHONG	TIENKANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 25th inst., at 10 a.m.
HOIHOW & HAIPHONG	KEISO MARU	Jap. str.	—	Imakuni	OSAKA SHOSHUN KAISHA	To-morrow, at 7 a.m.
	LOKSANG	Brit. str.	—	W. D. Ritchie	JARDINE, MATHESON & CO. LD.	

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"HANGSANG"	Wedday, 21st July, 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"YATUNG"	Friday, 23rd July, 3 p.m.
SHANGHAI MOJI and KOBE	"NAMSANG"	Saturday, 24th July, 3 p.m.
MANILA	"YUNSHANG"	Saturday, 24th July, 3 p.m.
SHANGHAI	"CHONGSANG"	Sunday, 25th July, 7 a.m.
HOIHOW & HAIPHONG	"LOKSANG"	Sunday, 25th July, 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 29th July, 3 p.m.
WEIHAUWEI and TIENTSIN	"CHONGSHING"	Wednesday, 28th July, D'light.
MANILA	"LOONGSANG"	Saturday, 31st July, 3 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KASHIMA" and "FOOKSANG" leave about every 5 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the "YATUNG," "YUNSHANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also on board.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Chefoo, Tientsin, Dairen, W'wei, Nanking.

Taking Cargo on Through Bills of Lading to Kufat, Lahad Dair, Singapore, Tawau, Uman, Resolun and Labuan.

Telephone No. 215, Sub. Exch. 4.

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Hongkong, 21st July, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

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Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

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JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 21st July 1915.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

PERSIA (via Manila) sailing TUESDAY, 3rd Aug., at Noon.

KOREA TUESDAY, 10th Aug., at 1 p.m.

SIBERIA TUESDAY, 17th Aug., at 1 p.m.

CHINA (via Manila) TUESDAY, 31st Aug., at Noon.

These steamers are famous for their modern equipment, comfort, and the speed of the service, which is under the personal supervision of Mr. V. Morton, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

B. O. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

MARSEILLES & LONDON ... "CITY OF RANGOON" ... On 31st July.

LONDON ... "KANDAHAR" ... On 25th Aug.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

GENERAL AGENTS.

Hongkong, 9th July, 1915.

VESSELS ON THE BE

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, ADEEN, EGIP, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading Issued for BATAVIA, AMERICAN CONTINENT AND SOUTH AFRICA PORTS.

THE Steamship

"KASHGAR," Captain H. N. Rivers, R.N.E., carrying Majesty's Mails, will be despatched from this port on FRIDAY, 30th July, 1915, at Noon, taking

passengers and mails for the above Ports, in connection with the Co's s.s. "MALWA," from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France, and London will be conveyed direct to Marseilles and London in the s.s. "KASHGAR."

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th July, 1915.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAWADI," On or about 17th Aug.

For Freight and further particulars apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 19th July, 1915.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"SANGOLA."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 21st inst., at 1 p.m., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 19th July, 1915.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ORIENTAL."

Arrived Hongkong on 15th July, 1915.

From BOMBAY, COLOMBO, STRAITS, LONDON, OPOE, CHARENTE, BORDEAUX AND ROTTERDAM.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, etc., ex s.s. "Klytias," and "Porsia."

From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

