

SHANGHAI

1349

海上 Sháng-hái

Although situated nearly midway between Hongkong and Tientsin, Shanghai was the most northerly of the "Five Ports" opened to foreign trade under the provisions of the British Treaty of Nanking, and for many years constituted the northern limit of the external trade of China. It lies in the alluvial peninsula formed between the main mouth of the Yangtze River and Hangchow Bay, in the extreme south-east of the province of Kiangsu, in latitude 31° 15' N. and longitude 121° 29' east of Greenwich, and at the junction of the Hwangpu River with the Woosung, the latter now reduced to the dimensions of an ordinary tidal creek, and known to foreign residents as the Soochow Creek. The Foreign Settlement is situated some twelve miles above the junction of the Hwangpu with the most southern arm of the Yangtze. At this junction is situated the town of Woosung, which some years ago the Chinese Government formally converted into a separate port open to foreign commerce. Except as a place of call for the large steamers, which now carry on the rapidly growing trans-Pacific trade of Northern China, and as a convenient place of anchorage for the larger craft while waiting for favourable tides or weather, this convenience is not much availed of, owing mainly to the constricted and exposed nature of the anchorage ground available within the entrance of the Hwangpu. As a river the Hwangpu is of comparatively recent origin, scarcely dating beyond the thirteenth century, before which it was merely an unimportant canal. Lower Kiangsu forms an immense plain, the gift of the Yangtze, and which is still growing at the rate of approximately two square miles per annum; a few isolated hills, formerly constituting islands in the sea, alone rise from this plain, the nearest of which, the Fung-hwang-shan, consisting of some six detached summits, none exceeding 250 feet in altitude, and distant from fifteen to twenty miles, are visible from the higher buildings of Shanghai.

FLORA AND FAUNA

This Kiangsu plain has been called the Garden of China, and the population is perhaps denser than in any other portion of the Empire of equal extent. Estimates vary, owing to the absence of any statistical sense in the Chinese as a people, but by foreigners the population is usually accepted as from eight hundred to a thousand per square mile. The soil, consisting entirely of alluvia carried down by the Yangtze, is fairly fertile, and, the land being easily irrigated owing to the numerous waterways which traverse it in every direction, heavy crops of the various staples are grown. Owing to the latitude and the fact that the rainfall is pretty well distributed through the year, two crops per annum are regularly produced, and these are of markedly different types; the spring crop, gathered in May or June, being similar to that of the northern temperate regions elsewhere, while the autumn crop, gathered in September and October, is distinctly tropical or sub-tropical. The spring crops consist of wheat, two or three distinct varieties of barley, rape, and leguminous plants of various descriptions, beans and lucerne predominating. The latter are frequently ploughed into the land without gathering to make manure for the more valuable summer products. The summer crops consist mainly of cotton and rice; the cultivation of the former having of late years, owing to the growing demand for use at home, and for export to western and northern provinces, as well as to Japan,—where the cotton spinning and weaving industries have for several years past taken a firm hold—considerably increased, accompanied by a similar decrease in the acreage under rice cultivation. This decrease is, however, to a certain extent counterbalanced by an increase in the production of winter wheat, partly owing to an enlarged acreage, but probably more to improved cultivation, stimulated by the introduction of steam flour-mills. Besides these staple crops there are grown during the summer peas and beans of several descriptions, oil bearing crops such as sesamum, and such domestic products as cabbages, carrots, melons, cucumbers, brinjals, etc. Although Shanghai is im-

mediately adjacent to the great silk producing region of China, so great is the demand on the soil for other purposes that a comparatively small area is under mulberry cultivation. The large supersession of rice cultivation in favour of dry crops, such as cotton and oil plants, has certainly had an ameliorating effect on the climate in summer, and has much reduced the liability of European residents to malarious complaints, which now are, as a rule, of extremely mild types.

Although the growth of forest and fruit trees is heavily handicapped by the small depth at which permanent subsoil water is always to be found, Shanghai produces several varieties of fruits belonging to temperate regions. Mainly this is due to the long and late spring, which continues till well into June. Cherries of small size and poor flavour are common about the beginning of May, fair strawberries are now also to be had towards the latter half of the same month, and are succeeded by the eriobotrya, known locally as the bibo. As the summer proceeds plums, nectarines, apricots, etc., of various varieties, enter the market, to be succeeded by fair peaches and grapes. None of these fruits, however, attain perfection, partly owing to the nature of the soil and the absence of proper sub-soil drainage, but chiefly to the want of skill and the absence of knowledge of the most elementary principles of fruit culture on the part of the native growers. Persimmons, apples, pears, walnuts, grapes, and other more northerly fruits are largely imported from the north, and more recently from Japan, or the west coast of America. Oranges of various descriptions and pomeloes come from the more southern coast ports, from Wenchow to Canton; while from the Philippines and Indo-China come the varied fruit products of the tropics. Of trees, willows take the first place, but are followed by at least two species of elm, the salisburia (maiden hair tree), pines, yews, bamboos, oaks and chestnuts, etc. Flowering trees, such as the magnolia in three or more species, the melia, paulownia, wistaria and later gardenia and lagerstromia and many more lend variety in their various seasons to the landscape, while up to the latter end of June the ordinary cultivated flowers of Europe grow well and abundantly. In winter, too, orchids and the finer tropical plants grow well under glass, and both publicly and privately considerable attention is paid to horticulture, the public parks and gardens having within the last few years increased considerably in area, as well as in being attended to regularly by trained botanical experts. The native flowers most in evidence are the chrysanthemum and peony, though roses are largely cultivated for their scent.

Owing to the thickness of the population the native mammalian fauna has been almost exterminated, being practically confined to a single species of small deer, the *hydropotes inermis*, the badger, and one or two of the stoat family. The avi-fauna is, however, extensive, pheasants and partridges being still fairly abundant in certain localities, while during the cold season snipe, duck, teal and other species of wild fowl are plentiful about the numerous marshes and river channels. The other birds are nearly identical with the palearctic fauna of Europe. Reptiles are little in evidence, the most noteworthy being a small species of alligator not exceeding six feet long. This animal is a resident of the lower Yangtze, especially about Wuhu, but young individuals have been occasionally found in the marshes of the Hwangpu opposite Shanghai. No single work of commanding authority has yet been published on the Natural History of the Kiangnan Provinces, and the works of the principal explorers, the late Robert Swinhoe, F.L.S., and Père Heud, S.J., have to be searched for in the proceedings of various learned societies. A work specially interesting to sportsmen, "With Gun and Boat in the Yangtze Valley," by Mr. H. T. Wade, published in 1895, gives much varied and useful information on the subject.

THE MAKING OF THE PORT

That portion of the Hwangpu river opposite the original British Settlement, now known as the Central District, is said to have been formerly a canal, cut, according to tradition, by an officer bearing the name of Hwang, to open a communication with a lake opposite the town of Tsipao, some seven miles above the native city, but it now constitutes the principal drainage channel from the upper country. This was formerly accomplished by the ancient Woosung, now in its turn reduced to the dimensions of a creek, which, however, still forms the main water approach to Soochow. The Hwangpu was at the time of the opening of the port some 2,000 feet across at low water opposite the Settlements, but is now reduced owing to silt and to the embankment of both shores to form wharves. As this narrowing of the stream has been accompanied by an improved training of the banks the actual decrease in width of the navigable channel is of no great importance. A similar optimistic view could not,

however, be taken of the changes in the reaches of the river between Shanghai and Woosung, where the deterioration of the navigable channel was progressive after the opening of the port in 1843. When first frequented by foreign shipping an extensive widening of the channel was found immediately inside Woosung, and this led to a shallowing of the stream; presently an island commenced to grow up in this shallow part, which divided the stream into two channels and at the same time deflected the current towards the right bank, with consequent erosion on that side. The result of these causes was that both channels were blocked by bars, impassable at low water to all but the most shallow-draught river boats, and the large ocean-going steamers could only enter the river at high-water springs. At other periods goods intended to be landed at Shanghai had to be conveyed some thirteen miles in lighters. The enforced detention of the vessels as well as the cost of lighterage were heavy charges on the commerce of the port.

The unsatisfactory condition of the lower river was a constant cause of complaint to the Government, since about 1850, when the deterioration of the channel commenced to assume alarming proportions, and dredging was urged by the foreign Governments having the largest interest in the commerce of the port. Unfortunately in this, as in many other things concerning the good of the port, the reactionary authorities at the Capital were able to shelter themselves behind the representatives of the Powers less interested in commerce, and as by traditional arrangements numbers alone count in such affairs Peking was always able to evade its responsibilities. The late Imperial Government, largely guided by statesmen of whom Li Hung Chang was a characteristic type, looked upon the Bar at Woosung as a powerful aid in their policy of exclusion, and refused to do anything towards the improvement of the navigation, or deliberately took measures which they knew would prove ineffective. The foreign merchants, assisted by the Municipality, took steps to have the lower river surveyed and reported on by competent foreign hydraulic engineers. After the defeat of the anti-foreign party in 1900, and the capture, by foreign troops, of Peking, these reports were accepted, and a River Authority on the model of that formed for the port of London, wherein local as well as Imperial interests were represented, was agreed on by all parties, and it was hoped that the difficulties, entirely political, of the case had been surmounted and that work would be immediately commenced. It is not necessary here to go into details, but the same retarding influences were still at work. A reactionary viceroy of the Kiangnan provinces was the tool chosen; he offered to undertake the work of controlling the river under the advice of a foreign engineer, over the appointment of whom the foreign Powers were to have a veto; and, ever ready with China to accept the promise for the deed, the foreign representatives, apparently impressed by the engagement that the viceroy should undertake the whole of the financial burden, instead of its being shared by the beneficiaries, as in the accepted scheme, agreed to the new proposition. The result was that Mr. de Rijke, the gentleman formerly consulted by the mercantile community of Shanghai, an engineer of standing who had carried out several important works in connection with the Japanese Government, was appointed Engineer-in-Chief by the Chinese Government in June, 1906, under a Board consisting of the Shanghai Taotai and the Commissioner of Customs. The two main obstructions in the river were the Outer Bar, in the mouth, and the Inner Bar, a little further up river. Through the first a channel was scoured by building a concave jetty, starting from the left shore across to deep water. To evade the second obstruction, the channel was diverted from the east side to the west of Gough Island by fascine dams and dredging. The dredging work amounted to about 8,000,000 cubic yards. In September, 1909, all the shipping was transferred to the new channel, then 18 feet deep at low water, and 60 feet broad. Communication with the sea was not interrupted for a single day. During 1910, work was carried out sparingly, funds being exhausted until at the end of that year Mr. de Rijke left for home, and the greater part of the staff was dismissed, hardly half of the work having been completed.

In December, 1910, with the approval of the Diplomatic Body in Peking, Mr. H. von Heidenstam, Royal Swedish Corps of Engineers, was appointed Engineer-in-Chief. He prepared a detailed "Project for the Continued Hwangpu Regulation" with plans and estimates, which was approved by all concerned but could not be started owing to lack of funds. A practical scheme for the carrying out of Mr. von Heidenstam's project was ultimately evolved by the Shanghai Chamber of Commerce. This was based on the levying of 3 per cent. Conservancy tax on all Customs duties and $\frac{1}{2}$ per mille of value on duty-free imported or exported goods, the administration to be carried on by a Board consisting of the Shanghai Commissioner for Foreign Affairs,

the Commissioner of Customs and the Harbour Master. After lengthy negotiations during 1911 and 1912, this scheme, with some minor amendments, was approved by the Government in April, 1912. The scheme was put into operation on May 15th, 1912, and Mr. von Heidenstam's project is gradually being carried out. A new parallel jetty on the eastern side of the former Outer Bar, training-works in the Upper River, and the dredging of some 5,000,000 cubic yards, mostly at Pheasant Point and in Astræa Channel, have already been executed. The former Outer and Inner Bars, where only 16 and 14 feet of water were available in 1907, have thus been eliminated, and the shallowest reach in the whole river is now over 24 feet deep over a width of 600 feet in the narrowest places. In 1915 and 1916 the narrow reach at the Chinese City at Nantao was widened by dredging and a new bund, which is later to be lined with pontoons and godowns, created for the Chinese City. Towards the end of 1916 the Board acquired the first installation of its own dredging plant, consisting of one powerful bucket dredger, one pumping plant for pumping dredged material from the barges into reclamings ashore, and several sets of tugs and barges to form the necessary transport fleet. Many riparian reclamations have been executed by the Board for frontagers. Detailed hydrographic observations of the river are made continuously and an investigation of the Yangtze estuary has been carried out. The income of the Board through the new tax has averaged some 500,000 taels a year, and the work is now proceeding satisfactorily.

Mr. von Heidenstam and two eminent consulting hydraulic engineers at home have, in a Report entitled "The Future Development of the Shanghai Harbour" addressed to the Board, strongly urged an investigation of the possibilities of developing Shanghai as a first class port for deep draught steamers. A tentative scheme of improving the Yangtse Bar and locking the Huang Pu is suggested as a likely solution.

Under the control of the Coast-Lighting department of the Maritime Customs, and out of the tonnage dues provided in the original treaties with China, the approaches from the sea to Shanghai are now well lighted and buoyed, and the dangers of the continually shifting banks and shoals well guarded against. Lighthouses have been erected, served by powerful lights, at West Volcano, Shaweishan, North Saddle, Bonham and Steep Islands, Pehyu-shan, Gutzlaff and Woosung, and there are two lightships in the entrance of the River Yangtze. In this respect the interests of the shipping frequenting the port have been well considered, and the entire installation takes a high rank amongst similar undertakings elsewhere. The same department has also inaugurated a system of buoys and lighting on the Yangtze as far as Hankow, six hundred miles above Woosung, suited to present requirements. The northern mouth of the 'South Branch' of the Yangtsze, which serves as the main passage for coasting steamers from Shanghai to the northern ports, has also been carefully surveyed and buoyed and lighted by the same authority.

HISTORY

The origin of the name "Shanghai," which literally means "Upper Sea," has been much debated, but probably like Kaochang, "High Reeds," and Kiangwan, "River Bend," names still existing in the neighbourhood, was merely the vernacular title given to the place when still an island at the mouth of the Yangtze. It does not appear in history till the time of the Mongol Empire. We find at various periods, from after Han downwards, that K'wenshan, Changshu, Kiating, etc., were constituted into separate *hsien*, and that in the year 1292 Shanghai was likewise erected into a separate district and placed under Sungkiang-fu, which itself had only fifteen years previously been divided from Kiahsing-fu, now in the province of Chekiang. Prior to that it had been made a Customs station on account of its favourable position for trade, but its growth had been slow, and for centuries the chief trade of the lower district had been concentrated at the mouth of the Liu-ho, now an insignificant creek which, passing Tait-sang, joins the Yangtze some twenty-five miles above Woosung.

With the silting up of the Liu-ho and its eventual extinction as a navigable channel, largely brought about apparently by the opening of the Hwangpu before alluded to, Shanghai became the principal shipping port of this region; and such it had been for some centuries when it was visited in 1832 by Mr. H. H. Lindsay, head of the late firm of Lindsay & Co., accompanied by the Rev. Chas. Gutzlaff, in the *Lord Amherst*, with a view to opening up trade, and from that time begins its modern history. Mr. Lindsay in his report of the visit says that he counted upwards of four hundred junks passing inwards every day for seven days, and found the place possessed commodious wharves and large warehouses. Three years later it was visited by

Dr. Medhurst, who confirmed the account given by Mr. Lindsay. On the 13th June 1842, a British fleet under Vice-Admiral Sir William Parker, and a military force of 4,000 men under Sir Hugh Gough, captured the Woosung forts, which mounted 175 guns, and took the *hsien* (district) city of Paoshan. On the 19th, after a slight resistance, the force gained possession of Shanghai, the officials and a large proportion of the inhabitants having fled the previous evening, although great preparations had been made for the defence, 409 pieces of cannon being taken possession of by the British. The people, however, rapidly returned and business was resumed. The same force afterwards captured Chapoo and Chinkiang, after which the fleet, having blockaded the Imperial Canal and anchored opposite to Nanking, the treaty of Nanking was signed, and the ports of Swatow, Amoy, Foochow, Ningpo, and Shanghai were opened to trade. The city was evacuated on the 23rd June. The walls, which are three and a half miles in circuit with seven gates, were erected at the time of the Japanese invasion, in the latter part of the sixteenth century.

The ground selected by Captain Balfour, the first British Consul, for a Settlement for his nationals lies about half a mile north of the city walls, between the Yangkang-pang and Soochow creeks, and extends backward from the river to what was till last year a ditch connecting the two, afterwards called the Defence Creek, thus forming what may be termed an island a mile square. This creek has now been culverted and made into a broad roadway. The port was formally declared open to trade on the 17th November, 1843. Some years were occupied in draining and laying out the ground, which was mostly a marsh with numerous ponds and creeks. The foreigners in the meantime lived at Nantao, a suburb between the city and the river, the British Consulate being in the city. In two years a few houses were built in the Settlement, and by 1849 most foreigners had taken up their residence in it. By that time twenty-five firms were established, and the foreign residents numbered a hundred, including seven ladies. In that year an English Church was built, and on 21st November the foundation of the Roman Catholic Cathedral at Tungkadoo was laid. The French were in 1849 granted the ground between the city walls and the British Settlement on the same terms; and, in exchange for help rendered in driving out the rebels who had seized the city in 1853, got a grant of the land extending for about a mile to the south between the city walls and the river. They have since by purchase extended the bounds of the Concession westward to the "Ningpo Joss House" a mile from the river. Negotiations were instituted for an extension of the Concession to Sicawei, a village chiefly occupied by the Jesuits and their converts, situated at the end of the French Municipal Road and five miles from the French Bund, but in this the French were only partially successful, a small extension as far as the Old Cemetery being granted them in 1899. In the later fifties the Americans rented land immediately north of Soochow Creek, in the district called Hongkew, so that the ground now occupied by foreigners extends for nearly eight miles on the left bank of the river. Including the creeks there are now fifteen miles of the Settlement with water frontage.

By the land assessment made in 1907, on land in the Central District the assessment was on an area of 2,224½ mow, Tls. 77,205,106. This shows an increase of 156½ per cent. over the value in 1902 of Tls. 30,086,583. The Northern District, area 2,127 mow, was assessed at Tls. 23,146,844, increase of Tls. 13,432,310, or 138½ per cent. on that of 1902; the Eastern District, 5,753 mow, at Tls. 24,306,233, an increase of 93½ per cent., and the Western (foreign residential) District, 5,638 mow, at Tls. 26,389,074, against Tls. 8,081,572 at the previous quinquennial period, an increase of 236½ per cent., a total on 15,643 mow of Tls. 151,047,257, against Tls. 60,423,773 on 13,126 mow in 1902, equal to 150 per cent. for the whole Settlement (exclusive of the French). The assessment of the British and Hongkew divisions, respectively, was in 1880 Tls. 6,118,265 and Tls. 1,945,325, total Tls. 8,063,590; in 1890 Tls. 12,397,810 and Tls. 5,110,145, total Tls. 17,507,955. The totals in 1907 were thus nearly twenty times those of 1880 and over eight and a half times those of 1890. A new assessment was made in 1911. "Although in a certain number of cases the new values are higher than under the assessment of 1907, the fall in gross values aggregates about eleven million taels, with an estimated fall in income of Tls. 69,000." The assessment for 1918 was for the Central District, Tls. 72,276,400, Northern District, Tls. 26,797,900, Eastern, Tls. 32,430,700, Western, Tls. 25,789,000, a total, after deducting rebates on ground occupied by churches, cemeteries, and municipal properties, of Tls. 150,991,000, on which a tax of 6/10th of one per cent. less 15% was levied, estimated to yield, net, Tls. 905,950. One piece of land in the Nanking Road, assessed in 1867 at Tls. 4,000 per mow, the then basis of assessment on the best Bund lots, in 1899 at Tls. 13,000, and in 1903 at Tls. 27,500, was recently sold for Tls. 85,000 per mow. The Overseer of Taxes in a late Report said: "On the Bund and in Nanking Road east of the Fokien

Road the value per *mow* would be at least Tls. 100,000." The average for the whole Settlement was, under the assessment of 1907, Tls. 9,656 per *mow*, and for the Central District (old British Settlement), Tls. 34,796; the highest being Tls. 110,000. A great rise in values took place during the later months of 1895, and this continued steadily until 1911, chiefly caused by the influx of native capital seeking safe investment under foreign protection and by the great increase in population resulting from the establishment of numerous cotton mills, silk filatures, and other industries.

The total number of foreign houses in the four divisions of the General Concession on 31st December, 1917, was 3,422 assessed at Tls. 5,499,307, against 3,119 assessed at Tls. 4,809,153, and 2,472 assessed at Tls. 3,235,311, on the corresponding dates in 1910, and 1905. On 59,922 native houses the assessment was \$11,814,046 against 52,008 assessed at \$8,332,449 in 1910, and 45,328 assessed at \$6,830,461 in 1905. In addition, six per cent (half rate) is now collected on 589 foreign houses assessed at Tls. 362,032 and 1,226 native houses assessed at \$109,954 outside the Settlement limits, but supplied with water by the Shanghai Waterworks Co. For 1918 the land of the French Concession was valued for assessment at Tls. 30,200,000; the rental assessment of foreign houses at Tls. 731,250, and of native houses Tls. 1,691,667. The British and French Settlements, exclusive of the extensions acquired in 1898 and 1901, are now all built over, and the vacant spaces in Hongkew are being rapidly covered. The Captain-Superintendent of Police in a late report said that nearly the whole area "may be described as densely populated: how crowded few residents can have any conception." He thinks "that the native population is very much under-estimated," and considers that nearly three-quarters of a million earn their living within the Settlement. Many of the best foreign houses, both in the Settlements and outside roads, are now occupied by Chinese, retired officials and merchants.

A greatly enlarged boundary for the Settlement was granted in 1901. This new territory has been thoroughly surveyed and many new roads are being formed. The area within Municipal limits is now 8 $\frac{1}{2}$ square miles, or 5,584 acres, with a population of 116,3 per acre. There are in the whole Settlement and outside roads (exclusive of the French) 3,856 occupied European houses, with an average of 5·1 foreign inhabitants per house, and 59,260 occupied Chinese houses, with an average of 11·07 occupants. There are 130 miles of roads and 112 miles of footways, and considerable additions, in the extension, are planned. The Japanese Treaty of 1896 gave that Power the right to a separate Settlement at Shanghai, but although 3,361 Japanese were residing in Shanghai at the time of the 1910 census no definite claim has yet been made for such an area. It is estimated that the Japanese now total about 12,000. A proposed extension Northward to include the Paoshan district, necessitated by the difficulties of policing the boundaries, has received the unanimous support of the ratepayers and the Consular body, and is now being pressed on the Chinese Authorities. Most of the land at Pootung, on the opposite bank of the river, is now also rented by foreigners, but natives have recently been considerable purchasers of landed property within the Settlements. All ground belongs nominally to the Republic of China, but is rented in perpetuity, a tax of fifteen hundred copper cash, equal to less than two taels per *mow*, being paid to the Government annually. The Settlement land was bought from the original proprietors at about \$50 per *mow*, which was at least twice its then value. Some lots have lately been sold at Tls. 80,000 to Tls. 110,000 a *mow*. Six *mow* equal one acre.

As a port for foreign trade Shanghai grew but gradually until it gained a great impetus by the opening in 1861 of the Yangtze and northern ports, secured by the Treaty of Tientsin, and a further increase by the opening up of Japan. In March, 1848, owing to an assault on some missionaries near Shanghai, Mr. Alcock, the British Consul, blockaded the port and stopped the passage outwards of eleven hundred grain junks. This drastic measure, by which grain for the North was cut off, brought the authorities to their senses, and after sending a man-of-war to Nanking the matter was arranged. The first event of importance since the advent of foreigners was the taking of the city on 7th September, 1853, by the Triad rebels, who held it for seventeen months, although repeatedly besieged and attacked by the Imperialists. This caused a large number of refugees to seek shelter within the foreign Settlements, and the price of land rose very considerably. At that time a Volunteer force was formed among the foreign residents, under the command of Captain (afterwards Sir Thomas) Wade, which did really good service. The battle of "Muddy Flat" was fought on 4th April, 1854, when the Volunteers in conjunction with the Naval forces, consisting in all of 300 men with one field piece, drove the Imperialists, numbering 10,000 men, from the neighbourhood of the Settlements and burned their camps. Two of the Volunteers and one American were killed, and ten men wounded. Owing to the occupation of the city the

authorities were powerless to collect the duties, which for a short time were not paid, and it was in consequence agreed in July, 1854, between the Taotai and the three Consuls (British, French, and American) that they should be collected under foreign control. This was found to work so much to the advantage of the Chinese Government that the system was, subsequently to the Treaty of Tientsin, extended to all the open ports. The Foreign Inspectorate of Customs was established in 1861, the headquarters of which were for some years, and, according to the original regulations, ought still to be, at Shanghai. In 1861 the Taipings approached Shanghai, occupied the buildings of the Jesuits at Sicawei, and threatened the city and settlements. The capture of Soochow on 25th May, 1860, had driven a large number of the inhabitants of that city and the surrounding districts to Shanghai for protection, so that the native population increased rapidly. It was variously estimated at from four hundred thousand to a million, but the smaller number is probably nearer the truth. By 1861 provisions had increased in price to four times what they had been some years previously. Efforts were made to keep the rebels at a distance from Shanghai; a detachment of British Royal Marines and an Indian Regiment garrisoned the walls, while the gates on the side towards the French Settlement were guarded by French Marines. In August, 1861, the city was attacked, and the suburbs between the city walls and river were in consequence destroyed by the French, the rebels being ultimately driven back. In December the rebels to the number of one hundred thousand again threatened the Settlements. The approaches were barricaded and the Defence Creek constructed and fortified at an expense of forty-five thousand taels. Before the close of 1862 the rebels had been driven by the British Forces beyond a radius of thirty miles around Shanghai. So immensely did the price of land rise that it is stated ground which had originally cost foreigners fifty pounds per acre was sold for ten thousand pounds. At this time the old Race Course and Cricket Ground, situated within the British Settlement, was sold at such a profit that after the shareholders had been repaid the original cost there was a balance of some forty-five thousand taels, which the owners generously devoted to the foundation of a fund for the use of the public, to be applied to the purposes of recreation only. Unfortunately responsibility to the Club, in which institution he was a shareholder. As the shareholders were never able to repay this loan out of the profits on the Club, the building and furniture were taken over in 1869 by the trustees on behalf of the Recreation Fund, to which the building still belongs. This fund has proved very useful in rendering assistance to some other public institutions, besides having purchased all the ground in the interior of the Race Course which is now leased by the Municipality and, with the exception of the steeplechase course at training seasons only, set aside as a Public Recreation Ground, by which name it is known. More recently steps were taken by the Municipality, in conjunction with the trustees of the fund, to acquire, in connection with the new Rifle Range adjoining the Hongkew Settlement, an additional park for public recreation. This, which covers some fifty or sixty acres, has now been laid out, and is fully available for public use, relieving the congestion of the ground in the interior of the Race Course where, during summer on a Saturday afternoon, one may see in progress at the same time half a dozen cricket matches, baseball, polo, golf and several tennis matches. The swimming bath in the Hongkew Ground was opened in 1907.

At the time the local native Authorities were severely pressed they availed themselves of the services of an American adventurer named Ward, who raised a band partly composed of deserters from foreign ships and rowdies of all nations, who had congregated at Shanghai, with whose help he drilled a regiment of natives. This force, notwithstanding its unpromising commencement, attained under Ward a considerable amount of efficiency, and did good and useful service. This was acknowledged in a manner unusual, where foreigners are concerned, by the Chinese authorities, who after his death reared in the city of Sungkiangfu a temple to his memory, where services are still maintained. After Ward was killed the force passed under the command of another American of the name of Burgevine, who proved unfaithful to his flag and subsequently transferred his services to the Taiping rebels. The Imperial Authorities found it impossible to control these raw and undisciplined levies, and at their earnest request Admiral Sir James Hope consented to the appointment of Major, afterwards General, Gordon, R.E., to the command. Having by him been made amenable to discipline, this force now rendered the greatest service in the suppression of the rebellion; indeed it is generally believed that the Taipings would never have been overcome but for the assistance of "The Ever-Victorious Army," as this hastily-raised

band was named. Amongst other services they regained possession of the important city of Soochow on 27th November, 1863, which virtually ended the rebellion. There is, however, much room for doubt as to the wisdom of foreigners aiding in its suppression, many of those best capable of judging being of opinion that the civilization of the Empire would have had a much better chance of progressing had the decaying dynasty been then overthrown. Certainly European nations, merely in exchange for the promise of neutrality, might have made almost any terms with the Taiping rebels. A monument in memory of the fallen officers of this regiment stood for many years at the north end of the Bund and was afterwards transferred to the Public Gardens. From 1860 to 1867 one British and two Indian Regiments and a battery of British Artillery were stationed at Shanghai.

Since that time there have been few historical events worthy of record in a brief sketch. On Christmas Eve, 1870, the British Consulate was burned down and most of the records completely lost. In May, 1874, a riot occurred in the French Settlement, owing to the intention of the Municipal Council to make a road through an old graveyard belonging to the Ningpo Guild. One or two Europeans were severely injured, and eight natives lost their lives. A considerable amount of foreign-owned property was destroyed. An extensive fire in the French Concession in August, 1879, destroyed 221 houses; the loss was estimated at Tls. 1,500,000. The foreign Settlements celebrated their jubilee on 17th and 18th November, 1893, when, it is estimated, 500,000 strangers visited Shanghai. A medal was struck as a memorial of the occasion. In 1894 a fire outside the native city along the river bank having cleared away a great and noisome collection of huts and hovels, advantage was taken of this clearing by the native Authorities to make a broad Band on the model of the Foreign Settlement roads. This Band extends from the south corner of the French Bund, along the river some three and a half miles, to the Arsenal at Kao Ch'ang Miao. It was formally declared open by the Taotai in October, 1897. A Council was formed to supervise this Band and attend to other native municipal matters; its offices are situated in the Bureau for Foreign Affairs, in the Bubbling Well Road. It controls a special force of police composed of Sikhs and Chinese. A riot occurred on 5th and 6th April, 1897, in consequence of an increase in the wheelbarrow tax. It was suppressed by the Volunteers and sailors from the men-of-war in port, without loss of life. The Consuls and Municipal Council having submitted to the dictation of the Wheelbarrow Guild, an indignation public meeting was held on the 7th April, the largest meeting ever held in the Settlements up to that date. At this meeting the action of the Authorities was so strongly condemned that the Council resigned. A new Council was elected and the tax enforced, the French Municipal Council increasing their tax in like proportion. Another riot took place on 16th and 17th July, 1898, owing to the Authorities of the French Settlement having decided to remove the "Ningpo Joss House." The French Volunteers were called out and a force landed from men-of-war, which measures speedily suppressed the riot, fifteen natives being reported killed and many wounded. In 1900, Great Britain, France, Germany, and Japan landed troops at Shanghai for the protection of the Settlements, the presence of the troops being deemed necessary owing to the threatening aspect of the natives at the time operations were being conducted in the north in consequence of the Boxer rising. They remained as a garrison until December, 1902, when they were withdrawn. In December, 1905, differences arose between the local Chinese and British officials regarding the jurisdiction of the British Assessor of the Mixed Court, leading to a situation that called for the intervention of an armed foreign force. Inflammatory placards were posted throughout the native city and in the Settlement itself urging a general strike for the purpose of asserting so-called Chinese rights, and on the 18th December serious rioting occurred in the streets, when several foreigners were subjected to rough usage at the hands of the mob. Determined attacks were made on the Hongkew and Louza police stations. The latter station was set on fire and partially wrecked. Encouraged by this success the rioters directed their incendiary efforts to the annexe of the Hotel Metropole. Their designs were happily frustrated by a force of bluejackets and volunteers who arrived on the scene, but it was not before shots had been fired and a few of the rioters killed that the mob dispersed. In the Nanking Road also the police found it necessary to fire on the mob with ball cartridge, two rounds of blank cartridges having failed to overawe them. In addition to the Volunteers, the Municipal police, European and Sikh, who appeared on the streets armed with rifles and fixed bayonets, upwards of 3,000 bluejackets were landed from warships of various nationalities for the protection of the Settlement. The men behaved with great moderation, but speedily convinced the rioters that their conduct was ill-advised. The Viceroy himself came to Shanghai to settle the dispute, and the Mixed Court, after

being closed for a fortnight, was re-opened with Mr. Twyman, the British Assessor (whose dismissal the Taotai had demanded), still on the Bench. The Corps Diplomatique at Peking somewhat unfortunately yielded to the demand of the Chinese officials, and this prevented any satisfactory conclusion being arrived at, both parties, the Municipality and the Chinese Magistrates, being unsatisfied. Shanghai in August, 1913, was the scene of some fighting in connection with the abortive rebellion against Yuan Shih-kai. A large force of revolutionaries made several determined attempts to capture the arsenal, but did not succeed.

GOVERNMENT

As at all the open ports, foreigners are in judicial matters subject to the immediate control of their Consuls, British subjects coming under the jurisdiction of the Supreme Court, which was opened in September, 1865. Subjects of His Britannic Majesty have to pay an annual fee of two dollars, for which they have the privilege of being registered at the Consulate and heard as plaintiffs before the Court. There is enforced registration at several of the other Consulates, but it is free of charge. In the autumn of 1906, the United States Government established a High Court for China on much the same lines as H.B.M.'s Supreme Court. Chinese residents in the Foreign Settlements are subject to their own laws, administered by a so-called Mixed Court, which was established at the instigation of Sir Harry Parkes in 1864, and originally sat at the British Consulate. It is presided over by an official of the rank of *Tung-chi* or sub-prefect. The cases are watched by foreign assessors from the principal Consulates. Foreign Assessors also sit in most of the civil cases. In the French Concession there is now established a new Mixed Court in a building erected at Lokawei where is also to be found the new headquarters of the French Police. During 1917 a French judge was appointed to exercise judicial functions in the French Consular Court hitherto exercised by a consular official. There is a Court of Consuls which was established in 1870, the judges of which are elected by the Consuls annually, its purpose being to enable the Municipal Council to be sued.

In local affairs the foreign residents govern themselves and the natives within the Settlements by means of the Municipal Councils, which exist under the authority of the "Land Regulations." These were originally drawn up for the British Settlement by H.B.M. Consul in 1845, but have since undergone various amendments. In 1854 the first general Land Regulations—the city charter, as they may be called—were arranged between the British Consul, Captain Balfour, and the local authorities, acting under Imperial instructions, by which persons of all foreign nationalities were allowed to rent land within the defined limits, and in 1863 the so-called "American Settlement" was amalgamated with the British into one Municipality. The "Committee of Roads and Jetties," originally consisting of "three upright British Merchants," appointed by the British Consul, became in 1855 the "Municipal Council," elected by the renters of land and when the revised Land Regulations came into force in 1870, the "Council for the Foreign Community of Shanghai North of the Yang-king-pang," elected in January of each year by all householders who pay rates on an assessed rental of five hundred taels, or owners of land valued at five hundred taels and over. The Council now consists of nine members of various nationalities, who elect their own chairman and vice-chairman, and who give their services free. The great increase of municipal business, however, is proving so much a tax on the time of the councillors, the chairman especially, that some new arrangement is generally considered necessary. A move in this direction was made in 1907, by the creation of a paid Board, exercising much the same functions as a Company's Board of Directors, for the supervision of the Electrical Department. The Secretariat was in 1897 strengthened and its efficiency increased, but no move in the direction of a change in the Council's constitution has yet been made. A committee of residents was appointed in November, 1879, to revise the Land Regulations, and their work was considered and passed by the ratepayers in May, 1881, but the "co-operative policy," under which a voice is given to small Powers having practically no interests in China, equal to that given to Great Britain, caused a delay of seventeen years. The Regulations were again revised and passed by the ratepayers in March, 1898, and in November the Council received a formal notification that the additions and alterations and by-laws had received the approval of the Diplomatic Body at Peking, and they have the force of law in the Anglo-American Settlement. They give the Council the powers which it had been for nearly twenty years trying to obtain, including the compulsory acquisition of land for new roads, and the extension and improvement of already existing thoroughfares, the promotion of sanitation, and the enforcement of building re-

gulations. All these had been foreshadowed in the Original Land Regulations of Captain Balfour, but they, being unskillfully drafted and their immediate necessity not appearing evident to the struggling community, were permitted to fall into temporary abeyance. The rights of the foreign and native renters concerned are most carefully guarded, for which purpose a board of three Land Commissioners has been constituted, one being appointed by the Council, one by the registered owners of land in the Settlement, and one by resolution of a meeting of ratepayers. At the time of the Taiping rebellion it was proposed by the Defence Committee, with the almost unanimous consent of the land renters and residents, to make the Settlements and City with the district around a free city, under the protection of the Treaty Powers. Had this proposal, which was thoroughly justifiable owing to the Imperial Government having lost all power in the provinces, been carried out, Shanghai would have become the chief city in the Far East, and it is safe to say would have acted as a leaven, to the ultimate immense benefit of the whole Chinese Empire. A separate Council for the French Concession was appointed in 1862, and now works under the "Réglement d'Organisation Municipale de la Concession Française," passed in 1868. It consists of four French and four foreign members, elected for two years, half of whom retire annually. Their resolutions are inoperative until sanctioned by the Consul-General. The members are elected by all owners of land in the Concession, or occupants paying a rental of a thousand francs per annum, or residents with an annual income of four thousand francs. This, it will be noticed, approaches more nearly to "universal suffrage" than the franchise of the other Settlement. The qualification for councillors north of the Yang-kiang-pang is the payment of rates to the amount of fifty taels annually, or being a householder paying rates on an assessed rental of twelve hundred taels. Several efforts have been made to amalgamate the French with the other Settlements, but hitherto without success. Meetings of ratepayers are held in February or March of each year, at which the budgets are voted and the new Councils instructed as to the policy they are to pursue. No important measure can be undertaken without being referred to a meeting of ratepayers, any twenty-five of whom can call a Special Meeting, whose findings are of equal validity with the regular Annual Meeting. The Council divides itself into Finance, Watch, and Works Committees. This cosmopolitan system of government has for many years worked well and, the peculiar needs of the community considered, economically, so that Shanghai early earned for itself the name of "The Model Settlement."

It is indicative of the wisdom of the principles laid down by Captain Balfour, and subsequently extended by Sir Rutherford Alcock, which, while granting the foreign residents full and complete power to manage their own municipal affairs, and holding them responsible for the peace and good order of the Settlements, carefully refrain from any interference with the sovereign rights of the Emperor of China as Lord of the Soil, that for a space of seventy years no clashing of authority, which could not be at once removed by the exercise of a little common-sense on both sides, has been found to occur. Twice, indeed, it may be said, the Foreign Settlements proved the salvation of Imperial rule over the whole Empire. It was, owing to the fact that the Imperial troops, aided by Gordon's "Ever-Victorious Army," were able to make the Foreign Settlements their base of operations, that the capture of Soochow in November 1863, and after it the complete suppression of the Taiping Rebellion was due. Later, in 1900, when the Emperor was a prisoner in his own palace, and the insurgent troops of Prince Tin and Tung Fu-siang were actually besieging Peking, it was the loyal conduct of the Nanking Viceroy, the late Liu K'wen-yi, backed up by the loyalty of the Chinese residents in the Foreign Settlements, that finally brought about the restoration of order in the North, and saved the Empire from extinction and partition. These things were perfectly well understood by a long run of distinguished statesmen, who in turn held for half a century the reins of power at Nanking. In this category we may include such names, illustrious for their loyalty, as the late Tseng Kwoh-fan and Liu K'wen-yi. It was not, indeed, till the advent in 1904 of a reactionary Viceroy, who under the specious pretext of seeking to restore the dimmed prestige of the Imperial Court, was really desirous of recommencing an anti-foreign campaign, with all the methods of the eighteenth century, that any interruption of the previous good relations took place. Under him an equally reactionary Taotai was appointed and a system of petty attempts at interference was at once inaugurated. The methods were worthy of the men, who did not hesitate to call to their aid the elements of disorder always to be found beneath the surface in China.

The administration of the Salt Gabelle, a monopoly of the Central Government, had ever been unpopular in China, and with the relaxation of a strong administration in any

of the provinces, one of the first symptoms is sure to be a revival of an organised system of salt smuggling, often encouraged secretly by over-greedy officials desirous of illegal gain. There has at all times existed a considerable amount of clandestine salt manufacture on the northern shore of Hangchow Bay. Its existence is well known to the provincial authorities, who, however, have not the means nor the desire to provide an adequate coastguard effectually to repress it. The proprietors of these illegal salines are in touch with a widely-organised band of ruffians, who dominate the Pootung country, and are a constant source of trouble to the police of the Foreign Settlements. Under the administration of the ex-Viceroy, Cheo Fu, and his then lieutenant, the Taotai Yuan, these bands of salt smugglers grew in numbers and audacity, and have so far advanced their organisation as to reach to the west of the Tai Hu. As in carrying the salt from the coast to the interior they must of necessity cross the river above or below the Foreign Settlements, nominally the stream is guarded by the River Police, mainly composed of a small body of foreigners under the orders of the Maritime Customs: they are, however, few in number for the distance to be guarded, and, moreover, by the express order of the high Chinese officials are not permitted to carry arms, while the smugglers are well armed and organised. Although it is no part of the business of the Municipal Police to undertake the thankless task of protecting the Chinese Revenue, they are occasionally called on to intervene when some outrage worse than usual takes place on the outskirts of the Settlements. Cases of this sort became so numerous, many cases of murder, of gouging out of eyes, and of mutilation occurring in the immediate suburbs, that at the annual ratepayers' meeting in 1906, the Municipal Council were ordered to increase the force of Sikh Police to a thousand men.

FINANCES

The Revenue for 1917 was the highest on record. The growth of the Settlement is shown by the rise during the past twenty-seven years in the chief sources of Municipal Revenue, namely, Land Tax Tls. 54,645 to Tls. 836,718, Foreign House rate Tls. 44,477 to Tls. 624,886, Native House rate Tls. 104,740 to Tls. 958,062, Wharfage dues Tls. 64,322 to Tls. 203,394, and Licence fees Tls. 109,559 to Tls. 554,681.

The Ordinary Revenue of the "Anglo-American" Settlement for 1917 amounted to Tls. 3,455,127.75 and was derived from the following sources:—

Land Tax, six-tenths of 1 per cent. less 15 per cent.	Tls. 836,718.65
General Municipal Rates, Foreign Houses, 12 per cent.	601,431.03
Do. do. on houses beyond Settlement limits, 6 per cent.	20,453.38
General Municipal Rates, Native Houses, 12 per cent.	953,387.52
Do. do. on houses beyond Settlement limits, 6 per cent.	4,674.61
Special Advertisement rate	1,328.78
Licences, principally vehicles, and opium shops	554,681.53
Dues on Merchandise	203,394.01
Rent of Municipal Properties, Markets, etc.	107,456.53
Revenue from Public and Municipal Undertakings	168,619.51

Tls. 3,455,127.75

The Ordinary Expenditure for the same year was Tls. 3,379,440.43, and was divided among the different departments as under:—

Police Force	Tls. 943,359.51
Volunteers	49,993.66
Fire Brigade	74,927.68
Health Dept. including Hospitals	155,090.30
Public Works Dept. General	Tls. 205,306.82
Do. Building	81,069.00
Do. Creeks and River	51,448.93
Do. Drainage	23,442.25
Do. Roads	383,939.06
Do. Lighting	113,992.49
Do. Parks, etc.	52,641.70

911,840.85

Public Band	Tls. 43,814.37
Education, including Library	151,035.42
Finance Department	71,827.01
Secretariat, Tls. 59,969.67, Tax Office, Tls. 105,982.66	165,952.33
General, Tls. 202,780.81, Stock and Stores, Tls. 112,639.88	315,420.69
Interest, Tls. 223,478.61, Redemption of Debentures, Tls. 268,400.00	496,878.61
	Tls. 3,379,410.43

The surplus of ordinary income over expenditure, Tls. 75,687, and extraordinary income from various sources, amounted together to Tls. 1,099,735 and the extraordinary expenditure for drainage, land, roads, and buildings to Tls. 1,588,605 leaving a deficit carried forward of Tls. 488,870.

The Ordinary Municipal Revenue for 1918 was estimated at Tls. 3,895,780 and the Ordinary Expenditure at Tls. 3,591,610; the Extraordinary Revenue, consisting of estimated surplus of Tls. 304,170, Miscellaneous, Tls. 20,000 and Tls. 1,800,000 to be raised by debentures, at Tls. 2,424,270 and the Extraordinary Expenditure at Tls. 2,444,585.

The Revenue of the French Concession for 1917 was Tls. 901,001.97. The sources from which it was derived were:—

Land Tax, five-tenths of 1 per cent	Tls. 149,944.27
Foreign House Tax, 8 per cent.	59,104.77
Native House Tax, 12 per cent.	201,039.17
Licences, principally vehicles...	240,938.50
Taxes, various	61,616.25
Rent of Quays and Jetties, Wharfage Dues, Ground Rents, etc...	89,187.82
Slaughter-Houses	15,155.45
Schools	16,474.97
Police	32,344.48
Public Works	15,438.65
Miscellaneous	19,757.64
	Tls. 901,001.97

The Expenditure of the French Municipality in 1917 amounted to Tls. 1,317,880.21 and was divided as under:—

Secretariat (Staff and General Charges)	Tls. 54,341.73
Police Department	211,280.11
Public Works	289,255.24
Medical and Sanitary	61,261.24
Allowances and Donations	43,896.38
Lighting, Tls. 62,392.89, Fire Brigade, Tls. 23,289.20	85,682.09
Schools, Tls. 49,947.89, Telegraphs and Telephones, Tls. 16,854.48	66,802.37
Volunteers, Tls. 2,716.87, Municipal Printing Office, Tls. 6,055.50	8,772.37
Miscellaneous Sundries	48,696.09
Interest and Sinking Fund	94,574.67
Public Works Extraordinary	353,317.92
	Tls. 1,317,880.21

The ordinary Revenue for 1918, including a balance of Tls. 44,863.04 from 1917, was estimated at Tls. 974,923.04 and the Expenditure at Tls. 1,046,284.00, and the Extraordinary Receipts, including balance of Tls. 224,474.30 from 1917 at Tls. 483,404.30 and the Extraordinary Expenditure at Tls. 258,930.00.

POPULATION

The Foreign population increased rapidly up to 1865, but declined considerably during the next ten years. The census of 1865 gave the number of Foreign residents in the three Settlements as 2,757, army and navy (British) 1,851, shipping 981, a total of 5,589. In 1870, the total in the Anglo-American Settlement was 1,666; in 1876, 1,673; in 1880, 2,197; in 1885, 3,673; in 1890, 3,821; in 1895, 4,684; in 1900, 7,396; in 1905

11,497. By the census of 15th October, 1910, there were in both Settlements a total of 15,012 foreigners; 1,356 in the British Settlement, now called Central District in Hongkew, now Northern and Eastern Districts, 3,522 in Western District, Outside Roads and Pootung, and 1,476 in the French Settlement, an increase of 21.74 per cent. during the latter five years, against 45 per cent. during the previous five. When the last census was taken in October, 1915, the number of foreigners in the two Settlements had grown to 20,924; 18,519 in the International Settlement and 2,405 in the French Settlement. The fluctuations in the foreign population have been very remarkable. Between 1870 and 1880 the number of adult males decreased, while in the next five years it increased by over fifty per cent. In the nine years, 1876 to 1885, the whole foreign population more than doubled, but in the next five years it showed an increase of only 148, of whom 144 were children. The increase was mostly in the Hongkew district, where the population was twelve times what it was in 1880, while during the same period the British Settlement increased by only 431. While the foreign adult males increased only about seven times since the census of 1880 the number of women increased twelve and of children eight and a half times. A curious fact is that of children under fifteen in the French Settlement only 26 were males, while 136 were females in 1895, 52 were males and 143 females in 1900, 47 were males and 221 females in 1905, 134 were males and 235 females in 1910, and 214 were males and 399 females in 1915. There were more than thirty nations and peoples represented in Shanghai, and of these only five showed decrease since the census of 1910. All other nations showed gains, the number of Japanese having more than doubled in the five years. The proportion of the different nationalities in all the Settlements in 1915 was as follows, the figures at the time of the 1910 census being given within parenthesis:—Japanese, 7,169 (3,361); British, 4,822 (4,465); Portuguese, 1,333 (1,495); American, 1,307 (940); German, 1,155 (811); Russian, 361 (317); French, 244 (330); Spanish, 181 (140); Danish, 145 (113); Austro-Hungarian, 123 (102); Italian, 114 (124); Indians, 1,009 (804); other nationalities, 568 (534), a total of 18,519. Of that total, 1,649 were in the Central District (British Concession) 11,363 in the Northern and Eastern Districts (Hongkew) 2,697 in the Western (Residential) District, and 2,810 in the Outside Roads and Pootung. In addition to these there were when the census was taken 731 in the shipping in harbour and 1,565 Navy in harbour. The proportion of the different nationalities in the French Settlement was given as follows; French 364, British 699, Japanese 141, Portuguese 29, German 270, Indian 18, American 141, Russian 41, Spanish 4, Italian 55, Danish 33, Austrian 27, Belgian 32, Norwegian 27, Swedish 10, Swiss 35, Greeks 7, Dutch 23, Tonkinese 259, Eurasians 104. The total French population was 608 as compared with 766 in 1910. That the British population increased by only 731 (from 4,790 to 5,521) between 1910 and 1915, may readily be accounted for by the fact that well over 500 went home to join the colours. The five leading nations represented in Shanghai in 1915 were Japanese 7,387, British 5,521, American 1,448, German 1,425, Portuguese 1,352. In 1890 there were only 386 Japanese in the International Settlement, and in 1900 736. In the International Settlement the proportion of males to females (including children) is about as 10 to 8 among the foreigners, while in the French Concession the sexes are more equally divided. Taken as a whole Shanghai in 1915 had 11,691 males and 9,233 females. In the International Settlement there were (1915) 10,430 males and 8,089 females, among the foreign children was remarkably even, there being 2,477 boys and 2,441 girls under fifteen years of age. Of the children there were 2,233 boys and 2,045 girls in the General Settlement and 244 boys and 396 girls on the French side. Although the Chinese have no right of residence within the Foreign Settlement, and indeed were not recognised by the original Land Regulations, some twenty thousand sought refuge within the boundaries from the rebels in 1854, and when the city was besieged by the Taipings in 1860 there were, it is said, at least five hundred thousand natives within the Settlements. As they found some amenities from "squeezing" when under the protection of foreigners, and foreigners themselves being able to obtain a much higher rental for their land, and finding native house property a very profitable investment, no opposition was made to their residence. In 1870 there were in the three Settlements 15,047; in 1880, 107,812; in 1890, 168,129, in 1900, 240,995, in 1910, 602,475. The total foreigners and Chinese of the two settlements for 1910 was 617,487. Between 1910 and 1915, taking the population of the two settlements as a whole, it was found that in five years the number of residents in Shanghai had increased by 170,433, or at the rate of nearly 35.00 annually. The numbers of Chinese by the last census (October, 1915)

were, in the Central district, 141,423; Northern district, 151,562; Eastern district, 133,956; Western district, 107,274; in Foreign bongs, houses and mills, 33,168; in villages and huts within the limits, 36,772; in shipping and boats 11,246; a total, exclusive of the French Concession, of 620,401; 284,188 men, 165,632 women, and 170,581 children, as compared with 488,003 in 1910. The native population of the French Concession in 1915 was 134,095, consisting of 67,932 males, 34,127 females and 32,036 children (against 1895, 69,686, exclusive of 12,284 in outside roads, in 1910, 84,792 in 1905, 89,526 in 1900, 45,758 in 1895, and 34,722 in 1890). The estimated boat population 5,500, and in transit 7,000 being added, the total native population was 146,595. The Chinese population working in the Settlements, however, must be very much greater than the total given, as there are many more thousands who sleep outside the limits. The Captain Superintendent of Police a few years ago said: "For good reasons I am inclined to believe that the native population is very much under-estimated," and he then considered that three-quarters of a million work within the Settlement, although they do not all reside in some cases even one hundred per cent, and that provisions and cost of living generally both of natives and foreigners have increased. The majority are immigrants from other provinces who followed in the wake of foreigners, attracted by the high wages paid to skilled and unskilled labour required for the many industries. The population of the native city is estimated by the Inspectorate of Customs at one million. This large congregation of over three-quarters of a million natives in the Settlements and outlying roads, eight and two-thirds square miles, is kept in admirable order by a police force of 155 Europeans (286 is the authorised number, but 49 were at the end of the year on war service, others had resigned, and owing to the war no recruits were enlisted from home), 571 Sikhs, including 118 for gaol duty, 29 mounted troopers, 30 Japanese and 1,319 natives for the north of the Yang-king-pang, being one constable for about each three acres, and for 284 head of population. There are nine police stations. There are 41 European, 230 Tonkinese, and 401 Chinese police for the French Settlement, or about one constable for every 212 inhabitants. As the natives have to be tried by their own authorities, and bribery and obstruction have to be contended against, and there is a want of the facilities found elsewhere, the difficulties of organizing and efficiently working such a small force are considerable. In few places are life and property more secure. A few years since the Captain Superintendent stated that twenty-four hours had passed without one defaulter being reported, an unique police experience for any city in the world of its population.

The following table shows the population and Municipal Revenue of the Settlement, exclusive of the French, for the past five quinquennial periods:-

Year	Foreigners	Natives	Ordinary Income
1895	4,684	240,995	Tls. 482,603
1900	6,774	343,276	" 1,045,177
1905	11,497	452,716	" 1,780,415
1910	13,526	488,005	" 2,555,056
1915	18,519	620,401	" 3,051,017
1916	19,105	630,510	" 3,333,151
1917	19,750	644,580	" 3,455,128

CLIMATE

The climate of Shanghai is generally allowed to be fairly healthy. The death rate amongst the resident foreign population ranged from 20.2 per thousand (in 1910) to 11.2 per thousand (in 1905). The rate including non-residents was considerably higher; it reached 34.6 per thousand in 1902, which, however, was exceptional. The number of registered deaths of foreign residents, including non-Chinese Asiatics (181 amongst Japanese), was 514 (including 153 children), and of non-residents, 104, in 1917. Partial outbreaks of cholera have occurred at intervals, but the larger proportion of the cases were among the ships in harbour. The highest recorded number of deaths from this cause among foreigners was 32 in 1890. Of these, 11 were amongst residents. With the exception of the year 1912, when there were 14 cases, there have been no deaths from cholera among foreign residents, the average

being slightly over three per annum during the last twenty years. The highest number of deaths of foreign residents from small-pox was 21 in 1907. The average during the last twenty years has been 15 per annum. In winter, cases of small-pox and typhoid are frequent among the natives. Amongst the shore population the death rate was 15.4 per thousand in 1915, 14 in 1916 and 20.7 in 1917 (including Japanese). These rates compare favourably with those of many large towns in Europe and America, the urban rate for England during the previous year having been 15. The Health Officer in a late Report says that "out of the seventy-five deaths registered there were but nine which can in any sense be termed climatic." There were reported 9,663 deaths amongst the natives in the "Anglo-American Settlement" in 1912, 8,062 in 1913, 8,198 in 1916 and 9,612 in 1917, which make the rate 19.3, 15.8, 13 and 14.9 per thousand. Small-pox, which in 1909 claimed only 19 victims, was the cause of 563 deaths of natives in 1907; cholera has been entirely absent amongst the Chinese and 655 in 1907; scarlet fever, which caused 1,500 deaths of Chinese in 1902, averaged 23 in the subsequent thirteen years, and tuberculosis which accounted for 2,000 in 1916 and to 1,111 in 1917. The thermometer ranges from 25 deg., to 103 deg. Fahrenheit, the mean of ten years having been 59.19 deg., the average being 41.13, 64.99. 77.91 and 62.49 for first, second, third and fourth quarters, respectively. Shanghai approaches nearest to Rome in mean temperature, while the winter temperatures of London and Shanghai are almost identical. In October and November there is generally dry, clear, and delightful weather, equal to that found in any part of the world; but when the winter has fairly set in the north-east winds are extremely cold and biting. On January 17th, 1878, the river was frozen over at Woosung. The heat during July and August is sometimes excessive, but generally lasts only a few days at a time. In late years very severe gales have become more frequent. On 27th and 28th July, 1915, a typhoon of extraordinary violence visited the district doing much damage. The mean of the barometer is from 29.769 in the third to 30.245 inches in the first quarter. The annual average of rainy days in Shanghai during eight years was 124; 55 wet days occurred in winter, and 69 in summer; the annual rainfall averages 49.57 inches, about 15 in winter and 30.2 in summer. The mean degree of humidity is from 78.6 in the winter to 82.6 in the summer months.

DESCRIPTION

The streets of the British and French Settlements all run north and south and east and west, mostly for the whole length of both, crossing each other at right angles. They were when first laid out twenty-two feet wide, but have since at very great expense been mostly made much wider. Under the new Regulations power to compel the sale of land required for public purposes has been secured. Notwithstanding the soft nature of the soil the roads are kept in remarkably good order, at least the main thoroughfares. In consequence of the introduction of trams the whole track of the Maloo, one mile in length, has been laid with Jarrah hardwood blocks, and the section of Nanking Road, between Kiangsu Road and the Bund has been so paved in its entire width. The Municipal Council now leases a stone quarry at Pingchiao, in Chekiang, about 150 miles south-west of Shanghai, from which they obtained 18,018 *fong* (about 75,076 tons) of sound stone, and 3,073 *fong* of inferior stone in 1917. Owing to the nature of the ground, expensive piling or concrete foundations are necessary before any building over one storey in height can be erected, and all stone has to be brought from a long distance. The Soochow Creek, between the British Settlement and Hongkew, is now crossed by nine bridges, seven of which are adapted for carriage traffic. The scheme for filling in the Yang-king-pang was passed by the land-renters in 1914, the area thus gained being converted into a fine boulevard. The first tube of the Yang-king-pang culvert to be put under the Bund Bridge was laid in March, 1916, and the Avenue Edward VII., as the new thoroughfare is named, was finished in the same year. The Bund Bridge, which was carefully removed for re-erection elsewhere, and the levelling of the road surface at this point saw the completion of the work, and the International Settlement trams now run the full length of the French and International Bunds. The whole work of turning what was a foul-smelling creek into what will be one of the finest boulevards in the Far East, was one of the biggest single jobs undertaken by the local Public Works Department. Avenue Edward VII., from The Bund to Thibet Road, is a thoroughfare of considerable width, with spacious foot paths. All the roads leading off the new avenue,

on both sides, have rounded corners with a wide sweep, and the engineers, in planning the road, have made every arrangement possible for the accommodation of extensive traffic. In the straightening of the road the windings of the former creek are abolished. It may be mentioned that there is no tram line on Avenue Edward VII., the French tram company having removed the loop section which ran from the French Bund along the old Quai de Yang-king-pang and through Rue Montauban to Rue du Consulat. Instead, a double line is run from the Rue du Montauban corner down Rue du Consulat to The Bund. A new delimitation of the French Settlement was also undertaken during 1914, and the French authorities were given full control of the roads that have been built beyond the old boundary. Six new bridges were erected in 1901 to connect the extended Settlements. There are 50 bridges within the Settlements, the number having been considerably reduced owing to the demolition of the bridges over the Yang-king-pang and the Defence Creek. A new steel bridge over the mouth of the Soochow Creek was completed in 1908, replacing the wooden "Garden Bridge" erected in 1873. It has two equal spans of $171 \frac{1}{2}$, the width is 60 feet with a carriage-way of 36 feet 9 inches; the gradient of the approaches is 1 in 30; the headway above high-water from 6' 6" to 11'. There are several good driving roads extending into the country, two leading to Sicawei, a distance of about six miles, and one to Jessfield by the banks of the Soochow Creek, for five miles, with an extension measuring some thirteen miles to the extreme limits of the Shanghai hsein district and now called the Rubicon. Another broad thoroughfare, Yangtzepoo Road, runs by the side of the river for five miles, which it is intended ultimately to extend to Woosung. The termini of Jessfield Road and Yangtzepoo Road now mark the limits in their separate directions of the Foreign Settlements. The land for a new road from Sicawei to Jessfield was acquired in 1905. Several other roads have been proposed, but although foreigners are prepared to pay high prices for the land the opposition of the officials has hitherto prevented their construction. Now, however, by the granting of the extension of the Settlements the Municipal Council has the right to build and police roads in certain adjacent districts. In 1917 the roads maintained by the Council measured 130 miles, and the footways 112 miles. At the time the Taipings approached Shanghai, some roads for the passage of artillery were made by the British military authorities at the expense of the Chinese Government, one of them extending for seventeen miles into the country; but, excepting those close to the Settlement, they have now been turned into ploughed fields. The foreshore in front of the Settlement has been reclaimed, raised, turfed, and planted with shrubs, and forms a spacious and delightful promenade. The trees planted some years ago having now attained a good height, and several more imposing buildings having been completed, the English and French Bunds form a magnificent boulevard.

Many foreign houses, some with several *mow* of garden ground, have been, and more are still being, erected near the outside roads, especially on the Bubbling Well, Sicawei, and Sinza Roads, which are the main outlets from the settlement, and from which most of the other roads branch off. These roads are planted with trees on both sides, forming fine avenues of five to six miles in length. Building activity of late years may be described as remarkable and unparalleled in the history of the port. The number of new buildings erected in 1914 totalled 8,824, in 1915, 6,892, in 1916 6,767 and in 1917 3,926. These included mills, godowns, shops, offices and Chinese and foreign residential premises. A small but well laid-out and admirably kept Public Garden was formed about 1868 on land recovered from the river in front of the British Consulate. It has been considerably extended in area by reclaiming the foreshore, and a further extension of five and a half *mow* by diverting the Soochow Creek was completed in 1905. A general Public Garden, intended for Chinese, eight *mow* in extent, by the bank of the Soochow Creek, was opened in December, 1890. A Park measuring 364 ft. by 216 ft. is laid out in Hongkew. The Public Recreation Ground has also been thoroughly drained, turfed and laid out, in spaces not devoted to sport, with flower-beds. A large extent of ground has been acquired near Jessfield for a decorative park and botanical garden.

Immense sums have been wasted in various attempts to drain the Settlements, principally from the want of skilled direction; but the great difficulties in this matter arising from the low-lying and level nature of the ground have now been fairly overcome, though very much work of this nature has still to be undertaken in the recently-acquired area. The Settlements are well provided with telephonic fire alarms. The desire of the Municipal Councils to keep the monopoly in their own hands

retarded for many years the inauguration of waterworks, but a public company is now established, which furnishes a continuous supply of filtered water at moderate rates, and so successful has it been that the capital has twice been increased and is now more than doubled. A separate system of waterworks for the French Concession has been inaugurated, and Chinese waterworks, to supply the native city, were completed in September, 1899. The electric light was introduced in 1882, and arc lamps are erected on all the principal thoroughfares and wharves. In 1893 the Municipality purchased the property and business of the Electric Company, but the administration of the Electric Light Department has not given entire satisfaction. The French Municipality has an excellent electric light service, and the native Bund is lighted by a Chinese Electric Light Company.

Shanghai can boast of several fine buildings of various and varied styles of architecture. The first English church, built in 1847, did not long exist, for in 1850 the roof fell in. It was, however, patched up, and continued in use till 1862, when it gave way to a building professedly only temporary. On the 16th May, 1866, accordingly, the foundation-stone was laid of a new building which was opened for public worship in August, 1869. Although at the time considered extravagantly large, the congregation has already outgrown the accommodation. It possesses a fine organ, and a full and highly-trained choir. It is Gothic of the thirteenth century, according to the practice of the day, 152 feet long, 58 $\frac{1}{2}$ feet wide, and 54 feet from the floor to the apex of the nave. The structure was not completed, however, until 1892, when the spire was erected, the cross being placed on the top on the 4th October of that year. It attains a total height of 160 feet and, like the body of the edifice, is built of red brick, with stone dressing. There is a Roman Catholic Church in the French Concession called St. Joseph's, built in 1862, and another in Hongkew known as the Church of the Sacred Heart. There are also the Union Church on the Soochow Creek, a church with spire and bells in Yunnan Road, belonging to the American Methodist Episcopal Mission, a chapel belonging to the London Mission, and two to the American Episcopalian, the church of St. Andrew, in Broadway, Hongkew, which, besides serving as a Seamen's church, acts also as a chapel of ease to the Anglican Cathedral, besides several mission chapels for natives. The Jesuit Fathers have an extensive mission establishment and orphanages at Sicawei, where a mission has existed for over a hundred years. The present church was built in 1851. To this mission is attached a museum of natural history, etc., and an astronomical and meteorological observatory. In connection with the latter there is a time-ball on the French Bund. Under the direction of this institution, a complete system of meteorological observations, embracing the whole of the China Seas, is carried out. The Shanghai Club until lately occupied a large and elaborate building at one end of the English Bund. It cost £42,000, and at that is said to have ruined three contractors. It was opened in 1864 and passed through a varied and peculiar history, and finally, having in recent years been found too small for its membership, new and improved premises were erected on the same site and opened in 1911. On the 22nd October 1904, the foundation of a new German Club was laid by Prince Adelbert of Prussia, to replace the old Club Concordia. The new building is a large edifice, with some pretension to architectural display in German Renaissance style. It is, of course, now closed. The present buildings of the British Consulate and Supreme Court, at the other end of the Bund, were opened in 1872. Near them is a fine Masonic Hall recently partially re-built. Amongst the other conspicuous buildings may be mentioned those occupied by the Russo-Asiatic Bank, the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China, the Eastern Extension and Great Northern Telegraph Companies, the Palace Hotel, Astor House Hotel, the new offices of the Chinese Mutual Life Insurance Company, Limited, and the Union and McBain Buildings. A large scheme for building offices and residential flats on the Nanking Road between Szechuan and Kiangse Roads has been put in hand by Mr. E. I. Ezra. The scheme includes the laying out of a new thoroughfare, the surrender of land at the narrowest portion of Nanking Road and the erection of five blocks of buildings in three years. The Lyceum Theatre, situate in Museum Road, is a fair building seating 700 persons, opened in January, 1874, and extensively altered and improved during 1901 and again in 1906. A new Custom-house was completed in 1893 on the site of the old building on the Bund. It is in the Tudor style, of red brick with facings of green Ningpo stone, and has high pitched roofs covered with red French tiles. The buildings have a frontage on the Bund of 135 feet, and on the Hankow Road of 155 feet. In the centre of the main building a clock tower, supplied with a four-faced clock striking the Westminster

chimes, rises to a height of 110 feet, and divides the structure into two wings. The late Mr. John Chambers was the architect, and the new building adds an imposing feature to the Bund. Another fine building is the Central Police Station in Foochow Road, large and spacious, of red brick with stone dressings, but lacking frontage and surrounding space to set it off to full advantage. The new Town Hall and Public Markets were completed in 1899, and form the first block of buildings erected by public funds for public use. They occupy a prominent site, which is bounded by four roads; the principal front being upon the Nanking Road, after the Bund the main thoroughfare of the Settlement. The plan divides the block into two portions, that facing Nanking Road being for use by the European community as a Town Hall and Market, and the portion in the rear as a Chinese Market. This latter is an airy open building, 156 feet by 140 feet, two storeys high, constructed entirely of iron and steel with concrete floors and a roof glazed in such a manner as to admit the north light only. A four-way staircase connects the two floors and is surmounted by an octagonal dome 40 feet in diameter. The front building is of red brick with stone dressings. The lower floor consists of the European market, 156 feet by 89 feet, and an arcade, 156 feet by 45 feet, employed for the same purpose. A special and striking feature of the building is the handsome staircase entered from Nanking Road and leading to the Town Hall on the first floor. The walls and arches of this staircase are finished in clean red brick-work with stone dressings, the steps being of concrete with stone handrails and ballusters, and encaustic tile doors to halls and landings. The Town Hall is also used by the Shanghai Volunteers for drill purposes. It presents an imposing appearance, being 156 feet long, 80 wide, and 26 feet high to the tiebeams of the roof, a massively timbered gallery crossing one end. The floor is of teak laid on steel joists and concrete. The windows are of cathedral glass and the joinery and dado in this room are of polished teak. It is heated by large stoves, and special attention has been given to the ventilation. Adjoining this Hall are other large rooms used for public meetings, a Volunteers' Club and other purposes. The buildings are lighted throughout by incandescent electric lights, the Town Hall having six 300 candle-power incandescent lamps besides the numerous side lights. The whole of the buildings form an effective group, although the narrowness of the streets on the East and West sides considerably detracts from the possibility of obtaining a good view of the block. They took about eighteen months to erect and were built from the designs and under the superintendence of Mr. C. Mayne, c.e., the Municipal Engineer, and Mr. F. M. Gratton, F.R.I.B.A., of the firm of Morrison & Gratton of Shanghai, as joint architects and engineers. Towards the close of 1913 additional land at a cost of about Tls. 555,000 was purchased and plans were prepared and submitted to the President R.I.B.A. for a new block of Central Municipal Offices to occupy the whole of the site bounded by Hankow, Kiangse, Foochow and Honan Roads. The work of construction was commenced in March, 1915, the estimated cost of the entire scheme being Tls. 800,000. The main part of the building is on Hankow Road, overlooking the Cathedral compound. Being of massive construction, and with every detail carefully worked out with an eye to architectural beauty, and with a central ornamental tower reaching 150 feet above the ground, the new offices form an imposing pile. A new Mixed Court was completed in 1899. A monument to the memory of Mr. A. R. Margary, of the British Consular service, who was murdered by Chinese in Yunnan, was unveiled in June, 1880, and a statue of the late Sir Harry Parkes, British Minister to Peking, was erected in 1890. A bronze monument in memory of the crew of the German gunboat *Itis*, lost in a typhoon off the coast of Shantung on 25th July, 1898, was erected on the Bund, at the end of the Peking road, in November, 1898, but was broken down during the Armistice celebrations in 1918. A bronze statue by Mr. Henry Pegram, A.R.A., of Sir Robert Hart, late Inspector General of Chinese Maritime Customs, subscribed for by the community, was erected on the Bund near the Customs House in 1913. The statue is nine feet in height and stands on a granite pedestal eight feet high. The principal buildings on the French Concession are the Municipal Hall and the Consulate. In 1914 the new building of the Cercle Sportif Francais was thrown open to the members of the club and their friends, the more humble pavilion having given place to a handsome two-story edifice. A bronze statue of Admiral Protet, who was killed when directing an attack on Nan-yao on 17th May, 1862, stands in front of the Municipal Hall. The Public Markets of the French Concession are large and well built and are perfect as regards sanitary arrangements. An efficient tram service is maintained in both Settlements.

INSTITUTIONS

Among the institutions of the place may be mentioned the Shanghai Volunteer Corps, composed of members of all nationalities, under the command of Major T. E. Trueman. It consists of 50 officers and 1,050 other ranks, made up as follow:—Staff 6, Light Horse 33, Artillery 34, Maxim Company 50, Engineer Company 53, "A" Company (British) 102, "B" Company (British) 73, Customs Company 77, American Company 104, Portuguese Company 69, Japanese Company 96, Chinese Company 115, Shanghai Scottish Company 81, Italian Company 37, Reserve 83, Motor Car Company 19, Maritime Company 30. These numbers are exclusive of the Medical Staff and the Band. On the declaration of war by China on Germany and Austria Hungary, the companies drawn from the subjects of those countries were disbanded. Originally formed in 1861, the Volunteer Force gradually went to decay, until the fear of attack after the Massacre at Tientsin in 1870 caused its revival with considerable vigour. It again dwindled in numbers, but a re-organisation under the late Major Holliday proved successful, and in 1900, during the Boxer crisis, the membership of 200 was more than trebled and included a Naval Company, c.b., Commandant of the Hongkong Garrison, the Corps was awarded high praise. Six officers and 675 men were present on parade. The infantry is armed with the Lee Metford and the new short rifles. A separate Company of Volunteers, under the order of the French Consul-General, was formed in May, 1897. The Fire Brigade consists of 44 foreign volunteers under chief officer M. W. Pett, with a paid departmental engineer, and a staff of 194 native assistants, and is composed of three motor Fire Engine and one Hook and Ladder Companies, with six motor pumps, a spare fire engine and steam fire float, three escapes, 117 ladders and 37,375 feet of hose. It attended 325 calls to fires, or supposed fires, in 1917, of which 38 were outside the settlement. It is pronounced to be one of the most efficient volunteer brigades in the world. Owing to the increased number of fires an independent brigade for the French Settlement was formed in April, 1908. There is now a Public Health Laboratory at which bacteriological investigations and chemical analyses are carried out, vaccine lymph prepared, and the Pasteur treatment of rabies undertaken. The Settlements are well provided with hospitals. In addition to the large General Hospital, recently rebuilt and forming a four storied block on the northern bank of the Soochow Creek, to which an extension has now been built, there is the Victoria Nursing Home, presented by the community as a Jubilee Memorial, and enlarged in 1913, with a separate house for maternity cases, and mental wards and an efficient English nursing staff available for outside attendance, and also a large isolation hospital for infectious cases, native and foreign, all these being directly under Municipal control. In 1917 further extensions to the General Hospital were commenced. A bungalow to be used as a sanatorium in connection with the Nursing Home was purchased in 1907. There are likewise several private institutions under the control of the various missionary bodies. The other public institutions may be enumerated as the late Subscription Library containing about 12,650 volumes, which was taken under the control of the Council in 1913 and is now a Public Library with free reading room; a branch of the Royal Asiatic Society, with the nucleus of a Museum; a Masonic Club, a Sailors' Home, a Polytechnic Institution for Chinese, a Seamen's Library and Museum, a Wind Instrument Band of 8 Europeans and 29 Filipinos, paid by the Municipality, which gives concerts in the Public Gardens every day during the summer months, dance music in the Town Hall once a week, and Sunday concerts during the winter; a Race Club, possessing a course of a mile and a quarter, which holds race meetings in May and November; a Country Club on the Bubbling Well Road; Parsee, Portuguese, and Customs Clubs; also Pony Paper Hunt, Cricket, Rifle, Yacht, Baseball, Racquet, Golf, Skating, Football, Swimming and various other Clubs; Philharmonic and Choral Societies, English and French Amateur Dramatic Societies, and other institutions for amusement and recreation. There are sixteen Masonic bodies, with over 500 members. In 1876 a District Grand Lodge for North China was constituted under the Grand Lodge of England; and in 1902 the Grand Lodge of Massachusetts also erected a China Province with a District Grand Lodge under a District Deputy Grand Master, both having their headquarters in Shanghai.

INDUSTRIES

There are five Docks at Shanghai. The one at Tungkadoo, opposite the city, has a length of 350 feet over all, with a depth at spring tides of 21 feet; the Old Dock at

Hongkew is 400 feet long and 18 feet deep at spring tides; the New Dock at Pootung, at the lower end of the harbour, measures 450 feet on the blocks, 50 feet wide at bottom, and 134 at top, is 80 feet wide at entrance between pierheads, with a depth at high-water of 22 feet; the works connected with this dock cover an area of 16 acres; the Cosmopolitan Dock, on the Pootung side about a mile below harbour limits, is 560 feet long on blocks, and 82 feet wide at entrance. The International Dock is a new and larger dock. All steamers and most sailing vessels now discharge and load at the various public and private wharves. The premises of the Associated Wharf Companies have a frontage of about three-quarters of a mile. The Chinese Government has an Arsenal, Dock, and Shipbuilding establishment at Kao Chang Miao, a short distance above the native city. It commenced as a small rifle factory in 1867. The Great Northern Telegraph Company's cable was laid to Shanghai in 1871, and that of the Eastern Extension Company in 1884, and in 1906 was opened a German cable line connecting Shanghai with the American Trans-Pacific line at Manila: there being now three distinct lines of communication with Europe. An overland line to Tientsin was opened in December, 1881, subsequently extended to Peking, and in 1894 connected with the Russian land lines through Siberia to Europe. There is also a line west to Kashgar and south as far as Laokay on the Yunnan border, there connecting with the French Tonkin lines and to Bhamo, connecting with the Burmah line. During the operations in 1900, the Allied Powers found it necessary to be independent of the Chinese landlines, and submarine cables were laid connecting Shanghai with Kiaochow, Weihaiwei, Chefoo, and Port Arthur. The first railway in China was constructed by a foreign company and opened from Shanghai to Woosung in June, 1876, but after running for sixteen months it was purchased and taken up by the Chinese Authorities. During the short time it was running the passenger traffic alone covered the working expenses, leaving sufficient profit to pay a small dividend. Twenty years afterwards it was reconstructed. There is railway communication now with Nanking via Soochow and Chinkiang on the north and Hangchow via Sunkiang and Kaching on the south. Rapid progress has been made towards the reorganisation of the Kiangsu-Kiangtung railway under the control of the directorate of the Shanghai-Nanking railway. This line received no small damage at the hands of the rebels during the disturbances in 1913. General plans for the linking up of this railway with the Kiangsu line have already been formulated and negotiations for the purchase of the necessary land are proceeding apace. There are several locally-owned lines of steamers running on the coast and the river Yangtsze. Many manufactories under both native and foreign auspices have sprung up of late years, and would have done so in large numbers long ago had it not been that the native authorities offered strong opposition to any manufactories under the control of foreigners and tried to strangle the importation of foreign machinery. Although the right under the Treaty to import machinery is quite clear, the British Government hesitated to enforce it; but the Japanese, in the Treaty of 1895 which closed the war, obtained the insertion of a clause specially authorising its importation. With the number of mills working and others in course of construction, the place is rapidly assuming the appearance of a thriving district in Lancashire. Indeed, Shanghai bids fair to become the principal centre of the cotton industry in the Far East. There are also a number of ginning factories, foreign and native-owned. Of Silk Filatures Shanghai has 25, with a total of 8,000 basins, of which five are foreign-managed. These Filatures, which give employment to 20,000 natives, are scattered over the Hongkew and the Sinza districts, with the exception of a large one of 300 basins at Jessfield—the Hing Chong Filature. Of other industries we may note of Hydraulic Packing Factories, foreign and native-owned Paper Mills, two Chinese-owned Match Factories, turning out between them some 80 cases, containing each 100 gross of boxes, per day. There are also large foreign Flour Mills (for grinding native wheat, which, it is said, makes excellent flour), two Kerosene Tank Oil and Tinning establishments and works, and various other industries which are fast increasing in number.

No notice of the important place taken by Shanghai in the industrial progress of the East would be complete without a reference to the large engineering and shipbuilding establishments which now form a conspicuous feature in the business of the place. Already in the early 'fifties, Mr. William Muirhead, an engineer officer in the service of the P. & O. S. N. Co., had conceived the idea of starting a repairing shop. With the exception of the P. & O., which then ran a fortnightly mail service from Hongkong, there was no regular line of steamers trading with the port, and the visits of coasting steamers were few and far between. Still, as the northern terminal port in China, occasional jobs came in. After the opening of Tientsin and the northern ports, and more especially after the opening

Japan, the business commenced to increase, and room was found for another small establishment to begin, Messrs. Nicolson & Boyd. Towards the end of the 'sixties Muirhead retired owing to failing health, and his business passed over to his former partners. Meantime, as a number of sailing ships then entered the port, many of which came from the United States, two enterprising American shipwrights, S. C. Farnham and C. P. Blethen, had started, in connection with the "Old Dock," a general building and repairing establishment under the style of S. C. Farnham & Co., this from small beginnings rapidly grew in importance. The opening of the Suez Canal enormously increased the number of steamers visiting the port, and the Japanese firms of the old régime were seized with a general desire to become steamer owners, that the trade got a considerable fillip, and in the way of docking and repairs a large amount of local business commenced to spring up, and competition finally became strong. But 1890 both the old partners in S. C. Farnham & Co. having died, their successors conceived the idea of converting the old business into a limited liability company, and this was finally accomplished in 1893. In 1892 another limited liability company, the Shanghai Engineering and Dock Company, entered the field, and commenced to build a large and more commodious dock than had up to that time existed in the place. They had, however, under-estimated the cost, and the new dock having met with a mishap, the Company found itself in financial straits. Overtures were made, the result that the two concerns amalgamated. Finding themselves now in possession of nearly all the docking facilities of the port, the idea of combining all one large concern presented itself, and negotiations were commenced with Nicolson & Boyd, the partners of which, finding that they would now have no difficulty in carrying on in face of the superior advantages possessed by their competitors, consented to an amalgamation; and the style of the new combination was changed to S. C. Farnham, Boyd & Company, Limited, with a capital of upwards of five and a half million taels. Practically the new firm had the complete command of the market, possessing all the dry docks and all the ship shops of any size. The capital, it was generally considered, was too large; all events it seems to have tempted to over-speculation, and, as not infrequently happens in similar cases, there was found a disposition on the part of the business to elsewhere. Outsiders soon commenced to find openings for competition, and it was the winding up of the old company, and the formation of a new one in 1906, under the title of the Shanghai Dock and Engineering Co., Limited. By another company the dock owned by the Chinese Government at the Arsenal at Kao Chang Miao has been acquired under competent European management, and forms a formidable competitor; while one or two private firms have started to undertake shipbuilding and engineering on a large scale, and with well-equipped works. From the appointed yards of the Dock and Engineering Co. several steamers, both river and sea-going, have of late years been turned out, up to a tonnage of fifteen hundred two thousand, with engines complete, which in their general style are fully equal to European-built vessels, and on account of saving the heavy expenses of steaming have proved satisfactory to their owners, so that steel and iron shipbuilding may be considered as one of the regular industries of the port. Shanghai bids fair to outrival Bombay as the largest manufacturing centre in Asia. The "Astor House" in Hongkew, and the "Palace," formerly known as the "Royal," in the British, besides many other houses, give good hotel accommodation. There are six daily newspapers: the *North-China Daily News*, the *Shanghai Times*, *Le Chine*, and *China Press*, morning; the *Shanghai Mercury* and the *Shanghai Evening Post*, evening; and the weeklies include the *North-China Herald*, *Celestial Empire*, *The Times*, and a number of smaller publications. There are upwards of a dozen native daily papers, the leading ones being the *Shun-pao*, the *Hu-pao*, the *Sin-wan-pao*, the *Pao*, and the *Universal Gazette*, the latter representing the Reform movement. They are sold at the prices of ten and eight cash, equal to about a farthing. Some have a circulation of 10,000 per day. In one matter, that of postal accommodation, Shanghai is over-supplied, much to the disadvantage of the resident community, being British, French, American, Japanese, Russian, and Chinese Post Offices. The latter was organized by the Maritime Customs and is at present being conducted under the auspices of the Board of Communications. The former Municipal Post was in 1898 incorporated with it. It undertakes the transmission of small amounts of money and accepts the registration of letters. It will probably be some years before the difficulties inevitable in a country like China are overcome, and foreigners justly or unjustly, doubtful as to the inviolability of their correspondence, has been admitted to the Postal Union. Shanghai was made

a port of Registry for British ships in 1874. All foreign hongs and even private houses have to give themselves fancy Chinese names, by which only they are known to the natives. The system is, however, found to have its conveniences. The number of jinrickshas has been temporarily limited to 8,000; there were also 8,404 passenger and cargo wheelbarrows, and 253 public carriages in the Settlement besides large numbers outside. Of private vehicles there were licensed in 1917, 5,737 rickshas, 688 carriages, 713 motor-cars, and 688 ponies. No fewer than 69,089,432 passengers used the tramcars in 1916. The water conveyances licensed numbered 61 foreign cargo boats, 1,636 native cargo boats, 64 ferry and passenger boats, 1,531 other boats, 232 sampans and 115 steam launches. There are 21 foreign and 17 native theatres, 303 pawn, 128 opium and 1,161 wine shops registered within the Anglo-American Settlement.

The currency of Shanghai is the tael weight of silver—equal to 579·84 grains troy, of fineness 0·916, but reckoned at 98. That is to say, an actual weight of 98 taels is counted as 100. The Shanghai tael thus contains, or should contain, 520·43 gr. troy of pure silver, but varies owing to the crude methods of assay. This is, however, the mean. The silver known as "sycee" is cast into "shoes" of fifty taels, more or less. The foreign banks issue notes of the value of one dollar and upwards for both taels and dollars. Smaller transactions are conducted in clean Mexican dollars, or equivalent dollars from the various provincial mints, smaller subsidiary provincial silver coins and copper cash. There are fourteen foreign and numerous native banks in the settlement. In 1896 the Imperial Chinese Bank, under Chinese and European management, was opened by Imperial Decree.

TRADE AND COMMERCE

Shanghai is the great emporium for the trade of the Yangtsze and Northern and Corean ports, and to some extent for Japan. The total import and export trade of 1868 amounted to sixty-five million taels. It steadily increased each year until 1881, when it reached Hk. Tls. 141,921,357, but afterwards showed a great decline, the total for 1884 having been twenty per cent. less than that of 1881. There was, however, a rapid recovery up to 1905; the total trade import and export, for the last seven years, as given by the Customs Statistical Department, being:—

1911...	Hk. Tls. 484,202,222	at Ex. 1.45 Mex. \$716,619,288	at Ex. 2s. 8 <i>1</i> d. £96,295,716
1912...	" 491,456,487	" 1 <i>5</i> 2 " 874,057,940	" 3s. 0 <i>5</i> d. £114,004,154
1913...	" 533,534,878	" 1 <i>5</i> 1 " 880,563,665	" 3s. 0 <i>5</i> d. £121,684,855
1914...	" 498,695,147	" 1 <i>4</i> 7 " 873,081,866	" 2s. 8 <i>1</i> d. £100,035,129
1915...	" 549,379,765	" 1 <i>4</i> 1 " 877,425,468	" 2s. 7 <i>1</i> d. £100,459,240
1916...	" 571,245,672	" 1 <i>5</i> 4 " 887,918,335	" 3s. 3 <i>1</i> d. £145,932,442
1917...	" 580,232,638	" 1 <i>6</i> 3 " 894,779,526	" 4s. 3 <i>1</i> d. £181,304,261

The following tables show the export of Tea and Silk for eight years:—

	Tea—Black	Brick	Green	Silk	Wild	Waste	Cocoons
1910...piculs	173,100	308,528	264,752	1910...66,116	23,379	75,360	13,948
1911..."	177,294	37,685	307,917	1911...59,224	27,679	81,061	16,313
1912..."	220,190	364,420	314,396	1912...86,554	14,899	76,301	18,792
1913..."	141,711	502,460	290,953	1913...73,446	23,762	76,480	19,530
1914..."	196,817	400,015	277,565	1914...54,927	13,727	52,474	20,863
1915..."	273,076	434,466	311,605	1915...79,089	24,260	39,879	31,170
1916..."	222,384	404,910	293,214	1916...66,609	10,956	106,448	23,398
1917..."	175,232	214,570	205,992	1917...66,837	11,826	71,451	29,428

The Import trade in Foreign Goods for 1917 was as follows:—

From Foreign Countries and Hongkong	Hk. Tls. 210,085,990
From Chinese Ports	4,604,029
				Hk. Tls. 214,690,019

The following were the values of the principal classes of Foreign Goods imported during that year:—

Cotton Goods. Tls. 48,421,508	Opium...	5,617,596	Leather...	2,099,582
Cotton Yarn ... 27,379,302	Wool and Cton Mix.		Gunny & Cton Bgs.	2,019,856
Tobacco, Cigars &c. 19,613,385	and Wol. Goods	3,426,901	Ginseng ...	1,928,709
Sugar ... 15,670,715	Paper ... Tls. 3,221,383	Soap ...	1,895,305	
Metals ... 11,639,946	Timber ...	2,739,975	Electrical M'tal., &c.	1,831,824
Coal ... Tls. 9,215,178	Misc. Piece Goods	2,503,386	Paraffin Wax ...	1,750,741
Kerosene Oil, &c. 7,235,774	Machinery ...	2,350,700	Eish, Salted, &c.	1,440,332
Cotton, Raw ... 6,073,505	Dyes and Colours	2,223,760	Sundries ...	34,390,656

Total Hk. Tls. 214,690,019

Of the total an amount to the value of Haikwan Tls. 125,390,127 was re-exported' namely, to Foreign Countries and Hongkong Hk. Tls. 8,037,819; and to Chinese Ports (chiefly to Northern and Yangtsze Ports) Hk. Tls. 117,352,308, leaving for local consumption a stock to the value of Hk. Tls. 59,299,892.

Native Produce to the value of Hk. Tls. 225,423,085 was imported from Chinese Ports, almost all of which was re-exported, namely, to Chinese Ports, Tls. 43,545,975 and to Foreign Countries and Hongkong, Tls. 134,885,318, the net native imports amounting to Hk. Tls. 46,991,792.

The total values of Exports and Re-Exports of Native Produce to Foreign Countries. Hongkong and Chinese ports in 1917 were:—

Silk ... Tls. 54,648,249	Wool ... Tls. 8,237,496	Tallow ... Tls. 3,362,824
Cton.Gds. & Yarn 51,353,156	Oil ... 8,121,405	Medicines ... 2,800,004
Tea ... 20,470,980	Ground-nut Pulp ... 7,342,948	Beancake ... 1,672,487
Cotton, Raw ... 20,080,669	Skins ... 6,691,068	Books, Printed ... 1,650,969
Hides ... 12,961,898	Rice ... 6,398,590	Fans ... 1,448,300
Silk M'tures. ... 12,806,939	Fibres ... 5,607,830	Grasscloth ... 1,204,234
Flour ... 11,644,911	Seeds& Seed Cake 5,079,657	Straw Braid ... 1,108,501
Egg Albn. & Yolk. 10,872,312	Bristles ... 4,372,213	Nutmalls ... 1,025,854
Metals ... 9,930,187	Beans ... 4,334,941	Pottery & E'ware. 811,400
Thco., Cigs, &c. 9,638,059	Paper ... 3,541,575	Sundries ... 29,331,371

Total Hk. Tls. 318,551,027

The goods for export brought down under Transit Passes amounted to Tls. 16,061,213 This was an increase of Tls. 1,614,443 as compared with that of 1916.

The total carrying trade, entrances and clearances, for the year 1917 was divided amongst the different flags as under:—

	Steamers	Tonnage	Sailing	Tonnage	Total	Tonnage	Duties
British ...	3,671	5,579,439	387	114,472	4,058	5,693,911	Tls. 4,207,532
Japanese ...	3,573	5,215,963	2	240	3,575	5,216,203	" 4,535,762
Chinese ...	4,134	3,188,648	7,097	219,587	11,231	3,408,235	" 1,516,412
American ...	460	404,787	78	4,705	535	409,492	" 361,580
French ...	93	400,131	—	—	93	400,131	" 188,310
Danish ...	67	97,704	—	—	67	97,704	" 108,573
Dutch ...	87	218,665	—	—	87	218,665	" 93,213
Russian ...	115	133,635	—	—	115	133,635	" 42,073
Swedish ...	10	26,692	—	—	10	26,692	" 38,593
Norwegian ...	74	111,276	—	—	74	111,276	" 44,740
Others ...	5	73	—	—	5	73	" 5,286
Totals ...	12,289	15,377,013	7,564	339,004	19,853	15,716,017	" 11,142,074

The Customs Revenue, Hk. Tls. 11,214,573 for the same year, consisted of:—

Import Duties ... Hk. Tls. 6,281,150	Tonnage Dues ... Hk. Tls. 646,535
Export Duties ... " 2,716,931	Coast Trade Duties ... " 1,005,843
Opium Likin ... " 181,254	Transit Dues ... " 382,860

The above tables show that more than half of the whole trade of China in foreign vessels belongs to "the commercial metropolis of China."

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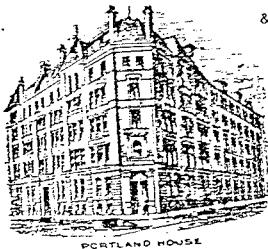
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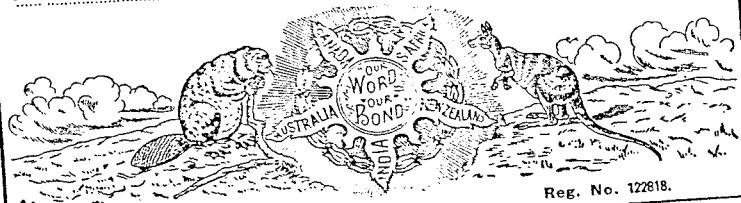
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Associação Macaense de Socorro Mutual
Association of Lancastrians in China
Baden Powell Boy Scouts Assocn.
British and Foreign Bible Society
British Chamber of Commerce
Calico Printers Assn.

ASSOCIATIONS AND SOCIETIES—Continued

Camera di Comercio Italiana
Chamber of Commerce, Shanghai
Cathay Trust, Ltd.
Charity Organization Society
Children's Refuge
China Association
China Coast Officers' Guild
China Druggists Union
China Tea Association
Chinese Bible & Book Society
Chinese Chamber of Commerce
Chinese Young Men's Christian Assn.
"Door of Hope"
Engineering Society of China
Esperantista Grupo de Sanhajo
Foreign Silk Association
Banbury Institute and Sailors' Home
Hongkew Medical Hall
Institute of Architects in China
Institute for the Chinese Blind
International Institute
International Postal Tel. Christian Association
International Savings Society
Ladies' Benevolent Society
Liverpool Salvage Association
Lowrie Institute
Navy League
Navy Young Men's Christian Association
Photographic Society of Shanghai
Polytechnic Institution and Reading Rooms (Chinese)
Private Nurses' Association of Shanghai
Red Cross Society of China's Hospital
Religious Tract Society
Royal Asiatic Society
Shanghai Amateur Athletic Association
Shanghai Cotton Anti-Adulteration Society
Shanghai Horticultural Society
Shanghai Oxford & Cambridge Society
Shanghai Pilots' Association
Shanghai Rifle Association
Shanghai Sharebrokers' Association
Shanghai Stock Exchange
Shanghai Society for the Prevention of Cruelty to Animals
Shanghai Tract Society
Société Dramatique Francaise
Société Suisse de Bienfaisance
Society of St. Vincent de Paul
St. Andrew's Society
St. George's Society
St. Patrick's Society
Victoria Nursing Home
Wadman, H. P., corresponding Associate, Association of Average Adjusters, London
Woosung Hankow Pilots' Association
Young Men's Christian Association
Young Women's Christian Association
Zi-Ka-Wei Museum

AUCTIONEERS

Funder & Co., W.
Heidorn, R. W. & Co.
Hopkins, Dunn & Co.
Maitland & Co.
Moore & Co., Ltd., L.
Moorhead and Halse
Noel, Murray & Co.
Wheelock & Co.

BANKS

American Oriental Banking Corporation
Bank of China
Bank of Territorial Development of China, Ltd.
Bank of Taiwan
Banque Belge pour L'Etranger
Banque de l'Indo-Chine
Banque Industrielle de Chine
Bisset & Co., J. P.
Chartered Bank of India, Aus. & China
Commercial Bank of China
Credit Foncier de Extrême Orient
Cook, Thos. and Sons
Hongkong & Shanghai Bank
International Banking Corporation
Kiangsu Bank
Mercantile Bank of India
Russo-Asiatic Bank
Yokohama Specie Bank

BOOKSELLERS

Brewer & Co., Ltd.
Evans & Sons, Ltd., Edward Kelly & Walsh, Ltd.
Mission Book Co.
Rodsel & Co.

BREWERS AND BREWERY AGENTS

Dai Nippon Brewery
Union Brewery (A. G., Shanghai)

BROKERS (Bullion and Exchange)

Bassett, L.
Coutts, Geo. W.
Edblad, H.
Lalcaca & Co.
Lob, B.
Maitland & Fearon
Tucker, C. E.
BROKERS (General)
Anderson, A. L.
Benjamin & Potts
Crighton, P.
Elias, J. R.
Evans & Co., A. M. A.
Gensburger & Co.
Hopkins, Dunn & Co.
Joseph, J. M.
Lalcaca & Co.
Liddell, Bros. & Co.
Lob, B.
Martinho, Marques & Co.
Moore & Co., Ltd., L.
Myer, M.
Noel, Murray & Co.
Platt, C. H. G.
Roth, Robert

BROKERS (General)—Continued

Toeg, S. E.
 Vaid, K. E.
 Varalda & Co.
 Wheelock & Co.
 White Bros.
 White, F. W.
BROKERS (Ship and Freight)
 Heidorn, R. W.
 Wheelock & Co.
BROKERS (Stock and Share)
 Anderson, A. L.
 Bassett, L.
 Benjamin & Potts
 Bisset & Co., J. P.
 Ellis, C. E.
 Evans & Co., A. M. A.
 Gubbay, J. M.
 Hayes, J. A.
 Heidorn, R. W.
 Joseph, J. M.
 Lalcaze & Co.
 MacCabe, R. W.
 Martinho, Marques & Co.
 Noel Murray & Co.
 Pirie, W. G.
 Shaw, Charles R.
 Somekh, D. S.
 Varalda & Co.
 White, F. W.

BUILDING COMPANIES

China Land & Finance Co.
 Pearson & Son, Ltd.
 Shanghai Building Co.
 Shanghai Building & Investment Co.

BUTCHERS

Griffiths' Butchery
 Hopkins' Butchery

CANDLE DEALERS

China Soap and Candle Co.
 Price's (China), Ltd.

CARRIAGE BUILDERS

Dallas Horse Repository Co., Ltd.
 Horse Bazaar Co., Ltd.

Rosenbaum, F. W.

CHEMICALS (Manufacturers of)

Brunner, Mond & Co., Ltd.
 Burroughs, Wellcome & Co.
 China Druggists' Union
 Kiangsu Chemical Works

CHEMISTS AND DRUGGISTS

Allen & Hanburys, Ltd.
 British Medical Imports Co.
 Dr. Williams' Medicine Co.
 Dutton & Co.
 Fulford Co., Ltd. of Canada, G. T.
 Grenard, Betines & Co.
 Hongkew Medical Hall
 Mactavish & Co.
 Sys Co., Peter
 Twigg, P. O'Brien
 Watson & Co., A. S.
 World Dispensary, The

CLUBS

Amateur Dramatic Club
 American University Club
 Catholic Circle
 Cercle Sportif Français
 Circolo Italiano
 Clay Pigeon Club
 Columbia County Club
 Country Club
 Customs Club
 International Chess Club
 Marine Engineers' Institute
 Masonic Club
 Merchant Service Club
 Overseas Club
 Paper Hunt Club
 Race Club
 Recreation Club
 Rowing Club
 Saturday Club
 Shanghai Club
 Shanghai Cricket Club
 Shanghai Golf Club
 Shanghai Harriers Club
 Shanghai Lusitano Club
 Shanghai Miniature Rifle Club
 Shanghai Revolver Club
 Shanghai Rugby Football Club
 Shanghai Yacht Club
 Swimming Bath Club
 Swiss Rifle Club

COAL MERCHANTS

Fu Chung Corporation
 Han Yeh Ping Iron and Coal Co., Ltd.
 Mitsu Bishi Co.
 Nathan, A.

COLLIERY OWNERS

Kailan Mining Administration

COLD STORAGE

Shanghai Ice & Cold Storage Co.

COMMISSION MERCHANTS AND AGENTS

Aldodoosly Ebrahim & Co.
 Allanson, William
 American Chinese Co.
 Anderson, Meyer & Co.
 Andrews, George, Ltd.
 Beck, M. G.
 Ben, Albert & Co.
 Bena, G. A.
 Bickerton & Co., T. L.
 Blix, C.
 Bower & Co.
 Bracco & Co., C.
 British and Asiatic Co.
 Cabeldu & Co., A.
 Calder, Marshall & Co.
 Carissio, C.
 Caravan Commercial Co.
 Camera di Commercio Italiana
 Central Agency
 Castilho, S. P.
 Castilho, M. & Co.
 Central China Import Co.
 Central Trading Co.

COMMISSION MERCHANTS & AGENTS—Cont.

Chinai & Co., J. C.
 China American Trading Co.
 China Commercial Co.
 China Trading Co.
 Chinese S. K. F. Co.
 Codis Freres
 Connell Bros. & Co.
 Continental Import & Export Co.
 Dallas & Co.
 Dastoor & Co.
 Delbourg, J.
 Dreyfus & Co., E.
 East Asiatic Co., Ltd.
 Evans & Co., A. M. A.
 Eveleigh & Co.
 Ezra & Co., E.
 Fearon, Daniel & Co.
 Franklin W. White Co.
 Funder & Co., W.
 Furukawa & Co.
 Gaston, Williams & Wigmore
 Gobhai & Co.
 Grayrigge & Co., G.
 Grilk, G. J.
 Greer, Ltd., H. & W.
 Harvison, King & Irwin
 Harvie, Cooke & Co.
 Harvie & Gibson
 Harvie, James Alex.
 Haworth & Co.
 Hearson, Rohd & Co.
 Hill, H. G.
 Holliday & Co., Ltd., C.
 Holliday, Wise & Co.
 Ito, G.
 Johannsen, Edm.
 Kale, E.
 Karamelahi & Co.
 Katz, Wm. & Co.
 Keeble & Co., Ltd.
 Keeble, Rumford & Co.
 Kermani, R. S.
 Kober & Co., H.
 Kwako Yoko
 Large & Co., Frederick
 Lavers & Clark
 Levy, Leone A.
 Liddell Bros.
 Little Wm. & Co.
 London & Eastern Co.
 Mackenzie & Co., Ltd.
 Madier, Frères
 Magill & Co., James
 Maizland & Co.
 Martins, R. & Co.
 Marthoud Frères
 Martin & Co., Wm.
 Martin & Co., G.
 Meiji Trading Co.
 Menecarini & Co.
 Moore & Co., Ltd., L.
 Morris & Co.
 Murai Bros. & Co.

Mustard & Co.
 Myer, M.
 Naylor & Co., J.
 Nemazee & Co., H. M. H.
 Neotia & Co., H.
 Nippon Menkwa Kabushiki Kaisha
 Noel, Murray & Co.
 Norbury, F. J.
 Omnid & Co.
 Patel & Co., A. C.
 Patell & Co.
 Paturel, C.
 Persian Commercial Co.
 Robert Dollar Co.
 Rondon, L.
 Rose, Downs & Thompson
 Roth & Co.
 Row & Co.
 Samuel & Co.
 Scott, Harding & Co.
 Shainin & Co.
 Sluyters & Co.
 Somekh & Co., B. A.
 Sparke, C. E.
 Spunt & Co., J.
 Tackey & Co., M. M.
 Takaiwa & Co.
 Tata Sons & Co.
 Teplitsky & Co.
 Thompson, A. E. S.
 Thompson, J. A. & Co.
 Tiran, C. F.
 Treuchard Davis, W. H.
 Tsuchihashi & Co.
 Universal Postcard Co.
 Varalda & Co.
 Viccjee & Co., F.
 Viloudaki, Hiscock & Co.
 Wattie & Co., J. A.
 Wheen & Sons, Edward
 Woodward Baldwin & Co.
 Zylstra & Co.

CONFECTIERS

Bianchi, C.
 Neil & Co.
 Royal Biscuit Co.
 Sweetmeat Castle

COPPER MERCHANTS

Mitsu Bishi Co.

CORK FACTORIES

China Cork Factory
 Oriental Cork Factory

COTTON SPINNING COMPANIES

Ewo Cotton Spinning & Weaving Co.
 Japan China Spinning & Weaving Co.
 Laou Kung Mow Cotn Spng & Weavg Co.
 Oriental Cotton Spinning Co.
 Straits & China Textile Co.
 Yangtszeppo Cotton Mill

CURIO DEALERS

Boyes, Bassett & Co.
 Teerathdas, N.

CYCLE AND RUBBER TYRE DEALERS

Dunlop Rubber Co.

DAIRIES.
 Inshallah Dairy Farm & Stock Co.
 Ivy Dairy
 Kalgan Dairy Farm & Livery Stable
 Nestle & Anglo-Swiss Condensed Milk Co.

DENTISTS

Ivy & Robinson
 Kew Bros.
 Shanghai Dental Parlour

DOCKS

Cosmopolitan Dock
 International Dock & Shipbdg. Works
 New Dock and Shipyard
 Old Dock Eng'g. Works & Shipyard
 Shanghai Dock & Engineering Co.
 Tunkadoo Dock & Shipyard

DRAPERS, & DRESSMAKERS.

Astor Drapery Stores
 Chauvin, Mme.
 Hall & Holtz, Ltd.
 Hill & Co., H. G.
 La Vogue
 Maison Parisienne
 Shanghai Stores Co.
 Weeks & Co., Ltd.
 Whiteaway, Laidlaw & Co.

DRAWN-THREAD WORK

Industrial Mission Depôt
 DRUGGISTS—See Chemists

DYERS

Bradford Dyers' Association, Ltd.

EDUCATIONAL

American School of Correspondence
 Anglo-Chinese Methodist School
 Anglo-Chinese School
 Aurora University
 Cathedral School
 Ellis Kadoorie Public School for Chinese
 French Municipal School
 Government Institute of Technology
 Hanbury School, T.
 International Correspondence School
 Lowrie Institute
 McTyeire School
 Miss Jewell's Private Day and Boarding School
 Nieh Chih Knei Public School for Chinese
 Pennsylvania Medical School
 Public School for Boys
 Public School for Chinese
 Public School for Girls
 Shanghai American School
 Shanghai Baptist College
 Shanghai High School
 Shanghai Jewish School
 Soochow University Middle School
 St. Francis Xavier's College
 St. John's University
 St. Joseph's Institution
 Zi-Ka-Wei College
ENGINEERS (Civil)
 Atkinson & Dallas
 British-American Trading Co.
 Davies & Brooke

Denham & Rose
 Dowdall, W. M.
 Kales, F. H.
 Lester, Johnson & Morris
 Moorehead & Halse
 Olsen & Co.
 Palmer & Turner
 Powell & Co., Sidney J.
 Smedley, J. D.
 Tilley & Percy
ENGINEERS (Consulting)
 Anglo-Chinese Engineers Association
 Fobes & Co.
 Kay & Co.
 Parker, Rielley & Co.
ENGINEERS (Electrical)
 General Electric Co. of China
 Jacks & Co., William
 Porter & Co.
 Quoika, A.
 Shanghai Electric & Asbestos Co.
 Shanghai Electric Construction Co., Ltd.
 Williams, G., & Wigmore Far Eastern Div., Inc.
ENGINEERS (Marine)
 Babcock & Wilcox, Ltd.
 New Eng'g. & Shipbuilding Works, Ltd.
 Old Dock Engine Works
 Paulsen & Bayes-Davy
 Pootung Engineering Works and Ship building Yard
ENGINEERS (Mechanical)
 Anglo-Chinese Engineers Assn.
 Anderson, Meyer & Co.
 Babcock & Wilcox, Ltd.
 Gordon & Co.
 Kay & Co., William
 Olsen & Co.
 Quoika, A.
 Rose, Downs & Thompson
 Shanghai Dock & Engineering Co.
 Shanghai Machine Co.
 Thornycroft & Co., John I.
ESTATE AGENTS
 Ben Building Co.
 Bisset & Co., J. P.
 Brandt & Rogers
 China Land & Finance Co.
 China Realty Co.
 Davies & Brooke
 East Asia Produce & Estate Co.
 Evans & Co., A. M. A.
 Finocchiro & Co.
 Grove & Co.
 Keeble, Rumford & Co.
 Lester, Johnson & Morris
 Moore, L. & Co., Ltd.
 Powell, S. J. & Co.
 Tilley, Percy
 Wheeley, Edw.
FANCY GOODS DEALERS
 Brewer & Co., Ltd.
 Kelly & Walsh, Ltd.
 Sennet Frères

FEATHER DEALERS
 Nordisk Fjerfabrik, Ltd.

FINANCIERS
 Kadoorie & Co., E. S.
 Raven Trust Co.
 Societe Franco-Chinoise de Credit
 Societe Anonyme de Credit

FLORISTS

Shanghai Flora

FORWARDING AGENTS
 China Express Co., Ltd.
 Magil & Co., James
 Thos. Cook & Son

FURNITURE MANUFACTURERS
 Shanghai Furniture Factory
 Weeks & Co.
 Whitaway, Laidlaw & Co., Ltd.

FURRIES
 Eastern Fur & Skin Co.

GARAGE
 Central Garage Co.
 Eastern Garage Co.

HARNES MAKERS
 Dallas Livery Stables Co., Ltd.
 Horse Bazaar Co., Ltd.
 Rosenbaum, F. W.

HOSPITALS

Chinese Public Isolation Hospital
 Chinese Hospital
 General Hospital, Red Cross
 Hospital St. Mary's
 Kiangnan Mission Hospital
 Margaret Williamson Hospital
 Shanghai General Hospital
 St. Elizabeth's Hospital
 St. Luke's Hospital

HORSE DEALERS

Dallas Horse Repository Co., Ltd.
 Horse Bazaar and Motor Co., Ltd.

HOTELS AND BOARDING HOUSES

Astor House Hotel
 Bickerton Private Hotel
 Burlington Hotel
 Grand Hotel, Kalee
 Hotel de France
 Palace Gardens Inn & Farm
 Palace Hotel
 Savoy Hotel

HOUSE FURNISHERS AND DECORATORS
 Arts & Crafts, Ltd.
 Hall & Holtz, Ltd.
 Lane, Crawford & Co.

ICE MANUFACTURERS

Shanghai Ice & Cold Storage Co.

INSURANCE OFFICES
 (See Special List, pages 743-746)

JEWELLERS

Hirsbrunner & Co.
 Ismer & Co., C.
 Mappin & Webb
 Sennet Frères
 Ullmann & Co.

LAND AGENTS

(See Estate Agents)

LAND BUILDING AND INVESTMENT COS.
 China Land & Finance Co.
 New Building & Construction Co.
 Oriental Land Co.
 Shanghai Building Co., The
 Shanghai Building & Investment Co.
 Shanghai Hotels Ltd.
 Shanghai Land Investment Co., Ltd.

LAWYERS

Browett, Harold
 D'Auxion de Ruffé, R.
 Ellis & Hays
 Fleming & Davies
 Hadley, F. W.
 Hanson, McNeil, Jones & Wright
 Jernigan & Fessenden
 Mossop, A. G.
 Neill, S. B.
 Platt, Macleod & Wilson
 Rodger & Haskell
 Tavares, J. M.
 Teesdale & Godfrey
 White-Cooper & Master
 Wilkinson, H. P.

LEATHER GOODS DEALERS

Anglo-American Shoe Co.
 Whiteaway, Laidlaw & Co., Ltd.

LIGHTING

Det Norske Veritas
 Far East Oxygen and Acetylene Co.
 Gas Company

LITHOGRAPHERS
 Norbury Natzio
 Oriental Press
 Rodsil & Co.

LIVERY AND TRAINING STABLES
 Dallas Horse Repository Co., Ltd.
 Horse Bazaar Co., Ltd.

LUMBER IMPORTERS

China Import and Export Lumber Co.
 Pacific Export Lumber Co.
 Robert Dollar Co.

MACHINERY IMPORTERS

Fobes & Co.
 Jardine, Matheson & Co.
 Kay & Co.

Shanghai Electric & Asbestos Co., Ltd.
 (See also Commission Agents)

American Oriental Trading Exchange
 American Sales Corporation

Andrews, George & Co.

Chester, R.
 British Medical Imports Co.
 China Agents Co.

Connell Bros. & Co.
 Continental Import & Export Co.

Dixon & Co., H. C.
 East Asia Produce & Estate Co.

Farley, A. Wallace
 Garner, Quelch & Co.

Goyet, E.
 Grimshaw, R.

Harvie and Gibson

MANUFACTURERS' REPRESENTATIVES—Cont.

Heath & Co., P.
Jacks & Co., William
Johannsen, Edm.
Law, H. D.
Macdonald, Ronald
Morse Co., The
Orient Trading Co., Ltd.
Persian Commercial Co.
Pike, T. J. Albert
Representation for Brit. Manuftrs., Ltd.
Rigge, H. E.
Singer's Sewing Machine Co.
Speyer, C. S.
Taylor, A.
Thompson & Co., A. E. S.
U. S. Steel Products Export Co.
Universal Postcard Co.
Whitham, R. P.
MEDICAL PRACTITIONERS
Bellios, R. A.
Billinghurst, W. B.
Bossi, Benussi
Clapp, R. J.
Hanwell, G.
Jackson, J. W.
Jackson, Hanwell, Jackson & Neild
Marshall, Marsh, Billinghurst & Murray
Marsh, E. L.
Murray, J. Elliot
Nield, F. M.
Parrott, A. G.
Patrick, H. C.
Ransom, S. A.
Sloan, Robt. J.
Street, Lionel
MERCHANTS (Cotton and Piece Goods)
Haworth & Co., Ltd., Richard
Holliday, Wise & Co.
Japan Cotton Trading Co.
Societa Commissionaria d'Esportazione
Spunt & Co., J.
Straits and China Textile Co.
MERCHANTS (General)
Abdooly Ebrahim & Co.
Abraham, D. E. J.
Abraham, Katz & Co.
Allanson, William
American Trading Co.
Anderson, Meyer & Co.
Arnhold Bros. and Co.
Arthur & Co., Ltd.
Barkley Co., The
Barlow & Co.
Blix, C.
Botelhs Bros
Bradley & Co.
British & Asiatic Co.
Eume & Reif (under Gibb, Livingston & Co.)
Burkhardt, Amidani & Co.
Burroughs, Wellcome & Co.
Butterfield & Swire
Campbell & Co., Alex.

Carter, Macy & Co.
Cassella & Co.
Cathay Trading Co.
Cawasjee Pallanjee & Co.
Central Agency
China Agents Co.
China American Trading Co.
China Commercial Co.
China Druggists' Union
China & Japan Trading Co.
China & Java Export Co.
China Pencil Co.
China Strawbraid Export Co.
China Trading Co.
Chinese-American Co.
Clerici, Beedoni & Co.
Collins & Co.
Dallas & Co.
David & Co.
David & Co., S. J.
Dowell & Co., Ltd.
Dowler, Forbes & Co.
Duncan & Co.
Dyce & Co.
East Asiatic Co., Ltd.
Eastern Trading Co.
Elman Foreign Agencies, Ltd.
Emens Co., Ltd., W. S.
Evans & Co., A. M. A.
Fearon, Daniel & Co.
Foster-McClellan & Co.
Frazar & Co.
Furukawa & Co.
Garner, Quelch & Co.
Garrels, Borner & Co.
Geddes & Co.
Getz Bros. & Co.
Gibb, Livingston & Co.
Giesel & Co., Ltd.
Goldenberg & Co., H.
Harroon, S. A.
Harrison, King and Irwin
Harvie, Cooke & Co.
Harvie, James Alex.
Haworth and Co.
Heath & Co., P.
Hogg, E. Jenner
Holland-China Handels Co.
Holliday & Co., Cecil
Hutchison & Co., John D.
Ilbert & Co.
Jardine, Matheson & Co., Ltd.
J. C. Whitney Co.
Joseph Brothers
Judah J. J.
Keeble, Rumford & Co.
Kempton, M. K.
Kermani, R. S.
Kober & Co.
Lavers & Clark
Little & Co., Wm.
Madier, Frères
Maitland & Co., Ltd.
Manila Shanghai Export and Import Co.

MERCHANTS (General)—Continued

McBain, Geo.
Mencarini & Co.
Middleton & Co., Ltd.
Mitsubishi Goshi-Kwaisha
Mitsui Bussan Kaisha
Moller & Co.
Morduevitch, M. A.
Murai Bros. & Co.
Mustard & Co.
Nabholz & Co.
Netherlands Trading Society
Nippon Menkwa Kabushiki Kaisha
Noel, Murray & Co.
Olivier & Co.
Pila & Co., Ulysse
Probst, Hanbury & Co.
Racine, Ackermann & Co.
Reiss & Co.
Reiss & Co., Hugo
Robert Dollar Co., The
Robert Roxburgh, Ltd.
Rondon, L.
Ross & Co., Alex.
Samuel & Co.
Sassoon & Co., Ltd., David
Sassoon & Co., E. D.
Scott & Bowne, Ltd.
Shamoon, E. E.
Shewan, Tomes & Co.
Simon Levy & Co.
Slevogt & Co.
Slow & Co.
Societa Commissionaria d'Esportazione
Somekh & Co., B. A.
Takaiwa & Co., K.
Tata, Sons & Co.
T. E. M. A.
Thoresen, O.
Times, Dharwar & Co.
Yuasa, T.

MERCHANTS (Silk)

Arnaud-Coste & Dent
Azadian, J.
Boyer, Mazet & Co.
Burkill & Sons, A. R.
Clerici Beedoni & Co.
Dell' Ors & Co.
Denegri & Co.
Denegri, M.
Gaillard, J.
Gobhai & Co.
Jardine, Matheson & Co.
Karimkhsh, H. A. G.
Little & Co., Wm.
Madier, H.
Nabholz & Co.
Nile, Rheims & Co.
Sauvavre, J.
Shroff, P. B.
Teerathdas, N.

MERCHANTS (Sugar)

Butterfield & Swire

Jardine, Matheson & Co., Ltd.
Martiny & Co., G.
MERCHANTS (Tea)
Anderson & Co., Robt.
Campbell & Co., Alex.
Omnid & Co.
Ouskuoli, M. A.
The Trading Co.
Whitney Co., J. C.
MERCHANTS (Woolen)
Wheen & Sons, Edward
MINING
Kailan Mining Administration
MONUMENT SCULPTORS
Finocchiro & Co., G.
Macdonald & Co., T.
MOTOR CAR GARAGE, ETC.
Auto Castle
Auto Palace (Sennet Frères)
Central Garage Co.
Eastern Garage
Honigsberg & Co.
Horse Bazaar and Motor Co.
Oriental Automobile Co.
MUSIC STORES
Moutrie & Co., S.
Robinson Piano Co.
NEWSPAPERS AND PERIODICALS
Bulletin Commercial d'Extrême Orient
China Press
Chinese Christian Advocate
Chinese Christian Intelligencer
Chinese Illustrated News
Columbian
Far Eastern Review
Hallock's Chinese Almanack
L'Echo de Chine
North-China Daily News & Herald
Shanghai Gazette
Shanghai Mercury
Shanghai Times
Shipping & Engineering
Shun Pao
Sin Wan Pao
The Union
NURSERYMEN AND FLORISTS
The Shanghai Flora
OIL MERCHANTS AND OIL MILLEES
Asiatic Petroleum Co., Ltd.
Maatsechappij Tot-Mijn-Boschen Landbouwexploitaatie
Standard Oil Co., New York
Vacuum Oil Co.
OPTICIANS
Goddard, Dr. J.
Hirsbrunner & Co.
Ismer & Co., C.
Lazarus & Co., N.
Ullman & Co.
OUTFITTERS
Chuvin, Mme.
Hall & Holtz, Ltd.
Hill, H. G.
Lane, Crawford & Co.

OFFICES

	AGENTS
National Fire Insurance Co.	Gibb, Livingston & Co.
National Provincial Plate Glass Insurance Co., Ltd.	Cecil Holliday & Co., Ltd.
Netherlands Lloyd of Amsterdam & Batavia, } Marine Insurance Co.	Racine, Ackermann & Co., Java Sea & Fire Insce Co., and Raven Trust Co., Ltd.
New York, Boston, and S. Francisco Board U'writers.	Frazar & Co.
New York Life Insurance Company	Andersen, Meyer & Co.
New Zealand Insurance Company, Ltd.	G. D. McIlraith, manager, Barlow & Co.
New Zealand Insurance Company (Marine Branch)	Probst, Hanbury & Co.
Nippon Fire Insurance Co.	Mitsui Bussan Kaisha, Ltd.
Nippon Marine Transport and Fire Ins. Co., Ltd.	S. Mizutami, manager
North British and Mercantile Insurance Company	Alex. Ross & Co.
North British and Mercantile Ins. Co.	E. D. Sassoon & Co.
North China Insurance Co., Ltd.	H. G. Simms, sec., & Bisset & Co.
Northern Assurance Company	Fearon, Daniel & Co., and G. Grayrigge & Co.
Northern Insurance Co. of Moscow	Gibb, Livingston & Co.
Norwegian Lloyd Insurance Co.	E. G. Tait, manager
Norwich Union Fire Insurance Society	Fearon, Daniel & Co.
Ocean Accident and Guarantee Corporation, Ltd.	American Trading Co.
Ocean Accident and Guarantee Corporation, Ltd.	J. T. Hamilton, mangr. for the East
Ocean Marine Insurance, Ltd.	Alex. Ross & Co. and Gibb, Livingston & Co.
Orient Insurance Company	Butterfield & Swire
Palatine Fire Insurance Co., Ltd.	Harrison, King & Irwin
Patriotic Assurance Company	China & Japan Trading Co., Ltd., and Ezra & Co.
Phoenix Assurance Co.	China & Japan Trading Co.
Phoenix Assurance Co., Ltd.	American Trading Co., Ltd., Barlow & Co., and Little & Co.
Providence Washington Insce. Co.	Dodwell & Co.
Queen Fire Insurance Company, Liverpool.	American Trading Co.
Queensland Fire Insurance Co., Ltd.	Jardine, Matheson & Co., Ltd.
Queensland Insurance Co., Ltd.	Brandt and Rogers
Railway Passengers Insurance Co.	Andersen, Meyer & Co., and A. Ross & Co.
Reliance Marine Insurance Co., Ltd.	Jardine, Matheson & Co.
Rossia Insurance Co.	Rayner, Heusser & Co. & Burk- hardt, Amidani & Co.
Royal Exchange Assurance	A. R. Burkill & Sons
Royal Exchange Assurance Corporation of London	Butterfield & Swire
Royal Insurance Company, Ltd.	C. J. G. Hill, secretary
Royal Insurance Co., Ltd. (Fire, Life and Marine) ...	Probst, Hanbury & Co. & Glen Line Eastern Agencies
"Salamandra" Insurance of Petrograd	Holland-China Trading Co.
Salvage Association	Gibb, Livingston & Co.
Scottish Union & National Insurance Co. (Fire).	J. A. Wattie & Co., and Rayner, Heusser & Co.
Sea Insurance Company, Limited	Butterfield & Swire
Shanghai Fire Insurance Co.	M. G. Beck
Shanghai Life Insurance Co., Ltd.	A. J. Israel, secretary
Shanghai Marine Insurance Co.	Moller & Co.
Skandinavia Reinsurance Co.	Gibb, Livingston & Co.
South British Insurance Co., Ltd. (Marine)	Andersen, Meyer & Co. & Arnhold Bros. & Co., Ltd.
South British Insurance Co.	Wakeford Cox, local manager
South British Fire and Marine Insurance Co.	Sassoon & Co.
Standard Life Association Company	A. C. Cutler, acting secretary
Standard Marine Insurance Co., Ltd.	Butterfield & Swire
Standard Marine Insurance Co., Ltd.	W. H. Trenchard Davis
State Fire Insurance Co., Liverpool	Wm. Little & Co.

OFFICES

	AGENTS
Sun Insurance Office	W. D. McCallum
Thames and Mersey Marine Insurance, Ltd.	Dodwell & Co., Ltd.
Tokyo Insurance Company	Mitsui Bussan Kaisha, Ltd.
Tokyo Marine Insurance Company, Limited	Mitsui Bussan Kaisha, Ltd.
Traveller's Baggage Insurance Assoc., Ltd.	J. Magill & Co.
Triton Insurance Company, Ltd.	Jardine, Matheson & Co., Ltd.
Union Assurance Society, Ltd.	Dodwell & Co., Ltd.
Union Assurance Society, Ltd.	China Realty Co., Ltd.
Union Insurance Society of Canton (Marine)....	C. M. G. Burnie, branchmag.(abt.), Barlow & Co., and Reiss & Co.
Union Marine Insurance Co., Ltd.	W. H. Trenchard Davis
Union of Paris Fire Insurance Co.	Credit Foncier d'Extrême Orient
United British Insurance Co., Ltd.	Gibb, Livingston & Co.
United Insurance Co., Ltd.	Gibb, Livingston & Co.
United States Fire Insurance Co. of N. Y.	Gibb, Livingston & Co.
United Swiss Marine Insurance Co.	Gibb, Livingston & Co.
United States Lloyd's	Gibb, Livingston & Co.
Urbaine of Paris Fire Insurance Company	Racine, Ackermann & Co.
Vereeniging van Assaceured te Amsterdam	Gibb, Livingston & Co.
Veritas Insurance Co.	Java Insurance Co.
Western Assurance Company, A.D. 1851	China & Japan Trading Co., Ltd.
Western Assurance Co. of Toronto (Marine)....	North China Insurance Co., Ltd
Western Assurance Company (Marine Branch)	Probst, Hanbury & Co.
W. of Scotland Insce. Co.	M. Myer
Wilcox, Peck and Hughes, N. Y.	Gibb, Livingston & Co.
World Marine Insurance and General Inc. Co., Ltd	Alex. Ross & Co.
Yangtze Insurance Association, Limited.....	W. S. Jackson, secretary, and Andersen, Meyer & Co., agent
Yorkshire Insurance Company, Limited	Dodwell & Co., Ltd.
Yorkshire Insurance Co., Ltd. (Fire and Marine)....	R. A. Good, agents