

Today's Advertisements.

NOTICE OF REMOVAL.

THE OFFICES OF THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES, South-China Branch, have this day been REMOVED to No. 9, PRAJA CENTRAL (premises formerly occupied by Messrs. DODWELL & CO., Ltd.).

T. KIENE,
Acting Manager,
South-China Branch.

Hongkong, 20th May, 1899. [683a]

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"JASON,"
Captain Lycett, will be despatched as above on TUESDAY, the 23rd instant, at Daylight. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 20th May, 1899. [681a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"
Captain Lehmann, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers,
Hongkong, 20th May, 1899. [682a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING,"
Captain Hopkins, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 20th May, 1899. [685a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, on WEDNESDAY, the 24th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers,
Hongkong, 20th May, 1899. [688a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"
Captain A. Norvall, will be despatched as above on or about the 29th June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 20th May, 1899. [686a]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"CARDIGANSHIRE,"
Captain A. D. Hadley, 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, at Kowloon and stored at Consignees risk and expense.

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

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 20th May, 1899. [684a]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO,"
are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining undelivered after the 27th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent,
Hongkong, 20th May, 1899. [1]

NOTICE TO CONSIGNEES.

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

"JAPAN,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

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

This vessel brings on Cargo—
From Madras, ex S.S. *Lalpoora*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

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

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent,
Hongkong, 20th May, 1899. [1-1-1]

Today's Advertisements.

NOTICE.

IN THE GOODS OF BOMONJEE PALLON, JEE KARANJEEA OF CANTON IN THE EMPIRE OF INDIA, MERCHANT, DECEASED.

NOTICE is hereby given that His Honour WILLIAM MEIGH GOODMAN, Acting Chief Justice, has, by virtue of SECTION 58 of ORDINANCE No. 3 of 1897, made an order limiting the 31st day of August, 1899, as the time for CREDITORS and OTHERS to send in their CLAIMS against the above ESTATE.

ALL CREDITORS and OTHERS are, therefore, required to send in their Claims to the Undersigned before the said Date.

M. J. PETELL,
Administrator of the Estate
and Effects of the above
named deceased,
No. 77, Wyndham Street,
Victoria,
Hongkong, 19th May, 1899. [682a]

Intimation.

A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 20, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL.

LONDON, May 18th.

The recent plot in the Transvaal excites universal derision.

THE PEACE CONFERENCE.

The Peace Conference has assembled. M. de Staal has been appointed President. Various speeches were made eulogising the magnanimous motive of the war and hoping that his generous scheme might be realized.

LOCAL AND GENERAL.

Monday next being White-Monday and recognized as a holiday, there will be a small issue only of the *Hongkong Telegraph*, to be published at noon.

LUK PAK, a receiver of stolen property, was this morning, at the Magistracy, sentenced to three weeks' hard labour.

MOST of the blue-funnel steamers recently transferred to the German flag at Singapore have had their funnels painted yellow.

WE hear that a law suit has been instituted by a gentleman in Hongkong against the Filipinos for compensation for services rendered.

THE British India Steam Navigation Company intends, the *Strait Times* says, to run steamers monthly between Singapore and Manila. The *Pundia*, the pioneer vessel, is advertised to leave Singapore for Manila about the end of this month.

H.M. FLAGSHIP *Centurion* has challenged Shanghai to cricket, tennis, and other sports to come off at Wei-hai-wei in the first week of June. Colonel Bower's Chinese regiment is also anxious to play Shanghai at polo.—*N. C. Daily News*.

A HOME paper says:—The Secretary of State has just appointed a sanitary inspector for Hongkong in the person of Mr. Joseph Henry Dandy, of Liverpool. His services may be required in connection with the extended territory, the sanitary condition of which may require some looking into.

THE Post Office will be closed on Monday, the 22nd inst. (Whit Monday), and on Wednesday, the 24th inst. (the anniversary of the birthday of Her Majesty the Queen) except from 8 to 9 a.m. Letters for H.K. Peak and Kowloon may be posted up to 9 a.m. The Night Box will be left open. The Money Order Office will be entirely closed on both days.

A REPORT is current that a scheme for supplying arms to the Filipinos during the week was nipped in the bud by the American authorities in Hongkong, on account of the parties concerned quarrelling and making the project known.

MESSRS. Jardine, Matheson & Co., General Managers of the Indo-China Steam Navigation Co., Ltd., inform us that they are in receipt of a telegram from the Head Office in London stating that at the annual general meeting of shareholders to be held on the 8th June the Directors will recommend a dividend of 6% and a bonus of 2% for the year 1898 both free of income tax, and to carry forward £19,000. The balance at credit of undivided account on 31st December, 1898, was £135,000.

Mr. R. de Malherbe, formerly of Messrs. Boyet Bros. & Co., and for some years Secretary of the French Municipal Council at Shanghai, left for Canada, where he proposes to establish himself on a ranch, by the *Laos* on Friday morning, 12th May. He is a fine and fearless horseman, a thorough sportsman in feeling, a great amateur actor, and a genial friend, and his departure is regretted by a very large circle of friends, but it is not likely that he will ever entirely sever his connection with Shanghai.—*N. C. Daily News*.

Sport and Gossip says:—Sportsmen will regret to hear that during last week Mr. Hopell's Yensel had to be destroyed owing to that fatal disease glanders. His first bow to the public was made in Hongkong in February last year when he won the Happy Valley Derby. In the Garrison Cup on the second day of the Meeting he was beaten by a head by Queensberry, but the day after he made up for his defeat by winning the Champions. In the spring of 1898 here he was placed third in the Ladies' Purse and in the autumn of the same year second in the Autumn Cup, the only occasion upon which he has troubled the judge in Shanghai. "The best go first" seems to apply in some cases as regards pony flesh.

AN advertisement in another column announces the changing of the local offices of the Equitable Life Assurance Society of the United States. The offices in future will be found at No. 9, Praya Central, late premises of Dowdell & Co. The Society of late years has made rapid strides in the East, and it only remains now for anybody who wishes to benefit himself in the future, or provide for the welfare of those he leaves behind him when he gives up this mortal coil, to call and see the affable Mr. Kiene, who will put before him the great benefits the Society affords. The following, concerning the Society and those interested, we cut from a Shanghai newspaper:—By reason of its strong local holding, anything in connection with the government of the Equitable Life Assurance Society of the United States is of interest to Shanghai. Within the last few days the sad news of the death of its President and founder, Mr. Henry B. Hyde, became known here. One of the last outward signs of respect to his memory was that the American national flag floated at half-mast on the flag-staff on the fore shore of the Bund. It may be said that this is the first time in the history of Shanghai that such a graceful incident has occurred. We are informed that the Board of Directors at a meeting held on Wednesday, the 10th inst., elected the Vice-President, Mr. James W. Alexander, to succeed the late Mr. Henry B. Hyde, as President of the Society. Mr. James H. Hyde, son of the late President, was elected Vice-President; Mr. Gage E. Turbell, Second Vice-President; and Mr. George T. Wilson, Third Vice-President.

MESSRS. BENJAMIN, Kelly and Potts, in their weekly share report state:—The past week has been notable for a continued rise in Hongkong and Whampoa Docks, and a further advance in Hongkong and Shanghai Banks, while other stocks have well maintained their positions and in some cases have improved. Banks—Hongkong and Shanghai Banks improved still further and were sold at advancing rates up to 299 per cent. premium; the market has since reacted slightly and sales have been effected at 298, 297, 296 and 295 per cent. premium, closing with buyers at the latter quotation. The London rate of £60 remains unchanged. Nationals have small buyers at \$22. Marine Insurances—Unions, after sales at \$220, have been done at \$225 and are now wanted at \$230. China Traders are firm with buyers at \$62. There is no business to report in other stocks under this heading. Fire Insurances—Hongkong Fire are steady at \$312½. China Fires have been sold at \$82 and \$85. Shipping—Hongkong, Canton and Macao Steamboats have been done to a fair extent at \$29 and close with buyers at \$29½. Indo Chinas are quiet and sellers rule the market at \$66½. China and Manilla are firm with buyers at \$79. Douglas Steamships are steady with buyers at \$59½. Star Ferries are quiet at \$13½. Refineries—China Sugars have been in fair demand and sales have been effected at \$72 and \$74. Lucons are required for \$53, but no shares appear to be obtainable. Mining—Punjoms have ruled very firm and only small lots have been obtained at \$7½ and \$8. Charbonnages have been placed at \$7½ and \$180. Jebebus are steady and are obtainable at \$10. Raubs have been done at \$84½, \$59, \$60, \$60½ and \$60½. Olivers are quiet with no business to report. Docks, Wharves and Godowns—Hongkong and Whampoa Docks I. experienced a sharp boom and have advanced to 382 per cent. premium with sales at 381 per cent. and 382 at \$15½. Land, Hotels and Buildings—Hongkong Lands after sales at \$84 are required for \$82. West Points have changed hands at \$28 and are wanted. Hongkong Hotels reacted slightly and have been placed at \$87. Humphreys Estate have been sold at \$9½ and \$10 and close with sellers at the latter rate. China Providents have been taken off the market at \$9½. Cotton Mills—There is no business to report in stocks under this heading. Miscellaneous—Green Island Cements have been sold at \$24½ and \$24½ and are steady at the latter rate. A. S. Watsons are obtainable at \$14½. Electrics have been done at \$112 and are wanted. Fenwicks are required for \$35.

SHIPPING REPORTS.

Capt. A. Yauquier of the French mail steamer *Tonkin* reports having encountered fresh N.E. breeze to Varelly, hence rather calm winds and showers, the sea being rather calm.

Capt. J. F. Messer, of the steamer *Cantonian*, reports heavy squally weather. In Gulf of Siam, *Five* and *China* Sea. Light winds.

RETURN OF ROYAL ENGINEERS FROM THE HINTERLAND.

A number of the party of Royal Engineers who were sent into the Hinterland to erect the telephone line from Tai-pohu to San Chun returned at 6.30 last night, having completed the work and also assisting at the taking of San Chun. Besides putting up telephone lines the men have been employed in many other useful ways. One party was equipped with photographic apparatus and took some very good views of the villages through which they passed, and also a picture of the flag hoisting at San Chun. These photographs when ready will be sent to the War Office in London. Another party was especially told off for demolition purposes, and carried with them the requisite explosives and electrical gear. As all sappers are put through a course of bridging while at Chatham, the headquarters, there was no difficulty in finding men to construct the pontoon bridges, which proved so useful for the attacking party to cross the river. The pontoons are made of zinc and of very light construction, drawing only a few inches of water, so that it was comparatively an easy matter to bring them from the coast by river. Although the Royal Engineers started back to Hongkong in junks, half an hour after the other troops had left, they managed to get to barracks fully three hours before the other junk parties, the men having been used to rowing and desirous of getting home as quickly as possible catching hold of the oars and rowing themselves.

We are very pleased to say that the Royal Engineers were the happy recipients of a word of praise both from General Gascoigne and the Chief Staff Officer, the latter expressing to Captain Des Voeux, R.E., his admiration of the way in which the men had conducted themselves.

BY THE FRENCH MAIL.

PARLIAMENT.

THE FAR EAST.

HOUSE OF COMMONS.

THE VALUE OF WEI-HAI-WEI.

[From the *L. & C. Express*, April 21st.]
(4th.) In Committee of Supply on the vote of £795,100 under the Navy Estimates for works, buildings, and repairs at home and abroad, Mr. Buchanan asked for information as to the proposed expenditure at Wei-hai-wei. He showed that Admiral Seymour had been asked to send a report home as to the capabilities of Wei-hai-wei, the condition of its defence works, its value as a naval base, and the character of the naval attack against which any provision should be necessary. Had any reply been received from the Admiral, and what was the nature of his recommendations as to defence and the amount of money to be spent? He asked the First Lord of the Admiralty to explain what kind of secondary naval base he proposed at Wei-hai-wei, and what was meant by "sufficient fortification."

Sir E. Ashmead-Bartlett thought the real answer to the objections raised by the hon. member was that the aggressive movement of Russia in North China had made necessary counter-preparations on our part. Nobody who understood the extent, importance, and potentialities of our trade in China would doubt that it was our duty to guard British interests in that part of the world. He charged Russia in the manner in which it obtained possession of Port Arthur, with fraud of a very deliberate character. The occupation of Port Arthur was the true explanation and justification of our occupation of Wei-hai-wei.

The Chairman said that the question of what led up to the occupation of Wei-hai-wei could not be discussed. The question before the Committee was, having taken it, what were we going to do with it. (Laughter.)

Sir E. Ashmead-Bartlett said he desired to show that an effective occupation of Wei-hai-wei was necessary to enable us to defend Northern China against the Russians, and that he would follow the chairman's ruling, he must respectfully protest against it. He hoped that Wei-hai-wei would be fortified and made into a useful secondary base, and that so long as the Russian occupation of Port Arthur lasted our effective occupation of Wei-hai-wei would also last.

Mr. Lambourne said he did not understand that the question of the fortification of Wei-hai-wei was raised in this vote. As he understood it, it was proposed to have a coalshed and a pier and to do a certain amount of dredging. If the First Lord of the Admiralty would say that the granting of the money for those purposes would not prejudice the discussion of the question of fortification, and that he did not contemplate beginning fortifications in the present year, he thought this vote might be passed.

Captain Sinclair pointed out that further money was being spent on Wei-hai-wei in the shape of pay for troops. He understood that when the Army Estimates were under discussion it was agreed that this vote, not only the naval aspect of the place, but the questions of fortifications also could be discussed.

Sir J. Colomb said that when this port was acquired every one was anxious to know for what purpose it would be applied, and the First Lord of the Admiralty, in answer to a question which he put, said that it had not been surveyed. Obviously it could not be decided what functions a naval port was to fulfil before it had been surveyed. But before the survey had commenced the War Office sent out military officers to determine what were to be the land defences.

Mr. Goschen said that perfect union existed between the departments.

Sir J. Colomb said that was no doubt so, but it was true that before the naval survey was completed the War Office were taking steps in connection with the land defences and he thought that was very satisfactory. As far as the information before the House went, it showed that the idea of using this position as a secondary base was an afterthought. It was not intended at first. The result was that a vote was now to be taken for this port, and works were to be begun without the total estimate for the works being before the Committee. Votes for £4,500 for a naval depot and £4,500 for dredging were being taken, and he wished to know whether they represented the total cost of the works in each case.

THE EMBASSIES WHICH THE JAPANESE

left there were in good order. There were three forts in the island, and one more fort should be placed there to make the position thoroughly efficient. There was a fort on the mainland, which should have guns put into it, and then it would be an excellent place to prevent raids by cruisers or any other hostile action. It was an infinitely better place than Kiao-chow, which would require a very large expenditure of money to make it an efficient naval base at all. His own view was that Wei-hai-wei would not require the expenditure of a very large sum to put it in order. It would require dredging, and the Admiralty in their wisdom had already taken steps in that direction. It had been surveyed, and he hoped the Admiralty would elect that it should be a naval base on the lines suggested by the hon. member for Yarmouth, which would make it essentially a naval base without having the military there at all. Naval bases were very much more important now than in the old sailing ship days. In those days men-of-war were self-supporting; they carried spare spars, timber to patch up the sides, and extra canvas to make sails. In these days, if a ship went into action, it would not be able to do so unless it had a naval base to repair, and that naval base should be efficient to enable such repairs to be executed. The Admiralty, in his opinion, were very wise in taking Wei-hai-wei. Our other naval base was many hundreds of miles from Port Arthur. He tried to get to Port Arthur during the time he was in China. The Russians invited him there; they offered him a ship, but some question arose at home and he did not wish to create any difficulty by going there. He was sorry he did not go, because he got on remarkably well with the Russians in China, and he dared say he should have been allowed to see as much as he was allowed to see in other places, if not more. (Laughter.) Port Arthur was only eighty-five miles from Wei-hai-wei. That was not a great distance for a torpedo-boat or catcher to go, and they should put Wei-hai-wei into such order as a naval base proper ought to be put into. The First Lord of the Admiralty had stated that Wei-hai-wei was to be a secondary naval base, and it was a large expenditure of money on the place. It was, however, their duty to put it into the position of a naval base, to complete the stores necessary and have the guns mounted which were requisite in order to defend it. There were no guns mounted at present. On the other hand, the Russians had mounted in Port Arthur seventy-one guns already. He did not know what they were for, but as they were mounted he thought we ought to mount guns at Wei-hai-wei. (Laughter and cheers.) As regarded stores there was an excellent coal store there now, and he hoped the Admiralty would increase it. There were capital barracks on the mainland, which the Japanese had left, and which he hoped we should soon occupy, and begin to drill troops there who would be able to efficiently garrison that part of the country. (Hear, hear.) He agreed that an estimate should be made out of the total expenditure that was to be incurred on Wei-hai-wei.

Mr. Austen Chamberlain said he could not at present say when the New Naval Works Bill would be introduced, but it should be obvious to the right hon. gentleman that the adequate discussion of a Bill of such importance must be allowed. He would not enter into any exposition of the merits of Wei-hai-wei as a naval station. He would only say that the entire agreement with what his noble friend the member for York had said about the natural capabilities of Wei-hai-wei as a naval station; and he thought he would be able to show the Committee that the course which the Admiralty proposed to pursue would extend the advantages of the natural capabilities of the place. The First Lord of the Admiralty had already announced that it was intended to begin with the establishment of a naval depot at Wei-hai-wei, and to make it a secondary naval base. The hon. member for Aberdeen had asked whether the Admiralty intended to do at Wei-hai-wei what had been done at Malta, and also whether they proposed to do at Wei-hai-wei everything which the Russians might think fit to do at Port Arthur. The works to be executed at Wei-hai-wei would be decided solely in reference to the conditions of the place and the use to which it was intended to put it, and there would be no comparison of the kind the hon. member suggested. Neither did the Admiralty think of establishing at Wei-hai-wei a dockyard of the capacity of the dockyard at Malta. The idea they entertained in regard to Wei-hai-wei was that it should be for the Chinese station, something like what Gibraltar was, before the present great extension, for the Mediterranean Station; that it should occupy the same relation to Hongkong that Gibraltar, before the present large extension, occupied to Malta. The Admiralty accordingly proposed to establish there storehouses for portions of the stores of the squadron in Chinese waters, with magazines for portions of the reserved stores of ammunition and sheds for stocks of coal. The also proposed to improve the anchorage, which was already very good, by gradually dredging out the shallow parts to a greater depth. There was one other respect in which Wei-hai-wei would be of very considerable use to the fleet in Chinese waters. Wei-hai-wei had the advantage of being by far the healthiest station we possess in that part of the world, and the Admiralty accordingly proposed to establish a naval hospital there for the treatment of invalids from the fleet. (Hear, hear.) The Admiralty proposed to proceed with the works, by degrees, and they had only taken in the present Estimates such an amount of money as they thought they would be able to spend within the year. The Admiralty had before them reports from the commander-in-chief as to the capabilities of Wei-hai-wei and as to what he recommended should be done there; they had the report of the civil engineer they had sent out, and they also had the advantage of seeing the reports made by the military officers sent out by the War Office. Some apprehensions seem to exist as to the relations between the War Office and the Admiralty in respect to Wei-hai-wei. As a matter of fact the officers sent out by the War Office and the representatives of the Admiralty acted in common under instructions agreed upon between the War Office and the Admiralty, and there had been from the beginning to the end of the inquiry the fullest agreement between the two Departments as to the objects aimed at and the means by which they were to proceed. Information had also been given in regard to the garrison and fortifications at Wei-hai-wei. At the present time a small garrison of marines was temporarily stationed at Wei-hai-wei, but it was intended that the War Office should as soon as possible take over the land defences and relieve the marines, and of course that being so, the War Office would also be responsible as they were in other places, for the fortifications and guns on shore at Wei-hai-wei. As to the dredging operations now in hand at Wei-hai-wei, they were being carried out under the direction of the commander-in-chief, subject to instructions from the Admiralty, and he was despatched to him from home. The deepening of the shallow portion of the present anchorage would be proceeded with by degrees, and there was sufficient work to be done in that way to last considerably beyond the present year, unless more than had been

were sent out. The commander-in-chief had been authorized to purchase and had purchased certain land in the neighbourhood of the old Chinese naval station for the use of the Admiralty shore establishment. The money for the purpose was obtained out of last year's vote, with the sanction of the Treasury, and the Admiralty were therefore in possession of a complete naval establishment, including not only the place of land station, but the place of land which was required for necessary extensions. He hoped that next year it would be possible to give the House a full and complete estimate of the whole cost of the works, but in providing in the meantime for carrying on the works during the present year the Admiralty were acting strictly in accordance with the precedent always followed in cases of the kind. Mr. E. Robertson asked for further information with regard to the works at Wei-hai-wei. Mr. Austen Chamberlain said he had not specifically mentioned that there were to be small workshops, where artificers of the Fleet could make small repairs, similar to those made at Gibraltar.

Mr. Gibson Bowles expressed disappointment with the statement of the Secretary to the Admiralty, as it left them without any information as to the nature of the establishment to be made at Wei-hai-wei. The First Lord of the Admiralty had told them that it was intended to make Wei-hai-wei a secondary naval base, and it was to be fortified against raids. He wished to know what those fortifications were to be, how far they were to extend, and whether Wei-hai-wei was to be a place where our ships were to be defended by soldiers, or a place where any soldiers that might be there were to be defended by our ships. No information had been given as to the strategic considerations that had guided the Admiralty, nor as to the case in which Wei-hai-wei was to be used as a naval base. He could not conceive it to be possible to compare Wei-hai-wei with Gibraltar. The treatment of Gibraltar might not be applicable to Wei-hai-wei, because Gibraltar was in the middle of a line of communication, and Wei-hai-wei was at the end of a line of communication. In regard to Port Arthur, Vice-Admiral Hamilton said, in 1886, "It is no use having such a position and thinking it will not be a costly one." The same criticism applied to Wei-hai-wei. It was to be a costly one, and Wei-hai-wei, the tendency would be to get rid of the squadron and expose it to the danger of being attacked in detail. In order to prevent that, we must make Wei-hai-wei a safe place, and that would be a costly matter. There was another important strategic consideration which had been pointed out by Vice-Admiral Hamilton—namely, that a naval base should be such an one as would not only give protection to our ships, but would enable them to go to sea with confidence that they would be able to return to their base. The question was, was Wei-hai-wei to be so strongly defended that not only might our ships always find security there, but that that base would be able to maintain itself when our ships were not there, or was it to be a base dependent for its protection upon our ships? That was really a most important matter. Wei-hai-wei was almost entirely commanded by the surrounding land, on which were a number of forts that fell into the possession of the Japanese during their war with China. That circumstance conveyed a pregnant warning. Those forts should be named by a strong garrison of not less than from 10,000 to 15,000 men, for otherwise they would be exposed to very considerable danger. Was that the project of the Admiralty in conjunction with the War Office?

Sir C. Dilke said the harbour of Wei-hai-wei had three entrances, one very narrow, and two very wide indeed. He understood there were nearly four miles of water entrance. It was now the policy of the Admiralty to guard all our anchorages and harbours against the night attacks of torpedo-boats by wireless in the nature of bars or booms, but in the case of Wei-hai-wei this was not possible. Were the Admiralty advised that Wei-hai-wei would be safe as a naval depot with an entrance four miles wide defended against torpedo attack by the way found necessary for other harbours at a similar distance from a possible attack? The other question he would ask concerned the supposed balance of strength between this new base and the Russian base at Port Arthur, and raised a very important question. When this port was first occupied by us, the Duke of Devonshire in another place stated that the Government's policy was to offer the use of this base to the Chinese fleet, and claimed that it would be a support to our policy of occupation, to bring about such an understanding between ourselves and the Chinese. Was that policy of offering the use of Wei-hai-wei to the Chinese being continued? At Port Arthur there was a great dock in actual use, and basins, appliances, such as it would be enormously costly to create at Wei-hai-wei, were neither at present existed. They understood from the latest despatches had before Parliament that the Russian fleet had offered the use of Port Arthur to the Chinese, subject to the condition that such officers as were sent to their ships who were Europeans must be Russian subjects. They ought, he thought, to be informed whether, without dock or basin, there was much probability that we should be able, without enormous expenditure, to make Wei-hai-wei a base for the Chinese fleet.

Admir

HONGKONG AND WHAMPDO DOCK RETURN.

Sala de Cuba, at Kowloon Dock.
Sala di Luzon, " "
Hongkong Narru, " "
Hysan, " "
J.S.S. Bennington, " "
J. Dunn & Austria, Cosmopolitan
Gerard C. Tobey, " "
Tokoku Maru, " "

Shipping.

Arrivals.

"ONNIE French steamer, 2,377, A. Vacquier,
19th May—Marseilles via Bombay and
Saigon 17th May. Mails and General—
Messageries Maritimes.

"HWNASH, British steamer, 1,281, J. F.
Messenger, 19th May—Bangkok via Koh-
siang 13th May, Rice—Bradley & Co.
SAM YONG, British steamer, 874, W. Dawson,
19th May—Singapore 12th May. General—
Chinese.

AACHEM, American bark, 1,267, W. S. Nickels,
19th May—Shanghai 6th May, General—
Siemssen & Co.

HIEANG CHEW, British steamer, 1,213, Fred
Young, 19th May—Penang and Singapore.
12th May. General—Order.

PAPAN, British steamer, 2,755, G. K. Wright,
R.N.R., 20th May—London 8th April
and Singapore 13th May, General—F. &
O. S. N. Co.

DZUMI MARU, Japanese steamer, 2,375, M. J.
Carnow, 20th May—Seattle and Japan
19th April, Flour and General—Nippon
Yusen Kaisha.

ITY OF RIO DE JANEIRO, American steamer,
2,375, W. Ward, 20th May—San Francisco
25th April, Honolulu 28th, Yokohama 12th
May, Kobe 13th, Nagasaki 15th, and
Shanghai 17th, Mails and General—P. M.
S. S. Co.

ANYANG, German steamer, 983, Th. Lehmann,
20th May—Swatow 19th May, General—
Douglass, Lapraik & Co.

MARDIANSHIRE, British steamer, 2,498, Hod-
ley, 20th May—London 14th March, and
Singapore 13th May, General—
Shewan, Tomes & Co.

YGDO, Norwegian steamer, 772, C. Brekko,
20th May—Canton 19th May, General—
Sandhu, Vieler & Co.

HOVSANG, British str., 1,194, C. H. Bowker,
20th May—Canton 19th May, General—
Jardine, Matheson & Co.

LARA, German steamer, 675, A. Hansen, 20th
May—Haiphong 17th May, and Hoihow
19th, General.—Jebesen & Co.

Cleanances at the Harbour Office.

ison, British str., for Amoy.
anyang, British str., for Amoy.
yngpho, German str., for Hoihow.
admore, American str., for Amoy.
oyang, British str., for Shanghai.
gawachi Maru, Japanese str., for Singapore.
Cheung Cheu, British str., for Amoy.
wenna, British str., for Singapore.
ait Lum, British steam-launch, for Samsui.
nani, French str., for Hoihow.
ixington, British str., for Shanghai.
Kong, British str., for Canton.
ppon Maru, Japanese str., for Shanghai.
gdo, Norwegian str., for Chefoo.
almum, British str., for Swatow.
ithi, British str., for Shanghai.
yong, Chinese Maru, Japanese str., for Swatow.
British str., for Singapore.
British str., for Vladivostock.
chen, German str., for Haiphong.

Departures.

yay 20, Salate, French str., for Europe.
yay 20, Tonkin, French str., for Shanghai.
yay 20, Frontin, German str., for Amoy.
yay 20, Thalor, British str., for Swatow.
yay 20, Poshun, Chinese str., for Canton.
yay 20, Glenloch, British str., for Shanghai.
yay 20, Humber, British str., for Hongkong.
yay 20, Chilli, British str., for Changhai.
yay 20, Salvadoria, American str., for Amoy.
yay 20, Suisang, British str., for Shantung.
yay 20, Kawachi Maru, Japanese str., for
Singapore.

Passengers—Arrived:

Per *Chuwshan*, from Bangkok, &c.—30
passengers.

Per *Cheang Chew*, from Singapore—a88
inese.

Per *Nanyang* from Swatow—Miss Hastings
4 children, and 65 Chinese.

Per *Juban*, from London for Hongkong—
Capt. E. G. Waymouth, R.A.; Lieut. Sidney
Smith, R.A., and Mr. J. A. Royle, R.N.

From *Anganghai*—Mrs. Mockler, 2 infants, and nurse,
Mr. and Mrs. Baroth. From Singapore
Yokoham—Capt. Simonda, R.A.

Per *City of Rio de Janeiro*, from San Fran-
cisco, &c. Mrs. Chauvont Thomas, Messrs.
James, H. B. P. Thomas, Mr. George Wong, Fung Hing
servant, Horace and Margaret Misses : E.
Smith, Mr. W. P. Smith, Mr. and
Alpine McLean, Mr. E. E. Gibson.

For Hongkong from Marseilles
Per *Tamel*, from Bombay—Mr. Perry, and
Mrs. MacGlashan and 2 children.
Am Colombo—Messrs. L. Liu, Wong Sang,
Lock, and Lim Fong. From Singapore—
Messrs. W. Dennis, George Muir, Burne, N. J.
avor, Mr. and Mrs. Percival, Sun Pung
ng, Max. Samuel, A. W. Stiven, Yan
Teo, J. Honbray Jones, F. E. Shirkey,
L. Jordan, and 4 Frenchmen in deck.
From Saigon—Mr. Bid, child ; and 99
Messrs. Charles Dreyfus and Angere, and
Messrs. For Shanghai from Marseilles—
Mrs. Casella and child, H. Goldmann, Mrs.
mullerlich, Mrs. S. Brum, Mr. and Mrs.
Bollot and child, Messrs. Joseph Rongion,
Burando, Didier, Volay, Renard, Ribertie,
mbloy, Paumelle, Petit, Vidal Clavier,
mber, Teyssandier, Capt. Percy Smith,
France Sauvour, and C. A. Deichen.

From Saigon—Father
H. C. Reid.

From Singapore—Father
ille Robert.

From Nagasaki from Singapore
Mr. H. Lodge, Mrs. Onaki, Mrs. Okasch,
Mrs. Ohmetzu, Mr. Onaga, Mrs. Messrs.
venene, Bernard and Matsuo. From Singa-
—Mr. P. Derouzier, Mrs. Simon, and Mrs.
asa.

Departed.

Per *Salate*, for Saïvon—Mr. M. Ray, Fo
Per *Angore*—Mr. and Mrs. Coupsel, Messrs. N.
Luzuge, E. P. Georgacopoulos, and T. Silber
for Bombay—Capt. and Mrs. Jackson
Marseilles—Messrs. M. Zubeldia, E. G.
Jose Maria, J. D. S. Saint Alma and
Portuguese sailors.

Per *Tokoku*, for Shanghai—Colonel G. F.
Eynne, Messrs. Evans and J. Weinberg, Ko
Smith—Mrs. W. G. Humphreys, and Mr.
Guman. For Yokohama—Slater, Leclerc,
G. Weinberg, Messrs. M. N. Weinberg
V. Weinberg.

Per *Vining*, for Calcutta—Mr. Carl Francis
Singapore—Mr. Wong Kit Chu.

For Consignments.—Scott's Emulsion of
Cod Liver Oil with Hypophosphites of
Calcium and Soda is the most wonderful food for the
weak and consumptive. It not only gives strength and
increases the flesh, but heals the irritation of the
throat and lungs. It is very palatable to children
and adults, and in all wasting diseases
is indispensable. It is a marvellous
remedy for indigestion and biliousness. Sole Agents,
Messrs. Anglo-Siam Corporation Ltd., of China & Malacca Streets, Singapore.

KRONG AND WHARF DOCK RETURN.

<i>de Cuba</i> ,	Roxburgh Dock
<i>de Luzon</i> ,	Dock
<i>Hongkong</i> (Mars),	"
S.S. <i>Bennington</i> ,	Cosmopolitan
<i>and C. Tooley</i> ,	"
<i>Loko</i> (Mars),	"

Shipping.

Arrivals.

KIRIN, French steamer, 3,327, A. Vacquier, 19th May.—Marseilles via Bombay and Saigon 17th May. Mails and General.—Messageries Maritimes.

NSHAN, British steamer, 1,281, J. F. Messer, 19th May.—Bangkok via Koh-si-chang 13th May, Rice.—Bradley & Co.

YONG, British steamer, 374, W. Dawson, 19th May.—Singapore 12th May, General.—Chinese.

BIEM, American bark, 1,267, W. S. Nickels, 19th May.—Shanghai 6th May, General.—Siemens & Co.

BRANG CHEW, British steamer, 1,213, Fred Webb, 19th May.—Penang and Singapore 12th May, General.—Order.

NAN, British steamer, 2,795, G. K. Wright, R.N.R., 20th May.—London 8th April, and Singapore 13th May, General.—P. & O. S. N. Co.

MARU, Japanese steamer, 2,375, M. J. Curlew, 20th May.—Seattle 2nd, Japan 19th April, Flour and General.—Nippon Yusen Kaisha.

VON RIO DE JANEIRO, American steamer, 2,755, W. Ward, 20th May.—San Francisco 20th April, Honolulu 28th, Yokohama 12th May, Kobe 13th, Nagasaki 15th, and Shanghai 17th, Mails and General.—P. M. S. S. Co.

SVANT, German steamer, 983, Th. Lehmann, 20th May.—Swatow 19th May, General.—Douglas, Sprague & Co.

DIAGANSHTER, British steamer, 2,498, Hodley, 20th May.—London 14th March, and Singapore 13th May, General.—Sheewan, Tomes & Co.

ADO, Norwegian steamer, 772, C. Brekko, 20th May.—Canton 19th May, General.—Sander, Wieler & Co.

OVSANG, British str., 1,194, C. H. Bowker, 20th May.—Canton 19th May, General.—Jardine, Matheson & Co.

GARA, German steamer, 675, A. Hansen, 22th May.—Haiphong 17th May, and Hoilow 19th, General.—Jessen & Co.

Clearances at the Harbour Office.

un, British str., for Amoy.
nyong, British str., for Amoy.
umpha, German str., for Hoilow.
vadora, American str., for Amoy.
nyssang, British str., for Shanghai.
wachi *Maru*, Japanese str., for Singapore.
Brang Chew, British str., for Amoy.
nan, British str., for Singapore.
British, British str., for Hongkong.
French str., for Hoilow.
ong, British str., for Shanghai.
Kong, British str., for Canton.
ppon Maru, Japanese str., for Shanghai.
ADO, Norwegian str., for Chefoo.
mun, British str., for Swatow.
hlh, British str., for Shanghai.
uidagawa Maru, Japanese str., for Swatow.
sang, British str., for Singapore.
chael Jeben, German str., for Vladivostok.
German str., for Haiphong.

Departures.

y 20, *Salsize*, French str., for Europe.
y 20, *Tontin*, French str., for Shanghai.
y 20, *Pronte*, German str., for Amoy.
y 20, *Thales*, British str., for Swatow.
y 20, *Fushun*, Chinese str., for Canton.
y 20, *Glenloch*, British str., for Shanghai.
y 20, *Quarta*, German str., for Hoilow.
y 20, *Chihli*, British str., for Shanghai.
y 20, *Salvadora*, American str., for Amoy.
y 20, *Sutsang*, British str., for Calcutta.
y 20, *Kewachi Maru*, Japanese str., for Singapore.

Passengers—Arrived.

Per *Chuwshan*, from Bangkok, &c.—20
ninese.
Per *Cheang Chew*, from Singapore—288
inese.
Per *Yangtze* from Swatow—Miss Hastings
d 4 children, and 65 Chinese.
Per *Jupiter*, from London for Hongkong—
pt. E. G. Waymouth, R.A.; Lieut. Sidney
ngshlai—Mrs. Mockler, 2 infants, and nurse,
M.-Mr. and Mrs. Baroth. From Singapore
Yokohama—Capt. Simonda, R.A.
Per *City of Rio de Janeiro*, from San Fran-
co, &c.—Mrs. Chauncy Thomas, Messrs.
v. P. P. Thomas and servant Wong, Fat Hing
d servant, Horacio Muspart, Misses E.
Smith, B. Smith, Mr. W. Smith, Mr.
rs. Alphonse M. Can, Mr. Marsden, Mr.
d Gibson, Mr. Tan, Mr. Tan, Mr. Tan, Mr.
Tan, Mr. Tan, Mr. Tan, Mr. Tan, Mr. Tan,
Mr. Tame, From Bombay.—Mr. Perry, and
v. and Mrs. MacClashan and 2 children.
On Colombo—Messrs. Li Liu, Wong Sang,
Lock, and Lim Fong. From Singapore—
Messrs. W. Dennis, George Muir, Bume, N. J.
Peavoor, Mr. and Mrs. Percival, Sim-Pung
ceang, Max. Samuel, A. V. Silver, Yeap
g Teong, J. Monbray Jones, P. E. Shirley,
George H. Jordan, and 4 Frenchmen in deck-
oon Saigon—Mrs. Eid, child, andamah,
Messrs. Charles Dreyfus and Angnard, and 99
inese, Per Shanghai—Mr. Marsden, Mr.
d Mrs. Caselli and child, H. Goldman, Mrs.
Smullerich, Mrs. S. Brunt, Mr. and Mrs.
ollot and child, Messrs. Joseph Rongon,
L. Burlando, Didier, Volay, Renard, Rebierre,
emberlay, Faumelle, Petit, Vidal Jacquet,
clemery, Teysandier, Capt. Percy Smith,
ghland, Sauveur, and C. A. Deichen. From
Singapore—Messrs. W. S. Elliott, J. Teblier,
d H. C. Reid. From Saigon—Father
hillie Robert. For Nagasaki from Singapore
Mr. A. L. Savage, Mrs. Okano, Mrs. Okasaka,
d Mrs. Ohnoita. From Malacca—Messrs.
evnet, Bernard and Matzou. From Singapore
Mr. P. Derouzier, Mrs. Simon, and Mrs.
Kusa.

Departed.

Per *Salsize*, for Saigon—Mr. M. Ray. For
Singapore—Mr. and Mrs. Chousel, Messrs. N.
reuzge, E. P. Georgacopoulos and T. Silber-
nn. For Bombay—Capt. and Mrs. Jackson.
or Marseille—Messrs. M. Zubeldia, E. G.
ortegen, Jose Maria, J. D. S. Saint-Alma and
Portuguese sailors.

Per *Tonkin*, for Shanghai—Colonel G. F.
r. For Shanghai and Mr. Weinberg. For
Singapore—Mrs. W. C. Humphreys, and Mr.
erman. For Yokohama—Sister Leclerc,
d Mrs. G. Weinberg, Messrs. M. N. Weinberg
d V. Weinberg.

Per *Sulsang*, for Calcutta—Mr. Carl Francis,
d Singapore—Mr. Wong Kii Chiu.

Good for Constipative.—Scott's Emulsion of
Pure Cod Liver Oil—with Hypophosphites of
lime and Soda is a most wonderful food for the
non-nutritive. It not only gives strength and
increases the flesh, but heals the irritation of the
lungs, cures the cough, favors the appetite, children
like it like milk, and in all wasting diseases
both for adults and children it has marvelous
power and medicine. Any Chemist will supply
Sole Agents for Hongkong and the Straits
of China—E. Watkin & Co. Hongkong
Adolf.

Announcements.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU.....	YOKOHAMA (DIRECT)	WEDNESDAY, 24th May, at 4 P.M.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
FUTAMI MARU.....	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU.....	SEATTLE, (WASH., U.S.A.) via KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st JUNE, at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	SUNDAY, 4th JUNE.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th May, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES STAMPED ARTICLES FOR MILITARY EQUIPMENT

M. OPPENHEIMER & Co, Paris

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

To be Let.

TO LET

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

c/o of this Office.

Hongkong, 17th May, 1899.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to: Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899.

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection).

PROPERTY lately occupied by the "BAHAR LODGE." The PEAK, 6, ORMSBY TERRACE, Kowloon. GROUND and 1st FLOORS, 52, PELL STREET.

OFFICES—1st floor, No. 10, PRAYA CENTRAL. (lately occupied by Messrs. MELCHERS & Co.)

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th May, 1899.

THE HONGKONG RIFLE ASSOCIATION.

COMPETITION.

MONDAY, the 22nd instant, at 3 P.M. PEARSON CUP and SPOONS. Ranges—200, 300 and 600 yards. Seven Shots and one Sighting. MOWBRAY & S. NORTHCOTE, Hon. Sec.

Nongkong, 20th May, 1899.

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE, Elgin Street, Kowloon.

Hongkong, 3rd May, 1899.

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carte D'Or 800 Carte Blanche

Sillery Demi Sec Chateau de Chantierres

M. OPPENHEIMER & Co, Paris.

CARBOLINEUM-AVENARIUS Used for over 20 YEARS.

With the Utmost Success.

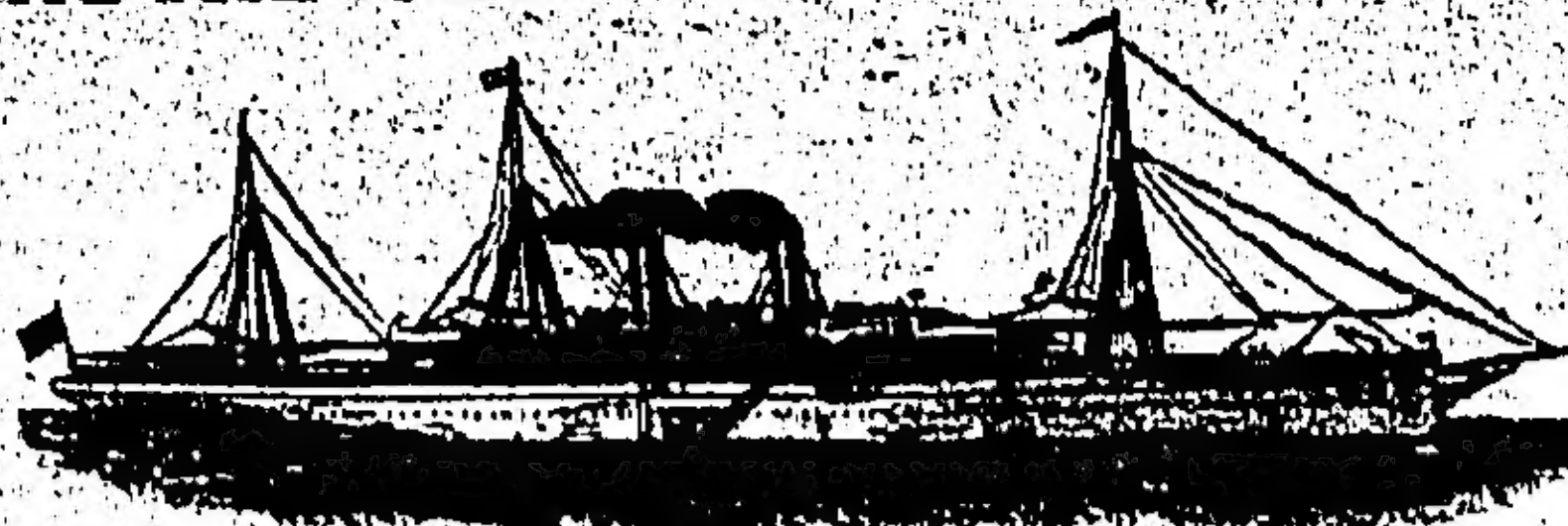
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China: LUTCHENS, EINSTAMANN & CO. Hongkong, 11th September, 1890.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th May, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) To-morrow, 21st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 21st May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, and PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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 Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all 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 Office 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, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th May, 1899.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship.

"TARTAR," 4,425 tons gross register, will be despatched on or about THURSDAY, the 1st JUNE, for VICTORIA, and VAN COUVER, via MOUL, KOBE & YOKOHAMA. The vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, CANADA, and the UNITED STATES. For information as to Rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 18th May, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenage... 3,750 | J. McGilivray... May 30.

Olympia... 2,837 | J. Truebridge... June 17.

Florida... 3,502 | J. Pantom... July 4.

Tacoma... 2,811 | A. Dixon... July 29.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 | Williamson | June 3.

Columbia... 2,976 | N. Moncur | July 8.

Monmouthshire... 2,874 | W.A. Evans | July 22.

Lennox... 3,677 | Williamson | Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special Rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or, (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th May, 1899.

FOR SAN FRANCISCO.

THE 100-Ar. British Bark

"QUEEN MARGARET,"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 10th March, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

*HEIDELBERG... HAVRE and HAMBURG... 23rd May... Freight and Passage.

*SIBIRIA... HAVRE and HAMBURG... About 30th May... Freight and Passage.

*HILDEBRANDT... HAVRE and HAMBURG... About 15th June... Freight.

*BAMBERG... HAVRE and HAMBURG... About 25th June... Freight and Passage.

*KONIGSLBERG... HAVRE and HAMBURG... About 5th July... Freight.

*DEIKE... NEW YORK... via SUEZ CANAL.

*RICKMERS... via SUEZ CANAL.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981.

HAMBURG-AMERIKA LINE.

(Ball and Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

*HEIDELBERG... HAVRE and HAMBURG... 23rd May... Freight and Passage.

*SIBIRIA... HAVRE and HAMBURG... About 30th May... Freight and Passage.

*HILDEBRANDT... HAVRE and HAMBURG... About 15th June... Freight.

*BAMBERG... HAVRE and HAMBURG... About 25th June... Freight and Passage.

*KONIGSLBERG... HAVRE and HAMBURG... About 5th July... Freight.

*DEIKE... NEW YORK... via SUEZ CANAL.

*RICKMERS... via SUEZ CANAL.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

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 Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all 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 Office 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, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3,406 | about | May 30.

Belgian King... 3,379 | about | June 20.

Carmarthenhire... 2,929 | about | July 20.

Carlisle City... 3,002 | about | Aug. 20.

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th May, 1899.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

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.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Preussen... Wednesday | 24th May.

Sachsen... Wednesday | 21st June.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

Captain Milroy, will be despatched for the above ports, TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 20th May, 1899. [673a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU."

Captain Numezaki, will be despatched for the above ports, TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th May, 1899. [673a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stearless and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th May, 1899. [673a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Colman, will be despatched for the above ports, on TUESDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th May, 1899. [668a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED."

will be despatched for the above port, on or about the 24th instant, to be followed by the S.S. BENLOMOND about 3rd June.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 12th May, 1899. [547a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1899. [667a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Barwise, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1899. [561a]

THE "MOGUL" LINE OF STEAMERS.

THE Steamship

"AFRIDI."

Captain Golding, R.N.R., will be despatched for the above ports, on FRIDAY, the 26th instant, at Noon.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 18th May, 1899. [676a]

FOR NEW-YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN."

Captain Fairweather, will be despatched for the above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI" at short intervals.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 13th May, 1899. [546a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finkelson, will be despatched as above on THURSDAY, the 1st June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1899. [666a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched on FRIDAY, the 2nd June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1899. [666a]

Consignees.

NOTICE TO CONSIGNEES.

S.S. "BIRCHTOR."

FROM NEW YORK AND STRAITS.

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

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 19th May, 1899. [678a]

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager, Hongkong, 28th April, 1899. [12]

Intimations.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

THE MUTUAL STORES.

26, 28 & 30, POTTINGER STREET.

Have just received another Consignment of

LIPTON'S FAMOUS GOODS

INCLUDING

TEA, COFFEE, JAM, BACON, BISCUITS, HAMS, ETC., ETC.

Hongkong, 25th April, 1899.

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Onomura Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kaneaguchi Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]

RIGAUD'S

White Violet

EXTRACT

This fugative and delicate perfume is

poussant as an

Extract for the

handkerchief

white as a

Soap and

Powder,

it has been

adopted by

the most re-

fined French

Society

RIGAUD & Co.

10,000

White Violet

Extract

PARIS

Rigaud's Extract

[666a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager, Hongkong, 1st May, 1899.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

HONGKONG, 14th May, 1896. [39]

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO. LD., DUNLOP TYRE'S BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A. \$16

Quality B. \$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

LET 'EM ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

I S now in a position, in his New and Co- modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September 1898. [45]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST,

No. 4, Queen's Road Central, Hongkong, 8th March, 1899. [18a]

SIEN TING, SURGEON DENTIST,

No. 10, D'AGUIAR STREET, TERMS VERY MODERATE, Consultation free.

Hongkong, 27th September, 1898. [43]

NOTICE.

NEITHER THE RESPONSIBLE, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours—

GERARD C. TOREY, American bark, J. F. Surtlef—By Order.

QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

EXCHANGE.

Hongkong, 20th May.

ON LONDON, Telegraphic Transfer 1/11

Bank Bills, on demand 1/11 1/16

Credits, 4 months' sight 3/0

D'cents, 4 months' sight 2/0

ON BERLIN, (demand) M.2014

ON PARIS, Bank Bills, on demand 2/48

Credits, 4 months' sight 2/52

ON NEW YORK, Bank Bills, on demand 47

Credits, 30 days' sight 48

ON BOMBAY, Telegraphic Transfer 147

On demand 148

ON SHANGHAI, Telegraphic Transfer 74

Private, 30 days' sight 75

ON YOKOHAMA, T.T. 44 per cent. prom.

Sovereigns, Bank's Buying Rate \$10.04

Gold Leaf 100 louch, per tael \$2.75

Bar Silver 23

Dollars 13 per cent. prep.

OPIUM QUOTATIONS.

Hongkong, 20th May.

New Patna, 745 per chest.

Old 730

New Bengal, 730

New Mysore, 730

Old Mysore, 730

Patna, 730

The Share Market.

LATEST QUOTATIONS.

(May 20th.)

Banks.

Hongkong and Shanghai Banking Corporation

—200 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—55.5 buyers.

National Bank of China, Ltd.—\$22.

Do. Do. —\$22.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$22.5 buyers.

China Traders' Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—\$118.

Yangtze Insurance Assoc. Ltd.—\$114.

Canton Insurance Office, Ltd.—\$142.5 sellers.

Straits Insurance Co., Ltd.—\$44.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$312.

China Fire Ins. Co., Ltd.—\$83.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—\$66.5 buyers.

China and Manila S.S. Co., Ltd.—\$79.

Douglas Steamship Co., Ltd.—\$56.

China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$14.

Refineries.

China Sugar Refining Co., Ltd.—\$174.

Luzon Sugar Refining Co., Ltd.—\$54 buyers.

Mining.

Punjom Mining Co., Ltd.—\$8.

Do. Preference Shares—\$160.

Société Française des Charbonnages du Tonkin—\$180.

Queen Mines, Limited—\$0.55.

Jelebu Mining and Trading Co., Ltd.—\$10.

Raub Alluvial Gold Mining Co., Ltd.—\$604.

Oliver's Freehold Mines, Ltd.—(A) \$7.

Oliver's Freehold Mines, Ltd.—(B) \$4.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$4.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—382 per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$86.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$15.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.75.

Hongkong Land Investment and Agency Co., Ltd.—\$62.

Kowloon Land and Building Co., Ltd.—\$24.

West Point Building Co., Ltd.—\$48.

Hongkong Hotel Co., Ltd.—\$8 buyers.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$244.

China-Borneo Co., Limited—In liquidation.

A. S. Watson & Co., Limited—\$144.

Hongkong Electric Co., Limited—\$114.

Hongkong and China Gas Co., Ltd.—\$126.

Hongkong Rope Manufacturing Co., Ltd.—\$170.