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THE HOME MAILS.

TO DEPART.

Feb. 4th.—Philippines Islands and Japan *viâ* Moji, Victoria, B.C., Seattle, Wash., and United Kingdom *viâ* Canada, at 1 p.m., per s.s. PANAMA MARU.

Feb. 4th.—Europe *viâ* Siberia, at 3 p.m., per s.s. YINGCHOW.

Feb. 6th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. CORDILLIERE.

Feb. 8th.—Philippine Islands, Japan *viâ* Nagasaki, Honolulu, United States, South America *viâ* San Francisco and United Kingdom *viâ* Canada, at 9 a.m., per s.s. NIPPON MARU.

Feb. 9th.—Europe *viâ* Siberia, at 11 a.m., per s.s. SADO MARU.

Feb. 11th.—Straits, Colombo, Marseilles and United Kingdom, at 11 a.m., per s.s. KAMO MARU.

Feb. 13th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. ORIENTAL.

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Hongkong, 24th April, 1914. [91

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Hongkong, 21st September, 1914. [92

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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m....	Every	15 minutes.
8.00 „	to	10.00 „ ...	„	10 „
10.00 „	to	11.00 „ ...	„	15 „
11.30 „	to	12.45 p.m....	„	15 „
12.45 p.m.	to	1.15 „ ...	„	10 „
1.15 „	to	1.45 „ ...	„	15 „
1.45 „	to	2.15 „ ...	„	10 „
2.15 „	to	5.00 „ ...	„	15 „
5.00 „	to	8.10 „ ...	„	10 „

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.

7.45 a.m	to	10.30 a.m....	Every	15 minutes.
10.30 „	to	11.00 „ ...	„	10 „
11.00 „	to	12.00 noon	„	15 „
12.00 noon	to	1.00 p.m....	„	10 „
1.00 p.m.	to	5.00 „ ...	„	15 „
5.00 „	to	6.00 „ ...	„	10 „
6.00 „	to	7.00 „ ...	„	15 „
7.00 „	to	8.10 „ ...	„	10 „

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [95

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

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NORTH BOUND.

Connecting at Harbin with			Wagon-Lits for Moscow	Russian State Express For St. Pet'g.	Russian State Express For Moscow
1st Class Fares				Sakaki Mon. Wed.	Kobe Wed. Fri.
£ 10.00	Shanghai (S.M.R. Str.) Dairen	Lv. Ar.	Forenoon		
Y 14.95	(S.M.R. Train) Mukden	Lv. Ar.	3.25 p.m. 11.22 „	Wed. „	Th. „
Y 11.50	„ „ Changchun	Lv. Ar.	11.50 „ 7.10 a.m.	„ Th.	„ Fri.
R 9.40	„ (Russian Train) Harbin	Lv. Ar.	9.00 „ *3.00 p.m.	„ „	„ Mon.

SOUTH BOUND.

Connecting at Harbin with			Wagon-Lits from Moscow.	Russian State Express from St. Pet'g.	Russian State Express From Moscow
R 9.40	Harbin (Russian Train) Changchun	Lv. Ar.	*10.10 a.m. *4.35 p.m.	Fri. „	Th. „
Y 11.50	„ (S.M.R. Train) Mukden	Lv. Ar.	1.45 „ 9.45 a.m.	„ „	„ „
Y 14.95	„ „ Dairen	Lv. Ar.	1.05 „ 8.00 „	„ „	„ „
£ 10.00	„ (S.M.R. str.) Shanghai	Lv. Ar.	Noon. Forenoon	Sat. Mon.	Fri. Sat. Mon.
					Kobe Sakaki

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

* With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese, Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

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	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350 feet	714 feet.
Width of Entrance on bottom	77 „	53 „	88 „
Water on Blocks at Spring Tide	26 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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Max. Length of Ship taken in	„ 460 feet.	„ 580 feet.
Max. Breadth of Ship taken in	„ 56 „	„ 66 „
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Length on Keel Blocks	363 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
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Floating Crane capable of lifting 20 tons weight.

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Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.
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OREGON PINE.

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ELECTRIC LIFTS AND LIGHTING.
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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
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THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
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Hotel electrically lighted, and under experienced European Supervision.
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At $10 Per MONTH.

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A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS

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N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.
On View from WEDNESDAY, the 3rd February, 1915.
TERMS:—Cash on Delivery.

GEO. P. LAMMERT,
AUCTIONEER.

Hongkong, 30th January, 1915. [228

WM. POWELL, LTD.

TELEPHONE 346.

TAILORING DEPT.

JUST ARRIVED:

NEW MATERIALS

FOR THE RACE SEASON.

(FIT AND STYLE GUARANTEED.

Gentlemen are asked to place their Orders early to ensure being executed in time.

WM. POWELL, LTD.

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TRADE OF TSINGTAU.

PROSPECTS CONSIDERED BRIGHT.

The *Mainichi* quotes Mr. Sakata, Director of the Commercial Bureau in the Foreign Office, who has just returned from a tour of inspection in Tsingtau and North China, as follows on the prospects of Tsingtau:—

The German method of administration in Tsingtau was an ideal one, and Japan has much to learn from it in the administration of affairs in her own colonies. The foreign trade of Tsingtau before the war amounted in value to Y60,000,000 a year. To this sum Japan contributed Y16,000,000 in imports and exports. Tsingtau is situated most conveniently for trade between Japan and North China. If Shanghai is the port of China for trade with the world, Tsingtau will be the commercial gate of China for Japan. The value of Tsingtau as a commercial port depends on the harbour works in front and the Shantung Railway in the rear. The work of sweeping up the floating mines still remains uncompleted in the harbour, and the Shantung railway trains take two days for a journey to Tsinan. If facilities for communication with Tsingtau are left in such a state, its occupation serves no purpose. The mine-cleaning may be completed by the end of next month, but, as the question of the Shantung Railway is to be settled after the conclusion of peace in Europe, the Government hesitates to spend a large amount of money on the repair of the line. Should the railway fall into the hands of Japan together with the right to construct a line to connect Tsinan with the Peking-Hankow Railway, which had been obtained by Germany, the commercial influence of Japan at Tsingtau would soon spread over the whole Shantung province, south Chihli, north Honan, and east Shansi; Tsingtau in these circumstances would rapidly develop into one of the most important commercial ports of China. Now Honan and Shansi are wholly outside the Japanese commercial sphere of influence. Should the Shantung Railway fall into the hands of Japan, the extensive market in question would soon be brought into the sphere of Japanese influence. Straw braid and peanuts are largely exported from Tsingtau to Europe, and the principal lines of imports are cheap Japanese sundry goods. Thus Tsingtau contains larger potentialities for Japanese trade than Dairen. The Japanese merchants now at Tsingtau, with the exception of the Mitsui, Specie Bank, Yuasa Shoten and a few others, who had offices there in the time of the German occupation, are mostly "loafer merchants" with empty hands, who have nothing to contribute to the commercial development of the port. When facilities for communication with Tsingtau are restored to a normal state, the settlement of Japanese merchants of good standing and ample means must be encouraged.—*Japan Chronicle.*

"INDIGNANT AND DECEIVED DEMOCRACY."

GERMAN SOCIALISTS STRONGLY CONDEMN THE WAR.

A New Year's appeal, which has been issued to Socialists in Europe and America by the Committee of the German Humanity League, contains the following:—

"Dear Comrades,—On the eve of a New Year, which opens upon scenes of foul and ruthless crimes, unparalleled even in the massacre rolls of our nation's infamous accomplices at Constantinople, we appeal to our brethren on the Continent of Europe and in the United States of America not to hide themselves behind the screen of neutrality. We are face to face with the enemies of mankind. The German nation, driven into a wicked war by the Kaiser and his military entourage, cajoled by perjured statesmen in the Reichstag, and by false records circulated in every State in order to deceive our compatriots, has recklessly hurled itself blindfolded against forces which, sustained by indisputable moral considerations, show no signs of weakening in their determination to expel from Belgium the troops which have covered her habitations with blood, and irreparably injured an innocent nation which our rulers had sworn to protect.

THE KAISER'S INFAMY.

"We ask you to remember that the territory of no German State has been menaced by the Allies, who are lawfully and honourably defending the plain rights of the cruelly outraged Belgians. With the goodwill of the world every German citizen has at all times and everywhere been free to pursue his calling unmolested. In Japan, Russia, France, and Great Britain we have enjoyed civil rights and liberty as traders. The Empire was free in the markets of the world to develop in friendly rivalry with other States its arts, its commerce, and its manufactures. All our legitimate economic interests were safe-guarded and defined by treaties and conventions.

"Do you not see, amid the maiming and slaughter of innocent unarmed old men, women, children and infants, that the Kaiser has covered our nation with imperishable infamy, and that the toll of war means the sacrifice of the precious lives of toilers and wage-earners in a devilish campaign, barbarous in its methods upon sea as upon land? Already in five months our homes, our trade, our enterprises have been ruined for at least fifty years, and, if the war continues, loss of life and economic devastation will scourge the Fatherland for a century.

AWAY WITH MILITARISM.

"We know from authentic intelligence which reaches us that a restless, indignant, and deceived democracy, now undergoing privations and nursing its griefs, cannot be restrained by force from active protest, and we must earnestly appeal to every comrade who cares for the maintenance of international obligations to strive his utmost to crush and sweep away for ever the domination of Prussian militarism within Germany, which, by its conspiracy against humanity, has disgraced and humiliated our nation in the eyes of the civilised world."

WILD BEAST, NOT SUPERMAN.

MR. BONAR LAW ON GERMAN CRUELTIES.

BRITAIN'S LOVE OF FREE INSTITUTIONS.

Addressing a recruiting meeting at Bootle recently, Mr. Bonar Law, leader of the Opposition in the House of Commons, said that one of the issues to be settled by the war was whether civilised countries were to be governed by military despotism, or were to continue to exist under free institutions. On that subject they were all at one in Great Britain. The hidebound Tory, if there was such an individual, would unite with the wildest or the crankiest Radical in preferring even the excesses of free institutions to the arbitrary rule of the great "War Lord." (Cheers.)

MORAL FORCES OF THE WORLD.

There were many points of analogy between the war to-day and that waged by our forefathers one hundred years ago. The greatest of these analogies was that Napoleon found, after long years, that by his boundless ambition he had aroused against him the moral forces of the world. It took a long time, but in the end these moral forces overthrew him, and the forces which were against Napoleon at the end were against the Emperor at the beginning. (Cheers.) The Germans not only did not value moral forces, they not only despised those forces; they did not understand them. It was because they did not understand them that they had made the mistakes. The horrid cruelties in Belgium, which ought to have been impossible at this period in the world's history, were crying aloud to Heaven for vengeance, and they would not do so unavenged. (Cheers.)

BREACH OF THE LAWS OF WAR.

The bombardment of Scarborough has had no effect upon us except to make us realise ever more clearly the nature of the foe with whom we have to deal. It has made us realise that we are fighting, not against a superman, as they would have us believe, but are fighting against a wild beast—(cheers)—which is all the more brutal because it has at its disposal all the resources of science and of invention. (Hear, hear.) In the raid we have had a sample of war as carried on by our enemy. We have seen in his attack on defenceless women and children a sample only of what is in store for us here if the shield of our Navy should fail us. It has not been a "sample" in Belgium. There it has been on a scale which ought to have been impossible.

CRUELTIES DELIBERATELY PLANNED.

What makes these cruelties so terrible is this: that they are not due to the hot blood of the soldiers in the heat of action, but are deliberately planned. The murder of women and children is part of the scheme to make the German armies terrible and to enable them to win victory. The German Emperor still speaks as if he were the leader of the chosen people; as if the God of Battle were on his side. But he will find he is mistaken. Carlyle said the great soul of this world is just, and the Kaiser will find it so. (Cheers.)

Proceeding, the right hon. gentleman paid an eloquent tribute to the British troops. In no country except our own had such an Army been raised by such means, and he invited judgment as to whether there was decadence in the heart of the British people. He added:—"I am convinced that just as we have got the men we need, so we shall get them."

NOT THE LAST RAID.

The Earl of Derby said:—I am myself somewhat of a pessimist. I do not for one moment believe that this raid at Scarborough is the last raid that is going to be made. I believe there will be other raids. I go further and I say now, what I have often said in times of peace, that I believe Germany will be able to land troops on these shores. (Shouts of "No!" "Never!") "Well," resumed his lordship, "they will never get back. (Cheers.) But my opinion is, and I stick to it, that that is what they may do, and if so, you will see exactly the same horrors in this country as you have seen in Belgium. It is part of a deliberate policy. I would emphasise this fact, that two years ago Prince Henry of Prussia, himself one of the heads of the German navy, visited as a guest this very place, Scarborough, and examined what its harbour was; and yet, having examined it and ascertained its defenceless state, that German navy is sent to shell it." (Hear, hear.)

FALSE ECONOMY.

ADMIRAL STURDEE ON BRITISH BUSINESS MEN'S METHODS.

Replying to a message of greeting by the British Minister at Monte Video, Admiral Sturdee, Commander of the British squadron which defeated the Germans off the Falkland Isles, said:—

"I thank you for your reception, and I hope that our little success will improve English, French, Russian, and probably Japanese commerce. In this titanic struggle, which is only beginning, we may suffer some checks, but so long as our sailors and those of our French Allies maintain such a high reputation, all will go well.

"Lord Roberts recommended military preparation, and if he had been listened to the war would have been avoided. English business men, forgetting their true interests, employed Germans for reasons of economy, but I hope that traders and English shipping companies will profit by the lessons.

"The Germans fought well. They are excellent people except when they violate neutral countries and attack undefended towns. We had eight killed and fourteen wounded.

"The battle began at one o'clock. The *Scharnhorst* sank at six o'clock. Unfortunately, the German Admiral, his two sons, and his whole ship's company perished.

"War is a sad thing. His ships were threatening trade. It's a good thing they are at the bottom of the ocean."—*Reuter.*

LORD FISHER'S APPEAL TO AMERICA.

STRIKING QUOTATION IN CHRISTMAS MESSAGE.

Among a number of Christmas "messages" to American people, the United Press (says the *Daily News* New York correspondent) publishes a cabled statement from Lord Fisher, of which the significance is fully appreciated, in view of the activities of German agents.

The United Press correspondent in London did not ask Lord Fisher for his views on the war, but confined himself to the query:—

What hope or good cheer the Christmas spirit may bring humanity in this unprecedented year?

Lord Fisher's reply was brief and characteristic, and as the message was passed by the British Admiralty Censor its authenticity (says the correspondent) is obviously beyond question.

SEA LORD'S ANSWER.

The First Sea Lord answers in the third person:—

Lord Fisher has this immediate reply to your telegram this moment received at midnight. Yes. He has very close bonds with the United States in his domestic relations and friendships. He happily possesses an American daughter-in-law, and she is none the worse for her name at birth being Morgan, and Philadelphia her home.

Lord Fisher has to say (he is compelled to say) that the hope and good cheer that the Christmas spirit may bring humanity almost solely depends upon a hundred million of Christian men and women in America realising what "neutrality" means. "That word (neutrality) comes frozen on the frozen spray," to ask them, these hundred millions in the United States, to read William Watson's poem, herewith, to America concerning England.

THE POEM.

The poem quoted is:—

Art thou her child, born in the proud midday
Of her large soul's abundance and excess;
Her daughter and her mightiest heritress,
Dowered with her thoughts, and lit on her great way
By her great lamps that shine and fail not? Yes!
And at this thunderous hour of struggle and stress,
Hither across the ocean wilderness,
What word comes frozen on the frozen spray?
Neutrality! The tiger from his den
Springs at thy mother's throat, and canst thou now
Watch with a stranger's gaze? So be it then!
Thy loss is more than hers; for, bruised and torn,
She shall yet live without thine aid, and thou
Without the crown divine thou might'st have worn.

The last two lines are underlined in the First Sea Lord's statement, according to the United Press prefatory note. The feeling in New York (adds the correspondent) is that the German Press agents are being allowed too free a field, and an occasional statement from English statesmen, even though cryptic as that of Lord Fisher, is greatly appreciated.

HONGKONG VOLUNTEERS.

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

MUSKETRY (STANDARD TEST).

1.—Musketry (Trained men only) will be carried out as follows:—Saturday, 6th inst., Scouts Co. and Centre Section M.G. Co., at 2.30 p.m. Members must attend punctually at the time stated above. Any man arriving late will not be allowed to fire.

Note.—Only members who have fired Part I. can fire the Standard Test. Officer on duty in the Butts, Lieut. C. Smith.

An Officer of each unit firing will attend to take charge, in turn, of the firing point and sufficient N.C.Os. of the units will attend to assist the instructor.

TRANSFER.

2.—No. 1749 Pte. L. J. Blake from H.K.V.R. to Engineer Coy. dated 30th January, 1915.

40TH PATHANS SPORTS.

3.—Lt.-Col. J. B. Hill and the Officers 40th Pathans regret that, owing to unforeseen circumstances, the Regimental Sports which were to have been held on 6th inst. must now be cancelled.

OFFICERS' TRAINING—LECTURES.

4.—There will be no lecture 2nd February (to-day). It is notified for information that Officers and the ladies of their families are invited to attend a course of Historical Lectures by Commander Susmann, R.N., in the R.A. Theatre from 5.30 to 6.30 p.m. on Monday, Tuesday and Thursday, February 8th, 9th and 11th, on "The Evolution of Germany."

PARADES.

5.—Parades for Tuesday, 2nd instant. 5.15 p.m. Nos. 1 and 2 Sections Artillery and Left Section M.G. Co. 10 pdr. drill at Headquarters. Remainder, Co. Drill and Rifle Exercises under Company Commanders.

DETAIL.

6.—To furnish Guard to-night: Civil Service Co.

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

THICK CREAM FREE SAMPLES.

Referring to the advertisement of the Nestle & Anglo-Swiss Condensed Milk Co. which has been appearing in the *Daily Press* for the past week, we are advised that a large Free Trial Tin of "Milkmaid" rich thick cream has been sent to each of the following numbers (in lieu of *noms de plume*):—23, 375, 4, 165, 27, 207, 2,344, 7,217, 199, 21, 777, 42.

We are asked to mention that only one coupon should be sent in by one person during the periods which run from Friday to Friday; and that those who have not been sent a tin are at liberty to make an application during any following period by sending to the Company the "Cut-out" as advertised in the *Daily Press.*

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO., LTD., OSAKA.

By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:

CALDBECK, MACGREGOR & C.

[15

SOLIGNUM

FOR

WOOD WORK, BRICK WORK, ETC.

Absolute death to the White Ant.

Manufactured by

MAJOR & CO., HULL.

Supplied in

BROWN, RED AND GREEN COLOURS

OF VARIOUS SHADES.

Sole Agents:—

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Telephone 1710.

Hongkong, 21st January, 1915. [192

THE IDEAL DISTEMPER

"SYNOLEO"

(Registered).

THE question of wall decoration is one which should secure first consideration in the decoration of the Home.

"SYNOLEO" is the Distemper supplied in a beautiful range of artistic tints, suitable for inside or outside use, which produces that soft velvet finish so looked for in modern House decoration.

"SYNOLEO" only requires the addition of cold water to make it ready for immediate use.

Send for tint book and fullest information to the Manufacturers:—

WILKINSON, HEYWOOD & CLARK, LD.

(HONGKONG BRANCH),

ALEXANDRA BUILDING.

Telephone: 763.

Hongkong, 17th November, 1914. [106-3

PUBLIC COMPANY

UNION WATERBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & Co., LIMITED, on TUESDAY, the 9th February, 1915, at 11.30 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd February to the 9th February, 1915, both days inclusive.

DODWELL & Co., LTD.,
General Managers.

Hongkong, 29th January, 1915. [223

PUBLIC COMPANIES

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, TO-DAY (TUESDAY), the 2nd February, 1915, at 11.30 A.M., for the purpose of receiving the Report of Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
WEST POINT BUILDING CO., LTD.
Hongkong, 13th January, 1915. [160

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, TO-DAY (TUESDAY), the 2nd February, 1915, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE, LTD.,
A. SHELTON HOOPER,
Secretary to
THE GENERAL MANAGERS.
Hongkong, 13th January, 1915. [159

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, TO-DAY (TUESDAY), the 2nd February, 1915, at NOON, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 13th January, 1915. [158

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, TO-DAY (TUESDAY), the 2nd February, 1915, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 26th January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 15th January, 1915. [173

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-FIFTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th February, 1915, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th January to the 9th February, 1915, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 19th January, 1915. [186

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on WEDNESDAY, the 10th February, 1915, at NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, 3rd February, to WEDNESDAY, 10th February, 1915 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Agents for
THE KOWLOON LAND & BUILDING CO., LTD.
Hongkong, 27th January, 1915. [221

WAR NEWS.

GERMAN RELIEF SHIP LEAVES NEW YORK.

WASHINGTON, January 23rd.

The steamship *Vilhelmina*, chartered by German-Americans, sailed from New York to-day with a cargo of food-stuffs for Hamburg. The charterers of the ship announced that in the event of the seizure of the steamer by any of the ships of war of the Allies they would demand her release through the U.S. State Department.

THE AMERICAN MILITARY APPROPRIATION.

WASHINGTON, January 23rd.

The House of Representatives to-day passed the Army Appropriation Bill of P.200,000,000. This is an increase of practically P. 12,000,000 over the appropriation made last year.

The House refused to consider the appropriation of P.2,000,000 for additional aeroplanes and equipment for the U.S. Army.

GERMAN OFFICERS' LOOT.

COLLECTION OF MEDALS STOLEN IN BRUSSELS.

The *Matin's* Havre correspondent says:—

German officers have pillaged the large collection of medals in the Belgian House of Representatives, at Brussels. These gentlemen did not succumb to any numismatical passion. They were guided by purely material motives, and took only the gold, silver, and enamel medals, which they thought might have cash value.

The keeper of the House complained to the Military Governor, who, as usual, expressed his deep regret and horror, but did nothing to punish the thieves.

489,733 FRENCH WOUNDED.

NEARLY FOUR-FIFTHS BACK IN THE RANKS.

A remarkable fact was brought out in the French Army Commission last month. Between September 15th and November 30th, telegraphs the Paris correspondent of the *Chronicle*, the number of wounded soldiers treated in hospitals was 489,733. Of these more than a half—54½ per cent.—were able to return to the ranks after treatment, while another quarter—24½ per cent.—returned after a short convalescence, and only 2½ per cent. died.

The Army medical authorities now possess 3,968 hospitals, comprising 366,000 beds, a number exceeding the present needs.

FIVE TO ONE.

GERMAN IDEA OF EXCHANGE.

The *Daily Telegraph* understands that efforts have been officially made to ascertain whether the German Government would be willing to consent to an exchange of civilian prisoners interned respectively in England and Germany. The German reply was that they would require some such rate of exchange as five to one—that is to say, the English Government would have to release five Germans to secure the return of one Englishman.

They contend that there are so many more German prisoners in England that such a proportion would constitute a true reciprocity. It is needless to add that on those terms no exchange is likely to take place.

CIVILIANS MASSACRED.

GERMANS SHELL FLEEING PEOPLE.

Immense slaughter is taking place in the battles in Poland, says the *Daily News* correspondent, and this will doubtless be unabated until the ascendency has been definitely established. In the region of Sochaczew thousands of civilians have been killed. The Germans used 8in. guns against the town and smashed the high tenement houses, whose inhabitants were crushed to death under the masonry.

When the population tried to flee along the broad road to Warsaw the German guns poured shell among the dense masses of men, women, and children. Hundreds were trampled to death. At Lowicz the same thing occurred. Hundreds were killed under the wrecked buildings.

A Russian officer who was decorated for the capture of six German guns at Lowicz states eighty German prisoners were women who had been fighting in the trenches.

RUSKIN ON THE GERMAN NATURE.

It is of interest at the present time to recall Ruskin's estimate in 1874 of the German nature ("Fors Clavigera," Vol. IV., p. 84):—

Blessing is only for the meek and merciful; and a German cannot be either; he does not understand even the meaning of the words. In that is the intense, irreconcilable difference between the French and German natures. A Frenchman is selfish in the purest states of virtue and morality. A Frenchman is arrogant only in ignorance; but no quantity of learning ever makes a German modest. "Sir," says Albert Dürer of his own work (and he is the modestest German I know), "it cannot be better done." Luther serenely damns the entire Gospel of St. James because St. James happens to be not precisely of his own opinions.

Accordingly, when the Germans get command of Lombardy, they bombard Venice, steal her pictures (which they can't understand a single touch of), and entirely ruin the country, morally and physically, leaving behind them misery, vice, and intense hatred of themselves, wherever their accursed feet have trodden. They do precisely the same thing by France—crush her, rob her, leave her in misery of rage and shame; and return home smacking their lips and singing Te Deum.

BRITAIN'S BRUMOUS ISLE.

In an article reviewing the situation couched in the florid style beloved of the German journalist, the *Frankfurter Zeitung* admits that the end of the war is not yet in sight. It says:—

"We did not go to war for conquest. We are fighting for our national honour and existence. Notwithstanding all victorious counter-strokes, the pressure on our frontiers from East and West has not yet been relieved. Our most potent and malignant foe still sits unweakened on his brumous isle. The sword cannot yet desist from its work of blood."

The writer proceeds:—"But we are already taking splendid gifts and a sacred legacy from this year of war into the future, martial honour and glory such as have never been. We are proud of the innumerable heroic deeds of our people and confident of its strength, its unity, and its determination."—*Reuter.*

REVOLT IN HUNGARY.

Information has been received at Paris from Bucharest that the Rumanians in the Abrud Mountains, Transylvania, have risen against the Magyars, who, while systematically sending Rumanian troops to the most exposed points of the firing line, maltreat and oppress the Rumanian population at home. Light is thrown on the revolt by a letter sent from a Hungarian-Rumanian to a friend in Bucharest. The writer says:—

"Here we are suffering a sort of Last Judgment. Our poor lads perish by tens of thousands in the stupid quarrel, and thousands of others return crippled, sick, with frozen feet and mutilated limbs, condemned to unhappiness for the whole of their lives. The Germans and Hungarians stay by their firesides, while no Rumanians are spared. Hunchbacks, cripples, consumptives—all are taken."

A terrible description of the sufferings of the Rumanian soldiers and of their misery in an abandoned country is given. The writer points out that all this has to be endured for a cause in which Rumanians have no interest.

NEW BRITISH GUNS.

ARTILLERYMAN'S ENTHUSIASM.

A Gunner of the heavy battery, Royal Garrison Artillery, who after having returned home suffering from wounds received at Soissons, is now in battle again, wrote last month a high eulogy of the latest guns sent from England to the scene of action. He says:—

"It is something to know we can now meet the enemy on an equality or, should I say, superiority. Certain it is that we have played the very devil with the Germans since these guns have come up. They don't like them a little bit. They are mighty thunderers I can tell you, and their range is wonderful. We are certainly making a move in the right direction, but what we wish to do is to make a really big advance so that we can put these guns of ours more amongst them. They are regular rippers, and no mistake, and those of us who have been told off to handle them are proud indeed. What we want is vengeance. It nearly makes one's heart break to see many poor women and children walking the streets who have had their houses blown to pieces. But through these guns of ours will come revenge."

MORE LIES.

ENGLISH DRIVEN OUT OF KHARTOUM!

As an example of the lies circulated in Vienna to encourage the people, the *Morning Post* mentions that the papers there published as being perfectly true the statement received by the Berlin *Lokal-Anzeiger* from Constantinople that the Sheikhs of Darfur and Kordofan have risen against England, and, supported by the Kabyles, have occupied Khartoum, after having driven the English out of the city.

The *Neue Freie Presse*, one of the leading Vienna newspapers, also published the following statement, which it had received from its correspondent in Brussels:—

One of the effects of the war has been the complete depopulation of the South and South-East Coasts of England, and of the numerous towns situated on them, where thousands of well-to-do English families have been accustomed to spend the winter months. Bournemouth, Eastbourne, and the Isle of Wight are absolutely deserted, for the permanent inhabitants also have fled from their homes because they were afraid of German submarines and of a German invasion.

GERMAN BRUTALITY.

ENGLISH PRISONERS ROBBED OF THEIR CLOTHES.

The following letter, which speaks for itself, appeared in *The Times* last month, from a private in the 5th Dragoon Guards:—

"As it may interest your readers to know how the Germans treat their prisoners, I will give you my experience. I was taken prisoner at seven o'clock in the morning on November 25th, together with seven others, east of Ypres.

"The snow was thick on the ground and the wind bitterly cold. At nine o'clock the Germans stripped us of all our clothes, with the solitary exception of one thin shirt, and marched us out into an open field in charge of two sentries. At night I, with four others, escaped.

"We were fifteen hours without boots or any kind of clothing except the one shirt. When we have taken German prisoners, on many occasions in which I have had the honour of taking part, we have always treated them with consideration, and would never think of leaving them to perish in the cold. True courage is not found accompanied by brutality."

The author of this letter, who was in bed with both feet frost-bitten in consequence of his treatment, dictated his letter to Mr. A. F. Yarrow, founder of the Yarrow Military Hospital, Broadstairs, from which he wrote.

"DOWN WITH ENGLAND!"

FURTHER GERMAN OUTBURST OF "LIVID FURY."

A Swiss correspondent recently forwarded to an English newspaper a pearl of German lyric poetry which appears in the *Dresdner Anzeiger*. The following careful version gives some notion of its livid fury:—

Down with England! Loose your hate,
Hatred pure and passionate!
England sets fire to every land,
And, fanning it daily with criminal hand,
Adds crime by crime, and stage by stage,
To the spread and strength of Germany's rage.
To the Moslem East a spark there came,
The South is consumed by undying flame,
Enfettered races there rattle their bonds,
And to their clamour Freedom responds—
"Down with England!"

Down with England, down to her knees!
Stamp on her neck and her infamies!
Guiltless hordes of humanity
Cry for succour from over sea.
Think of the peerless port, Tsing-tau,
And the valiant heroes of far Kiau-chau!
Coward England has always applied
Her hand to encourage regicide
She has taught the races us to despise,
And poisoned Truth with stinking lies.
Down with England!

Down with England! Strip off the sheath,
And show the grinning devil beneath,
That sets all order at defiance
And grinds to the dust all law and science,
Laughs the Red Cross to cruel scorn,
And mocks to the teeth God's own First-born.
Oh, England, dread the wrath divine
And the fires of Vengeance deep, condign!
Loosen our hate, our holy hate,
Upon that land abominate.
Down with England!

"WOMEN OF MEN."

To Herr Ernst Lissauer, Author of "The Hymn of Hate Against England."

You say you hate. We know you, gentle cousin,
But would you boast it, if you knew
That not one nation only but a dozen
Are sick of *you*?

Whose fault is it? We do not hate a savage.
You forced mankind to cauterise a wen.
We are not fond of tribes that burn and ravage,
Haters of Men.

Strangely enough Humanity is human,
And, for that reason, you are not its pet.
You think Man biased? Let your judge be Woman.
Will *she* forget

The hands that made your red machine "efficient"
To put the whole of Happiness to rout?
Your place beneath the sun was insufficient?
You put it out.

I ask you, women all the wide world over,
Will you allow these "culturing" hands again
To take this toll of husband and of lover,
Widows of men?

Who, covetous of all that was another's,
Turned Europe to an uncleaned tiger's den,
And strewed it with the corpses of your brothers,
Sisters of men?

Who forced your sons to death, ere God had counted
A fraction of their three score years and ten?
Who cut the sapling ere the sap had mounted,
Mothers of men?

Who, to get pulp for tentacled ambition,
Swept the spung father from your childish ken?
The "Fatherland." This was its vaunted "mission,"
Daughters of Men.

Will you forget the nation or its master
Who, to have Earth a German cattle-pen,
Hurled human love wholesale to this disaster,
Women of men?

Make peace with Woman, sir. Hers is the Power.
She will forget, and I will tell you when:
In the next world—perhaps—Herr Ernst Lissauer,
Not until then.

—*Daily Mail.*

LEAGUE OF BRITONS ABROAD.

The scheme in which Britons living in foreign countries propose to join hands in a special organisation of their own for the permanent defence of the Empire has created world-wide interest, and inquiries concerning the "Patriotic League of Britons Overseas," which has been formed under the patronage of the King, are arriving from all quarters of the globe.

It will be remembered that as a start it was suggested the members of the league should present a warship to the Admiralty, and thereafter every year should subscribe towards the upkeep of a unit of the British Fleet.

The First Lord of the Admiralty says that he is in entire agreement with the course the league propose to take, and for its information points out that a light cruiser would cost upwards of £300,000 and a destroyer about £150,000.

Lord Selborne, who is chairman of the organisation, states that according to the latest returns there are over three million British subjects residing in foreign lands who still retain their British nationality.

Britons resident abroad who are desirous of joining the league, but do not know how to do so, should apply to His Majesty's diplomatic or consular representative, who will put them in touch with the local organisers of the league.

Some of the well-known men who are on the central committee of the league are Sir Charles Addis, Sir R. Balfour, Lord Charles Beresford, Lord Curzon, Admiral the Hon. Sir E. R. Fremantle, Sir Gerard Lowther, and Lord Milner.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST RECEIVED:

ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS.

TWO WEARING SURFACES INSTEAD OF ONE
IN CHARMING COLOURINGS AND DESIGNS.

THEY ARE OF

BRITISH MANUFACTURE

BOTH

DURABLE AND INEXPENSIVE.

WE HAVE THEM IN

SQUARES 3 by 2½, 3 by 3 and 3 by 4 Yards.

AND CORRIDOR, HEARTH, SOFA, AND BEDSIDE RUGS.

COLOURED LITHOS ON APPLICATION.

LANE, CRAWFORD & CO. [22

REMINGTON JUNIOR.

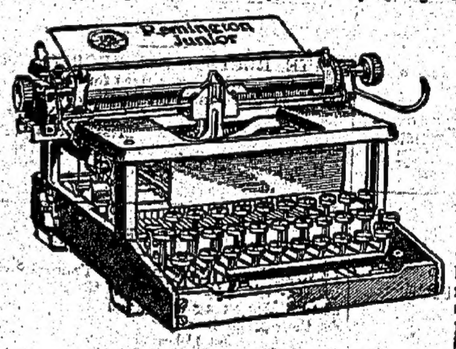
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK.
HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50

NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY CO., LTD.,
MOJI, JAPAN.

This is an Excellent Beer and moreover CHEAP.

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,
WINE AND SPIRIT MERCHANTS.

TEL. 636.

Hongkong, 30th November, 1914. [49

NEW ADVERTISEMENTS

NEW MACAO HOTEL.

NOTICE.

TAKE NOTICE that on and after the 1st day of February, 1915, the Management of the above Hotel will be carried on by L. W. MAK in place of O. C. MOOSA, and all future Correspondence and Orders must be signed by the said L. W. MAK.

NEW MACAO HOTEL,
Macao.

Macao, 1st February, 1915. [243

TO LET.

NO. 14, NATHAN ROAD, Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.

Hongkong, 2nd February, 1915. [244

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.

3 ROOMS, Top Floor, No. 18, Ice House Street.

Apply— A. B. AVASIA,
Care of E. PABANEY,
No. 1, Duddell Street.

Hongkong, 2nd February, 1915. [245

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, SINGAPORE AND SAIGON.

THE Steamship
"UM I'A,"
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 after the 3rd inst., at Noon, 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, 1st February, 1915. [29

WANTED.

LARGE OFFICES, preferably facing Harbour, from June or July.

Apply to—
Box No. 29,
Care of "Daily Press" Office.

Hongkong, 29th January, 1915. [222

WANTED.

WIRELESS OPERATOR for a sea voyage.

Apply—
"SHIPPING,"
Care of "Daily Press" Office.

Hongkong, 26th January, 1915. [209

G. R.

SANITARY BOARD OFFICE,
HONGKONG.

To the
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The WESTERN Division of the City lies to the West of Tank Lane and Cleverly Street

Dated this 1st day of February, 1915.

W. BOWEN-ROWLANDS,
Secretary.

[240

THE NATIONAL LOAN
OF THE
THIRD YEAR OF THE REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS ($16,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that, in accordance with Article V. of the Loan Regulations, the full amount of Dollars Nine Hundred and Sixty Thousand ($960,000), being the amount of interest on the Loan for one year, has been duly raised by the Ministry of Finance and the Ministry of Communications, and has been deposited by the Undersigned in the following Foreign Banks, namely, THE HONGKONG AND SHANGHAI BANKING CORPORATION and THE RUSSO-ASIATIC BANK, as a permanent guarantee for the interest on the Loan.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans.

Inspectorate General of Customs,
Peking, 18th January, 1915. [211

NOTICES OF FIRMS

NOTICE.

MESSRS. WM. YOUNGER & CO., LTD., EDINBURGH,
ALES AND STOUT.

THE CRAIGELLACHIE-GLENLIVET DISTILLERY CO., LTD., GLASGOW,
WHISKY.

MESSRS. A. & B. MACKAY, LTD., GLASGOW,
WHISKY.

WE HAVE taken over the Agencies of the above Companies in Hongkong and shall be glad to submit prices and particulars on application.

BRADLEY & Co., LTD.,
4, Queen's Building.

Hongkong, 27th January, 1915. [220

NOTICE.

THE EAST INDIA SEA AND FIRE INSURANCE COMPANY.

WE HAVE taken over the Agency of the above Company in Hongkong and are now prepared to grant FIRE and MARINE policies of Insurance at Current Rates.

THE CHINA COMMERCIAL Co.,
3, Duddell Street.

Hongkong, 16th January, 1915. [179

NOTICE.

L'UNION FIRE INSURANCE CO., LTD., OF PARIS.

WE HAVE taken over the Agency of the above Company formerly held by Messrs. SIEMSSEN & Co., and are prepared to ACCEPT RISKS from this date.

CREDIT FONCIER D'EXTREME-ORIENT,
Prince's Buildings.

Hongkong, 20th January, 1915. [191

THE BRITISH DOMINIONS GENERAL INSURANCE CO., LTD., OF LONDON.

THE Undersigned, having been Appointed FIRE INSURANCE AGENTS of the above Company, are now prepared to ACCEPT RISKS at Current Rates.

W. G. WORCESTER & Co.

Hongkong, 1st February, 1915. [238

NOTICE.

THE Interest and Responsibility of MR. HERBERT PINCKNEY in our Firm CEASED on 31st January, 1915.

STEWART BROS.

Hongkong, 1st February, 1915. [237

NOTICE.

THE REGIMENTAL SPORTS of the 40th Pathans, arranged for the 6th Feb., have been unavoidably CANCELLED.

H. R. MUNN, Lieut.,
Mess Secretary,
40th Pathans.

Hongkong, 1st February, 1915. [235

NOTICE.

THE Europeans of the Peak Tramway wish to thank the residents of the Peak Hotel, also the Hongkong and Shanghai Bank Mess, for their Xmas Box.

Hongkong, 1st February, 1915. [236

NOTICE.

THE Honorary Secretary, MILITARY RACQUET COURT (100 yards from Peak Tramway Station), will be glad to receive applications from Civilian Gentlemen to join. Terms $2 per month, or $20 per year and extras. Racquets and Squash Racquets.

Apply—
CAPTAIN R. S. WATERS,
40th Pathans, Kowloon.

Hongkong, 23th January, 1915. [219

G. R.

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion 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 to the Provost Marshal at Head Quarters Office between the hours of 10 A.M. and 4 P.M.

Hongkong 26th January, 1915. [207

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE COMMITTEE has decided that the following shall be the SETTLEMENT DAYS for the year 1915:—

THURSDAY,	28th January.
FRIDAY,	26th February.
FRIDAY,	26th March.
WEDNESDAY,	28th April.
FRIDAY,	28th May.
FRIDAY,	25th June.
WEDNESDAY,	28th July.
FRIDAY,	27th August.
TUESDAY,	28th September.
WEDNESDAY,	27th October.
FRIDAY,	26th November.
WEDNESDAY,	22nd December.

By Order of the Committee,
EDWARD RAYMOND,
Secretary.

Hongkong, 26th January, 1915. [214

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE	$30.40	$2.65
* B. SUPERIOR OLD COGNAC	33.70	2.90
* WATSON'S XXX COGNAC	34.80	3.00
* WATSON'S XXX COGNAC Half bottles 2 doz.	37.00	1.60
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC	46.90	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR	52.40	4.55
E. FINEST OLD BROWN BRANDY	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC	31.50	2.65
S. V. F., V. O. COGNAC	79.70	6.65
V. O. L., 60 Years Old	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

[13

MARRIAGE.

SPRINGFIELD—BRAND.—On January 27th, at Shanghai, MAURICE OSBORN SPRINGFIELD, Assistant Superintendent of the Shanghai Municipal Police, to HELEN JEAN, second daughter of the late DAVID BRAND and Mrs. BRAND, of Shanghai.

ACKNOWLEDGMENTS.

MR. A. D. MACDONALD wishes to express his thanks for the many letters and tokens of sympathy on the occasion of his bereavement. [241

MR. and MRS. CHURCHER wish to express their thanks for the many letters and tokens of sympathy on the occasion of their bereavement. [242

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 2ND, 1915.

JAPAN AND CHINA.

FOR the past week rumours have been circulating in Peking and, apparently, throughout the Chinese Republic, that Japan had presented to the Chinese Government twenty-one demands "embracing questions of territory and special privileges regarding railways and mines in Manchuria, Eastern Mongolia, Shantung, the Yangtsze Valley and Fukien." We published yesterday from our own correspondent in Peking a telegram which conveyed the information that the Japanese Minister had declared that the report in circulation exaggerated the actual facts, and he specifically stated that no territorial concessions had been asked for by Japan. This assurance, we think, may be accepted without the slightest reservation, for in view of Japan's pledges to the Powers on this subject, and having regard also to the fact that the great war in which Japan has so successfully participated, originated—so far, at least, as Great Britain and Japan are concerned—in Germany treating solemn international agreements as "scraps of paper," it is inconceivable that Japan would besmirch her national honour, and forfeit the world's respect by similar action. One of the principal objects of Japan's Treaty of Alliance with Great Britain is defined as "the preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China." Hence, anything in the nature of territorial concessions in China, whether made voluntarily or by *force majeure*, would be in direct conflict with the terms of Japan's Treaty of Alliance with Great Britain as well as with pledges of a similar character to the one quoted which Japan has given to other Powers interested in China. According to a message from the Peking correspondent of the *N.-C. Daily News*, "it is stated that Japan requires China to agree to her adoption of the German railway and other programmes in Shantung, to agree that Fukien shall be her special sphere of influence and, among other things, to grant Japan the right to build railways from a point in Fukien province to Canton and to Nanchang, where the the present Japanese-financed line to Kiukiang will be joined, and from Kiukiang to Hankow." On this it may be remarked that it is common knowledge that Japan ever since her occupation of Formosa has desired to have the Province of Fukien earmarked as her special sphere of influence, but that desire was stifled when Japan pledged her adherence to the American memorandum respecting the maintenance of the open door in China and gave promises and statements to the world in favour of that policy, which, as we have pointed out, she confirmed in her Treaty of Alliance with Great Britain. Until Japan's demands are officially made public, comment on the other questions mentioned in the current reports may well be postponed in view of the Japanese Minister's declaration that the rumours published in the Press are exaggerated. The fact that Japan has made a series of demands on China is not denied. Japanese public opinion looks to China for some signal proof of her gratitude for what Japan has done, not merely in ousting Germany from her fortified base in Shantung, but, above all, in preserving the territorial integrity of China. The view finds expression in the Japanese Press that though the declaration in favour of the maintenance of the territorial integrity of China was issued by the United States, it is Japan who has made that territorial integrity possible. As a writer in the *Kokumin* puts it, "Japan is the watch-dog of China, and it is because of Japan that the Powers refrain from setting out to partition China. They do not regard Japan as the faithful protector of China, but they fear that should they ever make the attempt to partition China, the lion's share would be taken by Japan. For this reason they hesitate. Japan, then, not merely regards herself as a watch-dog over China's interests, but she is recognised by the whole world as such. Yet China hates and fears Japan, and sometimes insults her. Nor do the Powers entertain any sentiment of gratitude towards her." It is rather too much to expect China to adopt this view of Japan's disinterested solicitude for her welfare, in view of the developments which have taken place in South Manchuria since the Russo-Japanese war, and the hostile attitude of the Chinese people is clearly indicated by the advice tendered to the Government from all parts of the country to firmly resist the demands which are reported to have been made by Japan. Though the Japanese Minister is said to have informed the PRESIDENT that the Japanese Government's demands are the outcome of popular agitation in Japan, we have very little doubt that, whatever their exact nature may be, they will not be pressed to a point which will seriously menace the peace of the Far East which it is Japan's declared policy to preserve by all means in her power.

Mr. H. E. C. Perry-Ayscough, of the Chinese Postal Service, who left Foochow a few weeks ago for England, has been given a Captaincy in the Connaught Rangers, and has gone to the front.

The Chinese authorities at Chinsan have now given permission to a goodly number of Portuguese residents at Macao to go on shooting excursions into Chinese territory. This privelege has been denied to residents in Macao for the past four years.

A Chinese office boy was charged at the Magistracy yesterday with riding a bicycle on the Canton Road, Kowloon, to the common danger of the public. The defendant collided with an Indian constable who was on duty. A fine of $3 was imposed.

In view of the attempt made by the German and Austrian Consuls-General to oust Mr. Siffert from the position of Senior Consul at Shanghai, it is interesting to note from the *Municipal Gazette* that Mr. Siffert has resumed the duties of that post with effect from January 21st.

The weekly return of communicable disease shows that there were two cases of diphtheria during the past week, the patients in both cases being Chinese. There were also three cases of enteric fever (English, Chinese, and Indian).

At the "At Home" which Miss Skinner is giving at the Peak Hotel on Friday, the 17th inst., for the purpose of enlisting the interest of parents in the Boy Scouts of the Peak district, Lady May will be present. Lady May has shown her great interest in the movement by kindly consenting to be President of a Committee to be formed on the occasion.

The Boa Vista Hotel at Macao has been closed. The new lessee, who took over the hotel on December 2nd, has found business so bad that he has been unable to carry on and the property has been taken over by the Santa Casa de Misericorda, the owners. The great falling off in visitors to Macao in consequence of the war, and the restrictions placed upon the movement of people coming to the Colony, combined with increased cost of food-stuffs, are the reasons assigned for closing the hotel.

DISASTER IN THE WEST RIVER.

BRITISH VESSEL DESTROYED BY FIRE.

OVER 20 PERSONS BURNT TO DEATH.

Messrs. Banker & Company, of Hongkong, whose extensive service of motor passenger-boats in the West River has recently suffered from piratical depredations, have now received intelligence of a terrible disaster to the *Tien Kwan*, one of the smaller boats of the Company. While the vessel was on her way to Nanning on the 28th ult. a fire broke out on board near Kwai Ping. The crew could not combat the flames, and the ship was completely burnt out, while more than twenty persons, including passengers and crew, perished in the fire.

The cause of the fire is not known at present, no detailed report having yet been received by the Hongkong office.

The *Tien Kwan*, which flew the British flag, was quite a new boat, having been completed only two months ago. She was attacked by pirates as recently as December 26th, several passengers being killed and members of the crew wounded. Her experience seems to be remarkably analogous to that of the ill-fated *Tai On*, which was twice pirated and eventually set on fire and almost destroyed by pirates.

A QUESTION OF PARTNERSHIP.

At the Summary Court yesterday, before Mr. Justice Gompertz, Chan Kwai Sang sued Lawran & Company for $1,000, alleged to be due in rent on an agreement.

Mr. E. J. Grist (Messrs. Wilkinson & Grist) was for plaintiff, and Mr. H. L. Dennys (Messrs. Dennys & Bowley) was for the defendant, Tam Yuk Nam, who is alleged to be a partner in the defendant firm.

Mr. Grist said that judgment had already been entered against four defendants who were partners in the defendant firm. Plaintiff leased to the firm certain premises in Gresson Street, at a rental of $1,100 per month. A month's rent became payable in December last, but of this only $100 had been paid on account, leaving a balance of $1,000 still due.

Mr. Dennys indicated that his defence would be that his client was not a partner, and therefore was not responsible for the firm.

Plaintiff, in the witness-box, said he knew the defendant, who was a building contractor. Witness related the conversations he had with the defendant at interviews prior to the signing of the lease in Messrs. Wilkinson & Grist's office. Defendant was not present at the signing of the lease. When the rent became in arrear, witness went to the defendant about the matter, and the latter said he would not pay the whole of it, and would only pay according to the shares. He then made witness an offer of two or three thousand dollars to cancel the lease.

The hearing was adjourned.

THE P. & O. COMPANY.

The head office of the P. & O. Company in London on December 21st issued the following "Notice to Shippers":—

Owing to the Admiralty having closed the North Sea to traffic, it has been found necessary to make the following alterations in sailings:—

Namur will receive cargo in Royal Albert Dock, and sail from London on 9th January, 1915, to Straits, China and Japan *viâ* Bombay.

Kashgar (Royal Albert Dock) will now load in London only, and sail for Colombo and Calcutta on Saturday, 2nd January, 1915, *viâ* usual ports.

The P. & O. Company reserve liberty to cancel any of its freight obligations at any time during the continuance of the present state of war.

HONGKONG ANNUAL RACE MEETING.

COMPARATIVE TABLE OF ENTRIES.

The annual race meeting promoted by the Hongkong Jockey Club will be held on Monday, Tuesday, and Wednesday, February 22nd, 23rd, and 24th.

Owing to the war there has been a falling off in the number of entries for this meeting, but the following comparative list shows, however, that the entries are sufficiently numerous to give promise of an excellent meeting:—

	LAST YEAR.	THIS YEAR.
FIRST DAY.		
Wong-nei-Chong Stakes	17	21
Maiden Stakes	17	18
Victoria Stakes	17	11
Valley Stakes	49	21
Hongkong Griffin Stakes	16	14
Foochow Cup	17	14
Trial Plate	16	19
Garrison Cup	38	21
Professional Cup	26	25
Jockey Club Stakes	18	14
Racing Stakes	49	25
SECOND DAY.		
Jockey Cup	46	23
Exchange Plate	15	13
Hongkong Derby	18	17
Subscription Griffins' Challenge Cup	—	19
China Stakes	31	25
Lusitano Cup	19	22
Challenge Cup	14	10
Royal Navy Cup	48	27
"Black Rock" Stakes	18	20
Gymkhana Club Cup	43	26
Northern Stakes	16	14
THIRD DAY.		
Grand Stand Stakes	20	22
Great Southern Stakes	19	18
Hongkong Stakes	45	18
Ladies' Purse	23	17
American Cup	21	23
Phaeton Stakes	28	25
Governor's Cup	48	25
Mongolian Stakes	16	14
Champion Stakes	7	—
Consolation Stakes	41	10
Nil Desperandum Stakes	52	26

Attention need hardly be called to the fact that there is no race for the German Cup this season. In place of this race, for which 46 ponies entered in 1914, there will be a race for the Subscription Griffins' Challenge Cup, for which it will be noticed there are 19 entries.

The entries for the Hongkong Derby are as follows:—

No.	Owner.	Names	Height. hd.	in.	Weight. st.	lb.
1	Mr. Ezra	Gamester	13	1	11	1
2	Mr. Ezra	Wild Cat	13	1	11	1
3	Mr. Gilpin	Sir Calidore	13	1	11	1
4	Mr. Ellis Kadoorie	English Chief	13	1	11	1
5	Mr. Ellis Kadoorie	Scottish Chief	13	0	10	12
6	Mr. Ellis Kadoorie	Irish Chief	13	0	10	12
7	Mr. Ellis Kadoorie	Australian Chief	13	1	11	1
8	Sir Paul	Standard Dahlia	13	3	11	7
9	Sir Paul	The Duke Dahlia	13	0	10	12
10	Sir Paul	Majestic Dahlia	13	2	11	4
11	Sir Paul	Perfection Dahlia	13	1	11	1
12	Mr. John Peel	Lochmaben	12	3	10	9
13	Mr. John Peel	Beattock	12	3	10	9
14	Mr. John Peel	Carstairs	13	0	10	12
15	Mr. John Peel	Raehills	12	3	10	9
16	Mr. Tierce	Grayling	13	2	11	4
17	Mr. Tierce	Dunrobin	13	1	11	1

AFFAIRS OF A CHINESE COMPANY.

The action was resumed at the Supreme Court yesterday in which application is made by Sun Fai Shan, a merchant, residing in China, and a shareholder, being supported by a number of shareholders, for the winding up of the Yue Hing Co. The respondent is the Yue Hing Co., Ltd., and notice of opposition is also filed by Lee Hysan and Ma Chee Lung and a number of shareholders representing nearly half the total number of shares.

Mr. Duncan McNeill (Shanghai) and Mr. F. C. Jenkin (instructed by Mr. Crew, of Messrs. Hastings & Hastings) appear for the petitioners; and Mr. C. G. Alabaster and Mr. Eldon Potter (instructed by Mr. Beavis, of Messrs. Wilkinson & Grist) are for the respondents.

At the previous hearing counsel for respondent argued as to the admissibility of evidence relative to the allegations of fraud, contending that it should not be admitted.

His lordship intimated yesterday morning that he was of the opinion that the contention by the petitioning counsel on the law of the matter was correct; that the evidence should be admitted.

Mr. Potter then remarked that he was prepared to argue the point of redress, but his lordship again intimated that he had made up his mind on the matter, and his decision was in favour of the petitioner.

The case will come on for hearing again to-morrow, on the petition itself.

THE WAR.

GERMAN SUBMARINE WAR ON COMMERCE.

FOUR BRITISH SHIPS AND ONE JAPANESE TORPEDOED.

GOOD PROGRESS BY THE RUSSIANS.

[THROUGH REUTER'S AGENCY.]

WAR ON BRITISH COMMERCE.

GERMAN SUBMARINES SINK STEAMERS.

LONDON, January 31st. 12.10 a.m.

The British steamer *Ben Cruachan*, a coaster of 1,978 tons, has been torpedoed by a German submarine off Fleetwood. The crew were landed.

The German submarine *U21* met the *Ben Cruachan* in the early morning 21 miles west of the mouth of the Lune, and gave the crew, which numbered 23, ten minutes in which to take to their boats, and then blew the steamer up. The crew were picked up by a smack.

A submarine at 12.30 intercepted the steamer *Unda Blanche* from Manchester to Belfast, due west of Liverpool. The crew of ten had a similar experience to that of the *Ben Cruachan*.

The Belfast packet that arrived at Liverpool in the evening reports that she saw a submarine destroy a third steamer at 3.40.

According to survivors, the Commander of the *U21* said:—"I am sorry to inconvenience you, but I have orders to sink all British craft."

JAPANESE STEAMER SUNK NEAR HAVRE.

LONDON, January 31st. 4.25 p.m.

A telegram from Havre says that at 9 o'clock in the morning an explosion occurred, through some unknown cause, on the steamer *Toko Maru*, from New Zealand, when eight miles off Cap de la Heve.

The French trawler *Semper* rescued the crew, numbering 57, and brought them to Havre.

The *Toko Maru* sank in an hour and a half.

Reuter learns that the vessel had 97,000 carcases of mutton aboard from New Zealand, and gifts of clothing for the Belgian refugees.

LONDON, January 31st. 11.30 p.m.

A message from Paris states that the Minister of Marine announces that the *Toko Maru* was torpedoed seven miles north-west of Cape Antifer.

MORE BRITISH VICTIMS.

LONDON, January 31st. 10.20 p.m.

A Lloyd's message from Douglas (Isle of Man) states that on January 30th the steamer *Kilcoan Garston* was sunk by a German submarine, eighteen miles north-west of the Liverpool bar.

The crew were landed by the coasting steamer *Gladys*.

11.30 p.m.

The French Ministry of Marine announces that the British steamer, the *Icaria*, was torpedoed fifteen miles west of Cape Antifer. She was not sunk, and was towed to Havre.

LONDON, February 1st. 5.45 a.m.

The *Toko Maru* and the *Icaria* were torpedoed without notice.

MAIL-BOAT CHASED.

LONDON, February 1st.

A Dublin message states that the mail-boat *Leinster*, which left Holyhead on Sunday afternoon, was pursued off the Kish lightship by a German submarine for a mile.

The mail boat *Ulster* left Kingstown at the usual hour last evening, being crowded with passengers.

The War Risk Assurance Association does not consider it necessary to prohibit the sailings of the Liverpool ships.

AN UNCIVILISED ACTION.

LONDON, February 1st. 5.05 a.m.

A message from Paris states that the Ministry of Marine, in a note, with reference to the torpedoing of merchant vessels, says that the German Navy has now decided to violate International Law, and thus systematically and deliberately place themselves outside the pale of humanity. The whole world will rise in horror at an act which is unworthy of a civilised nation.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIERCE FIGHTING IN ARGONNE.

LONDON, January 31st. 1.20 a.m.

To-day's Paris *communiqué* says:—

It is confirmed that the enemy left a large number of dead on the battlefield at the foot of the Great Dune north of Lombaertzyde, and also in front of the British lines near La Bassee.

There were fairly vigorous bombardments at Arras, Ecurie, and Roclincourt.

In Argonne there has been a slight retirement of our troops, which have been organised on fresh lines 200 metres behind those previously occupied. The ground was keenly contested. The enemy's losses were very high, and ours were serious.

BRITISH RECAPTURE LOST TRENCHES.

LONDON, January 31st. 5.35 p.m.

To-day's Paris *communiqué* says:—

There have been heavy artillery actions at numerous points. We have had the advantage everywhere.

The British Army before La Bassee recaptured all the trenches momentarily lost.

The Germans bombarded a church southward of Arras. Further southward we destroyed two of the enemy's guns, several works, and a number of mortars, and we dispersed concentrations of troops

The Germans made three fresh attacks at Fontaine Madame. All were repulsed.

LONDON, February 1st. 3.45 a.m.

The Paris evening *communiqué* states that there is nothing of importance to report.

RUSSIAN FRONT

[THROUGH REUTER'S AGENCY.]

AUSTRIANS "SMASHINGLY DEFEATED."

RUSSIANS TAKE OVER 2,500 PRISONERS.

LONDON, January 31st. 1.20 p.m.

A Petrograd *communiqué* says:—

The engagements between the Dukla and Vyshoff Passes are assuming the character of a general battle. The Russians smashingly defeated the Austrians to the south-west of Dukla, carrying three lines of trenches with the bayonet, and capturing at least 2,500 prisoners and three guns.

The Germans were repulsed with heavy losses at Borjimoff.

THE RUSSIAN OCCUPATION OF TABRIZ.

LONDON, February 1st. 3.46 a.m.

A Petrograd message announces that after the battle at Sofian the Turks, who lost heavily, fled to Tabriz, which the Russians entered at noon on Saturday.

RUSSIANS ADVANCING IN EAST PRUSSIA.

RUSSIAN POSITION GENERALLY IS SOLID.

LONDON, February 1st. 6.30 a.m.

A Petrograd *communiqué* states:—

The Russians are advancing north of the Gumbinnen-Pillkalen line.

A desperate battle was fought on Saturday in the district of Borjimoff, on the left bank of the Vistula. We attacked the Germans at night and drove them with the bayonet out of the trench which they captured on January 19th.

Fighting continues in the Carpathians. Our position generally is solid while the left wing is advancing.

GENERAL.

[THROUGH REUTER'S AGENCY.]

INDIAN MAJOR-GENERAL WOUNDED.

LONDON, February 1st.

Major-General Natha Singh, of the Jhind Imperial Service Troops, has been wounded in the operations in East Africa.

NATIVE RISING IN NYASSALAND.

WHITE SETTLERS KILLED.

LONDON, January 31st.

The Press Bureau announces that the Governor of Nyassaland reports that native tribes rebelled at Shire Highlands and attacked an estate at night-time, killing three white settlers and wounding one. They also seized three white women and five children, but subsequently released them.

They then attacked a store at Blantyre, killing a watchman and seizing arms and ammunition, but not attacking the whites.

The situation is well in hand. The leader of the rebellion has not been captured, but his village has been attacked and several ringleaders arrested. Three have been executed.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

RUSSIAN TORPEDO-BOAT'S RAID.

LONDON, January 31st. 1.20 a.m.

A Russian torpedo-boat raided Trebizond (a Black Sea port), destroying barracks and stores. The Turkish troops fled.

CHINESE TELEGRAMS.

[FROM THE "CHUNG NGOI SAN PO."]

JAPAN AND CHINA.

DR. SUN YAT SEN'S PATRIOTISM.

PEKING, February 1st.

The Administrative Council has requested the President to make public the Japanese demands.

A certain foreign newspaper has announced that Dr. Sun Yat Sen and Choi Yuen Poy (who was Minister of Education in Dr. Sun's Cabinet) are patriotically prepared to abandon the idea of revolution and help the Government in view of threatening foreign trouble.

SHANGHAI NAVY LEAGUE.

QUESTION OF CONTRIBUTION TO BRITISH FLEET.

A meeting was held last week of the committee of the Shanghai branch of the Navy League, at which were present Sir Everard Fraser, K.C.M.G., Sir Havilland de Sausmarez, and Messrs. H. G. Simms, J. Prentice, E. F. Bateman, J. Osborne, E. C. Richards, and G. Lanning.

The question was discussed of a public meeting to be held in connection with the appeal of the Patriotic League of Britons Overseas for contributions to supply the Navy with an additional man-of-war. It was decided that a meeting should be called in the Town Hall as soon as possible.

A veteran pioneer of the Australian "back-blocks" visited a Queensland city recently, and discussed the war with a chance friend in a tram-car. "See here, mate," he said, "of course I'm patriotic to the back-bone, but I must say I'm kind o' disappointed in them British Army and Navy coves. Seems to me *they* ain't the ones as is doin' it all. Look at all the papers and they all say much the same thing. I tell you, it's them chaps they call the Allies is doin' the business. It's always the same—'The Allies gaining ground,' or 'Great victory of the Allies.' There ain't no doubt it's the Allies that's winnin' the war; them coves is doin' more than the British an' Russian an' Japanese an' Belgians an' all put together! But where do they spring from, anyway?"

KAISER'S BIRTHDAY AT SHANGHAI.

From the *Shanghai Mercury* of the 27th ult.:—To-day being the Kaiser's Birthday, the German flag was profusely displayed from German hongs, shops, residences, houseboats and yachts. There was a service in the Town Hall in the forenoon, and a celebration, which included vocal efforts, in the German Club at tiffin time.

The *N.-C. Daily News* of the 28th ult., says:—In honour of its being the German Emperor's birthday one worthy German resident flew the German flag yesterday—and only discovered that he had got it upside down just as a rescue party was being arranged in the neighbourhood to inquire whether he needed any assistance.

N.Y.K. EUROPEAN LINE.

RUMOUR OF NEW VESSELS BEING EMPLOYED.

The *Asahi* says that in preparation for the inauguration of a service *viâ* the Panama Canal, the Nippon Yusen Kaisha, in 1913, placed orders with the Mitsu Bishi, Kawasaki and a certain British shipbuilding yard for the construction of seven 7,000-ton cargo-boats. As the result of the Government's decision not to open the Line for the present, the Company decided to put additional vessels on the European Line, where a good deal of cargo is obtainable, the extra vessel, *Tottori*, recently securing as much as 9,000 tons in Japan. In view of the increasing demand for steamers on the line, the Company has, it is reported, decided to place in service the *Tsushima-maru*, which was constructed in England and which is now at Nagasaki, and the new steamers *Toyohashi*, *Toyyoka*, and *Takata*, which are expected to be completed shortly.

A shipping expert is of opinion that the present prosperous condition of the line will be maintained for some time, and even if these steamers cannot obtain much cargo on their return voyages they can proceed to America and return home *viâ* the Panama Canal after taking in cotton at Galveston.—*Japan Gazette.*

THE BULLION MARKETS AND THE WAR.

GERMAN PURCHASES OF GOLD AND SILVER.

In their annual bullion letter, issued on December 29th last, Messrs. Samuel Montagu & Company make some interesting comments on the effect of the war on the bullion markets.

Referring to the period preceding the war, Messrs. Montagu point out that there were "signs of deep-seated disquiet, ominous to the thoughtful observer, such as the difficulty of floating loan issues, the drain of gold from the United States, and, not least, the noticeable increase in the gold reserves of certain State banks.

"One important fact," the circular proceeds, "emerges from the financial position created by the war. The holdings of gold by the State banks of combatant nations on the Continent have practically ceased for the time being to exercise their customary function as reserves against the issue of notes.

"The large increase of the gold holding of the German Reichsbank during the past two years thus acquires grave significance now that its gold reserves may be destined to become the sinews of war. A considerable portion of the gold added to the Reichsbank gold reserves since the commencement of war consisted of the contents of the Spandau war chest. This accumulation of gold is not being released for ordinary foreign banking purposes, but is being held, presumably for war finance alone. As a consequence, Holland for many weeks past has refused to accept German currency except at a discount of between 7 and 8 per cent."

THE DECLINE IN THE NEW YORK EXCHANGE.

"The movements of the exchanges fluctuated widely in the first few days of the crisis. Remittances from London to Paris commanded a premium of nearly 3 per cent. over the par of exchange, whilst remittances from New York had to suffer a discount of 13 per cent. under the par, and later on as much as 33 per cent. When it is recalled that the normal stock of gold in the Bank of England is only about £40,000,000, as compared with £260,000,000 in the Treasury of the United States, the enormous fall in the United States exchange appears to call for elucidation. It is not the mere existence of huge stocks of gold, but their effective use that ensures a stable exchange in a time of crisis. If a considerable trade is carried on in a country by means of capital borrowed abroad, a time of war, or commercial inflation renders the maintenance of foreign exchange a difficult problem, even though large gold reserves may be held in the country concerned."

Referring to the price of bar gold, the circular says:—"On May 5th, and on a few subsequent days, 77s. 9½d. per ounce was fixed—the highest quotation since October 16th, 1909. The premium arose from considerable competition, particularly between France and Germany, but an important factor in regard to the rise was the strong weekly demand for India."

HEAVY SHRINKAGE IN SILVER CONSUMPTION.

Alluding to the silver market, Messrs. Montagu recall the fact that during the period from January to April "a good demand arose from the Continent, chiefly from Germany. These purchases were occasioned by the new law, which provided for the mintage of silver coin and for a proportion of the profit resulting therefrom to be added in gold to the Spandau war chest. On the outbreak of war a strong demand set in at once for coinage both on home and Continental account, but neither then nor at any subsequent date was it possible to fix a price for forward delivery.

"To obtain some idea of future prospects it is desirable at first to consider the present condition of the market. Industrial consumption has declined to an enormous extent. One important wholesale house in this country found a falling off of more than 100,000 ounces a week."

NEUTRALS AND THE WAR.

BRITISH AND AMERICAN PRACTICE.

No war lasts long without there being some friction between belligerents and neutrals, especially if there are operations by sea as well as on land. The rights and duties of the two can scarcely fail at some points to conflict.

In modern times the chief cause of friction has generally been the exercise of the right of search. That it exists; that it is absolutely necessary to intercepting contraband and the maintenance of neutrality; and that it has freely been made use of by all of the present neutral States, and particularly by the United States, is unquestionable—says a legal correspondent of *The Times*. No doubt it is inconvenient, especially in these days when vessels often carry general cargoes of prodigious variety stowed scientifically by expert stevedores, and in ways which necessitate any search really effective being prolonged.

In regard to mail steamers there has long been a disposition to abridge the right of search. We note an effort in the United States to carry out a suggestion often made that a certificate from a British consul or vice-consul should be equivalent to a dispensation from search. At the London Conference England gave up a point for which in the past she strenuously contended: she was ready to waive her right in the case of vessels duly convoyed by a neutral warship. There has been a suggestion, not so far in a practical form, that there should be certain neutral zones within which vessels should be immune from search. More worthy of consideration is a suggestion that underwriters should agree to take no risks except as to vessels going by certain routes. These suggestions do not touch the necessity of a right of search, which must exist if belligerents are to exercise other admitted rights.

CONTRABAND.

Another common cause of friction has been the difference between neutrals and belligerents as to contraband. Fortunately, the two countries at present most concerned in this matter, Great Britain and the United States, have substantially the same laws and usages; they both have recognized conditional or accidental contraband as well as absolute, though they may not always have included the same commodities within the former. There have been few complaints as to the articles brought by successive Orders in Council under the category of contraband, partly because there is a general recognition of the fact that under the modern conditions of warfare articles which are largely used in the industries of peace may be of enormous importance in war.

In Lord Stowell's time tar, hemp, and timber fit for shipbuilding were the articles usually condemned. Now for similar reasons our Government as a belligerent seek to restrain the importation of petrol and copper. There has been a readiness of the captor to buy such commodities. Pre-emption, as distinguished from capture and condemnation, has always solved many difficulties. At all events, there have been few complaints as to the lists of contraband articles in the proclamations of August 4th, and 12th, September 21st, October 29th, and December 23rd; and much the same may be said of our latest policy in regard to Austrian and German soldiers returning to their Armies in neutral vessels.

"CONTINUOUS VOYAGE."

A further frequent cause of friction has been the application of the doctrine of "continuous voyage"; which means that in determining the real destination of goods shipped from a neutral port the belligerent will not be bound by the fact that, according to the ship's papers and invoices, the goods are to be conveyed to another neutral port: the Court will look to the real ulimate destination; a colourable transhipment will not protect them. Such has long been the view of the United States, as by this time merchants in New York and elsewhere in the States who have been grumbling at interference with their shipments to Holland are doubtless aware.

In the Civil War, in such cases as the Springbok, the American Courts pushed the doctrine very far. Other countries have on the whole since acquiesced in what may be called the American view. They have done more—they have taken steps, not always successful, to prevent their countries being used as mere stages in the transmission of goods to belligerents. And here may be noted the fact that by the proclamation of August 20th our Government have altered in important respects the law as to contraband, "destination" of goods, and blockade, as expressed in the Declaration of London—a change which has met with no opposition from the admirers of that document.

ENEMY PROPERTY.

A fourth cause of friction, though not so important as those above named, has been the loss to bankers and others who had made advances upon, or acquired liens over, goods which were captured and condemned as enemy property.

As to this our Government has gone a long way—we are not sure that any other Government has ever gone so far—in order to conciliate neutrals. In conformity with a long and unbroken line of authorities, Sir Samuel Evans has held in the Marine Glaeser that a Prize Court will take no account of mortgages, charges, or liens on enemy's property. The reasons for such a decision—chiefly the risk of fraud and the impossibility of sifting such claims—have recommended themselves to Prize Courts at all times. But in order to mitigate the hardships which must occasionally result from this rule a distinct novelty has been introduced: the Government has appointed a Committee to consider the equities of each case, and, it is presumed, if it seems fair, to appropriate part of the proceeds of the sale of a prize to the innocent mortgagee or lienholder. This, of course, must be at the expense of the Navy. Now that prize money is abolished and a system of bounty replaces it, the more that goes to the financier the less is distributable among the officers and seamen.

DUTIES OF NEUTRALS.

There remains the question of the duties of neutrals to belligerents. Between this country and the United States there exist special bonds. Both have stringent Foreign Enlistment Acts—ours more stringent than the American. Both agree to what are known as the Three Rules of the Washington Treaty as to the duties of neutrals; and both promised to bring these rules to the notice of other States.

It is not easy to say what is to-day the exact position of these rules. But the United States would no doubt admit their liability to use "due diligence" in enforcing their laws as to neutrality. Count Bernstorff has not failed to remind them of their obligations. Perhaps the most remarkable decision in this connexion is that relative to submarines: the exportation of parts of a submarine to be put together abroad has, it is said, been forbidden—a decision which appears to surpass in stringency either English or American law as hitherto understood. It would be unreasonable to assume that the war would close—no modern war ever did close—without some difficulties arising between belligerents and neutrals. But so far there has been singular immunity from them.

DOCKYARD RIFLE CLUB.

SHOOTING FOR THE PRESIDENT'S CUP.

On Saturday the first shoot was held at the Tai Hang Range for the cup presented by the President of the Rifle Club, Chief Constructor E. R. Bate. Eight shoots are being arranged, the winner to be the competitor having the highest aggregate of any five shoots.

Shooting on Saturday was adversely affected by a strong variable wind, as is evidenced by the scores, which are as follows:—

PRESIDENT'S PRIZE COMPETITION.

Name.	200 yards.	500 yards.	600 yards.	Nett points.	H'cap. pts.	Aggregate.
Edmonds	26	26	28	80	17	97
Stokes	29	26	20	75	20	95
Luke	25	17	23	65	30	95
Windebank	26	24	24	74	16	90
Holway	28	23	31	82	7	89
Stannard	24	28	19	71	18	89
Elson	31	28	29	88	scr.	88
T. Hennessy	24	22	13	59	29	88
Wright	31	26	24	81	5	86
May	18	30	26	74	12	86
Brown	28	30	25	83	scr.	83
Brock	28	30	24	82	scr.	82
Cousins	30	28	22	80	scr.	80
Swiggs	26	14	25	65	15	80
Warren	26	23	11	60	20	80
McCarthy	23	26	10	59	20	79
Ponsford	27	24	27	78	scr.	78
Day	34	25	18	77	scr.	77
F. Williams	23	27	22	72	4	76
Worth	25	26	21	72	4	76
H. Hennessy	16	9	16	41	30	71
Craig	21	13	6	40	30	70
Pope	27	23	13	63	scr.	63

On Sunday the second shoot was held, the conditions being slightly better than on Saturday. The scoring was as follows:—

Name.	200 yards.	500 yards.	600 yards.	Nett points.	H'cap. pts.	Aggregate.
Swiggs	26	31	24	81	15	96
Trueman (Junior)	31	23	19	78	15	93
T. Hennessy	26	19	17	62	29	91
F. Williams	30	29	27	86	4	90
Lockhart	27	27	21	75	14	89
Elson	29	32	26	87	scr.	87
Tocker (Senior)	29	29	24	82	4	86
Stokes	26	25	20	71	15	86
Windebank	27	21	21	69	16	85
Warren	18	23	21	65	20	85
May	24	26	22	72	12	84
James	26	24	21	71	13	84
Goodman	24	21	28	73	10	83
H. Hennessy	15	24	13	52	30	82
Cousins	26	27	28	81	scr.	81
Brock	29	29	23	81	scr.	81
Cuthill	24	20	19	63	12	75
Craig	17	12	14	43	30	73
Worth	25	29	13	67	4	71
Taylor	18	21	17	56	11	67

ASSOCIATION FOOTBALL.

UNITED SERVICES LEAGUE ANNUAL MEETING.

The annual meeting of the United Services League was held at Victoria Barracks last evening, Mr. Tyler (Navy) presiding over a full attendance of representatives.

The election of officers resulted as follows:—President, Major T. Robertson; Vice-President, Mr. F. W. Eager; Hon. Secretary and Treasurer, Mr. Tyler. It was decided that the Committee should consist of one member from each Club in membership, and the following were appointed:—Messrs. J. Fennimore (Navy), A. Reynolds (Police), A. Cambridge (R.G.A.), H. Coxon (R.E.), and W. V. Pennell (Hongkong Club).

The fixture-list will be opened on Saturday next, when the R.E. will play the Navy on the Navy Ground at Happy Valley.

THE NEW PORTUGUESE MINISTRY.

A telegram has reached Macao giving the appointments in the new Cabinet as follows:—

Premier, Minister of War and Acting Foreign Minister.—General Pimenta de Castro.

Interior.—Colonel Pedro Gomes Teixeira.

Justice.—Guilherme Moreira.

Finance.—Capt. Herculano Galhardo.

Marine.—Admiral Xavier de Brito.

Colonies.—Colonel Teofilo da Trindade.

Education.—Colonel Goulard de Medeiros.

HOUSES TO LET.

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.
Apply— H. E. POLLOCK, Prince's Building.
Hongkong, 20th January, 1915. [53

TO LET.

ONE ROOM, Seymour Road, suitable for a Lady or Bachelor. No Board.
Apply to— "S.," Care of "Daily Press" Office.
Hongkong, 1st February, 1915. [239

TO LET.

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

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.
For further particulars, apply to— PALMER & TURNER, Alexandra Buildings, 3rd Floor.
Hongkong, 30th January, 1915. [229

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply— SECRETARY, A. S. WATSON & Co., LTD.
Hongkong, 23rd October, 1914. [36

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. 2, Ice House Street.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st February, 1915. [35

TO BE LET.

FIRST FLOOR of 11, Queen's Road Central, from 1st March next, now occupied by the Telephone Company.
Apply to— THE MERCANTILE BANK OF INDIA, LTD.
Hongkong, 9th December, 1914. [58

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD., Alexandra Buildings.
Hongkong, 12th November, 1914. [105

TO LET.

NO. 168, THE PEAK, "THE KENNELS.
Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st February, 1915. [54

TO LET.

NO 19, BELILIOS TERRACE.
"EILANDONAN," No. 54, Mount Kellett Road. 5 Rooms, unfurnished, from 1st March.
No. 1, NATHAN ROAD, Kowloon (No. 1, Fairview), from 1st February.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished), and also No. 25, SHELLEY STREET.
No. 7, "MOUNTAIN VIEW," PEAK.
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
"ROGATE," Austin Road, Kowloon, from 1st February, 1915
No. 62, THE PEAK. (No. 2, CAMERON VILLAS.) Furnished.
"KIRKENDOA" Furnished, No. 122, Plantation Road, Peak.
"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (5 CAMERON VILLAS).
Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.
Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.
Hongkong, 18th January, 1915. [43

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.
Apply to— SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st February, 1915. [38

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FRENCH LESSONS
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50% REDUCTION.
All Goods to be Sold under Cost Price.
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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 16th October, 1914. [93

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AH CHEONG AND L. HANSEN.
STEVEDORES, SHIP-CHANDLERS and COMPRADORES,
15, LEE YUEN STREET, WEST.
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Hongkong, 27th October, 1914. [104

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Developing, Printing and Enlarging.
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Hongkong, 13th April, 1914. [94

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HEAD, HANDS, FACE
MASS OF ERUPTION

Disfigured Face and Neck. Hands in Terrible State. No Rest At Night for Itching and Burning. Cuticura Soap and Ointment Healed.

6, Durham St., Grangetown, Cardiff, S. Wales.—"My head, hands and face were one mass of sores with the eczema I had. When I rubbed them water would run from them and wherever the water went a fresh eruption of sores would break out. It disfigured my face and neck but my hands were in a terrible state. I had to wrap my head in cotton wool and I had no rest at night for the itching and burning. I could not do anything about the house and I had to employ a girl for the time being to do my housework.

"I tried ointments and herbs but they did me no good and I even underwent a treatment. At last a friend asked me to get some Cuticura Soap and Ointment so I wrote for a free sample of each. I washed the affected parts with Cuticura Soap and warm water and put the Cuticura Ointment on. I have had a set of Cuticura Soap and Ointment since and they thoroughly cured me." (Signed) Mrs. A. Wheeler, Jan. 21, 1914.

Although the Cuticura Soap and Ointment are most successful in the treatment of affections of the skin, scalp, hair and hands, they are also most valuable for everyday use in the toilet, bath and nursery because they promote and maintain the health of the skin and hair from infancy to age.

Samples Free by Post

Although Cuticura Soap and Cuticura Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

[68-26

Consumption.

The use of cod liver oil in early and advanced stages of consumption meets with the universal approval of doctors who — on account of its absolute purity, its power of reducing the number of tubercular bacilli, and its value as a healing, soothing strength-maker — invariably insist on genuine

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THE NEW FRENCH REMEDY, No. 1 No. 2 No. 3
THERAPION price 12/9 (leading Chemists) CURES BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO., HAVERSTOCK RD., HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 27, RUE CASTIGLIONE. NEW YORK DEPOT: 30, BEEKMAN ST. TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE. A CURE FOR YOU. SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS. [109

BLOOD AND IRON RULE IN BELGIUM.

THE PROCLAMATIONS OF THE HUNS' COMMANDERS.

'BUCCANEERING LEVIES.'

SCATHING RETORT TO GERMAN PROFESSORS.

The Press Bureau last month issued the sixth report of the Belgian Commission of Enquiry on the Violation of the Rules of the Rights of Nations, and of the Laws and Customs of War. The document consists of a series of proclamations, issued in Belgium by the German Governors and Generals, which are published in reply to a protest sent to foreign Universities by the Rectors of twenty-two German Universities, and "for the edification of the public conscience."

The protest which twenty-two German Universities have sent to foreign Universities against the accusations brought against the German troops begins as follows:—

You all, who know that our army is not an army of mercenaries, that it comprises the whole nation from the first to the last man, that it is led by the best of our country's sons, that at this hour thousands of professors and students are falling as officers or soldiers on the battlefields of France or Russia, you who have read and heard the spirit in which and the success with which our youth is instructed and brought up, who know how much we inculcate respect and admiration for the masterpieces of the human brain, whatever the country to which it belongs, we ask you all to be our witnesses and to say if what our enemies report is true, and if it is correct that the German army is a horde of barbarians and a band of incendiaries who take pleasure in killing innocent persons and destroying villages and the monuments of art and history; and if you will respect the truth you will be convinced with us that where the German troops have had to accomplish work of destruction, they acted according to the pitiless laws of defence in war.

FACTS STRONGER THAN ARGUMENTS.

The facts, says the Commission's Report, are stronger than all arguments. Against the professorial protests of the German Universities, the Commission of Inquiry opposes its reports. There is not one fact mentioned in them of which it cannot furnish proof. There are, besides, documents the authentic character of which the German Universities would not think of contesting. Reference is made to the proclamations of the generals of the invading army; the lack of conscience shown in them is no greater than their cruelty. For the edification of the public conscience, the Commission considers itself bound to publish some of these proclamations. All of them are characterised by a distinctly familiar style.

The following notice, signed by the Burgomaster, was posted in Hasselt on August 17th:—

Follow Citizens,

I, in agreement with the German Higher Military Authorities, have the honour again to request you to abstain from any provocative manifestations, and from all hostile acts which might bring terrible punishment on our City. . . . In the case of civilians shooting on the German army, a third of the male population will be shot. I remind you that the assembling of more than five persons together is strictly forbidden, and that those who break this rule will be arrested on the spot.

THREAT TO LIEGE.

The following is an extract of a proclamation issued on August 22nd by "Von Bülow, General Commanding-in-Chief," to the Communal authorities of the town of Liège:—

The inhabitants of the town of Andenne, after having protested their peaceful intentions, made a treacherous surprise attack on our troops. It was with my consent that the General had the whole place burnt down, and about 100 people shot. I bring this fact to the knowledge of the town of Liège, so that its inhabitants may know the fate with which they are threatened, if they take up a similar attitude.

Commenting on this, the Report says: "In reality more than 400 persons have disappeared; more than 200 were shot. Everything is more or less destroyed. For a distance of about eight miles all the houses were burnt down." It is also stated that the inhabitants deny that they attacked the Germans.

HARD LABOUR FOR LIFE.

Three days later Von Bülow, now Commander of Namur, published the following in that town:—

1.—The Belgian and French soldiers must be delivered as prisoners of war before four o'clock in front of the prison. *Citizens who do not obey will be condemned to hard labour for life in Germany. A rigorous inspection of houses will commence at four o'clock. Every soldier found will be immediately shot.*

2.—Arms, powder, and dynamite must be given up at four o'clock. Penalty: being shot. Citizens who know of a store of the above must inform the Burgomaster, *under pain of hard labour for life.*

3.—Every street will be occupied by a German guard, who will take ten hostages from each street, whom they will keep under surveillance. If there is any rising in the street, *the ten hostages will be shot.*

The following letter was sent by Lieutenant-General von Nieber to the Burgomaster of Wavre on August 27th:—

"On August 22nd, 1914, the General Commanding the 2nd Army, General von Bülow, imposed on the town of Wavre a war levy of 3,000,000 francs (£120,000), payable up till September 1st, to expiate the heinous conduct, contrary to the Laws of the Rights of Nations and the Customs of War, which they showed in making a surprise attack on the German troops.

"THE INNOCENT WITH THE GUILTY."

"I order and summon you to hand over to the bearer of the present the two first instalments—namely, two million francs (£80,000) in gold. I also ask that a letter, duly sealed with the town seal, should be given to the bearer, declaring that the balance, 1,000,000 francs (£40,000), will be paid without default on September 1st.

"I draw the town's attention to the fact that in no case can it count on the delay being prolonged.

The town of Wavre will be set on fire and destroyed if the payment is not made when due; without distinction of persons, the innocent will suffer with the guilty."

[It is denied by the Belgian Commission that the civilians took any part in the hostilities.]

"HOSTAGES WILL BE SHOT."

A long proclamation by Commandant-Major Dieckmann was posted up in Grivegnée on September 8th, of which the following are extracts:—

All the inhabitants of occupied houses in the localities must return to their houses at nightfall (which is now at 7 p.m., German time). . . . Any resistance to orders will be punished by death. The commandant must not meet with any hindrance during his domiciliary visits. People are requested to show all the rooms of the house without being ordered to.

The Burgomasters must prepare lists of persons who will be held as hostages for twenty-four hours each at Fort Fléron. The life of these hostages depends on the population remaining quiet in any circumstances. From the list which is submitted to me I will designate persons who shall be hostages from mid-day till the following mid-day. If the substitute is not there at the correct time, the hostage must remain another twenty-four hours at the fort. After these twenty-four hours the hostage will incur the penalty of death if the substitute has not arrived.

RESPECT TO HUNS!

I insist that all civilians who move about in my district show their respect to the German officers by taking off their hats, or lifting their hands to their heads in military salute. In case of doubt, every German soldier must be saluted. Any one who disregards this must expect the military to make themselves respected by every means.

Whoever, by spreading false news, liable to lower the *moral* of the German troops, and whoever makes any plans directed against the German army, will be a suspect, and runs the risk of being shot on the spot.

TERMONDE THREATENED.

From "Von Boehn," the General Commanding, to the Commandant of Termonde and at the same to the Burgomaster of Termonde:—

The Germans have captured Termonde. We have placed all round the town siege artillery of the largest calibre. Even now people dare to shoot from the houses on the German troops. The town and the fortress are summoned to hoist the white flag immediately and to cease fighting. If you do not agree to this summons, the town will be razed in a quarter of an hour by a very heavy bombardment.

THE GOVERNOR-GENERAL.

The following are specimens of proclamations issued by the "Governor-General of Belgium," Baron von de Goltz:—

BRUSSELS, September 25th.

It has happened in districts at present occupied by more or less strong bodies of German troops that convoys of waggons and of patrols have been attacked by surprise by the inhabitants.

I draw the attention of the public to the fact that a "register" is kept of the localities in the neighbourhood of which such attacks have taken place, and that they may expect their punishment as soon as the German troops pass near them.

"WITHOUT PITY."

BRUSSELS, October 5th.

During the evening of September 25th the railway line and the telegraph wires were destroyed on the line Lovenjoul-Vertryck.

In future, the localities nearest to the place where similar acts take place will be punished without pity; it matters little if they are accomplices or not. For this purpose hostages have been taken from all localities near the railway line thus menaced, and at the first attempt to destroy the railway line or the telephone or telegraph wires they will be immediately shot.

A £200,000 FINE.

Baron General von Luetwitz, "Governor of Brussels," issued the following notice in Brussels on November 1st, relating to sentences pronounced by a court-martial:—

A legally constituted court-martial on October 28th pronounced the following sentences:—

1.—The police-constable De Ryckere was condemned for having attacked, in the legal exercise of his duties, an authorised agent of the German authorities, for having voluntarily inflicted bodily hurt in two cases, with the aid of other persons, for having procured the escape of a prisoner in one case, and for having attacked German soldier, to five years' imprisonment.

2.—Police-constable Seghers was condemned for having attacked, in the legal exercise of his duties, an authorised agent of the German authorities, for voluntarily inflicting bodily injury on this German agent, and for having procured the escape of a prisoner (all these offences constituting one charge), to three years' imprisonment. The town of Brussels, not including its suburbs, has been punished for the injury done by its police-constable De Ryckere to a German soldier by an additional fine of five million francs (£200,000).

A PRECONCEIVED SYSTEM.

Who, after reading such publications, ask the Commission, will be astonished at the murders, fires, pillage, and destruction committed everywhere where the German Army encountered any resistance? If a German corps or patrol are received at the entrance to a village with shots fired by soldiers belonging to the regular troops, but who are afterwards forced to retire, the population is declared responsible; civilians are accused of having fired or cooperated in the defence, and without inquiry the locality is given up to pillage and fire, and a part of its inhabitants massacred.

The odious actions committed in all parts of the territory show such a degree of regularity that the responsibility may rest on the whole German Army. They are only the application of a preconceived system, the putting into practice of the instructions, which have made of the enemy troops operating in Belgium "a horde of barbarians and a band of incendiaries."

New reports will be sent very shortly; they will enable the public to understand the gravity of the acts committed by the invaders in other parts of the country, and particularly in the provinces of Liège, Namur, Hainault, and Flanders.

MAHARAJA'S CHRISTMAS GIFT.

"SCINDIA" AMBULANCE CARS.

The "Scindia" motor ambulance fleet, the Christmas gift of Major-General His Highness the Maharaja Scindia of Gwalior to the Army and Navy, was formally accepted by the King on behalf of his soldiers and sailors at Buckingham Palace on December 21st.

The fleet, consisting of 41 ambulance cars, four cars for officers, five motor lorries and repair wagons, and 10 motor cycles, was taken into the Palace grounds by the Grosvenor-gardens gate, and driven slowly in file past the King, who was accompanied by the Queen, Princess Mary, Prince Henry, and the lords and ladies of the household. The Maharaja was represented by Colonel Sir David Barr, a member of the Council of India, who, together with Mr. George Glass Hooper, the agent of his Highness, was presented to their Majesties by Colonel Sir James Dunlop Smith, Political Aide-de-Camp to the Secretary of State for India. Sir David Barr informed his Majesty that he was present under instructions from the Maharaja to convey this Christmas gift to be devoted to the use of the wounded sailors and soldiers of his Majesty's forces. The King signified his acceptance of the gift, and expressed his appreciation of the kind thought and generosity which prompted it.

Their Majesties examined the cars thoroughly and inquired particularly into such matters as the arrangements for heating and for food storage. The fleet afterwards left the grounds by the North Garden gate and passed out to the Mall through the forecourt of the Palace. When the representatives of the Maharaja took their leave the King informed them of his intention to telegraph his thanks personally to his Highness.

A GENEROUS PRINCE.

The fleet has now been handed over to the proper authorities, and it is understood that it will be sent to the seat of war almost immediately. The ambulance cars, each of which carries four stretchers, and the officers' cars were built by the Sunbeam Company. The lorries are Daimlers and the motor-cycles Triumphs. The cars are white throughout, and upon each, as well as upon the cycles, is a brass plate bearing the inscription: "Maharaja Scindia's Gift to the Soldiers and Sailors. Christmas, 1914." The total cost of the fleet was £25,000.

It may be added that in addition to this magnificent gift the Maharaja is providing, in conjunction with the Begum of Bhopal, the hospital ship *Loyalty* (formerly the Canadian Pacific steamer *Empress of India*), which contains 500 beds; and that his Highness had made the following contributions for the purposes named:—

£10,000 for the National Relief Fund,
£15,000 for motor transport,
£ 6,000 for Belgian refugees,
£ 5,000 for officers' motor-cars,
£ 1,000 for telescopes,
£ 1,000 for Queen Mary's Needlework Guild, and
£ 100 for Princess Mary's Fund.

MR. KIPLING ON THE INDIAN TROOPS.

WOUNDED SOLDIER AND THE COLONEL'S WIFE.

SCREW GUNS.

In an article in the *Daily Telegraph* Mr. Rudyard Kipling describes a visit he has paid to the Indian troops now in England. We quote the following vivid passages:—

The car swam bonnet-deep through a mile of troops; and a mile up the road one could hear the deep hum of all those crowded streets that the cathedral bells were chiming over. It was only one small block of Anglo-India getting ready to take its place in the all-devouring Line.

An hour later at——(shall we ever be able to name people and places outright again?) the wind brought up one whiff—one unmistakable whiff—of *ghi*. Somewhere among the English pines that, for the moment, pretended to be the lower slopes of the Dun, there were native troops.

A mule squealed in the dark and set off half a dozen others. It was screw-guns—batteries of them, waiting their turn also at the game.

THE ENGLISH GUNNERS.

Morning showed them in their immaculate lines as though they had just marched in from Jutogh—little, low guns with their ammunition; very big English gunners in disengaged attitudes which, nevertheless, did not encourage stray civilians to poke and peer into things; and the native drivers all busied over their charges.

True, the wind was bitter, and many of the drivers had tied up their heads, but so one does at Quetta in the cold weather—not to mention Peshawur—and, said a naick of drivers:—

It is not the cold for which we have no liking. It is the wet. The English air is good, but water falls at all seasons. Yet notwithstanding, we of this battery (and, oh, the pride men can throw into a mere number!) have not lost one mule. Neither at sea nor on land have we one lost. That can be shown, Sahib."

THE WOUNDED INDIAN.

In the following passages Mr. Kipling describes the visit of a colonel's wife to a wounded Indian:—

There were hospitals up the road preparing and being prepared for the Indian wounded. In one of these lay a man of, say, a Biluch regiment, sorely hit. Word had come from his colonel in France to the colonel's wife in England that she should seek till she found that very man and get news from his very mouth—news to send to his family and village.

She found him at last, and he was clean bewildered to see her there, because he had left her and her child on the verandah of the bungalow, long and long ago, when he and his colonel and the regiment went down to take ship for the war. How had she come? Who had guarded her during her train journey of so many days? And, above all, how had the baba endured that sea which caused strong men to collapse?

Not till all these matters had been cleared up in fullest detail did Great-heart on his cot permit his colonel's wife to waste one word on his own insignificant concerns. And that she should have wept filled him with real trouble. Truly, this is the war of "Our Raj"!

OPENING OF THE PANAMA CANAL.

ITS TRAFFIC AND PROSPECTS.

On January 1st—subject to the possibility of some untoward occurrence—the President of the United States was to officially proclaim the completion, so far as necessary for immediate requirements, of what is unquestionably the greatest engineering achievement of this or any preceding age. Up to a few months ago it was hoped that the Government and people of the United Kingdom would be represented worthily at, and take an active part in, the ceremonies associated with the formal opening of the Panama Canal, but circumstances will, unhappily, prevent that participation in the triumph of the United States, which had been planned not only by this country but also by other great European Powers. Only a few years have passed since a predecessor of Mr. Woodrow Wilson described the Panama Canal, then in the first stages of completion, as among the greatest conquests, whether of peace or war, won by any of the peoples of mankind. The world then, and until quite recently, thought that the £80,000,000 or thereabouts, required to complete the enterprise an enormous sum to devote to a single and, possibly for a long period, unremunerative work of peace, little dreaming that the latter's dedication to the equal use of all nations would synchronize with a widespread conflict demanding each month for destructive purposes alone between three and four times that amount. All that is now possible is to deplore the paradox and the fact that foremost among those who would have most desired to applaud America's triumph are members of the engineering profession, now constrained, at their country's call, to devote themselves to the arts of war.

COMPARISONS WITH THE SUEZ ROUTE.

The new highway between the Atlantic and Pacific oceans differs in many respects from the Suez Canal, its great prototype in the Eastern Hemisphere. Indeed, except as regards length, it is as an engineering achievement preëminent among all existing works of its kind. In respect of the physical and other difficulties which its builders were called upon to overcome, the magnitude of the constructive adjuncts incidental to a lock canal of the high-level type, the modernity of its equipment, and the extraordinary facilities which it offers for the safe and expeditious passage of vessels of the greatest tonnage and draught, the Panama Canal occupies an unparalleled position. Nevertheless, it is well to remember that, however proud the Americans may be of their new possession and of the way in which work upon it has been conducted, there are few echoes on the other side of the Atlantic of the often-exaggerated estimates framed in Europe concerning the immediate remunerative results of the enterprise and commercial advantages derivable therefrom. It is quite possible that, so far as these things are concerned, the Canal may, for some years to come, disappoint many expectations. Mere saving of distance, in itself, is not sufficient to make a successful waterway. When the Suez Canal was opened there was already a great volume of trade between Europe and the East, and the "overland route," as it was called, was well and favourably known. Yet many years were destined to elapse before it could be said that the "French ditch" had definitely displaced the passage round the Cape. To-day it is the task of the Panama Canal to find material to work upon. The isthmus has never commanded a large amount of commerce, nor can the terminal ports of the Canal be said to be on important trade routes. These last have to be created, in large measure, in the first instance, by European shipping lines and the comparatively small American mercantile marine; and, secondly, by the stimulating influences of the Canal upon the Canadian provinces and Union States upon or adjacent to the Pacific slope.

There is, it is believed, good reason to anticipate that, with the return to normal conditions, suspended by the existing state of war, the Panama Canal will assert itself as an important factor in the commerce of the world, and that coming years will witness a marked acceleration of the assistance given to that end by the United States merchant marine. The combined effect of competition, closer and more direct international banking facilities, and the removal of restraints hostile to the growth of the American shipping register should make itself felt at no very distant date.

Much has been and may yet be written analysing the relations of the Panama Canal to the world's industries and commerce, and propounding rules or theories by which may be estimated the virtue of finality; indeed, they are as often as not self-condemned by the fact that they are based largely upon the records of the Suez Canal. Of the many considerations which might be cited in support of the argument that comparisons of this kind have little practical value one only need now be mentioned. The Suez Canal could be used advantageously only by steamers, and in 1870—when there passed through the newly-opened highway 486 vessels, of 654,915 gross and 436,609 net tonnage—the number of steamships available for the commerce between Europe and the East was extremely limited. It was not, indeed, until some years after the Canal had been in use that steamers to a large extent were substituted for sailing vessels. Any deductions therefore, drawn from the rapid growth of tonnage in later years as compared with the earliest period, must be regarded as of little worth when applied to Panama.

THREE MONTHS' EXPERIENCE.

More valuable from every point of view, and especially as indicative of the commerce likely to make use of the new route, is a consideration of the traffic that has passed during the first three months of commercial operation. In view of the general check to business caused by the war, the comparative absence of shipping of the belligerent nations, the temporary suspension of traffic on several occasions as a result of slides, and the general recognition that there exists some measure of danger arising out of such occurrences, the initial operation of the Canal must be regarded as surprisingly satisfactory. From August 15th to November 15th there passed through it from the Pacific to the Atlantic 102 vessels carrying 621,080 tons of cargo, and from the Atlantic to the Pacific 110 vessels laden with 457,991 tons. Over 95 per cent. of this traffic may be grouped under four routes—the United States coastwise trade, the traffic between the Pacific coast of the United States and Canada and Europe, the trade of the west coast of South America with the Atlantic seaboard of the United States and with Europe, and the traffic between the Atlantic States and Far Eastern ports.

The traffic to Europe consisted of 19 vessels laden with 57,600 tons of general produce, and one vessel carrying 1,160 tons of gasoline. The cargoes in the reverse direction comprised general merchandise and manufactures.

From the west coast of South America to the United States and Europe there passed though the Canal 16 vessels carrying 11,846 tons of nitrates; one vessel, from Valparaiso for Falmouth, with 6,200 tons of barley; one vessel, from Arica for Liverpool, with 5,278 tons iron ore, for Philadelphia, and two vessels, with 1,220 tons of general produce, from Valparaiso for Baltimore. To Valparaiso, Norfolk, Va., sent one vessel with 6,010 tons of coal, while seven vessels from New York carried 40,746 tons of general manufactures for distribution between Callao and the Chilean capital. The traffic from the United Kingdom to the same coast consisted of three vessels with 11,350 tons of coal and two vessels with 6,632 tons of manufactures.

The trade from the Atlantic seaboard of the United States to the Far East and Australasia was—to Japan, three vessels with 17,570 tons of refined petroleum and petroleum products, and seven vessels with 25,258 tons of general cargo and 14,817 tons of raw cotton; to China, four vessels with 24,730 tons of refined petroleum, and to Australia and New Zealand, five vessels with 22,498 tons of general merchandise and 12,701 tons of petroleum.

Of the five loaded vessels classed under the head "Miscellaneous," one carried 3,400 tons of whale oil to Norway, two 9,209 tons of coal from the United Kingdom to Esquimault, and one 5,943 tons of coal from Virginia to Guaymas, Mexico.

CANAL *v.* RAILWAY TRAFFIC.

The toll charge on loaded vessels of $1.20 per net ton, Canal measurement, has proved to be equivalent to a charge of approximately 75 cents per ton of cargo. The revenue of the Panama railroad from each ton of through freight during the fiscal years 1913 and 1914 was $3.06, and each through freight train carried an average of 327 tons. The average amount of cargo, however, carried in the laden steamers which passed through the Canal in August-November was 5,835 tons. This traffic, moreover, was equal to about 88 per cent. of that carried between the two seaboards during the preceding two years—namely, 643,178 tons in 1912-13 and 594,040 in 1913-14. It appears that the four Norwegian vessels comprising a whaling fleet which had been operating in Magdalena Bay, Mexico, and which passed through the Canal on September 28th and 20,000 barrels of oil (3,400 tons), arrived home four months earlier than would have been the case had they steamed round South America, and, after paying tolls amounting to $4,013, saved between $25,000 and $30,000 in actual travel expenses.

Grain for Europe, from North Pacific ports, has so far exceeded in volume all classes of cargo carried through the Canal. Seventeen vessels, eight of which had passed through from the Atlantic to the Pacific in ballast, were laden with an aggregate of 1,825,062 bushels of wheat and 3,354,872 bushels of grain. Ten cleared from San Francisco, three from Portland, Oregon, two from Tacoma, and two from Seattle, but all, with a single exception, were of British registry. Of the number, 10 were bound for British ports and two for Antwerp. The distance saved from the ports of departure to those of destination by the use of the Canal in place of the Magellan route was approximately 5,550 miles. Consequently, assuming the average speed of the vessels to be 10 knots, the saving in time at sea was 23 days, equivalent, on the basis of 10 cents per day per net registered ton (Lloyd's measurement) to an avoidance of $309.40 per day, or $7,116. Therefore, in this instance, the average net saving per vessel by the use of the Canal, after payment of $4,860 in tolls, was $4,860.

In connection with the transit of the Canal by two steamers carrying American cotton from Galveston to Japan, it is of interest to record that the value of the imports of this staple into the island kingdom amounted in 1911 to £2,335,425, and increased two years later to £6,715,000. During the year now drawing to a close, as a result of the European war, there has been, no doubt, a further extension of the traffic. By the use of the Panama Canal vessels bound from Galveston to Yokohama save at least 22 days in time and 5,280 miles of travel, the distances between the two ports being, *viâ* the Panama Canal, San Francisco, and the Great Circle, 9,291 miles; *viâ* the Suez Canal and most direct sailing, 14,575 miles; *viâ the* Straits of Magellan, 15,070 miles; and *viâ* the Cape of Good Hope about 17,000 miles.

LESSON TO THE KAISER.

All the French newspapers published details of the audacious British attack on Cuxhaven. They were unanimous in admitting that the British, unlike the Germans, have not attacked watering places, and have not bombarded casinos for the pleasure of killing women and children.

They have attacked openly and boldly warships, arsenals, and fortresses. They have sent aeroplanes, whose pilots nobly risked their lives, to fly, not over bathing machines, but over thundering batteries and squadrons of ironclads.

Instead of a traitorous attack, a loyal assault; instead of an act of cowardice, a deed of bravery.

The *Matin* says: "That is where we see the practical side of our brave Allies. Having resolved to give a lesson and address a reply to the Kaiser, they associated in the same enterprise the three arms which were required in order to strike the enemy surely."

MOTHER'S RUSE.

DELIBERATE FALL DOWNSTAIRS.

SON'S SPEECH RESTORED BY SHOCK.

The following story is taken from the *Daily Mail*:—

Mrs. Drucker, of Sekforde-street, Clerkenwell, tells a remarkable story of the success of a daring *ruse* she adopted in the hope of restoring speech to her soldier son, Corporal Charles Drucker, of the Welsh Regiment, who had returned from the front dumb as the result of shock.

"When Charlie arrived from Cardiff and I found he could not speak I was terribly distressed," said Mrs. Drucker yesterday. "While lying on a stretcher three big shells burst near him and he was buried, and the shock to the system caused him to lose his speech. He used to go about with strips of paper and a pencil and write down his wants. It was pitiable to see a fine young chap in his condition, and I felt that I must do something really desperate to try to get back his speech. A shock had deprived him of his speech and I was convinced that a shock would restore it.

HOW TO SCARE HIM.

"Many plans suggested themselves to me. Once I thought of lighting some paraffin in a bucket and pretending I was on fire, but then I recollected that he must have seen lots of burning villages at the front and that fire would not scare him. Then I took my other son and my daughter into my confidence and told them I should pretend to fall downstairs. Charlie thinks a great deal of me and I knew it would give him a shock.

"Last Tuesday night he went to a picture palace, and when he came home he sat in the kitchen looking very gloomy. I went upstairs and spoke to a neighbour on the landing. 'You scream out,' I said to her, 'when you hear me fall.' Then I took down an empty tin lamp which was hanging on the landing, sat on the top stair, and slid off. I came down thud—bump—thud, and the tin lamp in my hand made a fearful clatter. The woman on the landing screamed loudly enough.

CHARLIE'S VOICE.

"I heard a shout of 'Mother,' and the next instant Charlie came dashing out of the kitchen. He fell at the foot of the stairs and lay there like a log. 'It was Charlie's voice,' shouted the neighbour from the landing excitedly, while my son and daughter pulled me up, but I was terribly frightened.

"Charlie lay unconscious, and I thought the fright might have killed him. We carried him into the kitchen and tried for a long time to revive him. We were all crying round him. I felt his throat and noticed that his 'Adam's apple,' which previously I had been unable to feel, had re-appeared. At the end of about an hour he seemed to revive, and with a great effort managed to call out 'Water!' We gave him some and later offered him a little paregoric in a glass, but he pushed that away with the word 'Poison.'

"These were the first words I had heard him speak since he came from the war, because when he shouted 'Mother' I had thought it was my other son. He was shaking from head to foot, and it was with the greatest difficulty that he got the words out. He wanted to talk a lot, but we told him to keep quiet. 'Making—up—for—lost—time,' he said slowly. The next day he could talk much better and was able to tell us a long story of his experiences at the war, though he did not speak with the ease of an ordinary person."

Mrs. Drucker, who showed such magnificent devotion to her son, bruised herself severely in the fall, and, being a heavy women, was also severely shaken.

Corporal Drucker, who has returned to Cardiff, stated in an interview bearing out his mother's story that his nerves were not yet right, but that he hoped to go back to the front to do his duty.

THE FATE OF AUSTRIA.

"BEGINNING OF THE END."

"The beginning of the end" is how a Geneva newspaper summed up a series of special reports sent it at Christmas from all parts of Austria-Hungary. If they are to be believed, says the *Chronicle's* Basle correspondent, riots and disturbances are occurring constantly in six provinces. Peace manifestations took place in Vienna on Christmas Day. The women cried, "Give us back our husbands! Give us back our children!" The mob grew ever larger, and in the Praterstrasse threatened the official buildings. Mounted police then charged with drawn sabres and wounded thirty people. Several of those arrested are being tried by court-martial.

Since the great Serbian victory not a day passes in Budapest without some disturbance. The crowds have turned against the police on one or two occasions, shouting "Down with war!" "Enough of misery!" "Down with Tisza!"

In the greater part of Transylvania the Roumanian population has flamed into open revolt against the Magyars. Several prominent politicians have mysteriously disappeared at Prague. The police refuse all information about them. Some students arrested during a manifestation on Christmas Eve are no longer in prison. They are believed to have been shot. At Agram scores of students have been thrown into prison for demonstrating in favour of the Serbs.

A state of wild panic exists in Sarajevo, the capital of Bosnia. The Serbs are advancing rapidly, and most of the district between Sarajevo and the frontier has been evacuated by the civil population. The defences of Sarajevo are being strengthened with all possible speed. The remains of the Austrian army, which was so heavily defeated, are being re-formed in Bosnia. In view of the numerous defections, the Archduke Eugene, its new commander-in-chief, is having the soldiers of Slav race sent inland. Their places are being filled by reserves rushed to the front. The Archduke's army is about 120,000 strong. A revolutionary movement has been discovered by the Sarajevo authorities, and several State employees, convicted of espionage for the Serbs, have been executed.

WEATHER REPORT.

On the 1st at 11.15 a.m.—Pressure has increased slightly at Weihaiwei and decreased over the remainder of the area, more especially over S. Manchuria and Japan; it remains highest in the Pacific to the east of Japan.

A fresh area of high pressure is indicated to the N.W. of Shantung and depressions are situated over S. Manchuria and Indo-China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	E. winds, moderate; cloudy probably some rain.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

1ST FEBRUARY, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	29.91	30	—	—	0	o
Nemuro	6 a.	30.30	—	—	S	4	—
Hakodate	"	29.25	—	—	NNW	1	—
Tokio	"	30.12	—	—	NW	1	—
Kochi	"	30.09	—	—	SW	1	—
Nagasaki	"	30.11	—	—	—	0	—
Kagoshima ...	"	30.13	—	—	NE	2	—
Oshima	"	30.02	—	—	N	3	—
Naha	"	30.03	—	—	NNW	1	—
Ishi'jima	"	30.05	—	—	NE	2	—
Bonin Is.	"	30.14	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	30.22	30	82	NNW	7	bc
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.13	43	—	ENE	1	cm
Gutzlaff	"	30.11	54	—	NE	3	ov
Sharp Peak ...	7 a.	30.06	55	—	NE	1	c
Amoy	6 a.	30.02	66	94	ENE	1	c
Swatow	"	30.05	56	94	E	1	b
Taihoku	5 a.	30.06	—	—	—	0	—
Taichu	"	30.06	—	—	—	0	—
Tainan	"	30.03	—	—	NE	2	—
Koshun	"	30.02	—	—	—	0	—
Pescadores ...	"	30.03	—	—	NE	4	—
Canton	6 a.	29.97	64	89	SE	1	c
Hongkong ...	"	30.00	65	88	E	4	c
Gap Rock	"	29.97	—	—	ESE	3	c
Macao	"	30.04	64	—	SE	2	od
Wuchow	9 a.	—	—	—	—	—	—
Hothow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.91	68	—	SSE	3	s
Tourane	"	29.93	72	—	SW	7	b
Cape St. James	"	29.98	75	—	ENE	4	b
Aparri	"	30.01	71	—	—	0	c
Manila	"	30.02	67	—	—	0	c
Legazpi	"	30.01	71	—	—	0	b
Iloilo	9 a.	30.03	80	—	NE	1	b
Bacolod	"	—	—	—	N	1	b
Cebu	"	30.03	86	—	E	1	b
Labuan	"	—	—	—	—	—	—

T. F. CLAYTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.01	30.00	29.87
Temperature	65	65	66
Humidity.....	78	88	89
Wind Direction ...	East	East	ENE
" Force	4	4	3
Weather	c	c	c
Rain.....	—	—	—

Highest open air Temperature on 31st ..65

Lowest open air Temperature on 31st ..60

HONGKONG TIDE TABLE.

From 2nd to 8th February, 1915.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	Height	LOW WATER H'kong. Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	2	m 11 17	4 5	m 5 11	0 6
		10 55 a	7 5	4 5 a	2 6
Wed.	3	m 11 38	4 7	m 5 45	0 9
		11 20 a	7 0	4 50 a	2 5
Thurs.	4			m 6 20	1 4
		0 6 a	5 0	5 41 a	2 5
Fri.	5	m 0 8	6 2	m 6 54	1 9
		0 42 a	5 3	6 46 a	2 6
Satur.	6	m 1 10	5 4	m 7 28	2 6
		1 29 a	5 6	8 15	2 6
Sun.	7	m 2 42	4 6	m 7 57	3 1
		2 29 a	5 9	10 16 a	2 3
Mon.	8	m 4 40	4 0	m 8 27	3 4
		3 36 a	6 2	11 54 a	1 7

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163-2

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ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

FORTHCOMING EVENTS.

TO-DAY

11.30 p.m.—West Point Building Co., Ltd., Meeting of Shareholders at the Offices of Jardine, Matheson & Co., Ltd.

11.45 a.m.—Hongkong Central Estate, Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

Noon—Hongkong Land Investment & Agency Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

12.15 p.m.—Hongkong Land Reclamation Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

Friday, 5th Feb.:—

2.30 p.m.—Auction of a Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammert.

Saturday, 6th Feb.:—

2.30 p.m.—Auction of a Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammert.

Tuesday, 9th Feb.:—

Noon—Hongkong, Canton & Macao Steamboat Co., Ltd., Meeting of Shareholders.

11.30 a.m.—Union Waterboat Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Dodwell & Co., Ltd.

Wednesday, 10th Feb.:—

Noon—Kowloon Land & Building Co., Ltd., Meeting of Shareholders.

Sunday, 14th Feb.:—

Chinese New Year Day.

Monday, 22nd Feb.:—

Hongkong Race Meeting.—1st Day.

Tuesday, 23rd Feb.:—

Hongkong Race Meeting.—2nd Day.

Wednesday, 24th Feb.:—

Hongkong Race Meeting.—3rd Day.

Saturday, 27th Feb.:—

Hongkong Race Meeting.—Off Day.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr E. S. Abraham
Mr H. G. Allen
Mr Wm. C. Allen
Mr G. E. Anderson
Mr & Mrs Athel L. Anderton and maid
Mr J. H. Backhouse
Mr & Mrs S. W. Bacon
Mr E. A. Beaumont
Mr E. R. Bate
Mr L. Beckingsale
Mr W. D. Beckingsale
Mr G. A. Bena
Mrs E. B. Bellilios
Mr C. D. J. Bell
Mr & Mrs Beswick
Mrs Birkett
Mr & Mrs A. B. Bishop
Mr C. B. Brooke
Mr C. H. Brooke
Mr A. B. Carey
Mr J. Craik
Miss A. Clark
Major & Mrs S. A. Cloman
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Mr J. Cuthbert
Mr Arthur Course
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Mr O. C. Denison
Mr W. A. Dowley
Miss M. E. Duffy
Mr & Mrs H. C. Ehrenfels
Mr W. Bernard Elliott
Mr E. Evensen
Mr D. M. Figart
Capt & Mrs E. M. French and child
H.E. & Lady J. B. de Freitas
Mr Doman Fuller
Mr J. Gibb
Mr V. Goultourn
Mr & Mrs J. Gould
Mr H. L. Griffiths
Capt T. P. Hall
Mr & Mrs W. A. Hannibal
Mr G. Harper
Miss L. O. Harrison
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Mr Wm. B. Harvey
Hon Mr E. A. Hewett C.M.G.
Mr H. W. Hobbs
Mr W. J. Hodge
Mrs H. H. Hough
Mr & Mrs W. E. Hunt
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Mr D. L. Hutchison
Mr B. James
Mr & Mrs J. de J. Jong
Mr M. T. Jones
Mr S. M. Joseph
Mr E. M. Joseph
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Mr W. D. Lee
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Mr B. J. Macdonald
Mrs R. R. Mann and son
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Dr & Mrs O. Marriott
Mr J. Merecki
Mr B. K. Mehta
Mr G. S. Middleton
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Mrs James Miller
Mr J. H. N. Mody
Mr A. S. Murch
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Mr H. E. Sweefield
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Mr C. H. Swinton
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Mr Ossenbeck
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Mr Pratt
Mr & Mrs Ranget
Mrs R. A. Ramsay
Mr K. Sassmann
Mr & Mrs E. H. Scott
Dr Sibree
Mr C. H. Soper
Mrs S. Sylvester
Mrs Thompson
Mr E. Veron
Mr & Mrs J. H. Underwood

SHIPPING

ARRIVALS.

ANYO MARU, Japanese str., Ota, 1st February—Moji 27th January, Coal and General.—Toyo Kisen Kaisha.

ABARENDA, American transport, 2,054, Jones, 30th January—Manila 27th January.

BOYARIN, Russian str., 1,619, J. Baiding, 1st February—Pakhoi 29th January, Rice.—Chineso

HEIYO MARU, Japanese str., 1,594, T. Nakamura, 31st January — Kinhoe 27th January, Salt.—Dodwell & Co.

PYRRHUS, British str., 4,292, Rodway, 1st February—Shanghai 28th February, General.—Butterfield & Swire.

TAIWAN MARU, Japanese str., 1,143, H. Sakai, 1st February—Hongay 29th January, Coal. — Mitsui Bussan Kaisha.

TAKSANG, British str., 999, McClure, 31st January—Hoihow 30th January, Rice. —Jardine, Matheson & Co.

TJIMANOEK, Dutch str., 3,500, A. W. La Rooy, 1st February—Java 23rd January, Sugar and General.—Java-China-Japan Lijn.

UMTA, British str., 3,492, T. P. Babb, 1st February—Calcutta 8th January, General.—David Sassoon & Co.

YINGCHOW, British str., 1,216, E. L. Jones, 31st January—Shanghai 28th January, General.—Butterfield & Swire.

PASSENGERS

ARRIVED.

Per *Yingchow*, from Shanghai, Mr. Slade.

Per *Tjimanoek*, from Java, Mr. Pierre, Mr. Nyland and Mr. Lemmers.

Per *Umta*, from Calcutta, Mrs. Delmar, Miss Delmar, Mr. Hicker and Mr. Slade.

SHIPPING IN PORT.

STEAMERS.

CHINGCHOW, British str., 1,195, J. Doyle, 30th January—Kwang Yen 27th January, Cement Stone.—Shewan, Tomes & Co.

CHENGTU, British str., 1,338, J. Speed, 21st January—Deli 10th January, Ballast.—Butterfield & Swire.

CHINHUA, British str., 1,351, Finlayson, 20th January—Manila 26th January, General.—Butterfield & Swire.

DAITEN MARU, Japanese str., 4,555, W. Nakagawa, 25th January—Dairen 18th January, General.—Chinese.

FAUSANG, British str., 1,420, H. S. Malkin, 26th January—Moji 21st January, Coal.—Jardine, Matheson & Co.

HAIYANG, British str., 1,363, A. E. Hodgins, 31st January—Swatow 30th January, General.—Douglas Lapraik & Co.

HEIYOSHI MARU, Japanese str., 1,486, S. Fuju, 26th January—Moji 21st January, General.—Osaka Shosen Kaisha.

HERCULES, British str., 3,319, Wilhelmsen, 30th January — Chingwantao 23rd January, Coal.—Dodwell & Co.

HOIHOW, British str., 897, W. Freer, 28th January—Hoihow 25th January, Rice. —Butterfield & Swire.

HONGKONG, French str., 742, Marquerite, 31st January—Haiphong 29th January, General.—A. R. Marty.

HONG MOH, British str., 2,555, ———, 28th January—Singapore 22nd January, General.—Chinese.

ICHANG, British str., 1,220, Pike, 30th January—Hongay 21st January, Coal —Butterfield & Swire.

ISSHIU MARU, Japanese str., 921, R. Minagawa, 28th January—Takau 26th January, Nil.—Chinese.

KARINA MARU, Japanese str., 1,902, Yamashita, 30th January—Moji 24th January, Coal.—Mitsui Bussan Kaisha.

KONGOSAN MARU, Japanese str., 992, Nakagawa, 30th January—Moji 24th January, Coal. — Mitsui Bussan Kaisha.

KUEICHOW, British str., 1,220, Forsyth, 20th January—Pakhoi 23rd January, General.—Butterfield & Swire.

MIYO MARU, Japanese str., 920, N. Tachibana, 27th January—Port Courbet 24th January, Coal.—Osaka Shosen Kaisha.

MIYAGASAN MARU, Japanese str., 2,816, K. Munakata, 28th January—Singapore 17th January, General. — Mitsui Bussan Kaisha.

MONTEAGLE, British str., 3,953, F. L. Davison, 17th January—Bombay 1st January, Nil.—Canadian Pacific Railway Co.

NIPPON MARU, Japanese str., 3,460, K. Hashimoto, 25th January—Shanghai 22nd January, General. — Tokyo Kisen Kaisha.

ORIENTAL, British str., 5,284, A. L. Valentini, 27th January — Bombay 12th January, General.—P. & O. S. N. Co.

PAKHOI, British str., 1,228, D. Davies, 25th January—Shanghai 21st January, General.—Butterfield & Swire.

SADO MARU, Japanese str., 6,227, K. Asakawa, 31st January—Shanghai 28th January, General. — Nippon Yusen Kaisa.

SHIBETORO MARU, Japanese str., 2,479, T. Narito, 23rd January—Nagasaki 16th January, General. — Osaka Shosen Kaisha.

SOSHU MARU, Japanese str., 1,119, R. Hattori, 29th January—Swatow 28th January, General.—Osaka Shosen Kaisha.

SULTAN VAN LANGKAT, Dutch str., 2,294, P. Tries, 29th January—Singapore 23rd January, General.—Asiatic Petroleum Co.

TAFONTSE, French str., 691, F. Le Troque, 30th January—Bangkok 21st January, Rice.—Chinese.

TOMISHIMA MARU, Japanese str., 991, M. Tanaka, 30th January—Dairen, Beans.—Mitsui Bussan Kaisha.

TRIGONIA, Dutch str., 1,419, Vygeboome, 30th January—Singapore 23rd January, Nil.—Asiatic Petroleum Co.

VARG, Norwegian str., 873, J. Jobsen, 27th January, Swatow 26th January, General.—Chinese.

YEI MARU, Japanese str., 1,715, Itani, 29th January—Wakamatsu 23rd January, Coal.—Mitsui Bussan Kaisha.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," 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 NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, &c	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 31st Mar., at Noon.
MARSEILLES VIA PORTS	CORDILLERE	Fren. str.	—	Moges	MESSAGERIES MARITIMES	On 5th inst., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 11th inst., at Noon
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 4th inst., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA MANILA & JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 23rd inst., at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	CHINESE PRINCE	Brit. str.	—	...	SHEWAN, TOMES & CO.	About 8th inst.
NEW YORK VIA PANAMA	ROYAL PRINCE	Brit. str.	—	Coull	THE BANK LINE, LIMITED	On 24th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hail	CANADIAN PACIFIC R. CO.	On 24th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 9th inst., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	Emery Rice	PACIFIC MAIL S.S. CO.	On 17th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	TOYO KISEN KAISHA	On 23rd inst., at Noon
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERSIA	Am. str.	—	J. Hill	PACIFIC MAIL S.S. CO.	On 2nd Mar., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 10th Mar.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 15th inst., at 11 A.M.
AUSTRALIAN PORTS	ALDERHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & CO.	On 14th inst., at 11 A.M.
JAPAN	TJIBODAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
YOKOHAMA & KOBE	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & CO., LD.	To-morrow, at D'light.
YOKOHAMA & KOBE	YATSHING	Brit. str.	—	Jarrett	JARDINE, MATHESON & CO., LD.	On 16th inst., at D'light.
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 5th inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 9th inst., at 10 A.M.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & CO., LD.	On 19th inst. at D'light.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & CO. LD.	To-morrow, at Daylight.
SHANGHAI	ANHUI	Brit. str.	1 m.	Eedy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & MOJI	UMTA	Brit. str.	—	Babb	DAVID SASSOON & CO., LD.	On 4th inst., at 3 P.M.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
SHANGHAI & KOBE	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 6th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	CHILI	Fren. str.	—	Perrin de Brusiac	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI & KOBE	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI	MALTA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI & KOBE	RANGOON MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 20th inst.
SHANGHAI	TJIMANOEK	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
NINGPO & SHANGHAI	ICHANG	Brit. str.	—	W. Shone	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 7th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & CO.	To-day, at 1 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & CO.	To-morrow, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	On 5th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & CO.	On 9th inst., at 1 P.M.
MANILA, CEBU & ILOILO	KUEICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	TAISANG	Brit. str.	—	...	JARDINE, MATHESON & CO., LD.	On 6th inst. at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & CO., LD.	On 13th inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIKEMBANG	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	JAVA MARU	Jap. str.	—	D. Fuchigami	OSAKA SHOSEN KAISHA	On 6th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 16th inst.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	End February.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Brit. str.	—	Naguchi	NIPPON YUSEN KAISHA	On 6th inst.
PAKHOI & HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
HAIPHONG	TAKSANG	Brit. str.	—	W. McClure	JARDINE, MATHESON & CO., LD.	On 4th inst., at 8 A.M.

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

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"WINGSANG"	Wed'day, 3rd Feb., D'light.
YOKOHAMA and KOBE	"LAISANG"	Wed'day, 3rd Feb., D'light.
HAIPHONG	"TAKSANG"	Thursday, 4th Feb., 8 A.M.
* MANILA	"TAISANG"	Saturday, 6th Feb., 3 P.M.
*‡ SHANGHAI and KOBE	"KUMSANG"	Saturday, 6th Feb., D'light.
* MANILA	"LOONGSANG"	Saturday, 13th Feb., 3 P.M.
YOKOHAMA and KOBE	"YATSHING"	Tuesday, 16th Feb., D'light.
* TIENTSIN	"CHEONGSHING"	Friday, 19th Feb., D'light.

FOR THE MANILA CARNIVAL.—January 31st, to 7th February, 1915.

A special reduced fare of $50 for Return Passengers will be issued for our sailings to Manila of the 23rd and 30th January, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 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 Yangtsze, Chefoo, T'sin, Dalny, W'wei, N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labuk Datu, Simporna, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 2nd February, 1915. GENERAL MANAGERS. [6

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.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS.

Hongkong, 16th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong, 15th January, 1915. AGENTS [24

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 10000 tons

PERSIA 9000 tons

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

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

MONGOLIA	Sailing	WED'DAY,	17th Feb., at 1 P.M
PERSIA (via Manila)	"	TUESDAY,	2nd Mar., at Noon.
KOREA	"	TUESDAY,	9th Mar., at 1 P.M.
SIBERIA	"	WED'DAY,	17th Mar., at 1 P.M.

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

The Safety and Comfort of Patrons is Our First Consideration

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

R. C. MORTON, AGENT,

TEL. No. 141. KING'S BUILDINGS.

[18

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24TH FEBRUARY AND 1ST MAY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—

VANCOUVER £31; LONDON £43 AND £45.

Rates to other Points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915. [175

VESSELS ON THE BERTH

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "CHINESE PRINCE,"

On or about 8th Feb.

For Freight or information apply to—

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 19th January, 1915. [183

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY on FRIDAY, the 12th February, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," 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 (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 and transhipped to the s.s. "CALEDONIA," due in London on the 26th March, 1915.

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, 1st February, 1915. [1

AMERICAN & ORIENTAL LINE.

FOR NEW YORK VIA PANAMA

THE Steamship

"ROYAL PRINCE,"

Captain Coull, will be despatched as above on WEDNESDAY, 24th February.

For Freight, etc., apply to

THE BANK LINE, LTD.,

General Agents.

Hongkong, 29th January, 1915. [230

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

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

"ORIENTAL,"

Arrived Hongkong on 27th Jan., 1915, FROM BOMBAY, COLOMBO AND STRAITS.

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, &c., ex s.s. "Egypt."

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

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

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 Consignees, 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. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 29th January, 1915. [1

SS. "VILLE DE LA CIOTAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 5th Feb., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 8th Feb., or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 4th Feb., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 28th January, 1915. [2

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	ORIENTAL ..... Capt. A. L. Valentini	Noon 12th Feb.	See Special Advertisement.
SHANGHAI	MALTA ..... Capt. G. W. Cookman, R.N.R.	About 12th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR ..... Capt. A. Collyer	About 20th Feb.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR ..... Capt. A. Collyer	10 A.M. 31st Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st February, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHOI and HAIPHONG	"KAIFONG"	On 2nd Feb., 11 A.M.
MANILA, CEBU and ILOILO	"KUEICHOW"	On 2nd Feb., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Feb., 4 P.M.
SHANGHAI	"YINGCHOW"	On 4th Feb., 4 P.M.
NINGPO and SHANGHAI	"ICHANG"	On 4th Feb., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 9th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 2nd February, 1915 TELEPHONE 36. AGENTS. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE		On 8th Feb., 11 A.M.
ALDENHAM		On 19th Feb., 11 A.M.
ST. ALBANS	On 18th Feb.,	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

28

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "UMTA" 5,422 tons, Captain, T. P. Babb will be despatched for SHANGHAI, KOBE and MOJI on 4th February, at 3 P.M.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 2nd February, 1915. AGENTS '29

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 2nd Feb., at 1 P.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 5th Feb., at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 9th Feb., at 1 P.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

HAIMUN"	Capt. A. H. Stewart ...	WED'DAY, 3rd Feb., at 1 P.M.; SUNDAY, 7th Feb., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st February, 1915. [3

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	11,000 — 18 knots	...TUESDAY, 9th Feb.
SHINYO MARU	22,000—21 knots	... TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots	... TUES., 23rd Mar.
TENYO MARU	22,000—21 knots	... TUES., 13th Apr.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

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.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU ...	18,5000—15 knots ...	... Wednesday, 10th March.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 231. 1216

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA † MANILA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"PANAMA MARU" ...	J. Kanao ...	THURSDAY, 4th Feb., at 3 P.M.
† "SEATTLE MARU" ...	T. Saito ...	TUESDAY, 23rd Feb., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Fushigami ...	SATURDAY, 6th Feb., at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 7th Feb., at 10 A.M.
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 14th Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hatteri ...	WED'DAY, 3rd Feb., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

1141

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	CHILI	On or about 9th February.

HOMEWARD

MARSEILLES VIA PORTS	CORDILLERE ...	On 5th Feb., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

2]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KAMO MARU Capt. Shimizu,	16,000	THURSDAY, 11th Feb., at Noon.
	§ KASHIMA MARU Capt. M. Yagi,	20,000	THURSDAY, 25th Feb., at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 9th Feb., at Noon.
	§ YOKOHAMA MARU Capt. Komatsubara,	12,500	TUESDAY, 23rd Feb., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. T. Sato,	13,500	MONDAY, 15th Feb., at 11 A.M.
	TANGO MARU Capt. Soyeda,	13,500	FRIDAY, 12th Mar., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	CEYLON MARU Capt. Shinohe	12,000	SATURDAY, 6th Feb.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Terada	5,000	TUESDAY, 16th Feb.
SHANGHAI KOBE ...	RANGOON MARU Capt. Nomura	12,000	SATURDAY, 20th Feb.,
SHANGHAI and KOBE	KAWACHI MRAU Capt. Makamura,	12,500	TUESDAY, 9th Feb.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Soyeda,	13,500	TUESDAY, 9th Feb., at 10 A.M.
KOBE and YOKOHAMA ...	MISHIMA MARU Capt. S. Wada,	16,000	FRIDAY, 5th Feb., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KAMO MARU	16,000 "	Thurs., 11th Feb.
KASHIMA "	20,000 "	" 25th Feb.
MISHIMA "	16,000 "	" 11th Mar.
SUWA "	25,000 "	" 25th Mar.
ATSUTA "	16,000 "	" 8th Apr.
YASAKA "	25,000 "	" 22nd Apr.
MIYASAKI "	16,000 "	" 6th May.
KITANO "	16,000 "	" 20th May.
FUSHIMI "	25,000 "	" 3rd June.

FOR AMERICA.

SADO MARU	12,500 "	Tues., 9th Feb.
YOKOHAMA "	12,500 "	" 23rd Feb.
AWA "	12,500 "	" 9th Mar.
SHIDZUOKA "	12,500 "	" 23rd Mar.
TAMBA "	12,500 "	" 6th Apr.
AKI "	12,500 "	" 20th Apr.
SADO "	12,500 "	" 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 15

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.			Noon.		Fri.	
—	ORIENTAL ...	Feb. 8	Feb. 12	MOLDAVIA	...	Thursday
—	MALTA	Feb. 22	Feb. 26	EGYPT	...	Mar. 13
Mar. 1	SARDINIA ...	Mar. 8	Mar. 12	MEDINA	...	Mar. 27
—	NUBIA	Mar. 22	Mar. 26	MONTJOLIA	...	Apr. 2
Mar. 29	ORIENTAL ...	Apr. 6	Apr. 10	MALWA	...	Apr. 10
Apr. 12	MALTA	Apr. 19	Apr. 23	MOREA	...	Apr. 24
—	SARDINIA ...	May. 3	May. 7	MALOJA	...	May 8
May 10	NUBIA	May 17	May 21	MOOLTAN	...	May 22
					June 5	June 12
					June 19	June 25

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"	"	"	£59	" £89
2nd Saloon	"A"	"	"	£44.	" £66.
	"B"	"	"	£40.	" £60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NELLORE	Apr. 26	May 7	May 12	May 18	June 15	June 24
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

28

POST OFFICE NOTICE.

The AMERICAN MAILS ex *Mongolia* have been transferred to the *Cordilliere*, which is due to arrive here on Friday, the 5th February.

FOR	PER	DATE
Pakhoi and Haiphong	*Kaifong*	Tuesday, 2nd, 10.00 A M
Singapore	*Pyrrhus*	Tuesday, 2nd, 10.00 A M
Philippine Islands	*Kuichow*	Tuesday, 2nd, 11.00 A M
Swatow, Amoy and Foochow	*Haiyang*	Tuesday, 2nd, 1.00 P M
Saigon	*Chingchow* ..	Tuesday, 2nd, 2.00 P M
Shanghai and Nort. China	*Anhui*	Tuesday, 2nd, 3.00 P M
Japan via Yokohama	*Laisang*	Tuesday, 2nd, 4.00 P M
Swatow, Amoy and Formosa via Anping and Takao	*Soshu Maru* ..	Tuesday, 2nd, 4.00 P M
Swatow	*Haimun*	Wednesday, 3rd, NOON
Haiphong	*Taksang*	Wednesday, 3rd, 4.00 P M
Hoihow and Haiphong	*Hongkong*	Thursday, 4th, 11.00 A M
Philippine Islands and Japan via Moji Victoria, B.C., Tacoma, and United Kingdom via Canada	*Panama Maru*	Thursday, 4th, Registration ... NOON; Letters ... 1.00 P M
Shanghai, North China and Japan via Kobe	*Unta*	Thursday, 4th, 2.00 P M
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) [Tientsin-Pukow Service Shanghai Brit. P.O. Monday, the 8th Feb.]	*Yingchow* ...	Thursday, 4th, Registration ... 2.30 P M; Letters ... 3.00 P M
Ningpo, Shanghai, and North China	*Ichang*	Thursday, 4th, 3.00 P M
SAIGON, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE (Late Letters 11.00 A.M. to NOON, Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).	*Cordilliere* ...	Saturday, 6th, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 10.30 A M; Registration Kowloon B.O. ... ... 9.30 A M; Letters ... 11.00 A M
Australia, Tasmania New Zealand and New Guinea via Thursday Island ...	*Empire*	Monday, 8th, 10.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA via SAN FRANCISCO and UNITED KINGDOM via CANADA ...	*Nippon Maru*	Monday 8th, Registration 5.00 P M; Tuesday, 9th, Letters ... 9.00 A M
Japan via Nagasaki	*Tango Maru* ...	Tuesday, 9th, 9.00 A M
Shanghai, North China and Japan via Moji, Victoria, B.C., Seattle and United Kingdom via Canada ... ... (EUROPE via SIBERIA) [Tientsin Pukow Service Shanghai Brit. P.O. Friday, the 12th inst.]	*Sado Maru* ...	Tuesday, 9th, 11.00 A M

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000 at 2/- —$15,000,000
Silver... ... ... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. E. Gubbay, Esq. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 1 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBAN
(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund ..... Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 17th November, 1914. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [118

BANKS

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... " 8,750,000
Reserve Funds ... ... " 3,790,000

President: KAZUYOSHI YAGIU, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE:
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
PARR'S BANK.
YOKOHAMA SPECIE BANK.
Correspondents at Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimoneseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.
K. TSUDZURABARA,
Manager.
Hongkong, 7th January, 1915. [116

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 22nd October, 1914. [133

THE BANK OF CHINA. GOVERNMENT BANK
(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)
Authorised Capital ..... $60,000,000.
Paid-up Capital ..... $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsangchsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914. [152

COMMERCIAL.

CLOSING QUOTATIONS.

February 1st.

ON LONDON:—
Telegraphic Transfer 1/9⅛
Bank Bills, on demand.....1/9⅛
Bank Bills, at 30 days' sight 1/9¼
Bank Bills, at 4 months' sight ...1/9⅜
Credits, at 4 months' sight.....1/9⅞
Documentary Bills 4 months' sight 1/10
ON PARIS:—
Bank Bills, on demand 221½
Credits, at 4 months' sight 232
ON GERMANY:—
On demand .....nom
ON NEW YORK:—
Bank Bills, on demand 43⅛
Cedits, at 60 days' sight .....nom.
ON BOMBAY:—
Telegraphic Transfer .....nom.
Bank, on demands 133½
ON CALCUTTA:—
Telegraphic Transfer.....nom.
Bank, on demand.....133½
ON SHANGHAI—
Bank, at sight 78
Private, 30 days' sight .....nom
ON YOKOHAMA:—On demand.....87½
ON MANILA:—On demand—Pesos—87½
ON SINGAPORE:—On demand 75⅝
ON BATAVIA:—On demand 107
ON HAIPHONG:—On demand .....5½% p.m.
ON SAIGON:—On demand .....5½% p.m.
ON BANGKOK:—On demand 87⅛
SOVEREIGNS, Bank's Buying Rate...$11.10
GOLD LEAF, 100 fine, per tael $57.90
BAR SILVER, per oz. 22⅝

SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces...	$14.40 discount.
Hongkong ..10 " ...	$14.70 "

HIGHEST GRADE CIGARETTES and TOBACCO

GARRICK CIGARETTES are always the same, always good, always satisfying.
¶ They possess a most pleasant flavour and are unquestionably the finest Virginia Cigarette manufactured.

¶ Smokers of GARRICK SMOKING MIXTURE are always sure of a cool and refreshing smoke.
¶ Acknowledged by the connoisseur to stand alone for purity and charm of flavour.

OBTAINABLE AT ALL LEADING TOBACCONISTS

SHARE LIST.—QUOTATIONS.

HONGKONG, 1st FEBRUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$825, buyers L'don	
China Borneo Company, Limited	60,000	$12	all	$11	
China Light and Power Company, Ld. ...	50,000	$5	all	$4, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$7.95, buyers	
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 130	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$6, buyers	
Dairy Farm Company, Limited	40,000	$7½	all	$35, sellers	
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	50,000	$50	all	$70, sellers	
H'kong. and Whampoa Dock Co., Ld...	50,000	$50	all	$57½, sellers	
New Amoy Dock Co., Limited... ...	10,000	$62	all		
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 51	
S'hai. and Hongkew Wharf Co. Ld...	36,000	Tls. 100	all	Tls. 91	
Green Island Cement Co., Limited... ..	400,000	$10	all	$5¾, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$36½	
Hongkong Hotel Company Limited ...	20,000	$50	all	$124, buyers	
Hongkong Ice Company, Limited...	5,000	$25	all	$190, buyers	
Hongkong Rope Manufacturing Co., Ld...	60,000	$10	all	$25, sal. & buy.	
H'kong. & South China Steam Fishers. Co., Ld	15,000	$6	all	$2	
Hongkong Steel Foundry Co., Ld. ...	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5½	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$340, sellers	
China Fire Insurance Co., Limited ...	20,000	$100	$20	$150	
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$390, buyers	
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 160, buyers	
Union Insurance Society, Limited ..	12,400	$250	$100	$800, buyers	
Yangtsze Insurance Association, Ld ..	12,000	$100	$50	$215, buyers	
LANDS AND BUILDINGS—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$114, sellers	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$99, buyers	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7½	
Kowloon Land and Building Co. Ld.	5,000	$50	$30	$44	
Shanghai Land Investment Co., Ld. .	79,000	Tls. 50	all	Tls. 101	
West Point Building Co., Limited	12,500	$50	all	$71	
Maatschappij tot Mijn-, Bosch-en Landbouw exploi'atie in Langkat ...	250,000	Gls. 10	all	Tls. 42	
MINING.—					
Chinese Engineering and M. Co., Ld...	1,000,000	£1	all	32/, sellers	
Heawood Tin and Rubber Estate, Ld	822,000	2/-	all		
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$2¾, buyers	
Tronoh Mines, Limited	160,000	£1	all	27/6	
Peak Tramways Co., Limited ...	25,000	$10	all	$10, buyers	
	50,000	$10	$1	$0.90, buyers	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$92, buyers	
Luson Sugar Refining Co., Limited	7,000	$100	all	$13½	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$5½, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$30, sellers	
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$19, buyers	
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	$66, sellers	
Shell Transport & Trading Co., Ld	2,500,000	£1	all	32/-, sellers	
Star Ferry Company, Limited ..	40,000	$10	all	$38, sellers	
South China Morning Post, Limited ..	6,000	$25	all	$28	
Steam Laundry Company, Limited ..	120,000	$5	all	$4, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$6½, sellers	
Watson & Co., A. S., Limited ..	90,000	$10	all	$7, sellers	
Union Waterboat Co., Limited	50,000	$10	all	$18	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

VESSELS EXPECTED.

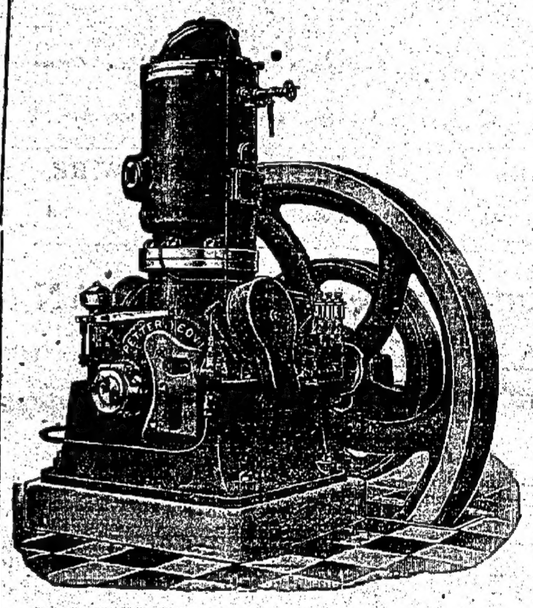
AMERICAN MAIL.

The P.M. *Mongolia* left Yokohama on the 27th January for Hongkong via Manila. The mails have been transferred to the M.M. s.s. *Cordillere*, which is scheduled to arrive at Hongkong on the 5th February.

MERCHANT STEAMERS.

The E. & A. str. *St. Albans* left Sydney for this port (via Queensland Ports and Manila) on the 27th January, and may be expected to arrive here on or about the 18th February.

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR
THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES
AND
KEROSINE ENGINES.
We carry large stocks of Ship and Engine Stores, Cotton Waste, Oil, Packing, &c.
Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches. [32

THICK CREAM.
JUST LIKE THE FINEST COUNTRY CREAM
BUT IT HAS
NO PRESERVATIVES, NO IMPURITIES.
100% PURE.
MAKES THE DINNER BETTER.
ENRICHES THE FRUITS, ICES AND SAUCES.
AN ADDITION TO THE DIETARY FOR THE DELICATE, THE CHILDREN AND THE EPICURE.
MILKMAID BRAND.
IN 3 SIZES; SMALL, MEDIUM AND LARGE.
SOLD AT ALL STORES.
RULES FOR FREE TRIAL TINS.
You may select any Reference Number—it saves a Nom de Plume—Cut out the adjoining piece and post it to MILKMAID P. O. Box 351, Hongkong.
Each week twelve applicants will be selected to receive a large size tin of Thick Cream, free of charge.
CUT THIS OUT AND POST TO MILKMAID, P. O. Box 351, HONGKONG.
H. D. P. 2.211.
My Reference No. is
Name
Address
[40

INDIAN AFRICAN LINE.
Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.
PROPOSED SAILINGS:
FROM HONGKONG: Connecting with FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.
Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
PROPOSED SAILING:
From Hongkong: "SALAMIS" End Feb
FIRST CLASS ACCOMMODATION FOR PASSENGERS, FITTED WITH WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.
211

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