

and First Aid to the Injured are also held, the examinations being conducted under the auspices of the Royal Sanitary Institute, London, and of the St. John's Ambulance Association respectively. Classes for Men and Women Teachers are a feature of the Institute.

The Lecturers are recruited from the members of the medical and educational faculties of the Colony, and from the Department of Public Works, and receive fees for their services. The Institute is furnished with a well equipped Chemical Laboratory and excellent Physical Apparatus.

While the Technical Institute has suffered in several directions from the activity of the University, it continues to perform many useful functions of its own. The Normal Classes for men and women, the Shorthand, Mathematics and English Classes were all well attended, as also a "First Aid" Class.

The University of Hongkong was opened for teaching in September, 1912. Chancellor, His Excellency Sir Francis Henry May, K.C.M.G., Vice-Chancellor and Principal, Sir Charles Eliot, K.C.M.G., C.B., D.C.L., M.A., LL.D., Dean of the Faculty of Engineering, Professor C. A. M. Smith, M.Sc., M.I.M.E., Dean of the Faculty of Medicine, Dr. Francis William Clark, M.D., Registrar, Mr. W. J. Hinton, B.A.

Faculties of Engineering and Medicine are fully established, and a beginning has been made in the Faculty of Arts. In the Engineering Department courses are being given in Civil, Electrical and Mechanical Engineering, leading up to the degree of B.Sc. (Eng.). The Medical Faculty prepares students for the degrees of M.B. and B.S. The Arts Faculty gives the degree of B.A. which like all the other degrees of the University is modelled on the London Pass Degree.

Five years of residence are required before the M.B. or B.S. can be granted, and four for the B.Sc. (Eng.) and B.A. There are three terms in the Session, which begins on September 15th and ends about May 31st. The fees are \$300 for tuition, and \$240 for board and residence, with a deposit of \$25 caution money. All fees are payable in terminal instalments.

The University has shown abundant proof of vitality. At the end of the year the number of students was 72, 31 of whom were taking Engineering and 21 Medicine. There is a Provisional Arts Course which gives courses in Physics, Chemistry, Mathematics, Chinese, English, History and Economics. While most of the students have studied in Hongkong schools a number come from Canton, the Coast Ports of China and the Straits Settlements.

V.—PUBLIC WORKS.

Of the important works in progress, the Law Courts were completed and formally opened by H.E. the Governor on the 15th January. The building contains 3 courts, the Court Library, the

Judges' Chambers, the Attorney General's and Crown Solicitor's Offices, the Land Registry Office and the Court Registry Office, besides the necessary cells, lavatories, robing rooms, witnesses' rooms, etc. The Mongkoktsui Breakwater was constructed throughout to a height of 9 feet below low water level whilst in five places it was partly constructed to a height of 12 feet above that level. The reconstruction of the old Western Market had reached roof level and the erection of the ironwork for the roof was well advanced. A contract for the construction of a large masonry dam to impound 1,500 million gallons of water, forming the second section of the Tytam Tuk Scheme, was let in October and the necessary preliminary arrangements for the housing of workmen, etc., were well advanced at the close of the year.

The following buildings were completed:—Additional Storey and Extensions, Yaumati English School; Market and Slaughter House, Aberdeen; Stables, Yaumati Disinfecting Station; Quarters for Searchers, Imports and Exports Office; Lighthouse and Quarters, Kap Sing Island; an extension of the Maternity Hospital; a lean-to shed in Staunton Street for a vegetable market and the reconstruction of Coolie Quarters at the City Slaughter Houses to admit of the provision of further accommodation for slaughtering pigs. The following buildings were in course of erection:—Sanitary Offices in Wantsai and Saiyingpun Districts; new Operating Theatre, etc., at the Civil Hospital; a new Public Works Storeyard; an extension of the City Slaughter Houses and Quarters near same for an additional Inspector; a Vegetable and Fruit Market at Yaumati; an extension of the Belilios Public School; and an Underground Trough Closet at the west end of Wellington Street.

A path from Boundary Path to Kennedy Road and another from Chamberlain Road to Plantation Road were completed. Bonham Road was diverted along the northern side of the area formerly occupied by No. 2 Tank and a further diversion of this road to admit of an extension of Inland Lot 754 was carried out. The diversion referred to resulted in an improvement of the alignment of the road. A considerable improvement, both in gradient and alignment, was effected in Pokfulam Road at No. 1 Bridge. A diversion and improvement of Wongneichong Road to the north of the village bearing the same name was in progress. A path from Pinewood Battery to Pokfulam Road was constructed. In Kowloon, a new road south of Kowloon Inland Lot 571 was formed and the old embankment extending from the Tai Po Road to Tong Mi Village was widened and otherwise improved to render it available for ricksha traffic. In the New Territories, the remaining section of the Castle Peak-Sha Tau Kok Road, extending from Au Tau to San Tin, was begun as was also a branch road from Au Tau to Kam Tin.

The training of the stream at No. 12 Bridge, Shaukiwan, was continued, practically the entire length from No. 12 Bridge to the Tytam Tuk Road being completed, and a branch stream, extending to the same road, was also trained. The channelling of Pokfulam Stream was extended to the overflow channel from the Reservoir. Some streams to the westward of the University were trained for

considerable distances and various portions of streams in the neighbourhood of May Road and between the Military Hospital and the Bowen Road Filter Beds were also trained. The training of sundry other streams in the Wanchai District and to the westward of Mount Austin Barracks was also undertaken and an important extension of the Wongneichong Nullah in the vicinity of the village bearing the same name was in progress. Provision was made for the discharge of stormwater from the site of the University by laying drains in Bonham and Hill Roads. In Kowloon, a further extension of the nullah in Waterloo Road to the north of No. 4 Railway Bridge was nearly completed and a new stormwater drain was laid in Mody Road to intercept the stormwater which formerly flowed across Kowloon Inland Lot 575. The sewer in Craigmin Road to intercept the drainage from houses on the southern slopes of Mount Gough, etc., was completed and practically all the houses were connected with it. Various extensions of sewers in connection with new building lots were carried out and further extensive drainage works were executed at Shamshuipo on account of reclamation works in progress there. Extensive surface channels were constructed in Kowloon City to assist in improving the sanitary condition of the village. Iron pipes were substituted for earthenware ones in the case of three lengths of sewer in Matheson Street, Leighton Hill Road and in Wongneichong Valley.

The reconstruction and raising of Tai Hang Village was completed; considerable progress was made with the Ap Liu Village Improvement Scheme and the reclamation of the area in front of Kowloon Marine Lots 29 to 31, at Yaumati, was continued. Considerable reclamations at Shamshuipo and to the south of Kowloon Marine Lot 32, at Taikoktsui, were also in progress. The Government plots on the east side of Royal Square, corresponding to those on the west side, belonging to the Hongkong & Shanghai Bank, were fenced in.

The work of providing scavenging lanes was continued, compensation being paid where necessary. The demolition of the riding floors over the entrance to Amoy Lane was carried out, the owner being compensated by Government.

The waters of a stream in the south-western corner of the Sywan Valley were intercepted and led into Shaukiwan in iron pipes for the supply of this important village and the construction of a service reservoir and filter beds was in progress. A new main was laid at Aberdeen for the supply of Water Boats. The conduit for conveying Tytam water into the City was enlarged over a considerable length in order to increase its discharging capacity. A main of larger diameter was substituted for the one previously supplying Mount Kellett District.

A large block of land at Kowloon Point was resumed at a cost of \$1,473,880 for a site for the terminal Passenger Station of the Canton-Kowloon Railway,

The total amount expended on Public Works Extraordinary was \$1,051,840 and on works annually recurrent \$447,636.

No typhoon passed in such proximity to Hongkong as to cause any damage.

Railway.

At the end of 1911 little construction work remained to be done with the exception of building the Terminal Station at Kowloon. The site for this has been under discussion during the year and it was finally decided to purchase Kowloon Marine Lots Nos. 3, 9, 74 and 75. It was also necessary to acquire a portion of the land in the occupation of Messrs. Holt and Company to gain access to the proposed new station and this has been arranged by exchange of an equal portion from Railway property. Mr A. B. Hubback, F.R.I.B.A., Government Architect for the Federated Malay States, was, by the courtesy of the Chief Commissioner, appointed architect and submitted plans before the end of the year which were approved. Work was commenced by raising the Praya Wall at Kowloon Point to such a level as to ensure the safety of the yard against flooding during typhoons. The demolition of the warehouses and other buildings on the site was completed, the head offices of the Railway being transferred to a temporary building which on the completion of the new station will be converted into quarters for the staff. A considerable amount of preliminary work has also been done in the laying out of temporary sidings, the collection of building materials and the transportation of these to the site.

The branch line from Fanling to Sha Tau Kok was completed and opened to traffic on April 1st. Two sidings were laid, one at 1½ and one at 4 Miles and a passing loop at Wo Hang Station.

The year's expenditure chargeable to Construction Account was \$1,242,132 Main Line and \$20,791 Fanling Branch making a total of \$1,262,923 and shows a saving on the Grant of \$520,170 which was largely due to a profit on exchange.

The Working Expenses compared with gross receipts show a marked decrease on the previous year, expenditure amounted to \$207,351 or \$6,378 more than was estimated.

The Revenue derived from Local Traffic was \$116,824, Through and Joint Sectional \$118,572 and Fanling Branch \$6,252, the excess of income over expenditure being \$34,298.

Passengers booked by British Section to Stations in China,	122,390
Passengers booked by Chinese Section to Stations on the British Section,	134,583
Passengers travelling on the British Section, Main Line,	300,337
Passengers travelling on the British Section (Fanling Branch),	42,940
