



THE HANOI EXPOSITION : NEARING COMPLETION.

# THE FRENCH IN TONKIN AND SOUTH CHINA

BY

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(SECOND EDITION—REVISED).

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*This small volume is humbly inscribed  
by the writer to the members of the Com-  
mittee whose Petition to the Hon'ble,  
the Principal Secretary of State for the  
Colonies initiated the first real steps towards  
the Sanitary Reform of Hongkong.*

## INTRODUCTION.

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THE following pages are the results of a visit to Tonkin with a camera in Spring, 1902, and of observations made by the writer as a journalist resident in Hongkong. Some readers may consider that too much importance has been attached to the ambitions of our neighbours, who, it is alleged, are largely influenced by sentiment; and that the undertakings of Monsieur Doumer have been given unnecessary prominence and emphasis.

Many of the figures quoted have been taken from M. Doumer's Report; others have been compiled from various reliable sources.

The writer takes this opportunity of recording his thanks to the Authorities in Tonkin for their courtesy to him.

He has not attempted to quote the ancient history of Tonkin or even relate its capture; these are ably dealt with in other works. His object has been to try

## INTRODUCTION

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and present an accurate sketch of the colony as it is at present, and to institute a comparison between the French and the British, in political and colonial activity, in the hope that we may be stirred to even better achievements.

A. C.

Hongkong, 1st August, 1902.

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## PREFACE TO SECOND EDITION.

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The production of a Second Edition has enabled the writer to make some corrections and additions.

A. C.

Hongkong, 1st October, 1902.



## TABLE OF CONTENTS.

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### INTRODUCTION.

#### KWANG-CHAU-WAN.

PAGE I

Situation.—Motives of Acquirement.—A Naval Base.—Expenditure.—M. Doumer's Opinion.—Trade.—The Entrance.—Civil Settlement.—Towns.—Administration.—Military Settlement.—Prospects.

#### FRENCH ACTIVITY IN HAINAN

#### AND KWANGTUNG.

PAGE 25

At Canton.—French Consul.—The Viceroy.—New Hospital.—Claim for Special Railway and Mineral Concessions.—Canton-Hankow Railway.—Desire for Separate Settlement.—French at Macao.—At Catai.—The Portuguese Feeling.—Hoihow.—Pakhoi.—Relation to Hongkong.

## CONTENTS

---

### HAIPHONG.

PAGE 46

Situation.—Proposed New Port.—Previous Descriptions.—Do-son.—The Settlement.—Social and Business Aspects.—Clubs. — Recreation. — Commercial. — Labour.—Industries.—Railway.

### HANOI.

PAGE 63

Situation. — A Comparison. — Social Life.—A French Opinion.—Hongkong and Hanoi Compared.—Hotels.—Buildings.—Stores.—Native Quarters.—Petit Lac.—Citadel. — Jardins Botaniques. — Race Course.—Annamite Jockeys.—The Lady Colonist. — Cafés. — Business. — Electric Tramway.—Railway Station.—Development of Hanoi.—Municipal.

### THE EXPOSITION AT HANOI.

PAGE 90

Its Inauguration.—M. Doumer's Scheme —Location and Description.—Exhibitors.—Steamer and Railway Arrangements.—Hotels.—Trips of Interest.

RAILWAYS.

PAGE 107

Lord Curzon.—First Railway in Tonkin.  
 —Journey from Hanoi to the Chinese frontier.—New Bridge at Hanoi.—Its Cost.  
 —Phu-lang-thuong.—The Scenery beyond.  
 —Langson.—Dong-Dang.—The Proposed Extension to Wuchow-fu.—Cost of Line.  
 —The Programme of 1897.—Decision of Council Superior.—Results: Line from Haiphong to Hanoi and Laokay.—Hanoi to Vietrie.—Vietrie to Yenbay and Laokay.  
 Hanoi to Vinh.—Tourane, Hué and Kwangtri.—Saigon to Khanh-hoa and Liang-biang.—The line from Haiphong to Yunnan-sen.—Proposed Extension to Szechuen.—Lines from Kwang-chau-wan to the West River.

ADMINISTRATION AND DEVELOPMENT.

PAGE 140

Reorganisation.—The Administration.  
 —Departments.—Telegraphs.—Planting.  
 —Planters at Tu-yen-quang.—Native Agriculture.—Commercial Aspect.—M. Leroy-Beaulieu's Opinion.—Neighbouring

CONTENTS

---

Chinese Trade Centres.—Industries.—  
Hongay and Kebao Coalfields.—Indo-  
China Budget.

UP-COUNTRY TRAVELLING.

PAGE 164

Correspondances Fluviales au Tonkin.  
—Haiphong.—The Mosquitos.—Dapcau.  
—The Railway Train.—The Scenery.—  
The Red River.—Sontay.—Vietrie.—The  
Claire River.—Phu-doan.—Hoa-muc.—A  
Story.—River Chronicles.—Tu-yen-quang.  
—Other Places of Interest.

GENERAL

PAGE 189

M. Doumer.—His Policy.—The Advan-  
tages of Railways in China.—Our Need.  
—M. Doumer's Opinion.—State Aid.—  
French Naval Activity.—The Tonkinese.—  
Things Municipal.—Protection in Tonkin.

*“ They order, ” said I, “ this matter better in France. ”—“ You have been in France? ” said my gentleman, turning quick upon me, with the most civil triumph in the world.—“ Strange! ” quoth I, debating the matter with myself “ that one-and-twenty miles’ sailing . . . should give a man these rights ; I’ll look into them. ”—*  
STERNE.

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## Kwang-chau-wan.

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Situation.—Motives of Acquirement.—A Naval Base.—Expenditure.—M. Doumer’s Opinion.—Trade.—The Entrance.—Civil Settlement.—Towns.—Administration.—Military Settlement.—Prospects.

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**T**HE old pirate haunt of Kwang-chau-wan, or Quang Tchéou, as the French prefer it, is the latest acquisition by France in the Extreme Orient. It

was ceded by China to France in 1898 on "lease," which is an apologetic title for preserving the dignity of the lessee and of the lessor. It is a comprehensive term which certain Powers have found to be very profitable in the Far East, and such leases are made in perpetuity unless China ever becomes strong enough to compel their cancellation.

When the other Powers were busy over their territorial selections in North China a favourable opportunity was afforded to French expansion in the South. It is surprising that France did not take Hainan at the same time and she has since regretted the modest dimensions of her "leasehold."

The bay of Kwang-chau-wan is situated 200 miles W.S.W. of Hongkong, and the new colony—to call it by its proper name—comprises a superficial area of 84,244 hectares (325 square miles) of a portion of the province of Kwang-tung. Within the colony are 809 villages and several large market towns of past importance, and the population is estimated to be 200,000. The port is rapidly developing, and with their accustomed liberality our neighbours

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are spending as much money as they possibly can from other treasuries to make it beautiful and prosperous.

Since 1900 the Administration of the colony has been under Indo-China. The latter colony is providing the men and the money for its development, which is surprising, inasmuch that hitherto Indo-China has itself needed all its own revenue and as much more as it could borrow from France.

There were two motives which led to the acquirement of Kwang-chau-wan, the one imperial and the other colonial. The French, regarding the part which China will play in the future politics in Asia, required a strong naval base which would be nearer China than Cape St. James and would also be at the head of their colony of Indo-China. They believe they have found this *port de guerre* at Kwang-chau-wan. Its colonial aspect is, that it is simply a successful result to the ambitious policy pursued by the last Governor-General of Indo-China.

The colony and vicinity have been exhaustively surveyed by naval officers,

and a report recently published over the signature of the Director of Public Works of Indo-China announced that the place was to be made a naval base.

This officer pointed out that the Bay of Kwang-chau-wan seemed naturally destined to be the *point d'appui* of the French fleet in the Far East, as there was ample accommodation inside the bay for a large squadron, and for more than ten miles there was an average depth of 20 metres. The entrances were limited to two narrow channels between the Isles of Nau-chau and Tanghai and were thus easily defensible. Owing to a sand bar at the mouth it would be necessary to dredge a channel for a distance of 200 metres.

The Director of Public Works, in conjunction with Admiral Pottier, went very fully into the matter, and they recommended the erection, between Fort Bayard and Point Nivet, of docks and coal wharves, an arsenal and fortifications, and dredging operations. The cost of the coal depôts and docks, of which there are to be two, was estimated at 2,000,000 francs each; the dredging operations at 7,500,000 francs—it is not



a small obstacle evidently; the arsenal at 15,000,000 francs and the artillery defences



AN ANNAMITE SOLDIER.

at 900,000 francs. Other estimates in connection with this plan amount to 2,800,000 francs. These estimates have been accepted by the Government of Indo-China, and it is understood that the work entailed by this programme will shortly be commenced.

In August, 1902, news was wired from London that the matter was under the serious consideration of the French Government.

An overland telegraph line connects Kwang-chau-wan with the neighbouring colony of Tonkin, and the colony is less than one day's journey by steamer from the French coalfields at Hongay, from whence a liberal supply of good fuel can be obtained and stored for the fleet.

In 1900-1, the sum of 800,000 francs was spent in developing the port under the Civil Administration, and the officials are confident of spending a good deal more. The budget-general of Indo-China for 1902 provides 220,000 francs for administration and police; 100,000 francs for public works of the port, such as jetties,

etc., and 200,000 francs for lighting and sundries.

Writing on Kwang-chau-wan just previous to his departure for home, Monsieur Doumer, the Governor-General of Indo-China, predicted that "The port will become one of our great national naval establishments," and dealing with it under its commercial aspect he wrote, "We can equally count on a brilliant future for it as a port of commerce. With the projected ways of penetration towards the interior of Kwangtung and Kwangsi, and the basin of the Sikiang it will drain the products of an immense region, to which will also enter the goods of the importer."

The exports of Kwang-chau-wan for the first quarter of 1901 amounted to \$195,476 in value, and the imports for the same period to \$256,543. The principal imports were matches \$31,752; piece goods and yarn \$86,080; petroleum \$64,650. The leading exports were matches \$10,503; cotton yarn \$13,520; and black sugar \$22,646. It will be seen that two of these were re-exports. These did not include opium, which was known to have been im-

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ported into the colony in large quantities, and smuggled across the border, which will necessitate the establishment of a cordon of stations round the colony of the Imperial Chinese Maritime Customs. Considering the actual and estimated expenditure on the colony and that the foreign civil population at the time of our visit consisted of two store keepers and a few officials the young offspring was, to say the least, being liberally nursed. It is to be hoped that such expenditure will receive the reward it merits, and that the market of Kwang-chau-wan will drain the two Kwangs of their products; yet that will take time, and the money invested may be long inreturning.

From a naval standpoint, accepting the opinion of Admiral Pottier and the Director of Public Works, as being sound, the port should be worth the estimated outlay, and that opinion has since been confirmed by the Military Authorities in Tonkin, who prefer Kwang-chau-wan to Hongay as a northern *port de guerre* in their territory of Indo-China. Russia, Germany and Great Britain having secured naval bases in

Chinese waters the desire of the French to be similarly situated is readily understood.

Once past the narrow and easily-defended entrances the bay widens until it is about six miles broad in places. The channel requires negotiating and the ship frequently changes its course, until Fort Bayard, the name of the Civil Settlement, is reached, a distance of about thirteen miles from the mouth. Fogs are prevalent and we were detained a day at the entrance to the bay through that cause. The harbour is well marked with buoys and land signs and there are other conspicuous natural marks, one being a lofty hill on the left bank on entering.

The land on which the two settlements have been demarcated is flat though it rises behind to a chain of small hills, and the country in the vicinity is fertile and well cultivated. The geological formation of the country is carboniferous, and coal and minerals are expected to be found. The Civil Settlement, or commercial port, had been excellently laid out, wide roads had been made with trees planted down the middle or at the sides, the

place had been drained and provision had been made for public gardens and open spaces. The object of the engineer had been to make it attractive, sanitary and healthy. The land was sold periodically by the Government in square building lots to the highest bid sent in.



MARKET SCENE.

How the Government originally obtained possession of the land was not quite clear, but, unlike the British in the New Territory at Hongkong, they did not take years deciphering ancient and doubtful title deeds. A residence for the Adminis-

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trator had been built, and several other public buildings, including those for Posts and Telegraphs, and Police, whilst a Chinese house of some architectural pretensions gloried in the possession of a big French flag and the title of a free school for natives. As in Tonkin the tricolour waved everywhere in every conceivable place and the natives were not likely to forget its design. Numerous private dwellings were in course of erection, most of them being small and well-built bungalows, each house being detached and standing in its own grounds. Land is cheap and plentiful, and contrary to the British in Hongkong the Administration first demarcates the city on modern sanitary lines, paying special regard to the requirements of a place which in the future may possess a considerable Asiatic and foreign population. They are therefore not likely to suffer from the evil of overcrowding in Kwang-chau-wan. Then, in the Civil Settlement, they were waiting for the Chinese population, for, with the exception of a few artisans, who were imported, from Tonkin to build

the houses, some market men, and prisoners in small cangues constructing roads, there were no Chinese to be seen, but the officials did not appear to worry over their absence.



ROAD IN THE MILITARY SETTLEMENT.

A fine wide road from the port to Po-teou, a market town of some importance,



was being made and twenty kilometres had already been finished. The Ma-chow river, which flows into the bay, is navigable up to Mon-tao.

The principal trading centre in the territory is Tche-kam, which is about one hour and a half's journey up river by junk. This was formerly a town of much importance, doing a larger business even than Hoihow, but its days of prosperity have departed, though the French hope they will return. Huiloc is another busy market town, containing 30,000 inhabitants and is situated forty miles from Fort Bayard in an easterly direction.

The colony is administered by a Chief Administrator and four assistant Administrators, and M. Doumer is of opinion that the work "is likely to be interesting "and useful, for it is the first opportunity "that France has had of governing a "Chinese population, and the inhabitants "of Kwang-chau-wan are reputed to be "aggressive and very turbulent."

The French Administrators are assisted by a system of rural communes, a commune being composed of several villages which

appoint a council of elders, called *konghu*. This council ensures order in its commune, collected and remits taxes, and expends the portion allotted to it on the creation and maintenance of roads, preservation of pagodas and the cost of public ceremonies. The Administrator declared that the taxes paid by the Chinese then were less than those formerly paid to the Chinese mandarins. The Administrators are in constant touch with the *konghu*, each officer having an allotted district or circumscription, and resides at the principal town therein. These officers advise the *konghu* in sanitary and other public matters, with, it is claimed, excellent results. Something more than moral persuasion, however, may contribute towards such desirable ends.

A *garde indigène* had been recruited locally for police work and the authorities were very gratified with the result. They found the locally-raised Chinese policeman to be amenable to discipline and to drill well. The men were neatly attired in blue uniforms, with red characters on the breast, flat yamen hats and rain boots,

and carried a carbine and bayonet. There was one French soldier to every twenty-five native soldiers.

Although on landing at the Civil Settlement we were agreeably surprised by the results of the brief Administration, we were not so impressed with it as with its military rival on the opposite side of the river. In the former we saw numerous houses of fair proportions, which were the official residences and offices, with other dwellings springing up around them. A substantial prison was in course of erection, adjoining an attractive little market, but even this essential witness to civilisation failed to impress the business man. There was something lacking—which was population and, with the Chinese, population only means confidence and business. Kwang-chau-wan is undoubtedly a credit to the money spent on it, and it has the appearance of a quiet little watering place. A sanatorium for the Fleet and Indo-China might well be built there, instead of at Macao.

In anticipation of business, however, the French were already commencing to con-

struct spacious quays, and had arranged



A BUNGALOW.

to build a steam tramway round the settlement with a terminus, like that of the famous British North Borneo Railway, somewhere

in the country. Everything was being prepared for the accommodation of the population, foreign and native, by a paternal government. French methods of colonisation in Indo-China are certainly different from ours; there they erect the public buildings and provide everything to tempt a community to come and settle. We have been over sixty years in Hongkong and are still waiting for the public buildings, and the policy of our Government is to do absolutely nothing unless compelled. In French colonies most things are done by the Government; in British crown colonies

the work of development, beyond a few cut and dried lines, is magnanimously left to the people and most reforms are the results of agitation on the part of the public.

Crossing the water by sampan, we were carried ashore by coolies over the mud to a diminutive jetty and landed



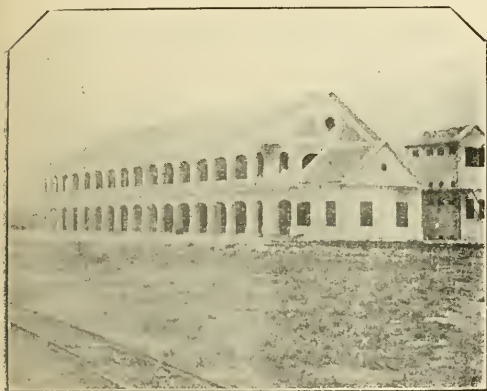
LANDING ON THE MILITARY SIDE.

thus in the Military Settlement. The boatmen and coolies had not then developed the roguery of the Hongkong fraternity, as a ten cent piece sufficed for the trip, but they will of course deteriorate

as their opportunities increase. This settlement certainly looked more encouraging and displayed a healthy air of energy and business that promised to outlast the military occupation to which it owed its origin. Wide roads had been made in various directions, and several stores and cafés, built of brick, one story high, did a thriving business among the garrison. Along one short street, near the water, and lined on either side with Chinese houses, was an open-air market, where the natives sold fresh provisions brought in from the surrounding country. The officers were, however, independent of the native supply as flourishing vegetable gardens surrounded their houses.

The principal buildings were the quarters of the French troops, the Annamite infantry being in mud barracks vacated by the Chinese. It was difficult to realise that the work which appeared before us had been done in six months by the small body of soldiers who occupied the place and were daily enlarging it. This settlement had been surveyed and built solely by the military. The commandant was

Captain Lancray, an officer of high reputation and a student of the famous *Ecole Polytechnique*. He was a captain of artillery and his principal assistant was Captain Camy, also of the *Artillerie Coloniale*. With that generous training which a French officer receives, whatever branch of the



THE MILITARY HOSPITAL.

service he may elect to join, the captain appeared to be equally as successful as an engineer or as a gunner. To the British mind it is surprising that a gunner should have designed barracks, which the French claim to be of their best in Indo-China,

built a settlement on modern sanitary lines, and sunk wells which gave a copious water supply through months of drought. But there the barracks stood, three solid parallel structures, two storeys high and built of brick, with raised roof—similar to the Spanish *quartels* in the Philippines. A huge parade ground divided each and on the right of the third was a spacious hospital. Captain Camy was engaged on building a barracks for his own branch, the artillery, and though he said it was only intended to keep one battery of mountain artillery there, yet, judging from the size of the ground he had measured off, he was either allowing for future contingencies or meant to do his own branch very well. Similar barracks will also be constructed for the Annamite troops.

There were numerous well-built bungalows, and the soldiers were engaged on erecting an imposing building eclipsing all others, which we thought was a town-hall, but was intended as a residence for the new Administrator. On the main road was being built a Catholic church under the supervision of a missionary—the British



are not alone in their haste to build churches. It was almost completed and the curved roof was cunningly made with plaited bamboo. Beside it stood a curious cemented loopholed hovel, which was used by the militant fathers in the old days for their native flock as a retreat from perse-



THE NEW CHURCH.

cutors. There have been some sanguinary battles waged round the hovel and the ground of the new church was stained with the blood of martyrs—and of their persecutors, principally the latter according to the legend.

We were most enjoyably entertained at the Commandant's mess and they were certainly a body of veterans who sat round the table. Stories of Algiers, Africa and Madagascar were plentiful; so was the wine. It was past midnight when we were escorted by the officers in the uncertain light of the flickering candle-lamps to the jetty.

The Military Settlement certainly wore a wholesome aspect. It may have been due to the presence of numerous Chinese selling their wares in the market-place or to the bustle and activity of the French and Annamite soldiers engaged in building operations. It promised business, for where some Chinese are making money others will follow.

Concerning the future prospects of Kwang-chau-wan much will depend upon whether it is made the naval base which it is proposed it should be, yet that may now be accepted as having been definitely decided upon. It will then, like Vladivostock, grow upon the money expended in connection with the public fortifications, the garrison and the fleet; and when the natives have

regained confidence there is no reason why it should not develop into a flourishing port of commerce. On the French territory alone there are 200,000 inhabitants waiting to be supplied with Western goods, and if they sell British thread, German

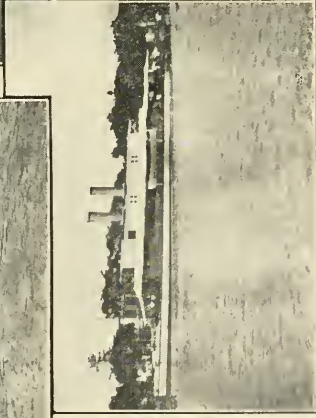


THE OLD CHURCH.

jewellery and French soap in the heart of Tonkin at prohibitive prices there should be a market for these in the new colony, especially if the French are wise enough to continue it as a free port. It will undoubtedly cut into the transit trade from Pakhoi. One is not

so sanguine of its future as Monsieur Doumer; it may be that the visitor is not the statesman that he is. His last opinion of the new port was that "the absence  
"of customs at Kwang-chau-wan, the entire  
"liberty allowed to ships of commerce,  
"which will have no duties whatever to pay  
"nor formalities to fulfil, tend to make it  
"soon one of the principal entrepôts of the  
"Far East." This would imply a want of confidence on his part in the protective policy of Indo-China and an enthusiastic belief in the successful possibilities of a free port.

One thing is certain, and that is that the colony will only develop commercially as a free port, for the Chinese in the interior, to whom M. Doumer looks for trade to promote the prosperity of his offspring, are not likely to come down and purchase at his emporium the goods they can obtain cheaper on the border from Hongkong. Its chief hope of prosperity lies in its being made a first-class naval base, and that touches upon another question—as to whether it would not then become a serious menace to Hongkong.



SCENES AT CANTON: 1, A CANAL.

2, FRENCH CONSULATE.

3, BRITISH GUNBOAT.

4, FRENCH GUNBOAT.



## French Activity in Hainan and Kwangtung.

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At Canton. — French Consul. — The Viceroy. — New Hospital. — Claim for Special Railway and Mineral Concessions. — Canton-Hankow Railway. — Desire for Separate Settlement. — French at Macao. — At Ca-tai. — The Portuguese feeling. — The French position. — Hoihow. — Pakhoi. — Relation to Hongkong.

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**R**EFERENCES are frequently made in the English Press to French activity in Hainan and south-east Kwangtung but scant attention is given to the matter by the British merchant because

his business with those places is done indirectly from Hongkong and through native traders. The only British residents there are missionaries and officers of the Imperial Chinese Maritime Customs. French commercial interests are even much less but that does not deter them from spending money on objects which are seemingly more political than commercial. It is impossible to assume that such expenditure is purely in the interests of philanthropy, because the French do not love the Chinese sufficiently for that, and usually most nations are content to leave the application of that side of civilisation to the missionaries, who have the time, money and charity to devote to it.

A glance at the map will show that France having "leased" Kwang-chau-wan on the east side of the Lienchow peninsula, may be very desirous of extending the area of that leasehold so as to include the entire southern portion of Kwangtung and also the island of Hainan. In 1901, when some German men-of-war cruised about Hainan the French became curiously excited and desired to know the object



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of the Germans in hanging round territory within the French "zone." They promptly sent a cruiser to see that Chinese territorial rights were not menaced! Germany in possession of Hainan would indeed be, and rightly enough, an impossible situation to the French.

Though the French are generously and unostentatiously thus spending much money, and, from their point of view, with sound reason, they are also ambitious in other parts of Kwangtung which are essentially within the sphere of British interests. These French centres of activity in South China are unpleasantly near British territory, and, under ambitious and clever consular officials, the results may be serious, if successful, to British commercial and political interests.

At Canton, the commercial entrepôt of South China, and the principal market for merchandise from Hongkong, the French are very active. Under the direction of one of their most able consuls, Mr. C. Hardouin, French interests, political and commercial, are being vigorously and ingeniously pushed. This gentleman was

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born in Penang, has served in Siam, and is thoroughly acquainted with the Chinese and other Asiatic races. He arrived at a time when the British representation was about as feeble as it could possibly be. If he has not been so successful as he anticipated it is due to arbitrary methods in dealing with the Cantonese; the energy and ability of our present consul-general; and also to the fact that the recent Viceroy, H.E. Tao Mau, was an aged official with no inclination towards active politics, and was partial to the British because he and his family found a refuge during the Taiping Rebellion in the British settlement at Shanghai.

At Canton, since the arrival of Mr. Hardouin, have been established a free school, where the natives can learn French; a free hospital where sick and indigent can receive attention, and a very aggressive post-office. Postal boxes have been placed throughout the native city, much to the indignation of the Imperial Chinese Post. Commercial interests have developed, a branch of the Banque de l'Indo-Chine has been opened, and the French flag is con-

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spicuous on numerous small craft, native and foreign. Some are disposed to treat these signs of activity humourously and many question their utility. They are experiments, the results of which should interest the British, for if the young men from whose ranks are to be drawn officials and merchants, are brought, in the school, continually under French influence, they are certain in after life to have much sympathy with the French. As purely philanthropic institutions the hospitals and schools of any nationality should be welcomed, but most observers are unable to accept that view of these. A new hospital, with accommodation for eighty beds, is about to be erected on Chinese territory, the land being given by the *Hoppo*, or Commissioner of Native Customs, and some \$90,000 is said to have been collected by the French consul from Chinese at Penang and Bangkok—the majority being British subjects—for this purpose. No one is desirous of restricting medical work among the Chinese, but the thought will present itself involuntarily to most minds that, realising the national effect it will have on the influential Chinese

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British subscriptions might well have been devoted to the erection of a British institution.

In addition to the two small subsidised steamers now running, the French are also building two large river steamers, which they claim will be superior in tonnage and equipment to the vessels on the British line, for the passenger trade between Canton and Hongkong. These will, I believe, receive a large subsidy from the French Government.

French activity is manifested in other ways. For some time past the French have endeavoured to obtain, fortunately without success, from the Chinese concessionaires of the Canton-Hankow Railway, an interest in that concession, and also other mineral and railway rights in Kwangtung and Kwangsi, and they even went so far to try to intimidate the Chinese by stating that the French had obtained an exclusive grant from the Imperial Chinese Government to all mineral and railway rights in those provinces, and more especially to build a railway from Canton, viâ Fatshan and Samshui, to Wuchow and

on to Nanning and Lungchow! If so, the Chinese replied, then why not deal direct with Peking? The existence of such concessions will probably be new to many, but, at the same time, it is generally believed that the late Li Hung-chang, when Viceroy of Canton, before leaving, as a parting cuff at the British, concluded some private arrangement of this nature with the French. The Canton-Hankow Railway has now been started and will be built with American, British and Chinese capital.

Recently there has been much trouble in official circles, on account of the French having claimed from the late Viceroy a grant of land for a separate additional French settlement. Hitherto the Shameen has been international territory where all foreign traders have plied their business, and it is now quite large enough for the purpose. It was even represented to Peking that France had been promised this land by the Viceroy, and the result was that the late Viceroy was severely reprimanded, and he worried over it so much that he became very ill. It was

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then found that the viceroy who had made the promise was the defunct Li Hung-chang, but he had omitted to sign the document. Thanks to the way in which the other consuls took the matter up the land if given will be for an international settlement. At present the Consular Corps consider the Shameen quite large enough for all purposes.

French influence has also been very conspicuous at Macao, which is certainly too near Hongkong to be tolerated, being but forty miles distant. A few months ago it was announced that the Government of French Indo-China was endeavouring to purchase the well-known Boa Vista Hotel at Macao, and was prepared to pay a sum much in excess of its actual value. It was stated that the hotel was required for a naval sanatorium. At the same time the French were negotiating for a small island opposite Macao on which they intended to land a cable connected with Indo-China. The cable would be continued to the sanatorium, and, with the permission of the Portuguese, and of the Chinese, land lines

passing through Portuguese and Chinese territory, would connect it with Canton. The Portuguese were quiescent until the matter was published and the Hongkong Government stepped in, with the result that the matter was referred to Lisbon, and the French had to withdraw, the Portuguese Government paying the owner of the Boa Vista property \$80,000, the price agreed upon, and later reselling it to the directorate of a local lottery and charity organisation called the Santa Casa da Misericordia de Macau.

The Portuguese exercised their legal rights of ex-appropriation in both cases and thus blocked any possible transfer.

This, however, did not stop the French from making other attempts, and in April, 1902, French agents were again negotiating for property at Macao, and the Portuguese Government again intervened.

A month later the Missions des Étrangères de Paris, at Hongkong (a French Catholic Mission) succeeded in purchasing land on the promontory of Ca-tai, facing the Nine Islands, within a few miles of Macao. Other land was apparently purchased by

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French subjects about the same time, because boundary stones were found erected on territory within the sphere of the Imperial Chinese Maritime Customs, and these were at once removed by the Commissioner of Customs, and his action has since not been questioned locally.

The missionaries purchased the land for the purposes of a sanatorium, though they possess a similar institution at Pokfulum in Hongkong. Considering that the agents of the French Government had made two previous attempts to purchase a sanatorium in Macao, transactions which the Portuguese Authorities had prevented, the action of the missionaries was naturally associated with the former negotiations.

The Portuguese Government at Macao takes up the position that, while it has no objection to any individual of any nationality purchasing land for commercial or residential purposes in the colony, it has no power to allow any foreign government to purchase land for official purposes. Such application should be made through Lisbon, and it considers that the French acted very strangely in not adopting this



course, and also showed a want of respect in persisting in their attempts to privately purchase land for official purposes, especially after the Lisbon Government had formally stated its inability to sanction such a sale.

Concerning the purchase of Ca-tai by the French missionaries, it will most likely resolve itself into an ecclesiastical question, as the Portuguese missionaries, with the consent of the Pope, have ecclesiastical jurisdiction at Macao, Heungshan and that part of Kwang-tung province, and they consider the French missionaries have no right to enter into the Portuguese sphere of operations without the knowledge and consent of their bishop at Macao. The Portuguese Government at Macao does not appreciate the purchase of Ca-tai, which is situated almost on the border of its territory.

The French position is, that they consider they have the right to purchase a sanatorium in Macao for their sailors and officials of Indo-China. They formerly sent their sick to Dr. Mécère's sanatorium in Japan, but as this was too

expensive Monsieur Doumer thought it would be cheaper and more satisfactory if they established such an institution in Macao. They acknowledge that the Portuguese missionaries have jurisdiction over Macao, Heungshan and Hainan, but contend that the purchase of a sanatorium is no infringement of the Pope's arrangement. They admit that French military officers, commanding at Kwang-chau-wan, visited the neighbourhood described locally as Yeh-di, but their visit was simply a pleasure trip.

To the French mind this activity of their officials may be very commendable and very legitimate, and the British would have no desire to interfere if those efforts were confined to an area not adjacent to British territory. The French were quick enough to resent German inspection of Hainan; the British may likewise be pardoned if they object to the French acquiring land on the borders of their territory, which is already in the possession of another friendly power.

Although the British do not claim the monopoly of that trade which they have

done perhaps more than any other nation to develop, and prefer in their commercial dealings with the Chinese absolute freedom from official restraint, either foreign or native, they resent any influence which may exploit foreign interests being brought to bear by foreign consuls on the Chinese.



A MANDARIN WAR JUNK.

It is generally known that the French consuls do not hesitate, if necessary, to press most arbitrarily on the Chinese the claims of their nationals. They are strengthened by the support, experience, and vast influence of the Catholic missionaries. The French

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have made themselves to be feared by the Chinese. Commercially, the British merchants believe in "playing the game," and the orders of the Chinese consumer should be freely given to those who can sell the best goods at the cheapest price, irrespective of nationality.

At Hoihow, in Hainan, the French are quite at home. Immediately opposite the native city on the other side of the river stands the French Consulate, the largest foreign building there, and built by Mr. Kaw Hong Tak, a Straits Chinaman, who is responsible for the erection of all the foreign buildings in Hoihow. Plans have been prepared in Tonkin for the erection of a French Post Office and Hospital. A free French School has been in existence since 1899; a new one is about to be built; and the French likewise provide free medical attendance and medicine to those Chinese who may desire them. The local merchants suffer much from local piracy which necessarily hampers trade. The French have just subsidised a steam-launch service to convey freight to neighbouring

towns, and Mr. A. R. Marty will inaugurate the service.

The net value of the trade of Hoihow for 1901 was Taels 4,429,866, against Tls. 3,753,233 in 1900. During 1900 the number of French steamers which entered and cleared the port was 556, showing a tonnage of 336,078; German 266, with a tonnage of 190,562; British 46, with a tonnage of 46,212. The superiority of the French is due to the fact that most of the vessels belonged to Mr. A. R. Marty's regular line, which is subsidised by the French Government to convey mails and stores from Tonkin to Kwangchau-wan and to other Chinese ports. It is satisfactory to note that the total value of exports to Hongkong in 1900 amounted to Tls. 1,595,823 and that of exports to French Indo-China to Tls. 19,599. Hoihow in the same year received Tls. 23,616 in silver dollars from Hongkong and Macao, and Tls. 1,000 from French Indo-China, and exported to Hongkong Tls. 343,273 in dollars.

The population of the city of Hoihow and the adjacent city of Kiungchow—the

capital of Hainan, is reckoned at 35,000 with about 60 foreigners. There is as yet no special foreign settlement, but most of the foreign houses are congregated in the vicinity of the British consulate, which will develop into the settlement. The interior of Hainan has not been thoroughly explored though the various missionary bodies have stations inland.



BULLOCK CARTS.—OUTSIDE PAKHOI.

Within a few hours' journey by steamer from Hoilow is the treaty port of Pakhoi, which is situated on the coast of Kwangtung, and is the coast port for the important city of Lienchow. A good business in foreign piece goods was formerly done here, though the opening of the West

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River has diverted trade. The value of the foreign trade of the port for 1900 was Tls. 3,876,466. The imports from Hongkong amounted to Tls. 2,029,053, and those from French Indo-China to Tls. 13,867. The exports to Hongkong and Singapore amounted to Tls. 1,793,903, being the total foreign exports. The total foreign treasure imported from Hongkong and Macao was Tls. 56,477 and that exported to Tls. 524,514. The entrances and clearances of vessels aggregated 222, of 126,210 tons, of which 73 per cent. were French.

The foreign settlement is situated on the Bluff, and quite a number of well-built villas, surrounded by spacious gardens, denote the foreign residential quarter. The British and French consulates are conspicuous buildings, whilst the missionaries possess some fine houses. The Church Missionary Society has a leper and general hospital with many beds. The French have purchased land adjoining their consulate and have built a commodious free school, a post-office, and a hospital, with doctor's residence. They

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are also about to open a Hospital with 40 beds at Lienchow city. The school and hospital are open to all comers, and, as in every treaty port in South China, a French naval or military surgeon has been appointed to the port who attends native patients free of charge. These surgeons are always willing to respond to any call, European or Chinese, and no charge is made if the patient be of limited means.

Outside of Pakhoi is a magnificent common, which affords excellent opportunities for shooting and riding. On the occasion of our visit several strong pickets of solders were scattered about to keep off pirates.

Referring to the pirates, who are plentiful in those parts, a foreign merchant, who had been robbed by them of some piece goods just previously, told a very good story of the daring of these outlaws. A short time before our visit, a captain in charge of a river fort received an official letter that on a certain day his mandarin, accompanied by a guard, would visit him to inspect. The captain immediately began to put his place in order and had the guns



brought out and furbished up. On the day appointed several boats flying mandarin flags and filled with soldiers were seen approaching. The garrison turned out to receive the visitors in proper style. The mandarin, accompanied by his officers and guard landed, and the garrison, who were drawn up, on the word of command dropped and "kowitzed" according to fashion, but whilst they were in the midst of their salutations the visitors suddenly opened fire on them point blank. The soldiers who were not killed or wounded at once bolted, and the pirates, for such were the visitors, looted the fort and departed with the spoils.

The bouyant sea boats at Pakhoi, shaped like half of an egg-shell, contain centre boards, which were claimed to be an American invention!

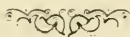
It will thus be seen that Hongkong is certainly concerned in the maintenance of the integrity of Hainan and of south-east Kwangtung, and although British official energy is not so much in evidence in those places and in other ports in South China as that of the French officials it is

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to be hoped that British interests will not be neglected. The energy of the French and the large sums of money they must be spending annually in running free hospitals, schools and post-offices, the readiness of their consuls to act on any opportunity, should be incentives to the British Consuls to promote the legitimate interests of their nation as much as possible. The question of the subsidy of a French line of steamers which enables them to carry freight at a profit which to a Hongkong shipping company means a loss, with the consequent gradual disappearance of the British flag from those ports, should also receive consideration. Great Britain is not likely to commence a system of free schools and free hospitals for indigent and other Chinese; such are well left to the missionaries, but the British merchant who prefers independence will gladly welcome a little practical and wise sympathy from his consul, when occasion requires it, which at present is not always forthcoming. Our consular service in South China undoubtedly needs to be brought up to the level of the French service in ability, experience and activity.

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Then, with some remedy to enable the British shipping merchant to compete with subsidised steamer lines (which, in the case of those calling at Hongkong, might be met by the imposition of special tonnage dues) the British merchant should be able to more than hold his own.



## Haiphong.

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Situation.—Proposed New Port.—Previous Descriptions.—Do-son.—The Settlement.—Social and Business Aspects.—Clubs. — Recreation. — Commercial. — Labour.—Industries.—Railway.

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**I**N the eighties, when France annexed Tonkin, there existed an official belief that Haiphong would rival Shanghai as a port of commerce, but though enthusiastic beliefs still prevail there, time has tempered this one. The Government of the Colony after years of hesitation and much expenditure has at last decided that the principal port of commerce must be re-established on the coast of Tonkin, and that Haiphong, which at present holds that position, must

relapse into an inland distributing centre. The days of Haiphong are officially numbered because of its inconvenient situation, being a riverine port and possessing in its approaches two bars, at the mouth of the Cua-cam River. Previous governors-general, whilst recognising the disadvantages arising from its situation, have hesitated to undertake anything more than a local remedy, in consequence of the large sums of money already expended on making the port easier of access. Nevertheless, vessels drawing from eighteen to twenty feet of water can now come up to the city. A further sum of 4,000,000 francs was voted in 1902 for the improvement of the port. M. Doumer, however, has proposed that a new shipping port for Tonkin should be created in the beautiful bay of Along, adjacent to the wealthy Hongay and Kebao coalfields, and that a canal should connect it with Haiphong, the distance between the two places being about twenty-five miles. The majority of the merchants of Haiphong commend the scheme, which they think will promote the development of the

colony and will benefit them individually. Ocean-going steamships of large tonnage would be able to enter the new port, and the mail steamers of the Compagnie des Messageries Maritimes would probably dispense with their small connecting



THE CANAL AT HAIPHONG.

vessels at present running from Saigon to Haiphong and would call at the new port direct. The Song-dang-giang River, a branch of the Cua-cam River, connects the latter city with the Bay of Along, but it is only navigable by small steam craft. Haiphong is 300 miles south of Hongkong.





TONKINESE WOMEN, WITH PALM-LEAF HATS.



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Although there is no doubt that the creation of a sea port on the northern coast of Tonkin, especially in the place suggested, would materially benefit the colony, it is questionable if the inaccessibility of Haiphong to large steamers greatly restricts trade. If it is necessary to get goods to Haiphong one may take it that they would be got there, as at Shanghai, which is certainly more difficult of approach. It would rather seem that the commercial men in Haiphong would cheerfully submit to both sand and mud bars if the irritating barrier of *Douanes et Regies* were only dispensed with. If M. Doumer, or his successor, could devise a channel to penetrate that, then he would indeed be a benefactor to the merchant and to the country.

Prince Henri d'Orleans wrote of his countrymen that "We had not been masters  
" of Tonkin for two years before we sur-  
" rounded it with a thick wall of Customs  
" dues, and in order to gratify a few French  
" traders we arrested the commercial deve-  
" lopment of the colony, not reflecting that  
" a budding colony needs a maximum of  
" liberty and free action, that the greater the

“ imports and exports the greater the profits.  
“ The main thing is to encourage capital to  
“ come in and machinery to be set up, to  
“ open up a path to commerce and to make  
“ it as plain and clear as possible. This  
“ has what has been overlooked.”\* On  
things French the late Prince, like other  
prophets, was not always accorded the  
honour due to him in his own country.

Haiphong to-day is a monument to  
French labour and enterprise. A descrip-  
tion of the port in 1880 depicted it as being  
“ situated on both sides of the creek. The  
“ streets are narrow, repulsive and dirty, and  
“ show no improvement under French super-  
“ vision. The banks of the river are low  
“ and consist of alluvial mud, from which  
“ the French settlement has with great labour  
“ and expense been reclaimed. The native  
“ buildings are wretchedly constructed of  
“ mud, bamboo and matting. The only de-  
“ cent buildings are those occupied by Chi-  
“ nese and foreigners.”

Another writer describing the place four  
years later said “The town perhaps grows,  
“ though even this is open to dispute, but

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\* *Around Tonkin and Siam.* Prince Henri d'Orleans.

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“under no circumstances can it grow fast,  
“for building sites are only to be obtained  
“by laboriously collecting mud and clay  
“from the surrounding fields, and pil-  
“ing it up to form a foundation on  
“which a house may stand a foot or two  
“above the swamps into which the greater  
“part of the town is converted by a high tide.  
“The very roads have to be constructed  
“in this way . . . . It seems to be only  
“the brackish water which saves Haiphong  
“from being a regular grave to the French-  
“men. On first sight of the ill-looking  
“swamps which penetrate into every part  
“of the town and exhale vapours under the  
“blazing sun, one would think nothing  
“would save it from a pestilence. As it is  
“every house is practically the centre of  
“a cesspool.”†

Since then Haiphong has undergone a transformation, and to-day it is a well-built, well-drained modern city with good roads and handsome boulevards, and although it cannot claim to be as fine a city as Hanoi yet considering the initial difficulties under which it was built it may be regarded

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† *France and Tongking*. James George Scott. 1885.

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as a greater triumph to French colonisation.

A road has recently been made connecting the port with the small island of Do-son, at the mouth of the Cua-cam River, which has become a fashionable seaside watering place, and possesses a nice hotel and many picturesque little villas, where the resident of Haiphong may enjoy his week end.

A wide creek surrounds the old settlement of Haiphong, separating it from the new residential portion, and it has been resolved to fill this in and make it into a spacious carriage drive. There are several good hotels, the principal being the Hotel du Commerce and the Hotel de l'Univers; the stores are large and numerous, are well stocked, and appear to do a thriving business. There are two well-conducted newspapers. From a municipal aspect the town is well administered; the roads are wide and are kept clean and in good condition; the footpaths are spacious and nicely shaded with trees, and pedestrians are not compelled, as in Hongkong, to take to the road to avoid

crowds of evil-smelling slouching coolies. The town is lighted with electricity.

The French residents take their banishment from their beloved country philosophically and comfortably. They all declare they abhor the separation but they make up for the sacrifice as much as possible. They are not what our American friends would call "hustlers," and, after their morning cup of chocolate or coffee, they commence work at 8 and leave off at 11 for breakfast. The time allotted for this meal is about two hours and a half, and during that time business is absolutely at a standstill. The Post Office is closed, the Stores lock their doors, and everyone retires leisurely to eat and talk. Haiphong externally then has the aspect of an English provincial town on a Sunday.

The scene in the *salon* of a Haiphong hotel at 12.30, after the meal, is something distinctly novel to the Anglo-Saxon visitor. Imagine a large compartment; billiard, reading, bar and card rooms in one, with open verandah; picture it full of very animated Frenchmen, with their wives and children, in that benevolent humour which a

good repast bestows. The parents seated at small tables, conversing and smoking over their coffee, the majority enjoying a game of cards, the children joyously transforming a corner into a playroom; the ladies attired in morning gowns and sun helmets with an adornment of frills—a most hideous headgear. The scene lasts for about an hour when, the topics of the day being exhausted, the gathering disperses—those that are able to enjoy a short siesta, the remainder to grapple with business.

At 1.30, business is generally resumed, the Stores unlock their doors, the Post Office withdraws its shutters and other Public Offices gradually acknowledge their existence. It is possible now to purchase something, but as the custom of closing is universal probably no business is lost.

At 5 o'clock, the commercial offices are closed, but not the Stores, and Haiphong yields itself to pleasure and recreation. Tennis seems to be the only outdoor pastime indulged in in Tonkin, with the exception of riding and shooting to which the French are very much devoted. The ladies, who during the heat of the day

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go about attired in morning gowns and sunhats—a costume sensible and comfortable if devoid of elegance—now appear in their carriages, arrayed in dresses of Parisian model, charming and vivacious. This is the most interesting period of the day, and carriages, drawn by little native ponies, fly about in every direction; there are some splendid drives, the roads notwithstanding much vehicular traffic being kept in excellent condition.

At 6.30 or 7 p.m., the people dine, and social amusements, generally card playing, follow. The military bands which perform in the public places frequently contribute much to the social pleasures of the city. There is, of course, the theatre, which is a very fine building, though the seating accommodation is small in proportion to its size. It cost \$80,000 to build, and the lessee receives from the Government \$75,000 francs a year as a subsidy, out of which and the proceeds he pays the salaries of the artists, but not the expenses of bringing them from home as these are borne by the Government. The theatrical season lasts three months in Haiphong

and three months in Hanoi, and the lessee is the same for the two towns, his subsidy covering both places.

The Cercle du Commerce is a prosperous little club, conducted something on English lines, though club life as it exists in British colonies is unknown in Tonkin. There are dining arrangements, and a small library, with billiard room and a general *salon*, where the members sit, chat, smoke and play cards. On some evenings ladies are invited and the hall is devoted to music or dancing, which privilege the ladies are said to greatly appreciate. The Cercle Banian, named after a tree which stood in the garden, is another club which is well supported. The Race Course is a mile from the town, and a small public garden, with band stand, fronts the Banque de l'Indo-Chine.

Mr. A. R. Marty, whose name is a household word in Tonkin, and who is equally well-known in Hongkong, has built a magnificent Chinese house outside the town and adjoining the railway. It is very elaborately constructed, most of the materials having been brought specially from



Canton, with the workmen who built it. It is a house the equal of which it would be difficult to find in South China, and must have cost an enormous sum. It is naturally the delight of every Chinaman who sees it, and it is furnished through-

out in the Chinese fashion, being full of curios and expensive articles which Mr. Marty has collected during his long residence in



MR. A. R. MARTY.

China. He is immensely proud of it and with good reason, though the local appellation for it is "Marty's Folly."

Commercially Haiphong is disappointing. As the principal port of a rich colony, with a population estimated at 12,000,000, which is now pacified and prosperous, the visitor after seeing Shanghai, Hongkong or Singapore expects to find something more

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advanced than what Haiphong presents. Wharves there are a few, the principal being devoted to the Custom House, and instead of seeing the stream full of ships, there is an average of a dozen, and these are coasters and transports. Haiphong commercially may have slowly developed but no one has any doubt that, if the country had been released from the opiate of Protection and thrown open to free commerce, it would present a far different aspect than it does to-day.

Some travellers, however, see Haiphong through other spectacles. The Marquis de Barthélemy \* thinks "The voyager is "pleased to arrive in a country which is full "of merchants and where the Administration "is not the all in all as at Saigon"; yet with evident sarcasm he continues "Curious "disembarking, for in the middle of the "wharves of the port is the ornament 'Depôt "of the Customs' and other administrative "inscriptions well intended to frighten the "liberty of commerce."

The trade statistics testify to a development, though it is difficult to obtain

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\* *En Indo-Chine*. Marquis de Barthélemy. Paris, 1900.

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figures. The trade for 1877 was 2,231,749 francs, being 1,134,448 francs imports, and 1,032,092 francs exports. The total number of clearances of foreign and Chinese vessels was 309, of which more than 50 per cent. were British. In 1878 the imports from Hongkong amounted to Tls. 1,015,938; and exports to Hongkong Tls. 734,433. Imports from Saigon were Tls. 8,363 and exports to that port Tls. 216,133, most of the exports to Saigon going via Hongkong. After 1878 the trade greatly decreased, owing chiefly to the prohibition of rice export and the unsettled state of the country, but began to revive, and in 1880 the nominal value of the imports was 5,467,315 francs, and of the exports 7,507,528 francs, a total of 12,974,838 francs. The imports in 1899 into Tonkin, of which Haiphong is the chief maritime port, amounted to £1,800,000, of which £803,000 were from foreign countries. The exports for the same year were £774,000, of which only £50,000 were to France and her colonies. The principal imports are piece goods, mineral substances, metals, jams, wines, gold leaf,

flour, etc., all of which show a continual increase. The leading exports are rice, fish, pepper, coal and silk. English piece goods are rapidly giving place to those of French manufacture.

Native labour is very cheap compared with Hongkong and Shanghai, and we found, for instance, that printers were paid 50 per cent. less in Haiphong than in either of those two places. Domestic servants are Annamese, and a system of registration, such as has been discussed and recommended in Hongkong, prevails, and it is said to be very effective, the servants being photographed before receiving a certificate from the police. The colony, however, being the home of the servant, renders it easy to make such a system effective, which in the case of Hongkong would be difficult, the servants there coming in from the mainland.

It is satisfactory to note that several local industries have been started recently, the principal of which are a cotton mill and a cement factory. The Société Cotonnière de l'Indo-Chine has its works in the Avenue du fort Annamite, and manu-

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factures yarn of good quality, and is said to be a paying concern; whilst the Société des Ciments Portland Artificiels de l'Indo-Chine, with a capital of 2,000,000 francs, also does a flourishing business, and is now producing a good cement. We were informed that to protect these and to encourage other industries the Government had decided to increase the duties on foreign imported yarn and cement. Under these circumstances, so long as the local concerns do not grow arrogant in their prosperity and put up their prices, it is to be presumed the consumers will be satisfied, but it is a general maxim that competition in business is beneficial in many respects to the consumer, whilst protection is often the reverse to both producer and consumer.

The chief industry is the shipyard of Messrs. Marty and d'Abbadie, which is well-appointed and prosperous, and turns out vessels up to 500 tons. Most of their own river steamers have been constructed here. Reference to their splendid steamboat service will be found elsewhere, and undoubtedly Haiphong owes not a little of

its prosperity to the extensive and convenient service of river steamers of this company, which connect it with all the important places in the interior.

The population of the city in 1899 consisted of 1000 Europeans, 10,000 Annamites, 50 Japanese, 38 Indians and 5,000 Chinese.



THE OFFICES OF M. M. MARTY ET D'ABBADIE.

A railway connects Haiphong with Hanoi which was opened to traffic in July, 1902, and it is sure to add to the growing prosperity of Haiphong.

## Hanoi.

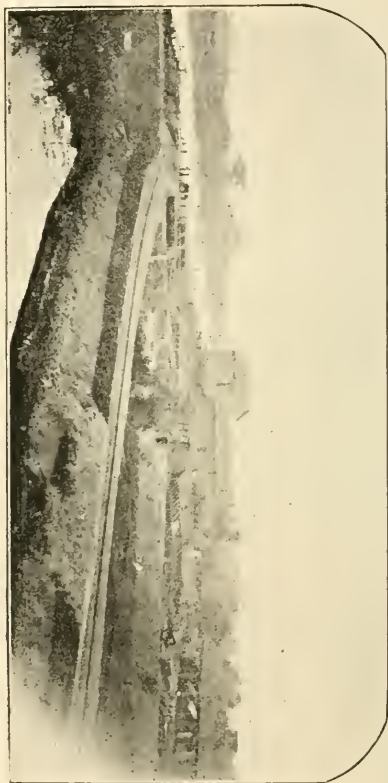
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Situation. — A Comparison. — Social Life. — A French Opinion. — Hongkong and Hanoi Compared. — Hotels. — Buildings. — Stores. — Native Quarters. — Petit Lac. — Citadel. — Jardins Botaniques. — Race Course. — Annamite Jockeys. — The Lady Colonist. — Cafés. — Business. — Electric Tramway. — Railway Station. — Development of Hanoi. — Municipal.

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THE city of Hanoi, which is now the capital of French Indo-China, is distant some eighty miles from Haiphong. At present the visitor may travel by one of the small light-draft steamers of the *Correspondances Fluviales au Tonkin*, which

leaves Haiphong at 8 p.m., and reaches Dapcau, on the Cua-cam River, at daylight next morning. He can then disembark



DAPCAU.



and enter the railway train, which brings him to Hanoi in three hours, or he can proceed to his destination by the steamer.

The alternative route is by the new railway between Haiphong and the capital, which now takes five hours but will soon be reduced to three hours.

An English war correspondent, Mr. James G. Scott, who visited Hanoi in 1884 during the Tonkin campaign, in recording his impressions of the native capital in his interesting work *France and Tongking*, wrote as follows:

“There can be no dispute that Hanoi  
“will eventually far surpass Saigon, fine  
“town as it is, just as it is eventually  
“destined to supplant Saigon as the chief  
“town of the French possessions in the  
“Far East.”

Although it is questionable whether in some respects Hanoi as a city is superior at present to the capital of Coch'n-China, yet under M. Doumer's *régime* the prophecy of Mr. Scott has been fulfilled, for to-day Hanoi is the capital of Indo-China, comprising the countries of Coch'in-China,

Annam, Laos, Cambodia and Tonkin. It is well worthy of the honour.

Hanoi, as a city built up amid Asiatic surroundings, is superior to any in the Far East. Shanghai may claim more business; Hongkong may proudly refer to its Peak residential quarter and its roads cut from solid rock; Manila to its ancient city, and Singapore to its splendid breadth, but in *tout ensemble* Hanoi is undoubtedly the superior. In the matter of spacious and well-kept roads, open spaces and detached residences, Singapore is in places quite equal to Hanoi; but after sundown Singapore slumbers whilst Hanoi is at its best.

The average Continental conception of British colonial life, is that, with the exception of the Anglo-Saxon passion for out-door sport in any temperature—which they cannot understand—the colonists contrive to make themselves publicly as miserable as possible.

The Anglo-Saxon conception of French colonial life is, that our neighbours spend their public money on making themselves as comfortable as possible. In many respects this is correct, and whoever has

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visited a French colony must admit that French colonial life has much to commend it, and is infinitely more attractive than ours. The French colonist is loathe to sacrifice the pleasure of his home life, and there is surely no reason why he should.

Social life in Tonkin is characterised by absence of inconvenient formality, by complete freedom from our society restraints, with the consequence that while the British lead to a great extent an artificial social existence, the French are entirely at their ease, and when business is concluded yield themselves unreservedly to recreation and enjoyment. Our fine social distinctions are not there in evidence. We take our recreation seriously and often make a business of it; the French do not, and are quite unconventional.

Imagine, ye gods, in Hongkong, the wife of a leading *fonctionnaire* tripping along the streets in the midday heat of summer in white topee and loose morning gown, dropping in at the hotel to lunch and a subsequent chat. Or a military or naval officer of high rank seated, with his

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wife, after dinner, at a small table on the pavement outside a café, sipping liqueur, conversing and gazing at the occupants of passing carriages!

As a contrast, picture a concert room in an Eastern British colony, with the audience gravely seated, arrayed in full evening dress, everything to the Gallic mind, as stiff, as formal and as uncomfortable as it can possibly be. The Anglo-Saxon makes a duty of his pleasures; our neighbours make a pleasure of their duties.

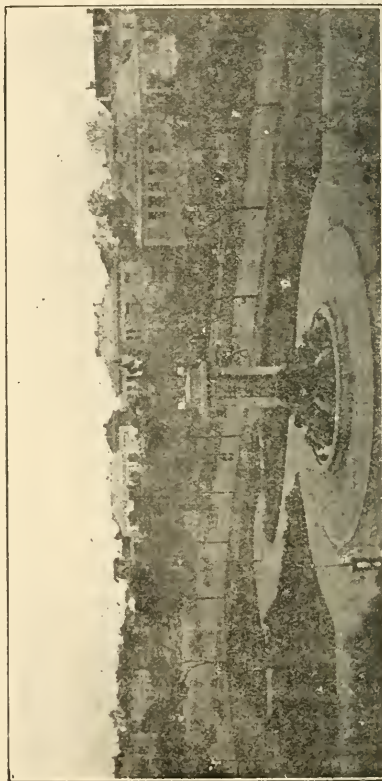
One evening in Hanoi we dined with an important military officer and his friend—the constructor of the Hanoi bridge. His house was a mansion full of beautiful things. The dinner was excellent, our host was in his every-day uniform, with putties, his friend in a closely-buttoned white suit!

Again, when up country, we were delightfully entertained at the Chief Residency of the provinces. Twelve of us sat down to a sumptuous repast, which was none the less enjoyable though no one was in evening dress. It is impossible to imagine this in an English colony.

Yet, although we are apt to scoff at the French, their social customs, and methods of colonisation, we are the first to use and appreciate these when we visit their colonies. One cannot, however, go so far as to suggest that the English lady visitor would walk the streets in the heat of the day in a topee and morning-gown. She would be horrified at the idea!

The late Prince Henri d'Orleans remarked:—"When we French men colonise, we often manifest great inexperience and want of foresight; but side by side with these defects are certain good qualities which we carry with us all over the globe. In the first place we have a knack of clearing a native town and of constructing by the side of it something at once clean and elegant, utilising the smallest detail so as to make the whole effect pleasing to the eye. The good taste of the Montmartre grisette is to be traced in the work of the Californian pioneer and the Cochin-China non-commissioned officer, that subtle and intangible something which is derived from our temperament and is of our very essence, accounting for the fact

“that, at a small outlay in money, we have  
“cleared out and partially reconstructed two  
“of the most beautiful towns in the Far East



A CENTRAL VIEW.

“—Hanoi and Saigon. Compare them with  
“the English-built towns of Bombay and  
“Calcutta in India, or of Hongkong in  
“China, and you will find in the latter large  
“and massive buildings, denoting force and  
“power, but heavy; whereas in the French  
“built towns there is always some little re-  
“semblance to Paris.”

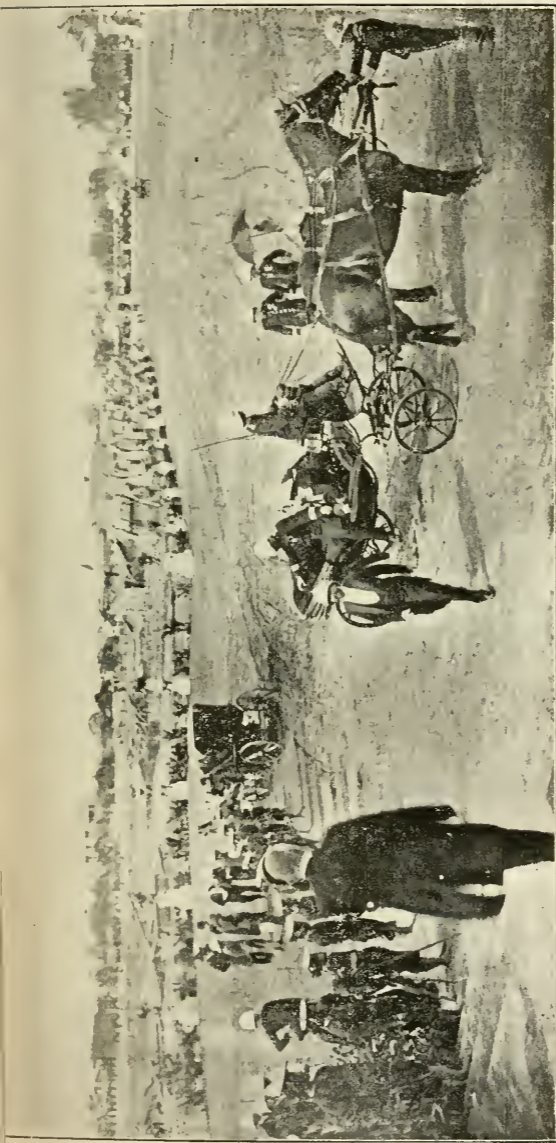
Most travellers will acknowledge the correctness of his opinion. After a visit to Hanoi one is curious to learn what the French would have done with Hongkong if they had possessed it. The work of the English has in many respects been marvellous, yet the development of the island colony has been more due to private enterprise than to official labour. In the matter of commercial buildings Hongkong is far ahead of Hanoi; there are no gigantic business houses there as here. There is no need for them, for, as in Singapore, land is plentiful, is flat and cheap.

In Municipal administration Hanoi is far more advanced than Hongkong is or ever will be, while it is a crown colony. The functions of the Hongkong Government are Municipal rather than Imperial; its sphere

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of action being limited to a few square miles of territory. Outside of Municipal affairs the Military are quite capable alone of carrying on the government. It is a costly machine as it is at present, and its Municipal administration has been disastrous. In Hongkong we suffer continually from the shortsighted and clumsy policy of our early officials, and the Government of to-day instead of recognising this stultifies itself in endeavouring to vindicate past blunders by a patch-work policy of administration, opposes freedom of action, shirks wholesome expenditure on public works, and avoids a modern municipal system. Government departments are cut down to as fine a point as possible, nearly every branch is undermanned and consequently incapable of doing the work which so rapidly a growing city demands. The ambition of the Governor is to show an annual surplus—accumulated at the expense of essential public works and of sanitary improvements. In Hanoi everything that the Administration can do in effecting public improvements, beautifying and perfecting the city, they



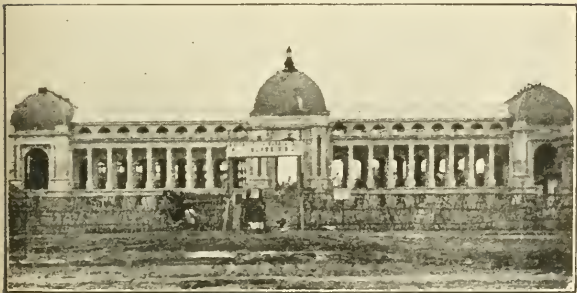


HANOI EXPOSITION INAUGURATION CEREMONY, ARRIVAL OF MONSIEUR DOUMER,



do. They are as willing to spend money as we are too hoard it. No residents complain of oppressive Municipal taxation but all appreciate the magnificent work of their city engineers.

The striking feature of French city building, as exemplified at Hanoi, and nearer at Kwang-chau-wan, is the foresight they



THE PALAIS CENTRAL NEARING COMPLETION.

display. They design and build for the future and in this respect they are strikingly superior to the British. Whether their engineers are superior to ours in a matter of training is a question worthy of consideration; they certainly show better results.

For instance, Hongkong has recently suffered from a plethora of epidemics,

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plague, cholera and small-pox, the result experts have declared of overcrowding, and, the community also add, of unsuitable drains and a water famine. This reveals a want of administrative ability in past Governors, in not estimating the rapid development of the port, and their failure to keep pace with it. It also shows that our engineers were not equal to their real work, or if they were they were unable to enforce their opinions. At present public means of cheap and rapid transit to relieve terribly congested districts are non-existent, and no public ferry provides the necessary connection between the island and the mainland, such being left to the exclusive service of a local company. However, an electric tramway service is promised, and one official has suggested a bridge across the harbour, but public steam ferries, large enough to carry a tram, would be less expensive and more practicable.

Although the colony has had such a fearful object lesson in such misgovernment, in spite of that at Kowloon are being perpetrated the same blunders, the same evils. Land, every foot of it that can be sold,

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for building purposes is disposed of by the Government. The roads, which are rapidly becoming main roads into the New Territory, are narrow and in width are but equal to the average street in the native quarters of Hanoi. Lofty Chinese houses, many jerry built, ugly and insanitary, are being daily erected, abutting in some cases on to the very edge of these roads, and the actual foreign houses, standing detached in their own grounds, and suitable for occupation in a tropical climate, are few indeed. Landlords have been permitted to erect terraces of dwellings for foreign occupation, which would challenge an exploited London suburb, and are utterly unsuitable for the place \* and when vacant lots are built upon and Chinese flock into the centre and overcrowd it, a repetition of the Hongkong epidemics will probably ensue. In August 1902, Sir William Gascoigne opened a small park, previous to which there was no provision for open spaces.

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\* The proposed Sanitary Properties and Buildings Ordinance will control the erection of future buildings, and it also contains provision for a European Reservation at Kowloon.

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There is every reason to believe that if the French had laid out Kowloon it would have been a beautiful settlement, with gardens and fine boulevards, hills would have been cut down and residences spread over a larger area with public means of communication. The Chinese would have their special quarter and remain there. The future health and happiness of his compatriots would have been the ideal of the French engineer.

There are numerous hotels, cafés and pensions in Hanoi to accommodate visitors, the most important being the Hotel Métropole and the Hanoi Hotel. The former is a splendid building, recently erected, and is situated on the Boulevard Henri Riviere, immediately opposite the Résidence Supérieure. The hotel is elegantly furnished, each bed-room has a bath-room adjoining; and there is a public hall, *salons de conversation*, reading room. The sanitary arrangements are perfect, and the general accommodation leaves nothing to be desired. The service is good, the servants in the dining-room being Chinese and the room boys are An-

namites. The cuisine is what one would expect in a French town, and the charges vary from \$6 to \$7.50 a day or \$125 to \$155 a month. For two persons \$10 to \$12 a day and \$210 to \$250 a month, and according



THE GRAND HOTEL METROPOLE.

to custom a bottle of white or red wine, and liqueur, is free at both meals, tiffin and dinner. The Hanoi Hotel is also a large well-conducted place, is likewise extensively patronised, and possesses a very popular café.

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Hanoi is a very convenient city to travel about in. There are numerous *pousse-pousses*, as they term the jinrickishas, with Annamite pullers. An electric tramway traverses the town and suburbs for a distance of eight miles, and is well patronised by foreigners and natives alike. The principal public buildings are the Mairie, Post and Telegraph office, Residence Superior, Treasury, Military and other Offices. The Public Schools, which cost 175,000 francs, form a magnificent block of buildings, with separate sections for boys and girls, lecture hall, etc. A new palace for the Governor-general is in course of erection near the Public Gardens, also a new Palace of Justice. The superb centre block of the Exposition buildings, now being completed, will be ultimately turned into an archæological and philological institute. A new theatre to seat 800 people, is being erected by the Municipality within a few yards of the pretty little French Protestant church.

The roads are wide, well shaded by trees, and in excellent condition. They are all macadamised and their total length, includ-



ing suburban thoroughfares, amounts to over fifty miles.

The large and well-filled stores constitute a striking feature of Hanoi life, and the numerous millinery and drapery establishments will delight the hearts of lady visitors during the Exposition. In fact, the view afforded of several streets of first-class stores of all descriptions, with their coloured canvass sun awnings, their temptingly arrayed windows, the foreign bakers' and butchers' shops, all run by French and not Asiatics, is an attractive picture which recalls pleasing visions of home life. As in Chinese cities the native stores are confined to special quarters. The copper and brass smiths have one section, the scroll makers have another, and so on. The best native work produced is mother-of-pearl inlaid in native black-wood, of which remarkably handsome specimens may be obtained in the form of screens, cabinets, trays, boxes, etc. The home of this work is really the town of Bac-ninh. Some very elegant embroideries on silk may also be procured.

In the centre of the town is situated the Petit Lac, with its small island and rustic

bridge at one end, and in the middle the quaint Annamite pagoda, surmounted by a bronze statue of Liberty. The money for



LE PETIT LAC.

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this statue was collected in small amounts from numerous native subscribers. The lake is nearly half-a-mile square, the path round it makes a pleasant promenade, and if the pedestrian grows tired, he may rest at the café of the Hotel de Lac, and gaze on the view before him. Adjoining the lake is the fine Roman Catholic Cathedral, and on the other side, by the Post and Telegraph Office, is a small public garden with a band-stand and a bronze statue of Paul Bert.

From the Petit Lac the visitor may take a tram to the Citadel, the interesting old Annamite fortress of Hanoi, the walls of which still exist. Here the various branches of the military are quartered. On the grounds of this citadel a Paris company is now busy constructing an estate of well-designed European residences, with market and other conveniences attached. Further on the tram passes the ancient city with its small quaint houses, a locality which the French have thoroughly drained and improved and the streets are now wide, clean and well kept.

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The tram then emerges into the suburbs, on one side are scattered pretty detached villa residences of all sizes to suit all purses, whilst on the right stretch the lake of Truc Bac and the Grand Lake of Tay Ho. There are numerous native temples and pagodas, the chief being that of the Grand Bouddha, on the shore of the Grand Lake, which contains an enormous bronze idol.

Near here are the Jardins Botaniques which are really the finest and most picturesque public gardens in the Far East. The gardens are beautifully laid out, and are intersected with carriage drives shaded by trees. Here in the cool of the evening the residents of Hanoi ride in their carriages, and those who prefer to walk find many charming retreats. There is a small but good collection of animals, and some fine specimens of Tonkin tigers, panthers and bears are on view. The gardens, which cover an area of 23 hectares, contain over 3,000 specimens of plants.

Further on, the Race Course is reached, and appears to be well patronised. Races were held on the Sunday we were there, and the scene was a festive one.

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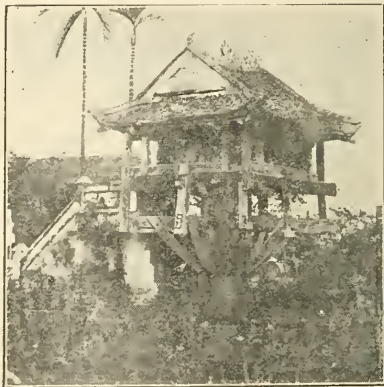
The mounts are Tonkin ponies, spirited little animals, something like though somewhat larger than the Deli pony of the Straits. They are not big enough for Europeans to ride so the jockeys are diminutive Annamites, and together they put up some good racing. The jockeys seem very proud of their office, and strut about arrayed in their owners' colours, objects of native admiration. The ponies are plentiful and cheap, and as there are many delightful drives, the majority of people keep a carriage and pair. The scenes on the roads through the gardens recall visions of the Lunetta in Manila in the Spanish days, especially when a band is playing.

Then is the time to see the French lady at her best. She has doffed the light loose dress of the earlier part of the day, and may be seen arrayed in elegant Parisian costume, in her carriage drawn by a pair of ponies, with coachman and "tiger" with arms folded, smart uniform, and top boots.

The scene is one of brilliance, vivacity and pleasure; the stream of carriages

moving through beautiful drives, with handsomely-attired occupants. Hanoi is indeed a city possessing many beautiful women.

At 7 p.m., the community dines, and after 8 the cafés commence to fill. Parties



A SURBURBAN PAGODA.

arrive and seat themselves at the small marble tables; sip cognac or liqueurs, smoke and converse. Beer is a favourite beverage. A clap of the hands, a short order in pidgin French, and the white-clad Annamite "boy" brings a small mat, which is placed

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on the middle of the table, and a game of cards follows, in which the ladies join. Café life is very temperate, very enjoyable and very popular. An Englishman, unless he be an abstainer, would probably need stronger drinks and more excitement; a glass of beer or a small liqueur suffices the Frenchman for the evening.

The military are much in evidence, the officers of all ranks being compelled to always appear in uniform. As the usual French military tunic is generally of black cloth, with red, gold or silver facings, the effect on the wearer and the observer is not quite so trying as the red coat of an English officer would be, if he were compelled to appear continually in regimentals. Khaki is extensively worn—especially up country, and putties of the English design are coming into fashion.

Soirées, balls, concerts and theatricals make up the social enjoyments of the Hanoi existence.

There is a large and steadily increasing business transacted at Hanoi, which would, of course, vastly develop if the country were only thrown open to foreign trade. Several

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local industries have been created, amongst these being a brewery, cotton yarn mill, paper factory, distilleries of native spirits, and match factories.

Neither Hanoi nor Haiphong has yet reached the stage when local money is invested in public companies, and people with surplus cash invest it in their own business, or send it to France. The share market as it exists in Hongkong or Shanghai is unknown, but as one or two public companies have been formed to run several of the few industries which exist, such an institution is possible in the future.

The principal enterprise is the Electric Tramway Company, which they explained to us was partly private and partly a public company, whatever that may mean. The works were constructed in 1900, and a most excellent service of trams is provided, the length of the line being about eight miles. The cars are well-built and comfortable, divided into first-class and second-class, and are of French make. Attached to the car is a small open waggon with canvas side blinds, in which the passenger may prefer to sit in hot weather. The tramway



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is run on the trolley system, by a current varying from 500 to 600 volts. The generating plant consists of three powerful engines of 250 horse-power, and there are 22 cars. The conductors and drivers are Annamites, the entire staff being about 100 men, of whom 8 are French. The trams are well patronised by Europeans and natives alike, and the company is said to be earning good returns. The maximum fare is 5 cents first-class, and 3 cents second-class, and the passenger has a delightful ride for forty minutes for a very cheap fare.

A handsome railway-station has been constructed on the Boulevard Gambetta, where the whole of the network of Tonkin railways will soon converge. From the magnificent bridge across the Red River the railway crosses a stone viaduct 600 metres long, and then passes through the town.

In 1897, 384 foreign residences existed in the urban centre of Hanoi, from then till 1901 their number was increased to 608. Of native brick residences 1,225 were also constructed in the same period. There are several well-built markets, and others are

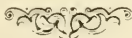
being erected as required. The Municipal authorities deserve great credit for the splendid system of drainage they have provided at unlimited expense, as the country is flat and marshy, and many lakes had to be filled in which existed in the town and suburbs. The Waterworks were constructed in 1895-6, the water being conveyed by a canal, 25 kilometers long, from large wells, which supply 5,000 cubic metres a day. The water is laid on in the foreign houses, and there are 85 Borne fountains and 85 branches for native supply.

The town is well lighted with electricity, there being 523 incandescent lamps, and 55 arc lights in the foreign quarters. Outlying native districts are lighted with petroleum lamps. The place is well policed but the police are very unobtrusive. The estimated Municipal budget for 1902 amounts to \$844,304, made up with other lesser items of taxes on rent \$29,000; patents \$60,000; capitation of foreign Asiatics \$17,484; personal tax on Annamites \$9,458. The income from markets in 1901. was \$71,497; abattoirs \$18,682; jinrikishas \$43,370.

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The population of Hanoi is 160,000, of whom 1,500 are Europeans, exclusive of the large garrison, and 4,000 Chinese. The city is remarkably healthy, and the maximum temperature in summer, which begins in April, is  $35^{\circ}$  centigrade ( $95^{\circ}$  F.) and the minimum in winter, which commences in October,  $6^{\circ}$  cent. ( $42^{\circ}.8$  F.) The railway now enables residents to reach the hills in a few hours, where the heat of the summer may be evaded, and where delightful residences may be built.

At present the community is enthusiastically interested in the Exposition which will be opened in Hanoi in November 1902, which will attract visitors from all parts, and a description of which has been reserved for another chapter.



## The Exposition at Hanoi.

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Its Inauguration.—M. Doumer's Scheme  
—Location and Description.—Exhibitors.  
—Steamer and Railway Arrangements.—  
Hotels.—Trips of Interest.

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**I**T is said that when Monsieur Doumer, the Governor-General, went home to raise his last loan of two hundred million francs for the development of Indo-China, the French financiers naturally hesitated. They desired to know something of the resources of the country they were asked to promote.

The reply of the Governor-General was characteristic of the man. They wished to know something of Indo-China? They should have a very practical illustration. He would build an exhibition as an object

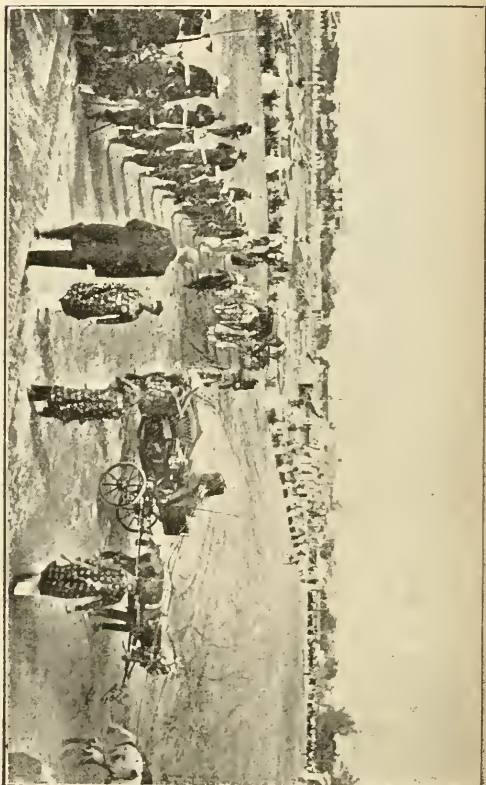
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lesson in French colonial enterprise. He at once formulated a scheme for an exposition of native products and colonial undertakings, which would constitute a gigantic advertisement of France's possessions in the Far East. This would inspire confidence in French minds which knew only Indo-China by name, and that very indistinctly, and would also illustrate convincingly to the natives the resources of France and her greatness.

To-day the Exposition at Hanoi is almost completed; in November, 1902, it will be opened. When the time drew near of M. Doumer's departure for France, some one, in a moment of happy inspiration, suggested it might form a fitting farewell act if he were to be directly associated with the building before leaving. Consequently, on the 26th February, 1902, inaugurative ceremonies were held in the Palais Central, a magnificent erection which will form the centre of the Exposition buildings; and which will ultimately be preserved as the headquarters of the French Institute for the study of the Philology and Archæology of Eastern Asia.

The spectacle was one of magnificence never before seen in Hanoi, and was attended by the King and Queen

INAUGURATION CEREMONY. ARRIVAL OF THE KING OF ANNAM.



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of Annam, M. Doumer, General Dodds, and other high officials. M. Thomé, the able administrator of the Exposition, in welcoming M. Doumer, on behalf of the colonists, pointed out their regret at his impending departure, after his having taken such an active part in the colony's affairs for the previous five years, and having by his energy and ability given the colony an impulsion that would definitely guarantee its prosperity. They were as confident as he in the future of the colony, and would always realise that he would remain attached to it after having prepared the way for its advance.

"Flourishing in the interior," said M. Thomé, "strong on the frontiers, this great colony, made up of numerous states, is solidly and definitely united to continue that programme of progress to which you have again devoted the last few days you remain with us.

"I salute you, sir, the Governor-General, the first artisan of French Indo-China."

The Exposition buildings are situated within a few hundred yards of the new rail-

way terminus at Hanoi. They stand in spacious grounds and are approached by a wide central avenue, which is traversed immediately in front of the gate by the Boulevard Gambetta, at the end of which is the railway terminus.

We had the pleasure of seeing the Exposition buildings in April last, as guests of M. Thomé, the Administrator-in-Chief, under whose careful supervision they are rapidly being completed.

Admission to the Exposition grounds is obtained through the main entrance on the Boulevard Gambetta, and a broad avenue leads up to the Palais Central. To the right are grouped the galleries and pavilions of the section allotted to the exhibits from France and her colonies. To the left are the pavilions for exhibits from French Indo-China; at the extremities of these two groups, and parallel with the Boulevard Gambetta, are sections set apart for exhibits from the countries of North and East Asia, comprising China, Japan and Corea to the right; and those of South and West Asia, comprising Siam, Burma, Netherlands Indies, Straits Settlements, Philip-



pinas, Borneo, etc., to the left, at the extremity of the Indo-Chinese section.

The exhibits are, of course, to be arranged to produce the best decorative effect and to render their examination easy and attractive.

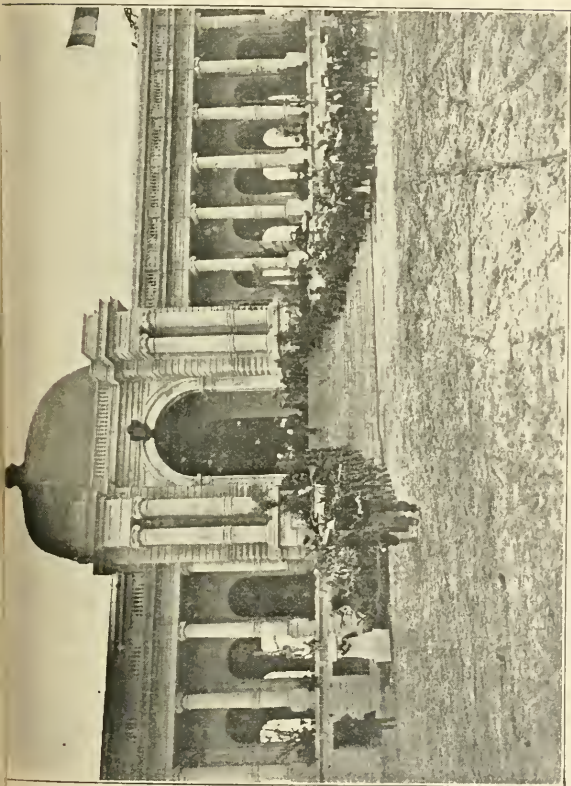
The Palais Central will receive, without distinction of country, the exhibits relating to archæology, fine arts, science and instruction, agriculture, commerce, industry, mining and metallurgy. Thorough arrangements have been made for lighting the buildings with electricity.

The section for French Indo-China will comprise articles from Tonkin, Laos, Annam, Cambodia and Kwang-chau-wan, whilst adjoining this to the left and in front of the Palais Central will be a small lake, on which will be exhibited fishing implements, models of native boats, etc. The galleries of this section will be exclusively reserved for the prominent things of the colony; the merchants and manufacturers of Indo-China will have there a place reserved for all their products, industrial and mercantile, and those leading articles which they import. Thus

the foreign visitor will be able to see before him the principal things which the colony consumes and produces.

At some distance in the rear of the Palais Central and built parallel to it, is the Gallery of Fine Arts, which is specially reserved for paintings. This is being directed and organised in France, under the Presidency of the Director of Beaux Arts. M. Roger Marx, the Inspector-general of the Musées of the Department, with M. Taglio, Commissaire of the Exposition de Beaux Arts, as coadjutor, has the matter actively in hand, and M. Taglin will visit Hanoi to personally superintend the Fine Arts gallery, and he will be assisted by two members of the French Society of Artists. The *salon* promises to contain the finest collection of paintings ever seen in the Far East, and no less than 500 pictures have already been promised. In addition to these will be the gardens with their choice and rare specimens of beautiful plants, pavilions of special exhibits, native and European restaurants and cafés, circuses, illuminations, captive balloons, the théâtre française, Annamite

and Chinese theatres, concerts, evening aquatic fêtes, and numerous other attractions.



INAUGURATION CEREMONY. SCENE AT PALAIS CENTRAL.

The exhibits are being divided into three groups with a subdivision of classes. The first group will comprise :

Class 1. Archæology, ancient art, ethnology, religions.

2. Paintings, sculpture, architecture.

3. Engraving, lithography, typography, photography, books.

4. Music and theatrical art.

5. Maps and plans.

6. Social economy and colonisation.

7. Medicine, surgery, hygiene, public health.

The second group will comprise classes under the head of agriculture, industries, mines and metallurgy.

The third group, civil engineering, public works, mechanics, electricity, methods of transport.

The exhibits will be judged by a Committee and medals and diplomas will be awarded, signed by the Director of Agriculture and Commerce of Indo-China and by the Commissaire-General of the Exposition. They will comprise the grand prize, gold medals, silver medals, bronze medals, honourable mention, and a commemora-

tive medal will be given to all exhibitors. Special facilities of transport have been given to exhibitors, and printed rules and regulations are being circulated free by the French Consulates throughout the Far East giving all information concerning the exhibition.



M. THOMÉ.

Everything possible has been done in advance by the colonists, the consuls in the East and the officials, to make the Exposition the great success it promises to be, and M. Thomé, the Commissaire-General, has fulfilled his many functions

with conspicuous ability. The money for the Exposition was provided for by the decree of the Government of Indo-China, dated Hanoi, 7th December, 1899, in which the funds were to be drawn from the contributions furnished by the budget-general and budgets local of Indo-China and the receipts realised by the Exposition.

The Exposition is being warmly supported throughout the Far East, in France and in the French colonies. At the time of our visit the Commissaire-General had received advice from the French Minister in Tokyo of 500 applications from Japanese for exhibits. From the Philippines 150 applications had been made, and in Madagascar a credit of 100,000 francs had been opened by General Galliéne, to permit of exhibits being sent, and a body of natives, under the direction of an architect, who will be a commissioner-delegate, will arrive in Hanoi to take part. The Straits Settlements, Borneo and Sarawak, Siam and the Netherlands Indies have promised many important and interesting objects.

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In France the scheme has been enthusiastically supported, and the Lyons Chamber of Commerce was the first to organise a special committee to promote it. Another committee was formed in Paris with similar objects, and numbers among its members such public men as M.M. le Myer de Villers, Aymonier, Bompard, Bourde, Brière, Gauthiot, Collin, Delavand, Cousin, Hector, Jouannin, Charles Lemire, Pavie, Pipuet, Roume, and Vial. Among the merchants and manufacturers on the Committee are M.M. Ancelot, the president of the French Committee to Foreign Expositions; Arlin, the important silk manufacturer of Lyons, and councillor of Commerce of the interior of France; Bellan, maker of embroideries; Chabrières, president of the Committee for Silk at the Paris Exposition; David-Mennet, president of the General Association of Commerce and Industry; M.M. Emile Dupont, Engel, Delaunay-Bellevill, Estien Fauré-Lepage, the well-known armourer, president of the Jury of the Section of Arms of the Paris Exposition; Hautin Fontaine, Hénon, Maguin, Lyon, Pleyel Wolf, Pinard,

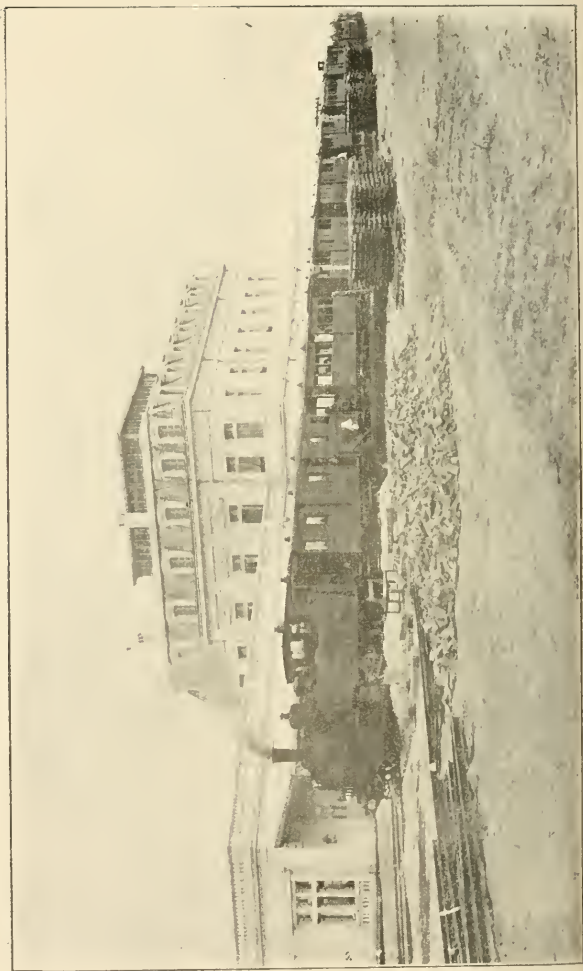
Sandoz, Rodet de Bordeaux, Vaury, president of the Tribunal of Commerce of the Seine.

The work of grouping and classing the exhibits from France has been done in the Colonial Office, under the able direction of M. Ancelot.

Among the numerous French firms who are sending exhibits appear such well-known institutions as Le Creusot, Fives-Lille, Châtillon-Commentry, les Forges d'Alais, Lazare Weiller, de Hâvre, la Compagnie des constructions démontables, Maquard et Cie de Fourchambault, les Forges de Mohon, les ciments de Boulogne-sur-Mer, la Chambre syndicale de l'acétylène, la Société industrielle de Chandernagor, la Société des Usines du Rhône, la Société de Sainte-Gobain, Domange Scellons-Courroies, Comptoir du Congo occidental, Institut colonial de Marseille (Docteur Heckel), Brasserie Boiteur frères (Besançon), Société carbonique lyonnaise, Doré et Cie à Troyes, Société pour la défense du commerce de Marseille, Outremer-Guiment (Lyon), Société d'agriculture et d'acclimatation du Var, Con-







THE NEW RAILWAY TERMINUS AT HANOI.

sul de la Republique argentine à Dun-kerque, Sylveltre (matériel d'incendie), Vilmorin-Andrieux, Ch. Delagrave, éditeur Comité républicain du commerce et de l'industrie, etc.

Whilst the Commissaire-General and the local and metropolitan committees have been leaving nothing undone to guarantee the success of the Exposition in the matter of equipment and organisation, the facilities for foreign visitors have not been forgotten.

The Compagnie des Messageries Mari-times and others have arranged to support the Exposition by conveying the exhibits at specially reduced rates, and have also decided to grant special passenger fares.

From Singapore visitors will travel by the excellent mail steamers of the Compagnie des Messageries Maritimes to Saigon and then re-embark for Haiphong.

From Hongkong visitors may travel by the steamers of the Compagnie de Navigation Tonkinoise (A. R. Marty), calling at Kwang-chau-wan, Hoihoi, and Pakhoi, to Haiphong, if the s.s. *Hué* be taken, which

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is the best steamer of the fleet, the voyage occupying about four days. The other steamers are the *Hanoi* and *Hongkong*, which have passenger accommodation and do the journey in less time, as they do not call at so many ports as the *Hué*. Messrs. Jebsen & Co. also run a regular service of half-a-dozen steamers between Hongkong and Haiphong.

The passenger rates between Hongkong and Haiphong are \$45 single fare; \$70 return fare available for two months, but these rates will be reduced, and special steamer arrangements will be made when the Exposition is opened.

On arrival at Haiphong, passage may be taken in one of the fleet of river steamers of the Correspondence Fluviales au Tonkin (Messrs. Marty and d'Abbadie). These steamers leave Haiphong on Monday, Wednesday and Friday at 5 p.m., and arrive at Hanoi the next morning. Cabins must be *booked in advance* otherwise the passenger may have to sleep on deck or in the saloon. The fare is \$8, which includes a couch in the saloon at night (or \$1 for a berth in a cabin) also two meals on board.

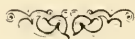
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It is better for the passenger to break his journey at Dapcau, which is reached between 5 and 9 a.m., and there is a daily service of steamers between Haiphong and Dapcau. The passage costs \$7, including a couch in the saloon. On disembarking at Dapcau, the railway station adjoins the jetty, the passenger can take the train at 7 a.m., and arrive in Hanoi in two hours., the fare being \$1.96 first-class.

The new railway between Haiphong and Hanoi is now working, and the visitor is able to reach the capital from Haiphong in five hours, thus saving the discomfort of a night on the small steamer. The fare is \$7.07.

On arrival at Hanoi numerous hotels will be found, the most important being the Hotel Métropole, Hanoi Hotel, Hotel du Lac, Hotel de la Paix, Hotel Danes, Hotel Birot, and as several of these are equal if not superior in cuisine and domestic arrangements to many others in the Far East, the visitor may depend on being comfortable. The charges are moderate, and are much less than in Hongkong.

From Hanoi the visitor may take the train to Langson and Dong-dang on the Chinese frontier, the fare being \$10.50, and the meals on the train costing \$1.50 each. Special trips are being arranged at moderate rates to interior places of interest, and also to the beautiful bay of Along, which in picturesqueness and beauty is claimed to surpass even the inland sea of Japan.



## Railways.

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Lord Curzon.—First Railway in Tonkin.  
—Journey from Hanoi to the Chinese frontier.—New bridge at Hanoi.—Its cost.  
—Phu-lang-thuong.—The scenery beyond.  
—Langson.—Dong-Dang.—The Proposed Extension to Wuchow-fu.—Cost of line.  
—The programme of 1897.—Decision of Council Superior.—Results: Line from Haiphong to Hanoi and Laokay.—Hanoi to Vietrie.—Vietrie to Yenbay and Laokay.  
Hanoi to Vinh.—Tourane, Hué and Kwangtri.—Saigon to Khanh-hoa and Liang-biang.—The line from Haiphong to Yunnan-sen.—Proposed Extension to Sze-chuen.—Lines from Kwang-chau-wan to the West River.

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**T**HERE are perhaps few British merchants practically interested in the commercial development of China who are actually aware of what France is doing in Tonkin and South China in the matter of

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railways. There are even fewer who consider seriously the ambitious programme which M. Doumer and his supporters have mapped out for the commercial and political conquest of that region. It may be admitted that there are Frenchmen who do not hesitate to publicly question M. Doumer's schemes, but opposition apparently exercises no restraint on the carrying out of the programme. The administration of M. Beau, the new governor-general in Tonkin may or may not affect French ambitions in South China, but such possibilities can no longer be an excuse for British indifference, official and commercial, in regions which we have, from our geographical advantages, complacently regarded as our own. The British Consular officials have hitherto failed to attach to the subject the importance it merits, for occasional references in their reports to French railway schemes impress the reader with the idea that our colonial neighbours have more money than wisdom in endeavouring by such means to secure trade from alleged barren and unproductive districts.



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This impression has been accentuated by a recent speech of Lord Curzon, who, as the Viceroy of India, was reported to be opposed to spending money on extending Burma railways to Yunnan on the possibility of securing trade, when such capital might be well spent within their borders with the assurance of profitable results. Such a position is undoubtedly sound, and an assured percentage of profit on capital is to an administration preferable to speculation. What Lord Curzon's ideas are, however, with regard to the duties of the British in Hongkong and South China, is another question, and we can only gather from his published works that he is of opinion that in commercial enterprise, pioneering work, and progressive administration in support, it will be an unfortunate day for the British when they allow themselves to be outstripped in these matters by their foreign rivals.

Prince Henri d'Orleans wrote: "Why did we take Tonkin?—In order to gain access into China!" The original idea of the French was to enter China by means of the Red River, but thanks to M

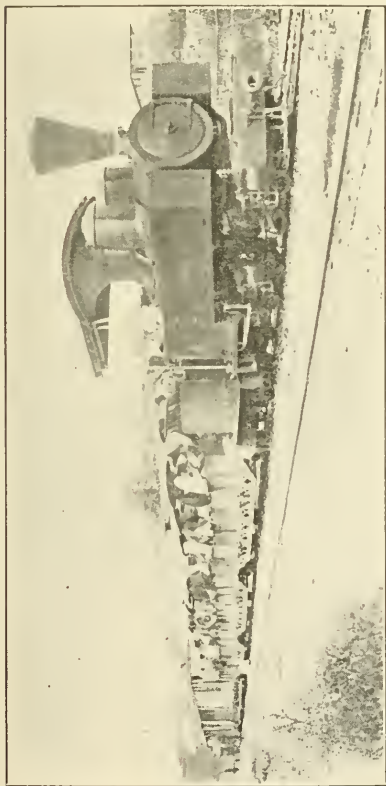
Doumer, that is a plan of the past: France will now enter by her railways.

It is to be hoped that the following pages and the map will testify to the fact that French railway enterprise in Tonkin and South China is something more than visionary, and that although the French official may be the spendthrift that we with our commercial prejudices consider him to be, he is surely not unpractical nor unwise enough to squander millions of francs in simply demonstrating to the Asiatic mind the wonder of Occidental civilization as revealed by locomotives.

M. Doumer may have had political objects in exploiting Tonkin, and if so, judging from the results, he deserved to attain them. Curious enough, from his own remarks, it was the British railway system in Burma which served him as an example.

The first railway built in Tonkin was a small steam tramway running from the town of Phu-lang-thuong to Langson, near the Kwangsi border. The gauge of the line was only 60 centimetres (23.6 inches) and the quaint little locomotives and small

open passenger cars may still be seen in the sidings at Phu-lang-thuong.



THE OLD RAILWAY TRAIN.

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It was constructed by the Military to facilitate the transport of troops and commissariat during the campaign, the town of Phu-lang-thuong being then, as it is now, an important military centre. A few years ago it was decided to increase the narrow guage to 1 meter; to connect the line from this town to Hanoi, the capital of Indo-China, and to extend the northern terminus from Langson to Dong-Dang on the Chinese frontier. This has been accomplished and the visitor is enabled by leaving Hanoi at 7 o'clock in the morning to reach the Kwangsi border at 3 o'clock the same afternoon. A description of the journey may be of interest in showing one of the railways in operation.

Through the courtesy of Monsieur Broni, the Acting Governor-General, we were provided with a special pass and an open letter of introduction to the officers commanding the military districts; our departure was telegraphed ahead, and at one station a sergeant-major inquired for us and asked if we were comfortable.

We left the hotel at 6.30 a.m., and reached the steam ferry, which took us

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across the river in time to catch the 7.30 a.m. train. The ferry was a wonderful object in appearance, and consisted of an ancient and very delapidated steam-launch with two native boats fastened to it on each side, the boats being boarded over with a platform with side rails for protection. These were reserved for natives and their goods, chattels, provisions, buffaloes, trucks, ponies, market baskets, fish, etc., whilst the fore part of the launch was allotted to Europeans and their baggage. In charge of the ferry were two Cantonese, who levied a toll of seven cents on each foreign passenger for the trip of about one mile.

We clambered up the steep path leading to the temporary station, forcing a passage with some difficulty through the crowd of natives and their belongings, and entered the train.

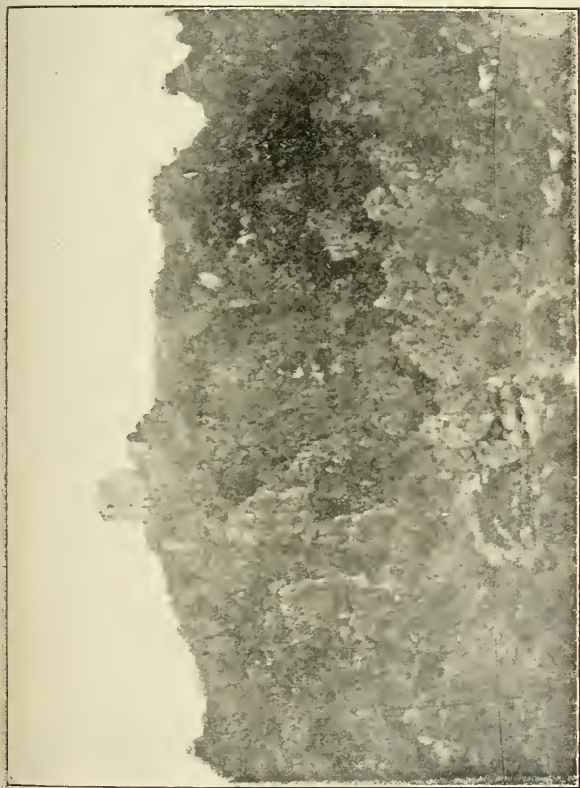
The trains are made up of about eight cars, which are divided into 1st, 2nd, 3rd and 4th classes. The Europeans patronise the 1st and 2nd classes, which are very comfortable, the cars being built on the Pullman model, with central corridor. The seats are comfortable and well upholstered.

and there is a lavatory. An old carriage has been temporarily transformed into a dining car, with kitchen behind, and lunch is served to those who require it for the moderate sum of \$1.50, inclusive of wines. The locomotives in use are tank engines, with small coupled driving wheels and outside cylinders, and appear to be very suitable for the purpose, as the speed required is not high. The average speed on the easy gradients is 35 kilometres (21.7 miles) an hour.

All the rolling stock, the locomotives and the bridges, are made in France. The French evidently believe in patronising home industries, as these French manufactures enter the colony free of duty. This is a very attractive policy, providing the prices are reasonable.

The temporary station has now been dispensed with, for the trains cross the magnificent new bridge over the Red River. Travellers to the new terminus in Hanoi are thus saved the inconvenient journey in the unpleasant ferry.

The new bridge at Hanoi, like Fujiyama in Japan, overshadows everything. It is



A GUARDHOUSE ON THE BORDER.

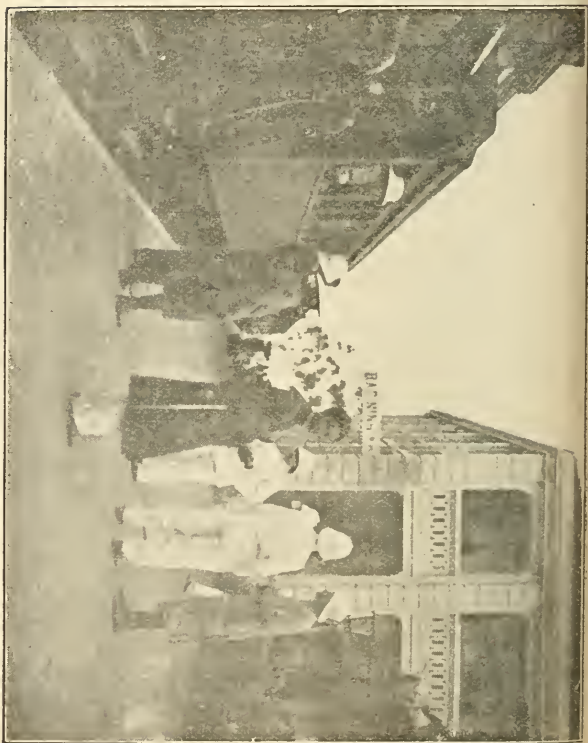




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a splendid structure, built of steel, on columns of dressed Tonkin stone, which is a kind of grey limestone. Before passing over the river the bridge traverses for a considerable distance flat, marshy country, and continues on the other side in a long stone viaduct. It is one of the longest bridges in the world, its total length being 1,680 metres (5,505 feet). It is designed to carry a single line of rails, with a passage on either side for pedestrians. The engineers who constructed it were Messrs. Dayde et Pille, Criel (Oise) and the superintendent engineer in charge of its erection informed us that his task had been very difficult owing to the subsidence of the soil and the bed of the river. The earthwork leading up to the bridge had sunk three times, to a total depth of three metres, but he thought that was final. The stone columns, 14 metres high, are built up on metal cylindrical piles, 30 metres deep, which are filled with cement. There are 20 stone columns. The total cost of the bridge was 6,000,000 francs (82,608,695), and some idea of its dimensions may be gathered from the fact that it absorbed 80

tons of paint, costing 80,000 francs, and the total weight of the steel is 5,000 tons. The bridge was opened for traffic in April,



BACNINH STATION.

1902. It is a magnificent work of which the French Colonial Government may well be proud, as a feat of modern engineering skill, and as a colossal monument to their desire to improve the communications between the provinces and the capital.

Leaving the terminus, the first stations of importance reached are Bac-ninh and Dapcau. At 11 a.m. we arrived at Phu-lang-thuong, the former terminus of the line. This is full of relics of the previous Lilliputian railway, and possesses numerous sidings, engine sheds and repairing shops.

From Hanoi to some distance beyond Phu-lang-thuong the country is very fertile, being one vast plain of paddy fields. As the train proceeds, the low-lying productive country is left behind and we soon reach the hills. The line has been constructed with the idea of avoiding tunnels, and consequently, once among the mountains, it is a succession of sharp curves and gradients, the train winding between the hills. The scenery is wild and beautiful. Solid rocks, hundreds of feet high,

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covered with foliage to the summit rise in chains. Mountain streams overhung with trees, pretty glens, thickets of bamboo, and dark woods, are passed, as the little engine puffs and pants ahead, temporarily relieved when it rounds a rock and dashes down a gradient to a picturesque valley beneath. High above the surrounding uplands and valleys are built the military outstations, really miniature forts in appearance and actuality, from which float the tricolour. Overlooking and protecting every station is one of these small isolated strongholds, no doubt of great use in former days when piracy was rampant. Here and there are noticed curious large rocks, of stalactitic formation and in numerous places are quarries worked by the Military, which supply stone for ballast and bridges on other lines in course of construction.

As Langson is neared the scenery changes slightly, and the gigantic tree-covered rocks give place to hills almost devoid of verdure. The earth has a rich appearance and there are many indications, as in the hilly country

previously passed, of former cultivation. To-day, however, all is desolate. The country is practically depopulated, the inhabitants having apparently been killed or frightened away by depredations of Chinese pirates on one hand, and fear of



A STALACTITE ROCK.

the French on the other. Occasionally, small clusters of huts are seen, but even at the railway stations there are no villages of any size. It is said that the hills are more populated than their appearance betokens.

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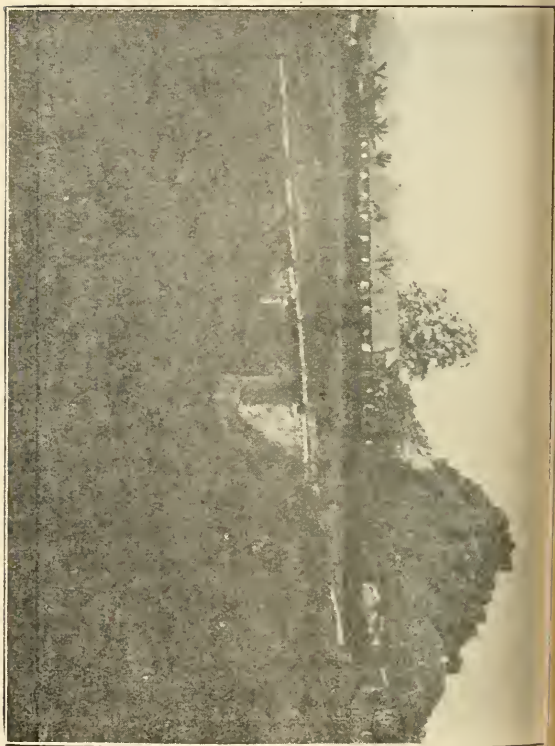
When Langson is in view the country shows more signs of life and Tonkinese mingle with the Chinese, apparently on good terms. It is the ambition of the French to transport natives from other densely occupied parts of the colony to the uninhabited hill districts, and to offer them inducements to settle.

Langson is a town of some importance, and the native population is chiefly Chinese, whose quarters are on the northern side of the French settlement. The Songki-kong river flows past Langson and enters China in the adjacent prefecture of Lung-chow. It is crossed by a steel railway bridge 130 metres long. Langson was a walled city with a citadel, when in Chinese hands, and had then a Chinese garrison, although nominally under an Annamite governor. There is a small French garrison stationed here. There is a good local trade done, and an aboriginal tribe called the *Tho*, who inhabit the adjacent western hills, sell here the coarse cotton material they weave. It is also the centre of the aniseed oil industry, in which a profitable business is done, the price reaching \$300 a picul.

The town has been laid out in that spacious, effective way which characterises all French settlements; the roads are straight, wide and well kept. The railway line runs through the central thoroughfare bordered with attractive bungalows on either side. The Residency is a large, handsome edifice, and there is a spacious, well-constructed market. The railway-station is an important building, with yards, sidings, and outhouses, and, on the whole, Langson presents the appearance of a flourishing settlement. Accommodation for visitors is provided at the Hotel de Langson, and it is no exaggeration to state that we partook of one of the best dinners we had in Tonkin at the modest little hotel and café which overlooks the railway. After dinner the café presents the customary appearance, the tables being occupied by officers and the few civilians, gossiping and playing cards.

From Langson the journey may be resumed to Dong-dang, a settlement distant about thirty miles, where the present service of trains terminates. There is a garrison here of French and Tonkinese

troops, who are quartered in barracks built on a hill overlooking the station. From Dong-dang the line has been continued to the "gate of China," a few miles



LANGSON.



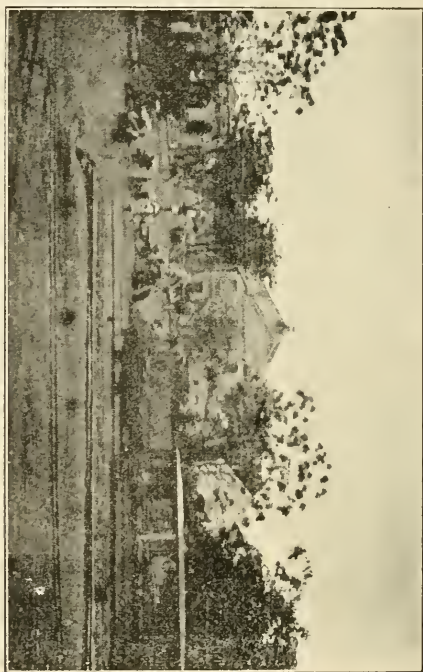
further on. A trolley was kindly placed at our disposal and we thus reached the end of the line and the limit of French territory.

A loopholed wall, connecting a chain of Chinese forts situated on the crest of lofty hills, marks the boundary, and the view is very picturesque. Hills are on every side, on top of several of which stand out clearly the grey stone forts of the Chinese, whilst a little French military station built on a smaller hill keeps watch and ward against invasion by Chinese rebel, pirate or Imperialist.

The French have a concession by which the Langson line can be extended to Lung-chow-fu, the largest town on the Kwangsi border, and to Nanning-fu on the West River, and they are now commencing to build the extension to these places.

The cost of transforming the Phu-lang thuong-Langson line in 1897 from a guage of om.60 to 1 metre in 1900, and extending it from the former terminus to Hanoi, was 20,000,000 francs. Its length is 165 kilometres (103 miles). There are 28

stations or stopping places and the rolling stock consists of 12 locomotives, 43 passenger cars and 48 waggons. There are only 17 French officials employed on the line, the stationmasters, telegraph operators, guards and engine-drivers being



PHU-LANG-PHUONQ.

Annamites. The number of passengers carried monthly averages 75,000, but the goods traffic is small. The receipts amounted to \$1,730 a kilometre, the total for 1901 being \$263,000, against an expenditure of \$210,000, showing a balance of \$53,000. The native can travel 150 kilometres for \$1!

At the time of our visit the Hanoi-Langson line was the only one open to the public. The Haiphong-Hanoi line had been formally opened but was not quite in working order. M. Broni, the Acting Governor-General, courteously placed an engine and car at our service, and we were thus enabled to travel over the new line as far as Hai-duong (57 kilometres from Hanoi), the residency of the province, and situated almost half-way between Haiphong and Hanoi. The line had been constructed by contract, and the bridges are large enough to accommodate a double line of rails when the traffic demands it. The country traversed is a rich paddy-producing plain, and the line is built as straight as the eye can see. The journey is now done in five hours but the introduc-

tion shortly of larger locomotives will reduce it to three hours. Great difficulty has been experienced with the bridge across the river at Hai-duong, owing to subsidences. The line, which was opened on the 1st July, 1902, at once proved a success, much traffic being carried.

The extensive system of railways, which in a short time will be running over Indo-China, owes its origin to M. Doumer, although his predecessor, M. Lanessan, was responsible for the plan of extending the Phu-lang-thuong-Langson line. At the commencement of 1897, soon after the former's arrival, the question of railways arose, and he presented to the Council Superior a project for the establishment of a network of railways which should serve to penetrate China. This great network was to traverse the whole of Indo-China from Saigon, in Cochin-China, to Tonkin, open up Annam and enter China by the valley of the Red River. Its total length was to amount to 3,000 kilometres (1,863) miles. He hoped that in a short time Indo-China itself would be in a position to bear the expense such a scheme would entail.

Providing they obtained capital it was even possible for them to commence at once on 600 to 1,000 kilometres of railway, which would give important commercial results.



CHINESE QUARTER AT LANGSON.

The scheme of the Governor-general was considered by a Special Commission, presided over by General Bichot, the commandant of the troops, with the result that acting on the recommendation of that Commission the Council Superior consented to the following programme :—

1.—To build a trunk line from Saigon, to traverse the whole of Annam ; to pass

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through Quinhone, Tourane and Hué; to enter Tonkin on the south and proceed to Hanoi, there to join the line to be constructed to the frontier of Kwangsi.

2.—To build a line from Haiphong to Hanoi, and to follow the valley of the Red River northwards and to enter the province of Yunnan.

3.—To build a line from Savanakek to Kwangtri, which would bring the valley of the Mekong River into communication with the coast of Annam.

4.—To build a line from Quinhone to Kontoum, and thus open up southern Annam.

5.—To build a line from Saigon to Phom-penh and to ultimately reach Siam.

The total length of these lines was estimated at 3,200 kilometres (1,987 miles), and the Commission estimated the cost as being 120,000 francs a kilometre (£7,729 a mile) or in round numbers a total of 400,000,000 francs for the whole network of railways.

The Council recommended that as a start, 600 or 700 kilometres might be built,

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as the colonies were not then in a position to bear such a heavy financial burden, which at 4 per cent. would mean 16,000,000 francs annually.

A year later, however, M. Doumer again pressed his scheme, and pointed out that the resources of the colonies had so developed, as to admit of the execution of larger works than the Council recommended. The sanction of the President of the Republic had been obtained to a proposition of Doumer's, that a general budget for the whole of Indo-China should be constituted, which, of course, allowed the wealthy colony of Cochin-China to assist Tonkin. M. Doumer decided that 2,000 kilometres of lines might be entered on, and, on the 14th September, 1898, on the proposition of the Governor-General, and on the report of Admiral de Beaumont, commander-in-chief of the Far Eastern squadron, the Council Superior passed the following:—

“That the network of railways of Indo-China and the railways to penetrate China should be constructed without delay.”

The Council considered that the execution of the following lines was particularly urgent :—

1.—Line from Haiphong to Hanoi, and to the frontier of Yunnan (Laokay).

2.—Line to penetrate China, from Laokay to Yunnan-sen, capital of the Yunnan province.

3.—Line from Hanoi to Nam-dinh and Vinh.

4.—Line from Tourane to Hué and Kwangtri.

5.—Line from Saigon to Khanh-hoa and the plateau of Liangbian.

6.—Line from Mytho to Vinhlong and Cantho.

This programme became law on the 25th December, 1898, and it authorised M. Doumer to contract a loan of 200,000,000 francs to be devoted exclusively to its accomplishment.

It is well to remember that the French took Tonkin to enter China, thus hoping that they had found a highway in the Red River. The unsuitableness of this river for the desired purpose was soon discovered, it being far too shallow in the higher reaches



to permit of serious navigation. They believed they were running a race with the British for commercial and political supremacy in the rich southern provinces of the Chinese Empire. At present the British railway system in Burma has reached Kun-yon Ferry on the Yunnan frontier, and, on dictum of the Viceroy, it will go no further. The British in Hongkong chiefly rely on the possibilities afforded by the navigation of the West River, Nanning-fu being but three days distant by river steamer from Hongkong. It is an important object-lesson to British enterprise, official and commercial, to see what our neighbours have already done.

The permanent results of M. Doumer's programme of 1897 at present are as follows:

The line from Haiphong to Hanoi and Laokay is almost finished and, two bridges having been strengthened, trains are now running between Haiphong and Hanoi.

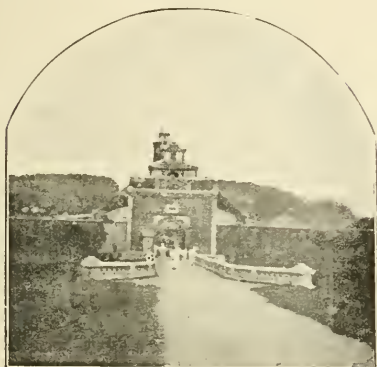
The line from Hanoi to Vietrie of 60 kilometres, will be opened in October, 1902. At Vietrie a steel bridge, measuring 295 metres, crossing the Claire River, is in

course of construction. Another bridge of 90 metres crosses the Song Ca-lo.

The line from Vietrie to Yenbay, 75 kilometres, will probably be finished at the close of 1902, and the work on the Yenbay to Laokay section is about to commence. The distance between Vietrie and Laokay is 223 kilometres, and will necessitate 175 metal bridges, one at Namki being 120 metres in length. The cost of this section is estimated at 135,000 francs a kilometre. The line is being built under contract and must be finished in 1904. In the neighbourhood of Hai-duong the country is rich and thickly populated but beyond Vietrie the region is mountainous and thinly inhabited.

The line from Hanoi to Vinh is being built by contract and is expected to be finished this year. It will cost 32,600,000 francs, which is nearly 100,000 francs a kilometre. On this line there are four bridges measuring from 120 to 205 metres. The rolling stock consists of 29 engines, 96 carriages and 240 waggons. The railway will traverse the deltas of the

Red, Thanhhoa and Vinh rivers, and the country is rich and well inhabited.



A CITADEL GATE.

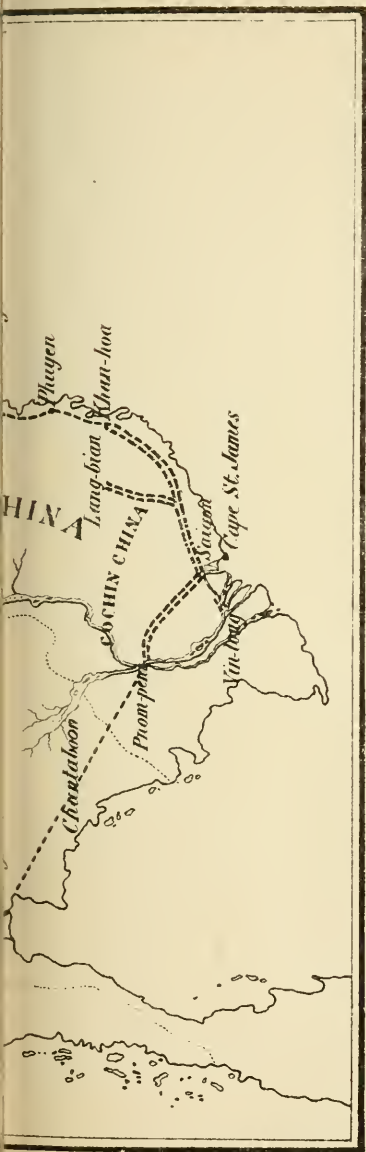
The line to Tourane, Hué and Kwangtri of 175 kilometres, is divided into two sections, one from Tourance to Hué, 104 kilometres, and the other from Hué to Kwangtri, 71 kilometres. A bridge of 350 metres will be built over the Cu-dé, and 12 others varying from 40 to 120 metres long. The eleven tunnels will represent a total length of 3,290 metres, the two longest being of 840 metres and 562 metres respectively. Work on these

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sections has commenced and the present material of the line consists of 6 locomotives, 17 carriages and 47 waggons. This line will connect the capital of Annam with the rest of Indo-China. From Hué to Tourane the country is mountainous, but from thence to K'wangtri the district to be traversed is very fertile.

The line from Saigon to Khanh-hoa, and to the plateau of Liang-biang, will be 650 kilometres, and will include a double bridge over the Donnai river 222 metres long, and 56 other bridges, 40 viaducts, and 13 stations. This section is essentially a railway of colonisation as it will open up rich land for the cultivation of tea, coffee, tobacco and gutta percha. On the plateau of Liang-biang may be built a public sanatorium.

When this programme became law, it was also decided to construct 1,700 kilometres (664 miles) of railways in Chinese territory, and a contract was made with a French syndicate to undertake this work, subject to a concession to be obtained from the Chinese.



Litho. at the Hongkong Printing Press.

- Lines actually working.
- — — — — Lines in course of construction.
- · — · — Lines proposed.



# THE FRENCH RAILWAYS



==== Lines actually working.  
----- Lines in course of construction.  
..... Lines proposed.

Litho. at the Hongkong Printing Press.

The Colonial Government guaranteed the syndicate an amount not exceeding 3,000,000 francs yearly for 75 years, and this was additionally guaranteed by the Home Government. A committee representing the syndicate surveyed the territory, but the Boxer troubles temporarily caused a suspension. On the 15th June, 1901, a syndicate was formed to build and work a railway between Haiphong and Yunnan-sen, for a period of 75 years. The capital required was 101,000,000 francs made up as follows:—

Capital of the company	12,500,000	frcs.
Subvention by Govern-		
ment of Indo-China	12,500,000	..
Guaranteed annuity		
within a limit of		
3,000,000 .....	76,000,000	..

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101,000,000 frcs.

This was approved by the French Government on the 18th June, 1901, and it was then pointed out that the object of the vote, "was to promote the prosperity of "Tonkin, and to open vast regions to "French commerce and industry."

The *personnel* of the Yunnan line are at present at work, and previous surveys are being checked and other preparations made for commencing the construction of the line.



ARTILLERY OFFICERS WHO BUILT RAILWAYS.

The French have surveyed and explored Yunnan thoroughly, and an army captain



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whom we met, who had been railway surveying in the province for six months, spoke most highly of it. The country is healthy, and the climate temperate. There is an enormous plateau yielding three harvests of rice annually, and where rice is not planted, maize and sago are grown. The principal minerals consist of silver, iron, copper, tin, zinc, whilst coal is also found. The people are industrious and peaceful and a good market will be found for European goods.

M. Doumer is of opinion that the line from Laokay to Yunnan-sen will not realise its full value unless it is extended to the rich and populous province of Szechuen. From December, 1899, to May, 1900, an exhaustive survey was made of the country between Yunnan-sen and Suifou in Szechuen, and, as a consequence, the French Government has decided that it is necessary to construct a line from Yunnan-sen to Suifou, Chengtu and Chungking. Perhaps, the Chinese Government will also like to consider this.

The Railway Commission which visited South China in 1898, detached several officers under Engineer Wiart, to make a full reconnaissance with a view to the possibility of a line from the frontier of Tonkin to Hankow on the Yangtze, and thus connect with the Belgian Hankow-Peking Railway. The result was that a line has been projected to pass Nanning-fu, Lichow, Kweilin (capital of Kwangsi) Hengchow, and Chang-sha (capital of Honan) the total length being 1,500 kilometres (652 miles). This project has been submitted to French financiers.

From Kwang-chau-wan, the new French colony in Kwangtung, two lines are proposed, one to pass Muilok and Kaochow, to reach the Sikiang river, probably at Wuchow-fu; the other to pass T'chekam, Sonikay and Yulin-chow, and proceed west connecting at Nanning-fu with the line from Langson and Hanoi.

Such is the French railway programme for the development of Indo-China and the exploitation of south and even mid-China. Whilst the French Government is sparing neither effort, men nor money

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to secure the trade and obtain mineral concessions in South China, British official efforts are restricted to discussing the possibility of a line from Kowloon to Canton, and feebly endeavouring, without success up to the present, to check Chinese aggression against British shipping on the West River. It is not difficult to conjecture the ultimate result.



## Administration and Development.

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Reorganisation. — The Administration. — Departments. — Telegraphs. — Planting. — Planters at Tu-yen-quang. — Native Agriculture. — Commercial Aspect. — M. Leroy-Beaulieu's Opinion. — Neighbouring Chinese Trade Centres. — Industries. — Hongay and Kebao Coalfields. — Indo-China Budget.

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**I**N 1897, when M. Doumer arrived to govern Indo-China the condition of Tonkin gave cause for serious apprehension. The Protectorate, notwithstanding the presence of a strong French military force, still suffered severely from frequent

depredations of strong piratical bands, infesting remote districts, prohibiting the cultivation of the soil and restricting trade.

The unsettled condition of the country and the cost of military operations naturally reacted on the finances, the budget of 1895 having shown a deficit of nearly three million francs, and the following year the Protectorate asked for and received power to borrow eighty million francs.

The prospect before the new governor was consequently not promising, and it was evident to him that the remedy was to be found in the speedy pacification of the country, the reform of the administration with the view to the reduction of expenditure, and the subsequent opening up of the interior.

Whether M. Doumer personally was in favour of the policy of protection for Tonkin, which, in the opinion of most merchants, has restricted its commercial development, is not known. His enthusiastic picture of the future of Kwang-chau-wan on account of its being a free port would imply that if he were not originally

inclined to freedom of trade for French colonies in the Far East, his opinion, based on his administration, is now in favour of it.



H. M. THANH-THAI, KING OF ANNAM.

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His first task was the reorganisation of the administration, and, on the principle that a rich state should assist a struggling neighbour, he was able to create a general budget for the whole of Indo-China, and by this means the prosperity of Cochin-China commenced to contribute towards the progress of Tonkin.

The reorganised Executive thus consisted of Departments of Justice, Customs, Agriculture and Commerce, Public Works, Posts and Telegraphs, Treasury, Sanitation and Police. A revised system of raising revenue was introduced, consisting of taxation of land, of natives, of Europeans, foreign Asiatics, passports, ships and river junks, patents, markets, native alcohol, matches, salt, opium, exportation of rice, and legal documents. Rates were levied for municipal purposes in the leading cities.

The suppression of piracy and brigandage was not an easy task, but vigorous measures drove the Chinese bandits to border haunts, and although Tonkin to-day may be considered to be quite pacified, yet, in the higher regions of Tonkin it is still

unfortunately necessary to retain military administration with garrisons, to prevent the inroads of Chinese marauders, who are constantly in evidence in the adjoining Chinese provinces of Kwangsi and Kwantung.

The present administration under the authority of the Governor-General for the whole of Indo-China was created in 1899, and is as follows:—

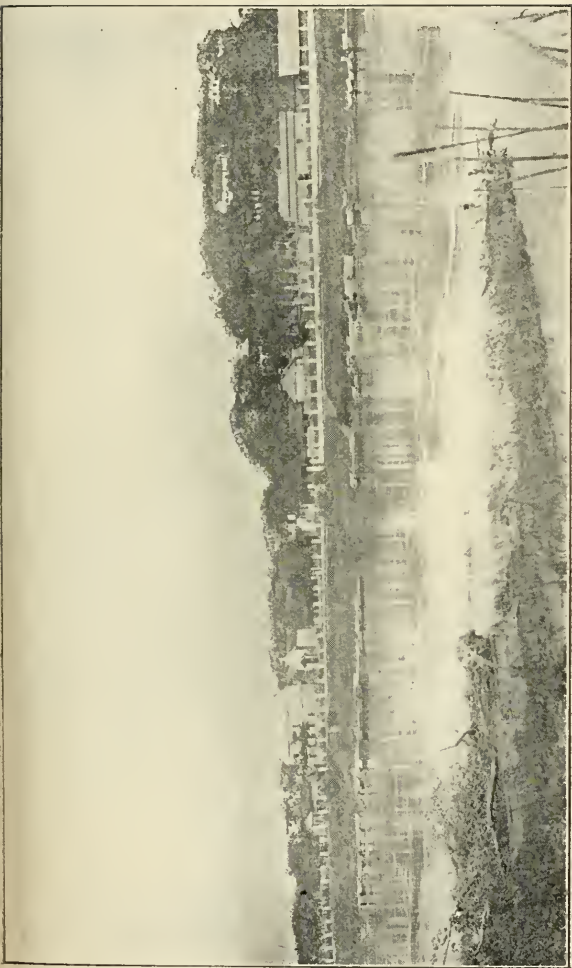
The Cabinet of the Governor-General; Military Department; Naval Department; Judicial Department; Direction of Civil Affairs; Direction of Finance; Direction of Agriculture and Commerce; Direction of Public Works; Direction of Customs; and the Direction of Posts and Telegraphs.

The territory of Indo-China is made up of the colony of Cochin-China, the protectorates of Annam, Laos and Tonkin, and the newly-acquired port and district of Kwang-chau-wan. Practically these are all colonies.

“Tonkin is made up of two essentially different regions—*i.e.*, the delta, “thoroughly cultivated and well populated, “forming a fifth or sixth part of the total



TU-YEN-QUANG,





“ area, and containing from three-fourths  
“ to four-fifths of the people of the whole  
“ of Tonkin, and a still greater proportion  
“ of the wealth of the country; and the  
“ uneven and more extensive region,  
“ less populated and less susceptible of  
“ development, except by the possible  
“ discovery of mineral wealth, lying  
“ outside the delta. The upper valleys  
“ of the Red River above Hong-Hoa, of  
“ the tributaries which flow from China  
“ and of the Song Bo or Black River  
“ from the highlands of Laos, are sparsely  
“ inhabited, and a distinction is thus  
“ marked between the poor and rich zones  
“ of the Tonkinese colony.” \*

Tonkin is directly administered by a Resident Superior, whose functions comprise:—general administration, assessment and collection of taxes, control of the treasury, public instruction, native justice, police, prisons, and medical service. In addition there exists a Direction of Civil Affairs, which is charged with the consideration of the general administration relevant to the Government-General, and is

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\* *Trade and Shipping of South-East Asia*, 1901

empowered to act in the absence of the Governor-General.

As in the British Protected Malay States, certain native chiefs nominally administer their country, under the direction of foreign residents. Protection is now assured by a *garde indigène* or gendarmerie, composed of natives with French officers, which has been created for the whole of Indo-China, replacing local forces.

The Department of Justice is represented by a Supreme Court of Appeal, established in 1898, for the whole of Indo-China, and consists of three chambers, one being at Hanoi, which has a vice-president and two counsellors. The Criminal Court, which formerly existed at Haiphong, has been suppressed, and is now established in the capital. It is composed of magistrates of the third chamber of the Court of Indo-China, with four assessors selected from fifty of the leading residents. There are Mixed Courts of Commerce; the Courts of the First Instance being at Hanoi and Haiphong, and are composed of a presiding judge and two judges elected by the Chambers of Commerce. In the interior,

justice is administered to natives according to the Annamite code by mandarins, whose decisions, with the evidence, are submitted to the Resident-Superior for approval. There is a Commission of Appeal for such cases, composed of three counsellors of the Court of Appeal and two mandarins.

The Department of Customs is under the control of the Director-General of Customs of Indo-China.



A NATIVE SCHOOL.

Public Instruction comprises primary schools for European children at Hanoi, Haiphong and Nam-dinh, and schools for natives.

The effect of the re-organisation of the Administration and the pacification of the country, secured confidence and attracted capital, which was required to develop it. Reference is made in another chapter to the brilliant railway schemes of M. Doumer, and his success in obtaining the necessary capital to undertake immediate construction.

All the important places were gradually connected by telegraph, and to-day the Department of Posts and Telegraph is a most valuable and efficient though expensive factor in the progress of the country. The service is excellent, and messages are sent to any part of Indo-China at the wonderful rate of four cents a word! Roads were built, partly by village communes as a means of taxation, connecting important centres and opening up the interior, and serious attention was paid to the improvement of agriculture.

To develop the splendid natural resources of the country special inducements are given to French subjects to settle in the interior and engage in planting,

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and notable instances are recorded of soldiers who have "turned their weapons into ploughshares," by quitting the army and becoming prosperous planters.

Planting in Tonkin to-day by Europeans is pursued on a scale which will surprise all visitors, and its increasing prosperity is due not only to the intelligence, perseverance and energy of the planters, but also in a great measure to the encouragement and practical assistance afforded by the Government.

We paid a visit to a plantation worked by the Perrin brothers at Tu-yen-quang, on the Claire River. Here we found them established in a spacious brick-built house in the middle of their estate which comprises fifteen square miles of land. The Government had allowed them to occupy the land free of cost on consideration that annually during a period of five years they placed so much of it under cultivation. At the end of five years, having fulfilled those conditions, the land will become their property, the Government receiving annually a percentage of its total yield in return for the grant.

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The brothers were very sanguine of the ultimate success of their work, and were working the estate on thoroughly scientific lines. One of the three was a retired captain of Colonial Infantry, and another a certificated analytical chemist of Paris. They had a well-stocked little laboratory and were building a new and larger one. The chemist had succeeded in distilling brandy from coffee and from lichees, and the latter, from its palatable taste and the popularity of the fruit, should find a ready market in China.

They were growing ramee, tea, coffee and rubber, and their coffee had realised very good prices.

Planting is largely followed in the provinces of Thai-ngu-yen, Bac-giang, Ninh-binh, Hunghoa, and Tu-yen-quang and some very valuable estates have been developed by these French pioneers. The planters obtain ready advice and assistance from the Department of Agriculture at Hanoi, and a laboratory for analytical chemistry has been established in the capital, where exact information as to the value of the soil for planting, etc., can be obtained. To





A WATERFALL.



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further encourage planting the Chambers of Commerce of Hanoi and Haiphong, and the Chamber of Agriculture, offer prizes in silver to planters for the best specimens of coffee, tea, cotton, indigo, jute and ramee grown in Tonkin. For 1902 a sum of \$18,000 was set aside for such prizes. No less than 181,245 hectares (447,882.5 acres or 699 square miles) of land were given as concessions up to the end of 1901.

Turning to native agriculture the cultivation of rice is the chief occupation of the people. In the rich delta of the Red River and between Hanoi and the coast the country is a vast expanse of fertile paddy fields. Rice is certainly the backbone of Tonkin, and in addition to supplying the wants of the inhabitants it is exported in large quantities to Hongkong and China. The principal rice-mills are owned by Chinese and the Tonkinese work the soil. In these rich parts of the country the natives are said to be somewhat heavily taxed, a sliding scale of imposts being in operation, the land being taxed according to the value of its yield.

Silk culture is also carried on by the natives, there being a Government station at Nam-dinh, for instructing the natives in improved methods. The raw material is woven by native hand-looms of the Chinese type. An order of merit, of two classes, with a decoration, has been established to encourage native sericulture.

Certain native industries exist, the principal being inlaying of black-wood, wood carving and silk embroidering. Some beautiful specimens of the inlaid mother-of-pearl work may be purchased very cheaply at Hanoi or Bac-ninh, the last being the producing centre. The wood-work is, however, somewhat crude.

The Chamber of Commerce at Hanoi to promote these arts, has created a school for natives, and two Japanese experts give the necessary instruction.

The commercial aspect of Tonkin, with its possibilities of Chinese transit trade, is an important question, and one worthy of consideration by the Hongkong merchant. M. Leroy-Beaulieu, who wrote a series of articles on the subject in the *Economiste Français* two years ago, is sceptical of the

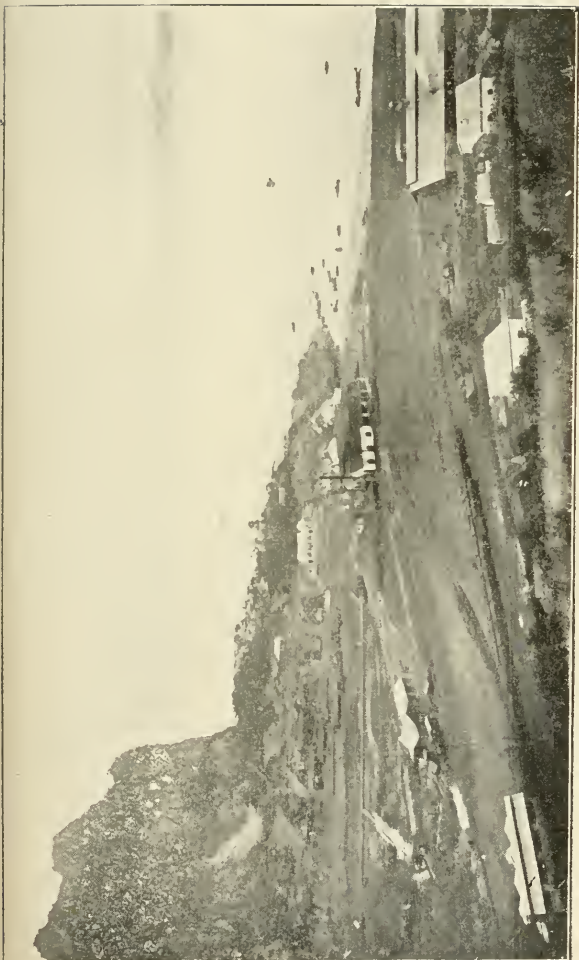
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utility of French schemes, and he pointed out “that the Chinese provinces which  
“border on Tonkin—viz., Yunnan, Kwangsi,  
“and part of Kwangtung—are the poorest  
“of the whole empire, very mountainous,  
“inhabited for a great part by very primitive  
“aboriginal tribes, and devastated and  
“depopulated in addition by the Moham-  
“medan risings of the middle part of the  
“last century. According to statistics  
“based on the best available information,  
“Kwangsi has 5,151,000 inhabitants or  
“26 to the square kilometre; and Yunnan  
“11,721,000, or 43 to the square kilometre;  
“while the whole Chinese Empire has a  
“density of population of about 120  
“inhabitants to the square kilometre.  
“The markets to be reached would  
“therefore appear to be poor and below  
“the average for China; and there should  
“also be taken into consideration the  
“competition, as regards Kwangsi at  
“any rate, brought about by the easy  
“route of the West River, which empties  
“itself into the sea near Hongkong,  
“and which has been opened to trade.  
“Nanning-fu, farther up stream, has also

“been added to the list of treaty ports,  
“and the junks of Canton can now ascend  
“nearly to Lungchow, the proposed  
“terminus of the French railway line  
“from Langson.”

In the blue book on *Trade and Shipping of South-East Asia*, issued by the British Government in 1901, the subject is very fully gone into. Realising the continually increasing trade of the West River, a trade pursued at present under numerous disadvantages, many are not so pessimistic as M. Leroy-Beaulieu as to the possibilities of trade in the three southern provinces. They are all undoubtedly rich in minerals, at present unworked. Kwangtung also possesses as its capital the city of Canton, the richest commercial *entrepôt* in the Empire, and numerous other important centres of trade.

M. Leroy-Beaulieu is not sanguine of the success of the Yunnan railway, nor does he regard seriously the proposal of an additional line to connect Yunnan with Szechuen. The French Customs, he considers, is in itself sufficient to make all traders shun the Tonkin route.



HONGAY COALFIELDS.





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The Commission of the Lyons Chamber of Commerce, however, differs from M. Leroy-Beaulieu, and even considers the possibilities of trade with China by the Red River superior to those offered by the West River. It would be interesting to learn the reasons which led the Commission to think this, because it is obvious to most people that the Red River route is a dangerous and an expensive one whilst the West River route up to Wuchowfu is now being worked by the English light-draught steamers, capable of carrying 200 tons, in addition to the large junk trade.

The French generally, however, have abandoned the old theory of Garnier, that "if wealthy and landlocked Yunnan is ever to be opened to France it must be by the Red River, the great artery of Tonkin," and have taken to the railway idea instead. The line to Yunnan-sen, connecting with Mengtsz, and other important markets, puts the Red River route out of consideration, if the French have sufficient wisdom to make the transport rates cheap, and, to the native mind,

reasonable. As a native will be able to travel from Haiphong to Yunnan-sen by train for \$9, it would appear that the French recognise the value of this as the means to success of their railway undertakings.

Their line to the border of China<sup>a</sup> at present pays a fair profit, in spite of the fact that the terminus is at the barrier, and if that line is extended to Lungchow-fu, and Nanning-fu and even to Wuchow-fu and Canton, and the irritating exactions of the French Customs are removed as a means to an end, this line will prove a valuable asset.

The trade figures for 1901 of those cities which the French desire to tap are of interest. The foreign trade of Mengtsz was Tls. 6,815,273; Lungchow, Tls. 164,494; Szemao, Tls. 244,649. In 1900 the French percentage of the trade of Lungchow was 2.84. The population of Lungchow is 20,000; Mengtsz 12,000; Szemao, 14,000.

The Yunnan railway will undoubtedly open up this province which the French officials consider to be wealthy, and the



KEBAO COALFIELDS,



returns will no doubt justify the expenditure. It is interesting to note, in this connection, that the Commissioner of the Imperial Chinese Maritime Customs, in his report for 1900 wrote:—"The consumption of foreign commodities is on the increase in Yunnan, hindered as it is by high freight rates, difficulty of transport over precipitous mountain passes, and scanty and often lawless population."

"Mengtsz is the *entrepôt* of foreign goods for the greater part of Yunnan—an upland province standing at the head of a triangle, whose base is formed by the contending markets of Hongkong, Haiphong, and Rangoon. Nearly the whole stock of consignments was redistributed and carried by 75,227 mules into the principal Yunnan marts, the Szechuen and Kweichow provinces taking only a 5 per cent. and 4 per cent. share respectively of the whole Mengtsz transit trade. The adjoining two provinces draw chiefly supplies of cotton yarn and a few cotton piece goods."

"The Yunnan trade is chiefly one of barter of opium and tin for foreign

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“goods. These two articles, which practically make up the whole of the export trade, go out of the country in the proportion of 18 per cent. and 81 per cent. respectively, the remaining native products hardly reaching 1 per cent. of the total export trade. Tin leads, as usual, with 48,710 piculs, valued at Hk. Taels. 1,939,471, against 45,146 piculs, valued at Hk. Tls. 1,510,093, in 1899. The 1900 output was the largest ever recorded, though want of rain is said to have interfered with extracting operations. Tin being the usual medium of remittance to Hongkong affects the local silver market and the prices of all commodities. At the mines it fetched from Tls. 42 to Tls. 48, or double its value in 1894, and still sold at a profit at Hongkong.” \*

Therefore the question of a successful transit trade of Chinese goods across Tonkin resolves itself into whether the French will improve their present vexatious Customs system and maintain a cheap tariff for transport of cargo by rail.

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\* Imperial Chinese Maritime Customs *Trade Report for 1900.*



ON THE RED RIVER. OUR SAMPAN.



A PASSENGER BOAT.





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Its bearing on British trade is considered elsewhere.

Of the commerce of Tonkin itself reference has already been made in the chapter on Haiphong, and it is difficult to obtain precise figures. The opinion of foreign merchants in Haiphong and Hanoi is that the trade is improving annually and, from a commercial point of view, Tonkin has a future of promise. That the trade would considerably develop if the country were thrown open to foreign commerce they are convinced.

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## INDUSTRIES.

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The industries of Tonkin are, with a few exceptions, purely local and unimportant. They are quite in their infancy, as Tonkin is only now entering on the local industrial stage. The chief exception is the coal mining company at Hongay, called the *Société Française des Charbonnages du Tonkin*. The other industries have already

been alluded to in the descriptions of Hanoi and Haiphong. Curiously enough the "Charbonnages," as it is generally called, was started by British subjects with British capital, and it has had a very uncertain career.

The coal mines of Hongay are situated in the beautiful bay of Along, and a scheme is under consideration to cut a canal from Hongay to Haiphong and make the former into the chief port of commerce. The Military had actually decided to fortify Hongay and turn it into a first-class naval base, but the superiority of Kwang-chau-wan when subsequently "leased" induced them to alter their plan and to fortify the northern port instead. However, its importance as a coaling station for the French fleet and its allies has led to it being made into a second-class station, and it will be defended accordingly.

Hongay is one of the few open coalfields of the world, and contains hills of coal. The company working it is now established on a sound basis, and is making an annually increasing profit.

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A concession for working mines was obtained in 1887, and a company was formed in Hongkong, under the French constitution, by Sir C. P. Chater, Mr. H. N. Mody and M. Bavier-Chouffour, the latter being the concessionnaire. The technical management was entirely French. The early days of the company were precarious indeed, and, after a few years, the capital was supplemented by the issue of debentures for \$500,000. Even this was used, and more money had to be found, which was furnished by the two directors in Hongkong. The shares went down to \$40, and at last, after much struggling, a Paris syndicate agreed to finance the concern and take over the management from Hongkong. The re-organisation resulted in the steady progress of the company, until to-day the 16,000 shares of fcs. 250, are quoted on the Hongkong market at \$550 each. The demand for the coal has increased and the *Compagnie des Messageries Maritimes* and the French Navy consume large quantities of briquettes. The railways in Indo-China also use briquettes solely.

The coal is said to be hard, like an American coal, and anthracetic. In 1901 the company paid a dividend of 24 % to its shareholders, and at present there are large demands for the coal which cannot be met. The export for this year, from Hongay, including dust and lump together, is expected to be 350,000 tons. There are still unlimited coal fields to work, in fact there are mountains of coal with seams 70 or 80 feet thick.

The Kebao coal mines adjacent to Hongay were also worked by a company with its headquarters in France, but it has not proved successful and operations have ceased.

In concluding this chapter a translation of the estimated budget of Indo-China for 1902, may be of interest:—

## BUDGET-GENERAL OF INDO- CHINA, 1902.

### RECEIPTS.

Products of Customs .....	\$6,250,000
Contributions indirect and <i>des regies</i> .....	17,600,000
Registration of land, stamps	1,027,000
Posts, Telegraphs, Telephones	461,000
Working of Railways .....	283,000
Products of Forests .....	291,000
Interest on Capital .....	1,230,000
	\$27,142,000

### EXPENSES.

Government-General .....	\$255,000
Direction of Civil Affairs ...	126,000
Do. of Finance .....	79,000
Do. of Agriculture and Commerce .....	92,000
Service Military .....	4,870,000
Do. Marine ... ..	422,000
Do. Judicial .....	759,000
Do. Police ... ..	208,000
Administration of Customs ..	5,351,000
Do. Posts and Telegraphs	1,589,000
Treasury .....	69,000
Registration, Land and Stamps .....	208,000
Service of Forests .....	177,000
Do. Geographical .....	100,000
Public Works.....	4,444,000
Railways .....	455,000
Scientific Establishments ..	235,000
Residencies and Establish- ments in the Far East ...	365,000
Subventions and Gifts to Merchant Marine .....	943,000
Transports .....	420,000
Various Expenses .....	1,224,000
Loans re-embursed annually	4,737,000
	\$27,128,000
Excess of Receipts over Expenditure	\$14,000

## Up-Country Travelling.

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Correspondances Fluviales au Tonkin.  
—Haiphong.—The Mosquitos.—Dapcau.  
—The Railway Train.—The Scenery.—  
The Red River.—Sontay.—Vietrie.—The  
Claire River.—Phu-doan.—Hoa-muc.—A  
Story.—River Chronicles.—Tu-yen-quang.  
—Other Places of Interest.

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**T**HE journey from Haiphong to Hanoi can be made partly by steamer and partly by rail, or the visitor may enter the train at Haiphong and five hours later alight at Hanoi. The rich delta of mid Tonkin, like south-west China, is full of waterways, on which are situated many important native centres of business and military stations transformed by peace into the *entrepôts* of industrious colonists.

The most important factor in the development of Tonkin is the excellent fleet of light-draught river steamers called the Service Subventionné des Correspondances Fluviales au Tonkin, and owned by Messrs. Marty and D'Abbadie. The headquarters of this Company are at Haiphong, where their offices constitute



A RIVER STEAMER WITH PASSENGER BOAT ALONGSIDE.

the most imposing block of business buildings in the port, and their shipyard, where several of their steamers have been built, the largest industry of its kind in Indo-China. The business is personally presided over by the two heads of the firm, to whose energy and commercial acumen its success is

due. The steamers of this company provide the means of personal communication with the interior; they transport the troops and carry the traveller; they convey the mails and cargo to the innermost parts of the colony, and where at last the rivers are too shallow to admit of stern-wheel steamers drawing two feet of water, the service is resumed by native boats of this Company and others working with it. The fleet is subsidised by the Government; the vessels are well equipped and provide an amount of comfort that is surprising considering the size of some of them. For the convenience of travellers the Company publish an annual *Guide des Voyageurs* which contains indispensable information and includes a coloured chart, showing the routes followed by the steamers.

When proceeding to Hanoi we embarked from Haiphong at 8 p.m., and found the steamer crowded with passengers. Several had taken the precaution of booking cabins in advance, and we had the option of either sleeping on the couch in the saloon or on deck. We preferred the latter,



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but a personal letter from M. D'Abbadie eventually secured us a cabin in a remote part of the vessel, although the commissaire, the official in charge who is captain and purser combined, had unblushingly told us and other disappointed passengers, that there was not another bunk vacant. His truthful demeanour under strained circumstances should mark out that man for promotion.

The cabin cost us \$3, and was necessarily small and very hot, but as it was only for a night we did not mind. Our spartan indifference to any discomfort which we later went through was due perhaps to our initial experience of Haiphong hotel life. We were unfortunate enough to arrive when the town was full of officials and their families changing stations, and the only accommodation we could obtain was that afforded on the floor of the private dining-room of the leading hotel. There were seven others in the same plight. The management certainly did their best to make us comfortable, and the mosquitos exerted all their energy to mitigate it. Have you ever experienced

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the Haiphong mosquito? We had been subjected to the ravages of the "tiger" in the Gulf of Tartary, and his relative in the Philippines, where in places the Spanish soldiers were compelled to protect their features whilst on sentry go; also to the attacks of the musical invader of a Japanese railway car at night, and the Straits-born specie, but the Haiphong anopheles is a monster of unparalleled voracity. We slept not a minute all through the silent agonies of that last night. We covered ourselves with the thick grey blankets at the imminent risk of suffocation, but the Haiphong beasts got under somehow or bit through it. We turned on the light and kept the big overhead electric fan going, but their buzzing, to the bass nasal accompaniment of a neighbour, almost drowned the fan. Finally we sat up and waited till dawn, which alone brought relief. They are evidently not yet enthusiastic over the mosquito-malaria theory in Tonkin, for in Haiphong and Hanoi are everywhere stagnant pools for breeding anopheles which would make us quail. Tonkin is a place that should afford our



ON THE CLAIRE RIVER, SCENE OF A DISASTER.



mosquito-malaria theorists a splendid campaigning ground, where all can be freely bitten in the interests of scientific research.

We had a few with us on this boat; also on a few other boats, and any impartial committee of the Hanoi Exposition should award the Tonkin anopheles the highest honour. Others we have met were worthy only of "honourable mention."



A NATIVE PASSENGER BOAT.

We must not forget to refer to the excellent dinner that was provided in the cabin, and throughout our brief travels

on the steamers of the *Correspondances Fluviales* we found the meals always good. It is marvellous how on some of the smaller steamers, which carry only half-a-dozen first-class passengers, they can prepare them in such style. The visitor need not worry about his meals in Tonkin; the French look well after that matter.

We arrived at Dapcau at 5 o'clock the next morning, and, after a cup of coffee, disembarked and entered the train at the river station alongside the jetty. This is a short loopline from the main line to Langson. Dapcau is chiefly noted for the large brick and tile works of Messrs. Blazeix & Co. The present station consists of an old coach on a siding which is made to answer every requirement and is presided over by an Annamite station-master.

The train, which was drawn by a small tank-engine of the type used solely at present on the Langson line, consisted of about a dozen cars. Passengers have the option of travelling in four classes, the last being a waggon without seats for natives who are unable to afford the

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3rd class fare. The first-class is comfortable, and the cars are built on the corridor plan with exits at each end. They are well upholstered, are well furnished throughout and contain a lavatory. They are made in France and built on the American model. Railway fares are very reasonable and the journey from Dapcau to Hanoi, first-class, cost \$2.50; the journey taking about 1 hour and 20 minutes, the train running at a moderate speed—about 20 miles an hour, but stopping at each station. The natives largely patronise the railway train, and they travel very cheaply.

The scenery we passed re-called the flat paddy-producing country of the Yangtze. Miles of rice fields stretched out on either side, a sea of vivid green, broken only by thickets of darker green enclosing native hamlets, through which the gables and roofs of the Annamite farms peeped. A road ran parallel with the line, on which would be passed an occasional ricksha—even now a relic of past locomotion; or a group of native enthusiasts, with flags, incense and offerings, worshipping at

ruined Bhuddistic shrines. A delapidated loop-holed block-house, aggressive in square, plain design, told of the struggles of other days when the Tonkinese and Black Flags resisted the French advance. Women and boys were working hard in the open, generally flooding the paddy fields with water by means of a wicker scoop, with a cord at each end, which they alternately dropped in the pool and swung up to the higher field, tilting out the contents, in rhythmical motion, pausing only to stare at the passing train. When we passed the old citadel of Bac-ninh the Annamite soldiers came rushing out like a crowd of shouting schoolboys to see the train pass. The scenes at the railway stations recalled those in Japan. There were the dignified native constables in neat uniform on duty; the native porters presided over by the Annamite station-master in black turban and gown. The crowd of open-mouthed gazing villagers to meet arriving passengers, and the stalls of itinerant food and fruit sellers. The station usually consists of a large plain unpretentious building without houses, and,



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where Europeans reside, with gardens of wholesome vegetables and beautiful flowers, the wooden-windlass over the well completing a picture which recalls visions of country stations at home. The station-clock is there, with notice boards and telegram case, on which is posted daily the latest news from Europe of the Havas service—free to all who care to read it.

As Hanoi is neared the paddy fields give place to vegetable gardens, the contents of which supply the Hanoi markets.

The journey from Hanoi to Dong-dang, on the Chinese Frontier, is described in another chapter.

If the visitor is desirous of seeing up-river life a very interesting trip may be made to Vietrie, at the junction of the three rivers, and from thence to Chobo, on the Black River or to Tu-yen-quang, on the Claire River. We left Hanoi on a river steamer at 11 a.m., en route for Tu-yen-quang and Chobo. The steamer which makes the journey to Vietrie is large and commodious and is admirably equipped. The passage up the Red River is

very interesting, this waterway being very wide and shallow, the banks dotted with Tonkinese villages and paddy fields. Floating down stream are numerous large rafts of bamboo, with huts of wicker-work on board in which the crew live. The



A BAMBOO RAFT.

historic military station of Sontay is reached at 3 p.m., but little of it is to be seen from the steamer. Groups of soldiers and natives crowd the steep bank to welcome the steamer. No landing stage exists and the passengers have to make

their way ashore across a few planks which do not inspire confidence. Floating down



the river at times are crude representations of animals made of paper and mounted on small rafts, which are apparently native offerings to the river gods.

The town of Vietrie, a centre of some military importance, is reached at 6 p.m. There is a large native river population here who live in huts of wicker-work built on rafts anchored off the river banks. The foreign settlement is a picturesque little place, containing a number of substantial bungalows, mostly occupied by the garrison. There is an office of the steamer company, and adjoining it is a small hotel, one story high, for the convenience of travellers, principally civil officials or planters passing through. A native village has grown up around the settlement and nearly every little hut runs a small refreshment bar to tempt the French soldiers.

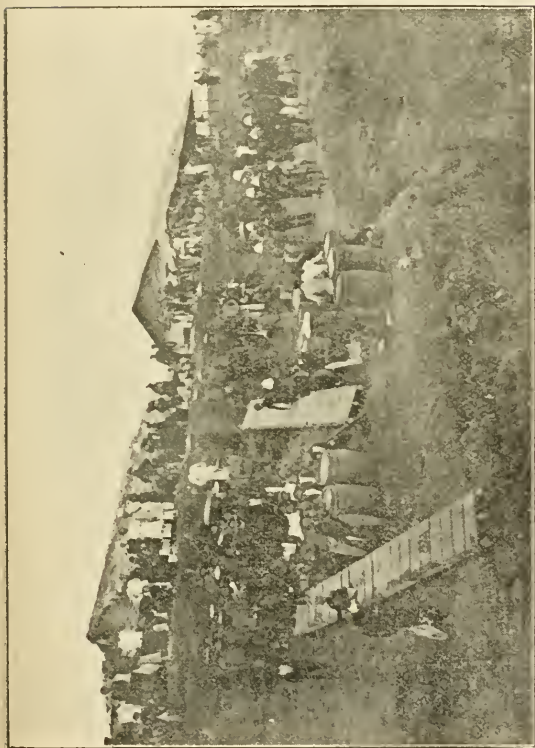
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Vietrie stands at the junction of the Red, Black and Claire Rivers, and will soon be an important railway centre, the line from Hanoi to Laokay and Yunnan passing here. A splendid steel bridge is in course of erection across the Claire River.

We remained at the modest little hotel that night and at daybreak embarked in a minute sternwheel steamer for Tu-yen-quang. The vessel was supposed to have accommodation for four first-class passengers, but we took eight, with half-a-dozen *sous-officiers*, and about thirty Annamite infantry. Fastened to the steamer alongside was a long narrow native boat which was crowded with native passengers and their baggage.

Travelling on the Claire River in the sternwheeler is not without interest and excitement. The scenery is very charming and the higher the vessel proceeds the more virgin and beautiful the scenery becomes. Immense hills in places bound the river on either side and the foliage is almost tropical in its density. Occasionally small rapids are passed and the steamer is within

a few inches of sharp ugly rocks, the crew standing by with poles to fend off in case of necessity.



LANDING PLACE AT SONTAX.

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The Claire River is broad but very shallow, and every few minutes the syren is blown by the native captain and two of the crew seize bamboo poles, on which are marked measurements, and, taking positions in the bow, they sound and call out the depth. Suddenly there is a rasping noise and the steamer is aground on the sandy bottom. The engine is reversed, generally without effect, and the crew try to pole off. Failing in this they enter a sampan and push to a distance and drop an anchor; they return and start the windlass hauling on the anchor, hoping thus to pull the steamer off. Ofttimes this proves successful but not always, and on several occasions they waded in the water and tried to lever the bow off; or push it into deep water with their shoulders. At first this is amusing and interesting but after repetition it grows monotonous, and, in the heat of the day without wind, is uncomfortable. One day we ran aground eight times, our longest rests being three hours and five hours, and the steamer was only floated in deeper water by transferring the passengers and baggage to the native boat alongside

and churning up the loose sand with the paddle-wheel. Really, the Correspondances Fluviales should pay a ground rent for some of the inland rivers, for their tenancy of the bottom is frequent and prolonged.

The result is that the journey is sometimes lengthened by several days, but this apparently makes no difference in the rates and meals are provided without

additional cost; a very considerate and equitable arrangement.

It is quite an event of importance to the occupants of the inland stations when the shriek of the syren announces the arrival



SOUNDING.

of the steamer with passengers and mails, The whole population—French and native—turn out *en bloc* and line the bank. This was especially the case at Phu-doan. We stopped there all night, the passengers who did not go ashore sleeping on deck.

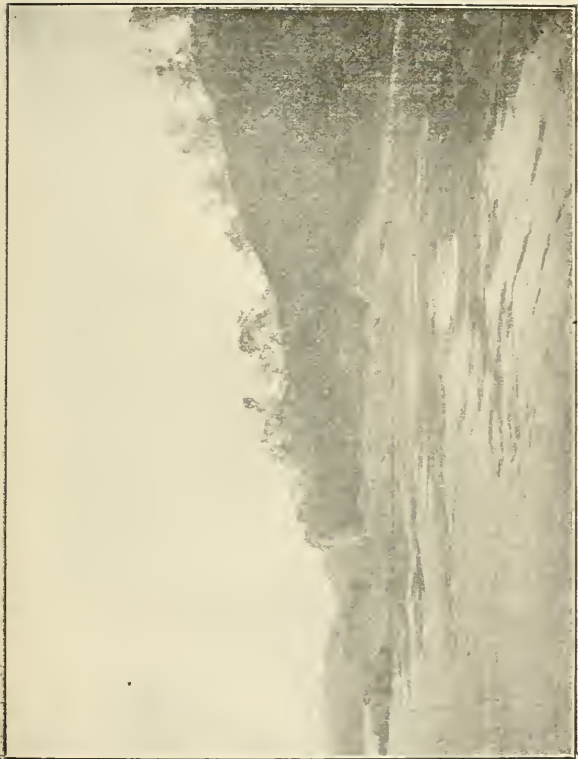
Near Hoa-muc we were pointed out a monument erected to 800 French said to



A FORMER SCENE OF BATTLE.

have been slain in an ambushade, when surrounded by 30,000 Tonkinese and Chinese. We were told numerous legends of battle scenes famous in Tonkin annals, but the number engaged and killed were somewhat at variance with available records. Some one always escaped from these sanguinary battles to tell the





ON THE CLAIRE RIVER, RAPIDS,



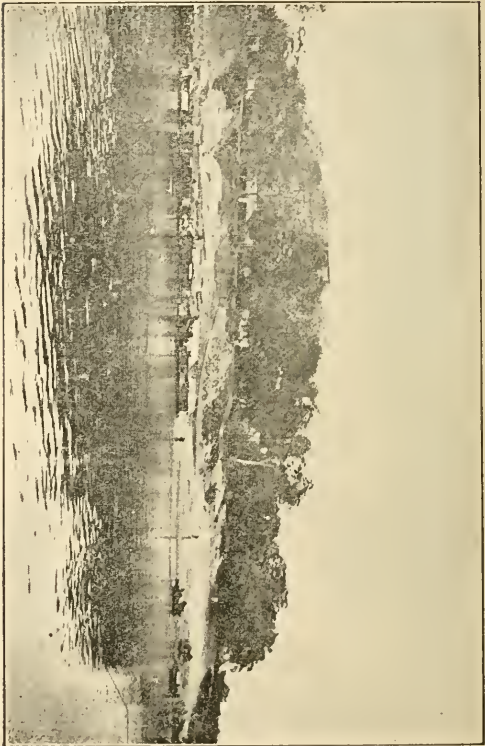
tale, and the records had become hallowed and enlarged through time and transmission of detail.

It recalls the story of the smugglers in *Le Lac de Gers*, by Topffer. Eighteen of them were carrying gunpowder in bags, marching in Indian file, and the last, becoming convinced that his load was getting lighter, dropped his bag and found a leakage. He saw the tell-tale streak of powder on the path, and, fearing that it would reveal their secret to the Customs officers he called a halt, and retraced his steps for some miles until he came to the end of the powder. Here he stopped to mop the perspiration from his brow, and, seized with a brilliant idea, put a match to the powder with the intention of rapidly destroying the trail. It would have been an excellent scheme had not his comrades been at the other end, waiting his return, with their seventeen bags of powder. The result was a loud explosion in which the seventeen disappeared, but he escaped—to tell the tale!

This, however, is not meant as a slight on the numerous brilliant feats of arms

by the French in Tonkin during their conquest of the country, the records of which have recently been published in book form.

PHU-DOAN.



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The heroic defence of Tu-yen-quang ranks as one of the finest of modern French military achievements.

We passed through a deep gorge, at the entrance of which perched on an eminence was a picturesque bungalow. This house was named after a Lieut. Diah, who, in the fighting days, at a fort in the vicinity, where a small body of French were surrounded by 40,000 howling heathens, as a man of regular habits, used to frequent a spot on a terrace every evening. Here he would consume slowly his evening liqueur and fire between the sips at the Chinese besiegers. Being a good marksman his foes failed to appreciate his constant devotion, and one evening they watched until they saw the smoke from the same spot and then—they got the range, with the result that when he peeped over to see what he had bagged they gave him a volley. He was killed and his compatriots perpetuated his memory in this practical form.

To prevent ennui we were shown the rocks into which a former steamer smashed and sank a few yards from shore in ninety

feet of water. Several French residents with their wives were drowned and many natives; also \$80,000 which were never recovered. Another sand bank marked the spot where a gunboat went ashore and foundered. The colonists were brimming over with stories of peril in these parts, and, we never questioned them; though we reserved judgment.



CITADEL AT TU-YEN-QUANG.

The entrance to Tu-yen-quang is indeed exciting, for there are several rapids and the small steamer does not hesitate to describe circles within her own radius in

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startling proximity to the rocks. But these are safely navigated, thanks to the wonderful skill of the native captain, and we anchor alongside this secluded post, under the shadow of a magnificent range of mountains. From here the visitor may visit A-yang on the Chinese border, by taking passage in a native boat service, owned by Monsieur Audran. The journey must be exciting as 45 rapids are passed and it takes twenty-two days to go up, but only two days to come down.

On the opposite bank above Tu-yen-quang on the crest of a lofty hill may be descried a French fort. In the settlement itself is an old citadel (the walls and gates of which are protected by machine guns) and a small public garden, with band-stand. There are numerous foreign residences, a convent, native shops and dwellings, and a small market. A detachment of the famous Foreign Legion, with artillery and native troops, are stationed here. Planting is successfully carried on in this district.

On returning to Vietrie the same steamer leaves for Chobo, on the Black River, where the scenery is even more beautiful.

Other trips may be made—one to Laokay by native boat, belonging to the Correspondances Fluviales, the water being too shallow during most of the year to permit a steamer to go up. In the course of a few



ROAD IN TU-YEN-QUANG.

years the various railways will connect these interior places of interest and importance with the capital, when the journeys, if less interesting, will be much more quickly performed.



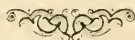
The most attractive trip and the most comfortable is the visit to Along Bay at Hongay, one of the most charming



OUR FRIEND—THE BOATMAN.

places in the Far East. Hué and Tourane, on the coast of Annam, may also be visited by the steamers of the same company. We missed the connecting steamer,

at Vietre and travelled down the Red River to Hanoi, in a small sampan, leaving Vietre at 2 a.m., and arriving at Hanoi at 4.30 p.m., the same day. As the journey was long it was necessary to give our boatman an occasional stimulant, and he took most readily to beer, though he was quite impartial. Not having had a bath or a change of linen for a week we were glad to again enter the hospitable doors of the Hotel Métropole.



## General.

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M. Doumer.—His Policy.—The advantages of Railways in China.—Our Need.—M. Doumer's Opinion.—State Aid.—French Naval Activity.—The Tonkinese.—Things Municipal.—Protection in Tonkin.

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**T**HE name of M. Doumer, who was recently the Governor-General of French Indo-China, finds a frequent place in the preceding pages, and such repetition has been unavoidable, for the progress of Tonkin commences from the time when this ambitious, clever and energetic official took its destinies for a transitory period in hand. Not only does Tonkin owe much to him but so also does the whole

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of Indo-China, which he exploited, consolidated and enlarged during his five years' residence. It is now claimed that this large colony—a confederation of protectorates—is self-supporting, and in evidence of this, in 1903, it will furnish a military contribution for its defence of no less than 12,500,000 francs. Its wealth will increase annually if it continues to be well administered.

The policy of M. Doumer has been vigorously opposed by many of his own countrymen, chiefly from political motives rather than from any objection to his actual achievements. Those French officials who desire to preserve the *status quo* in South China look upon his departure with feelings of relief. The aggressive activity of the French in South China owes its inception to him, and the Anglo-Japanese Treaty was undoubtedly a check to the fulfilment of his programme, which was one not always endorsed by the French Minister at Peking.

M. Doumer is a man with a brilliant future before him. Originally a Parisian composer, by his own unceasing energy and

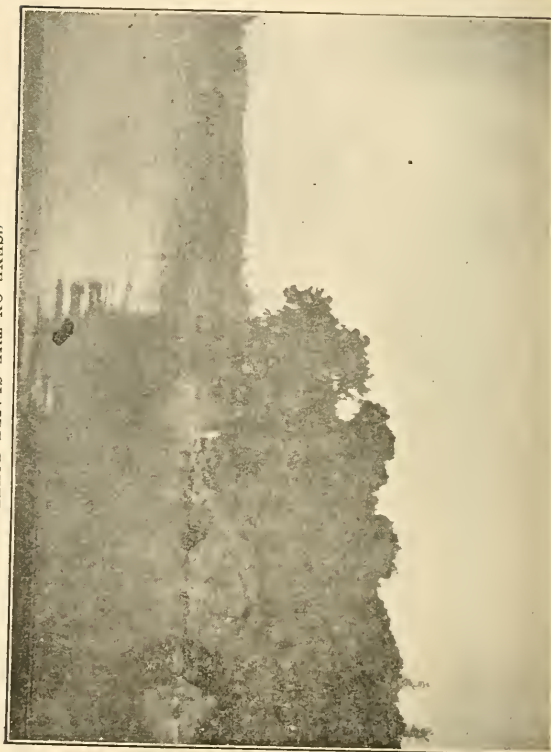
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great ability he became a politician, and as an advanced Radical proved to be a thorn in the side of the Government, who made him chief administrator in Indo-China to be rid of him. A French journalist who knew him well, described him to us as possessing "the characteristics of an Englishman." He is a marvellous worker, with a determination to be successful, and a practical belief in the necessity of French colonial expansion. If he ever becomes Minister for Foreign Affairs he will make himself famous by an aggressive foreign policy, for his theory is that "a nation to be great should be always striving to become greater."

Although M. Doumer has left Tonkin the results of his labours there are very evident and will become even more so as his plans are executed. The railways will be a powerful testimonial to his administration, and the projected extensions into China if accomplished will give France a tremendous impetus. With, and even without, the liberal support which the French Government will accord the railway syndicates the lines as commercial investments

may be confidently expected to pay. The opinion of Mr. Taylor, the Statistical Secretary of the Imperial Chinese Maritime Customs, will find general endorsement,

SCENE ON THE CLAIRE RIVER.



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that "Experience has already shown that  
"railways in China are eagerly availed of  
"and that business increases wherever they  
"are built."

The appointment of an officer like M. Doumer, and also of his successor M. Beau, from Peking, are surely indicants to the British. Peking and Hanoi in active co-operation can do much to promote French prestige and influence in the whole of South China, and if M. Beau proves there as energetic and as progressive as his predecessor the British will have to seriously arouse themselves or suffer the consequences of inactivity in the face of a determined and now active rival. We are apt to think too much of the strong position we hold at Hongkong and its proximity to Canton, but the French who, having already occupied part of Kwangtung, have been striving hard to procure a new and separate settlement at Canton—if they have not already done so—and who will possess an effective railway line operating from Tonkin, may hit us very hard near our own preserves. Judging from the amount of actual interest, official and commercial,

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displayed in the matter at Hongkong, the French line from Langson to Canton is more likely to become a fact than the British line from Kowloon to Canton. In contrast to the inactivity in Hongkong in railway matters the Straits Government are actually building a line across the island of Singapore.

This is not as it should be, and a recent writer in a London review\* rightly pointed out that "Railways in China are "the sources and agencies of all power. "From the railway line proceed all military "influence and effective political action. "Ships do not follow a stream more natur- "ally than do politics the main line of a "railway. Wherefore it becomes of the "utmost importance to prevent control "of great railways passing from the hands "of China into those of other nations." It is equally important not to allow the construction of new lines almost at our own doors to pass into the hands of rival powers.

French syndicates possess the great advantage that their undertakings from the

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\* *The Outlook*, 24th May, 1902.



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start are supported by their Government and are usually subsidised.

Realising that with us such subsidies are out of the question, we must hope for a spirit of sound commercial enterprise, supported by the sympathetic and practical co-operation of our Officials. There is even no apparent reason why the Hongkong Government should not follow the example of the Straits Government, and construct its portion of the line from Kowloon to Canton.

What is also necessary is a speedy and distinct improvement in the *personnel* of our Consular staff in South China, and for the Government of Hongkong to work whenever possible in conjunction with the Consulate-General at Canton, which they cannot claim to do at present. Opportunities offer for useful co-operation without involving any clashing of respective functions. Notwithstanding the territorial limitations of this colony, we need a firm, capable and progressive government, a distinct advancement on what we have hitherto possessed. Whilst our Consular staff in South China, with

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a few exceptions, is often inexperienced and weak, the French service is the very reverse, and the claims of South China should therefore receive more consideration from the Peking Legation.

In this connection some recent remarks of M. Doumer are worth repeating, for they show that our neighbours are also alive to such needs:—"I know what is to be done in Indo-China for our country. I return from that country with a more accurate notion of our interests abroad. When a man has spent a few years in the Far East, where some day or other European destinies will be played out, he perceives that it is not possible to continue a policy of effacement which is injurious for our prosperity and expansion. There is a constant struggle between rival interests, and it is not to our advantage. Certainly we are as energetic as ever; we are the same men, but we no longer believe in ourselves. We behave as if we were a vanquished people, and in any case we seem so to the world. This is the result of our policy of effacement, for which must be substituted at all costs a

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“policy of action which will permit us to  
“hold our rank.”

“As an example of the good results of a  
“more active policy, M. Doumer cited the  
“way French trading stations and business  
“houses had sprung up at Shanghai and  
“Canton after Admiral Pottier’s arrival in  
“those ports.” \*

Surely the British should need no better  
incentive than this?

“Every port, every town and every vil-  
“lage,” wrote Lord Curzon, “that passes  
“into French and Russian hands is an  
“outlet lost to Manchester, Bradford and  
“Bombay.”

These are days of State aid among  
foreign nations, and if we find that we are  
suffering serious injury from such methods  
it will be necessary to find and to apply a  
remedy. At present, fortunately, these  
are also days of prosperity for Hongkong,  
which will increase when the West River  
is really opened to our steamers. French  
railways may be even there before us, as  
their methods of dealing with the Chinese  
are more successful if more arbitrary than

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\* *The Times*, Paris Correspondent, 7th April, 1902.

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ours. Our success should not lead us to ignore the quiet but rapid activity of others in our own markets, for our trade is not so large that we can afford not to increase it, and as Japan has hit us heavily in Formosa and mid-China, so France and Germany are cutting into us in the southern ports, whilst in the two Kwangs, France will shortly pit her railways against our shipping, and her subsidised steamers will compete with ours from our own port.

The decision of the French to make Kwang-chau-wan into a first-class naval base, to protect the Hongay coalfields, and to strengthen their Asiatic squadron, testifies to a vigorous policy on their part. It is a policy of defence, because at present Indo-China is practically undefended except by the fleet. The coalfields are becoming increasingly important when it is remembered that not only French but Russian cruisers for some time past have been using Hongay coal as fuel, with successful results. Hongay, with its inexhaustible coalfields, is to be made into a second-class naval station.

The last Report (1902) on French Indo-China gives the garrison as follows:—

European Battalions .....	17
Native Battalions.....	17
Batteries .....	18
Railway Engineers — company ...	1
Engineers                               ,,     ...	2
Bridge builders                       ,,     ...	1
Telegraphists                         ,,     ...	1
Cavalry — squadron .....	1
Remounts, etc.     ,,     .....	1

With the history of Tonkin and its people I have not presumed to deal. The reader who is interested in the past history of the various races in Indo-China will find many valuable works on this and kindred subjects, issued from the Philological and Archæological Institute at Hanoi. General Mesny, in his *Tung-king*, gives a good epitome of Tonkinese history compiled from Chinese and native sources.

France is said to have had designs in Tonkin in 1868. In 1872, the French warship *Bourayne* arrived at Hanoi, and there the captain met M. Dupuis. By the treaty of 1874 France obtained a

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concession at Hanoi, in the form of a quarter of a mile of river frontage, on which, after being left idle for some time, a few buildings were erected and a consul appointed with a guard of 100 soldiers. This went on till 1882, during which year Hongay was seized by the French. The campaign in Tonkin commenced in 1883, and was not concluded till 1887.

The native of Tonkin is not very impressive, and seems to be a cross between a Chinaman and a Malay. Physically and mentally he is obviously much inferior to his Chinese neighbour, and everywhere in Tonkin in business and in agriculture the Chinese occupy the positions of wealth and influence. The whole of the rice trade in Tonkin is in the hands of the Chinese, and their numbers would vastly increase if the French held out better inducements for them to settle.

In physique the Tonkinese much resemble the Filipinos and are not so sturdy as the Malays. The Tonkinese are said to make very reliable native troops, and, under French leaders, have successfully fought against their old allies, the

Chinese pirates. But the natives do not impress one as being men of action ; they



A NATIVE HUT.

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are evidently lazy, and can in no way be compared with the Chinese as artisans or men of business.

The women waddle, chew betel nut, and wear immense palm-leaf hats.

Turning briefly to the question of Municipal Administration, which is of vital importance to the future of Hongkong, there is no doubt that the French are much our superiors. We have had to contend with difficulties, owing to the rapid and enormous inrush of a native population, to whom sanitary measures are only an annoyance and are therefore to be evaded, and also to the mountainous site of the city. The latter does not, however, apply to Kowloon. The French have had equal difficulties; they have built magnificent cities on swamp land, and cleaned out and reconstructed a big native city. Hongkong has been in existence sixty years; Tonkin was only taken by the French in 1887. Reform in Hongkong, however, is perhaps dawning, for the result of the agitation of 1901, which was repudiated and denied by the Government, introduced two able sanitary experts, whose



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reports justify the public Petitioners, and whose recommendations, it is to be hoped, will shortly be adopted, in the form of the new Sanitary Properties and Buildings Ordinance, which is now before the Legislative Council.

We question also the Protective policy of Tonkin, and compare Haiphong with Hongkong. This is unfair, as we stand outside the threshold of two densely populated provinces, possessing the largest and wealthiest city in the Chinese Empire. Hongkong is a port of call for ocean-going ships. It is a question of method, which with us finds no favour. The French regard Indo-China as an offspring that requires to be generously nursed. Protection they consider to be an essential tonic, and it almost fills, by the creation of monopolies and the influx of revenue from duties, an exchequer without much risk, and affords an open and uncompleted market for French goods.

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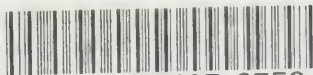
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