

ROYAL BELVEDERE

Grand Concert Daily

by the Royal Belvedere Orchestra, under the direction of Herr Willy Olsen.



THE DEVELOPMENT OF MANCHURIA.

With reference to the fact that Dalny or Tairen is this week to become an open port, the Japanese correspondent of a London paper writes that any advantages that may accrue to traders in general by the Chinese not having set up a Customs station on their frontier, beyond the limits of the Japanese-leased territory, in respect of the entry of foreign goods into Manchuria through that channel will be obtainable by the people of all nations indiscriminately. Japan has no objection to a Chinese Customs station being established at Tairen itself for the collection of dues on merchandise which it is intended shall pass beyond the boundary of the Kwantung Peninsular leased territory, but it was expected at first that Pu-lan-tien—a town situated on the border line at the head of Society Bay—would be made the collecting station for China's dues, it being a railway station on the South Manchurian line about thirty-five miles by train north of Tairen. The entire length of the leased territory from Laotie-shan, the headland south of Port Arthur, to Pu-lan-tien is just fifty miles. Port Arthur, by the way, is known officially in Japan as Rio-jun. This, be it understood, is not a change of name, but merely the Japanese pronunciation of the Chinese symbols used to write the name, just as Tairen is the Japanese form of Ta-lien, under which name the port was previously known to visitors, the "bay" being, of course, Ta-lien-"Wan". The question of the establishment of a Chinese Customs depot at Tairen is now again under discussion by the Peking Foreign Office, as also the subject of the timber-felling concession at the Yalu, which it is sought to procure for a joint enterprise promoted by Chinese and Japanese capitalists. The organisation of this lumber-felling concern is expected to be similar to that of the South Manchurian Railway, with an office in Tokio and a branch at Antung, the capital needful for the undertaking being subscribed equally by Chinese and Japanese shareholders. It will be remembered that the Yong-am-pho timber-felling question became acute, owing to Russian action, at the close of 1903. In the hands of a joint company the concession ought to be a valuable one, as the forests from which the timber is procurable border the Yalu River for many miles.

Among the most profitable developments in Manchuria are likely to be those relating to mining enterprises, the Fushun Collieries in particular bidding fair to become highly remunerative to their owners. Good coal from these pits is laid down at Dalny at ten shillings per ton and fetches eighteen shillings in Shanghai. The Fushun coalfield is believed to be one of the richest in the world though China did but little with it herself. It is thought that the profits to be derived from these mines will off-set the necessary outlay on the Antung and Mukden section (184 miles) of the railway system, which is requisite to fit it for regular traffic. In the end the Manchurian railways are safe to yield a handsome profit, for, while the present estimate of their gains is based on the traffic in merchandise exported from Manchuria only, it is inevitable that with time there must arise a vast increase in the earnings of the lines from one or both of two causes, namely, the demand for Japanese goods which it is calculated will be met with in Manchuria and the utilisation of the railway facilities—as soon as the connection with the Trans-Siberian line is effected—for the transport of goods that require speedy delivery in Europe and of articles that would be injuriously affected by the heat of the tropics. From Tairen northwards as far as Chang-tu, some 275 miles, the main line of the South Manchurian Railway can be worked in its present condition, but beyond Chang-tu it will have to be relaid, owing partly to the depredations of banditti and Russia's failure to protect it. Of the branches, that between Antung and Mukden must be wholly changed from a Decauville light line to one of ordinary gauge, but that joining Tashichiao with Newchwang will be workable forthwith. China is herself to build the short section from Mukden to Sinmingting, and thereby connect the old Manchurian capital with Peking. It is to be regretted that, while this activity is being manifested in the south of Manchuria, Russia still finds it convenient to maintain her grip as closely as ever on the northern section of the Manchurian territory, standing firm on the strict letter of the Portsmouth Treaty, which allows her to remain practically in possession until next April. The Peking negotiations still hang fire, and it is not surprising to learn that in some quarters the St. Petersburg Government is suspected of an in-

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Attention to prolong the delay in order that Russian subjects may establish for themselves a footing in North Manchuria which, whenever the articles of the Treaty come to be discussed, will have assumed the character of an accomplished fact. It is in pursuance of this policy, the vernacular Press of Japan urges, that Russian settlers are busy in cutting timber in the Amur region, in purchasing lands, and in mining, despite the repeated remonstrances of the Peking Foreign Office. M. Pokotiloff pleads absence of instructions from his Government, and the Chinese are obliged to acknowledge that the internal condition of Russia itself is such as to account in some measure for the delay—a delay, however, which those on the spot in the Far East seem disposed to make the most of.

PARSIMONY AND TIME.

An attempt is being made to get up a little public spirit at Turnham Green. The vicar and churchwardens of Christ Church decline to re-start the clock in the tower of the church until the public bears a portion of the cost of some recent repairs, on the ground that the clock serves the interests of the public more than those of the congregation. The district council of Chiswick have by a majority decided not to make a contribution, and as there is only one other public clock in the district, the attitude of the authorities will in all probability force the public to contribute.

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up to the 5th of September, 1906.

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Miss W. Stone, New York, P. Becker-Opitz.
Miss E. P. Simons, New York, P. Becker-Opitz.
Miss C. S. Furness, Torrytown, P. Becker-Opitz.
Miss M. Cobb, Massachusetts, P. Becker-Opitz.
Miss E. Cowford, Ohio, P. Becker-Opitz.
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Mr. and Mrs. A. O. Sherman, New York, H. Bellevue.
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Mr. E. Dean, Nottingham, H. Drei Raben.
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Mr. H. Sammet, Malta, P. Fricke.
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Mr. D. T. Bolen, London, H. Grand Union.
Mr. W. J. Evans, London, H. Grand Union.
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Mrs. D. D. Simpson, Louth, H. Grand Union.
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Miss E. R. Leahy, London, H. du Nord.
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Mr. and Mrs. P. Coeligh, Deventer, H. Weber.
Mr. J. H. Shirburne, Boston, H. Weber.
Mr. and Mrs. F. Brinton, St. Davids, H. Weber.

LATEST TELEGRAMS.

St. Petersburg, September 5. In the place of the hitherto existing Agency of the Ministry of Foreign Affairs in Manchuria, Russian Consulates General will be established in Charbin, Mukden, Kirin, Zizikar, and Dalny; and a Vice-Consulate in Kuantsenshi.

Cronstadt, September 4. The Empress Dowager and Grand Duke Michael Alexandrowitch started this afternoon in the Imperial Yacht "Poljarnaja Swjesda" for Denmark. The Czar, Czarina, and Prince Christoph of Greece accompanied the Empress on board and returned later to Peterhof on the Imperial Yacht "Alexandria."

Constantinople, September 5. All the Great Powers to whom the Porte addressed a Circular on the attitude of Bulgaria, have returned reassuring replies as to Bulgaria. Turkish commercial agents in Bulgaria report the continuance of the anti-Greek movement and the likelihood of its being extended to Turks and Armenians.