

LATEST TELEGRAPHIC INTELLIGENCE.

"North-China Daily News" Service of Foreign and Local Telegrams.

THE GENERAL ELECTION.

MR. BALFOUR UNSEATED. London via Bombay, 15th January. Mr. Balfour has been defeated for Manchester (East). The figures are: Mr. T. G. Horridge, K. C. (Liberal) 6,403 Mr. A. J. Balfour (Unionist) 4,423

Liberal majority... 1,980 This defeat has been received with the wildest enthusiasm in London. It is believed that a safe-seat will be found for Mr. Balfour at Epsom.—Reuter. At the last general election Mr. Balfour had a majority of 2,453.—Ed.

THE FLOWING TIDE. London via Bombay, 15th January. The Unionist Clubs recognize that the flowing tide is with the Liberals, and are preparing for the worst. Even strong candidates are beginning to quake. The Liberal headquarters are jubilant, and are confident of a big independent majority.—Reuter.

MR. CHAMBERLAIN'S LOSS CAUSE. London, 15th January. The Conservative papers do not seek to minimise the significance of the pollings. The Liberal organs are most enthusiastic, especially over the fact that only two Chamberlains have been returned.—Exclusive service.

THE LABOUR PARTY'S GROWING STRENGTH. London via Bombay, 15th January. An analysis of the voting shows a remarkable increase in the Socialist and Labour votes recorded, viz., 63,692 as compared with 20,731 in the same constituencies in 1900. The net Liberal turnover amounts to 64,970 votes.

THE CRISIS IN VENEZUELA. London via Bombay, 15th January. America has assumed charge of French interests in Venezuela.—Reuter.

THE MOROCCO CONFERENCE. London, 15th January. Count von Tattenbach, German representative, interviewed at Paris, said he expected the Morocco Conference to last two months, but he was convinced an agreement would be reached.—Exclusive service.

The following telegrams are from the "Kobe Herald": London, 5th January. Fighting continuing for two days has taken place in San Domingo, in the course of which five officers of General rank were killed.—"Jiji."

7th January. The first elections take place on Saturday. Mr. Morley, replying to a labour deputation, characterised the principle of the finding of employment by the State at standard wages as unsound and dangerous. Mr. John Burns, despite his position as a Cabinet Minister, is delivering Socialist speeches at Battersea.—"Mainichi."

8th January. Delegates from Irkutsk have arrived at St. Petersburg for the purpose of demanding self-government for Siberia. The Governor-General of the Caucasus has taken refuge in a monastery, but all particulars are being kept secret.—"Mainichi."

The following telegram is from the "Hongkong Daily Press": London, 10th January. The revolt in the Baltic provinces and the Caucasus continues. Mr. Solomon J. Solomon has been elected a full R.A.

The str. Hinchow came out of the New Dock on the 14th inst. The str. Hank was docked at the Tankoak Dock on the 14th inst. The O. S. S. Antenor left Hongkong for Shanghai at daylight on the 14th inst.

The P. & O. intermediate str. Cayton fr. m. London left Singapore at 6 a.m. on Sunday, for Shanghai.

The O.N.S. Kialing, which arrived here from River ports yesterday, reports that the Middle Bank Buoy was swash yesterday. The N.-D. L. S. Prousen left Singapore on Sunday, at 2 p.m., and is expected to arrive in Woosung on Sunday, the 21st inst.

The str. Meile, which arrived here yesterday from Hankow, reports: The Middle Bank Buoy seems to have a leak; she is very deep in the water.

MEMBERS of the China Association are asked to note that the report of the meeting issued to them yesterday is dated 1905 instead of 1906 in error.

The R. M. S. Empress of China arrived at Nagasaki at 9 a.m. yesterday, was to sail at 4 p.m., and may be expected to arrive at Kobe at 8 p.m. to-day.

ANOTHER of the "Fortnightly Series" of concerts at the Church Room will be given to-night when the men from H. M. S. Astraea will be responsible for the programme.

The M. M. S. Polynesian, with the mails from Japan, left Kobe for Shanghai yesterday, at 2 p.m., and may be expected to arrive at Woosung tomorrow morning.

OWING to unavoidable causes the first lecture of the Home Nursing series at the Nursing Home is postponed to Friday next, the 19th inst., instead of Tuesday as announced.

The English mail of the 15th of Dec. ex S.S. Arcadia was received at the British Post Office at 2.22 p.m. yesterday and delivery to boxholders began at 2.35 p.m.

The record of "Monsieur Beaucaire" has been equalled by the "Prisoners of Zenda" of which the fifth and sixth performances are announced, the former a matinee for Friday commencing at 5 p.m., the latter for Saturday night at 9 p.m.

At the Swedish Consular Court yesterday morning, before Mr. F. Hager, Consul-General, Charles Fink, unemployed, was charged with having been drunk and disorderly in Tienlong Road at 1.45 p.m. on the 13th inst., and was fined fifteen crowns or in default sentenced to five days' imprisonment.

The December issue of the "Ham-burg-American Gazette," which we have received from Messrs. Siemssen & Co., the agents, is fully equal to its predecessors in interest and in the beauty of its illustrations. The giant steamer Amerika comes in for several notices, and there is much about the sunlit island of Jamaica.

The Cable Companies announced yesterday that communication with Vladivostok is restored. Vladivostok is in communication with Siberian Stations to Blagovestchenak, and with Harbin and Loehangson. It was announced later that communication with Harbin via Vladivostok is interrupted, and communication with Saghalien is restored.

The visit of Mr. Premyslav to the Far East has shown the communities of Shanghai, Peking, and Tientsin of what the violin is capable in the hands of an artist of genius. It will, therefore, be learnt with great satisfaction that this brilliant young performer will give another recital here, with vocal music interspersed, on the 7th of February next.

We have received Hongkong papers to the 12th inst.—H. M. S. Hogue is to be relieved by the cruiser Kent, 9,900 tons, 23 knots.—The new P. & O. S. Peshawar had to go into dock and discharge at Antwerp with her stern-frame broken.—The M. M. cargo steamer Caobanz has gone ashore on the Tongking Coast, at Kulo Rai, and is likely to be a total wreck.—It is reported that Viceroy Ts'ien is now about to take steps to suppress the boycott.

A CORRESPONDENT writes from Hoochow that, during the recent disturbance in Shanghai, Hoochow was as quiet as usual. The people there are very courteous to all foreigners, and progressive in their views. They take an active interest in education, and appreciate the efforts of foreigners, of whom some are ladies, to help them forward. The alarmist news that reached Shanghai nearly a month ago did not come from foreigners in Hoochow, at any rate.

At the Russian Consular Court on Saturday, before Mr. L. Borodinski, Vice-Consul, Emelina Kasukin, of the Russian gunboat Mandjour, was charged with having been drunk and incapable in Minghong Road at 5.50 p.m. on the 12th inst., and with destroying a metal bucket, valued at \$2.50, while confined in the cells at Hongkong Police Station the same night. The defendant was ordered to be sent on board his ship for punishment.—At the same court yesterday, Oscar Madson and Edward Adams were charged with having been drunk and disorderly in Tienlong Road at 1.45 p.m. on the 13th inst., and were ordered to be deported from Shanghai. His Honour said he would have the men put on board a ship to-day.

STEARNS' WINE places at the Command of the Physician the most advanced preparation of Cod Liver Oil. Far superior to the stomach disturbing emulsions.

At the German Consular Court yesterday morning, before Mr. L. Heine, Vice-Consul, Ernest Hermann was charged with having been drunk and disorderly in Tienlong Road at 1.45 p.m. on the 13th inst. After hearing the evidence of Police-Constables Moore and Macdonald, His Honour adjourned the hearing until 10.30 a.m. to-day.

YESTERDAY afternoon a fire was discovered in the ballroom of the Country Club. The Central Station was communicated with and two trucks, belonging to the Deloges and Mih-hoongs respectively were soon on the scene. It was found that a beam under the flooring was burning, having become ignited through some flaw in the new heating apparatus. A small portion of the flooring was removed and the fire was then extinguished with out any difficulty.

The Director of Siauwei Observatory reports: Monday, 15th January, 10 a.m.—State of the atmosphere on the 14th.—The depression shown yesterday to the N. of Liaotung is progressing S.E. towards Japan Sea; unsteady breezes along the coast of China; barometric maximum in the Yangtze Valley. Fine weather at Shanghai.—State on the morning of the 15th.—Barometer falling under the influence of the N.-ern depression. Moderate S.W. breezes.—Probabilities, 5 p.m.—The depression which is progressing in the N. will bring strong winds or gale from N.W. over the Gulf of Pechili and Shantung, then Corea and Japan Sea. Moderate or light in-moon in the S. Fine weather at Shanghai.

The ninth number of the third volume of "Der Ferne Osten," which has just come to hand, is fully up to the mark, and is, perhaps, superior to some of the former issues from the point of view of variety. The opening article, "Eide der schwierigsten moralischen Probleme des Orients," by Dr. G. Opp. R. M., is an able and exhaustive study of the opium question. "Die Gutschlangen mittelchines," by Dr. Kreyenbuhl, is a short but learned essay on the poisonous snakes of Central China. The article on "Das Pferd," by R. Pieper, gives much interesting information concerning that noble animal in China, whilst the concluding article by Alex. A. Pieters on "Eine Eisenbahnfahrt in Nord-Korea," is both interesting and well illustrated.

FROM Mr. J. H. Worth, the local agent of the Mercantile Marine Service Association, we have received as usual a copy of the "Quarterly Reporter," with an account of the meeting held on the 31st October, when several questions of special interest were discussed. Among other matters brought up were: the death of officers; the necessity of officers in active service having leave in home ports; the dangers attending upon Germany's alterations of the steering orders; the misunderstandings arising from the use of wheezy whistles; the value of two masthead lights for navigational purposes; and the "starting suggestion to reduce the length of cables on steamers, coupled with the proposition to dispense altogether with stream and keel anchors." The many extracts from letters from members prove how widely the Association and its "Reporter" are appreciated by shipping men.

THE January, or New Year's, number of the "Pall Mall Magazine" has as its mainstay a motor ghost story by E. F. Benson, illustrated by Max Cowper; the prevalence of the Motor Car in modern life has given story-writers a new interest. The frontispiece is a very pretty French picture, "Mlle. Doris," and the illustrations throughout are, as usual, profuse and pleasing. There are poems by Austin Dobson, John Runcie, Rosamund M. Watson, Winifred Sutcliffe, Elsie Higginbotham ("Phoebus" What a name for a poetess), and F. A. Fahy; a most informing article on Liverpool, written and illustrated by William Hyde, with many other aerial contributions; and a variety of capital readings, including the first instalment of a romance by Marie van Vorst, "The Master of Craven." The full-page portrait of Miss Alice Roosevelt by M. Theobald Chartran, is a little idealised.

ON Sunday evening the 14th inst, the firm of E. Pabany gave a dinner to a large party at their residence, No. 84, Kiukiang Road, to which all the prominent members of the Indian community in Shanghai were invited, in honour of the head of their firm, Sir Currimbhoy Ebrahim, having been knighted by H. R. H. the Prince of Wales on the occasion of the laying of the foundation stone of the New Museum in Bombay, November 1905. Congratulatory speeches were delivered by Messrs. M. Jaffer, O. A. Mylar, B. C. Setna, M. Mirabbay, M. J. Sherif, F. Vicojas, Dr. Laloaca, and N. D. Tata, to which suitable acknowledgments were made by Mr. E. Chandjoboy, the manager of the firm of E. Pabany here. It was unanimously decided by the guests present that a telegram be forthwith dispatched to Sir Currimbhoy, conveying the congratulations and good wishes from his fellow nationals in Shanghai, the same to be followed by an Address. Songs and dances were indulged in, and the party dispersed at a late hour, after having passed a very pleasant evening.

At the Japanese Consular Court yesterday, before Mr. Matsuo, Vice-Consul, Shika Kitada, of the Japanese cruiser Tushima, was charged with having been drunk and disorderly in Yuhang Road at 8.30 p.m. on the 13th inst., and further with cutting and wounding one Ada Tokofski with a knife and causing her to lose a gold and diamond ring, valued at \$450, at No. 2039, Yuhang Road, on the same date. Evidence as to the assault was given by Rold Hay, Golda Novakowski, and a native servant. His Honour said the evidence would be forwarded to the captain of the Tushima and the prisoner sent on board for trial by court-martial.

YESTERDAY'S "Nanfengpao" says that H. E. Yen, Chinese Resident at Kurun (Urga) wishes to throw that city open to foreign trade to contract Russian influences.—The British Minister has stated that England will positively decline to give up Weihaiwei, though she is willing to undertake not to increase her troops there.—The Governor of Honan has memorialised the Throne he wants no more expectant officials for two years.—Plans are being made to begin the construction of a railway in Fukien province next month, starting from Amoy to Changchow, a distance of 90 li.—A Sanitary Department is to be attached to the new Board of Constabulary.

With the December issue of the "National Service Journal" the Editor issues an announcement that "the member of the Executive Committee who has hitherto defrayed all the expenses of the journal from his private purse, has decided not to continue to support the charges of publication, because the journal in its present form does not attain the objects which he had in view in starting it." There are not many Englishmen, enthusiastic sportsmen and volunteers as they may be, who would wish to exchange for their present liberty and all the commercial and other advantages it confers on the country for the burden of compulsory barracks life with all its unwholesome influences, and it is not surprising, therefore that neither the league nor its journal has been a success. Military life and power are rightly considered by Englishmen as a means rather than an end in life, and there are other paths of duty than those which lead to the drill sergeant, useful functionary as he is in his place.

We read in the "Cathedral Notes" for January that the two Baptist windows and the four Chapel windows were placed in the Cathedral last month. Messrs. Lavers and Westlake are certainly to be congratulated on the excellence of the work. The two windows on the south side of the chapel show figures representing Morning and Evening, with the texts, "My voice shall Thou hear in the morning, O Lord," and "Even the night shall be light about me." The windows on the west side show anglo figures in the attitude of Praise and Prayer with the texts, "The Lord hath heard my supplication, and I will praise Thee, O Lord, with my whole heart." The Baptist windows represent the Baptism of Christ and Christ blessing the little children. The legend is as follows:—This window is erected to the Glory of God, and is a free-will offering from those who themselves or whose children have been baptized in this Cathedral Church. A. D. 1905. The font has been placed in the centre of the south-east bay, which, will be enclosed, forming a regular baptistry.

We have received the "L. & C. Express" of the 15th ult.—The King sent two splendid carriage horses from the royal mews at Windsor to King Haakon as a Christmas present.—Lea Park, Witley, the residence of the late Whitaker Wright, has been sold to a small syndicate to be converted into a residential hotel de luxe.—The destroyer Erne, Ettrick, Exc., Ichen, Dee and Arun are to go home under convoy of H. M. S. Bonaventure. The Convoy, which has just completed her trials is the finest cruiser in the German navy; her displacement is 9,500 tons and she is heavily armed, with four 8.2 in. guns, ten 5.9 in. and 22 smaller guns. The marriage has taken place at Pinfer, Middlesex, of Miss Josephine Eleanor Townsend, daughter of the London Manager of the Hongkong and Shanghai Bank, and Dr. T. C. Blackwell of Oxshott, Surrey.—The Clyde shipping annual returns show that Clyde firms have been on record both in the output and in orders placed. The output for the twelve months was roughly 550,000 tons, against 418,000 a year ago. The previous record output was in 1902, when 517,000 tons were launched. Work on hand is computed at 540,000 tons, or 120,000 tons more than at the beginning of the year.

FOR THE BLOOD IS THE LIFE.—Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold every-where at 2s. 9d. per bottle. Beware of worthless imitations.—ADV.

The "Nanfengpao" in three recent numbers has published an excellent sketch of the life of the late Mr. Tong King-sing. It is eulogistic in the extreme, but every word of the eulogy is thoroughly deserved. The writer points out truly that "the most important trait of his character was his Spartan honesty," and we may add to this that we can recall an old resident who was constantly in touch with Chinese business men telling us that Tong King-sing was the only absolutely honest Chinaman he had ever known. It was Tong King-sing who originally obtained the concession for a railway from Peking to Hankow, and he brought the decree to the writer of these lines and showed it to him with much natural exultation. Writing on the subject of the Kaiping mines, the "Nanfengpao" says that in 1900 "through the idiotic action of Chang Yen-mao, they were transformed into a foreign-Chinese limited liability company with foreign directors and under foreign control." It is the fashion for Young China now to ignore the Boxer outbreak in 1900, but as a matter-of-fact, it was the so-called "idiotic action" of Chang Yen-mao which saved the mines for the Chinese, as but for the prompt transfer to the limited liability company in question, they could undoubtedly have been seized by the Russians or some other Continental Power, and the Chinese would have lost them altogether.

We have received Japan papers with dates from Tokio to the 9th, Yokohama and Kobe the 10th, and Nagasaki the 12th inst.—Mr. S. Kurino, lately Japanese Minister to Russia, will probably be appointed Ambassador to France.—Embassies have been definitely established at Washington and Berlin.—Count Katsura's Cabinet has had a longer tenure of office (4 years, 8 months) than any Cabinet since the Restoration. The Emperor has accorded Count Katsura the status and treatment due to a Premier in office.—Many of the papers regard Marquis Saionji's as too much of a coalition Cabinet.—The sea round Port Arthur and Dalny is still full of mines, many of them almost or quite submerged and invisible.—The Imperial Hotel Co., Tokio, propose to build a new hotel of 100 rooms, of which the present hotel will be a branch.—The new Fourth Dock at Yokosuka, 550 by 87 by 31½ feet, was opened on the 6th.—The Shimo-to will give a general support to the new Cabinet.—General Nogi returned from Dalny to Ujina in the N. Y. K. S. Kamakura Maru, and highly complimented her commander, Captain Swain, on his services during the war, and his thirty years' connection with the N. Y. K.—In the fire in the silver mine at Innai, 101 miners perished.—The death is announced of Henry Harland, the author.—The "Japan Daily Mail" says that the departure to Peking of the German Minister to Japan, Count Arco Valley, will be a very great loss to foreigners and Japanese alike.—One man and four women were drowned and seven others injured by the flooding of the Nagakushi coalmine on the 6th.—The steamer Takamatsu Maru, 1,350 tons gross, 12 knots' speed, built by the Osaka Iron Works for the N. Y. K., was successfully launched on the 9th.—The Deshler steamer Ohio No. 4 has been sold to the N. Y. K., and renamed Hiroama Maru, and the Deshler service between Shanghai and Chefoo is suspended.

IMPERIAL DECREES. BY TELEGRAPH FROM PEKING, SPECIALLY TRANSLATED FOR THE "NORTH-CHINA DAILY NEWS." 12th January. (1) Decree, in response to memorial of Council of Army Reorganisation, appointing Fung Kuo-chun, a Taoist, to be Director of the Peers' School, in Peking. He is given in addition the brevet grade of a Deputy Military Lieutenant-General. (2) Chang Hsing-chih is appointed Commander-in-chief of the Territorial Army of Kansu province, with headquarters at Kuanyan. (3) Decree commanding the bringing back to Peking for trial of two high Manchou officials (already cashiered and working as convicts on the military road) on extra charges of extortions and defraudations. Orders are also issued to the Commandant of the Peking Gendarmerie, the Governor of Chahar, Mongolia, to arrest and send to the Board of Punishments for trial two body servants of the accused officials, whenever they may be found.

13th January. (1) Ma Chin-hsiang is appointed Major-General of the Heining Circuit of Kansu province, and Li Yung-fong is appointed Major-General of the Chianpei Circuit of Szechuan province. (2) Hu Chien-ch'u is appointed Taoist of the Yen-Yi-Ts'ao-Chi Intendency of Shantung province. (3) As the post of prefect of Chinan, Shantung, is one of importance, the Governor of said province is commanded to select from among all the substantive prefects of Shantung the man best fitted for said post, and let Yi Nai be appointed to the prefecture vacated by the prefect of the said Governor's choice. (4) A similar decree in regard to the prefectship of Wuchow, Hupeh; the Viceroy of said province is commanded to appoint Chang Li-ch'un to the prefecture vacated by the official selected to fill the Wuchang prefect's post.

NOTES ON NATIVE AFFAIRS. A New Chinese Steamship Line, called the "Paoshang Lun Ch'un Kung Sze," or Paoshang Steam Navigation Company, has been started here with offices in the native suburbs, or Nant'ou, where is also the wharf of the Company for mooring their steamers. The Company owns for the present four small steamers, two of which are still on the stocks, while all four are products of local industry and enterprise. The first boat, the Kiang-an, is a vessel of about 150 feet in length and about 300 tons displacement, and can accommodate about 300 deck passengers. She is to start on her maiden trip this afternoon for Ching-ling, calling on route, at Ts'angming Island, Ch'uan-sha (Coll. Ts'aysa), South T'ungchou, and Kiangyin. On the return trip the Kiang-an will also call at Tanyang in addition to the ports already named. The second steamer of the Paoshang S. N. Co., is the Kiang-ning, which is being prepared for her maiden trip on the 1st proximo for ports on the Yangtze beyond Chinking, that is to say she will also call at Kiukiang, Wuhu, etc. The Kiangning is a vessel of about 450 tons, and besides carrying some 500, odd, deck passengers, will have accommodation for a few first-class foreign passengers. The other two vessels, we understand, will not be ready until next autumn. The shareholders of this new steamboat Company are mainly composed of Cantonese, the Manager, Mr. Kuo Yung-sung, being also of that province.

The Demand for a Constitution. The "Sinwupao" states that a certain Cen has lately memorialised the Throne, strongly urging the necessity of granting to the country a constitution, for which the learned classes are eagerly longing and impatiently awaiting. Further, that as the Travelling High Commissioners have but just started on their quest, which would take time to accomplish, it would be well, as a matter of policy, to anticipate the impatience of the people by issuing an Imperial Decree promising the country a constitution and giving a date when it will be granted.

Aborigines on the Warpath. A Ch'ingtu, capital of Szechuan province, dispatch states that news has been received from Tachienlu, an important market town on the Szechuan-Tibetan frontier, that a caravan consisting of Chinese and Tibetan traders and followers, numbering over one hundred persons, while proceeding to a Tibetan market town with a quantity of goods on pack-mules, were attacked by several hundred aborigines (Mantse) of Kapa, at a place called Kau'iao. The bandits carried off a large portion of the goods of the caravan, killing during the fight which ensued, one of the principal Chinese traders and several of the servants of the other traders. In consequence of several other cases of brigandage by roving bands of aborigines, trade in that portion of Szechuan province has come to a standstill and the Viceroy is being repeatedly appealed to for troops to disperse the brigands.

SPORT. Ladies' Golf Club. The driving and putting competitions which took place yesterday resulted as follows:—Longest Drive (127 yards). Miss Buyers. Highest Aggregate "Ivy." Putting "Ivy."

The International Chess Club. A heavy loss has been caused to the newly-formed and flourishing Club by the sudden removal to Singapore of its founder and hon. secretary, Mr. W. B. Lockhart, to whose enthusiasm has been mainly due the fact that the Club has attained its present strength. Fortunately it has been discovered that there is a large body of keen players in Shanghai, and one of the keenest, Mr. A. Hanson, has been prevailed on to take over the duties relinquished by Mr. Lockhart. The attention of members is drawn to an announcement which will be posted in the Club room at the Hotel de Colonies on next playing day (Wednesday) in reference to the departure of the Secretary, who leaves by the French mail on Thursday. From an advertisement in this issue it will be noticed that Mr. Hanson has lost no time in getting to work and he has already arranged a match for Saturday.

MEDHURST COLLEGE SPEECH DAY. Although it was only founded two years ago and is still so difficult of access that, except by those most intimately associated with it, it is only found with difficulty, Medhurst College, the London Mission's memorial to one of its most devoted missionaries, has now a roll of some seventy students, who celebrated their annual Speech Day yesterday. A number of friends of the institution accepted the invitation of the Rev. H. L. W. Bevan (the Principal) and Mrs. Bevan, and managed to reach the college during the afternoon. They assembled

with the scholars in the hall or chapel, which had been nicely decorated with bamboo, plants, and flags. The opening hymn "O God our help ages past" was sung in English and Chinese together, and devotions were then led by the Rev. Ernest Box. Chou Yang-ngo, the head scholar, gave an admirable recitation of Longfellow's poem, "The Ladder of St. Augustine," and prepared the way for Dr. Gilbert Reid, who was the orator of the day. Dr. Reid spoke in mandarin, forming his address on the dictum of Pope "a little learning is a dangerous thing." The idea was developed with all the caustic wit and point of which Dr. Reid is master and he kept the professors, scholars, and all who could understand him in alternate laughter and seriousness. Four verses resulted, he said, from "a little learning," viz. pride, contempt for other, restlessness of mind, and untrustworthiness; while a deeper learning resulted in exactly the opposite virtues, viz. humility, respect for others, self-control, and reliability. The students sang a hymn in Chinese and Nyi Kyih-zung gave a recitation, also from Longfellow, a portion of "The Legend Beautiful." The elocution for so young a lad was really wonderful.

The Headmaster, in a brief address, said the College had now grown out of its long clothes, even if it was not quite old enough for pants. He was able to report a year which on the whole had been successful, and he wished specially to thank some of those who had helped to make it so. He named the College Committee; the staff both foreign and Chinese who had worked most devotedly, unfortunately one of the Chinese teachers had been lost by death; Mr. R. G. Dowie, who had attended regularly every Saturday to instruct the boys in tonic sofa and had acted as organist on Sundays; Mr. Trevor Smith, who had addressed the students and given a set of foreign hymnbooks; the Rev. D. MacGillivray, who had been out to speak to the scholars; and the students themselves, who with the usual incidents of school life had worked well. Mr. Bevan regretted that the road to the college had not yet been made up; no member of the Municipal Council had yet fallen into the creek, no experience reserved for members of the staff. He then proceeded to read the roll of honour, on which are inscribed the names of scholars against whom no bad marks have been recorded during the year; there were two entitled to the distinction. The results of the examinations were also read and from the lists it appeared that there are five classes, three in the Junior and two in the Senior Division. Two scholarships, each tenable for a year at the College, had to be awarded. That for the Upper School is given by the Sunday School attached to the church at Melbourne, Australia, from which Mr. Bevan came to China, and it was won for the second year in succession by Chou Yang-ngo. The Lower School scholarship is given by the Union Church Sunday School of Shanghai and was won by Pe Yung-sung.

The Doxology was sung, and the Benediction pronounced in Chinese, and the foreign guests then proceeded to the Headmaster's house for hospitable entertainment.

H. M. SUPREME COURT. Shanghai, 15th January. Before Sir HAVILLAND DE SAUMAREZ, Judge, and W. A. CARLSON Esq., Assessor. IN AD MIRALTY. OWNERS OF THE CHINESE S. S. TAIHO II v. OWNERS OF THE BRITISH S. S. LIENSHING.

This was an action for damage by collision. The petition of the plaintiff is as follows:— 1.—The plaintiff is a Chinese subject and is the owner of the Chinese s. s. Taiho No. 2 of 169.28 tons register, which at the time of the events hereinafter referred to, was on a voyage from Chefoo to Tientsin manned by a crew of 32 hands all told and carrying about 154 passengers. 2.—The defendants are British subjects and are the owners of the British s. s. Lienshing. 3.—The Taiho No. 2 at 6.10 p.m. on the 7th of Sept. 1905 weighed anchor and proceeded towards Tientsin from the lights at Tai'u at slow speed, about four knots per hour, on the usual course across the Taku Bar, under charge of a pilot. The wind at the time was about E. S. E. force 3, the weather was fine but cloudy and the tide was flood and of about 3 knots force. The Taiho No. 2 had her regulation lights properly fixed and burning brightly, and a good lookout was being kept on board her. 4.—At 6.20 p.m. those on board the Taiho No. 2 observed the first buoy near the Taku Bar abeam on starboard side; at 6.45 p.m. there was 8 feet of water on the Bar, when sounded. At 6.49 p.m. ceased to sound and proceeded at full speed, at 6.54 p.m. saw Black Buoy abeam on port side, usual distance off, and 6.57 p.m. passed the s. s. Nagata Maru No. 11 outward bound port side to port side. 5.—Shortly before 7 p.m. on the said day those on board the Taiho No. 2 observed the masthead and red lights of a steamer, which afterwards proved to be the Lienshing bound

outwards at the distance of about 3 miles from the Taiho and bearing about N. to N.N.W. on her port bow; shortly afterwards the helm of the Taiho was put to port and one short blast was given with the whistle and after passing the Outer Red Buoy, the engines of the Taiho were slowed down. Shortly afterwards the Lienshing showed all three lights and the helm of the Taiho No. 2, was thereupon further ported and one short blast was again given with the whistle. Shortly afterwards the Lienshing showed her green light, shutting in her red light completely and she was then seen to be approaching so as to cause immediate danger of collision. The helm of the Taiho was immediately put hard astern and her engines were put full speed astern but the Lienshing with her starboard bow struck the port bow of the Taiho and caused such damage that the Taiho soon afterwards sank and was wholly lost and about seventy of her passengers were drowned. 6.—A good lookout was not kept on board the Lienshing previous to the collision. 7.—The Lienshing improperly neglected to take in due time proper measures for avoiding the collision. 8.—The helm of the Lienshing was starboarded at an improper time. 9.—The Lienshing improperly neglected to slacken speed, stop or reverse, or to take any of these measures in due time. 10.—The Lienshing improperly neglected to keep to her starboard side of the fairway or mid-channel. 11.—The Lienshing did not duly observe and comply with articles 18, 21, 22, 23, 25, and 28 of the Regulations for Preventing Collisions at Sea. 12.—The said collision was caused by the improper and negligent navigation of those on board the Lienshing and was not in any way caused or contributed to by those on board the Taiho. The plaintiff claims (1) a declaration that he is entitled to the damage proceeded for, (2) the condemnation of the defendants (and their bond) in such amount and in costs, (3) to have an account taken of such damage with the assistance of merchants, (4) such further or other relief as the nature of the case may require. The answer of the defendants to the petition of the plaintiff herein shows as follows:— 1.—With regard to paragraph 1 of the said petition the defendants have no knowledge of the matters therein referred to and make no admission except that the Taiho No. 2 is a Chinese steamship. 2.—With regard to paragraph 2 of the said petition the defendants say that the Indo-China Steam Navigation Co., Ltd., a British Corporation, are the owners of the Lienshing in the said paragraph mentioned. 3.—On the evening of the 7th September 1905 the Lienshing, which is a screw steamer of 1,045 tons register, was proceeding outwards from the Peiho river bound for Shanghai by way of Chefoo and Weihaiwei. She was drawing 8'2" forward and 8'11" aft and was manned by a crew of 36 hands all told. 4.—At 6.40 p.m. the Lienshing took on board a pilot at Taku, and, the river being clear, proceeded on a mid-channel course towards the Red Buoy light-boat. 5.—Shortly after taking up the pilot those on board the Lienshing perceived a steamer, which afterwards proved to be the Taiho No. 2, in the neighbourhood of the Black Buoy at a distance of about 3 miles. As the Lienshing approached the inner Red Buoy the said steamer was seen to be coming up through the "Deep Hole," which is the reach next below the outer Red Buoy. At that time it was impossible for those on board the Lienshing to say with certainty which side of the channel the Taiho was taking, but her green light was visible on the port bow of the Lienshing. One short blast was thereupon blown upon the whistle of the Lienshing to indicate that she intended to take the South bank of the channel, being the bank nearest to her starboard side. At the time of giving this blast no alteration was made in the helm of the Lienshing, as she was at that time and previously heading towards her starboard side of the channel. 6.—No reply was received to the Lienshing's signal and the vessels continued to approach until the Lienshing, still heading for the South bank of the channel, had passed the inner Red Buoy and had opened the outer Red Buoy. Having then for the first time clearly visible to those on board the Lienshing, it was seen that the Taiho was well over to the South of mid-channel, that is to say to the side nearest to her port hand. The position of the Taiho together with the fact that she had not replied to the Lienshing's signal made it unsafe for the Lienshing to proceed further along the South side of the channel in accordance with her signalled intention and with the Regulations, in view of the possibility that the Taiho had heard the Lienshing's signal but had decided to keep to the South side of the channel in spite of the fact that she had not heard the Lienshing's signal and if the Lienshing again blew one short blast, might nevertheless continue her course along the South side of the channel. The relative positions of the Lienshing and the Taiho rendered it necessary that those on board the Lienshing should decide upon the course to be steered solely

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