The Hong Kong Daily Press.

No. 9458 號八十五百四千九第 日二十二月三年四十緒光 HONGKONG, WEDNESDAY, MAY 2ND, 1888. 三拜禮 號二月五英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

April 30, TEHERAN, British steamer, 1,670, F. H. Seymour, from Nagasaki, Kobe, and Yokohama, Mails and General.—P. & O. S. N. Co.

April 30, ANTOINETTE, British bark, 884, E. T. Bunje, New York 5th January, Kerosine.—ORDER.

May 1, THYRA, German steamer, 664, E. A. Jacobsen, Chefoo 24th April, Beans.—SIEMSSEN & Co.

May 1, PRIAM, British str., 1,400, E. T. Jackson, Liverpool 19th March, and Singapore 25th April, General.—BUTTERFIELD & SWIRE.

May 1, LOUISE, German bark, 653, T. F. Kohne, Hamburg 6th December, General.—SIEMSSEN & Co.

May 1, GLENGYLE, British steamer, 3,300, R. J. Gasson, London 23rd March, and Singapore 26th April, General.—JARDINE, MATHESON & Co.

May 1, NAMOA, British steamer, 863, F. D. Goddard, Swatow 30th April, General.—DOUGLAS LAPRAIK & Co.

May 1, KWANG-LEE, Chinese steamer, 1,508, Knights, Shanghai 27th April, General.—C. M. S. N. Co.

May 1, OCEANIC, British steamer, 3,808, Jno. Metcalfe, San Francisco 7th April, and Yokohama 26th, Mails and General.—O. & O. S. S. Co.

May 1, NINGPO, British steamer, 762, Schulz, Shanghai 27th April, General.—SIEMSSEN & Co.

May 1, KWONGSANG, British steamer, 985, Sellar, Whampoa 1st May, General.—JARDINE, MATHESON & Co.

May 1, TAICHOW, British steamer, 862, J. Newton, Whampoa 1st May, General.—YUEN FAT HONG.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

1ST MAY.

Benlawers, British str., for Singapore.
Espana, Spanish str., for Amoy.
Diamante, British str., for Amoy.
Triumph, German str., for Chefoo.
Haiphong, British str., for Swatow.
Alwine, German str., for Hoihow.

DEPARTURES.

May 1, OCPACK, British str., for Shanghai.
May 1, BANTAM, Dutch str., for Saigon.
May 1, GEELONG, British str., for Saigon.
May 1, SOOCHOW, British str., for Hoihow.
May 1, MUTINE, British g-bt., for Amoy.
May 1, HEROINE, British corv., for Amoy.
May 1, AUDACIOUS, British frigate, for Amoy.
May 1, SAPPHIRE, British corv., for Amoy.
May 1, SWIFT, British gunboat, for Amoy.
May 1, KWANG-LEE, Chinese str., for Whampoa.
May 1, BENLAWERS, British str., for London.
May 1, THYRA, German str., for Whampoa.
May 1, HEVER, German str., for Whampoa.
May 1, ANCONA, British str., for Shanghai.
May 1, HAIPHONG, British str., for Coast Ports.
May 1, DIAMANTE, British str., for Manila.

PASSENGERS.

ARRIVED.

Per *Thyra*, str., from Chefoo.—Capt. Kirschstein and family.

Per *Priam*, str., from Liverpool, &c.—250 Chinese, from Singapore.

Per *Teheran*, str., from Yokohama, &c.—For Hongkong.—Mr. and Mrs. Powell, and 5 Chinese, from Yokohama. From Kobe.—Capt. C. D. Sams, Messrs. Robinson, V. Roehr, T. Wickenden, L. Wills, Frazer, Linklater, and Herringham, and 1 Chinese. From Nagasaki.—Mr. Kofod, 10 Natives (crew of S. S. *Zambesi*), and 4 Japanese. For Colombo.—Messrs. Kennedy and Logan, from Yokohama. For London.—Messrs. Short and Henrick, from Yokohama.

Per *Namoa*, str., from Swatow.—Capt. Hasenwinkel, and 363 Chinese.

Per *Kwang-lee*, str., from Shanghai.—Messrs. McFarlane and Milke, and 149 Chinese.

Per *Glengyle*, str., from London, &c.—Mrs. Gregson, Miss Gregson, Mrs. Bremner and family, Capt. Hill, Master Collins, Mr. Bunt, and 200 Chinese from Singapore.

Per *Ningpo*, str., from Shanghai.—Capt. C. Reed (late Commander of the *San Pablo*), and officers, and 75 Chinese.

Per *Oceanic*, str., from San Francisco, &c.—Miss H. E. Hartwell, Messrs. Randall H. Pye and A. G. Stokes, Mr. and Mrs. Law Hee Yew, and 84 Chinese, steerage.

DEPARTED.

Per *Ancona*, str., for Shanghai.—From London.—Mr. and Mrs. Leigh, Mr. P. Moore, man servant and maid servant, Rev. Sowerby's amah, and Mr. Holliday's amah. From Marseilles.—Messrs. Prell and Hague. From Brindisi.—Mr. Herbert. From Naples.—Mr. G. Frost. For Yokohama.—From Marseilles.—Mr. Hasegawa. From Penang.—Mr. W. L. Thomas. For Hyogo.—From London.—Messrs. Young and Harris. For Nagasaki.—From Singapore.—1 Japanese.

Per *Diamante*, str., for Manila.—Messrs. Wm. Harrison, W. A. Duff, James Troup, and Geo. Macfarlane, and 15 Chinese, deck. For Amoy.—110 Chinese, deck.

REPORTS.

The British steamer *Glengyle*, from London 23rd March, and Singapore 26th April, reports from Singapore had fine weather during the passage.

The British steamer *Priam*, from Liverpool 19th March, and Singapore 25th April, reports from Singapore had light airs and clear weather the whole way.

The Chinese steamer *Kwang-lee*, from Shanghai 27th April, reports experienced light S.W. winds and heavy fog to the Brothers; from thence to port light wind and fine weather.

The British steamer *Namoa*, from Swatow 30th April, reports had light S.W. winds and fine, clear weather throughout, sea smooth. In Swatow strs. *Newchwang*, *Yiksang*, and *Formosa*.

The British steamer *Ningpo*, from Shanghai 27th April, reports had fine, clear weather. Anchored at 2.30 p.m. outside the Red Buoy, thick fog. Left again at 10 p.m., passed Tung Ting at 9 a.m., the 28th April; fogs set in which lasted all way down to the Brothers, wind southerly; from there to port fine, clear weather and S.E. winds.

The British bark *Antoinette*, from New York 5th January, reports from New York to Sunda Straits on the 2nd April, rough weather throughout; thence to port much calm and light variable airs, generally from between South and East. On the 29th March, spoke a German bark showing KNJT, in lat. 9.13 S., long. 102.30 E., from Liverpool for Singapore, 99 days out.

The British steamer *Oceanic*, from San Francisco 7th April, and Yokohama 26th, reports from San Francisco had moderate variable winds all the passage except 15th and 16th, when she encountered strong to fresh W. and N.W. gale and heavy sea. From Yokohama had light variable winds and very smooth sea, from lat. 29 N. and long. 137 E. to past Amoy, foggy, misty weather; from thence to port fine weather. Passage 5 days and 8 hours from Yokohama.

INTIMATIONS.

STANDARD LIFE OFFICE.

FINANCIAL INFORMATION.

ACCUMULATED FUNDS	£ 6,096,425
ANNUAL INCOME	£ 900,000
SUMS ASSURED	£20,000,000
CLAIMS PAID	£12,000,000

THE STANDARD has been established for 62 years, and its Invested Funds are the largest of any Life Office in the United Kingdom with the exception of one office established ten years earlier.

Full particulars as to the Company's different Schemes of Assurances may be obtained on application to the

BORNEO COMPANY, LIMITED,
Agents, Hongkong.
849—3]

TEA SEASON, 1888!!

FOR SALE.

TEA-TASTER'S POTS AND CUPS.

SINGLE EBONY TIME GLASSES.

DOUBLE EBONY TIME GLASSES.

TEA-TASTER'S SCALES.

MAGNETS FOR TEA-TASTER'S USE.

LANE, CRAWFORD & Co.

Hongkong, 30th April, 1888. [28

KELLY & WALSH, LIMITED.

Through the Yangtze Gorges or Trade and Travel in Western China, by Archibald J. Little.
Life in Corea, by W. R. Carles.
Colonial Office List, 1888.
Foreign Office List, 1888.
Hazell's Cyclopædia, 1888.
Statesman's Year Book, 1888.
Government Year Book, 1888.
Silver Wedding Number of Illustrated News.
Maurice's Balance of Military Power in Europe.
Martin's Navigation and Nautical Astronomy.
The Pocket Cyclopædia, a complete compendium of useful information.
Athletics and Football—Badminton Library.
James's Long White Mountain—Journey in Manchuria.
Young Lady's Guide to the Work Table.
Sparks of Wit and Humour, 50 cents.
Emerson's Works—complete.
Encyclopædia of Business and Social Forms.
Ellis' Sketching from Nature.
Cantlie's Text Book of Naked Eye Anatomy.
East Lynne and The Channings by Mrs. Henry Wood—Cheap English Editions.
What to read at Entertainments, 50 cents.
The Portfolio Volume, 1888.
Leech's Pictures from Punch—complete.
Knight's Half Hours with the best Authors.
KELLY & WALSH, LD., HONGKONG.
26]

W. BREWER HAS JUST RECEIVED
Little's Explorations on Yangtsze.
Navigation and Naut. Astronomy by Commander Martin, R.N., Sanctioned for use in Royal Navy.
Loundes' Law of General Average, New Ed.
Meyer's Modern Theories of Chemistry.
Sach's Physiology of Plants.
Smile's Life and Labour.
Spencer's First Principles.
Guide to Pharmaceutical Examinations.
McCarthy's England under Gladstone.
Stamp Albums.
New Sketches for Framing.
Large variety Photo Frames and Photo Albums.
Best Linen and other best quality Note Papers.
Russia Leather Pocket Books & Card Cases.
A Quantity of New Cheap Summer Reading.
Stylographic Pens.
New Correspondence Cards and a great variety of New Goods.
WALTER W. BREWER,
27] UNDER HONGKONG HOTEL.

DOMINION ORGAN & PIANO Co.
Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;
Sole right to use Foley's Automatic PEDAL COVER for the whole Continent of EUROPE This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.

BRANCH OFFICES:—
MANCHESTER, ENGLAND,
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.
DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.
Send for catalogues. [1411

ZETLAND LODGE.
No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASON'S HALL, Zetland Street, on FRIDAY NEXT, the 4th May, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 28th April, 1888. [822

MITSUI BUSSAN KAISHIA,
SOLE AGENTS FOR
THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any steamer lying in the Harbour or coming alongside the Kowloon Wharf on application to the Undersigned.
Y. FUKUHARA,
Acting Manager.
Hongkong, 20th January, 1888. [183

NOTICES OF FIRMS

NOTICE.

MR. BONIFACIO J. D'AQUINO has This Day been admitted a PARTNER in the WONG-NEY-CHONG DAIRY FARM.
V. DANENBERG.
Hongkong, 29th April, 1888. [834

NOTICE.

I HAVE This Day admitted MR. NISSIM REUBEN a PARTNER in my Business of SHARE and GENERAL BROKER, which will in future be conducted under the Style or Firm of SAMUEL & REUBEN.
J. SAMUEL.
Hongkong, 1st May, 1888. [844

NOTICE.

THE INTEREST AND RESPONSIBILITY of MR. JOHN PINEL in our FIRM CEASED on the 30th ultimo.
GEORGE OLIVER & Co.
Canton, 1st May, 1888. [845

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000
RESERVE FUND	3,900,000
RESERVE LIABILITY OF PROPRIETORS	7,500,000

COURT OF DIRECTORS:—
HON. JOHN BELL-IRVING—Chairman.
W. H. FORBES, Esq.—Deputy Chairman.

C. D. Bottomley, Esq.	S. C. Michaelsen, Esq.
W. G. Brodie, Esq.	J. S. Moses, Esq.
H. L. Dalrymple, Esq.	L. Pessanecker, Esq.
B. Layton, Esq.	N. A. Siebs, Esq.
Hon. A. P. McEwen.	E. A. Soloman, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [10

THE NEW ORIENTAL BANK CORPORATION

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [1]

WANTED.

STEWARD for R. N. SEAMEN'S CLUB, the present STEWARD being required for other Duties by Admiralty Order.

Applicants should send Testimonials to Honorary Treasurer, and interview in Audit Office, Naval Yard, 10 to 11 A.M.
Hongkong, 19th April, 1888. [771

CLEARANCE SALE.

MESSRS. C. GERARD & Co., of Amoy, beg to intimate that owing to the CLOSING OF BUSINESS, they are offering the Balance of their Stock, consisting of SHIP-CHANDLER STORES, FANCY GOODS, PROVISIONS, &c., &c., at a considerable reduction in prices. Intending Buyers can make very advantageous terms for Cash down.
Amoy, February, 1888. [334

ANOTHER NEW & ORIGINAL NOVEL.

WE have satisfaction in making known to our Subscribers that we have secured for original publication in the columns of the

"HONGKONG DAILY PRESS"

a New Story by WILKIE COLLINS, universally admired as the Author of "The Woman in White" and other fictional works scarcely less popular.

THE TITLE IS
THE LEGACY OF CAIN.

From a perusal of the early folios of the MS. of "The Legacy of Cain," we can assure our Readers that the Story is of a most absorbing character.

THE LEGACY OF CAIN,
BY WILKIE COLLINS,
Author of "The Woman in White," "Jezebel's Daughter," "The Moonstone," "Heart and Science," "The Evil Genius," &c., &c.,
Commenced Publication in the
Daily Press,
on 14th April, 1888,
And an Instalment will appear each Saturday till the conclusion is reached.

The *Athenæum* says:—"No one ever yet began one of WILKIE COLLINS' Novels to throw it aside. MR. COLLINS possesses the art of fixing the reader's attention throughout the whole of a narrative of intrigue in a higher degree perhaps than any other English Novelist."
Hongkong, 2nd April, 1888.

J. MARINBURK,
MANUFACTURER
OF FIRST CLASS
FURNITURE AND UPHOLSTERY,
COLLEGE CHAMBERS.

DRAWING ROOM AND DINING ROOM SUITS, LOUNGES AND EASY CHAIRS, SIDEBOARDS, WARDROBES, DRESSING TABLES AND MARBLE TOP WASHSTANDS, MANTEL AND CONSOLE GLASSES.

SILK PLUSHES IN VARIOUS COLOURS.
TAPESTRIES IN LATEST DESIGNS.

FURNITURE RE-UPHOLSTERED.
Hongkong, 26th April, 1888. [117

AUCTION.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO be Sold by Public Auction pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI v. YAU MI HO, No. 42 of 1879, with the approbation of the Acting Chief Justice, by MR. J. M. ARMSTRONG, the person appointed by the said Court upon the respective Premises on the days hereinafter mentioned, viz:—

TO-MORROW (THURSDAY)
the 3rd day of May, 1888, at
3 O'CLOCK IN THE AFTERNOON,

In FIVE LOTS, the very VALUABLE BLOCK OF BUILDINGS situate on Marine Lot No. 4A, Marine Lot No. 125A, and Section B of Marine Lot No. 4, and in the best and most Central Chinese Business Portion of the City and with frontages to Three Important Public Streets, viz:—Bonham Strand, Wing Lok Street, and Cross Street, and comprising Nos. 1 and 2 Cross Street, and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street, and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Strand. Owing to the favourable situation of this Property the Owner or Owners thereof can always count upon securing good Tenants.

ON FRIDAY,
the 4th day of May, 1888, at
3 O'CLOCK IN THE AFTERNOON,

In SIX LOTS, the VALUABLE PROPERTY situate on Inland Lot No. 2050 in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road, and Nos. 1, 2, 3, and 4, Ng Kwai Fong, also the THREE STORIED HOUSE No. 132, Hollywood Road, situate on the Remaining Portion of Inland Lot No. 384, and the THREE HOUSES Nos. 14, 16, and 18, Possession Street, situate on Inland Lot No. 212c, and the Remaining Portion of Inland Lot No. 212B.

ON SATURDAY,
the 5th day of May, 1888, at
3 O'CLOCK IN THE AFTERNOON.

In ONE LOT, a Piece of Vacant GROUND registered as Inland Lot No. 472 and situate at Bowrington between Matheson and Percival Streets and suitable for the erection of Kerosine Godowns.

The SALE PLANS can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors, and at Mr. J. M. ARMSTRONG, the Auctioneer.

PARTICULARS and CONDITIONS of SALE may be obtained on application at the Offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong; of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong; of Mr. EWENS, Solicitor, Hongkong; of Mr. WEBBER, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

Dated this 12th day of April, 1888.
ALFRED G. WISE,
Acting Registrar of the Supreme Court.
Hongkong, 13th April, 1888. [743

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 5th day of May, 1888, at NOON, at his Sales Rooms, Queen's Road,
(FOR ACCOUNT OF THE CONCERNED.)
THE AMERICAN STEAMER
"SAN PABLO,"
As she lies Wrecked near Tornabout Island.
Whatever CARGO there may be on Board the Vessel.
The VESSEL and CARGO will be sold separately.
TERMS.—Cash on the fall of the hammer. The Vessel and Cargo to be at the risk of the Purchasers on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 1st May, 1888. [843

PUBLIC AUCTION.

UNDER instructions received from the Mortgagees, Mr. H. N. MODY will Sell by Public Auction, on
THURSDAY,
the 17th May, 1888, at 4 O'CLOCK P.M.,
at the Premises.
ALL THAT Valuable Piece of GROUND situate at BELCHER'S BAY, LAP SAP WAN, HONGKONG, abutting on the North Side thereof, on Belcher's Street, and measuring thereon 200 feet, on the South Side thereof on Portion of Inland Lot No. 905 and measuring thereon 200 feet, on the East on Davies Street, and measuring thereon 200 feet, and on the West on Cadogan Street, and measuring thereon 200 feet, containing in the whole 40,000 square feet, and registered in the Land Office as SECTION A OF INLAND LOT No. 905. Together with the FURNACE, WORKSHOPS, & BUILDINGS thereon, lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY, as they now stand, and which said piece of Ground is held for the residue of a term of 999 years subject to the Annual Crown Rent of $528.57.
The Property will be offered for Sale in One Lot.
For further Particulars and Conditions of Sale, apply to
WOTTON & DEACON,
Solicitors,
35, Queen's Road;
or to
H. N. MODY,
Auctioneer,
Victoria Buildings,
Queen's Road.
Hongkong, 26th April, 1888. [842

FOR SALE BY PUBLIC AUCTION,
DATE TO BE HEREAFTER DECLARED.

TWO ELIGIBLE BUILDING SITES, Suitable for BUNGALOWS, or SMALL VILLAS, and situated in the best part of KOWLOON.
The GROUND is held under a Crown Lease for 75 years.
For further particulars apply to
MESSRS. DANBY & LEIGH,
Architects,
And the Undersigned,
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 24th April, 1888 [807

HIM TAI
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF
COAL
FOR SALE AT A MODERATE PRICE,
No. 85, PRAYA CENTRAL. [533

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON, and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival after which a Rent of 3 cents per Bale per month will be Charged.
ISAAC HUGHES,
Secretary.
Hongkong, 8th November, 1887. [34

NOTICE TO CONSIGNEE.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ACHILLES," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.
Goods undelivered after the 2nd May, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th April, 1888. [777

NOTICES TO CONSIGNEES.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL AND SINGAPORE.

THE Company's Steamship
"OOPACK,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before NOON, on the 6th May, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th May will be subject to rent.
Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.
Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 30th April, 1888. [839

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PROMETHEUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.
Goods undelivered after the 3rd proximo, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th April, 1888. [785

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"FRISIA,"
Capt. Withycombe, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.
The steamer is berthed at Kowloon, and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.
Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-DAY, the 23rd.
All claims against the steamer must be presented to the undersigned on or before the 3rd Proximo, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 23rd April, 1888. [791

STEAMSHIP "DJEMNAH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

U. S. S. "NIEMEN" and "MANCHE," Havre, Ex S. S. "NIEMEN" and Bordeaux Ex S. S. "PRESIDENT LEROY LALLIER," and "CAMBRAI," in connection with above Steamer, are hereby informed that their Goods, with the exception of Treasure, and Valuables, are being landed and stored at their risks at the Kowloon Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., TO-DAY (FRIDAY), requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after FRIDAY, the 4th May, at NOON, will be subject to rent and landing charges at One Cent per package per diem.
All Claims must be sent in to me on or before the 5th May (SATURDAY), or they will not be recognized.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 27th April, 1888. [2

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamer
"TAISANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods, are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 5th May will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd April, 1888. [827

NOTICE TO CONSIGNEES.

THE Steamship
"MORAY,"
FROM GLASGOW, LIVERPOOL, LONDON AND SINGAPORE.

Consignees of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th May, will be subject to rent at the rate of one cent per package per day.
All claims against the steamer must be presented to the undersigned on or before the 4th May, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 23th April, 1888. [795

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENSHIEL,"
having arrived from the above ports, Consignees of Cargo by her and by the S. S. *Erin*, from New York, are hereby informed that their goods, are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 5th May will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th April, 1888. [828

HONGKONG CLUB.

WANTED—A LIBRARIAN, Apply by letter to the SECRETARY.
Hongkong, 1st May, 1888. [847

TO BE LET.

TO LET.

SEVERAL LARGE AND AIRY ROOMS on the SECOND FLOOR of our Office Premises, partly facing the Harbour, and very suitable for OFFICES.
Apply to
MELCHERS & Co.,
Praya Central.
Hongkong, 1st May, 1888. [846

TO LET.

DESIRABLE COAL GODOWNS, 23, Praya East.
FROM 1ST MAY, 1888.
Apply to
LINSTEAD & DAVIS.
Hongkong, 12th April, 1888. [734

TO LET.

A COMMODIOUS SUIT OF OFFICES in the ICE HOUSE BUILDINGS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 23rd March, 1888. [611

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
STEAMER CARGOES discharged on favourable terms.
Also Entire GODOWNS to LET.
Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1278

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [44

TO LET,
(ENTRY, 1ST MAY).

NO. 4, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 14th April, 1888. [750

TO LET.

GODOWN, WANCHAI ROAD, 133.
Apply to
PUSTAU & Co.
Hongkong, 6th April, 1888. [697

TO BE LET.

A SEMI-DETACHED HOUSE in RICHMOND TERRACE containing 6 COMFORTABLE ROOMS, 3 BATH ROOMS and convenient OUT-OFFICES.
A NEW STORY has just been added to the SERVANTS' QUARTERS.
Apply to
MR. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 25th April, 1888. [235

TO BE LET.

A LARGE and WELL FURNISHED HOUSE in the Town, and also ONE at KOWLOON, with Stabling.
An OFFICE in BANK BUILDINGS.
"BREEZY POINT," Possession on the 1st May.
"BISNEE VILLA," POKFULUM.
GODOWNS at BOWRINGTON.
Apply to
SHARP & Co.,
Marine House.
Hongkong, 25th April, 1888. [330

TO LET.

NO. 6, WEST TERRACE, presently occupied by the REV. W. JENNINGS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 26th April, 1888. [811

MOUNT KELLET—THE PEAK.

TO LET UNFURNISHED.

A FOUR-ROOMED BUNGALOW with THREE BATHROOMS, DRYING ROOM, &c.
Apply to R.,
Care of *Daily Press* Office.
Hongkong, 9th March, 1888. [510

NOTICE.

THE WONG-NEY-CHONG DAIRY FARM having received by the Steamer "CHANGSHA" a supply of MILCH COWS from Newcastle, Australia, is now prepared to SUPPLY the General Public with PURE COW'S MILK (guaranteed), deliverable to Order, anywhere within the Colony, between 6 A.M. and 10 P.M., at 9 Cents per ordinary pint (reputed).
Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of MR. V. DANENBERG, at H. M. NAVAL YARD, will be promptly attended to.
Hongkong, 30th April, 1888. [833

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,
13, PRAYA CENTRAL, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.
Subscription, $80 per Annum.
Electrical Material on sale, or hire.
Electric BELLS fitted and maintained.
Agents for ELECTRIC LIGHTING.
Estimates free for all kinds of Electrical work.
HAROLD DOWSON,
Agent.
Hongkong, 26th August, 1887. [1629

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to TRANSHIP CARGO from its Godowns at Kowloon or West Point to any Steamer in the Harbour, and to BRING CARGO across from Kowloon to any place on the Praya at the usual rates.
By Order,
ISAAC HUGHES,
Secretary.
Hongkong, 21st April, 1888. [784

MODES DE PARIS.

MELLE. A. CHEVALLIER,
FRENCH MILLINER,
COLLEGE CHAMBERS, FIRST FLOOR.
EVERY KIND OF HAT MADE TO ORDER.
Large Choice of DRESSES and other GARMENTS of latest Parisian fashion for Ladies and Children.
Hongkong, 19th March, 1888. [576

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A FIRST INTERIM BONUS of TWENTY PER CENT. upon Contributions for the year 1887 has this day been declared.
Warrants may be had on application at the above Office on and after the 5th proximo.
JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 20th April, 1888. [781

REMOVAL.

E. CASSUMBHOY'S JAPANESE WAREHOUSE AND FURNITURE STORE has been REMOVED to No. 43, Queen's Road, formerly occupied by ACHEE & Co.
A Large Assortment of Japanese Goods at most reasonable prices. [35

NEW ADVERTISEMENTS.

TWEEDE OPROEPING.

KRACHTENS beschikking der Nederlandsche Consulaire Rechtbank voor Hiogo-Osaka van 1 Maart, 1888, wordt hiermede opgeroepen, HENRI JOHAN HUBENET, laatst gedomicilieerd te Hiogo doch nu afwezend, om te verschijnen voor bovengenoemde Rechtbank op den 1sten Juni, 1888.
Nederlandsche Consulaire Rechtbank,
CHS. BRAESS,
Voorzitter.
Hiogo, 2nd March, 1887. [853

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, PIANO, &c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 5th May, 1888, at 2 P.M., at his Sales Rooms, Duddell Street,
A QUANTITY OF
HOUSEHOLD FURNITURE, &c.,
the Property of a Gentleman leaving this Colony, comprising:—
English-made CRETONNE COVERED DRAWING and DINING ROOM SUITE, &c., MARBLE TOP TABLES, CARD TABLES, GILT MIRRORS, PICTURES, ORNAMENTS, &c., COTTAGE PIANO, by BROADWOOD & SONS, DINING TABLE and CHAIRS, SIDEBOARD, WHATNOTS, PLATED, CROCKERY, & GLASS WARE, CUTLERY, FILTER, &c., Brass and Iron DOUBLE BEDSTEADS with Spring and Hair Mattress, TEAK WARDROBES with Plate Glass Doors, MARBLE TOP WASHINGSTAND and SET, DRESSING TABLE and GLASS, CARPETS, RUGS, &c., ICE BOX, MEAT SAFE, CHEST OF DRAWERS, BATHS, &c.
ALSO,
ONE FINE MAGIC LANTERN with SLIDES and Dissolving Views.
The above will be on View on FRIDAY NEXT.
TERMS OF SALE.—As Customary.
G. R. LAMMERT,
Auctioneer.
Hongkong, 2nd May, 1888. [854

INTIMATIONS.

1888. NOW READY. 1888.

THE CHRONICLE AND DIRECTORY
FOR 1888,
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE),
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo., pp. 1,200.....$5.00.
SMALLER EDITION, Ryl. 8vo., pp. 816.....$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

NOTICE.

A. S. WATSON & Co., LIMITED,

HAVE JUST RECEIVED THEIR

ANNUAL SUPPLY OF

LAWN GRASS SEED,

AND

SWEET CORN

FOR IMMEDIATE SOWING.

HONGKONG DISPENSARY.

Hongkong, 2nd March, 1887. [24

The Daily Press.

HONGKONG, MAY 2ND, 1888.

In moving the second reading of the Coroner's Abolition Ordinance the Attorney-General is reported to have said:—"The Coroner's inquest has not hitherto had the same significance in this colony that it has in England. Legal proceedings by way of prosecution cannot be founded upon it." If we are not greatly mistaken this statement is erroneous. The Coroner's inquest has hitherto, we believe, had exactly the same significance in this colony as in England, neither more nor less, and legal proceedings by way of prosecution could be founded on it. The English law on the subject was adopted in its entirety, and it is by that law, and not by any local Ordinances, that the duties and powers of the Coroner are regulated. In England, as here, it is usual for a person accused of murder or manslaughter to be tried on a committal by a magistrate, but here, as in England, he could if necessary be tried just as well on the Coroner's committal. The point has actually been raised in the Supreme Court, and although it did not go to a formal decision, the dictum of the Judge possesses almost equal force. In fact, the question is one that does not admit of debate. That it is desirable the office of Coroner should be abolished in this colony all parties are agreed, but it is well that the step should be taken with eyes open to its full significance.

In reply to an inquiry by the Hon. A. P. MACEWEN as to whether it was intended that when the inquiry was made by the Magistrate in public, the Attorney-General said it would not necessarily do so, that under the existing law a preliminary inquiry before a Magistrate may be held in private, and that there were conceivable cases where it might be desirable for the detection and punishment of crime that the inquiry should be private. But the conceivable evils that might result from private inquiries far outweigh any conceivable evils that might arise from publicity, which is the recognised safeguard of the purity of the administration of justice. In practice it is very seldom that the right of holding inquiries in private is exercised, because the force of public opinion is too strong to permit of it, but occasionally such a scandal does arise, as it did in England quite recently, when a Coroner, for reasons of friendship, sought to keep a particular inquiry private. The result naturally was that circumstances which would otherwise have been recorded only in one or two local papers were chronicled throughout the whole Press of the United Kingdom. Still, if only to prevent the possibility of such a scandal, we should have thought the Legislature would have taken the opportunity afforded by the Bill now in Council to have established the principle of publicity in all judicial proceedings.

THE Thibetan Sketches now being published by the *Statesman* afford striking confirmation of the accuracy of Huc's descriptions. The Abbé made a journey to Thibet in 1844, sojourned there for some time, and afterwards published his "Recollections," for many of which he was credited with having drawn on a fertile imagination. Amongst other things he mentions the tree of "Ten Thousand Images" at the Lamaserai of Kounboum. It is said that when the mother of a certain Lama who achieved a saintly reputation devoted him to a religious life, she, according to custom, cut off his hair and threw it away. From the hair a tree sprang up, which bears on every one of its leaves a Thibetan character. Huc gives the following description of this wonderful tree:—"This tree is still to be seen at the foot of the mountain on which the principal Buddhist temple stands, in a large square enclosure formed by four brick walls. Within this stands the wonderful tree, which appears of great antiquity; and though now not more than eight feet high, three men could hardly embrace its trunk. The wood is of a reddish colour, and exquisite odour, very much resembling cinnamon. We were told that during the summer, towards the eighth moon, it produces superb large red flowers; but what most excited our astonishment was that every leaf was really, as we had been before told it was, distinctly marked with a Thibetan character, sometimes lighter, sometimes darker than the leaf, but quite plain. After the most minute investigation, we could discover no traces of fraud on the part of the Lamas; and though, doubtless people will smile at our ignorance, that will matter little if they do not suspect the veracity of our account."

The writer of the article in the *Statesman*, who is, we believe, one of the Hindoo explorers retained by the Government of India, gives an account of this tree which, although we have already published the article in which it occurs, we may again reproduce to show how in its main features it coincides with Huc's account:—"Probably the most wonderful tree in the world exists near this monastery. It is much venerated by the Thibetans, as also by the Tartars and Chinese, and it is stated that an Emperor of China had a dome of silver constructed over it. It is said to be Buddha's tree, and hence its incomprehensible growth. The truth of the existence of this tree is vouched for by more than one European traveller. The marvel regarding it is that every leaf bears clearly impressed on it a portion of the Thibetan alphabet. If the leaves are examined minutely each one will be found to display a well-formed Thibetan character of a darker or lighter shade of green than the leaf itself. The idea of fraud cannot be entertained, as the characters are as much a part of the leaf as its veins and tendrils; besides, in one leaf the character will be found at the top, in another in the middle, in a third at the base or at the side, and so on. In the younger leaves, moreover, the characters are seen in a state of partial formation. The bark of the tree and its branches are also covered with these characters. If a piece of the old bark is removed, on the young bark under it may be traced in indistinct outline fresh characters in an embryo state, and what is most singular, the new characters may not infrequently differ from those which are intended to be replaced. This wonderful tree is of great age. Its height is not great—about eight feet—but its girth is considerable; three men with outstretched arms could scarcely encircle it. The tree has a very elegant appearance, for the branches spread out in the shape of a plume, and in storeys, much like a well-cultivated and well-trimmed almond tree. Its leaves are always of a vivid green. In summer it adds to its beauty by producing large red flowers. The wood has a reddish tint and an exquisite odour, somewhat like cinnamon. The Thibetans say that it is the only tree of its kind that exists, and have many wonderful legends to account for its origin. It is stated also that many attempts both in Thibet and Tartary to propagate it by seed and by cuttings have been made, but that they have uniformly failed."

That the writer of the above has read Huc's account there can be no doubt; in many parts of his articles we find suggestions of the earlier traveller; but there is equally no doubt that he has actually travelled in Thibet, and we see no reason to assume that he sets down anything he has not himself seen or thinks he has seen. If our conjecture as to his identity is correct he holds a responsible position and would not be disposed to lightly endanger his reputation for veracity. Huc, too, writes in such a strain of unaffected piety that we find it difficult to suppose, notwithstanding the strength of imagination with which he has been credited, that he has been guilty of falsehood, though he undoubtedly was led sometimes into unconscious exaggeration, such as estimating the population of Hankow, Hanyang, and Wuchang at eight millions, about six times as great as it really is. In some way, unless we are to believe in a miracle. At the same time there must be some foundation for the myth, when two intelligent and reputable travellers are led to endorse it. To ascertain what this foundation is, and to determine the scientific classification of the famous tree, will be an interesting task for some botanical explorer.

A quarantine station is to be provided at San Francisco at a cost of $103,000.

We are requested to say that the weekly Lawn Tennis at the Naval Yard will be discontinued until further notice.

The Agents (Messrs. Siemssen & Co.) inform us that the D. D. R. steamer *Lydia*, from Hamburg, left Singapore yesterday at noon for this port.

The bark *Alden Besse*, well known at this port, has been purchased at San Francisco by John D. Spreckels & Bros., terms private, and will be placed in the Hawaiian Islands trade.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the Canadian Pacific steamer *Batavia*, with Canadian mail on board, will leave Shanghai for this port to-day, the 2nd instant, at 2 p.m.

A fire occurred at Shanghai on the 23rd April, in which twenty-nine houses were burned. It is stated that the property was very lately bought by a Chinese and that it was fully insured.

An exodus of British men-of-war took place yesterday in this harbour, no less than five vessels—the *Audacious*, *Mutine*, *Heroine*, *Sapphire*, and *Swift*—leaving for Amoy and thence for the North.

A collision took place, according to our Tientsin contemporary, at the mouth of the Peiho between the steamship *Wenchow* and a rice junk. The junk sank near the South Bank, and the *Wenchow*, being damaged, returned to Taku for repairs.

The *Hyogo News* says the Imperial Finance Department has given official notice that the Government has decided to dispose of the Miike coal mines to the highest bidder between now and the 30th of July next, at a reserve value of 4,000,000 *yen*, payment of which will be allowed to extend over fifteen years.

The French Government transport *Vinh Long*, Captain Martin, arrived at Singapore on the 23rd April from Tonquin, *via* Acheen, with a large number of troops, and was to leave for Saigon the next day. The *Vinh Long*, says the *Straits Times*, is the first French Government transport that has come to coal in Singapore within the last two years.

The *Singapore Free Press* says:—Mr. J. H. Hampton, a mining engineer, will arrive by next French mail to inspect the properties of the Malay Peninsula Prospecting Company, Limited. He will be accompanied to Pahang by one of the Directors, Mr. C. M. Allen, who has had some experience in the mining of the Malay Peninsula, in Chindras and Patani.

The *Shanghai Courier* says:—An official proclamation has been issued in Peking, thanks again to Baron von Ketteler's spirited practical action, warning dealers in strawbraid for export against continuing the malpractices that have brought the trade into discredit and have done so much injury to the foreign merchants, who have been wronged by improper mixture, bad condition, short lengths, &c.

The results of the Cambridge Local Examination in this Colony at Christmas last were received by the English mail. Of the twenty junior candidates who were examined there succeeded in passing the Examiners, A. Hoo Lein, Wong Fan, F. Southey, R. F. Lammert, and T. Singh. In preliminary religious knowledge and English subjects only Frank Lammert, J. Horspool, and A. Wallace satisfied. Of those over age who took the junior papers Ho Man Ying and Wong Tsung In satisfied the Examiners. None of the senior candidates were successful.

We *(Chinese Times)* regret to learn from Port Arthur that a leakage has taken place through or under the coffer dam of the steam basin, which has proved too much for the pumping machinery to cope with, and there are said to be five feet of water now on the floor of the basin. This accident will probably somewhat delay the completion of the works, which otherwise were reported to be progressing rapidly.

The second ties in the Lawn Tennis Championship are being played off from day to day on the Cricket Ground, and, from the number of spectators usually present, appear to attract no little attention. The play, details of which will be given later, has been above the average, and compares favourably with that shown in last year's competition. This afternoon Bird and Scanlan play off their tie, and to-morrow Wallace and Coxon are expected to meet. Both matches should prove interesting.

The *Singapore Free Press* of the 23rd April says:—Sixty Chinese stowaways were found on board the P. & O. steamer *Thibet* this morning. The steamer arrived from Hongkong with 536 Chinese passengers, and these men were found to have no tickets, having managed in some way to get on board at Hongkong without being detected. They have all been arrested, as well as some of the brokers who went on board this morning, and the case will come up before a Civil Magistrate to-morrow.

The railway and coal wharf at Tang-ku, this side of Taku, and on the north bank of the Peiho, is now occasionally visited, says the *Chinese Times*, by steamers and sailing vessels. The wharf has deep water alongside, and good accommodation for mooring, discharging, and loading vessels. The place will soon become very important, as when the railway is complete, as it no doubt will be in early autumn, the latest steamers of the season will load and unload there. In December last the *Teresa* discharged pieces of ironwork upon the wharf weighing nearly ten tons each.

The new treaty does not appear fully to meet the wishes of the Anti-Chinese party in America. A Washington despatch of the 5th April says:—The Chinese question is, in a measure, in *statu quo* while the new treaty is under consideration by the Senate, but Congressman Morrow will ask the Committee on Foreign Affairs of the House to consider the necessity for legislation preventing absolutely Chinese immigration, notwithstanding the proposed treaty. Mr. Belmont assured Mr. Morrow to-day that he would go in with him on this proposition and give his support to such a bill.

A sad death occurred at Shanghai on the 25th April, Mr. James Craig Kirkpatrick, second engineer of the steamer *Chungking*, being suffocated in his berth by gas given off by the imperfect combustion of the wick of a coke oil lamp. Deceased not getting up in the morning, his cabin was entered, when everything was found covered with a filmy deposit of soot and the deceased's nostrils were found blocked up with soot, which had been inhaled like a powder. Dr. Reid, who gave evidence at the inquest, said the burning of the wick would give off carbonic acid gas. The chief officer of the *Chungking*, who also gave evidence, said he was on one occasion nearly choked by a lamp in a similar way, and was only awakened by the sneezing and choking of a little terrier which he kept in the cabin. A verdict of accidental death was returned.

The San Francisco *Chronicle* of the 6th April says:—The China steamer *City of Rio de Janeiro*, having been fumigated for the required length of time, was released from quarantine yesterday morning by Dr. McAllister, and docked at the Mail wharf. Her cabin passengers are detained on the *Eastern Oregon*, while her Chinese passengers are doing penance on the *Shenandoah*. Preparations are being made by the Occidental and Oriental Company for the accommodation of the Chinese on the *Gaelic*, which is soon to arrive. The *Gaelic* left Hongkong with 1,100 Chinese, 500 of whom were consigned to Honolulu. The Hawaiian authorities refused these latter a landing, and they will be brought to this port, from whence the company will be obliged to transport them to the islands, which will probably be done on a sailing vessel. This will still leave 600 Celestials for the company to provide for in quarantine.

Says the *Shih-pao* of the 17th ult.:—It will be remembered that the Enough Swedistance at Peking two iron bridges, one at Hsi-ku and the other at a point across the river just below H.E.'s *Yamen*. The first one was completed last year and was formally opened by the Viceroy before he went to Paoting Fu for the winter. The other one, although finished some time ago, was not opened until yesterday, when His Excellency, accompanied by all the principal officers of the city, went over the bridge, inspecting all its different parts, and making a thorough examination of its entire structures. He ordered five of the largest carts, loaded with several thousand catties of stones, to traverse it, and it was found that the wood work creaked and shook under the heavy weight. The Viceroy considered that this indicated the unsubstantial character of the timber used; he, therefore, ordered the builders to have the planks removed and to substitute more solid timber in their stead, an order which was acquiesced in.

Lieut. Graydon's acquaintances in this colony will be interested in the following, which we find in a San Francisco paper:—It has been definitely decided that James W. Graydon's petition for a court-martial of Captain Zalinski, inventor of the dynamite gun, will not be entertained. The findings contain facts of interest to the Pacific Coast, where Graydon made a series of experiments with dynamite-charged shells. Only part of the findings were made public, but in these it is set up that Zalinski has stated that Graydon's shells were dangerous and likely to explode at any point, and the fact that guns had burst during the experiments had been kept a secret by Graydon. Zalinski printed these statements and Graydon took exception to them, and asked for a court-martial on the ground of conduct unbecoming an officer and gentleman. This charge was made on March 5th by Grayden. The reply of the Secretary of War came dated March 13th. Only the first clause was given. That clause was as follows:—"That for the offence of which Captain Zalinski is accused in the specifications—that is, of making a statement damaging to the business interests of yourself and others—a military tribunal can afford no relief." The Secretary also found that the trial of Graydon's shells at Sandy Hook showed that Zalinski's allegations concerning the shells were unfounded, but as Zalinski subsequently corrected such statements the Secretary declined to order a court-martial. Meantime Zalinski is pursuing his experiments, and in a few days guns will be forwarded to Italy which will throw, as claimed, 600 pounds of dynamite a distance of over one mile.

The *Hyogo News* of the 19th April says:—"It is pleasing to notice that the vigour which accompanied the initiation of the Social Tranquillity Regulations is being relaxed, and indeed it almost seems that there is something in the rumour that they are to be either repealed or permitted to fall into desuetude. With three exceptions all the persons arrested in Osaka under this tyrannical measure have now been released, and they doubtless will be soon liberated, for it does not appear that the arrest of any of these unfortunates can be justified." On the following day, however, the same paper published the following:—"The delightful uncertainty surrounding individual liberty in Japan is aptly illustrated by the experiences Mr. Inoue Kakugoro is now undergoing. Mr. Inoue, it may be recollected, was for some considerable time in the employment of the Korean Government as editor or manager of the *Official Gazette* published at Söul. As the appointment was, of course, only made with the approval of the Japanese authorities, it is at least reasonable to assume that they then considered Mr Inoue worthy of confidence. When his engagement expired he visited America, and purchased some land in California, where he proposed to go into farming. His idea was to procure labourers from Japan, but shortly after he returned for that purpose he was arrested and lodged in gaol. This occurred on the 27th of last February—now nearly two months ago—and he still remains untried, for a vernacular paper mentions that the case against him will come off 'shortly.' It is, beyond question, bad enough to keep a man in prison and untried for so lengthened a period without good cause, but the nature of the offence with which Mr. Inoue is charged aggravates the matter considerably. His heinous crime is asserted to be 'insulting behaviour to officials,' but who these high and mighty officials are is not yet disclosed. Perhaps, forgetful that he was not still in a land of liberty, Mr. Inoue failed in paying due deference to some arrogant police constable."

A Vancouver telegram in the San Francisco papers, dated 4th April, says:—The steamer *Batavia* sailed this evening for Yokohama, with eleven passengers, fourteen Chinese, and a full general cargo. A large quantity of cargo was left behind, which the steamer was unable to take.

From Ceylon papers we notice that a sale of the Grand Oriental Hotel, the property of the Colombo Hotels Company, Limited, is being negotiated with Mr. H. S. Saunders, who proposes starting a new company in England. A meeting of the Colombo company was held on the 13th April, when the proposal received the sanction of the shareholders. The price is 825,000 rupees, which will give to the shareholders 140 rupees for every share of 100 rupees. The managing director, Mr. J. J. Grinlinton, said at the meeting that he had drawn up a statement from the reports of the last two years which showed distinctly that the company purchasing the property could make 8¾ per cent. upon the capital after allowing for all ordinary depreciation of buildings, furniture, and stock. The reasons urged for the sale were that the shareholders received a handsome profit, while on the other hand there was the possibility of opposition, the fact that the success of the concern depended on the management, and that the Managing Director was anxious to retire. It was resolved to sanction the sale, and a telegram was to be sent home to that effect, the offer remaining open till June. It is said the syndicate represented by Mr. Saunders intend to raise a capital of £150,000 sterling, and to buy up other hotels in Colombo, Kandy, and probably also Nuwara Eliya. The shareholder who moved the resolution approving the course recommended by the directors appeared to feel some reluctance in parting with his property. He said he had held shares in the company for fourteen years, during half of which time there was no dividend, and so 140 rupees for 100 rupees did not make it a very high interest for all that time; he anticipated it would not pay for a long time, but he anticipated that it would pay very handsomely in the end, and it was going to pay handsomely very shortly; still, in deference to the directors and on the principle that a bird in the hand is worth two in the bush, he moved the resolution. If the statements made at the meeting are correct the London people have certainly had the property offered to them on very easy terms. We notice, however, that the Ceylon Company has stipulated that the sum of £25,000 shall be reserved for Ceylon shareholders in the new Company. As hotel business in the East is now attracting the attention of London capitalists it is possible that they may turn their attention to Hongkong.

We *(N. C. Daily News)* mentioned some days ago an old prisoner who had levied blackmail on a new prisoner in the Che-hsien's jail, and had flogged the new prisoner for refusing to pay, and also a man who was supposed to have informed the Che-hsien of these proceedings. The *Hupao* now says that the Che-hsien or magistrate, on taking his seat in Court on the 23rd April first had the building well guarded by braves and runners, and then sent for the prisoners in his jail—there were twenty-three confined there—in batches of four at a time. The first four said that they had nothing to do with the trouble which had occurred, but that the gaoler, in charge of the prison, had induced the old prisoner and leader to demand money of the newcomer, and on his refusing had flogged him. Two more batches of four each and one of seven gave the same reply, when the remaining four, among whom was the leader, were sent for. The leader said that he knew his crime had been great and he left himself in the hands of the Che-hsien, who might do what he pleased with him, and the other three men said the same. The new prisoner, who had been flogged, was then brought in and interrogated, when he stated that the gaoler had on two occasions asked him to pay money, saying that he knew his family were well off, and that on refusing he was flogged by one of the prisoners, and that a friend who called on him was dragged into the prison and flogged, and he identified the prisoner who had flogged him, who was not the leader. The Che-hsien thereupon ordered the leader to receive 1,000 blows with the rattan and 1,000 with the bamboo; a second man 1,000 with the bamboo and 2,000 with the rattan; a third 1,000 with the bamboo, and the fourth 2,000 with the rattan. These punishments were inflicted in the courtyard, and in addition the foot of the chief were bruised with an iron hammer on the ankle, and the second, who had flogged the new prisoner and his friend, got fifty blows with the same hammer on the ankle. Both men's ankles were broken, and the men fainted under the punishment. The other two were kept kneeling during this time. This took place between five and six o'clock in the afternoon, and it is said that the men whose ankles had been thus hammered were insensible until 9 o'clock. Three of the men were placed in cages, and next morning the leader, who could not walk, was carried before the magistrate, who is preparing a special cell for his detention. The leader is, we are informed, the same man who was put in a cage in the city to be starved to death a few months ago. The above punishments were, the Chinese say, inflicted by orders of the superior officials at Soochow.

LATEST TELEGRAMS.

[FROM SINGAPORE PAPERS.]

LONDON, 24th April.

THE DUTY ON BOTTLED WINES.

Mr. Gladstone gave notice that at the committee stage he will oppose the duty on bottled wines.

The French Government threatens to withdraw the most favoured nation treatment, should this tax be passed.

THE QUEEN AND THE EMPEROR OF AUSTRIA.

Her Majesty and the Emperor of Austria had a most cordial interview at Innsbruck.

BERLIN, 24th April.

THE HEALTH OF THE GERMAN EMPEROR.

The Emperor continues to improve.

CONSTANTINOPLE, 24th April.

TURKS AND GREEKS.

Desperate fighting has taken place between the Turks and Greeks at Canea; so far the latter have the best of it, having killed and mutilated five hundred Turks.

SHANGHAI SPRING RACE MEETING.

FIRST DAY, 1st May.

The HART LEGACY CUP; presented by the late James Hart; value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half-a-mile.

Mr. Ten Broeck's Dunkeld 1

The CRITERION STAKES; a Sweepstakes of Tls. 10 each, with Tls. 100 added; for China ponies; weight for inches as per scale; second pony to save his stake. One mile.

Mr. John's Susewind 1

The GRIFFINS' PLATE; value, Tls. 250, for China ponies that have never run at any meeting; second pony, Tls. 50; weight for inches as per scale; entrance, Tls. 5. Three-quarters-of-a-mile.

Mr. Tell's St. Gothard 1

The CATHAY CUP, value, Tls. 150; for China ponies; weight for inches as per scale; griffins at the date of entry allowed 7lbs.; entrance, Tls. 5. One mile and a half.

Mr. Triad's Precursor 1

The JOCKEY CUP, value, Tls. 100; for China ponies that have never won a race; to be ridden by Jockeys who have never had a winning mount before this meeting; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr. Sassoon's Forester 1

The KIANG-SU PLATE, value, Tls. 150; for China ponies; weight for inches as per scale; entrance, Tls. 5. One mile and three-quarters.

Mr. Sassoon's Harbinger 1

The RACING STAKES, a Sweepstakes of Tls. 10 each; for China ponies that have never run before 1st January, 1888; griffins at date of entry allowed 5 lbs.; weight for inches as per scale; winners 5lbs. extra. One mile and a quarter.

Mr. Sassoon's Carlole 1

The ROADSTERS' PLATE, value, Tls. 100; for China ponies (without restriction to height) not otherwise entered at this meeting, and that have never won a race; weight, 10st. 12lbs.; entrance, Tls. 5. Once round.

Mr. Sassoon's Saltpetre 1

THE STRANDING OF THE BRITISH STEAMER "ASHINGTON."

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry into the circumstances connected with the grounding of the British steamer *Ashington*, of South Shields, (Captain W. Reynell), in the Sulphur Channel, on the 21st inst., was held at the Harbour Office yesterday. There were present forming the Court—Commander R. M. Ramsay, R.N., Acting Stipendiary Magistrate; Staff Commander J. A. G. Buckner, R.N., Commander, H.M.S. *Victor Emanuel*; and Master Mariners Charles F. Preston, British steamer *Lombardy*, and William H. Jackson, British steamer *Taisang*.

Walter Reynell said—I am master of the British steamer *Ashington*, holding master's Certificate No. 19 of Hongkong. I produce my certificate, dated 24th January, 1884. I left Saigon in command of the steamer on the 16th April with a full cargo of rice for Hongkong. Our draft aft was 18.3, and 16.4 forward. We had fine weather from the time we left Saigon till we reached the Gap, at about 8.30 p.m., on the 20th April. It was rather misty at the time. Shortly afterwards we sighted D'Aguilar light. We sighted Green Island light between 11 and 11.30 the same evening. The light was at that time 6 or 7 miles from us. I could distinguish Sulphur Channel before we got up to it. Everything went well till we got up into the channel, at about five minutes past midnight. The tide at the time was about ¾ ebb running strongly to southward. A course was then shaped southward. The chief officer was on the bridge at the time. The telegraph was at full speed, but we were at the time going at ¾ speed, making from 8½ to 9 knots. I was at the tube on the lower bridge ready to communicate with the men at the wheel. I could not see the wheel from where I was standing. After we got into the Channel I gave orders to starboard, but the Chinese quartermaster put the steamer to the port side. We could easily distinguish land at the time on both sides. As we were closer to the Hongkong shore than I wished, I gave the order to starboard. At the wheel my order "starboard" was repeated, but the helm was put to port. I saw this by the tell-tale. I repeated my order "starboard" the second time. I was again answered from the wheel, but they continued to put the helm the wrong way. I then ordered the second officer to go to the wheel and take it himself. At this time the ship was lying across the Channel. About 1½ min. from the time I gave the order to starboard I put the telegraph to stop, and gave the order "full speed astern" and to let go the anchor. The order was obeyed immediately. When the second officer got to the wheel he found that it was amidships. When we were anchored and grounded I immediately got a boat lowered and sounded the depth both fore and aft. I found that the ship was making water forward of the collision bulkhead and a little in the forehold, and immediately got the pumps to work. The Chinese quartermasters who had been at the wheel were brought to me by the second officer, and we noticed that the breath of one smelt very strongly of opium, and that he appeared to be in a half dazed condition. I sent rockets up from the ship, and some lighters were sent to us. When the lighters came to us we immediately began to discharge cargo out of the fore hatch. We discharged about 1,000 bags of cargo in this way. At high water that afternoon we floated off without assistance. I consider that the accident was entirely attributable to the quartermasters' putting the helm the wrong way. My crew consisted of 5 sailors, 4 quartermasters, 12 firemen, and a boatswain, all Chinese, myself, two officers and 3 engineers, Europeans. On several occasions I have had trouble with Chinese quartermasters at the wheel. Mistakes have before been made by their putting the helm the wrong way. Up to 12 p.m. the quartermasters at the wheel had been steering very well.

Captain Ramsey—Would it not have been wise, knowing that the Chinese quartermasters were not to be trusted, to have an officer at the wheel?

Witness—An officer is generally stationed there, but he was on the bridge at the time of the casualty.

By Captain Ramsey—I am sure in my own mind that the quartermasters were the worse for liquor. After the ship grounded neither of the steersmen did anything at all. When I ran to order to let go the anchor immediately after giving the order to starboard the ship did not seem to move a little to port. It had not been put to starboard by the second officer; there had not been time. I think that the quartermasters had been smoking opium not many minutes before they came on watch. I could just see the Green Island light when the ship was ashore.

By Commander Buckner—When we got into the channel the current was running very strong.

By Captain Preston—The quartermasters understand English sufficiently to carry out orders. The man on the starboard wheel did not understand much of his work. He was steering at the time of the casualty. The quartermaster who was on the port side of the wheel is an old sailor and has been a quartermaster for many years. The wheel is not double. It is not at all hard to work, and is very steady.

By Captain Jackson—The ship got on starboard helm at all before she struck the ground. There is no telegraph on the lower bridge.

John Cannan said—I am second officer of the steamer *Ashington*. I hold a master's certificate. I was on the lower bridge the night the ship went ashore. I was standing by the captain. When the ship was in the Sulphur Channel she had port way on. The captain gave orders to starboard and then repeated his order. We were going at about 7 knots at the time. I myself noticed the ship coming round on the port helm. I do not think that the tide on the port bow would have taken her round. I think it was the steering which put the ship to port. I could not swear that she was under port helm at the time. When the captain gave the order to starboard, the ship came round to starboard, and then he gave the order "hard a-starboard." This had no effect, as the ship was still coming to starboard. I then ran off to the wheel-house and gave about six turns of the wheel to starboard. When I got to the wheel-house I found the helm amidships. About the same time as I went to the wheel-house the captain gave orders to let go the anchor. This order was immediately obeyed. The engines were also reversed to full speed astern. I could not see the wheel from where I was on the bridge. I cannot say how the helm was put when the order was given to starboard. It takes about 14 turns to put the helm hard about. It has multiplying gear. From the number of turns I had time to give it, it must have been put hard a-starboard. I did this before the ship struck, and just after the engines had been reversed and the anchor dropped.

By Commander Ramsey—When the order "starboard" was given the men at the wheel answered "starboard." When I got to the wheel-house the helmsmen were standing one each side of the wheel. They were not moving it either way. I told them to put it hard a-starboard. They understood me, and I helped them to put it over myself.

By Commander Buckner—After the ship struck, the helm was left hard a-starboard. The captain did not come into the wheel-house while I was there. He was at the engine room skylight, a few feet from the wheel-house.

By Captain Preston—I came on watch at midnight, just as the ship was entering the channel. The quartermasters at the wheel had also come on duty at midnight.

By Captain Jackson—There is an indicator on the lower bridge. When I saw the ship's head going to port the captain was looking at it. I think that the helmsmen must have disobeyed the captain's orders, but I am not sure.

John Jenkins said—I am chief officer of the steamer *Ashington*. I hold a chief mate's certificate issued in Hongkong in August, 1885. On the night the ship went ashore in the Sulphur Channel I was on the forecastle head. I had been there for about ten minutes. I had been on deck since 8 p.m. When the ship was running in the Sulphur Channel I heard the captain on the bridge sing out "starboard." I then noticed that her head was not obeying the order. Before the order was given her course had been a correct one. I heard the order "starboard" given a second time. I heard the helmsmen say something, but could not distinguish the answer. I did not hear them say "starboard." The ship's head was coming to starboard the whole time. I got the order to let go the anchor after this, which I immediately did. I paid out and checked the chain on 90 fathoms. A few seconds after I anchored, the ship dragged her chain and grounded. The anchor must have checked her head. I did not go into the wheel-house after the ship was ashore. I do not know how her helm was. I could not see the wheel from the forecastle head. There are generally two men in the wheel-house. We have four quartermasters on board. They keep watch and watch.

By Commander Buckner—I had the first watch. The second officer was to have relieved me at 12 o'clock. The captain relieved me on the bridge at 11.50, and I then went on the forecastle. I heard no order to port before I left the bridge.

By Captain Preston—It is customary to have all hands on deck coming into port. There are no regular men to take a ship in and out of port. The helmsmen take the duty as their watches are placed. The men have a stretch of 4 hours at the wheel.

Wong Cha said—I am a quartermaster of the steamer *Ashington*. I was at the starboard side of the helm when she went ashore. When the captain ordered us "starboard" I put the helm starboard. I gave it five turns like this—

Witness here gave an illustration of what he did, which proved that instead of putting his helm to starboard he put it to port.

Lan Ki said—I am a quartermaster on board the steamer *Ashington*. On the night of the vessel's grounding I was at the port side of the wheel. I heard the captain's order to starboard, and put the wheel to starboard. I went on deck at 12 o'clock.

This concluded the evidence.

After about half an hour's consideration, the following finding was returned:—

We find that the British steamer *Ashington*, official number —, of which Walter Reynell is master, whose certificate of competency is No. 19, issued at Hongkong, and which, on entering Hongkong Harbour on the night of the 20th April, grounded in the West Point of Hongkong Island, in the channel named on the chart Sulphur Channel.

From the evidence before us we are of opinion that the casualty was brought about through the helm being put to port instead of starboard, as had been ordered by the master.

That, with the exception of the master and officers, the crew of the ship consisted of Chinese, and the quartermasters at the helm at the time of the accident were Chinese. The casualty occurred soon after midnight, and just after the change of watches had been made.

We are of opinion that no blame attaches to the master or officers, though we consider that it would have been more prudent had the master, having in view the fact that he had only Chinese quartermasters at the wheel, stationed an officer there to see that his orders were carried out; also that it would have been better not to have allowed the change of men at the wheel to be made just as the ship was entering a narrow channel.

The master's certificate is therefore returned to him.

Given under our hands, &c.

THE WRECK OF THE "SAN PABLO."

CAPTAIN REED'S STATEMENT.

Left Yokohama, bound for Hongkong, 13th April, at 5.30 a.m., and experienced fine weather until the evening of the 14th, when the wind at E.S.E. increased to a gale, with thick rainy weather. Made Husi Saki light at 10 p.m., but the weather becoming bad the heavy and constant rain shutting the light in entirely, gave up the intention of going through Van Diemen's Strait, and kept the ship away on a S. by W. course, intending to take one of the lower passages by daylight the next day. Sunday, April 15th, wind south, a moderate gale, weather thick with rain, unable to see anything beyond a mile from the ship; 3.30 p.m. the ship then on a W. by S. course, it shut in so thick, that thinking it unsafe to run any longer, hove the ship to, heading south, with engines going dead slow; 6 p.m. wind shifted to N.W. with torrents of rain and vivid lightning, but the weather did not clear, rain throughout the night, ship held on the same position as the previous evening. Monday, April 16th, 5.30 a.m. sky breaking, made Yoko Sima, bearing west twenty miles; went ahead full speed, and had it bearing north three miles; at 7.30 a.m. took departure from there for Turnabout Island, weather becoming thick with rain; noon, ship's position by dead reckoning, Lat. 28 deg. 32 min. N., Long. 123 deg 5 min. E. Course S. 67 deg. W. Magnetic. Tuesday, April 17th, throughout the twenty-four hours light variable winds from N. and E., with thick rainy weather and a heavy N.N.W. swell. Noon, ship's position, by dead reckoning, 26 deg. 39 min. N., Long, 122 deg. 59 min. E. Dist. 292 miles, course S. 67 deg. W. magnetic. Rain throughout the afternoon, and by 8 p.m. shutting in thick fog. 11 p.m. judging the ship forty-four miles from Turnabout [illegible] S., commenced sounding, found 36 fath. mud, the chart showing 41 fath. in that position, concluded the ship had overrun the distance, allowed a few miles. Midnight sounded in 36 fath. mud; which corresponded with soundings on the chart and ship's assumed position. 1 a.m. sounded, 31 fath. mud, considering the ship near enough in with the land, altered course to S. 45 deg. W. Mag. Formosa channel course; 2 a.m. sounded 26 fath. mud, and at 3 a.m. again 26 fath. mud, which corresponding with soundings on chart on the regular channel course, about 12 miles off Turnabout, led to the firm belief that the ship was running down channel on a safe course, having passed Turnabout Island. The weather very thick, with fog, wind light N.E.; 16 minutes after the last soundings, the ship struck on a sunken rock and remained fast, though the engines were reversed full speed astern immediately. Stopped engine and sounded around the ship, finding deep water everywhere, excepting from the stem to the foremast, where there was 2½ fath., concluded to wait until daylight before attempting to work the ship off; sounded the different compartments and found the ship making water in forepeak and No. 1 hold. At 9 a.m., low water, fog clearing away, ascertained ship's position 10 miles North from Turnabout and not far from Kwing Island, which bore about N by E.; there was 22 inches of water then in the forehold. Cut through store-room floor into forepeak and endeavoured to stop the leak by packing flour sacks into the hole; succeeded partly, but was compelled to stop by the rising tide; 11 a.m. signalled steamer *Peshili*, going North, to stop and during the afternoon transferred to her passengers, mails, and treasure. Found at high water that No. 1 as well as No. 2 hold was full of water, even with height outside the ship, and as there was water coming into the coal-bunker abaft the second water tight bulkhead, shored that up with heavy planks to prevent the water carrying it away and flooding the boiler-room. During the night the wind freshened from N.E., with a rising sea, the ship working hard on the rock towards high water and heeling over at an angle of 30 deg. exciting strong fears of her capsizing, as the rock she was lying on shelved very suddenly into deep water on the port side. After consultation with the officers came to the conclusion that there was no chance to save ship or cargo, and as the falling of the masts or the capsizing of the ship would destroy the boats, decided to abandon her after high water. At 7 a.m., April 19th, called crew to the boats, provisioned them and stowed crew's baggage into them, and 8 a.m. left the ship. The piratical demonstration of the hundreds of coast inhabitants who had surrounded the ship the previous day and who had been kept at bay only by firearms and the ship's fire-pumps while disembarking the passengers and treasure, compelled the boats to seek shelter and safety at Turnabout Island, where they all (7 in number) arrived safely during the forenoon and received a hospitable welcome by Mr. Shields, the keeper of the lighthouse. As soon as the last boat had left the ship, the Chinese swarmed on board, and by night she was a mass of flames fore and aft, and in the morning as seen from the Island, was dismasted and little remained of her above water. The weather keeping very thick during the stay of two days on the Island the steamer first signalled was taken at 10 a.m. on the 21st of April; that proved to be the *Menelaus*, Capt Nelson, bound to Shanghai, who received and entertained officers and crew hospitably and landed them safely at Shanghai.

FURTHER PARTICULARS.

Captain Reed, the commander of the *San Pablo*, arrived here yesterday afternoon by the steamer *Ningpo*, and was interviewed by our representative, who gleaned from him a few further particulars regarding the wreck, which have not yet been published. It appears that after leaving Yokohama, the *San Pablo* experienced thick weather the whole time, so much so that after leaving the Japan Islands, it was deemed advisable to heave to for some considerable time. On getting a start again the weather still continued thick, and the greatest precautions were therefore taken. On the 17th April, about

cal and strategic advantage would be immense, and at critical times the fate of the Empire might depend on the opening of the port.—*Chinese Times.*

THE AMERICAN MAIL.

The O. and O. steamer *Oceanic*, with the American mail of the 7th ult., arrived here yesterday afternoon. The subjoined telegrams are extracted from our San Francisco files:—

AFFAIRS IN GERMANY.

BERLIN, 31st March.

The sufferings of the Kaiser have been increased by what is everybody's secret, that he who should stand nearest to him, his son and heir, has been and perhaps is still backed by the Conservative party and the Prussian Junkers in endeavouring to undermine his father's position and institute a regency. Many years will probably pass before the whole truth regarding this plot can be known, but the facts which are known are these, and are undeniable:—Putlekamer, Minister of the Interior, and the representative Junker, Parson Stoecker, the apostle of anti-Semitism, were the leaders. The whole plot came to grief, owing to the sturdy resistance of Minister of Justice Friedberg, who refused to allow the German Constitution to be contracted into a regency, with Unser Fritz left out in the cold. No one is able to say how Bismarck stood on the question.

BERLIN, 1st April.

Bismarck received a large number of callers to-day, the seventy-third anniversary of his birth, among them the Crown Prince and Grand Duke of Baden.

Emperor Frederick has ordered the rebuilding of the Cathedral of Berlin of a magnificence more worthy the greatness of Germany.

The Emperor's amnesty proclamation applies to press offenses, insults to the Emperor, misdemeanours in the exercise of civil rights, and infractions of laws regulating public meetings.

BERLIN, 2nd April.

Another of Dr. Hahn's cases of partial excision of the larynx has resulted fatally. These cases are helping to bring about a re-action among medical men in Dr. Mackenzie's favour.

LONDON, 4th April.

Dr. Morris Wolfendel of Bolton has received an invitation from Emperor Frederick to visit him, and left to-day for Berlin.

BERLIN, 5th April.

The *Cologne Gazette* publishes the following: Great excitement prevails in diplomatic circles in Berlin over the possibility of the speedy resignation of Prince Bismarck because of the proposed marriage of Prince Alexander of Battenberg and Princess Victoria of Prussia. Prince Alexander wishes to accompany Queen Victoria to Berlin as acuitor for the hand of Princess Victoria. The bearing of the reports is so serious that they cannot be passed over. Until the Bulgarian question shall have been settled by all the powers, the projected marriage can only be judged from a political point of view. On this account the marriage is an impossibility.

German policy has its root in an endeavour to avoid anything that would be likely to arouse the slightest inducement for suspicion, and in the Bulgarian question Germany must, in accordance with the declaration made by Prince Bismarck in the Reichstag, remain a wholly uninterested party. As long as the Government of Bulgaria is in question, this course of action affords the only means of retaining the full confidence of the opposing Governments. That confidence would be disturbed in an instant if the Czar's most detested antagonist were to become a son-in-law of Emperor Frederick. As a German, Prince Alexander cannot take a step which can only be the reverse of beneficial to the Fatherland. The intelligence of the Prince is so highly esteemed that it is impossible for him to attempt a suit which would assuredly cost the German people their Chancellor.

Public opinion in Berlin is emphatically in favour of Prince Bismarck.

A strong affection has existed between the couple since Prince Alexander's visit to Berlin in 1885. The late Emperor opposed the match, but it is believed Emperor Frederick, the Empress and Queen Victoria look upon it with favour. Prince Bismarck has had a long conference with the Empress, and has also laid before Emperor Frederick a comprehensive statement in writing of the possible consequence of the marriage. The result, according to the latest reports, is that the marriage has been postponed for the present, and that Prince Bismarck retains his position.

LONDON, 5th April.

The *Times* says it has authentic information that the statement in the *Cologne Gazette* regarding Bismarck is true. Emperor Frederick and Prince Bismarck disagree. The former desires to sanction the marriage of Prince Alexander and Princess Victoria, while Bismarck bitterly opposes the union for state reasons. The Queen's visit to Berlin, the *Times* says, is connected with the matter.

BERLIN, 5th April.

It is rumoured here that if Prince Bismarck resigns Count Herbert Bismarck will also resign.

It is affirmed to-night that Emperor Frederick insists upon the marriage of his daughter to Prince Alexander. It is also stated that Emperor Frederick intended to confer upon Alexander the title of "Furst," as a proof of the latter's final renunciation of his candidature for the Bulgarian throne, and thus remove all scruples regarding the betrothal of Alexander and the Princess Victoria.

Prince Bismarck, however, has protested against this course, and doubts are expressed in well-informed circles as to whether the differences between Emperor Frederick and Prince Bismarck, which are believed to extend also to matters of internal policy, can be arranged.

BERLIN, 6th April.

The following passage, which occurred in the toast given by the Crown Prince to Bismarck at the latter's birthday banquet on the 1st of April, "The whole imperial family hope the Chancellor will be to the present what he was to the late monarch," the Cologne *Gazette* regards as evidence that Emperor Frederick will not consent to Bismarck's resignation.

The *National Zeitung* says that the renewed efforts to obtain the consent of Bismarck to the marriage of the Emperor's daughter Victoria to Alexander of Battenberg have not been successful, and for this reason there are no longer any grounds for the secret conflict between Bismarck and the Emperor, and therefore there is no question whatever of Bismarck's resigning.

BERLIN, 6th April.

Bismarck, at least for the present, has blighted a royal romance and pocketed his returned letter of resignation. Prince Alexander and Princess Victoria, like less exalted young people, will have to be patient. I have verified both the rumour of Bismarck's resignation and the cause. Since the battle of Slivnitza, out of which Alexander came a hero, Princess Victoria has been passionately attached to the ex-Prussian guardsman, but in vain. Last summer, while stopping in Copenhagen together, the Prince of Wales interceded with the Czar in behalf of his niece Victoria and Alexander, whom he would half admire were he not a Battenberg. The matchmaker was unsuccessful. "What have you against him?" he inquired; "Alexander is merely a prince without a position, and never broods over the fancied wrongs of Bulgaria." "Cet homme me deplait," was all the satisfaction he could draw from the "Little Father" of all the Russians.

Very little sympathy is felt here for quivering hearts sacrificed on the altar of political necessity. It seems to be admitted that the logical result of the match would be a revolutionary explosion in the Balkan peninsula, and perhaps a European war. Touched by their daughter's love and constancy, the Emperor and Empress Victoria had given reluctant consent which, owing to Bismarck's representations, has been withdrawn.

The coming of Queen Victoria here to visit her daughter and granddaughter is viewed with alarm, as some demonstration of the undoubtedly popular dislike of the Empress and Queen mother is apprehended, while her ardent advocacy of Battenberg's suit is thought liable to cool the existing cordial relations of England and Germany. An unsympathetic editorial in the London *Star* wired here, that the Queen leave Berlin and the Battenbergs alone, is greeted with applause.

GOSCHEN'S BUDGET.

LONDON, 1st April.

The opposition members severely criticize the budget recommendations. The objectionable clauses Gladstone will handle severely when the budget is considered in committee.

DANISH MINISTRY OVERTHROWN.

COPENHAGEN, 1st April.

The Danish Ministry has been overthrown upon questions involved in the Government's financial bill.

SARAH BERNHARDT.

PARIS, 1st April.

Sarah Bernhardt and her husband, M. Damala, have become reconciled. Sarah has started on her Spanish tour.

ENGLAND'S DEFENSES.

LONDON, 3rd April.

The purpose of the sham fights in Southern England yesterday was to test England' security against invasion. The result was not very flattering, as the invaders were, technically, successful at several points, notably at Portsmouth and Eastbourne. The invaders brought against the guns at Portsmouth, which have a range of 2,500 yards, only guns with 7,000 yards' range. In view of Sir Charles Dilke's recent strictures on the military establishment the official reports will be closely studied.

INTERNATIONAL MARINE CONFERENCE.

NEW YORK, 3rd April.

C. T. Russell, United States Consul at Liverpool, has sent to the Maritime Exchange a communication from the Liverpool Mercantile Marine Service Association, expressing approval of the project to hold an international marine conference to provide for a system of signaling at sea, particularly at night and in foggy weather.

THE CZAR AND THE POPE.

ROME, 3rd April.

The Czar and Pope have approved the preliminaries of a convention between Russia and the Vatican.

CANADIAN SEPARATISTS.

OTTAWA, 3rd April.

Advices from Nova Scotia and Newfoundland state that the secession movement in the province and the anti-confederation movement in the colony has developed unexpected strength. The Government has been warned not to trifle with either agitation. The aim of the secessionist and annexationist members is to form a separate confederation of the maritime provinces, bring Newfoundland into it, then go over in a body to the United States, leaving the remaining provinces to shift for themselves, without a single open Atlantic port five months in the year.

THE MAHDI ORDERS THE SOUDANESE TO ENTER EGYPT.

CAIRO, 4th April.

The Khedive has received a copy of the proclamation issued by the Mahdi declaring a sacred war against Egypt and ordering the Soudanese to enter her territory. To this is attributed the renewal of hostilities near Suakim by Osman Digna and the alarming reports of movements in the interior.

FRENCH POLITICS.

PARIS, 4th April.

The Chamber of Deputies voted again to-day for a presiding officer in secret session, but the announcement was made that M. Meline, member from the Department of Vosges, and M. Clemenceau received each 168 votes and M. Brisson 62. To decide the tie M. Meline was declared elected in consequence of seniority of service in the Chambers. By what combination the result was brought about is not known. The supporters of M. Clemenceau are chagrined and indignant.

M. Meline said he accepted the task in the interest of the country. He requested the support of all, including those who had voted for Clemenceau, in order that he might surmount the universal difficulties attending his new duty. After some discussion the Chamber adjourned until May 19th.

PARIS, 5th April.

M. Meline opposed the communists in their warfare for a plenary amnesty, and is known as the founder, as Minister of Agriculture, of the decoration called "L'Ordre du Merite Agricole," which the wits call "L'Ordre du Carotte."

THE QUEEN IN ITALY.

LONDON, 2nd April.

The Queen's visit to Italy is exciting the people of that country beyond measure. All classes, high and low, officials and private persons, have done the best to make her stay pleasant and agreeable. More than 3500 was spent on the floral decorations alone of the Villa Palmieri, and the Municipality of Florence went to the expense of widening the road to the Queen's residence to prevent inconvenience or obstruction to her carriage during her drives. More of the same considerate authority has persuaded the farmers in the neighbourhood of the villa to lay no fertilizers on the fields during the Queen's residence. Of course the wildest stories are in circulation among the credulous Italian peasantry as to the magnificence and size of the Queen's establishments. The children hear with abated breath she has five cooks, thirty scullions in the kitchen, feeds off jewelled plates, and can command the elements, the sun, wind and stars.

FLORENCE, 5th April.

King Humbert and Queen Margaret visited Queen Victoria at the Villa Palmieri to-day. They were received in the grand saloon by her Majesty. In the afternoon Queen Victoria returned the visit, going to the Pitti Palace. She was met at the entrance by King Humbert. Her Majesty and Prince and Princess Henry of Battenberg will lunch at the Pitti Palace to-morrow. The Queen of Servia, King and Queen of Wurtemberg, and the Emperor and Empress of Brazil are also invited.

AMERICA AND GERMANY IN SAMOA.

PHILADELPHIA, 1st April.

Secretary Bayard, in a letter to Minister Pendleton, deprecates German aggression in the Samoan Islands, and says Germany's course cannot be regarded as having been marked by that just consideration which ancient friendship between the United States and Germany entitles this Government to expect.

The present condition of affairs in the islands cannot, in view of the circumstances under which it was brought about and is still maintained, be regarded by the United States as satisfactory. Permission is given Mr. Pendleton to communicate Mr. Bayard's views to Prince Bismarck.

WASHINGTON, 5th April.

The report of the President on Samoan matters not having been printed, nothing has been done on that subject. As soon as the report is printed the matter will have careful consideration on a resolution which Mr. Morrow proposes to introduce, declaring the national policy concerning the preservation of the autonomy of the islands, and declaring the action of Germany as unfriendly to the interests of the citizens of the United States.

TERRIBLE RAILWAY ACCIDENT.

CHARLES CITY (Iowa), 5th April.

Nine persons lost their lives and about thirty were seriously injured early this morning in the terrible crash on the St Paul road. A terrific rain-storm swept over this portion of the State last night. The water fell in sheets and the thunder was deafening. The Wasie River, which runs through a rolling country near Hampton, was one of the first streams to overflow its banks and scatter its winter ice high up on the knolls four miles west of New Hampton. The Chicago, Milwaukee and St. Paul road crossed the Wasie on a wooden bridge. The night express was tearing through the intense darkness at 2.30 o'clock this morning when the engine suddenly plunged into the barrier of ice which had been piled high upon the bridge by the raging waters. In an instant the driving-wheels of the locomotive left the track, and the entire train, with the exception of the sleeper, plunged headlong into the swollen stream. The coaches crashed into each other as they piled up on the locomotive, filling the river with wreckage and screaming passengers. The scramble for life in the inky darkness and frigid waters was terrible, men and women seizing each other in mid-stream and battling desperately in their efforts to reach land. Those in the forward coach would certainly have perished had not the second coach demolished it and sent its occupants scurrying through the waters. The passengers in the second coach escaped without injury. After the fall there was, for a moment, a complete silence, save for the rushing torrent. Then screams and cries of agony began to be heard. The passenger in the last car which, though badly broken, did not go under the water, climbed out under the leadership of a travelling man and conductor, and began the work of rescue. People were seen struggling at the windows of the submerged smoker. Quickly the sash were broken in and the rescue of nearly all was effected. Four, however, were found dead, and it is thought others are lying beneath the debris. The engineer was found wedged in between his engine and cab, dead. The fireman escaped unhurt, by jumping, but was nearly drowned in the torrent before reaching shore.

A "CONFERENCE" SCHEME IN THE ATLANTIC TRADE.

NEW YORK, 5th April.

Members of the Transatlantic Steamship Trust express great confidence in their ability to crush out tramp steamer competition. At the office of the National Line this afternoon the head of the freight department said: "The managers of the National, Anchor and Wilson lines are in earnest. The rebate of 5 cents, which they have decided to allow, will 'knock out' tramp steamers which hail from almost every port in the world. It is not our intention to declare war against the regular lines plying between New York and Liverpool. The rebate will apply to sack flour, oil-cake, lubricating oil, bacon, lard, beef and pork." Similar statements were made at the offices of the Anchor and Wilson lines. The schedules of rates may be changed from time to time, but whatever the carrying price, a uniform rebate of 5 per cent. will be given to shippers.

THE REHABILITATION OF SILVER.

WASHINGTON, 5th April.

The silver men in Congress are jubilant. The passage to-day of the Bond Purchase Bill, with the Beck amendment thereto, requiring that when a national bank surrenders its circulation the same amount shall be issued in silver dollars, is regarded as a big step in the direction of establishing the currency upon a silver basis.

Senator Teller, in speaking of the adoption of Beck's amendment, said that while it would not largely increase the silver coinage, it would inform Great Britain and Germany, in unmistakable terms, that the United States proposed to maintain its double standard and would not be a party to the demonetization of silver. It was, he said, a telling answer to the repeated assertions that the Bland Act was only intended to be a temporary expedient, and that at some future time the coinage of two millions of silver a month would cease. The amendment, the Senator said, was not intended to be antagonistic to the national banks, although if they continued to retire their circulation, gold and silver would eventually take the place of bank notes.

BALFOUR'S BILL TO EXPEDITE THE BUSINESS OF THE IRISH LAND COURTS.

LONDON, 5th April.

Balfour's bill to expedite business in the Irish land courts has been published. It extends the existence of the Land Commission another seven years, but deprives tenants of the option of applying for a reduction of rent to either a county court or the Land Commission, and of the right to transfer proceedings from a county court to the Land Commission. The bill empowers the Land Commission with the consent of the Lord Chancellor, to distribute at will cases between the commission and the county courts, and also, on application and for good cause to transfer cases from the commission to the court, or vice versa.

THE LOCAL GOVERNMENT BILL.

LONDON, 6th April.

With reference to the Local Government Bill, Mr. Ritchie has consented to regard as separate counties all towns which had over 100,000 people when the last census was taken.

THE CANADIAN PACIFIC.

WINNIPEG, 6th April.

Terms of arrangements with the Canadian Pacific and the Government for the abandonment of the monopoly in Manitoba and the Northwest have at last been finally arranged. The Canadian Pacific Railway agrees to abandon the monopoly, and the Government agrees to guarantee the issue of $15,000,000 at the lowest interest, for which the railroad is to give security on its lands in the Northwest. The company agrees to expend the money to be so raised on such guarantee in extending branch roads and in rolling stock for the main line.

The arrangement is said here to be a remarkable instance of moderation in the demands of the company and a good arrangement for the country. Premier Greenway said to-day that the Red River Valley Railway will be completed at once by the Government, and the province would retain the ownership of the road to secure an independent entry into Manitoba and give confidence to people that there would be no opportunity for a monopoly or pooling in future. All railways are to be allowed running power over it.

TURF NEWS.

LONDON, 3rd April.

At the Manchester Easter steeplechase and hurdle race meeting to-day, the Jubilee handicap hurdle race, two miles, was won by J. Jameson's four-year-old Dan Danier, by a length and a half, Benson's aged Dalesman second, and Baron M. Detuyll's aged Bolero third. There were eight starters.

This was the opening day of the Northampton spring meeting. The Althorp Park stakes, five furlongs, for two-year-olds, resulted in a dead heat between W. Burton's bay filly Deceit and Leopold de Rothschilds' chestnut colt Eros, the Duke of Portland's bay colt Deschamps third. There were six starters. In the run off between Deceit and Eros the latter won.

Earl Spencer's plate, five furlongs, was won by General Owen Williams' four-year-old gray filly Skimmer, by half a length. Lord Ellesmere's four-year-old chestnut colt Felix second, Lord Rosslyn's four-year-old bay filly April Fool third. There were eight starters.

LONDON, 4th April.

The great Northamptonshire Stakes were won to-day by Sir Throckmerton's Oliver Twist, Lord Penrhyn's Decision second. The betting was 7 to 1 against the winner.

LONDON, 6th April.

England's richest two year-old stake, which is guaranteed at £7,000, of which £6,000 goes to the winner, was won by the Duke of Portland's bay colt Donovan.

FLOODS ON THE CONTINENT.

HAMBURG, 1st April.

The inundations in the Lavenburg District are disastrous. The city of Lavenburg is flooded, and a score of villages are submerged. Many persons have been drowned, and the losses of property are incalculable.

VIENNA, 1st April.

Several more villages in Hungary have been flooded, and the inhabitants are starving. At Hellrarus one hundred and twenty houses have been burned and seven hundred people rendered homeless. Two lives were lost in the flames. The villages of Mega, Beresny and Handsdorf have also been destroyed by fire.

BRUSSELS, 3rd April.

From localities on the Oder and the Wartha come appalling accounts of the floods. Seventy-two villages and five towns are submerged in the country of the lower Elba. The chief centres of misery are Domitz in Mechlenburg-Schwerin and Lenzen in Prussia. The population affected numbers from 50,000 to 80,000.

BERLIN, 5th April.

Minister von Putkamer has returned to Berlin from the flooded districts. He confirms the reports of terrible distress, and says that the most generous private and public assistance can heal but a small number of the wounds which fate has dealt. Liberal help from abroad as well as from Germany is earnestly requested.

MISCELLANEOUS ITEMS.

LONDON, 1st April.

London society is intensely agitated over the repeated rumour that an American girl, Miss Endicott, is about to honour England in general, and Birmingham in particular, by confiding her hand and heart to Joe Chamberlain. When brought face to face with the soft impeachment Chamberlain denies it in such a blushing way that fuel is added to the fire of conjecture. Not being able to see the young lady who one day, if Joseph plays the cards well, may be a peeress, society last week went in detachments to the studio of Ethel Mortlock, who has just painted a charming portrait of the Secretary of War's daughter, and took an envious look at it. *Vanity Fair*, which can be relied on to be misinformed on American matters, has from a special commissioner on the spot that Miss Endicott is a beautiful specimen of the race of American lasses who have achieved the American conquest of Europe."

LONDON, 1st April.

In the lacrosse game yesterday the score was: Canada 7, Manchester nothing.

The bark *British Princess* has been wrecked off Caminha, Portugal. Twenty-three persons were drowned. It is reported the Spanish customs officers prevented the saving of lives by firing upon the Portuguese life-boat which had gone to the rescue.

Jack Barnett and Henry Phillips, Sullivan's backers, sailed for New York on the steamer *Etruria* yesterday. They declare it impossible for an American pugilist to win a fight in Europe, and maintain that Heenan, Kilrain, and Sullivan won, in spite of the fact that the battles were declared draws.

PARIS, 2nd April.

A large amount of correspondence between Napoleon I. and King Louis of Holland has been discovered, which will probably furnish valuable additions to the history of the Emperor. The discovery was made in a lumber-room.

Advices from Avricourt say the German police have increased the precautions on the frontier, and refuse admittance to every one who is not provided with authority to enter Alsace Lorraine.

PESTH, 2nd April.

Count Tiber Karoyi, cousin of the Austrian Ambassador at London, has been killed in a duel with Count Gyherky, Governor of Neogard.

PARIS, 3rd April.

Obituary—Jules Emile Planchon, the noted botanist, is dead.

LONDON, 3rd April.

The death of Lady Margaret Beaumont has closed for a time one of the best and pleasantest of fashionable houses in London. She had a fame of her own as hostess. Her house in Piccadilly was one of the series of mansions beginning with Lady Marjoribanks and ending with the Duchess of Wellington, which look on Green Park. Lady Margaret has been a social authority for thirty years, ever since her marriage with Wentworth Beaumont, who has been a member of Parliament for a division of Northumberland since 1852. She had birth and wealth to help her, but her position was really gained by singular personal charms, by tact, and by those graceful gifts and qualities which belong to the best of women.

Miss Genevieve Ward began last evening a short season at the Lyceum, playing once more the unforgotten "Forget-Me-Not," with which this energetic lady has made a circuit around the globe. She played Stephanie by common consent with as much vigour and variety as if she had not played it 2,000 times before.

The novelist Julian Hawthorne, who is now in America, returns to England next autumn to fill an important American consulship.

LIVERPOOL, 3rd April.

John L. Sullivan, who is here, sails for America on April 12th.

NEW YORK, 3rd April.

The experiment of moving the great hotel at Coney Island a distance of several hundred feet intact by means of 120 flat-cars and six locomotives to-day is pronounced to be a success. There were several thousand spectators. The hotel has a superficial area of 12,000 square feet, being 460 feet long and 200 feet wide, with a calculated weight of 5,000 tons. The plaster was not even cracked.

The great Hotel Brighton, at Coney Island, was moved back from the beach to-day 120 feet and will be taken 200 feet further. The building rests on 120 flat-cars running on twenty-four tracks, and is moved by six heavy locomotives. The great building was moved without a crack or a jar. The removal was necessitated by the encroachment of the sea, and is considered a great feat of engineering.

LONDON, 4th April.

Obituary—Mongredien, the writer on free trade, is dead.

PARIS, 4th April.

The Committee of the Chamber of Deputies to which were referred the proposals of the Panama Canal Company to issue a lottery loan is equally divided for and against the loan. The committee will therefore report to the Chamber that they are unable to arrive at a decision.

JACKSON (MICH), 4th April.

Professor Hogan of Michigan, a noted aeronaut, dropped from the clouds to-day and escaped uninjured. At 11.05 o'clock the professor made a successful attempt to fly heavenward, and when the balloon was nine thousand feet from the ground the daring jumper swung loose from the air-ship. At the time, he was a mere speck in the air, but powerful field glasses disclosed his movements. The first second he shot through the air like a bolt and people held their breath with fear. It was thought that the chute would not inflate, in which case death was sure. When the man of iron nerve had shot downward about 500 feet the air caught the chute, which filled and slackened its speed and then sailed away with the wind, while the balloon, loosened of its weight, drifted among the clouds.

Ten minutes after he left the ground the drop was made, and three minutes from that time he came down in an open field half a mile from where he started. When he reached the ground he could not stand for a few moments, his arms being numbed, but he got up in a moment, shook hands with his friends and said he was all right.

LONDON, 5th April.

Sir Richard Sutton of the yacht *Genesta* has been married to Constance Corbet. Miss Corbet was attended by seven bridesmaids. The wedding was a very fashionable affair.

The Sugar Bounties Conference re-assembled to-day. Baron Henry de Worms, who presided, announced the adhesion of India and the British Colonies, and said there was a prospect of an agreement being reached with all European powers.

VIENNA, 5th April.

A murderer who had been released on ticket-of-leave, near Tempesvar, Hungary, went to the house of the Judge who condemned him and killed the Judge's wife. He then went to the house of the notary and killed the latter's deputy. From there he went home and split the skulls of his wife and children, after which he fled and has not been captured.

LONDON, 5th April.

The naval brig *Martin* manned by boys, is ashore at Block House Point, Portsmouth. Tugs are endeavouring to pull her off, but their efforts have thus far failed.

DUBLIN, 5th April.

William O'Brien has begun a suit against the Cork *Constitution* (Conservative) for libel, claiming £5,000 damages.

LONDON, 5th April.

Chamberlain, who was congratulated by the Midland Peace and Arbitration Union on the result of his recent mission to America, has addressed them in reply, using words of sense and soberness, probably unpalatable civilly, but he plainly told the delegates his errand had nothing to do with arbitration—that it did, in fact, constitute a precedent not for arbitration but friendly negotiations. Such negotiations he thinks a more effectual mode of settling disputes than leaving them to a third person. Chamberlain, I suspect, like almost everybody here, is for peace with honour, but has little faith in arbitration as a means of preventing war.

NEW YORK, 5th April.

Henry George says the press in all parts of the country is teeming with evidences that the tariff question has taken such a hold on the popular mind that nothing can prevent it becoming an issue before the people in the coming Presidential election. On the other hand the Protectionists are thoroughly alarmed and are manifesting the greatest activity in putting forth claims that of themselves will compel men to examine the protective principle who never thought of it before.

PITTSBURG, 5th April.

James W. Drape of this city is in receipt of a letter from a personal friend now in Vienna, in which he says:—"I saw Mr. Blaine quite often at Florence, and he is greatly broken in health. Any one who sees him will know the reason for his withdrawal from Presidential aspirations. I fear his life will not be spared long."

PARIS, 5th April.

Mr. Chamberlain of Texas, who is under Pasteur's care for a wolf bite, took his sixth inoculation to-day. He took his first drink of water yesterday since he was bitten.

PANAMA, 6th April.

There is great activity all along the line of the canal. On the Atlantic side seven huge dredgers are cutting their way toward the interior.

PARKERSBURG, 6th April.

Captain Paul Boyton entered the river above Wheeling at 3 o'clock this afternoon and began his 1,000-mile journey down the Ohio.

DUBLIN, 6th April.

Father Kennedy and sixteen farmers of County Cork have been convicted of attending a National League meeting in a proclaimed district, and sentenced to three months' imprisonment.

NEW YORK, 6th April.

The *Sun* this evening has a story concerning the recovery of $5,000 in gold bullion from a dump pile in Brooklyn. Italian street-labourers found the bullion and were playing quoits with the bars. It was discovered that the bullion was recently drawn regularly from the assay office, but how it came to be deposited where found is not discovered. The *Sun* says: "The idea that $5,000 worth of gold bullion could be lost in the streets and be tossed about from hand to hand seems almost too fishy a story for belief, but the facts as given are authenticated by the Brooklyn police. The gold was lost, is now found, and is in the proper hands. It is a case without parallel, but true."

The *Herald's* Paris cable says:—Chamberlain, the Texan who is suffering from wolf bites and is now in the hands of Pasteur, has so far recovered that he is able to drink water without having convulsions. He expects to return home shortly, cured.

COMMERCIAL INTELLIGENCE.

TUESDAY, 1st May.

OPIUM.

Quotations are:—

New Malwa .....$550 per picul, allce. of [3 catties.

Old Malwa .....$570 per picul, allce. of [2 to 2½ catties.

Older Malwa .....$580 per picul, allce. of [1 to 1½ catties.

Patna (New) .....$480 to $482½ per chest.

Benares (New) ..... 475 to 476½ " "

EXCHANGE.

ON LONDON.—

Telegraphic Transfer 3/0

Bank Bills, on demand 3/0¼

Bank Bills, at 30 days' sight 3/0¼

Bank Bills, at 4 months' sight 3/0½

Credits, at 4 months' sight 3/0½

Documentary Bills, at 4 months' sight 3/0¼

ON PARIS.—

Bank Bills, on demand 3.80

Credits, at 4 months' sight 3.88

ON NEW YORK.—

Bank Bills, on demand 73½

Credits, 60 days' sight 74½

ON BOMBAY.—

Telegraphic Transfer 221½

Bank, on demand 222

ON CALCUTTA.—

Telegraphic Transfer 221½

Bank, on demand 222

ON SHANGHAI.—

Bank, at sight 72

Private, 30 days' sight 72⅝

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—156 per cent. premium, sales.

Union Insurance Society of Canton, Limited—$86 per share.

China Traders' Insurance Company's Shares—$68½ per share.

North China Insurance—Tls. 265 per share.

Yangtsze Insurance Association—Tls. 108 per share.

Chinese Insurance Company, Limited—$185 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$74 per share.

Hongkong Fire Insurance Company's Shares—$325 per share.

China Fire Insurance Company's Shares—$74 per share.

Straits Marine Insurance Company, Limited—$29 nom., sellers.

Straits Fire Insurance Company, Limited—$19½, ex div.

Hongkong and Whampoa Dock Company's Shares—32 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$103 per cent. prem.

Indo-China Steam Navigation Co.'s Shares—12½ per cent. discount, buyers.

China and Manila Steamship Company, Limited—$55 per share.

Douglas Steamship Company, Limited—$51 per share.

Hongkong Gas Company's Shares—$125 per share.

Hongkong Hotel Company's Shares—$170 per share.

China Sugar Refining Company, Limited—$147 per share.

Luzon Sugar Refining Company, Limited—$59 per share, sellers.

Hongkong Ice Company's Shares—$64 per share.

Hongkong and China Bakery Company, Limited—$90 per share, sellers.

Perak Tin Mining and Smelting Company—$20 per share.

Punjom and Sungkie Dua Samanton Mining Company, Limited—$11½ per share, buyers.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$50 per share.

A. S. Watson & Co., Limited—81½ per cent. premium, buyers.

Hongkong & Kowloon Wharf and Godown Co., Limited—$158 per share, buyers.

Singapore Insurance Company, Limited—$21 per share.

Chinese Imperial Loan of 1884 B—5 per cent. premium, nom.

Chinese Imperial Loan of 1884 C—8 per cent. premium, nom.

Chinese Imperial Loan, 1886 E—9 per cent. premium, nom.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

May 1st.

Barometer—9 A.M.	30.02
Barometer—1 P.M.	30.00
Barometer—4 P.M.	29.93
Thermometer—9 A.M.	82
Thermometer—1 P.M.	80
Thermometer—4 P.M.	80
Thermometer—9 A.M. (Wet bulb)	76
Thermometer—1 P.M. (Wet bulb)	79
Thermometer—4 P.M. (Wet bulb)	78
Thermometer—Maximum	84
Thermometer—Minimum (overnight)	61

CHINA COAST METEOROLOGICAL REGISTER.

37th April, 1888, at 4 P.M.

STATION.	Barometer 32 deg. and Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wilmock	29.86	10	—	N	3	b	—
Tokio	29.84	—	—	N	3	—	—
Nagasaki	29.93	—	—	N	2	c	0.02
Shanghai	30.04	60	88	N	3	o	—
Amoy	29.92	73	91	SE	3	o	—
Hongkong	29.87	81	74	S	1	c	—
Hoiphong	—	—	—	—	—	—	—
Bolinao	29.92	89	—	N	2	c	—
Manila	29.84	80	57	E	1	c	—

1st May, 1888, at 10 A.M.

STATION.	Barometer 32 deg. and Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wilmock	29.91	69	79	E	4	f	—
Tokio	30.05	—	—	N	1	c	—
Nagasaki	29.99	—	—	NW	1	c	—
Shanghai	30.07	59	91	NW	1	o r f	—
Amoy	30.07	71	85	—	2	o f	0.16
Hongkong	30.03	82	75	E	1	o	—
Hoiphong	29.94	86	74	SE	—	c	—
Bolinao	29.99	89	—	SE	2	b	—
Manila	30.00	89	68	NNW	2	b	—

The Barometer appears to have fallen a little in the interior of China. Gradients are very moderate for S.E. winds over the China Sea and for N.W. winds over the Yellow Sea. Cloudy, warm and rather dry weather prevails in the South, while it is cold and wet in the North.

W. DOBERCK.

Hongkong Observatory, 1st May, 1888.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.87	30.02	29.92
Temperature	81	82	80
Humidity	74	75	70
Direction of wind	S.	E.	—
Force of wind	1	1	0
Weather	c.	o.	c.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit, but not 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 THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER: B, blue sky; C, detached clouds; D, drizzling rain; F, fog; G, gloomy; H, hail; L, lightning; O, overcast; P, passing showers; Q, squally; R, rain; S, snow; T, thunder; V, visibility; W, dew (wet).

7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 1st May, 1888.

An Important Discovery is announced in the *Paris Figaro*, "of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope." [37

YEE SUNG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co., No. 68 PRAYA. [642

SUMMER TIME TABLE.

THE KOWLOON FERRY.
STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 12th April, 1888.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	9.15 "
9.40 "	*10.15 "	9.45 "	10.15 "
*10.45 "	12.30 P.M.	10.30 "	10.45 "
12.45 P.M.	1.00 "	11.00 "	12.00 NOON.
1.30 "	2.00 "	12.30 P.M.	1.00 P.M.
2.20 "	3.00 "	1.30 "	2.00 "
3.30 "	4.00 "	2.30 "	3.00 "
4.15 "	4.30 "	3.30 "	4.00 "
4.50 "	5.10 "	4.15 "	4.30 "
5.25 "	5.40 "	4.50 "	5.10 "
5.55 "	6.15 "	5.25 "	5.40 "
6.45 "	7.00 "	5.55 "	6.15 "
7.15 "	—	6.45 "	7.00 "
		7.15 "	—

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [29

INTIMATIONS.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 6th August, 1885. [131

WRITE FOR CIRCULAR.

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36

FOR SALE.

FOR SALE.

AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT.
CLARETS, CHAMPAGNE,
HOCKS, BURGUNDY,
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, PIANOS, COOKING STOVES, and TRICYCLES.
SCALES, BICYCLES.
PAINTS, OILS, VARNISH.
PIANOS.
"SINGER" SEWING MACHINES.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 1st January, 1888. 32

FOR SALE.

CHAMPAGNE "MONOPOLE."
—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "800" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1268

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22 ..... per case of 1 dozen quarts.
$23 ..... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.
$25 ..... per case of 1 dozen quarts.
CLARET, CHATEAU LAROSE.
$13 ..... per case of 1 dozen quarts.
$14 ..... per case of 2 dozen pints.
PONTET CANET.
$9.50 ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.
LORMONT.
$5 ..... per case of 1 dozen quarts.
JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8 ..... per case of 1 dozen bottles.
ALSO.
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1888. [21

FOR SALE BY PRIVATE CONTRACT.

A HANDSOME AMERICAN MANUAL AND PEDAL BASS ORGAN,
ALMOST NEW.

DIMENSIONS.—Length, 4 feet 11 inches; height, 5 feet 2 inches; width, 2 feet 4 inches. In Walnut case, carved and polished.

The instrument has Six Octaves of Keys, C. Scale, Six Sets of Reeds, Fifteen Stops, viz., Diapason, Melodia, Viola, Dulcet, Principal, Celeste, Flute D'Amour, Cello, Cremona, Flugle Horn, Forte, Vox Humana, Octave Coupler, Bourdon Pedal, Manual to Pedals, Grand Organ, Foot Pedal, Swell Foot Pedal, Foot Blow Pedals, Blow Handle Pedals—1 Set 30 Notes Pedal Reeds, 16 feet Pitch.

Can be seen at the Office of the *Daily Press* any morning between the hours of 10 A.M. and NOON.

Hongkong, 6th April, 1888. [698

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUNBOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 370 tons, or would be very suitable for driving stationary engines. 6 Cornish BOILERS 16 ft. long by 6 ft. in diameter, double rivetted, with 4 Galway's Patent TUBES in each. 1 Large STEAM LAUNCH ENGINE and BOILER. 2 Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 1 Steam PUMP. 2 Horizontal and 1 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 2 EMERY TOOL GRINDERS. 5 Boxes TAPS and DIES. 2 Weston's PATENT BLOCKS, 4 and 8 tons. 2 double acting HAND PUMPS. 1 STEAM LAUNDRY, capable of washing about 1,500 pieces per day, with Boiler and Engine. 7 new Hand-Power Patent STEEL FLOUR MILLS, by Parsehouse of Wolverhampton. 1 New Patent Hand-Power RICE SHELLING MACHINE, by Nicholson, of Newcastle-on-Tyne.

All the above Machinery are new or as good as new

1 Full size THRUSTON'S BILLIARD TABLE with BALLS, CUES and MARKING BOARD.

For further Particulars, apply to
J. M. ARMSTRONG,
Auctioneer,
Queen's Road.
Hongkong, 7th April, 1888. [1228

泰 SANG TAI, 泰
DEALER IN
EUROPEAN GOODS,

Has for Sale all Sorts of WINES, SPIRITS, PROVISIONS, OILMAN'S STORES, TEA, REFINED SUGAR, &c., &c.
No. 11, LYNDHURST TERRACE. [137

NOW READY.

ANGLO-CHINESE CALENDAR, 1888
FOR THE DESK,
IN RED AND BLACK.

IN RED IMITATION MOROCCO CASE.

PRICE ONE DOLLAR.

KELLY & WALSH, W. BREWER, LANE, CRAWFORD & Co.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY.
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
"DAILY PRESS" OFFICE, WYNDHAM ST.

INSURANCES.

GENERAL LIFE AND FIRE ASSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.
PUSTAU & Co.
Hongkong, 1st April, 1885. [661

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [167

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK
at Current Rates.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May 1881. [18

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co
Hongkong, 27th March, 1876. [13

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S
5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to
BIRLEY DALRYMPLE & Co.,
Agents,
NEW YORK LIFE INSURANCE Co.
Hongkong, 13th January, 1888. [20

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [16

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
ESTABLISHED 1870.
HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	650,000
CLAIMS PAID	626,000
BONUSES PAID	369,000

RISKS accepted at CURRENT RATES OF PREMIA.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 30th March, 1888. [711

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [14

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [17

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [562

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong 16th July 1887. [19

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [15

"GLEN" LINE OF STEAM PACKETS.

FOR YOKOHAMA AND KOBE.

THE Steamship
"GLENSHIEL,"
Captain Donaldson, will be despatched as above TO-DAY, the 2nd May, at TWO P.M.
This Steamer has superior Accommodation for Passengers and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th April, 1888. [829

FOR SHANGHAI.

THE Steamship
"AMOY,"
Captain R. Köhler, will be despatched for the above Port TO-DAY, the 2nd May, at FOUR P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 30th April, 1888. [840

FOR SWATOW, SINGAPORE, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"TAICHOW,"
Captain J. Newton, will be despatched for the above Ports TO-DAY, the 2nd May, at FOUR P.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 30th April, 1888. [841

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA SUEZ CANAL	Teheran (str.)	F. H. Seymour	Hongkong	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON VIA SUEZ CANAL	Achilles (str.)	Anderson	Hongkong	Butterfield & Swire	On 10th inst.
HAVRE AND HAMBURG, &c.	Iphigenia (str.)	L. Voltmer	Hongkong	Siemssen & Co.	On 8th inst., at 2 P.M.
BREMEN, VIA PORTS of CALL	Bayern (str.)	R. Sander		Melchers & Co.	On 9th inst., at 4 P.M.
MARSEILLES VIA SAIGON, &c.	Melbourne (str.)	Léquerré		Messageries Maritimes	On 8th inst., at 3 P.M.
VANCOUVER B.C., VIA KOBE, &c.	Zambesi (str.)	Tiddy		Adamson, Bell & Co.	To-day, at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Sydney (str.)		Hongkong	P. M. S. S. Co.	On 10th inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	Oceanic (str.)		Hongkong	O. & O. S. S. Co.	Quick despatch.
SAN FRANCISCO	Pactolus	Burnham	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	F. H. Drews	A. F. Rothbart	Hongkong	Melchers & Co.	On 10th inst., at Noon.
TRIESTE	Berenice (str.)	E. Perini	Hongkong	O. Bachrach	Quick despatch.
NEW YORK	Centennial	T. M. Bearse	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Titan	C. H. Allyn	Hongkong	Pustau & Co.	On or about 5th inst.
NEW YORK VIA SUEZ CANAL	Strathleven (str.)	C. W. Pearson	Hongkong	Adamson, Bell & Co.	To-morrow Daylight.
PORT DARWIN, SYDNEY, &c.	Changsha (str.)	Williams	Hongkong	Butterfield & Swire	On 8th inst., Daylight.
YOKOHAMA VIA NAGASAKI, &c.	Hydaspes (str.)		Hongkong	P. & O. S. N. Co.	To-day, at 2 P.M.
YOKOHAMA AND KOBE	Glenshiel (str.)	Donaldson	Hongkong	Jardine, Matheson & Co.	To-morrow, Daylight.
KOBE DIRECT	Esmeralda (str.)	Mottram	Hongkong	Geo. R. Stevens & Co.	On 4th inst., at 4 P.M.
BOMBAY VIA STRAITS	Lombardy (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at 3 P.M.
CALCUTTA VIA STRAITS	Taisang (str.)	Jackson	Hongkong	Jardine, Matheson & Co.	On or about 30th inst.
TIENTSIN	Kwongsang (str.)	Sellar	Hongkong	Jardine, Matheson & Co.	On 4th inst.
SHANGHAI, KOBE, &c.	New Guinea (str.)	Wale	Hongkong	Adamson, Bell & Co.	To-morrow, Daylight.
SHANGHAI VIA AMOY	Peiam (str.)	Jackson	Hongkong	Butterfield & Swire	On or about 3rd inst.
SHANGHAI	Glengyle (str.)	Gasson	Hongkong	Jardine, Matheson & Co.	To-day, at 4 P.M.
SHANGHAI	Amoy (str.)	R. Kobler	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
SWATOW, S'PORE, & BANGKOK	Taichow (str.)	J. Newton	Hongkong	Yuen Fat Hong	To-morrow, at Noon.
SWATOW, AMOY, & FOOCHOW	Namoa (str.)	Goddard	Hongkong	Douglas Lapraik & Co.	To-morrow Daylight.
SWATOW	Nanshan (str.)	Blackburne	Hongkong	Hop Hing Hong	

VESSELS ON THE BERTH

FOR KOBE DIRECT.

THE Steamship
"ESMERALDA,"
Captain Mottram, will be despatched for the above Port TO-MORROW, the 3rd May, at DAYLIGHT.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 30th April, 1888. [842

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE.

THE Company's Steamship
"CHANGSHA,"
Williams, Commander, will be despatched as above TO-MORROW, the 3rd May, at DAYLIGHT.
The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th April, 1888. [798

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship
"TAISANG,"
Captain Jackson, will be despatched as above TO-MORROW, the 3rd of May, at THREE P.M.
This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th April, 1888. [801

"GLEN" LINE OF STEAM PACKETS.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE.)

THE Steamship
"GLENGYLE,"
Captain Gasson, will be despatched as above on or about the 3rd of May.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 26th April, 1888. [816

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWONGSANG,"
Captain Sellar, will be despatched as above on or about the 30th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th April, 1888. [768

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship
"LOMBARDY,"
will leave for the above places on FRIDAY, the 4th May, at THREE P.M.
E. L. WOODIN,
Superintendent.
Hongkong, 1st May, 1888. [848

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship
"NEW GUINEA,"
Wale, Commander, will be despatched for the above Ports on FRIDAY, the 4th May.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th April, 1888. [817

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"STRATHLEVEN,"
C. W. Pearson, Commander, will be despatched for the above Port on or about the 5th proximo.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th April, 1888. [783

STEAM TO YOKOHAMA, VIA NAGASAKI, AND KOBE.
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship
"HYDASPES,"
will leave for the above places on TUESDAY, the 8th May, at DAYLIGHT.
This Steamer has most Superior Accommodation for Passengers, both 1st and 2nd Saloon, and has the Electric Light.
For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
Hongkong, 23rd April, 1888. [1

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship
"IPHIGENIA,"
Captain L. Voltmer, will be despatched for the above Ports on TUESDAY, the 8th May, at TWO P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 30th April, 1888. [831

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamer
"BERENICE,"
Captain E. Perini, will be despatched as above on THURSDAY, the 10th of May, at NOON.
For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.
O. BACHRACH,
Agent.
Hongkong, 1st May, 1888. [5

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY," will be despatched for San Francisco, via Yokohama, THIS DAY, the 2nd May, at THREE P.M., taking Passengers and Freight for Japan the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 21st April, 1888. [3

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "TEHERAN," Captain F. H. Seymour, with Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th May, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo, and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
Hongkong, 27th April, 1888. [1

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
"ZAMBESI,"
2,431 Tons—Register, Tiddy, Commander, will be despatched for VANCOUVER, B.C., AND SAN FRANCISCO, VIA KOBE, AND YOKOHAMA, on TUESDAY, the 8th May, at THREE P.M.

To be followed by the S. S. "BATAVIA," on 15th May, S. S. "PORT ADELAIDE," on 1st June, and S. S. "PARTHIA," on 21st June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria Mexican	$160.00.
To San Francisco	175.00.
To all Common Points in Canada and the United States	200.00.
To Liverpool	300.00.
To London	305.00.

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 P.M. on the 7th May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 1st May, 1888. [8

FOR NEW YORK.

THE 3/3 L II American Ship
"CENTENNIAL,"
T. M. Bearse, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 6th March, 1888. [49

FOR SAN FRANCISCO.

THE 3/3 L. I. I. German Barque
"F. H. DREWS,"
A. F. Rothbart, Master, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
MELCHERS & Co.
Hongkong, 24th April, 1888. [799

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at FOUR P.M., the Company's Steamship "BAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 8th May, 1888. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 14th April, 1888. [7

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 10th May, at NOON, the Company's Steamship "MELBOURNE," Commandant Léquerré, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 9th May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 28th April, 1888. [2

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 10th May, at THREE P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year months, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Jan an to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 25th April, 1888. [4

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ACHILLES,"
Captain Anderson, will be despatched as above on THURSDAY, the 10th May.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th April, 1888. [777

FOR SAN FRANCISCO.

THE American Ship
"PACTOLUS,"
Burnham, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 7th April, 1888. [706

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"TITAN,"
C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 9th March, 1888. [51

MONEY! MONEY! MONEY!

SUMS to be lent on FIRST MORTGAGE, $5,000 to $16,000.
For particulars, apply, by letter, to
"Q. E. D.,"
Care of *Daily Press* Office.
Hongkong, 21st April, 1888. [179

SHIPPING IN HONGKONG HARBOUR.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Alwine	April 29	Samuelsen	Ger. str	400	Wieler & Co	
Ashington	April 21	Reynell	Brit. str	809	Wieler & Co	
Benalder	April 28	Thompson	Brit. str	133	Gibb, Livingston & Co	
Changsha	April 22	Williams	Brit. str	1463	Butterfield & Swire	Australia
China	April 18	Ulderup	Ger. str	648	Melchers & Co	
Chingtu	April 29	Arthur	Brit. str	1259	Butterfield & Swire	
City of Sydney	April 27	J. T. Smith	Amr. str	3016	P. M. S. S. Co	S. Francisco
Devawongse	April 29	P. H. Loff	Brit. str	1057	Yuen Fat Hong	
Doburg	April 28	Bertelsen	Ger. str	921	Tung Kee	
Esmeralda	April 25	Mottram	Brit. str	395	Geo. R. Stevens & Co	Kobe
Espana	April 29	Zavala	Span. str	594	Order	
Fatshan	June 15	W. E. Clarke	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Freir	April 29	Lund	Den. str	419	Arnhold, Karberg & Co	
Frisia	April 21	Withycombe	Brit. str	2082	Russell & Co	
Glengyle	May 1	R. J. Gasson	Brit. str	3300	Jardine, Matheson & Co	Shanghai
Glenshiel	April 27	Donaldson	Brit. str	2240	Jardine, Matheson & Co	Yokohama
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Hoham	—	G. B. Lefavour	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Hissua	Sept. 18	Roura	Fr. str	779	Bun Hin & Co	For sale
Kiung-chow	—	E. Gaine	Brit. str	288	H. C. & M. Steamboat Co	
Kinkiang	—	S. W. Goggin	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kwongsang	April 27	Sellar	Brit. str	985	Jardine, Matheson & Co	Tientsin
Lombardy	April 23	Preston	Brit. str	1570	P. & O. S. N. Co	Bombay
Marcia	April 30	Geo. Pennick	Brit. str	1060	Takasima Colliery	
Maria	April 30	Hohlmann	Ger. str	704	A. R. Marty	
Moray	April 28	Duncan	Brit. str	1428	Adamson, Bell & Co	Yokohama
Namoa	May 1	Goddard	Brit. str	864	Douglas Lapraik & Co	Coast Ports
Nanshan	April 27	Blackburne	Brit. str	804	Hop Hing Hong	Swatow
Ningpo	May 1	Schulz	Brit. str	762	Siemssen & Co	
Oceanic	May 1	Metcalfe	Brit. str	3708	O. & O. S. N. Co	S. Francisco
Pasig	—	—	Brit. str	284	Chinese	Canton
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Priam	May 1	Jackson	Brit. str	1403	Butterfield & Swire	Shanghai
Propontis	April 27	Heasley	Brit. str	1387	Adamson, Bell & Co	
Protos	April 30	Sorensen	Ger. str	1093	Ed. Schellhass & Co	
Recorder	April 24	Madge	Brit. str	476	E.E.A.&C.Telegraph Co	
Taichiow	April 25	J. Newton	Brit. str	862	Yuen Fat Hong	
Taisang	April 28	Wood	Brit. str	1595	Jardine, Matheson & Co	Calcutta
Taheron	April 30	Seymour	Brit. str	1670	P. & O. S. N. Co	London
Triumph	April 29	P. Moos	Ger. str	674	Wieler & Co	
Vorwaerts	April 29	F. Bruhn	Ger. str	612	W