

SUBJECTS OF EXAMINATION

For Candidates applying for the Mastership of an Anglo-Chinese Elementary School.

I. ENGLISH.

1. *Reading*,—a passage in the Second Reading Book of the Irish National School-book Society.
2. *Writing*,—from dictation, a passage from the First Reading Book of the Irish National School-book Society.
3. *Grammar*,—analysis and parsing of a sentence chosen by the examiners.
4. *Geography*,—outlines of Europe, Asia, Oceania, Africa, and America.

II. CHINESE.

1. *Reading*,—a short passage in each of the Four Books.
2. *Writing*,—from memory a passage from the Ts'in-tsz-man.
3. *Explanation*,—(a.), in writing (Chinese characters) of a passage from the Sam-tsz-king; (b.), orally (in Cantonese Colloquial) of a chapter in the Second Reading Book of the Government School-book Committee.
4. *Composition*,—three antithetical sentences (對聯) of seven characters each.
5. *Geography*,—outlines of the eighteen Provinces of China.

III. PRACTICAL TEACHING.

Candidates having satisfactorily passed in the above subjects, both English and Chinese, will further be required to give, in the presence of the examiners, to a class of boys,—

1. An English Reading Lesson, with oral and written explanations (in Chinese).
2. An English Dictation Lesson including correction of the boys' exercises.

No. 58.

GOVERNMENT NOTIFICATION.

It is hereby notified, that Her Majesty's Secretary of State for the Colonies has been pleased to extend the leave of absence of the Revd. R. HAYWARD KIDD, Colonial Chaplain, for four months, commencing on the 8th July next, on the ground of urgent private affairs.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th March, 1878.

No. 59.

GOVERNMENT NOTIFICATION.

The following Annual Report for 1877, received from the Postmaster General, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th March, 1878.

GENERAL POST OFFICE,

HONGKONG, 28th March, 1878.

SIR,—I have the honour to report on the British Postal Service in China and Japan during 1877. On April 1st this Colony entered the General Postal Union, and although its Agencies in China and Japan did not at first share the entire benefits of that entry, the differences of detail applied to them were gradually modified until they ceased to exist. Japan entered the Union independently on June 1st, and meanwhile the foreign settlements on the Coast of China had been completely assimilated to Union countries. The International Bureau has been asked to notify, and has notified all Union Offices, that correspondence for or from any part of China, to which there is communication, is to be treated exactly as if it were for or from Hongkong, except that to places where there are no Post Offices prepayment is compulsory, and Registration does not extend beyond the nearest British Office.

3. It had been settled that the Union arrangements should commence on April 1st, but up to little more than a fortnight before that time this Department was in absolute ignorance of any details whatever. Not even the rates of Postage to be charged were known. Detailed instructions from the London Office arrived on the evening of March 12th. It may be imagined that the task of re-organising almost every detail of the service in so short a time was not light, and indeed the amount of work imposed on the Department has been such as to tax all its resources for the remainder of the year. For although the Union arrangements seemed to work at once smoothly and effectively, as far as the public were concerned, yet as far as concerns International organisation many points are even yet far from being decided.

4. The great advance effected by the Treaty of Berne may be said to be this;—that whereas before that Treaty the transmission of correspondence was practically subordinated to the keeping of accounts, the keeping of accounts is now subordinated to the real business of the Postal service, transmission. This Department, for example, would not have ventured to send the Postmaster at San Francisco a single letter for Canada, without first enquiring whether he could arrange to receive and forward it. The Office of the United States would probably have replied (as would any other Office) *How do you propose to bring such correspondence to account?* and the absence of any special arrangement for this purpose, or the fact that the few, but possibly important letters to be forwarded were not numerous enough to justify a complicated and perhaps expensive system of accounts, was everywhere regarded as a conclusive reason why such letters should not be sent.

5. Now, however, every Union Office is bound to forward as a matter of course all Union correspondence received by it, whether in closed Mails or *à découvert*, by the best route open, leaving questions of account for subsequent consideration. In other words, the principle of the service has become, Transmission first, questions as to payment afterwards.

6. The weak point of the old system was that the development of new and speedier routes for correspondence was checked by incessant difficulties presented in the complicated system of paying sea-conveyance on each letter. The weak point of the new seems to be that a good deal of sea-conveyance will probably never be paid for at all, which, however, inflicts no inconvenience on the public. The great marine services of England and France, and the Railway systems of the old and new continents cannot, of course, be availed of by all comers without any attempt at payment, and therefore Periods of Statistics have been devised, during which a careful account is kept of the weight of correspondence forwarded, and from these observations it is thought that an approximation may be obtained to the sums due for the entire year.

7. The selection of these periods, and the fixing of their duration has given rise to voluminous correspondence. The Berne Congress originally selected a week in August and a week in December. However well these periods might answer in Europe, where there are several departures by Railway each day, they were obviously useless in determining anything as to sea-transit effected only at fortnightly intervals. The month of June was then agreed on, but the observations taken during that period with much care and labour were cancelled, fortunately for this Colony, for, June being in the height of the Tea and Silk season, the results must have been greatly exaggerated. Finally, statistics were taken during the first 28 days of December. It is proposed that in future the statistical periods be May and November, which, except by limiting them to 28 days each, are perhaps not susceptible of improvement.

8. It is greatly to be hoped that a few years' experience will lead to what must be regarded as the only satisfactory solution of the question, viz., that each Union Country shall pay a commuted annual sum to a common fund for reimbursing the Governments which provide transit, this payment ensuring liberty to forward all the correspondence there may be to send, anywhere within the Union, by any route, and thus almost realising the popular idea, that there is nothing to do with letters but to put them into bags and send them off.

9. The Period of Statistics for 1877 having been fixed so late as December, it is not possible to speak with any certainty of the financial result of the year. With one exception, all claims of the London Office have been paid to date, but as regards other countries, this Department has been receiving the entire Postage on correspondence despatched since April 1st, and paying nothing for contract conveyance, nor is it yet known what there will be to pay to France, Italy, &c., on this account. The balance at the end of the year, after paying working expenses and all claims which have been received, is \$37,919.39, but out of this there is the Crown Agents' account to settle, sea and other conveyance by foreign countries to be paid for*, and nine months' proportion of the annual sum of £3,150 due to the London Office to be provided. Bearing this in mind then, the financial position on December 31st was as follows:—

	1876.	1877.		
Imperial Share of Revenue, ...	\$109,044.68	\$ 54,615.21	Decrease	\$54,429.47
Colonial Expenditure,.....	\$ 37,934.34	\$ 38,072.77	Increase	\$ 138.43
Balance in hand,	\$ 13,828.13	\$ 37,919.39	Increase	\$24,091.26
Gross Revenue,	\$160,807.15	\$130,607.37	Decrease	\$30,199.78

* Since writing the above, \$43 has been paid to Batavia for sea-conveyance of correspondence originating in Hongkong or its Agencies between Singapore and Batavia by Netherlands packets from May 1st to December 31st.

10. Part of the large decrease in the Imperial share of Revenue arises from the fact that the sums due to all other countries used to be paid to London on their account, but since the entry of this Colony into the Union this practice has been abandoned,* and such sums will be remitted direct.

11. No considerable increase of correspondence was anticipated by this Department as a result of lowering the rates of Postage; on the contrary, it was always maintained that no such increase would take place. These views are now proved correct. The weight of letters forwarded to London by all routes from April 1st to December 31st, as compared with the weight of those forwarded during the same period in 1876, shows an increase of only 3 per cent, which may be purely accidental.

12. The question arose whether Mails forwarded by private vessels come under the operation of the Treaty of Berne, this Office maintaining that they do, which view has been supported by the various Postal administrations. A decision to the contrary would have been much to be regretted.

13. Some years ago the mercantile community expressed a wish to have a supplementary mail closed on board the French as on board the British Packets, but the difficulties of account alluded to above were found to be almost insuperable. These are now removed, and the question has been revived by the French Post Office. There is every reason to hope for its favourable settlement early in this year. A supplementary mail on board the Torres Straits Packets has been successfully established.

14. The transmission of correspondence to the Continent viâ Trieste has been abandoned, no practical advantage arising from it. On the other hand a quicker route viâ Naples for Continental correspondence by French Packet has been introduced. It is suggested that the superscription viâ *Marseilles* should now be discontinued, and the words *By French Packet* used instead, as this will leave the Agent on Board free to select the best route.

15. The increasing acceleration of the outward British Packets, with the retardation of the outward French Packets has been gradually bringing the two arrivals nearer together, until now they nearly or sometimes quite coincide. This is most inconvenient, both to the public and departmentally. Instead of there being one opportunity of the best class for Shanghai and Yokohama every week, the two coincident packets really furnish only fortnightly communication. In the case of Yokohama this is particularly to be regretted, because there are but few private steamers to fall back upon.

16. The usual Tables are appended. It will be remarked that they shew some increase in Money Orders drawn on the United Kingdom, due perhaps to the more favourable rates of exchange which have prevailed.

17. The quickest passages home have been made by the Messageries packets. The Mail once reached London viâ Marseilles in 34 days (*Peiho*), and twice in 35 days. The shortest passage by P. & O. packet has been 38 days. The *Gaelic* once, and the *Oceanic* twice reached San Francisco in 25 days.

18. The quickest passages out have been made by the P. and O. packets, which have delivered the mails seven times within 36 days. The Messageries Packet *Ava* arrived on May 12th, and the *Sindh* on September 1st with Mails 37 days from London. The *Oceanic* on May 18th, and *City of Tokio* on June 25th were arrivals 28 days out from San Francisco.

19. Tables B. & C. afford the following averages:—

	<i>Average voyage allowed.</i>	<i>Average voyage taken.</i>	<i>Gain or loss as compared with 1876.</i>
British Packets, Outward,	40 $\frac{1}{4}$ days.	37 $\frac{3}{4}$ days.	Gain $\frac{3}{4}$ day.
French Packets, Homeward,	42 $\frac{1}{3}$ "	38 $\frac{1}{6}$ "	" $\frac{1}{3}$ "
French Packets, Outward,	41 $\frac{1}{2}$ "	40 $\frac{1}{2}$ "	" $\frac{1}{4}$ "
British Packets, Homeward,	42 $\frac{1}{3}$ "	40 $\frac{3}{4}$ "	" $\frac{1}{4}$ "

20. The French packet *Meikong* left here for Europe on May 26th, and was lost near Cape Guardafui with all the Mails except the Registered letters for the Continent, which were under the personal care of the Agent. On December 31st, for the first time for twelve years, the French and English Mails from Europe arrived here together, and, to make matters worse, the English Mail was unsorted. The two Mails were landed, within a few minutes of each other, about half past ten in the morning, and the delivery, including the *Brisbane's* Australian Mail, which arrived soon afterwards, was completed shortly after two o'clock.

21. An English Mail for Amoy was accidentally sent round by way of Formosa, and was further delayed by very heavy weather. Finally, on September 2nd, by the negligence of three of the junior officers of the Department, of whose conduct exemplary notice was taken, the *Douglas* was allowed to leave for the Coast without the French Mail. This completes the year's catalogue of mishaps.

* Except in regard to the Mails for London transported through Italy, &c., or by French Packet.

22. Partly through the exertions of a Chinese resident, an ingenious and complicated system of stealing stamps was discovered, the details of which may not be uninteresting. It had been the custom for years to make up as much as possible of the Mails the afternoon before the departure of the Mail steamer, and the bags thus partially made up were left hanging in the Office. The thief had abstracted bundles of Chinese letters for Singapore from the still open sacks, and had picked off all the high value stamps, leaving a few of trifling value on each letter to keep up appearances. He calculated that the letters, having passed the triple examination to which they are subjected before being made up, would not be looked at again; that the Singapore Office would deliver them without scrutiny as paid; or that at any rate the addressees, being Chinese, would make no complaints. He thus acquired a collection of obliterated stamps of various values. The next step would be, in obliterating stamps on newly posted letters, to purposely leave some clean (which, if detected, could always be ascribed to accidental omission) and to watch an opportunity of replacing these clean stamps with the obliterated ones already stolen. The only witness obtainable, who was doubtless an accomplice, absconded, and in the absence of legal proof the principal was allowed to resign his employment under Government.

23. The enquiry made into this case revealed a system of petty frauds on the Revenue, and on small Indian traders, either by abstracting unpaid letters and not accounting for the postage, or by collecting postage on what were really paid letters. There can be little doubt, moreover, that letters duly delivered to the servants of this class of addressees as paid have been charged by them as unpaid, and the so-called postage retained. Precautions have been taken against further dishonesty by Postmen, but it is not easy to guard against frauds by private servants. The Calcutta and Straits correspondents of the Indian community here will persist in putting their letters loose on board ship in spite of the heavy rate (18 cents per half ounce) levied here expressly to check that practice, which habit it is that renders these and other frauds possible, delays the delivery of Mails, and inconveniences everybody concerned.

24. The Postal service has lost an excellent and efficient public servant in the person of Mr. MARTIN, late Postmaster at Shanghai, who died there on July 2nd. Mr. MACHADO, now Postmaster at Yokohama, has been appointed to the vacancy.

25. The new Post Office Ordinance has been brought into force during the year, and a Postal Guide has been published. Hongkong was perhaps the only Postal Administration of any importance which did not issue this kind of useful handbook.

26. Complaints have been received from time to time that the local papers suppress, in certain cases, the names of vessels by which Mails are to be despatched, an innovation wrongly ascribed by the public to this Office as a device to compel the posting of letters. Whilst the views of the newspaper proprietors and of this Department must remain different on the question thus raised, it is necessary to acknowledge the ready co-operation always received in all other details of conveying intelligence to the community.

27. Communication with the ports of Hoihow and Haifong has greatly increased. Through the kind assistance of the Commissioners of Customs at Hoihow and Pakhoi it has been possible to extend some share of the increased facilities thus afforded to the latter place also.

28. A tour of Inspection of the Post Offices and Agencies was completed in the autumn. No serious complaint as to the working of the Department was received, the community of Amoy, which might reasonably have had a grievance, ignoring the disasters alluded to in paragraph 21 with the most perfect good humour. The Right Reverend Bishop RUSSELL stated that during an unusually long residence at Ningpo, in the heart of a Chinese city, he had never missed a letter, except once when a Mail packet was wrecked at Galle. And even then, of the two letters lost he subsequently received one unopened, and the other was returned to the writer.

29. A strong feeling prevails at Foochow, and has prevailed there for some years, that the service to that port should be subsidised. This involves very serious considerations, but it cannot be denied that the wish is natural when it is remembered how often during the past year the Coast Mail has just missed the French packet. It may not be amiss, however, to remind the Communities of the three Coast Ports that it is only by the courtesy of Messrs. DOUGLAS LAPRAIK & Co., that the British, French, American, Indian, and Australian Contract Mails are conveyed to and from those settlements, without remuneration to any person concerned.

30. It is to be regretted that the work of the Post Office should sometimes involve inconveniences to H. M. Consuls, and thanks are due to them not only for their cordial and unfailing support during the late inspection, but also for their constant co-operation and the cheerfulness with which the inconveniences referred to are borne. This opportunity may be taken to acknowledge the invaluable assistance rendered by His Excellency Sir HARRY PARKES in our not altogether untroubled Postal relations with Japan, an assistance for which the deepest gratitude must be expressed, as also the courtesy of Mr. MAYESIMA, the Postmaster General of Japan, who left nothing undone to aid, not only in the inspection of British Offices, but also in an examination of those of his own country.

31. The irregularities brought to light by former inspections, consisting chiefly of accumulations of undelivered letters, &c., have now ceased to be possible, precautions against them having been adopted in this Office.

32. In Japan, as also in Shanghai, erroneous ideas got afloat, very much exaggerating the aim and scope of what was merely a round of Office Inspection. In Japan it was supposed that negotiations were in hand as to the withdrawal of British Post Offices; in Shanghai, that something was to be done to fuse the existing five Postal Administrations into one.

33. The Postal service of Shanghai, considered as a whole, is not satisfactory. Nowhere, perhaps, are the grooves of business life adjusted to work more smoothly than in this splendid settlement. Everything that a business man can desire is anticipated, and in the most effective way, except that his correspondence has to be distributed to and by five different and almost rival Post Offices, to which it is not impossible that a sixth may be added.

34. Nevertheless, the scheme for an Imperial Chinese Local Post Office said to be set on foot by the Customs Authorities should be hailed as a step in the right direction. The only practical remedy at all likely to be devised for existing evils must be devised in the name of the Emperor of China. An Imperial Chinese Post Office, under exclusive foreign management, central, efficient, amply guaranteed, extended to all the open Ports, and admitted to the Postal Union, would make the Coast service of China more effective than it ever has been or otherwise ever can be.

35. It is matter of regret not to have been able to effect more for the simplification of the present state of things at Shanghai. The only point which suggested itself was to resign the service between Shanghai, Foochow, Amoy, and Swatow wholly into the hands of the efficient and deservedly popular Municipal Post Office, so as not to have two offices advertising Mails for the same places. But as the British Post Office gives facilities for Registry, which the Local Post Office does not at present afford, it has been thought better to make no immediate change.

I have the honour to be,

Sir,

Your most obedient Servant,

ALFRED LISTER,
Postmaster General.

The Honourable J. GARDINER AUSTIN, C.M.G.,

Colonial Secretary,

&c., &c., &c.

APPENDIX.

(A.) GENERAL RETURN OF POST OFFICE BUSINESS.

	SENT.								RECEIVED.							
	1876.		1877.		INCREASE.		DECREASE.		1876.		1877.		INCREASE.		DECREASE.	
	Letters.	Books and Papers.	Letters.	Books and Papers.	Letters.	Books and Papers.	Letters.	Books and Papers.	Letters.	Books and Papers.	Letters.	Books and Papers.	Letters.	Books and Papers.	Letters.	Books and Papers.
UNITED KINGDOM.																
Per British Packets,.....	131,580	83,898	117,666	No record.	...	...	13,914	...	No record.	No record.	No record.	No record.	...	...	...	...
Per French Packets,.....	67,620	27,722	75,901	"	8,281	...	...	...	"	"	"	"	...	...	...	...
UNITED STATES.†																
Per United States Packets,.....	32,827	46,821	32,195	44,299	...	...	632	2,522	20,003	"	"	"	...	...	...	...
REGISTERED CORRESPONDENCE.																
United Kingdom,.....	3,871	...*	4,114	...	243	...	...	...	2,169	...	2,521	...	352	...	...	...
Continent,.....	648	...	671	...	23	...	...	...	923	...	1,484	...	561	...	...	...
Australia,.....	127	...	137	...	10	...	...	...	486	...	582	...	96	...	...	...
Ports of China and Japan,.....	1,249	...	1,564	...	315	...	...	...	1,189	...	1,431	...	242	...	...	...
Straits, Ceylon, India, &c.,.....	795	...	828	...	33	...	...	...	1,771	...	2,279	...	508	...	...	...
Total Registered Correspondence,...	6,690	...	7,314	...	624	...	...	...	6,538	...	8,297	...	1,759	...	...	...
Ship Mails,.....	1,939	...	2,140	...	201	...	...	...	1,696	...	1,800	...	104	...	...	...

† Including a very small Mail for Yokohama by each U. S. Packet.

* Registered Papers, Books, and Patterns, not being numerous, are included under Registered Letters.

(B.) ARRIVALS OF THE CONTRACT PACKETS DURING 1877.

Packet.	BRITISH.										FRENCH.										AMERICAN.					
	Reached Hongkong.			Via Southampton.			Number of Days.				Packet.	Date due.	Reached Hongkong.	Number of Days.			Packet.	Left San Francisco.	Reached Hongkong.	Number of Days from						
	Date due.	Reached Hongkong.	Packet.	Allowed.	Taken.	Lost.	Allowed.	Taken.	Lost.	Allowed.				Taken.	Lost.	San Francisco.				London.	Greatest.	Least.				
Kashgar,	Mar. 1	26	Feb. 26	50	47	3	42	39	3	...	Feb. 23	22	43	42	1	City of Pekin,	Jan. 8	31	29	55						
Geelong,	" 15	12	Mar. 12	50	47	3	42	39	3	...	Mar. 23	8	43	42	1	Oceanic,	Jan. 16	19	35	70						
Khiva,	" 29	26	Mar. 26	50	47	3	42	39	3	...	Apr. 6	22	43	42	1	Alaska,	Feb. 16	16	44	No mail.						
Lombardy,	Apr. 9	9	Apr. 9	47	47	...	39	39	...	...	Apr. 17	4	43	41	2	Belge,	Mar. 16	26	39	72				
Zambesi,	" 23	22	Apr. 22	47	47	...	39	38	...	...	Apr. 17	18	40	41	...	City of Tokio,	Mar. 21	9	38	61				
Gwalior,	May 7	6	May 6	47	46	1	39	38	1	...	May 1	12	40	41	...	Gaelic,	Apr. 3	20	31	70						
Kashgar,	" 21	20	May 20	47	46	1	39	38	1	...	" 15	29	40	40	...	City of Pekin,	Apr. 3	1	29	55						
Teheran,	June 4	2	June 2	47	45	2	39	37	2	...	" 29	11	40	37	3	Oceanic,	May 1	18	28	50						
Cathay,	" 18	15	" 15	47	44	3	39	36	3	...	June 12	24	40	40	...	Alaska,	May 5	10	28	50						
Mirzapore,	" 16	13	July 13	47	44	3	39	36	3	...	June 26	8	40	38	2	City of Tokio,	May 16	16	32	No mail.						
Peking,	" 30	29	July 29	47	44	3	39	36	3	...	July 10	22	40	38	2	Gaelic,	" 29	25	28	60						
Hindustan,	Aug. 13	10	Aug. 10	47	45	2	39	37	2	...	July 24	6	40	38	2	City of Tokio,	June 9	10	32	60						
Peshawar,	" 27	25	Aug. 25	47	44	3	39	36	3	...	Aug. 7	22	40	38	2	Gaelic,	July 19	30	30	No mail.						
Lombardy,	Sept. 10	7	Sept. 7	47	44	3	39	37	2	...	Aug. 21	6	40	39	1	City of Pekin,	July 20	19	30	62						
Khiva,	Sept. 24	21	Sept. 21	47	44	3	39	37	2	...	Sept. 4	21	40	40	...	Oceanic,	Aug. 2	16	34	54						
Geelong,	Oct. 8	5	Oct. 5	47	44	3	39	36	3	...	Sept. 18	18	40	37	3	China,	Aug. 14	16	34	54						
Nizam,	" 22	21	Oct. 21	47	44	3	39	36	3	...	Oct. 2	18	40	40	...	Belge,	" 27	24	29	49						
Zambesi,	Nov. 8	4	Nov. 4	50	46	4	42	38	4	...	Oct. 19	17	43	41	2	City of Tokio,	Aug. 8	7	31	51						
Gwalior,	" 22	21	Nov. 21	50	46	4	42	38	4	...	Nov. 2	15	43	41	2	Gaelic,	Aug. 21	20	31	50						
Thibet,	Dec. 6	2	Dec. 2	50	46	4	42	38	4	...	Nov. 16	15	43	43	...	City of Pekin,	Sept. 12	14	33	65						
Teheran,	" 20	16	Dec. 16	50	46	4	42	38	4	...	" 30	27	43	42	1	Oceanic,	Oct. 29	28	30	60						
Geelong,	" 1878, 3	31	" 1878, 31	50	46	4	42	38	4	...	Dec. 14	13	43	42	1	China,	Oct. 11	16	37	55						
Mirzapore,	Jan. 17	15	Jan. 15	50	47	3	42	39	3	...	Dec. 28	9	43	46	...	Belge,	Nov. 23	21	30	56						
Mongolia,	" 31	27	" 1878, 27	50	48	2	42	39	2	...	" 1878, 9	27	43	41	2	City of Tokio,	Dec. 1	1	29	54						
Indus,	Feb. 14	12	Feb. 12	50	48	2	42	38	2	...	Jan. 11	6	43	45	...	Gaelic,	Dec. 17	18	34	63						
Lombardy,	" 31	27	Jan. 27	50	48	2	42	38	2	...	Jan. 25	9	43	41	2	City of Pekin,	Dec. 4	5	33	68						
	Feb. 14	12	Feb. 12	50	48	2	42	38	2	...	Feb. 8	6	43	41	...	Oceanic,	" 18	18	33	51						

(C.) DEPARTURES OF THE CONTRACT MAIL PACKETS DURING 1877.

Packet.	BRITISH.				FRENCH.				AMERICAN.							
	Via Southampton.		Via Brindisi.		Via Brindisi.		Via Southampton.		Reached London.	Date due.	Packet.	Number of Days.		Reached San Francisco.	Number of Days to	
	Date due.	Reached London.	Allowed.	Taken.	Allowed.	Taken.	Allowed.	Taken.				Left Hongkong.	San Francisco.		London.	
Kashgar,	Feb. 19	Feb. 19	40	38	2	47	47	Feb. 15	Feb. 19	Shih,	4	36	Jan. 2	Jan. 15	29	47
Geelong,	Mar. 5	Mar. 5	40	39	1	47	47	Mar. 16	Mar. 5	Meikong,	4	36	Feb. 15	Feb. 15	32	49
Khiva,	Mar. 19	Mar. 12	40	40	0	47	47	" 28	Mar. 19	Ava,	3	37	" 17	Mar. 19	28	47
Lombardy,	Apr. 2	Apr. 2	40	39	1	47	47	" 28	Apr. 2	Amazona,	5	35	Mar. 19	Mar. 17	27	No mail.
Zambesi,	" 16	" 9	40	38	2	47	47	Apr. 15	" 16	Tigre,	1	39	Mar. 5	Mar. 5	34	46
Travancore,	" 30	" 23	40	38	2	47	47	Apr. 27	" 30	Aradyr,	3	37	Apr. 20	Apr. 22	34	53
Kashgar,	May 14	May 7	40	39	1	47	47	May 8	" 14	Pelto,	6	34	Apr. 30	Apr. 30	30	57
Khiva,	May 23	May 21	40	40	0	47	47	May 24	May 14	Belgic,	6	36	May 13	May 13	30	28
Geelong,	June 11	June 4	45	43	2	52	51	June 9	June 28	City of Tokio,	4	43	May 28	June 9	28	28
Lombardy,	June 25	June 18	45	44	1	52	51	June 19	June 11	City of Pekin,	6	39	June 1	June 9	26	26
Zambesi,	July 9	July 2	45	44	1	52	52	July 18	July 25	Meikong,	5	40	June 28	July 17	25	30
Gwalior,	July 23	July 16	45	44	1	52	53	July 18	July 23	Ava,	6	40	July 16	July 16	30	28
Kashgar,	Aug. 6	Aug. 30	45	44	1	52	55	Aug. 6	Aug. 20	Amazona,	6	39	" 19	" 19	29	28
Teheran,	Aug. 20	Aug. 18	45	43	2	52	50	Aug. 17	Aug. 20	Hooghly,	3	42	July 17	Aug. 10	25	27
Cathay,	Sept. 3	Sept. 2	45	43	2	52	51	Sept. 3	Sept. 3	Anadyr,	4	41	Aug. 4	Aug. 4	27	27
Pekih,	Sept. 17	Sept. 14	45	42	3	52	49	Sept. 13	Sept. 17	Pelto,	4	41	Aug. 22	Sept. 15	25	31
Mirzapore,	Oct. 1	Sept. 28	45	42	3	52	49	Oct. 1	Oct. 1	Djennah,	5	40	Sept. 30	Oct. 29	31	29
Hindustan,	Oct. 15	Oct. 12	45	41	4	52	49	Oct. 13	Oct. 15	Tigre,	2	43	Oct. 8	Oct. 18	29	29
Peshawar,	Oct. 29	Oct. 22	45	44	1	52	50	Oct. 23	Nov. 12	City of Tokio,	6	38	Sept. 20	Oct. 18	28	31
Khiva,	Nov. 12	Nov. 5	45	44	1	52	52	Nov. 5	Nov. 12	Shalb,	7	38	Oct. 2	Nov. 1	31	31
Lombardy,	Nov. 26	Nov. 19	40	38	2	47	46	Nov. 24	Dec. 26	Yaughtse,	2	40	Oct. 24	Nov. 22	30	27
Geelong,	Dec. 10	Dec. 8	40	38	2	47	46	Dec. 6	Dec. 24	Ava,	5	35	Nov. 8	Dec. 4	27	27
Nizam,	Dec. 24	Dec. 17	40	39	1	47	46	Dec. 19	Jan. 7	Amazona,	4	40	Nov. 24	Dec. 26	33	33
Zambesi,	Jan. 7	Jan. 31	40	38	2	47	47	Jan. 3	Jan. 7	Anadyr,	4	36	Dec. 10	Jan. 10	30	30
Gwalior,	Jan. 19	Jan. 14	40	38	2	47	45	Jan. 17	Feb. 4	Pelto,	4	36	Jan. 10	Jan. 20	30	30
Thibet,	Feb. 4	Feb. 28	40	38	2	47	49	Feb. 4	Feb. 4	Djennah,	3	37	Dec. 22	" 22	30	30

* Approximate dates.