

enterprise in China. Some of us have had business relations with you, while others are proud to number you among their private friends. But we one and all desire to testify to the integrity of your character and the equity of your dealings. It is no small matter for one who has been immersed in business affairs of all kinds, as you have been, for over forty years, to come out of the ordeal without a flaw on his reputation. The standard of commercial honour your example has set up we therefore deem of great value, not to your countrymen alone, but to all who are engaged in similar pursuits.

It would not be appropriate on this occasion to dwell on that part of your commercial career during which you were acting in a private capacity. It was in the organisation of that great national enterprise, the China Merchants' Steam Navigation Company, that your sterling qualities were displayed before the public, and whether regarded as the first introduction of steam on a large scale into this empire, or as the means of enabling the Chinese to gain experience in new and efficient methods of business, the importance of that venture can hardly be over-estimated. Without your energy, capacity, financial reputation, and patriotism, this scheme would in all probability never have been carried out: and it is your name therefore that must ever be associated with that of His Excellency Li Hung-chang as the leader in that new departure.

The honour has also fallen on you of being the pioneer of mining industry in China on foreign principles, whereby a new source of wealth to the country has been opened up which only needs honest and capable management to yield valuable results in the future. Your collieries at Kaiping will be a monument to those who come after you of the triumph over difficulties of a complex and formidable character.

The great problem of the initiation of railway enterprise in the Chinese empire has likewise been solved, to a very great extent, through your instrumentality, and it is to your rare faculty for translating theory into practice that your countrymen will owe this important element of prosperity and strength.

These achievements, significant as they are, are far from exhausting the record of your laborious life. But they are sufficient to entitle you to the respect and gratitude of your countrymen to all future time; and we cannot doubt that they fully recognise the claim.

In the establishment and administration of these various works you have employed foreigners of every grade, and you have also had extensive dealings with foreign traders and manufacturers. No one of all those who have thus come in contact with you has failed to be impressed with your fine sense of justice, your liberality, and upright bearing in every transaction, whether of a commercial or personal character. It is our opinion that no single individual has done so much to enhance the good repute of the Chinese throughout the civilised world, and to infuse an honourable tone into international business.

In so far as your countrymen have been enriched through your exertions, we rejoice at it, being fully persuaded that only that commerce can be prosperous and permanent which benefits both the parties engaged in it.

We wish you may long live to enjoy the respect of your friends and the affection of your family; and when the enforced leisure of age overtakes you, may you have the happiness to see the work of your hands growing under the care of men who are wise enough to follow in your footsteps."

Mr. Tong King-sing, deeply touched by the wholly unexpected demonstration, acknowledged the compliment in a long and most interesting speech in which he im-

parted to the company some leading biographical details and gave some lucid descriptions of the enterprises in which he had been engaged. His speech was characterised by the simple eloquence of a circumstantial matter-of-fact statement and was cheered to the echo.

Mr. Detring followed soon after and dwelt on the heroism of Mr. Tong King-sing's life battle which he commenced without any of the advantages which are generally thought so necessary to success, and he had fought his way to victory by his own force of character. Mr. Detring paid an eloquent tribute to Tong King-sing's personal character and to the lasting value of what he had done for his country.

There being no stenographer present and the speaker having left Tientsin immediately after the function there has been no opportunity of obtaining an adequate report of his speech.

Mr. Tong Kidson (of Shanghai) supported his uncle in thanking the hosts for their splendid acknowledgment of the services of his uncle, and took occasion to read a letter received from the Inspector-General of Customs.

The Chairman proposed the health of Mr. Tong King-sing's colleagues and staff to whom he had ascribed all the success of his undertakings. This elicited a capital speech from Shêng Taotai, which was admirably rendered into English by Mr. Lo Fêng-loh, in which he joined heartily in the eulogies which had been passed on the guest of the evening, and said all that Mr. Tong's colleagues, whether in the China Merchants' Co. or elsewhere, could do was to follow in the lines which he had laid down.

Mr. Kinder, Engineer-in-Chief of the Railway, also made a brief acknowledgment and in his turn deprecated any credit being given to himself as Engineer, for what had been accomplished, the merit of which he declared was entirely due to Mr. Tong.

The feast was calculated to last from 7 to 9 p.m. to suit Chinese habits and in deference to Mr. Tong's weak state of health, but it was protracted till eleven o'clock, when Mr. Tong retired and everything had gone so pleasantly that there was a feeling of disappointment when the official portion of the banquet was thus suddenly brought to an end.

JOTTINGS.

(FROM A CORRESPONDENT.)

Why do the people continue to throw mud and scream themselves hoarse whenever a steamer makes its appearance between Hankow and Ichang? After ten years of steam traffic between the cities a better state of mind should exist than is manifest. Who is to blame? Should such savage exhibitions be tolerated upon the part of steamboat companies and the travelling public? Are such manifestations beneath the consideration of native officials and foreign consuls? Does not the free permission of such outrages tend to demean foreigners in the eyes of the populace, and disseminate malevolent feelings that might be nipped in the bud if now dealt with?

Ichang is more lively than five years ago. The *Esk* and Customs cruiser frown upon dismantled walls. The greatest exhibition, and one that speaks of the right kind of progress, is the immense fleet of native junks lying at anchor below the Customs jetty, all flying one or more House flags. When the flags are all up—they are mostly red—they make a very lively appearance. I don't remember being called "foreign devil" or such-like mild epithet, by any of the crews of these foreign flagged boats between Ichang and Chungking, but commonly so by other crews.

The Tsin rapid is the terror of native boatmen in February and March. We

found it fierce and straight across the river. The fall must be five feet at least. Boats unlade and ascend upon the north bank. The majority of boats however ascend upon the southern bank, and do not unlade. We waited 36 hours for our turn. During this time we saw one boat wrecked in the ascent, and another plunge down half submerged, which was fished out by the "Life Savers."

We had a little scene as we ascended. Our boat rushed up to the foot of the falls furiously with a return current, and ran foul of a rock and smashed three front planks. In the process of repairing, which took half an hour, an empty junk sailed across and attempted to get in ahead of us and other junks lying below us. This was a breach of the regulations, so every "tracker" far and near rushed forward with rocks, poles, and anything at hand, and literally loaded the boat with stone ballast. I noticed the cook of one boat throwing boiling water upon the offenders. Get over the Tsin rapid as soon as possible, and you may congratulate yourself upon a safe ascent.

Nothing else bad between there and Chungking at this season—April.

There is a manifest increase in the area of land used for the poppy. It begins really at Wanhien and continues without interruption to Chungking. It was in full bloom, and a prettier sight could not be found in any country. I counted twenty terraces upon one mountain side one above the other.

Found the Chungking community flourishing. Customs quarters high and airy and the gentlemen all in love with the summer climate of the place, but not a word to say in favour of the winter. The gentlemen look well, and the veteran Harbour Master surely has not lost in avoirdupois. In fact I have noticed that all the gentlemen occupying that position at the Yangtze ports look remarkably well. Can it be the climate, or good work well done that makes them flourish?

There are four Missions here, and fairly well manned—largely with women. Dr. McCartney of the M. E. Mission and Customs physician is doing a fine work. He is well known among the people. His hospital and dispensary are carried on with vigour, and he also dispenses medicines at points sixty li from the city.

Some parts of the city of Chungking seem a little nervous at the presence of a foreigner. The outlook seems bright, and when steamers are permitted to run up from Ichang there will be a grand commercial revolution in the Imperial province of Szechuan.

Near Sü-foo, 30th April.

TUESDAY NIGHT'S FIRE.

For some time past Shanghai has been free from fires, but the spell was broken on Tuesday night, when the firemen were as called out at 10 o'clock, their services being required in Honan Road. They were usual, promptly at the spot, but found a row of buildings between Siking and Foo-chow Roads blazing so fiercely that the houses on the opposite side of the road were scorched. These were first wetted down by two streams belonging to the "Deluge," and then attention was paid to the burning houses themselves. Soon the other companies, the Mih-ho-loongs being second, were playing one or two streams each, and the fire was thereby confined to eleven houses between firewalls. Some of the firemen took their hose to the rear and played from the windows of other houses, so that the flames were thus confined and the danger was over by 11 o'clock, but the firemen remained at work till past midnight. A few minutes before that time the fronts of two houses fell outwards with a crash, and the firemen had only enough warning to step back, so that nobody