

PRICE, \$8.00 Per Month

INTIMATIONS

THE "STAR" FERRY COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY the 1st of June, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April, 1916.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY the 27th May to THURSDAY the 1st June, 1916, inclusive.

By Order of the Board of Directors,
PHILIP R. WOLFF,
Acting Secretary.

Hongkong, May 30, 1916.

NOTICE

WE have this day authorised Mr. ARCHIBALD ORR LANG to sign the name of our firm in Hongkong and China.

We have this day authorised Mr. GEORGE ALAN LAKIN to sign the name of our firm by procuration in Hongkong and China.

GEORGE LIVINGSTON & Co.
Hongkong, May 25, 1916.

HAMBURG-AMERICA LINE.
C. FRIEN
HILL BERGDAHL & CO.
F. LORRA
(In Liquidation).

CREDITORS are required to send in their claims against the above to the undersigned, No. 3 Queen's Road Central, on or before WEDNESDAY the 31st May, 1916.

Dated the 12th May, 1916.
J. HENNESSEY SETH A.S.A.,
Liquidator.

SILIMPON (SEBASTIAN) COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBASTIAN or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Seamers calling at SEBASTIAN or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibito Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

JAPANESE MAKERS.
Every kind of Footwear
MADE
TO
ORDER



CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 61.
Hongkong, March 20, 1914.

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT—

Messrs. Wm. Powell, Ltd.,

Messrs. WHELAN, Ltd.,

Messrs. KELLY and WALSH, Ltd.,

Messrs. WHELAN, Ltd.,

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Price 50 Cents.

FRENCH LESSONS

G. MOUSSON.
15, Morrison Hill Road.

ALMAIDA CAYE
OYSTERS, Fresh, Fried or Stewed.
Kilmer Building, Market Street.

INTIMATIONS

Of Use to YOU!!

"DIRECT

MULTIPLICATION"

always effects the multiplication

in one line.

At BREWER & Co. for 30 Cents.

Hongkong, May 20, 1916.

WANTED.

A Portuguese FOREMAN ENGINEER

for an industry in Hongkong, must

have thorough knowledge of managing

Chinese workmen, good salary to a

suitable man.

Apply by letter stating age and

experience to "S".

C/o "CHINA MAIL" Office.

Hongkong, May 3, 1916.

NEW REGAL

DOUBLE RECORDS.

6218 Ave Maria (Gounod) Violin Solo.

Melody in F.

6232 Baby's Lullaby. Bell

(Can't Stop Today) Nymphs.

6242 Watchman.

What of the Night. Duot

The Battle Eve.

6243 Nobby Clark V.C. ... Descriptive

Charge of the

London Scottish

6252 The Goose Step. Kirkby

When we've round

up the Watch on

the Lull.

6260 When Father Papered

the Parlour. B. Williams

When Mother Baked

the Winner of the Derby

THE ANDERSON

MUSIC CO., LTD.

6, Des Vaux Road

Tel. 1322

MARTIN'S

APIOL STEEL

PILLS

A French Remedy for all kinds of

stomach and liver troubles, indigestion,

constipation, etc. It is a

perfectly safe and reliable

remedy, and is sold in

all parts of the world.

MARTIN'S

APIOL STEEL

PILLS

DAIRY FARM NEWS.

HAM & BACON

WE HAVE RECEIVED

NEW SHIPMENTS

OF

AUSTRALIAN & ENGLISH

HAMS & BACON

PRICES AS USUAL.

DEAR TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.10 p.m. Every 10 minutes.

3.10 p.m. to 3.20 p.m. Every 10 minutes.

3.20 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 3.40 p.m. Every 10 minutes.

3.40 p.m. to 3.50 p.m. Every 10 minutes.

3.50 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.10 p.m. Every 10 minutes.

4.10 p.m. to 4.20 p.m. Every 10 minutes.

4.20 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 4.40 p.m. Every 10 minutes.

4.40 p.m. to 4.50 p.m. Every 10 minutes.

4.50 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.10 p.m. Every 10 minutes.

5.10 p.m. to 5.20 p.m. Every 10 minutes.

5.20 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 5.40 p.m. Every 10 minutes.

5.40 p.m. to 5.50 p.m. Every 10 minutes.

5.50 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.10 p.m. Every 10 minutes.

6.10 p.m. to 6.20 p.m. Every 10 minutes.

6.20 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 6.40 p.m. Every 10 minutes.

6.40 p.m. to 6.50 p.m. Every 10 minutes.

6.50 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.10 p.m. Every 10 minutes.

7.10 p.m. to 7.20 p.m. Every 10 minutes.

Do YOU know that THREE CASTLES
Cigarettes are now obtainable everywhere?



Manufactured from the FINEST.
MATURED VIRGINIA LEAF,
and therefore a delight to the heavy
smoker without the slightest fear
of any disagreeable after effects.

SAVE THE COUPONS.
THEY ARE VALUABLE.

A CITY OF WAR WOMEN.

NEWCASTLE'S SPIRIT OF CHEER-
FUL SACRIFICE.

[BY SYDNEY WALTON IN THE "DAILY
CHRONICLE."]

I have just spent a couple of weeks on

Tyneside. They have been illuminating

weeks as showing what work women are

doing in this war. We are told that Paris

and Berlin are model cities in the utilisation

of women's services. Women manage

the whole municipal machinery. They

control the trams, they police the rail-

ways, they sweep the streets, they drive

the vans, they are everywhere. "Look

at Paris," is almost a commonplace with

writers and politicians when they would

impress upon us what women can do.

There is no need to look far off. What

you find in Paris you find in Newcastle.

In Newcastle, the Central Station is in

an exposed position, and a strong man

might have shirked the cold. There were

five or six women cab-drivers defying the

weather, and compelling themselves

fortunate in being called to endure hard-

ness for the country's sake. "We have

released a lot for the big line." That is

the refrain of the Tyneside women. I

wanted to go to Fenham and then to

Gosforth. You have to cross a moor

where the wind has no pity whatever.

Just it was "Cheer O" all the time with

my lady Jehu. At one part of the journey

I mounted beside her on the box seat

and she replied to my questions in regard

to her new mode of making a livelihood

with great enthusiasm. "Like the life?"

Never been so healthy before. The

weather's kind enough, once you get used

to it. And the spring is at hand. This

job'll be a holiday in the fine weather.

You see, I'm fond of horses (steady,

ma'am!) and everybody's so kind and

pleasant. Except, perhaps, the cabbies

themselves. They seem to resent us

women coming to the rescue."

I gathered that there was a good deal

of monotony in cab driving, but it's not

without a spice of adventure, and my

friend, Mrs. Jehu, commends the life to

drawing-room maidens who are pining for

something brave to do. Fleets of

courtesy and intelligence are needed for

the job, and I can imagine that in the

springtime a girl cabby will make a

pretty picture in the streets of Newcastle.

She'll get any amount of trade and do

well in wages, not to speak of the emolu-

ments of perfect health, good appetite,

and sound beauty sleep. The hours are

from 8 in the morning to 8 at night, no

midnight duty.

A UNUSUAL OCCUPATION.

Sunday my lady Jehu sometimes

spends in melancholy fashion. She

drives a hearse, while others of her sex

and acquaintances drive the funeral

carriages; "mourning coaches" is, I

believe, the technical term. It is a

grimy picturesque sight in Newcastle, these women hearse drivers, the female charioteers of death, and nothing that I have seen so demonstrative of the intense seriousness with which these women of Tyneside are answering the call of duty. Perhaps, too, nothing illustrates so completely the man of the North Country have been absorbed by Lord Kitchener and Lord Derby on the one hand, and Mr. Lloyd George on the other. Either that, or the Army or overalls for munitions—each man has made his choice, and the routine of the city is left to the women folk. I saw one of the women hearse drivers handling a pair of spirited black horses with perfect ease as they stepped through the maze of traffic.

"Every milk float in Newcastle, I can

almost aver, is driven by a girl. In one

side-street off the Bontwood-road, where a

large dairy is situated, I counted over a

score of floats with milkmaid drivers

and in serviceable-looking overall. It

was a picturesque sight, and something

besides. I seemed to see all kinds of

steeds, and horses in every variety—

horses, Butean ponies, mules. And in

every case women's hands guided the

reins and guided the whip. Little

imagination required to turn a milk-

float into an ancient chariot, and I

seemed to be the posterity of Pheidias

creeping forth to face the foe.

I got to know something of the daily

programme of the milk-girl. Up in the

morning about five, at the stables

soon after it, whatever the weather may

be, start getting your quadruped, yoke

be at the station at seven to meet the

milk-train, and the cause—and begin your

rounds, which may be some miles away.

They will stop, then to the station with

empty can afterwards to the stables,

where you yoke and clean down. It is

a pretty pleasant life for a girl of 17,

but they are so busy it is perfectly

one thing, and the unending rotation

of a life, and the liberty of the

open air. "I was housemaid," said one

girl to me, "and I was a milkmaid, and

now I have a float. A girl of mine had

been driving float for three months, and

liked it. I left dusting for driving,

I'm my own mistress now, practically,

and mistress of a horse as well. And

liberty's a lot thing. And I'm getting

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail)

FOOD PROBLEM IN GERMANY.

MEAT RATION HALF-A-POUND A WEEK.

YOUNG CROPS AND POTATO FIELDS DESTROYED.

LONDON, May 30. The new Food Dictator in Germany is already cutting down the scanty allowances enjoyed by the population.

The meat ration in Berlin is now fixed at half-a-pound weekly, and it is ominously added that this is "subject to weekly revision."

It has been announced that the Food Committee will presently consider the question of the communal feeding of the whole population.

German hopes are now fixed on the coming harvest which the Government glowingly describes, but great blunders in Saxony and elsewhere, and floods, have seriously damaged the young crops. Many potato fields have been swept away.

THE POSITION AT SALONIKA.

BULGARIA'S MOVE DISCUSSED.

LONDON, May 30. The correspondent representing the London Press at Salonika points out the serious difficulties to any German-Bulgarian advance from Demishisar. There are only two roads available: the first through Serres, and the second, down the Struma Valley to the Gulf of Orphano, thence following the coast road which alone is possible for wheel traffic. The roads on which guns could be brought, capable of damaging the Allied entrenchments, are exposed to the fire of the Allies' heavy artillery. Roads affording cover to the enemy are impossible to everything but mountain batteries. The Bulgarians may conceivably make a frontal attack by pushing forward a strong force of infantry, but will only do so if they overlook the lessons of Verdun—the formidable resistance offered by modern entrenchments.

GENERAL TOWNSEND ON THE ADVANCE TO BAGDAD.

LONDON, May 30. The representations of General Townsend regarding the risk of advance towards Bagdad with inadequate forces are given in correspondence between Mr. Chamberlain, the Viceroy, the India Office and General Sir John Nixon, now officially published, and which is, presumably available in India.

THE RUSSIAN ARMY.

PETROGRAD, May 30. The 1017 class of recruits is now reporting for service with the colours.

THE NEW DERBY.

LONDON, May 30. An additional probable starter for The New Derby is Valais, to be ridden by Clark. Canyon is slightly ailing and is a doubtful runner. Forest Guard has been scratched.

LATER.

Ferox will be ridden by C. Childs and Nassovian by O'Neill. Gilbert-the-Eilbert and Condolere have been scratched.

MILITARY AWARDS.

LONDON, May 30. The following awards are announced in the Gazette:—Distinguished Service Order: Capt. K. B. Wynter, 52nd Sikhs. Military Crosses: Captains P. H. James, 104th Welsh Rifles; H. T. Marsh, 2nd Gurkhas; Lieut. H. Finnis, 53rd Sikhs; 2nd-Lieut. P. F. Bayly and H. G. Inglis, Indian Army Reserve.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this limited and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

THE ITALIAN FRONT.

AUSTRIAN OFFENSIVE EVERYWHERE ARRESTED.

INCREDIBLE AUSTRIAN SACRIFICES.

LONDON, May 30. Messages from Rome state that the Austrian offensive has been everywhere arrested except in the centre of the Asiago sector where the Austrians for six days have incessantly attacked with extreme violence on a front of ten kilometres with no fewer than forty battalions, making incredible sacrifices.

The opinion is generally entertained that the first phase of the Trentino battle is now over, and that the second phase is now beginning.

The Italians have evidently strengthened their position all along the line.

FURTHER SLIDES IN PANAMA CANAL.

LONDON, May 30. There have been further slides in the Culebra Cut, Panama Canal. Slight delay on deep-draft vessels is expected.

THE KING VISITS SOUTHAMPTON DOCKS.

LONDON, May 30. The King visited Southampton Docks and inspected the arrangements for the embarkation and entraining of troops.

DEATH OF AN AMERICAN RAILWAY MAGNATE.

LONDON, May 30. The death is announced of Mr. James J. Hill, the American railway magnate.

EARLIER TELEGRAMS.

THE BRITISH FRONT.

HEAVY ENEMY BOMBARDMENTS.

LONDON, May 30. General Sir Douglas Haig, in a communiqué, states:—The enemy's artillery have been most active for the past twenty-four hours on selected portions of the front and particularly between La Bassée Canal and Arras. There was a particularly heavy bombardment in the early morning against our front and support lines at Loos, and it was continued intermittently throughout the day at all tactical points.

The town and neighbourhood of Arras, as far as Neuville St. Vaast, was also the scene of intermittent and heavy concentrated bombardments. We replied effectively, and in some cases silenced hostile batteries. The enemy sprang mines in the Loos region, but did not damage our defences. The British line about Mametz and Fricourt was the scene of artillery activity, but not of a serious character. The front from Zillebeke to Hooge and in the vicinity of Elverdinghe was heavily shelled.

North of Hooge our artillery caused a breach in a hostile parapet and also destroyed a machine-gun emplacement. The guns also caused considerable damage to the enemy in addition to engaging hostile batteries.

There has been no infantry action for the last twenty-four hours.

There has been much successful aerial work. Few German aeroplanes were seen.

THE VERDUN REGION.

MORE VIOLENT GERMAN ATTACKS REPULSED.

PARIS, May 30. A communiqué states:—Left of the Meuse the Germans, after a heavy calibre bombardment against our first and second lines between Aycoeur and Cumieres, made two violent attacks, both of which failed with heavy enemy losses. Enemy concentrations west of Hill 304 were dispersed. A powerful enemy attack between Morhonne and Cumieres, and emerging at Crows Wood, was smashed by a curtain of fire except on a front of 300 metres where the Germans gained a footing in a front line trench. There have been violent artillery operations east and west of Douaumont.

PARLIAMENT.

LONDON, May 30. Parliament adjourns on June 20th.

SANQUINARY ATTACKS ON THE ITALIANS.

CONSTANTLY BROKEN.

ROME, May 30. A communiqué states:—On Saturday night and Sunday morning the enemy renewed his furious sanguinary attacks on the positions between the Aige and Abra Valleys, which were constantly broken.

There has been an intense artillery duel in the Fosina and Astico sector. An attack on our positions south of Fosina Torretto was repulsed after a desperate struggle, with considerable losses.

On the Asiago plateau we are consolidating the positions dominating the Asiago basin.

A brilliant counter-attack by the 141st Regt. rescued our batteries which were surrounded at Monte Moseggh, recovering every gun. There has been only skirmishing in the Sugana Valley, and on the rest of the front there have been artillery engagements.

GREAT BRITAIN AND THE BOSNIAN CRISIS.

SIR EDWARD GREY'S REPLY TO GERMAN CHARGES.

LONDON, May 30. The Foreign Office has issued a statement in reply to Dr. von Bethmann-Hollweg's charge that Britain's attitude in the Bosnian crisis was bellicose. This statement shows that the Ambassador at Petrograd avoided anything calculated to widen the breach between Petrograd and Vienna, and reproduces the dispatch of February 27th, 1909, to the Ambassador in which Sir Edward Grey says:—"I have made it clear that we support Russia getting economic concessions for Serbia by diplomatic support, but we must not press things to a point of war which would possibly involve the bulk of Europe and would be out of all proportion to the interests at stake."

BRITISH EXCHEQUER BONDS.

EXEMPTING HOLDERS ABROAD FROM INCOME TAX.

LONDON, May 30. In the House of Commons, Mr. McKenna announced that he proposed to move an amendment to the Finance Bill exempting from the income tax, in respect of five per cent. exchequer bonds, persons not ordinarily resident in the United Kingdom, irrespective of conditions of domicile.

LATEST EDITION.

STOP PRESS NEWS.

(Reuter's Service to the China Mail)

BULGARIAN FORCES CONCENTRATING.

ENEMY BOMBARDING FRENCH LINES.

SALONIKA, May 30. Important Bulgarian forces are reported to be concentrating at Nevrokop as well as at Yanthi. The enemy is bombarding the French advanced lines on the Vardar and also at Kilitind.

THE DEFEAT OF THE SULTAN OF DARTUR.

LONDON, May 30.

The War Office announces that the completeness of the defeat of the Sultan of Dartur is confirmed. It appears that all the Sultan's best troops and commanders were present. Most of the latter are dead, or have surrendered.

The disarmament of the tribesmen is proceeding satisfactorily. Much war material is being collected.

A British aeroplane, the day after the battle, attacked the fleeing enemy who numbered only 300. They had to face a 14 days' waterless march to the nearest village.

THE NEW DERBY.

THE RESULT.

LONDON, May 30, 4.20 p.m.

The result of the Newmarket New Derby (the substitute for the Epsom Derby) was:—
Mr. E. Hulston's Filinella (J. Childs)—1.
Mr. Fairlie's Kwang Su (Templeman)—2.
Mr. John Sanford's Nassovian (O'Neill)—3.
Ten ran. Won by a neck. A head between second and third.

The betting was:—
11 to 2 Filinella.
3 to 1 Kwang Su.
11 to 2 Nassovian.

[Filinella, a chestnut filly by Poly-melus-Silver Fox, ran second in the One Thousand Guineas to Canyon, Kwang Su (the favourite) ran second to Claretina in the Two Thousand Guineas, and Nassovian ran third in this race.]

FOOD SHORTAGE IN GERMANY.

CONTROL BY THE STATE.

CONDITIONS REVEALED IN LETTERS.

"There would appear to be no doubt that even under present conditions as established—even without fresh advances on any front—Germany is doomed."

This is summary of the situation (says the "Nation") based upon a whole series of communications from the German Empire which tell an awful story of privation and misery.

"Life is not pleasant," there is nothing more to be bought, and if there were, it is so dear that it is impossible to pay for it."

Famine is fast approaching, as you will see from enclosed newspaper cuttings. When a man has to do two days' without meat, one day without fat, and one day without butter in a hotel, how will the working men fare? There have been bloody riots in Berlin and its suburbs owing to the loss of life at Verdun.

"Every body is wishing that the war would end. Food is frightfully dear, and only obtainable in small quantities."

"It is almost impossible to keep house. We may only write that all is well, but this is the simple truth that Germany is starving. No one has the least idea of what is going on in the fighting area, but we think it must be dreadful. In the large towns the distress must be terrible, but everything must be kept secret. No newspaper may publish anything. The penalty for smuggling a letter is immediate death by shooting."

"There is not the slightest doubt (this from a neutral visitor) that the working-class is really starved—the food riots in the cities demonstrate that."

THE DRY FOR PEACE.

From a small German town:—

"We may not write you openly about these matters, but we think you will get this letter without its being seen. Burn it at once on receipt. All the butchers have closed their shops. There is nothing to be got. Figs are also very dear. We have had to give up all our cooking pots, for we are very short of copper for making munitions. There is no petroleum. The women in the town are in despair. They have already all been in front of the castle and tried to make peace and give us our men back. These are sad times. There is very little butter. In the town they have potato cards and hunger cards. All the potatoes have been commandeered. Now they are floating another war loan. This is already the fourth. Gold has all been called in. We have not a single gold coin left. Rings, watches, and gold trinkets have been commandeered."

"There is no question of staying at—, not because the people were dying of hunger in the streets, but because the privations have become so impossible. The hospitals of the town are full of civilians who have fallen ill owing to the way in which the people have got to feed themselves. It is now said that bread is to be made of hay."

"Ask my husband to send me a few krumen, for I have no food to give the children, and am begging bread from door to door."

"Things are very bad here. It's only Sunday we get meat. Not a scrap during the week. Soap is beyond our means, so we have to go dirty. We cannot satisfy our hunger even with bread, for that is rationed. Boots are frightfully dear. Things get worse every day."

"It's only the rich that can indulge in tea and bread-and-butter. The poor cannot buy or get food. Only the big hotels can afford good meals—and they have five times without meat."

"There will soon be nothing to eat here. It is difficult to manage with the money I have. The long standing to get a little butter ration. It is worse and worse. Many women have fallen ill and several have died of it, from cold and insufficient food. Sometimes, when one gets desperate, she commits suicide."

"The bread is very bad and indigestible; it rolls the stomach and causes intestinal troubles. I wonder how much longer the 'Fatherland' will stand it."

THE BRITISH BLOCKADE.

"Why record such dismal events?" asks the "Nation." "First because of the lies spread abroad in this country that Germany is still triumphant, unaffected by 'dumping' purposes after the war is over, with her civil population tranquil and satisfied. Secondly, it is well that those who are so impatient with the great strategy of the Allies should not weaken their respective Governments by girding at all their failures."

"The blockade is blockading Germany. It is said that we obtain no victories. Every 24 hours that the blockade is maintained is a victory. The Central Powers are girded with steel and fire, and the knowledge of that girdle closing in as the Russians advance, or as the Russians and British break like the breaking of an egg into the Eastern corner of Turkey, is the knowledge which is the key to all recent German strategy."

"Without undue presumption, when all the story is told, it will be recorded that it was the blockade of the British Navy which finally beat Germany to her knees."

SWISS POSTAL AUTHORITIES AND PRISONERS OF WAR.

A BIG TASK.

The following is a translation of a small paragraph from the Swiss paper "Der Bund" giving an idea of the immense work the Swiss postal authorities do for prisoners of war of all nations:—

The daily average of letters, etc. for prisoners of war received and redelivered by the Swiss postal authorities, for March, 1916, amounts to:—
279,334 letters and postcards.
18,021 packets up to 2 lbs. weight.
87,164 registered packets up to 11 lbs. weight.

as well as:—
10,597 Money Orders for altogether francs 141,745 of about £2,700.

All these articles are re-directed and forwarded by a special staff employed for the purpose and at no charge, whatever the nature of the goods.

CHINESE AFFAIRS.

(Woh Tsz Yut Po's Service.)

THE SITUATION.

SHANGHAI, May 30.

Yuan Shih Kai will nominate two candidates for the Presidency and submit the names to the provinces asking them to elect whichever they prefer. If the choice of the provinces is unanimous he will abdicate.

The Government is much worried over the receipt of a confidential report from the Government delegates to the Nanking Conference, and the last two reports of the proceedings of the Conference.

Yuan Shih Kai's loss of flesh and spirit is due to worry over the situation, not to any other indisposition.

Leung Kai Chiu's object in coming to Shanghai is to organise a National Assembly.

FIGHTING ON THE HUNAN-SHENSI BORDER.

SHANGHAI, May 30.

Hunan Province declared its independence yesterday.

It is reported that there has been fighting on the Hunan-Shensi border, the result being unfavourable to the Government.

Ngai Chi Chung's troops, numbering seven battalions of infantry and a brigade of artillery, have retired from Hunan and arrived on the 23rd at Hankow when they will return to the North by train.

THE KUT PRISONERS.

MEANS OF COMMUNICATING BEING ARRANGED.

With the surrender of Kut and internment of a large number of British and Indian prisoners of war, states a Simla despatch of the 7th inst., there has naturally arisen considerable anxiety among their relatives and friends in India as to the best methods of communicating with them. The post office is about to issue a notice showing the address of postal articles intended for these prisoners. The address must be written very distinctly in ink and must give the rank, initials and name of the addressee. The regiment or other unit, whether he is a British or Indian prisoner, the name of the place of internment if known, and the country which in this case is Turkey. Then should follow: "Care of general post office, Mount Pleasant, London, E.C. and Ottoman Red Crescent Society, Constantinople," as all articles intended for Indian prisoners of war are subjected to censorship at Bombay and those for British prisoners of war in London. It will greatly expedite the delivery of letters, if the envelopes in which letters are placed are addressed as above and are left open and enclosed in an outer cover superscribed on prisoners of war service, addressed in the case of an Indian prisoner of war to the postal censor, Dombay, and in the case of a British prisoner of war to the deputy chief censor, hostile countries, Salisbury House, London, E.C., England. In connection with the above it should be remembered that while for a prisoner of war actually interned in Turkey, the most direct mode of communication is via London, an exchange of all Chinese produce, able to introduce extensive business, well connected with United Kingdoms, France, Italy, Russia, Sweden and Norway, North and South America, South Africa, Australia and New Zealand produce buyers.

Apply stating Terms to X. Y. Z.

C/o CHINA MAIL Office.
Hongkong, May 31, 1916. 706

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1913 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY the 3rd June.

Hongkong, May 31, 1916. 702

NOTICE.

REUTER, BROCKELMANN & CO.
(In Liquidation).

CREDITORS are required to send in their claims against the above to the Undersigned, St. George's Building, Chester Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOMES & CO.
Liquidators.

Hongkong, May 31, 1916. 703

NOTICE.

MR. H. S. ABDEALLI having retired from our firm his interest therein as from the 31st May, 1916. The firm will be carried on by Mrs. Z. ABDULKYUM and Mr. T. A. TYEBKHAN the remaining partners.

H. HILTOOLA & Co.
Milliners and Drapers
13 and 15 D'Agular Street.
Hongkong, May 31, 1916. 704

(Continued on page 8.)

HARPER'S PRICKLY HEAT POWDER

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

PREVENTION OF SORE FEET. Apply a small quantity of the Prickly Heat Powder to the Sides of the Feet and between the Toes: this will ensure perfect ease and prevent Sores and Blisters.

PRICE 75 CENTS PER TIN.

PREPARED BY THE

Queen's Dispensary
(HARPER & CO.)

TEL. 492.

31, Queen's Road Central.

THE ONLY EXCLUSIVE
WHOLESALE-DEALERS
IN THE COLONY.

Diss Bros

No. 1, WYNDHAM ST.
(Upper Street)
ESTABLISHED 1860.

OTHERS LOOK THE SAME

"MALTHOID"

IS THE SAME

EVERYDAY! EVERYWHERE!

A Mineral Roofing! Laid by our experts!
Guaranteed right!

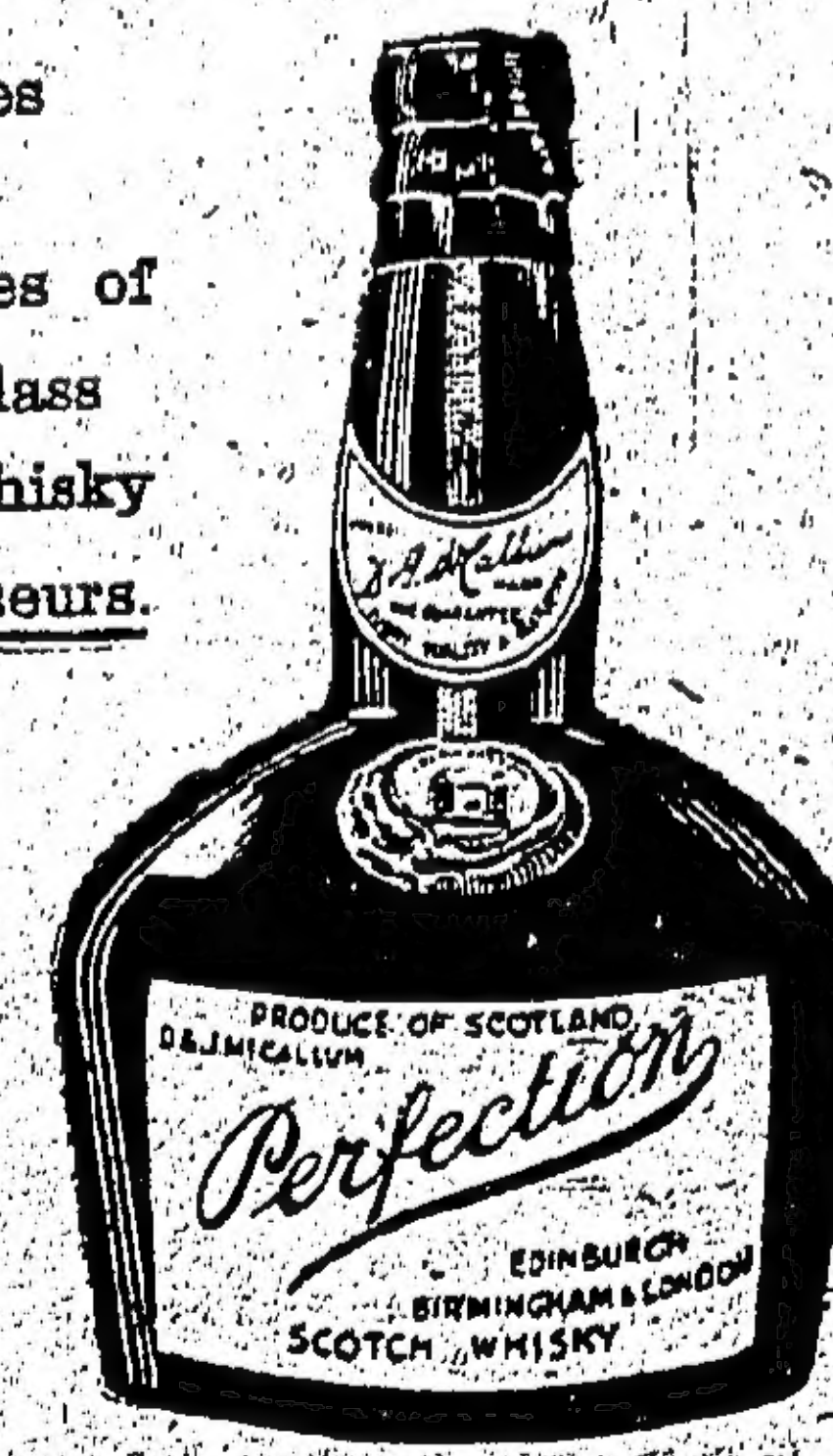
Free particulars from

Agents, BRADLEY & Co., Ltd.
Hongkong.

D. & J. McCALLUM'S "PERFECTION"

Embraces All the qualities of A High Class Scotch Whisky for Connoisseurs.

Perfect Whisky Mellow like a Liqueur



SOLE AGENTS.

Gande, Price & Co., Ltd.

Wine Merchants.

6, Queen's Road Central.

Tel. No. 135

HONGKONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

From	Steamers	To Sail	Remarks
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NYANZA Capt. J. GAUNT	10 a.m. 1st June	Direct Service.
LONDON & BOMBAY via SPORE, PENANG, CRO, Port Said & MARSEILLES	NOVABA Capt. H. R. HETHERINGTON, R.N.R.	Noon 2nd June	Connecting at Calcutta with Mail as above.
SHANGHAI	NAGOYA Capt. A. B. GARWOOD, R.N.R.	About 8th June	Direct Service.
LONDON & BOMBAY via SPORE, PENANG, CRO, Port Said & MARSEILLES	NAGOYA Capt. A. B. GARWOOD, R.N.R.	Noon 16th June	Connecting at Calcutta with Mail as above.

Wireless on all steamers. Return tickets at a fare and a half available on Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office,

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

* "TACOMA MARU" Capt. T. Hamada Monday, 12th June, at 3 p.m.
* "MANILA MARU" Capt. T. Hamada Thursday, 22nd June, at 3 p.m.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

"LUZON MARU" Monday, 5th June, at Noon.
"JAVAN MARU" Tuesday, 6th June, at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAGARANG, BATAVIA & SINGAPORE.

S.S. "NITAKA MARU" Capt. Tuesday, 27th June, at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

S.S. "AMAKUSA MARU" Capt. Konishi Sunday, 4th June, at Noon.
S.S. "SOSHU MARU" Wednesday, 7th June, at 9 a.m.

† Proceeding to Keelung via Swatow and Amoy.
† Proceeding to Anping and Takao.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745. No. 4, Queen's Building.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WUHU	KWANSHU	June 1, at Noon
SHANGHAI	YINGCHOW	June 1, at 4 p.m.
SWATOW & BANGKOK	YANGTSE	June 1, at 4 p.m.
SHANGHAI	SHANTUNG	June 2, at Noon
SHANGHAI	CHANGHAI	June 4, Daylight
SHANGHAI	CHANGHAI	June 6, at 4 p.m.
MANILA, CEBU & ILOILO	CHANGHAI	June 6, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Twin Screw Steamers "Chinba", "Taming" & "Tea". Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. "Anhui", "Chenan", "Luchow", "Yingchow", "Shantung" and "Sinkiang", with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo Hongkong for Shanghai direct every Tuesday, Thursday and Sunday. Passengers on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	LOONGSANG	SATURDAY, June 3, at Noon
SHANGHAI	CHOISANG	SUNDAY, June 4, Daylight
KOBE & MOJI	KUTSANG	WEDNESDAY, June 7, Daylight
SINGAPORE, PENANG & CALCUTTA	LAISANG	WEDNESDAY, June 7, at 3 p.m.
SANDAKAN, PENANG & CALCUTTA	HIMSANG	SATURDAY, June 10, at Noon
SINGAPORE, PENANG & CALCUTTA	KUMSANG	SATURDAY, June 10, at 3 p.m.
MANILA	YUENSANG	SATURDAY, June 10, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, June 13, at 3 p.m.
SHANGHAI, KOBE & MOJI	YAMSANG	WEDNESDAY, June 14, Daylight
SANDAKAN	MAUSANG	FRIDAY, June 16, at Noon

RETURN TOURS TO JAPAN.
The steamers Kusan, Nansan, Loisan & Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the Yangtze, Kusan leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

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

A duly qualified Surgeon is also carried.

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

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

† Taking Cargo on Through Bills of Lading to Kusan, Labud Daru, Simpoma, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 715.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE

FOR	STEAMERS	DATE OF DEPARTURE
TRANS-PACIFIC SERVICE		
Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.		

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Bx. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS

EASTWARD.

WESTWARD.

S.S. "SANGOLA", 5,151 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on the 2nd June.

The above Steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified Surgeon.

For Freight or Passage, apply to DAVID HASSON & CO., LTD., AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
MAIHONG	Capt. J. W. Evans	TUESDAY, 6th June at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—
DOUGLAS LAPRAIK & Co., General Managers.

SWATOW.

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Thomson	SUNDAY, 4th June at 3 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—
DOUGLAS LAPRAIK & Co., General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
* DAIREN MARU	9,000-12 knots	Sat., 3rd June at Noon
* JINYO MARU	8,000-12 knots	Mon., 26th June at Noon
* FUKU MARU	9,000-12 knots	Tues., 4th July at 10.30 a.m.
* EVANTO MARU	8,000-12 knots	Sat., 8th July at Noon
* KIYO MARU	17,200-14 knots	Tues., 11th July at Noon
* TENYO MARU	17,200-14 knots	Tues., 18th July at Noon
* NIPPON MARU	11,000-15 knots	Tues., 1st Aug. at 10.30 a.m.
* SHINYO MARU	11,000-15 knots	Tues., 1st Aug. at 10.30 a.m.

† Proceeding to South American Ports. † Via MANILA, Omitting Shanghai.

First Class to London. * Cargo only. * 271-10. Return (6 months) £120.
" " " New York " 250. " " " 238-10.
" " " San Francisco " 245. " " " 228.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Tons & Speed	Sailing
KIYO MARU	17,200-14 knots	Tuesday, 11th July at Noon

For full particulars as to Passage and Freight apply to E. DOI Acting Agent, KING'S BUILDING (Opposite Blake Pier).
Telephone 261.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAN, CAPE TOWN AND TENERIFE	* KAMO MARU Capt. Shimizu, Tons 16,000	THURSDAY, 8th June, at Noon
VICTORIA, H.C. & SEAT TLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	* KATORI MARU Capt. Kon, Tons 21,000	THURSDAY, 22nd June, at Noon
SYDNEY AND MELBOURNE via MANILA, THURE DAY ISLAND, TOWERS VILL & BRISBANE	* YOKOHAMA MARU Capt. Shimoda, Tons 12,300	WEDNESDAY, 7th June, at 4 p.m.
ALCUTTA via SINGAPORE, PENANG & RANGOON	* ASADO MARU Capt. Asakawa, Tons 13,500	TUESDAY, 27th June, at 4 p.m.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	* TANGO MARU Capt. Takada, Tons 13,500	TUESDAY, 13th June, at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	* TENSHIN MARU Capt. Kawai, Tons 9,000	FRIDAY, 2nd June
SHANGHAI, KOBE & YOKOHAMA	* YETOROFU MARU Capt. Ogura, Tons 8,000	FRIDAY, 2nd June
SHANGHAI, KOBE & YOKOHAMA	* NIKKO MARU Capt. Takada, Tons 8,800	MONDAY, 19th June, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	* KASHIMA MARU Capt. Takada, Tons 19,000	FRIDAY, 2nd June, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	* BOMBAY MARU Capt. Kobayashi, Tons 8,000	THURSDAY, 8th June
SHANGHAI, KOBE & YOKOHAMA	* COLOMBO MARU Capt. Nomura, Tons 8,000	THURSDAY, 15th June

† Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st single	Yen 650
" " 2nd single	Yen 450
" " 3rd single	Yen 350
To London via New York	287-2
" " via Montreal	266-14
To Victoria, Vancouver, Seattle, 1st Single	230
" " 1st Return	245
To Sydney, 1st Single	240
" " 1st Return	272
To Yokohama, 1st Return	\$100
" " 2nd	\$30
Round-the-World, 1st	\$1,212
" " 2nd	\$711-17

For Freight or Passage, apply to T. KUSUMOTO, Manager.

SHIPPING

FOR SAN FRANCISCO.

The First New American S.S. "FLORIDIAN"

Will be despatched on 3rd June, taking cargo for SAN FRANCISCO and for Overland Points in the United States. For freight and further particulars apply to DODWELL & CO., LTD., Agents.
Hongkong, March 24, 1916. 475

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER, RANEAU PORTS, AND LONDON.

Through Bills of Lading issued for HATA, VIA PERSIANGULF, CONTINER, TAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NOVAEL, Captain H. R. HETHERINGTON, R.N.R. carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 2nd June, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mores from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per a.s. Arctic due in London about 17th July, 1916. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.
Hongkong, May 19, 1916.

FOR KOBE AND MOJI.

THE Steamship

"KATHLEEN"

will be despatched on or about the 5th June taking cargo for Kobe and Moji.

For freight and other information apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 28, 1916. 682

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO, LONDON, GENOA, NAPLES, COLOMBO AND STRAITS.

THE S.S. "Cornwallshire", having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of Messrs. Alfred Holt & Co., London, where and for from the wharves, delivery may be obtained. Goods not cleared by the 8th June at 5 p.m. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 8th June at 8.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, May 29, 1916. 699

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE S.S. "TOWHEE CASTLE", Captain A. Howe, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honorable and Knowlton Wharves and Godowns Co., Ltd., London, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, 3rd June, 1916, at 10 a.m. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after that date June, 1916, will be subject to rent. Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 28, 1916. 682

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	10th June	3rd July, at 11 a.m.
EMPIRE	17th June	1st July, at 11 a.m.
EASTERN	24th June	8th July, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

NATAL LINE OF STEAMERS

TAKING cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO. LTD. and APCAR LINE. Proposed Sailings from Hongkong.

Steamers from Hongkong, on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ PANAMA CANALS. (With liberty to call at the Gibraltar Coast.)

For NEW YORK via SUEZ CANAL or CAPE of GOOD HOPE. For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S.	For	On or about
S.S. BANRI MARU	For Moji, Kobe & Yokohama	1st June
S.S. HOKUTO MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	8th June
S.S. RIJUN MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	8th June

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

To-day's Advertisements

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the THIRTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hong Kong, on FRIDAY, the 9th day of June, 1916, at 11 a.m., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915. The Register of Shares of the Company will be CLOSED from TUESDAY, the 6th day to SATURDAY, the 10th day, 1916, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 31, 1916.

NOTICE TO CONSIGNEES THE STEAMSHIP FLORIDIAN FROM SAN FRANCISCO.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hoi's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 6th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th June, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 6th June at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, May 31, 1916.

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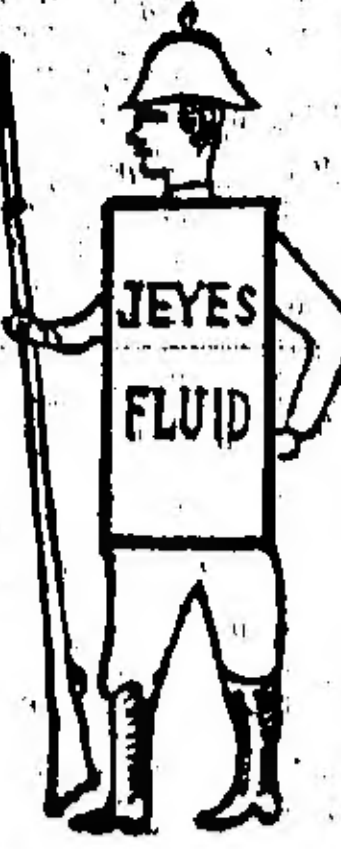
Hongkong, May 31, 1916.

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ON GUARD

AGALYST
INFECTIONJEYES
FLUIDINSIST ON
JEYES

Refuse Substitutes

ALEX. ROSS & CO.

Sole Agents.

HONGKONG, MAY 31, 1916.

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POST OFFICE NOTICES.

Saturday, the 31st June, being a General Holiday the Post Office will be open from 8 to 10 a.m. There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes. The Money Order Office will be entirely closed.

The insured parcel service to Szechwan is temporarily suspended.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Aguiar Radio Telegraph Station:—
Empress of Japan Shinyo Maru
Kashima Maru

Inward Mails.
Europe (London 30th April via Siberia),
Shanghai, 1st June.
Europe (London 3rd May via Siberia),
Shanghai, 2nd June.
Europe (French Mail) Magellan, 2nd June.

Mails will close for:—
WUHU.
Per Kwang, at 11 a.m., on Thursday, the 1st June.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per Kwang, Registration at 2.15 p.m., Letters at 3 p.m., on Thursday, the 1st June.
[Shanghai Brit. P.O., Monday, 5th June.]

SWATOW & BANGKOK.
Per Kwang, at 3 p.m., on Thursday, the 1st June.

VLADIVOSTOK.
Per Kwang, at 5 p.m., on Thursday, the 1st June.

SHANGHAI, NORTH CHINA & JAPAN VIA KOBE.
(Europe via Siberia).
Per Kwang, Registration at 5 p.m., Letters at 6 p.m., on Friday, the 2nd June.
[Shanghai Brit. P.O., Monday, 5th June.]

HAIPHONG.
Per Kwang, at 10 a.m., on Friday, the 2nd June.

STRAITS.
Per Kwang, at 10 a.m., on Friday, the 2nd June.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE.
Per Kwang, Registration at 10.15 a.m., Letters at 11 a.m., on Friday, the 2nd June.

The Parcel Mail will be closed on Thursday, the 1st June, at 5 p.m.

SWATOW, AMOY & FOCHOW.
Per Kwang, at 2 p.m., on Friday, the 2nd June.

SHANGHAI, NORTH CHINA & JAPAN VIA KOBE.
(Europe via Siberia).
Per Kwang, Registration at 2.15 p.m., Letters at 3 p.m., on Friday, the 2nd June.
[Shanghai Brit. P.O., Monday, 5th June.]

TIAMUT, AUSTRALIA, TASMANIA, NEW ZEALAND VIA PORT DARWIN & NEW GUINEA VIA THURSDAY ISLAND.
Per Kwang, Registration at 5 p.m., on Friday, the 2nd June.
[Shanghai Brit. P.O., Monday, 5th June.]

SHANGHAI & NORTH CHINA.
Per Kwang, at 9 a.m., on Saturday, the 3rd June.

JAPAN VIA MOJI.
Per Kwang, at 9 a.m., on Saturday, the 3rd June.

PHILIPPINE ISLANDS.
Per Kwang, at 10 a.m., on Saturday, the 3rd June.

SWATOW, AMOY & FORMOSA VIA KEELUNG.
Per Kwang, at 9 a.m., on Sunday, the 4th June.

SWATOW, AMOY & FOCHOW.
Per Kwang, at 1 p.m., on Tuesday, the 6th June.

BATAVIA, SAMARANG, SOERABAYA & (OR) MORESBY VIA BATAVIA.
Per Kwang, at 2 p.m., on Tuesday, the 6th June.

PHILIPPINE ISLANDS.
Per Kwang, at 3 p.m., on Tuesday, the 6th June.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per Kwang, Registration at 2.15 p.m., Letters at 3 p.m., on Tuesday, the 6th June.
[Shanghai Brit. P.O., Saturday, 6th June.]

SWATOW, AMOY & FORMOSA VIA TAKAO & ANPING.
Per Kwang, at 8 a.m., on Wednesday, the 7th June.

FORMOSA VIA KEELUNG, SHANGHAI, NORTH CHINA, JAPAN VIA MOJI, VICTORIA & SEATTLE.
Per Kwang, Registration at 2.15 p.m., Letters at 3 p.m., on Wednesday, the 7th June.

STRAITS, CEYLON, DURBAN, CAPE TOWN, TENNIESBURG & LONDON.
Per Kwang, at 11 a.m., on Thursday, the 8th June.

JAPAN VIA NAGOYA & AHI.
Per Kwang, at 9 a.m., on Monday, the 12th June.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA, NEW ZEALAND & NEW GUINEA VIA THURSDAY ISLAND.
Per Kwang, Registration at 2.15 p.m., Letters at 3 p.m., on Tuesday, the 13th June.

* Superscribed correspondence only.
* Superscribed correspondence for places other than Honolulu.

FOR a good solid, well-built, and reliable, see the "ALEXANDRA" CAPS.

WEATHER REPORT.

On the 31st at 11.25.—Pressure has decreased slightly over Tongking and Luzon. It has increased slightly along the coast east of China.

A depression lies over the Sea of Japan.

At 6 a.m., this morning the typhoon was in about latitude 10° N. and 110° E. moving N.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.37 inches.

Forecast for the 24 hours ending at noon on the 1st June.

1.—Hongkong to Gap Rock: E. to S.E. winds, moderate to fresh, squally, overcast, rainy.

2.—Formosa Channel: N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamock: The same as No. 2.

4.—South coast of China between Hongkong and Hainan: E. to S. winds, fresh to strong, squally.

EXCHANGE.

Hongkong, May 31, 1916.

On London:—
Bank Wire ... 2/1 1/2
On demand ... 2/1 1/2
30 days sight ... 2/1 1/2
4 months sight ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2
Documentary, 4 months sight ... 2/1 1/2

On Paris:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2

On Berlin:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2

On New York:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2

On Bombay:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2

On Calcutta:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2

On Singapore:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2

On Manila:—
On demand ... 2/1 1/2
Credits, 4 months sight ... 2/1 1/2