

Trade and manufactures grow rapidly; at present, the following factories are at work in the town of Vladivostók and its environs:

	Number of factories.	Output in rubls.
Brick-kilns	8	250,000
Beton manufactory	1	20,000
Machinery works (Buring).....	1	50,000
Tannery.....	1	40,000
Butter	1	40,000
Rope-yard	1	5,000
Match manufactory (Suvórov).	1	120,000
Saw-mills	3	30,000
Beer-brewery.....	1	10,000
Establishment for the preparation of mineral water	2	10,000
Machinery works.....	3	40,000
Breweries (manza beer)	4	80,000
	27	695,000

The Chinese beer tastes of corn and is very sweet; it is drunk hot or cold and costs 15 k. a bottle.

Printing offices of Remézov, Panov and Sushehinski.

Photographic (studios) the best belongs to Matskévich, next comes that of Múkhin and of the Japanese Koito.

According to its position, Vladivostók presents the best and most important centre of trade throughout the Russian coast in the Far East. With the construction of the railway, its importance as regards commerce is ever on the increase. With the exception of a few important Russian and foreign European firms, almost the whole trade was in the hands of the Chinese; but, since the completion of steam communication, the number of Russian firms has augmented considerably.

The progress of the commercial relations of Vladivostók with the other ports may be illustrated by comparing the figures drawn from the data concerning the arrival of steamers in the Vladivostók roadstead.

Number of steamers arrived during the navigation season of 1894:

Russian steamers, 53 with a tonnage of	56,919
Foreign " 93 " "	90,463

During the navigation of 1896:

Russian steamers, 72 with a tonnage of	76,854
Foreign " 181 " "	118,874

In conjunction with the rising figures of arriving vessels, the number of ports with which Vladivostók entered into commercial relations also increased considerably. Besides the ports of European Russia, China, Japan and Korea, goods are now transported by Russian steamers from such distant points as Glasgow, Colombo, Port-Said, Singapur and Hongkong.

A greater animation also is noticed in the intercourse of Vladivostók with the seabords of China and Korea, carried on by means of Chinese junks and barges, their number amounting to 1,500.

The chief articles of import are: rice, flour, wheaten flour, butter, salt, cloth, cotton and silk stuffs, boots, china, vegetables, fresh and preserved fruit, as well as coal, agricultural implements and cartridges.

The principal articles of export to foreign countries are sea-cabbage, zhen-shen root, mushrooms found on oak stumps, lichens growing on corn, trepang etc., forwarded to China, and quite useless to the Russian population.

For the promotion of industrial activity, a branch of the State Bank was established in Vladivostók in 1894; from 1898 there is also a branch of the Russo-Chinese Bank. The Town Bank and the Yarosláv-Kostromá Land Bank operate likewise in the town.

In 1899, the Emperor authorised throughout the Empire a subscription for the erection of a monument to the late Admiral Vasili Stepánovich Zavoiko, the eminent administrator of the Amúr region and hero of the defence of the Peter and Paul Port, attacked in 1854 by the Anglo-French fleet.

The principal firms of Vladivostók are:

Briner, firm of S. S. Briner, Kuznetsóv and Company, unloading of ships, freight transport, with an association of Korean workmen for the discharge of cargoes, possesses boats and a steam cutter. Important timber trade. Saw mills in the Littoral territory and Korea.

Languelitier, wholesale in various goods. Wine and spirit stores. Lindholm, firm of Lindholm and Co. wholesale and retail trade in flour goods and petroleum. Brick and cement manufactory.

Commercial house of Kunst and Albers, wholesale and retail trade in various Russian and foreign goods. Spirit and wine stores. Petroleum, flour and butter. Banker's office.

Semiónov and Co., obtaining sea-cabbage and fish in the Sea of Japan. Commercial house of Chúrín and Co., wholesale and retail trade in manufactures, drugs, iron, copper, perfumery, tobacco, grocery and other goods.

Banker's office: Shevelióv and Co., navigation with regular postal and freight service between China, Japan, Korea, the Island of Sakhalín and the posts of the Tartary Strait. Stores and sale of gunpowder. Commission agent. Commercial house of Brothers Borodín, sale of various goods.

Zhunlévich, „Littoral tannery of Zhunlévich and Co.“ Piánkov, commercial house, firm of M. Piánkov and Brothers. Wholesale and retail trade in wine and spirit, distillery. Shulyagin, wholesale and retail trade in tea, sugar and flour. Cable and rope-yard.

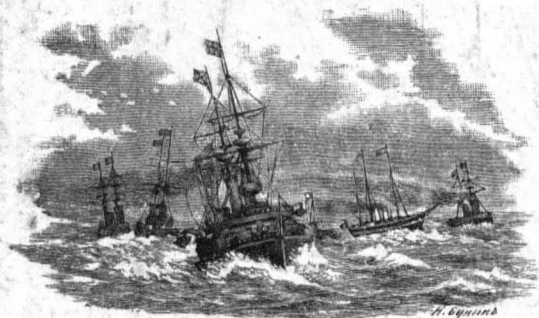
Aurenhammer, company under the name of Hautmann and Aurenhammer, trade in metal wares and American goods.

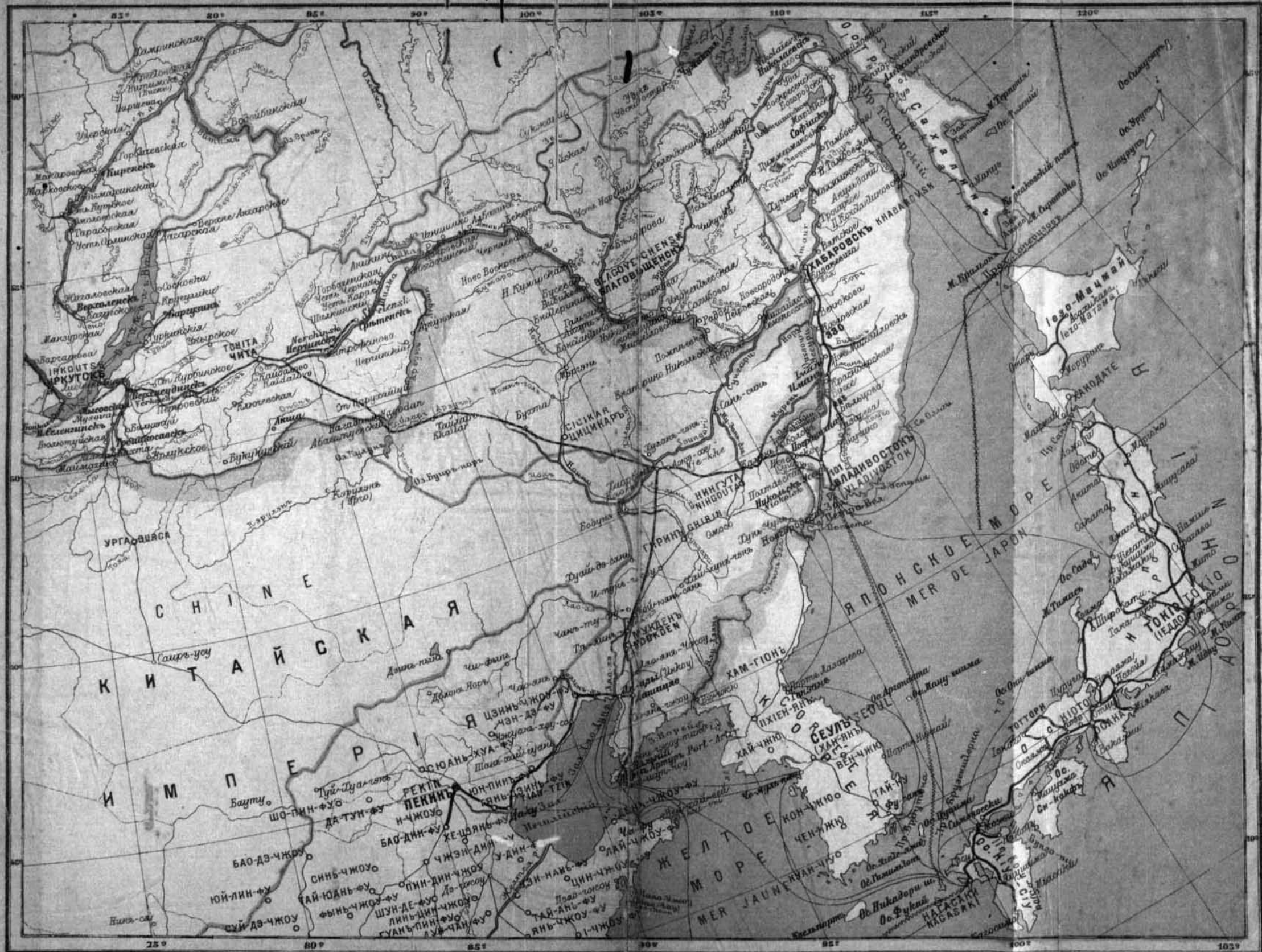
Bürgen, machinery works, Zenzinov, bookseller. Suvórov, match manufactory of Suvórov, Sushínsky and Co., printers & lithographers and publishers. Agents of Russian insurance societies and transport offices: Andrésí, of the Russian Fire Insurance Society, Datton, of the Anchor Insurance Society, Romérsky, of the St. Petersburg Insurance Society. Languelitier, of the Russia Insurance Society. Merkúlov of the Northern Insurance Society. Skóblin of the Russian Freight Transport and Insurance Society.

Sheveliov, of the Nadézhda Society. Spengler of the First Russian Insurance Society.

Steamship agents: Teréntiev, of the Volunteer Fleet. Terami, of the „Nippon-luzen-Kaisha“. Vasiliev of the Amúr Steamship Company. Sigiur, of the Japanese Steamship Company „O'ne“.

From Vladivostók, the sea-route by the waters of the Pacific Ocean lies open to the steamers of the Volunteer Fleet and to those belonging to the East Chinese railway, and likewise to steamers of foreign countries, which from year to year enlarge their commercial relations with the ports of the Far East.





The Island of Sakhalín.

The economic and commercial relations of the Island of Sakhalín with the Ussúri region. — Geographical position and superficial configuration of the island. — Geological structure and mineral wealth. Coal pits, naphtha springs, auriferous areas, amber. — Hydrography. — Climate. — Flora. — Fauna. — Historical past. — Administration. — Population. — Convict prisons and penitential colonies. — Industry. — Agriculture. — Cattle-raising. — Trapping. — Fishing. — Sea-cabbage industry. — Fishing for crayfish, crabs and trepang. — Prison workshops. — Handicraft productions. — Trade. — Ways of communication. — Future importance of the island — Bibliography.

THE Littoral territory and particularly the Ussúri region are in close economic and commercial connexion with the Island of Sakhalín, lying off the continent. Upon the opening of direct steam traffic on the Great Siberian main line, the economic interests of both territories will be still more closely united, both tending towards the further development of trade and industrial exchange at the terminus of the great transit road.

The Island of Sakhalín stretches in a long and narrow line along the eastern shore of the Littoral territory (between $45^{\circ} 54'$ and $54^{\circ} 24'$ N. lat. and $111^{\circ} 21'$ and $118^{\circ} 29'$ E. long. from St. Petersburg), separated from it by the northern part of the Sea of Japan (Tartary or Nevelskói Strait). Its southern portion, assuming the shape of a horseshoe and forming Aníva Bay, extends towards Japan, divided from it by La Perouse Strait. The extent of the island from north to south is about 900 versts, its narrowest point is 25 versts, at the military post of Kusunnái, the widest near Sertunái being 150 versts. The island has a superficial area of 1379 square geographical miles, approximately corresponding to Greece or to the Moscow and Riazán governments taken together.

besides the Dué mines, the most important are: the Mgachinsk mines belonging to the gold-mining concern of Makóvski and Co., obtaining annually upwards of 500,000 puds of coal; and the Alexandrov and Vladímir mines of the Prison Department, with an annual output of 600,000 to 800,000 puds.

Naphtha has been discovered at many places on Sakhalín, principally in its northern extremity. Special attention is due to the springs found on the eastern coast of the island, in its northern part, near the Nabílsk Gulf, accessible to deep draught sea-going vessels.

According to the explorations made by Engineer Batsévich, deposits of naphtha extend along the meridian, having their centre near the Okhotsk Sea and at a distance of 5 to 25 versts from it. The specific gravity of the naphtha obtained from the upper layer or turf, measuring about 3 sazhen in depth and situated in different parts, varies from 0.890 to 0.895; the daily output amounts to several puds. According to the specific gravity and the results obtained from distillation, the Sakhalín naphtha has properties analogous to that of the Caucasian naphtha. Another important bed was discovered by Engineer Kleie in 1898, on the same eastern coast near the river Nútov. The analysis of the naphtha drawn from the upper layers of the soil shewed the following results: specific gravity 0.905; heated to 150° C., contains a very small percentage of benzin; heated to 300°, yields 27 per cent of pure petroleum; heated upwards of 500°, produces a very good oil for greasing machinery. The naphtha springs throughout a considerable extent of the island territory, their abundance; the richness of the superficial and subterranean deposits of kir or asphalt of recent formation and the daily flow of the oil point to the existence of considerable supplies of naphtha at a certain depth.

In 1898, gold mines were found in the central part of Sakhalín by Dr. Cherdyntsev and the nobleman Kirchner, who ascertained the proportion as 1 to 2 zolotniks of gold to 100 puds of gravel. According to certain indications, the auriferous area which has been discovered offers a wide scope for the development of gold-mining industry. The Sakhalín Goldmining Company has been organised in order to work the mines.

Amber occurs on the eastern coast from Patience Gulf to Lake Tunáicha, and likewise near Cape Krylliún, where it is cast up by the sea.

The coast of Sakhalín is intersected with gulfs and bays, among which the most important is Aníva Gulf, on the eastern side, in the central part of the island. The numerous gulfs and bays do not however afford the conditions for convenient harbours, partly because they are too wide and unprotected, and partly because they remain frost-bound for a long time.

The island is abundantly watered: numerous fresh-water lakes richly provided with fish are scattered all over its territory, many rivers and streams falling from the mountains run in every direction. These water systems, although of inconsiderable extent, play no important part in the economic life of the island, as they offer no convenient means of transportation. Only the large river Poronái, falling into Patience Gulf, being 300 versts long, is navigable for a distance of 40 to 50 versts from its mouth, and that for small vessels only. The other rivers are narrow and shallow and of a mountainous character.

The climate of Sakhalín is very severe, which is largely due to the northern sea-current flowing round the island. It brings down masses of ice, which remain unmelted as late as June. These unfavourable conditions are

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still further aggravated by the humidity of the air, and the constant fog, rain and snow. According to meteorological observations, there are only from 39 to 63 clear days yearly. The mean annual temperature at Dué ($50^{\circ} 49'$ N. lat.) is $-0^{\circ} 59'$, at Kusunnai ($47^{\circ} 59'$ N. lat.) $-1^{\circ} 79'$, and at Aniva ($46^{\circ} 2'$ N. lat.) $-3^{\circ} 1'$.

The flora of the Okhotsk coast-land. The vegetation found in the south-western portion of the island is almost the same as on the Amúr and in Northern Japan. The tree species occurring here are: larch, pine, fir, cedar, birch, poplar, blackberry; yew and cedar grow on the mountains. In the southern localities protected from cold winds, are maple, oak, ash, several varieties of wild cherry, apple and cork-tree. Among the shrubs are found honey-suckle, elder, prick-wood, white hazel and wild vine.

The flora is also represented by some plants proper to the coast of north America, such as: *Epilobium affine* Boug. *Ribes affine* Boug. *Vaccinium ovifolium* Sm. and others, and a special kind of bamboo, attaining a man's height and covering the mountains together with the Kamchátka dwarf birch. Upon the whole, three quarters of the territory of Sakhalín, viz. about 4,600,000 desiatins, are occupied by forests. Fires, occasioned by the carelessness of the settlers, destroy wide areas; the inhabitants, being deprived of their freedom, care but little for the future prosperity of the island.

The fauna of Sakhalín contains the same species as are found on the adjoining mainland and in the surrounding waters.

The earliest historical information about Sakhalín dates barely from the XVII century. In the forties of this century, Russian Cossacks in search of distant lands reached the mouth of the Amúr, and one of them named Poyárkov discovered the existence of an island opposite the mouth of the Amúr. Almost at the time of Poyárkov's campaign in 1643, a Dutch expedition under the leadership of Martin Herriz de Vries discovered Patience Gulf (Bot van Patientie) without suspecting that Sakhalín was a separate island. The first fairly exact chart of Sakhalín was made by the Japanese travellers Mohama-Tonkai and Mamio-Rinzo at the beginning of the XIX century, but, as it only later on became known to Europeans, Sakhalín was considered to be a peninsula up to the middle of the XIX century.

The geographical explorations effected by the expedition under Nevelskói during the occupation of the mouth of the Amúr (1849—1852) ascertained that Sakhalín was an island and that the Strait of Tartary was fit for navigation. From this time, Sakhalín was explored with a view to study its relief, climate, natural wealth etc. To the end of the XVIII century, Sakhalín was under Chinese dominion, having received its name from the Manchur "Saghalian anga hata" which means cliffs at the mouth of the Black river, and is explained by the position of the hilly part of the island covered by the Engspál ridge, situated opposite the mouth of the Amúr. From the XVIII century the Japanese found their way to Sakhalín, and having occupied its southern extremity gave it the name of Krafu. It is only since the lower reaches of the Amúr were occupied that the Russians could firmly establish their posts on Sakhalín; thus, according to the treaty with Japan concluded on the 26 January, 1855, the northern part of the island was recognised to belong to Russia. Military posts were established in 1857 at Dué and Sartunai and in 1858, at Kusunnai. The attempts made by the Government to utilise convict labour at the coal-mines near the port of Dué refer to the same time. At first, small bodies of exile settlers were forwarded to the Island of Sakhalín

and it is only in 1869 that a large party of 800 convicts was sent there. The experiments made in the establishment of a great number of criminals on the island proved successful, and it was resolved to employ convict labour for the cultivation of the island and for the working of coal in the mines belonging to the joint stock company „Sakhalin“, to which the Government ceded its rights of exploitation, concluding a contract containing the condition to utilise convict labour. After the conclusion of the treaty with Japan in 1875, according to which the island passed entirely under the dominion of Russia, the first prison settlement Korsákov Post, now the centre of a district, was founded in southern Sakhalin. Such settlements were also established in other parts of the island, receiving a contingent of convicts discharged from hard labour as exile settlers.

All exile settlers receive grants of land and a loan from the Government for the organisation of the household; they are under the inspection of the administration and, on obtaining a good character, are allowed to settle in the Littoral and Amúr territories. The organisation of the Sakhalin convict stations and of the exile settlers' life are due to the activity of the former director of the Chief Prison Department, M. N. Gálkin Vráski, now member of the State Council, who repeatedly visited the eastern borderland of Siberia.

With a view to secure the family principle, required for colonisation since 1883, all women condemned to hard labour are forwarded to this island from European Russia. Since 1884, convicts are transported from Odessa on the steamers of the Volunteer Fleet.

The administration of the island is in the hands of the Military Governor under the control of the Governor-General of the Amúr territory. Alexandrovsk Post is the residence of the Military Governor.

For purposes of administration, the island is divided into three districts. Alexandrovsk, on the western coast reaching to the river Nayás. Tymóvsk: occupying the valleys of the rivers Tym and Poronái; and Korsákov in the southern part of the island, extending along the western coast to the river Nayás and along the eastern side to Cape Patience. According to the census of 1897, the population shewed the following figures:

	Males.	Females.	Total.
Alexándrovsk district	8,518	2,634	11,152
Tymóvsk	5,833	2,628	8,461
Korsákov	6,167	2,386	8,553
	20,518	7,648	28,166

The population is composed of Russians and four native tribes: the Giliák, Tungús, Orochén and Aino. The number of natives is about 4,000.

Tribes allied to the Giliáks, Tungús and Orochéns inhabit the lower streams of the Amúr: and the aborigenes of the island do not in any way differ from those of the mainland.

The Ainos are allied to the inhabitants of the island of Yezo, who belong to the European race.

The Russian population of the island comprises the following categories: 1) Officials of the civil and military class (about 2,500), 2) Free peasants (5,000), 3) Exile peasants (3,000), 4) Exile settlers (7,500) and 5) Exile convicts (7,000).

The permanent population is concentrated in 98 settlements, of which 36 are in the Alexandrovsk, 21 in the Tymóvsk, and 42 in the Korsákov di-

stricts. There are only 8 churches in all the districts; however, the organisation of fresh parishes is projected. The number of schools is 28, among which 5 have two classes, whereas the others have only one class with a total of 720 pupils. The question regarding the establishment of an agricultural school is now being started.

Industry in Sakhalín is still in the bud. Having undertaken the colonisation of Sakhalín and wishing to give to its population a permanent character, the Government applies the greatest care to the development of agriculture, which is carried on at the seven existing convict prisons by the exile convicts themselves. The extent of the prison husbandry is not considerable, with the exception of potatoes and hay, which are obtained in the proportions required by the prisons.

Agriculture increases from year to year among the peasants and settlers, in spite of the small quantity of land suited for cultivation; in order to obviate this defect, fresh lands are cleared every year, although this labour is attended with great difficulties. At present, the cultivated area represents only a desiatin to every peasant's and settler's household. The corn mainly sown is wheat, next come barley, oats, yáritsa and a smaller quantity of winter rye. Potatoes are mostly cultivated. Owing to the good quality of the soil not yet exhausted by tillage, fourfold and in favourable years upwards of sixfold crops are obtained. The slow progress in the extension of the cultivated area depends not alone on the amount of labour needed for the clearing of the forest land, but principally on the want of steadiness of the compulsory colonists, who are deprived of the possibility of having their own homes and families. The absence of women or, more exactly, their limited number is one of the chief impediments hindering the development of agriculture and of industry in general on Sakhalín. The proportion of housewives to housemasters is 40 per cent, i. e. among 100 homesteads, 60 lack the presence of a woman. How much their absence is felt may be seen by the fact that, as soon as a party of women settlers or prisoners is brought from Odessa, they are immediately taken up by the settlers without any reference to age, merely as women, wives and housekeepers.

Cattle-raising, like agriculture, is still at a primitive stage of development. The cattle belong to the Transbaikál stock. The horses come from the Tomsk and Transbaikál races. Sheep-breeding is carried on in very small proportions. On the average, every household owns about $1\frac{1}{2}$ ox and $\frac{1}{2}$ horse.

Trapping being the constant occupation and the chief resource of the natives is extensively practised in the northern part of the island, where sable and deer are hunted with success.

The fisheries form the greatest wealth of Sakhalín. Innumerable shoals of various fish approach the desert coasts of Sakhalín, as stated by Doctor Sliúnin in his report regarding the industrial wealth of the Far East.

Certain species of fish keep to the shore, and very often the stormy sea casts them up on the sloping beach, thus forming a bulwark of dead fish, 5 to 6 feet in height: a cruel irony for those who do not know how to avail themselves of nature's gifts. Other fish move in shoals to the rivers, blocking their streams, even hindering the passage of boats, only to perish there and fill the air with contagion. This aquatic wealth constitutes an abundant source of welfare and prosperity for this distant region. The time is near when these treasures will take an important place and the inhospitable and desert shores acquire a more lively character.

Sakhalin will become a more valuable fishing station than Heligoland and Newfoundland taken together. At present, the chief objects of fishing are the ketá and gorbúsha, which generally are exported after having been first dried.

The Japanese every year develop and extend the fisheries along the shores of Sakhalin; they dry the fish and prepare a kind of manure from herrings. In 1896, the export of this manure amounted to 269,247 puds. The fish which is taken for local use is tax-free, whereas on the fish exported abroad a duty of 5 k. per pud is levied from Russian and 7 k. from foreign subjects. The Japanese traders are also subject to pay duty for every steamer going out to fish, according to the ship's papers and to the new registered tonnages.

The sea-cabbage industry is very important at Sakhalin, where for a long time it has been extensively carried on by Chinese and Japanese. The sea-cabbage is also gathered by the Semionóv and Démbi Co. of Vladivostok, exporting from 170,000 to 200,000 puds of this produce to China and Japan annually.

The rules applied to sea-cabbage gathering are included in the fishery regulations, and the rate of duty on this article is fixed in accordance with the duty levied on fish.

The taking of crayfish, crabs and mainly trepang presents also a profitable industry. On the island of Sakhalin, the rate of the duty for a pud of dried trepang is 60 k. for Russian and R. 1 for foreign subjects.

Oysters, occurring of the southern and central part of the island, are not exported.

The prison workshops, subjected to the management of the prison department, contain foundry, locksmith, joinery, saw mill, brick-kiln shops etc., producing various articles for the use of the department, only part of them being made for sale. At times, private orders are received, such as for the construction of barges for the Amúr Steamship and Trade Company. The population numbers many skilful artisans; the joinery goods are particularly famous, but do not find a ready sale.

The external commercial relations of Sakhalin are maintained by means of Russian and foreign steamship companies, their number increasing from year to year. Navigation opens at the end of April when, in spite of floating ice, private steamers venture to approach the island. Regular navigation commences in the middle of May, when the mail service is performed by the steamers of Shevelióv and Company subsidised by the Government, and subject to the obligation to pass once in two weeks along the Strait of Tartary. The mail steamers run into port Korsákov not more than once a month.

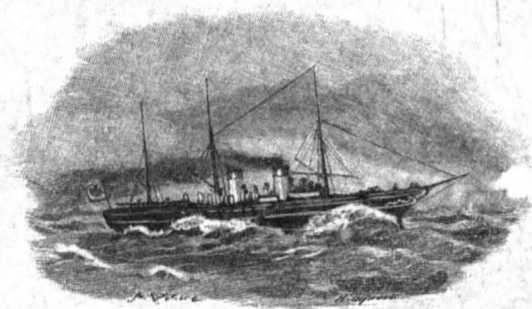
From the end of October to the end of December, when the Amúr liman is completely frost-bound, and from the middle of March to the end of April, the island is completely deprived of communication with the mainland, except by telegraph. During the remaining winter months, the post is carried by dogs from Nikoláevsk to the Amúr on the 1-st and 15-th of each month. Passenger traffic is also performed with sledges drawn by dogs.

The natural wealth of Sakhalin, consisting in numerous coal deposits, gold mines, naphtha springs, virgin forests of fir and foliage trees, in the abundance of marine animals and fish, sea-cabbage and trepang, gives great importance to this island, promising its future development into a vast trading and industrial colony.

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Manchuria and the East-Chinese railway.

Geographical sketch of Manchuria.—Configuration of the surface.—Hydrography.—Climate.—Flora.—Fauna.—Population.—Industry and Trade.—Administration.—Organisation of the Kwantún territory.—The East Chinese railway and the South Manchurian line.—Bibliography.



Manchuria covers the north-eastern part of the Chinese Empire, lying approximately between 53° and 38° N. lat, 86.5 and 104.5° E. long. from St. Petersburg. On the north-west, north and west it is bounded by the Russian Empire, on the west and south-west by Mongolia and China proper, and on the south and south-east by the Yellow Sea (the Gulfs of Korea and Liao-dún) and Korea.

This country derives its name from the tribe of Manchú, its predominant inhabitants. In China it is known under the name of Dun-san-shen, which literally means „Three eastern provinces“ (Khei-lun-tsián-shen or Amúr province, Tsin-lun-shen or Girin, and Shen-tsin-shen or Mukden province).

The superficial area of Manchuria comprises about 600,000 square versts, nearly equal to that of the Transbaikál territory and twice as large as Japan. The northern and greater portion is occupied by the Amúr and Suifún basins, and contains the two provinces of Khei-lun-shen and Tsin-lun-shen traversed by the future East Chinese Railway; the southern and smaller part, watered by the basins of the rivers Liso-Khe and Yalun-tsiáu and the Yellow Sea, consists of the Shen-tsin-shen province and is traversed by the future South Manchurian line.

In respect of the character of the surface, that of northern Manchuria is mainly mountainous. On the west, running along the meridian, stretches the Great Khingán, forming a far-spreading mountain range extending from the

frontier of China proper along the Amúr, for a distance of 1000 versts, with an average breadth of 300 versts.



Valley of the river Dzhad-unúr-gol.

On the north, the Great Khingán borders on the Il-Khurí-Alín mountain system, further east it joins the spurs of the Little Khingán. The area eastwards of the Sungarí and a great portion on the south are covered by the mountain system of Chan-bo-shán and its numerous branches. The highest point of this mountain system is the summit of the Baitón-shán (1800 feet above sea-level) presenting a gigantic column standing on the frontier of Manchuria and Korea, in the vicinity of which rise the three chief water arteries of the country: the Sungari, the Tumyn-ulá and the Yabí-tsin. The population of Manchuria and Korea particularly venerates this locality, consecrated to the forefathers of the Manchurian dynasty reigning in China. The Bai-tou-shan is an extinct volcano, whose crater is converted into a deep lake with a circumference of 9 to 10 versts, fringed with sharp-pointed peaks rising 500 feet above sea-level. The top of the mountain is covered with fragments of pumice and is of a white colour, which accounts for its name of White-headed Mountain. The local inhabitants designate the mountain lake by the name of Lun-van-tán or Lake of the Dragon King.

The western spur of the Chan-bo-shan system bears the name of Ku-le; between the Sungarí and its tributary, the Mudán-tsián, stretches another far and wide spreading branch of the Chzhan-guan-tsan-lín. The eastern spurs occupy an extensive area between the rivers Tumán-ulá, Suifún and Ussúri. They all have here different names (Kharbilín, Sao-e-lín, Chan-lín-tsa, Kentei-Álín, Van-lun-hón, Mukhdekhén etc.) and are cut at several points by the future railway line.

The character of the surface in southern Manchuria is like that of the northern part; it is mainly covered with low ridges divided into two groups

by the broad valley of the Liao-khé, falling into the Liao-dún Gulf. All these mountain ridges, with the exception of those coming up to the western border of the Liao-khé valley, form part of the Chan-bo-shán system.

Southern Manchuria, known under the name of the Liao-dún Peninsula, having the form of a triangle, projects into the Yellow Sea. It is also covered with low mountains, whose summits do not exceed a height of 3,000 to 5,000 feet above sea-level.

In spite of the inconsiderable elevation of the mountain masses, the area occupied by the Liao-dun Peninsula, endowed with but a scanty vegetation and owing to the rugged outlines of the mountains, has a very dreary character. The southern extremity of Liao-dún or the so called Guandún or Kwang-tung Peninsula is also mountainous, although possessing softer outlines. A range of rocky hills here runs from N. E. to S. W. The valleys interspersed between these ranges are mostly endowed with clayey soils.

The coast of the Guan-dún at some places falls abruptly to the sea, but all the elevations assume a softer and rounder outline.



The expedition of Engineer Sviágín in a gorge of the Wan-lun-hóu ridge.

The mineral wealth of Manchuria is not yet fully explored but, according to certain data, it may be regarded as very considerable. Coal-beds occur at many places along the line of the future railway, and principally on the Liao-dún Peninsula and throughout the coast of the Yellow Sea. Iron, silver, tin and gold are to be found on the Khingán and also in the spurs of the Chan-bo-shan ridge. The recent explorations of the Guan-dun peninsula ascertained the extraordinary auriferous nature of the whole territory. Gold has been found here in gravel and veins. In this respect, special attention is due to the environs of Bitsy-vo-Tsin-chzhóu and Port-Arthúr.

The hydrography of Northern Manchuria is the same in character as that of the neighbouring sections of the Siberian territory, viz. in the Amúr and Littoral regions.

The rain brought by the monsoons accounts for the numerous streams and swamps. In connexion with the distribution of the rainfall, the rivers of

Manchuria overflow twice a year, in spring, from the effect of the melting snow and in summer, in consequence of the abundant rainfall.

The greater number of rivers in Northern Manchuria belong to the Amúr system; however the chief artery of the country is not the Amúr, representing over a great extent the frontier of Russia and China, but its affluent the Sungari, flowing across the centre of the country.

Among the streams forming the Amúr and its right tributaries flowing within the limits of Manchuria, the principal are: the Khailár, composing

the upper part of the Argún with its affluent the Ibén-hól; the Albozíkha receiving the Zheltúga, known for its rich gold mines, and the Kumará, Chem, Khurpí, Ui-khé, the Sungari or Sún-khuá-tsián having a length of about 2,000 versts.

The whole course of the Sungari, according to its conditions, may be divided into three parts: the upper part to the town of Girin which is not navigable, the central part from Girin to the town of Bodune, navigable only during high water, and the lower part which is navigable throughout its course. The most important left affluents of the Sungari are: the I-tún-khé, the partly navigable Nonni, the Khilún-khé, the Taún-birá; on the right, it receives the Solín-khé and the Mudán-tsián or Khurkhá.

Among the tributaries of the Ussúri watering Manchuria, the most important is the Sungách, taking its source from Lake Khanká, the Murén and Nor.

Among the rivers of northern Manchuria, belonging to the basin of the Yellow Sea, the principal are: the Tumén-ulá,

navigable in its lower reaches, and the Suifún navigable within the limits of Russian territory.

Southern Manchuria, subject to the influence of the Yellow Sea and to an abundant rainfall, is irrigated by numerous running waters. The largest of its rivers is the Lia-khé falling into the Liao-dún Gulf and having a length of 800 versts; another important river bordering on Korea is the Yalú-tsián.

The mountainous character of the Liao-dún Peninsula, devoid of forests which could serve to direct the course of the running waters, prevents the formation of considerable water basins. All the rivers traversing the peninsula have a very inconsiderable length and an inconstant level, possessing the character of mountain streams.

As regards the Guan-dún or Kwan-túng Peninsula, the running water assumes there the form of mountain streams, which are irrepressible and full-flowing during the period of snow and rainfall, and dry up utterly during the other seasons. Upon the whole, the peninsula suffers from an absence of water, in spite of the abundance of rainfall. There are only a few wells,



Types of Chinese.

containing water of a bad quality, which can be employed for drink only after having been boiled or filtered.

Among the lake basins, the most important in northern Manchuria are the Dalái-nór or Kulún with an extent of about 1000 square versts, the Buír-nór, somewhat inferior in size, and the Khanká occupying about 4,000 square versts.

The coast-line bounded by the Yellow Sea, flowing round the Liao-dun Peninsula, is comparatively even in outline containing only on the south several deep bays on the eastern and western coasts.

The eastern shore comprises the bays of Liui-shun-kóu (Port Arthur), Da-lian-ván (Talienván) and others of lesser importance. Sini-shun-kou Bay is over 2 versts long and about 11½ versts broad, being connected with the open sea by a long and narrow passage, of about a verst in length, with a breadth of 150 to 200 sazhen. At the entrance of this bay, lies a wide roadstead suitable for the manoeuvring of a great number of vessels, being well protected by the surrounding elevations from northerly and westerly winds, but very dangerous during southerly and easterly winds, making the water very rough.



Chinese woman.

This roadstead is free of ice all the year round. Situated 45 versts north east of Sini-shun-kou (Port Arthur) Da-lian-ván Bay (Talienván) is better protected from winds and from the violence of the waves, by elevated capes projecting into the sea, and for this reason has a great advantage over the southern bay. Dalian-van presenting a wide gulf, about 12 versts long and 10 versts broad, with several bays, which never freeze, offers every convenience for the arrangement of a commercial port.

On the western shore of the Liao-dún Peninsula at its southern extremity, are two bays Pigeon and Louisa, with an anchorage for ships.

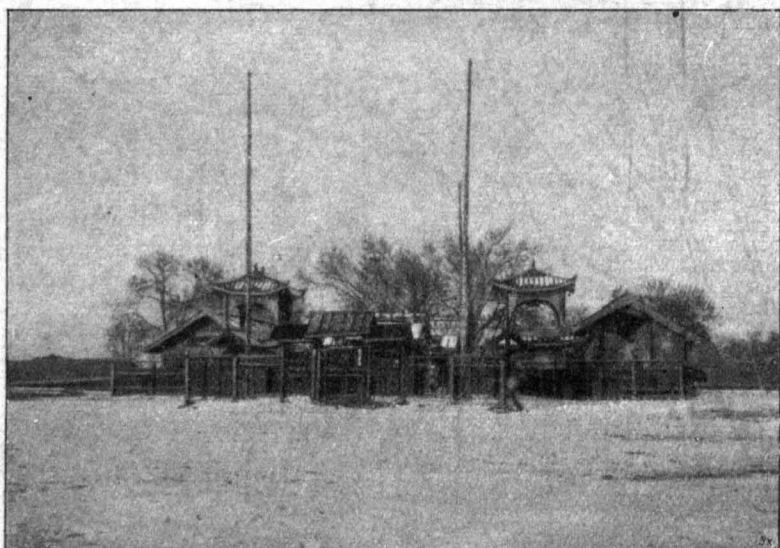
Further north on the Liao-dun coast, Company Bay is provided with a convenient anchorage for ships, sheltered as it is by numerous island groups.

The climate of Northern Manchuria is particularly severe and much colder than in other parts of the world lying within the same latitudes. In proximity to the northern part of the Sungarí, the cold attains a maximum of—45° R., whereas west of the Khingán it is often—50° R.

Navigation on the Sungarí is practicable only from the middle of April to the end of October. Winter lasts here for 5 months. The ice covering the Sungarí attains a thickness of 3 feet. Further west, near the source of the Argun, the duration of the winter is about 6 months. The spring is short, the greater part of the corn is already sown in April. The change from cold to warm weather is very sudden, accompanied by an extraordinarily rapid growth of the vegetation. The summer is very warm. The autumn commences

early, the leaves fall at the beginning of September, and morning frosts begin at the end of this month.

The southerly and south-easterly winds, prevailing during the summer, bring a great amount of moisture turning into rain. In the valley of the Sungari and throughout the central part of Manchuria, the rain season commences in the middle of June, and in the north-western portion in July. As a consequence of the northerly and north-westerly dry winds blowing in winter, the quantity of snow falling in Manchuria is not considerable, with the exception of the high ridges of the Great Khingán.



Temple.

The climate of the southern part of Manchuria, and especially of the Liao-dún Peninsula, whose south-eastern coast is bounded by the warm Korean current, is considerably warmer. The extreme northern port which does not freeze is the Bi-tsy-vo. The average winter temperature at Port-Arthur is 6° – 7° 5 C. below zero. In the middle of March, the temperature rises considerably, a short spring precedes a warm summer, characterised by rain and thunderstorms. The best time of the year at Liao-dún is the autumn, which like the spring is very short.

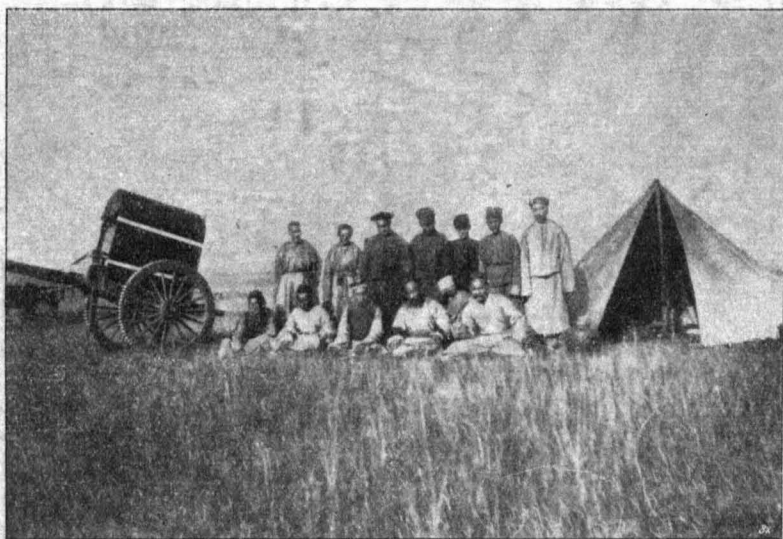
The flora and fauna of Northern Manchuria, upon the whole, are like those of the Amúr territory and the Ussúri region. The vegetation of Southern Manchuria, as well as its animal life, offers a mixture of North Chinese and Amúr representatives, with species from south-eastern Mongolia, Korea and Japan.

Together with forms common to the extreme north, such as the sable, the Bengal tiger, the most dangerous carnivore of Asia, occurs in Manchuria.

The population of Manchuria, according to approximate calculations, for want of any official data, may be estimated at about 15,000,000 (the Kheihun-tshien-shén province about 2,000,000, Tshien-lun-shén 7,000,000 and Shén-tsin-shén 6,000,000).

Among the most populous localities are the valley of the river Liao-khé, the Peninsula of Liao-dún and the central part of the Sungari basin.

The population consists of Chinese, Manchus, Koreans, Dairs, Orochéns, Bírars, Manégers, Golds, Solóns, Buriáts, Chipchins and Olóts. The most numerous are the Chinese, who a long time since gradually colonised the country and founded the first towns in Southern Manchuria. The stream of Chinese emigrants was greatly increased from the middle of the past century by the addition of peasants and runaway criminals, gold-hunters and gatherers of the zhen-shen root. Part of these outlanders became brigands called khunkhúz, who hold the peaceful inhabitants in awe. By this time, the Chinese occupy the whole of the Shen-tsun-shén province, they are scattered all over that of Tsin-lin-shén, and form a considerable percentage in the Khei-lun-tsian-shén province. Owing to the energy and industry of the Chinese population, the southern and part of the central portion of Manchuria, now but slightly differ as regards culture from the adjoining Chinese countries.



Group of Chinese officials, Buriáts and Solóns.

The number of Manchús is given at 600,000 to 700,000, mainly settled in towns, where they enjoy a privileged position, being enrolled in the Manchú troops or serving as officials in various administrative institutions. The Manchús form part of the country population only in the two northern provinces, whereas they are totally absent therefrom in the southern, Shen-tsian-shén province.

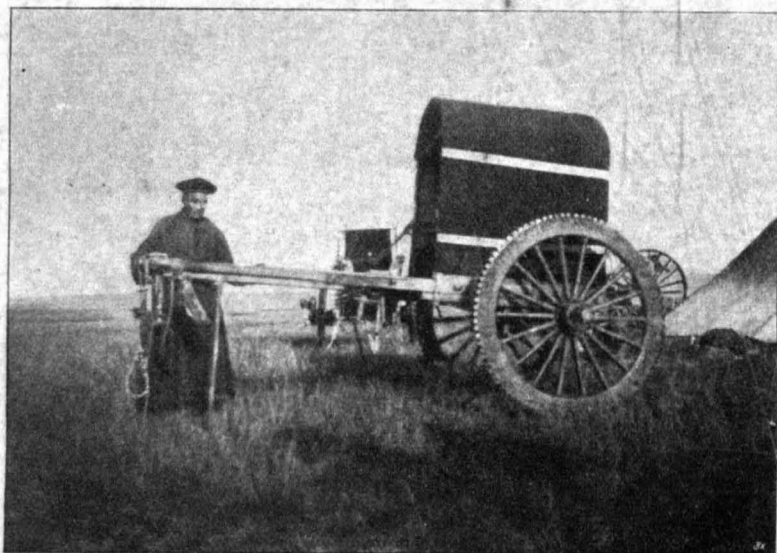
Among the other tribes, the most numerous are the Koreans, represented by 50,000.

The prevailing religion is Buddhism in its various forms.

The chief occupation of the permanent population of Manchuria is agriculture. Latterly, the Chinese Government paid special care to its development, taking measures for the settlement of the free lands and for the expansion of the cultivated tracts. The cereals cultivated are: wheat, oats,

barley, various kinds of millet and buckwheat, maize and rice in the southern districts. Among the forms of barley, the first place is occupied by Indian barley and Chinese gao-lin, which is used in making vodka.

Among the numerous leguminous plants, the da-dou, yielding oil, is extensively cultivated. Poppies are also sown in great quantity for the preparation of opium. Considerable tracts are occupied by plantations of tobacco, smoked by old and young, including the women. In the south of the Shensian-shén province, cotton is cultivated. The orchards are a great help to the population. Every Chinese hut is provided with a carefully kept kitchen garden, provided with the vegetables usually cultivated in the central zone of the European continent, with a profusion of onions, garlic and pepper,



Carriage of Chinese official.

pointing to the preference of the Chinese for vegetable food seasoned with strong spices.

In the southern portion of Manchuria, mainly in the Liao-dún Peninsula, the inhabitants occupy themselves with silk cultivation, the following towns being the chief centres of this industry: Siu-yan-chzhou, Tsin-chzhou-fu, Fuchzhou. The silk is obtained from the cocoon of the *Bombyx Pernyi*, feeding on oak-leaves (*Quercus Mongolica*, *Sinensis* and *dentata*).

Fruit-trees such as apple, pear, peach, plum etc. occur throughout Manchuria, with the exception of the northern parts, but it is only in the south that these trees attain a fair growth. Vineyards are met with in the south of the country.

Among profitable industries may be mentioned the gathering of the zhen-shén root (zhin-zéng or *Panax gyezeng*), which the Chinese consider as a panacea and a restorer of lost vigour.

Cattle-raising is extensively practised in Manchuria. A great quantity of cattle is bred in the Kheilún-tsian-shén province, exclusively for agricultural purposes and for transport; the Chinese scarcely ever eat meat, and very rarely kill their cattle. Milk products likewise are not used by them for food.

The horses of northern Manchuria are famous. The camels are employed as pack-animals in this country. In the southern portion of the Liao-dún Penin-



Solón tent in the steppe.

sula, poorly provided with pastures, cattle breeding is less developed. The north of Manchuria exports droves of cattle for slaughter to the Amúr region,



Chipchíns in the Sigeldzhi steppe.

sending them from the town of Khailár to Blagovéshchensk for further conveyance by the Amúr.

Fishing is carried on in the localities watered by the Amúr and the Sungari, but mostly along the sea-coast where fish, besides representing the chief food of the population, are also an article of export to other countries, after having been dried in the open air. Very good oysters are to be had in Dalian-ván and Bi-tsy-vó.

Manufactures, on account of the small development of mining industry and the low stage of prosperity of the population, is exclusively represented by handicraft production, calculated to meet the daily needs of a hardly civilised population. The chief forms of industry are oil-pressing and brandy distilling. Oil is obtained from beans and peas by means of very primitive presses.

Chinese vodka is prepared mainly from millet (gaolin).

Local cotton and silk are used in weaving stuffs.

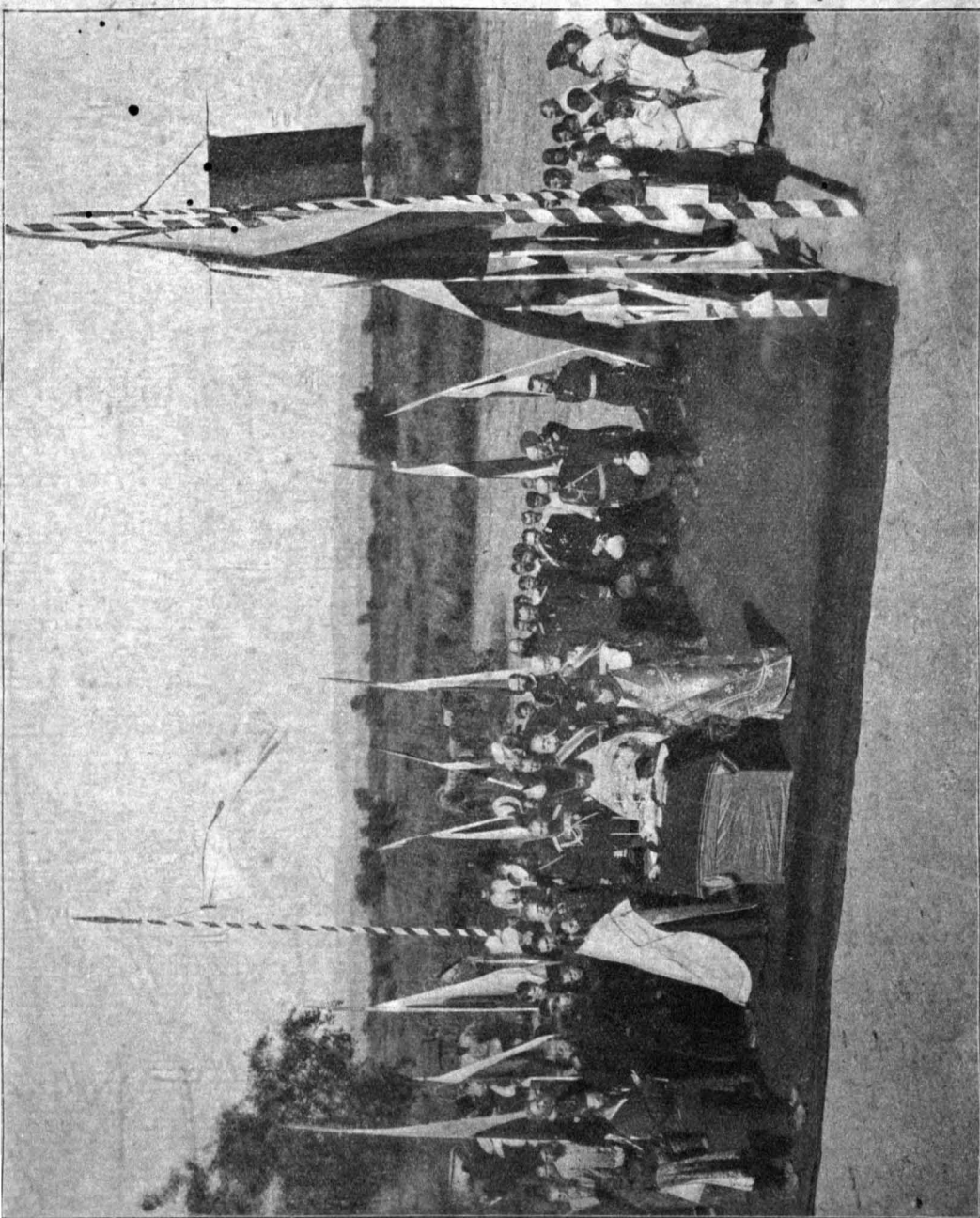


Daúrs with their waggons.

Trade in Manchuria is mainly concentrated in its southern ports and in the towns of the Shen-tsian-shén province. The larger part of European and American goods are imported through the ports of In-tsy, Port Arthúr, Bi-tsy-vó and Da-gu-shán. A lively trade is also carried on through the frontier with the Amúr province. Among European and American goods, the first place belongs to cotton stuffs, metals, woollen produce and opium. Along the frontier line bordering the Amúr territories, trade assumes a local character and consists in the barter of mainly animal products.

For purposes of administration, Manchuria is divided into three provinces each being subject to a special Tsian-Tsiun or Governor-General; thanks to the many peculiar customs always characterising a diversified population, the forms of administration are very complicated. The ancient Manchús with remains of their former military organisation, foreign Chinese having imported forms of administration from the central provinces of the Empire, wandering Môngols, Tungús trappers and other nomad tribes with their primitive

customs found a shelter in Manchuria and influenced its administrative organisation. As stated by travellers, in Manchuria no living bond exists be-



Divine service on the 16 August, 1897, held at the inauguration of the works on the East Chinese railway.

tween the population and the administration, and their mutual intercourse is very often based on hatred of each other. Espionage and denunciation hold their sway everywhere, the raising of taxes is accomplished without any

control and justice is very irregularly administered. Complaints against the inertness of the police are heard on all sides, and thefts and robbery go unpunished. The workmen, as well as the Russian agents and engineers employed in the construction of the railway, are constantly attacked by bands of armed khunkhús.

Being leased to the Russian Government by a special agreement, concluded on the 15 March, 1898, part of Liao-dún, the so called Guan-dún Peninsula, received a separate administration by the statute of the 16 August, 1899, sanctioned by the Emperor. The whole of the said territory inclusive of the islands, forms the Kwantún province, whose administration being entrusted to the Commander of the Territorial Troops and of the Pacific Fleet, is subject to the Ministry of War. The centre of administration is Port Arthur. The following places are raised to the rank of towns in the territory: Port Arthur, Bi-tsy-vó, Tsin-chzhóu and Dálui (Talienván), constituting a separate governorship under the Ministry of Finance. The organisation of the new town of Dálui is left to the East Chinese Railway Company, under the chief direction of the Minister of Finance.

The unfavourable conditions and technical difficulties attending the projected construction of a railway line on the northern side of the Amúr, uniting the Transbaikál Railway with the Ussúri line, evoked the project of a railway from the Transbaikál to Vladivostók by a more southern and direct route across Manchuria.

The choice of this route was in so far desirable as thus the railway passed through a more populous and fertile country, with a better climate than the Amúr region. Including in the sphere of Russian influence a rich and thickly-settled country, the projected line moreover reduces the length of the Siberian main line and the distance run by transit goods, this also being a very important fact in connexion with the future competition between the Siberian Railway and the sea-routes to the Far East. The negotiations with the Chinese Government regarding the construction of the Siberian main line across Manchuria terminated in a concession for the construction and exploitation of the Manchurian railway granted to the Russo-Chinese Bank.

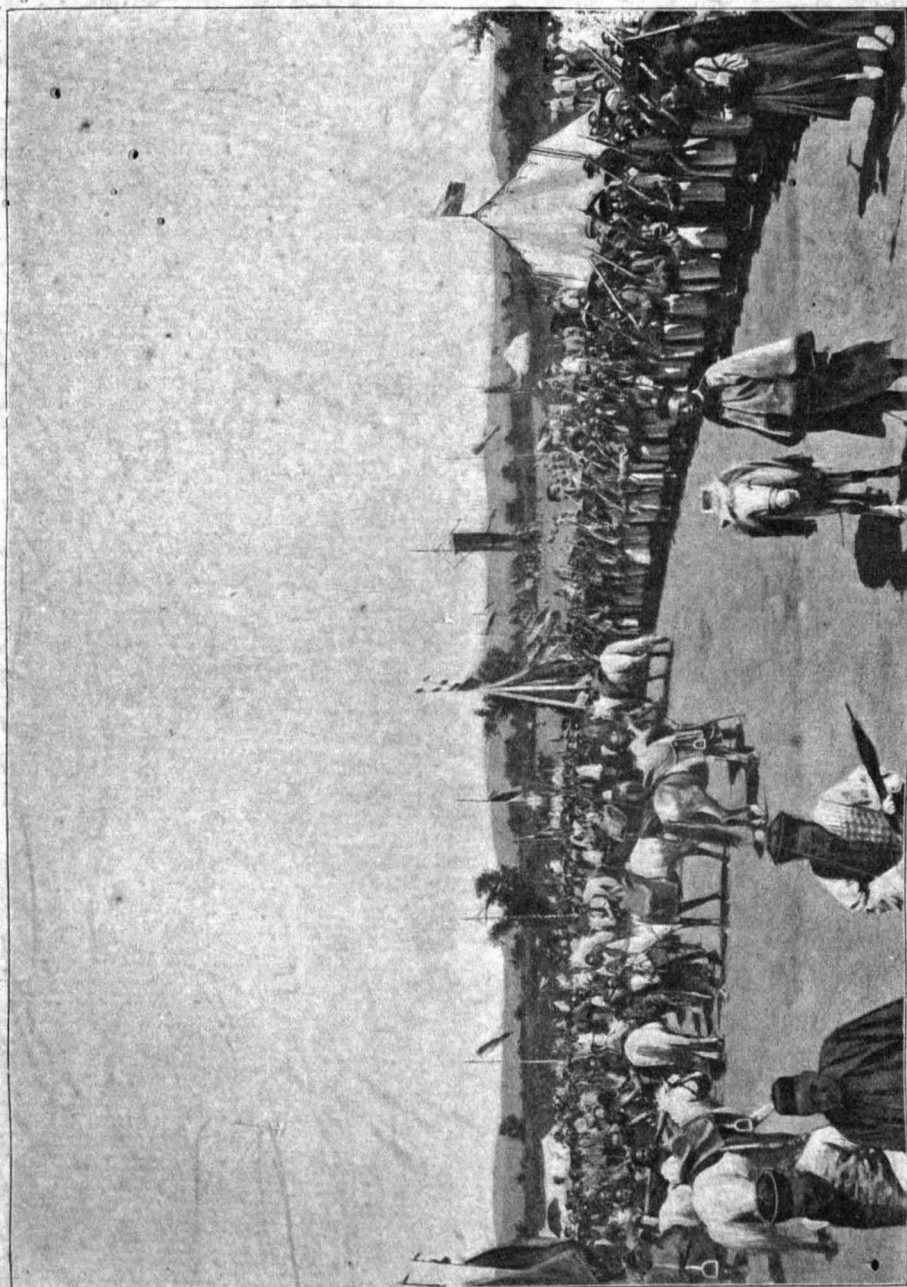
According to the contract, concluded on the 27 August, 1896, between the Chinese Government and the Russo-Chinese Bank, the East Chinese Railway joint stock Company was organised within the confines of Manchuria for the construction and exploitation of the line.

The statutes of the East Chinese Railway Company, sanctioned on the 4 December, 1896, stipulated that the construction of the line was to be started not later than the 16 August, 1897, with a gauge corresponding to that of the Russian railways, viz. 5 feet.

On the expiration of 36 years after the completion of the whole line and the opening of traffic, the Chinese Government possesses the right of redemption, repaying to the Company the capital and the debts contracted for the needs of the railway, with interest. After a period of 80 years, during which the line is to be exploited by the Company, the Chinese Government takes gratuitous possession of the railway and its plant.

The management of the affairs of the Company is entrusted to a board composed of a president and 9 members. The president, acting as intermediary between the Company and the Chinese Government, is appointed by the latter, whereas the members are elected by all the shareholders.

The immediate management of affairs devolves on the vice-president chosen from among the members of the Company. The chief office is in St. Petersburg, with a branch in Pekin.



Solemn inauguration of the East Chinese Railway on the 16 August, 1897.

The following elections took place in December of 1896, when the Company started its activity. Railway engineer S. I. Kerbedz — vice-president, D. D.

Pokotilov — member of the board in Pekin, privy councilor P. M. Románov, A. Y. Rotstein, prince E. E. Ukhtomsky, the railway engineers Alexéev and Kovánko — members of the board in St. Petersburg and engineer Zigler von Schafhausen — managing director. The latter having been appointed in the autumn of 1899 as director of the Railway Department in the Ministry of Finance, railway engineer A. N. Wentzel was elected to the post. Engineer A. I. Yugóvich, former constructor of the lines of the Riazán-Ural railway Company, was engaged as chief constructor of the Manchurian line, engineer S. V. Ignátius being his assistant and substitute.

In January of 1897, by a decree of the Chinese Emperor, the Chinese statesman Sui-tsin-chén, former ambassador in St. Petersburg and Berlin, at present member of the Tsun-li-yamén, was named president of the board.

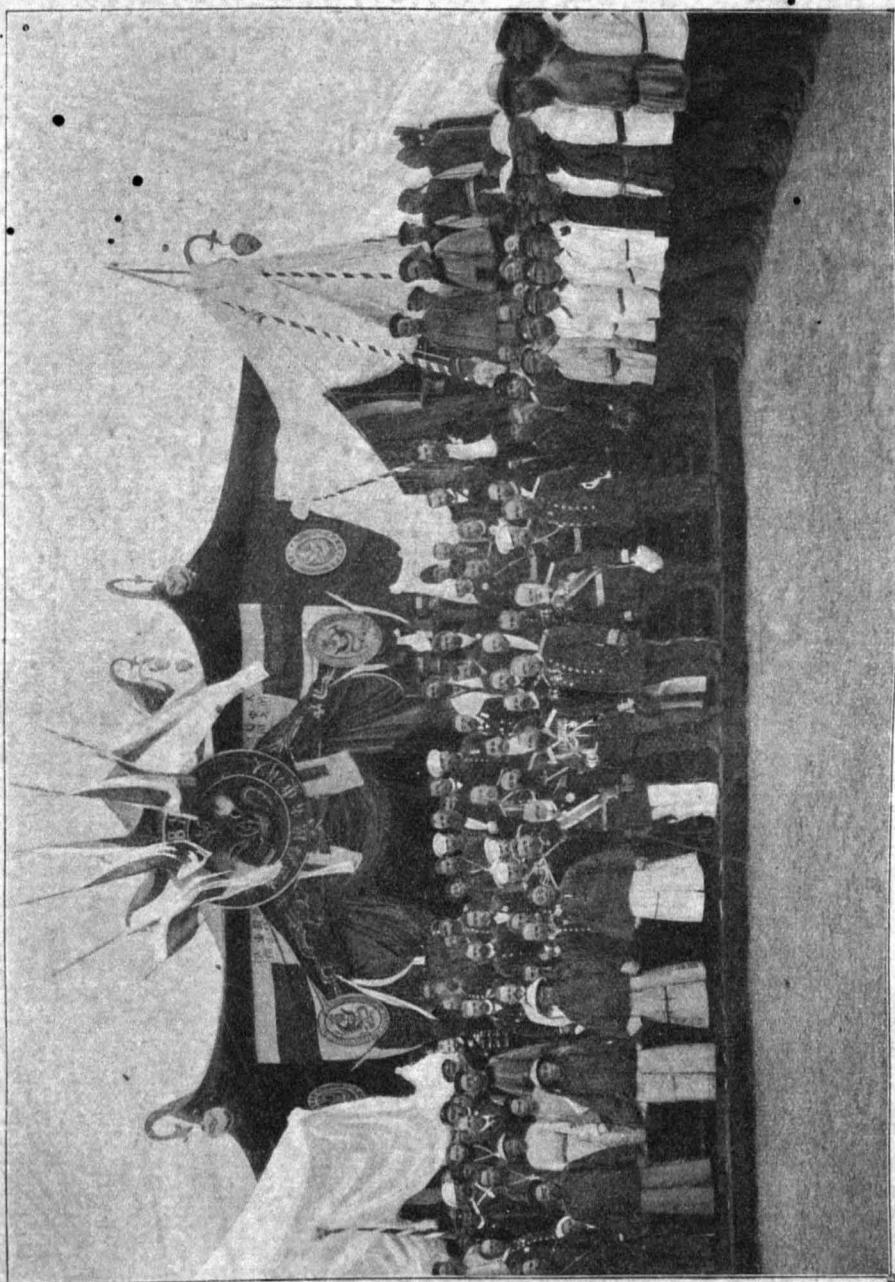
In the beginning of April, 1897, the first body of engineers and agents set forth for the Far East and, upon arriving at Vladivostók, under the immediate direction of the chief engineer began the surveys for the future railway and the preliminary works required for its construction. On the 16 August of the same year, in presence of the Tsian-Tsiun of Girin, the military governor of the Littoral territory and of the local Russian and Chinese officials, the works commenced near the Cossack village of Poltávs-kaya, situated in proximity to the boundary of the South-Ussúri region. On undertaking the execution of the East Chinese railway, the Company had in view the construction of a railway crossing Manchuria from west to east, viz. from the boundary of the Transbaikál to that of the South-Ussúri region. After the convention between Russia and China regarding the cession of Port Arthúr and Da-lian-ván to Russia for a 25 years lease was signed in Pekin on the 15 March, 1898, and a supplementary protocol in St. Petersburg on the 15 April of the same year, the Imperial Chinese Government granted the Company permission to continue the construction of the railway from one of the stations of the Manchurian main line to Da-lian-ván and Port Arthúr, with the right of exploitation of the branch, which received the name of South-Manchurian branch of the East Chinese railway.

Upon the conclusion of this treaty, the Company began directly to make surveys and commenced the construction of the South-Manchurian line. As a result of repeated surveys, the following directions were adopted for the main route and its branches.

Crossing the Transbaikál frontier at the station of Sibir on the Transbaikál railway and entering into the confines of the Chinese Empire at the village of Nagadán near Lake Dalái-Nór, the main line reaches the town of Khailár (pop. 3,000). Further on, it runs a distance of 300 versts along an elevated plateau and ascends to the Great Khingán ridge and then descends again to the valley of the river Nónni, crossing it within 15 versts to the south of the town of Tsitsikár (pop. 70,000). Within 30 versts of the town of Khulínchén (pop. 70,000), the line crosses the river Sungari near the settlement of Kharbín, which is the headquarters of the central department for the construction of the East-Chinese railway, and proceeds towards the town of Azhekhé (pop. 40,000). At the 340 verst, south-east of the Sungari, after having crossed the river Mudan-tsián, the line enters a mountainous country and follows it to the frontier of the Ussúri region.

On the west, the East Chinese and the Russian railways are connected by the branch of the Transbaikál line, serving as link between the East Chinese Railway and the Siberian line, the station Kaidálovo being the point

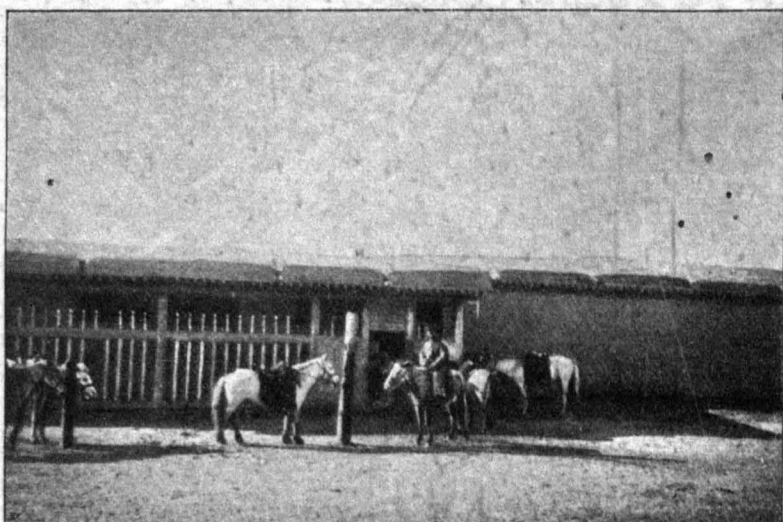
of junction. On the east, the East Chinese railway joins the Níkölsk branch of the Ussúri line.



Group of representatives and visitors at the inauguration of the East Chinese Railway, on the 16 August, 1897.

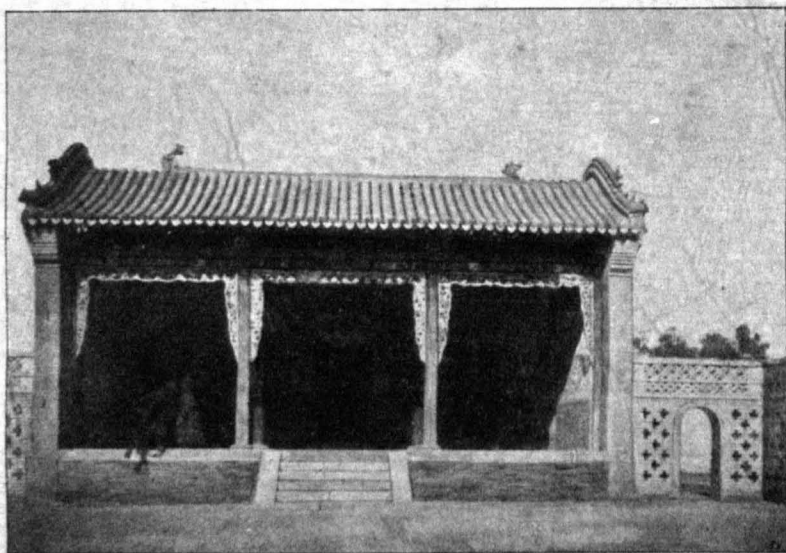
The South-Manchurian branch, leaving the main track after crossing the Sungari at the settlement of Kharbín, runs to the south through the towns of Kuan-chen-tsy, Chan-tu-fú, Mukdén (pop. 20,000), In-kóu (pop. 70,000) to

Port Arthur (pop. 20,000) connected by a short branch line (16 v.) with Dalian-ván, which has received the name of Dální.



Street in Khailár.

Following this direction, the main line and the southern branch of the East-Chinese railway run through the whole of Manchuria from the Trans-

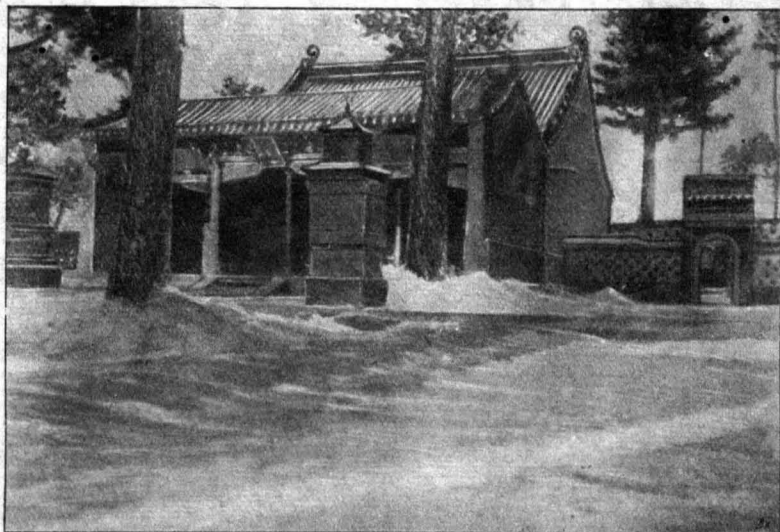


Temple in Khailár.

baikál boundary to the Ussúri region and southwards to the extremity of the Liao-dún Peninsula, passing on the way through most populous localities

suitable for agriculture. The length of the main line is estimated at 1,440 versts, the South-Manchurian line — 980 versts and the total length of the whole East-Chinese railway — 2,420 versts.

The materials required for the main line upon reaching Vladivostók are forwarded by the Ussúri railway to the station of Khabaróvsk whence, by means of steamers belonging to the Company (which has organised navigation on the river for want of any other convenient means of communication in Manchuria) they are taken up the Sungari to Kharbín for further distribu-



Temple in Tsitsikár.

tion along the line. The materials which are destined for the South-Manchurian line are transported to Port Arthur in sea-going steamers. Part of the railway material is carried by shallow-draught vessels to Port In-kóu, whence it is forwarded by a temporary branch line to its further destination.

For purposes of administration, the East-Chinese Railway is divided into three: the Eastern, Western and Southern divisions, comprising 22 sections.

The managers of these divisions are: Engineer Sviágín, of the Eastern, Engineer Bocharóv, of the western and Engineer Hirschmann of the southern division, under the immediate control of the head engineer. The central department for the construction of the line, including the chancery, the book-keeping, technical and machinery departments, is situated in Kharbín. The department for steamship navigation on the rivers has its headquarters in Vladivostók.

Besides the above mentioned persons, upwards of 150 railway and technical engineers are employed on the construction of the East Chinese railway.

With a view to preserve the health of all those who are employed on the works throughout the line, a medical inspection, consisting of 24 physicians and 75 assistant surgeons, has been organised and entrusted to the direction of the head doctor Polétika.

Not only the higher employees, but also the lower agents, surveyors, blacksmiths and locksmiths and other artisans come from Russia and are

carried to their point of destination by the steamers of the Volunteer Fleet, taking regularly every voyage an average of 40 agents of the company.

The contingent of common workmen consists mainly of Chinese. By this time, about 100,000 Chinese workmen are employed on the construction of the line.

With a view to supply the employees with provisions and articles indispensable to Europeans, the Company established in Kharbin special stores for this purpose.

Taking into consideration the great importance which the commercial port Dálnj will acquire for the East-Chinese railway as its terminus, the company is also entrusted with the construction and exploitation of this port.

Foreseeing that after the construction of the commercial port Dálnj, an industrial population consisting of different nations will be attracted to it and give it the character of a town, and with a view to preserve the unity of the technical administration regarding the construction of both port and



The Tsian-Tsiún of Tsitsikár and his staff.

town, the Company was also entrusted with the organisation of the town in Dálnj under the chief direction of the Minister of Finance.

The chief constructor of the port and town is railway engineer Sakharov who, accompanied by his assistants, is already at his post.

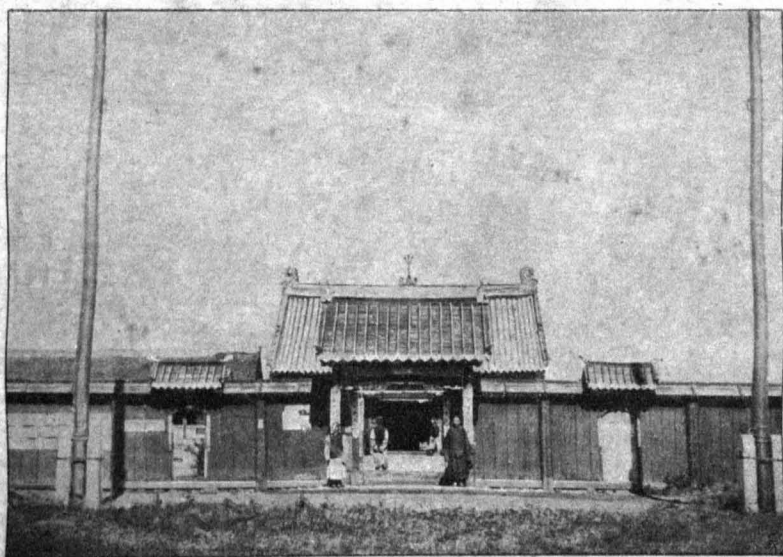
In order to secure the regular transport of freights, materials and workmen required for the construction of the East-Chinese Railway, and to establish in the future a regular and quick transport for passengers and goods carried from Russia and Western Europe to the Far East and back, the Company of the East-Chinese Railway obtained the right to establish a special ocean steamship navigation in the Far East. The increase of the quantity of goods conveyed by the railway being in accordance with the interests of the Ocean S. S. Company, the latter will as soon as its fleet is sufficiently developed, contribute also to the export of Russian goods from the Littoral territory to China, Japan and Korea, Captain A. N. Bostelman, resid-

ing in Port Arthur, is director of the Ocean Steamship Navigation Co.: its board is also located there.



Street in the Town of Ningút.

In 1899, voyages were accomplished by 6 steamers belonging to the Company, 3 freight steamers, 2 goods and passenger and 1 passenger steamer.



Temple in San-cha-kóu.

The Company arranges landing-stages and stores at the places visited by the steamers. By this time, it owns wharves at Vladivostók, Port-Arthur,

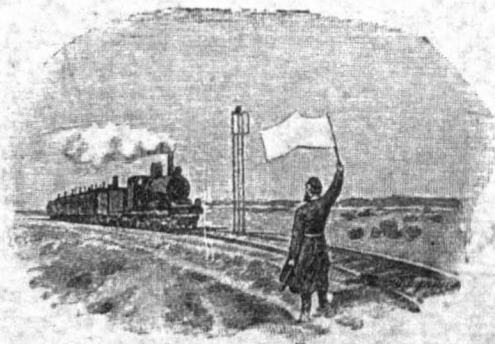
Dálni, Chifú, Inkóu, and in the near future contemplates to have them at Possiét, Kástri, Petropávlovsk and Shanghai; coal-stores exist at Port Arthúr, Chifú and Nagasaki. Agencies have been opened at Vladivostók, Nikoláevsk (on the Amúr), Dué (in Sakhalín), Nagasaki, Chifú, Niuchwán, Shanghai and Chemúlpo; very soon their number will be increased by the opening of fresh agencies in Petropávlovsk, Possiét, Tiantsin, Hongkong, Futsán and Khakodate. The agents in nearly all the ports are Russians.

In 1900, the commercial fleet belonging to the Company will be enlarged by the addition of two steamers (200 feet in length) constructed in Shanghai and destined to cruise on the Sea of Okhótsk; high speed steamers built in England and Germany for cruises from Port Arthúr and Dálni on the waters of the Pacific Ocean are to be completed by the same time.

Upon the completion of the East-Chinese Railway, with its branches to the Transbaikál and Ussúri lines, and the continuation of the South Manchurian Railway to Port Arthúr and the town of Dálni, the Imperial Will proclaimed by the rescript of the 17 March, 1891, commanding the construction of a continuous railway line through Siberia to the coast of the Pacific Ocean, will be so far fulfilled.

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APPENDIX OF FARES AND TIME TABLES.

The information as to railway communications in this Appendix is taken from the Official Guidebook for railway, steamer and other passenger communications published by the Ministry of Ways of Communication, preserving the NN of the routes therein contained.

F A R E S

between St.-Petersburg, Moscow, Warsaw and the chief stations of the Siberian Railway.

STATIONS.	Distance, versts.	Fast train.		Passenger train.			10 lbs. lugg.	Days avail- able.
		I cl.	II cl.	I cl.	II cl.	III cl.		
		r. k.	r. k.	r. k.	r. k.	r. k.		
FROM ST.-PETERSBURG.								
Moscow	604	19 50	11 70	15 00	9 00	6 00	33¾	3
Samára	1728	38 40	23 05	29 50	17 70	11 80	77¼	6
Ufa	2219	44 60	26 75	34 50	20 70	13 80	92¼	7
Cheliábinsk	2669	50 00	30 00	39 00	23 40	15 60	105¾	8
Kurgán	2910	52 50	31 50	41 00	24 60	16 40	111¾	9
Petropávlovsk	3159	55 50	33 30	43 50	26 10	17 40	119¼	10
Omsk	3415	59 00	35 40	46 50	27 90	18 60	128¼	10
Ob	4001	65 70	39 40	52 00	31 20	20 80	144¾	12
Taigá	4216	68 60	41 15	54 50	32 70	21 80	152¼	12
Mariúnsk	4354	69 90	41 95	55 50	33 30	22 20	155¼	13
Achinsk	4543	71 30	42 80	56 50	33 90	22 60	158¼	13
Krasnoyársk	4712	74 60	44 75	59 50	35 70	23 60	167¼	13
Kansk	4939	77 10	46 25	61 50	36 90	24 50	173¼	14
Nizhneúdínsk	5246	80 70	48 40	64 50	38 70	25 80	182¼	15
Tulán	5355	82 90	49 15	65 90	39 30	26 20	185¼	15
Irkútsk	5718	86 60	51 95	69 50	41 70	27 80	197¼	16

STATIONS.		Distance, versts.	Fast train.		Passenger train.			10 lbs. lugg.	Days avail- able.
			I cl.	II cl.	I cl.	II cl.	III cl.		
FROM MOSCOW.			r. k.	r. k.	r. k.	r. k.	r. k.		
	Samára	1118	26 90	16 15	22 50	13 50	9 00	56¼	4
	Ufa	1609	33 60	20 15	28 00	16 80	11 20	72¾	6
	Cheliábinsk	2059	39 —	23 40	32 50	19 50	13 00	86¼	7
	Kurgán	2300	42 —	25 20	35 00	21 00	14 00	93¾	7
	Petropávlovsk	2349	43 —	25 70	35 50	21 30	14 20	95¼	8
	Omsk	2805	48 —	28 80	40 00	24 00	16 00	108¾	9
	Ob	3391	55 20	33 10	46 00	27 60	18 40	126¾	10
	Taigá	3606	57 60	34 55	48 00	28 80	19 20	132¾	11
	Marínsk	3744	58 40	35 65	49 50	29 70	19 80	137¼	11
	Achinsk	3933	61 80	37 10	51 50	30 90	20 60	143¼	12
	Krasnoyársk	4192	63 60	38 11	53 00	31 80	21 20	147¾	12
	Kansk	4329	66 60	39 95	55 50	33 30	22 20	155¼	13
	Nizhneúdínsk	4636	70 20	42 10	58 50	35 10	23 40	164¼	13
	Tulún	4745	71 40	42 35	59 50	35 70	23 80	167¼	14
	Irkútsk	5108	75 60	45 35	63 00	37 80	25 20	177¾	14
FROM WARSAW.			r. k.	r. k.	r. k.	r. k.	r. k.	r. k.	
	Moscow	1239	30 20	22 12	24 00	14 40	9 60	60¾	5
	Samára	2357	36 10	27 67	35 50	21 30	14 20	95¼	8
	Ufa	3848	42 30	31 37	40 50	24 30	16 20	110¼	9
	Cheliábinsk	3298	47 70	34 62	45 00	27 00	18 00	123¾	10
	Kurgán	3539	50 70	36 62	47 50	38 50	19 00	131¼	11
	Petropávlovsk	3788	63 70	38 22	50 00	30 00	20 00	138¾	11
	Omsk	4044	66 70	40 02	52 50	31 50	21 00	146¼	12
	Ob	4630	73 90	44 32	58 50	35 10	23 40	164¼	13
	Taigá	4845	76 30	45 77	60 50	36 30	24 20	170¼	14
	Marínsk	4983	78 10	47 12	62 00	37 20	24 80	175¾	14
	Achinsk	5172	80 50	48 32	64 00	38 40	25 60	180¾	15
	Krasnoyársk	5341	82 30	49 37	65 50	39 30	26 20	185¼	15
	Kansk	5568	85 30	51 17	68 00	40 80	27 20	192¾	16
	Nizhneúdínsk	5875	87 90	52 72	70 00	42 00	28 00	198¾	16
	Tulún	5984	90 10	54 07	72 00	43 20	28 80	204¾	17
	Irkútsk	6347	94 30	57 57	75 50	45 20	30 28	215¼	18

FARES

between Cheliábinsk and the chief stations of the Siberian Railway.

STATIONS.	Distance, vershs.	Fast train.		Passenger train.			10 lbs. lugg.	Days avail.
		I cl.	II cl.	I cl.	II cl.	III cl.		
		r. k.	r. k.	r. k.	r. k.	r. k.	r. k.	
Cheliábinsk	—	—	—	—	—	—	—	—
Kurgán	241	—	—	7 58	4 55	3 03	13 86	2
Petropávlovsk	490	—	—	13 00	7 80	5 20	27 $\frac{3}{4}$	3
Omsk	746	—	—	17 50	10 50	7 00	41 $\frac{1}{4}$	3
Ob	1332	30 00	18 00	25 00	15 00	10 00	63 $\frac{3}{4}$	5
Taigá	1547	32 00	19 20	26 50	15 90	10 60	68 $\frac{1}{4}$	6
Marínsk	1685	30 80	20 90	29 00	17 49	11 60	75 $\frac{3}{4}$	6
Achinsk	1874	37 20	22 30	31 00	18 60	12 40	81 $\frac{3}{4}$	6
Krasnoyársk	2040	39 70	23 40	32 50	19 50	13 00	86 $\frac{1}{4}$	7
Kansk	2267	42 00	25 20	35 00	21 00	14 00	93 $\frac{3}{4}$	7
Nizhneúdínsk	2574	45 70	27 35	39 00	22 80	15 20	102 $\frac{3}{4}$	8
Tulán	2683	46 80	28 10	39 00	23 40	15 60	105 $\frac{3}{4}$	8
Irkútsk	3049	51 00	30 60	42 50	25 50	17 00	116 $\frac{1}{4}$	9

Note. I. Each passenger has the right to take one child under five years of age free. For other children and children aged from 5 to 10 years, a fare is charged at the rate of $\frac{1}{4}$ of that for adult passengers.

II. Each passenger ticket gives the right to the conveyance of one pud of luggage and each child's ticket—20 lbs.; for the conveyance of luggage in excess of this, a charge is made for every 10 lbs. according to the luggage tariff.

III. In the fast train, all places are numbered and the passengers must, moreover, take place-cards at the rate of R. 1 50 k. for each line separately and pay for bed-linen R. 1 a change, serving not more than three days.

Samára-Zlatouíst Railway.

(Office in Samára).

Syzrán-Cheliábinsk № 170.

Samára-Orenbürg № 171.

Krótovka-Sérgievsk № 171a.

170. Syzrán—Cheliábinsk and back.

Ft. 2 I—II	Pr. 6 I—III	Ml. 4 I—III	Vershs.	Samára-Zlatouíst r. w.	Vershs.	Pr. 5 I—III	Ft. 1 I—II	Ml. 4 I—III
2 52	9 34	11 47	—	Dep. Syzrán bf.	Arr. —	7 23	1 0	4 5
3 10	9 55	12 10	—	Arr. Batrakí Syzr. V. bf.	Dep. 1057	7 0	12 40	3 40
3 20	10 5	12 28	—	Dep. —	Arr. —	6 50	12 25	3 30
—	—	—	—	" Batr. S.-Zl.	" —	—	—	—
—	—	—	—	" Prav. Volga (sid.)	" —	—	—	—
—	10 45	1 8	17	" Obshárovska	" 1041	6 17	—	2 57
—	—	—	—	" Sam. Luká s.	" —	—	—	—
—	11 17	1 40	33	" Mynaya	" 1025	5 41	—	2 19
—	—	1 54	—	" Bashkir. sid.	" —	—	—	2 0
4 55	11 57	2 21	—	" Maitúga	" —	5 5	11 10	1 34
—	12 19	2 44	56	" Bezenchák	" 1002	4 40	—	1 6
—	—	—	—	" Yeriki sid.	" —	—	—	—
—	1 9	3 34	80	" Tomylovo	" 978	3 52	—	12 18
—	—	—	—	" Zhiguli (sid.)	" —	—	—	—
—	1 49	4 15	101	" Lipiági	" 957	3 4	—	11 30
—	2 7	4 35	109	" Kriázh	" 948	2 42	—	11 8
6 34	2 22	4 50	116	Arr. Samára bf.	Dep. 942	2 25	9 20	10 48
7 10	4 0	6 20	116	Dep. Samára	Arr. 942	1 15	8 44	8 8
—	—	—	—	" Bezimiánka	" —	—	—	—
—	4 40	7 0	136	" Smyshliáevka	" 922	12 41	—	7 34
8 14	5 22	7 42	155	Arr. Kinéi bf.	Dep. 902	11 50	7 33	6 45
8 29	5 37	8 0	—	Dep. —	Arr. —	11 35	7 22	6 30
8 59	6 13	8 34	169	" Turgénevka	" 889	11 13	7 3	6 8
—	6 37	—	—	" Rab. Sarbái	" —	—	6 36	—
9 30	6 56	9 10	190	Arr. Krótovka	Dep. 867	10 25	6 19	5 17
9 33	7 6	9 20	190	Dep. Krótovka	Arr. 867	10 12	6 17	5 2
—	7 34	9 48	204	" Mukhánovo	" 853	9 50	—	4 40
10 12	7 59	10 13	220	Arr. Cherkásskaya	Dep. 837	9 20	5 36	4 10
10 27	8 10	10 25	—	Dep. —	Arr. —	9 5	5 24	3 54
—	—	—	—	" Tungúz (sid.)	" —	—	5 8	—
—	8 59	11 15	244	" Kliuchí	" 814	8 26	—	3 15
—	—	—	—	" Avérkino (sid.)	" —	—	—	—
11 36	9 42	11 58	266	Arr. Pòkhvistnevo bf.	Dep. 791	7 37	4 15	2 27
11 50	10 0	12 23	—	Dep. —	Arr. —	7 22	3 57	2 2
—	—	—	—	" Savrúkhá (sid.)	" —	—	—	—
12 18	10 32	12 55	285	Arr. Buguruslán	Dep. 773	6 50	3 20	1 30
12 21	10 42	1 20	—	Dep. —	Arr. —	6 35	3 28	1 11

*) The fast trains 2 and 1 are without changing for comm. Moscow-Irkútsk. These trains leave: Moscow (№ 17) on Sat. (№ 2) Batrakí on Mond. (№ 1) Irkútsk on Frid., Cheliábinsk on Thurs.

**) Without changing: Moscow-Irkútsk I—II cl. trains 2 and 1. Moscow—Tula—Cheliábinsk I—III cl. trains 4 and 3.

Night time from 6.0 P. M. to 5.59 A. M. indicated by heavy type.

Ft. 2 I—II	Pr. 6 I—II	Ml. 4 I—III	Vershs.	Samara-Zlatoust r. w.	Vershs.	Ft. 1 I—III	Pr. 5. I—II	Ml. 3 I—III
—	—	—	—	Dep. Zaviálovo (sid.) Arr.	—	—	—	—
—	11 24	2 4	306	" Zagliádino "	751	—	—	12 35
1 19	11 50	2 35	316	" Asekévo "	742	5 43	2 43	12 14
—	12 42	3 30	335	" Kísla (sid.) "	723	5 1	—	11 32
—	—	—	—	" Filippovka "	705	4 21	—	10 52
—	1 24	4 14	353	" Mochezái "	705	4 21	—	10 52
—	—	4 85	—	" Sarái-Gír "	—	—	—	—
2 56	1 57	4 49	374	" Yakúpovo (sid.) Dep.	684	3 31	1 1	10 0
3 21	2 27	5 15	374	Arr. Abdúllino Arr.	684	3 1	12 41	9 30
—	2 46	—	—	" Ik (sid.) "	—	2 45	—	—
—	3 10	5 58	392	" Taldý Bulák "	665	2 25	—	8 59
4 31	3 51	6 40	408	" Turáevo (sid.) "	649	1 48	—	8 25
5 5	4 29	7 18	—	" Priyútovo "	649	1 48	—	8 25
5 8	4 35	7 30	427	" Riabásh (sid.) "	630	1 8	11 20	7 47
5 44	5 13	8 8	444	Arr. Beleb. Aksákovo Dep.	630	1 0	11 10	7 37
6 19	5 52	8 52	464	Dep. Maksiútovo "	613	12 30	—	7 7
6 47	6 4	—	—	" Glukhovskáya "	593	11 46	10 10	6 23
7 16	6 59	10 1	499	" Gáina "	578	11 0	—	6 3
7 30	7 52	10 21	499	" Aksiónovo "	540	9 15	8 2	5 38
8 3	8 18	10 59	517	" Aldárovo (sid.) "	—	—	—	—
8 36	9 10	11 33	539	" Shafránovo "	518	8 30	—	3 4
8 46	9 20	11 43	539	" Slak (sid.) "	518	8 21	—	2 54
9 34	10 10	12 35	563	Arr. Ráevka bf. Dep.	494	7 40	6 53	2 13
—	10 53	1 16	586	Dep. Tiulián (sid.) Arr.	472	6 49	—	1 24
10 40	11 31	1 55	607	" Davlekánovo "	—	6 0	5 36	12 35
11 10	12 1	2 30	607	" Kazangúl "	450	5 20	5 16	12 0
12 15	1 9	3 38	628	Arr. Shingák Kúl Dep.	430	4 24	—	11 4
—	1 38	4 7	640	Dep. Udriák Arr.	417	3 53	4 4	10 36
—	2 20	4 49	658	" Chishmy "	399	3 10	—	9 57
—	2 44	—	—	" Alkino "	374	2 43	—	—
1 50	3 10	5 37	683	" Yumátovo "	—	2 4	2 37	9 4
2 24	3 50	6 17	704	" Dióma (sid.) "	353	1 11	1 53	8 20
2 30	3 58	6 26	704	Arr. Ufá bf. Dep.	334	1 5	1 43	8 10
—	4 37	7 8	723	Dep. Cherníkovka (sid.) Arr.	321	11 58	12 47	7 3
3 36	5 10	7 41	736	" Urákovo "	299	11 10	12 0	6 15
4 38	6 26	8 52	758	" Iglino "	284	10 17	—	5 13
5 15	7 4	9 30	77	" Chuvashí (sid.) "	—	9 52	—	—
5 46	7 40	10 8	791	" Taytinánovo "	266	9 25	10 38	4 28
6 1	7 55	10 23	791	" Kudéevka (sid.) "	—	9 7	10 23	4 7
—	—	—	—	" Ulá Teliák "	—	—	—	—
—	—	—	—	" Kazayák (sid.) "	—	—	—	—
—	—	—	—	Arr. Aspa Balashóvskaya bf. Dep.	—	—	—	—
—	—	—	—	Dep. Gremúchi Klúch (sid.) Arr.	—	—	—	—
—	—	—	—	" Miniár "	334	12 29	—	7 34
—	—	—	—	" Símskaya "	321	11 58	12 47	7 3
—	—	—	—	" Yerál (sid.) "	299	11 10	12 0	6 15
—	—	—	—	" Kropachóvo "	284	10 17	—	5 13
—	—	—	—	" Yákhino 590 ver. "	—	9 52	—	—
—	—	—	—	" Ust Katáv "	266	9 25	10 38	4 28
—	—	—	—	" Yurezán "	—	9 7	10 23	4 7
—	—	—	—	Arr. Viazováya bf. Dep.	—	—	—	—
—	—	—	—	Dep. Arr.	—	—	—	—

For trains №№ 1 and 2, tickets of reduced tariff are not available.

Night time from 6.0 P. M. to 5.59 A. M. is indicated by heavy type.

Ft. 2 I—II	Pr. 6 I—II	Ml. 4 I—III	Verss.	Samára-Zlatoúst r. w.	Verss.	Ft. 1 I—III	Pr. 5 I—II ^o	Ml. 3 I—III
—	—	—	—	Dep. Tiubialías (sid.) Arr.	—	—	—	—
—	8 50	11 21	813	" Mursalímkinó "	245	8 19	—	3 19
—	9 21	—	—	" Kúkszhik (sid.) "	—	—	9 20	—
—	9 51	12 18	837	" Suleyá "	221	7 14	—	2 22
—	—	—	—	" Yedinóvér (sid.) "	—	—	—	—
8 21	10 50	1 17	859	" Berdiáúsh "	199	6 20	8 12	1 27
—	—	—	—	" Salgán (sid.) "	—	—	—	—
—	11 42	2 9	878	" Tundúsh "	179	5 23	7 14	12 25
—	12 5	2 32	—	" Kusínskaya platf. "	—	4 56	—	11 49
—	—	—	—	" Ai (sid.) "	—	—	—	—
9 50	12 39	3 6	—	" Zavódskaya pl. "	—	4 25	6 22	11 15
10 1	12 52	3 19	907	Arr. Zlatoúst bf Dep.	151	4 10	6 10	11 0
10 21	1 7	3 36	—	Dep. Taganáí (sid.) Arr.	—	3 41	5 54	10 31
—	—	—	—	" Urzhúmka "	—	—	—	—
—	2 3	4 32	925	" Khrebiót "	132	3 3	—	6 53
—	2 24	4 53	—	" Syrostán "	—	2 25	4 54	—
—	2 52	5 21	947	" Turgoyák s. "	111	1 46	—	8 45
—	—	—	—	" Miáss bf. "	—	—	—	—
12 35	3 49	6 18	967	" Kisegách "	90	12 50	3 39	7 45
—	—	—	—	" Chebarkúl "	—	—	—	—
—	4 40	7 10	990	" Shakhmátovo "	68	11 47	—	6 40
—	—	—	—	" Bishkíl "	—	—	—	—
2 6	5 35	8 5	1009	" Birgil. (sid.) "	48	10 59	1 58	5 46
—	—	—	—	" Poletáevo "	—	—	—	—
—	6 27	9 0	1033	" Smólinó (sid.) "	24	9 53	—	4 40
—	—	9 25	—	—	—	9 24	—	—
3 30	7 15	9 50	1057	Arr. Cheliábinsk bf. Dep.	—	8 50	12 15	3 45
5 0	9 15	12 20	—	Dep. Cheliábinsk Arr.	3049	5 12	11 0	1 0
9 25	2 31	7 22	746	" Omsk } 172 "	2303	11 33	6 37	7 28
7 15	5 0	5 40	3049	Arr. Irkútsk } Dep.	—	1 20	9 45	4 0
—	—	10 48	—	Dep. Cheliábinsk Arr.	698	—	—	2 44
—	—	8 42	231	" Yekater. I } 175 "	467	—	—	5 26
—	—	12 13	698	Arr. Perm } Dep.	—	—	—	1 16

Night time from 6.0 P. M. to 5.59 A. M. is indicated by heavy type.

Steam navigation on the rivers Vólga, Káma and Bélaya.

Steamers leave Samára daily up and down the Vólga. They belong to the following companies: 1) „The Vólga S. S. Company founded in 1843“, 2) „The Vólga Trading and Passenger S. S. Company“, 3) „The Nadézhda“, 4) „The Caucasus and Mercury“ and 5) „The Samoliót“.

(Information on sailings and fares is contained in the Official Guide of the Ministry of Ways of Communication, №№ 365–368).

Between Ufá and Nizhni Nóvgorod, on the rivers Bélaya, Káma and Vólga, ply the steamers belonging to „Yakímov and Sons“ and „Burlychóv“.

(Sailings from Ufá four times a week).

(Information on sailings and fares is to be found in the Official Guide of the Ministry of Ways of Communication, № 363).

Perm Railway.

(Office in Perm).

Perm-Viátka-Kotlás	№ 174a.
Perm-Cheliábinsk	" 175.
Yekaterinbúrg-Tiumén	" 176.
Chùsovaya-Berezniki	" 177.
Alexándrovskaya-Lúnievka	" 178.
Bogdanóvich-Ostróvskaya	" 179.

175. Yekaterinbúrg-Cheliábinsk and back.

Mixed 26 II-IV	Mail 4 I-III	Vers.	<i>Perm railway.</i>		Vers.	Mail 3 I-III	Mixed 25 II-IV
12 37	5 26	467	Dep. Yekaterinbúrg bf.	Arr.	231	8 8	1 10
12 58	5 37	471	" Yekaterinbúrg II	"	227	7 59	1 1
1 23	5 57	477	" Uktús	"	221	7 42	12 36
2 46	7 14	507	" Mrámornaya	"	191	6 38	11 23
3 50	8 15	536	" Poldnióvnaya	"	162	5 50	9 54
4 58	9 23	565	Arr. Ufaléi bf.	Dep.	183	4 18	8 36
5 13	9 37	592	Dep.	Arr.	106	4 4	8 16
6 19	10 40	613	" Maúk	"	84	3 1	7 13
7 8	11 27	646	Arr. Kyshtym	Dep.	52	2 6	6 14
7 29	11 38	675	Dep.	Arr.	24	1 56	6 2
8 42	12 54	698	" Argayásh	"	—	12 49	4 55
9 29	1 53	—	" Yesaúlskaya	"	—	11 43	3 54
10 40	2 44	—	Arr. Cheliábinsk bf.	Dep.	—	10 48	2 55
12 20	5 0	—	Dep. Cheliábinsk	Arr.	3049	5 12	1 0
7 22	9 25	746	" Omsk	"	2303	11 33	7 28
5 40	7 15	3049	" Irkútsk	Dep.	—	1 20	4 0
—	3 45	—	Dep. Cheliábinsk	Arr.	2060	9 50	—
—	10 48	942	" Samára	"	1118	6 20	—
—	9 30	1681	" Riázhsrk	"	379	10 10	—
—	6 43	1877	" Túla	"	183	11 25	—
—	2 20	2060	" Moscow	Dep.	—	2 30	—

Night time from 6.0 P. M. to 5.59 A. M. indicated by heavy type.

176. Yekaterinbúrg—Tiumén and back.

2 55	10 48		—	Dep. <i>Cheliábinsk</i>	175	Arr.	231		10 40	2 44
1 10	8 8		231	Arr. <i>Yekaterinbúrg</i>		Dep.	—		12 37	5 26
Mixed 26 II-IV	Mail 4 I-III	Verss.	<i>Perm railway.</i>					Verss.	Mixed 25 II-IV	Mail 3 I-III
2 56	10 0	—	Dep. <i>Yekaterinbúrg</i> bf.	Arr.	304				11 19	4 20
3 8	10 12	4	" <i>Yekaterinbúrg</i> II	"	300				11 9	4 10
3 46	10 39	15	" <i>Istók</i>	"	289				10 40	3 44
4 43	11 27	33	" <i>Kosúliino</i>	"	271				9 44	3 0
5 47	12 13	53	" <i>Bazhénovo</i> bf.	"	251				8 46	2 6
6 40	1 2	75	" <i>Griaznóvskaya</i>	"	229				7 36	1 5
7 20	1 38	94	Arr. <i>Bogdanóvich</i> bf.	Dep.	210				6 42	12 10
—	2 20		—	Dep. <i>Bogdanóvich</i>	179	Arr.	38		—	11 13
—	3 43		38	Arr. <i>Ostróvskaya</i>		Dep.	—		—	9 50
7 50	2 03	94	Dep. <i>Bogdanóvich</i> bf.		210				6 22	11 51
8 34	2 42	113	" <i>Pyshminskaya</i>		191				5 35	11 9
9 18	3 23		Arr. <i>Kamyshlòv</i> bf.	Dep.	170				4 39	10 13
9 48	3 43	134	Dep.	Arr.					4 13	9 14
10 43	4 31	151	" <i>Aksárikha</i>	"	153				3 38	9 12
11 36	5 18	171	" <i>Oshchépkovo</i>	"	133				2 49	8 14
12 33	6 15		Arr. <i>Poklévskaya</i> bf.	Dep.	103				1 34	7 10
1 20	6 35	201	Dep.	Arr.					1 9	6 54
2 45	7 43	232	" <i>Yushalà</i>	"	72				12 6	5 52
3 30	8 25	248	" <i>Tugulym</i>	"	56				11 24	5 14
4 31	9 06	266	" <i>Karmák</i>	"	38				10 32	4 29
5 21	9 51	285	" <i>Pereválovo</i>	"	19				9 48	3 47
5 58	10 24	304	Arr. <i>Tiumén</i> bf.	Dep.	—				8 53	2 56

Siberian Railway

(Office in Tomsk).

Cheliábinsk—Irkútsk—№ 173.

Taigá—Tomsk—Cheremóshniki—№ 173.

Omsk (station)—Omsk (town)—№ 173a.

172. Cheliábinsk—Irkútsk and back.

Without changing Moscow—Irkútsk I—II cl. in trains 2 and 1.

12 5	8 35	2 30	—	Dep. Moscow . . .	108	Arr. 2058	6 43	7 0	6 35
12 15	2 30	11 35	182	" Tula . . .	163	" 1876	2 0	2 20	11 20
9 40	8 37	10 10	379	" Riázhsck . . .	169 170	" 679	9 30	7 34	9 10
4 0	7 10	6 20	1117	" Samára . . .	169 170	" 942	10 48	9 20	2 25
7 15	3 30	9 50	2058	Arr. Cheliábinsk		Dep. —	3 45	12 15	8 50
—	1 16	7 40	—	Dep. Perm . . .	175	Arr. 698	3 50	—	12 13
—	2 44	10 40	698	Arr. Cheliábinsk		Dep. —	2 55	—	10 48
Gp. 12 II—IV	Fst. 2 I—II	Mail 4 I—III	Verss.	Siberian railway.		Verss.	Mail 3 I—III	Fst. 1 I—II	Gp. II II—IV
9 15	5 0	12 20	—	Dep. Cheliábinsk bf.	Arr. 3049	1 0	11 0	5 12	
9 39	—	12 43	—	" Siding	—	12 41	—	4 44	
10 17	—	1 5	—	" Siding	—	12 18	—	4 6	
11 18	6 27	1 53	41	" Cherniávsckaya	3008	11 37	9 29	3 14	
12 10	—	2 31	—	" Siding	—	10 45	—	2 17	
1 13	7 52	3 25	83	" Chumliák, bf.	2966	9 58	7 58	1 21	
2 9	—	4 4	—	" Siding	—	9 3	—	12 22	
2 46	8 56	4 35	117	Arr. Shumíkha bf.	Dep. 2932	8 28	6 39	11 38	
3 36	9 11	4 55	—	Dep. Siding	Arr. —	8 13	6 20	10 38	
4 31	—	5 41	—	" Siding	—	7 33	—	9 51	
5 38	10 29	6 27	156	" Mishkino bf.	2893	6 53	5 2	9 4	
6 25	—	6 50	—	" Siding	—	6 18	—	8 27	
7 18	11 37	7 45	188	" Yurgamysh	2861	5 35	3 43	7 36	
8 16	12 16	8 32	206	" Zyriánka	2843	4 51	2 59	6 38	
8 50	—	8 56	—	" Siding	—	4 17	—	5 58	
9 20	—	9 2	—	" Siding	—	3 49	—	5 14	
9 52	1 21	9 47	—	Arr. Kurgán bf.	Dep. 2808	3 20	1 29	4 30	
11 27	1 41	10 42	241	Dep. Siding	App. —	2 56	12 57	3 8	
12 22	—	11 20	—	" Siding	—	2 21	—	2 24	
1 24	3 9	12 9	276	" Vargashí	2765	1 41	11 41	1 37	
2 20	—	12 55	—	" Siding	—	12 53	—	12 33	
3 26	4 40	1 49	318	" Lebiázhia	2731	11 59	10 11	11 31	
4 3	—	2 17	—	" Siding	—	11 17	—	10 41	
4 41	—	2 51	—	" Siding	—	10 53	—	10 10	
5 21	6 8	3 23	363	Arr. Makúshino bf.	Dep. 2686	10 22	8 33	9 29	
6 20	6 39	3 35	—	Dep. Siding	Arr. —	10 7	8 13	9 14	
7 22	—	4 23	—	" Siding	—	9 18	—	8 15	
8 28	8 23	5 16	407	" Petukhóvo	2642	8 36	6 47	5 50	
9 15	—	6 2	—	" Siding	—	7 48	—	4 20	
10 16	9 55	6 56	449	" Mamliútka	2601	7 4	5 20	3 24	
10 58	—	7 29	—	" Siding	—	6 22	—	2 34	
11 30	—	8 2	—	" Siding	—	5 57	—	2 4	
12 3	11 18	8 29	—	Arr. Petropávlovsk bf.	Dep. 2559	5 32	3 36	1 29	
12 43	11 40	8 54	490	Dep. Siding	App. —	5 12	3 18	12 39	
1 25	—	9 27	—	" Siding	—	5 40	—	12 0	
2 19	12 50	10 10	523	" Tokushí	2526	4 8	2 17	11 19	
3 26	—	11 4	—	" Siding	—	3 9	—	10 9	

* Fast passenger trains 2 and 1 are without changing for communication Moscow—Irkútsk. These trains leave: № 17 Moscow, on Saturdays; № 2 Cheliábinsk on Thursdays, arriving at Irkútsk on Mondays; № 1 Irkútsk on Fridays; № 18 arrives at Moscow on Saturdays.

Night time from 6 0 P. M. to 5 59 A. M. indicated by heavy type.

Gp. 12 II—IV	Fst. 2 I—II	Mail 4 I—III	Versts.	Siberian railway.		Versts.	Meil 3 I—III	Fst. 1 I—II	Gp. 11 II—IV	
4 32	2 21	11 56	567	Dep.	Medvézhia	Arr.	2482	2 29	12 48	9 16
5 30	—	12 40	590	"	Kára-Gugá (sid.)	"	2479	1 39	—	8 9
6 1	—	1 11	—	"	Siding	"	—	1 14	—	7 32
6 36	3 52	1 38	617	Arr.	Isl-Kúl bf.	Dep.	2432	12 40	11 7	5 55
7 11	4 5	1 58	—	Dep.	"	Arr.	—	12 20	10 55	5 38
8 1	—	2 38	—	"	Siding	"	—	11 40	—	4 48
9 7	5 23	3 25	657	"	Kochubáevo	"	3392	11 3	9 42	3 47
10 10	—	4 8	—	"	Siding	"	—	10 7	—	2 27
11 30	6 46	4 58	700	"	Mariánovka	"	2349	9 25	8 21	1 38
12 35	—	5 44	—	"	Siding	"	—	8 20	—	12 33
1 21	—	6 18	—	"	Omsk (post)	"	—	7 42	—	11 48
1 35	8 15	6 32	746	Arr.	Omsk bf.	Dep.	2303	7 28	6 37	11 33
2 31	9 25	7 22	—	Dep.	"	App.	—	6 25	6 7	11 1
3 16	—	8 0	—	"	Siding	"	—	5 50	—	10 17
3 49	—	8 27	—	"	Siding	"	—	5 23	—	9 43
4 35	11 4	9 6	790	"	Kormilovka	"	2259	4 57	4 37	9 11
5 24	—	9 40	—	"	Siding	"	—	4 14	—	8 23
6 11	12 12	10 13	820	"	Kaláchinskaya	"	2229	3 47	3 33	7 52
7 8	—	10 53	—	"	Siding	"	—	3 0	—	7 0
8 27	1 51	12 0	859	"	Shádrinskaya	"	2195	1 58	1 56	5 55
9 37	—	12 59	—	"	Siding	"	—	12 58	—	4 40
10 37	3 38	1 49	904	Arr.	Tatárskaya bf.	Dep.	2140	12 2	12 8	3 41
11 50	3 58	2 4	904	Dep.	Tatárskaya bf.	Arr.	2140	11 47	11 53	2 1
12 54	—	2 59	—	"	Siding	"	—	10 48	—	12 56
2 16	6 10	4 9	953	"	Karachi	"	2096	9 45	9 57	11 41
3 26	—	5 7	—	"	Siding	"	—	8 35	—	10 29
4 35	8 3	6 3	996	"	Tebísskaya	"	2053	7 45	8 9	9 33
5 17	—	6 36	—	"	Siding	"	—	6 55	—	8 40
7 52	—	7 4	—	"	Siding	"	—	6 25	—	8 11
8 52	9 46	7 55	1049	Arr.	Káinsk bf.	Dep.	2000	5 30	6 15	7 10
10 48	10 1	8 15	—	Dep.	"	Arr.	—	5 10	5 55	6 38
11 48	—	9 6	—	"	Siding	"	—	4 18	—	5 39
12 38	11 29	9 50	1090	"	Kozhurlá	"	1959	3 42	4 36	4 58
1 21	—	10 28	—	"	Siding	"	—	2 53	—	4 2
2 5	12 49	11 20	1128	"	Ubínskaya	"	1921	2 18	3 11	3 12
3 58	—	12 4	—	"	Siding	"	—	1 28	—	2 10
5 1	2 15	12 47	1166	"	Karg t	"	1883	12 44	1 50	11 12
5 58	—	1 27	—	"	Siding	"	—	11 53	—	10 8
6 50	3 33	2 9	1209	Arr.	Chulym bf.	Dep.	1840	11 15	12 27	9 17
7 40	3 48	2 24	—	Dep.	"	Arr.	—	11 0	12 14	8 59
8 32	—	3 5	—	"	Siding	"	—	10 22	—	8 10
9 32	5 17	3 59	1249	"	Duplíonskaya	"	1800	9 46	11 7	7 20
10 27	—	4 39	—	"	Siding	"	—	9 0	—	6 21
11 22	6 41	5 28	1285	"	Kóchenovo	"	1764	8 27	9 53	5 35
12 7	—	6 7	1299	"	Chik (sid.)	"	1750	7 49	—	4 34
12 40	—	6 32	—	"	Siding	"	—	7 15	—	3 52
1 16	8 5	6 58	1324	Arr.	Krivoshchékovo bf.	Dep.	1725	6 50	8 13	3 18
1 30	8 21	7 8	—	Dep.	"	Arr.	—	6 40	8 0	2 58
2 0	8 46	7 33	1335	Arr.	Ob bf.	Dep.	1714	6 15	7 35	2 28
5 20	9 30	8 23	—	Dep.	"	Arr.	—	4 40	7 10	12 30
6 21	10 20	9 12	—	"	Kámenka (sid.)	"	—	3 52	6 22	11 42
7 17	11 3	9 51	1366	"	Sókur	"	1683	3 8	5 48	10 58
8 15	11 34	10 40	—	"	Anísimovka (sid.)	"	—	2 8	4 56	8 52

*) All I, II and III class carriages sleeping.

*) Fast trains 2 and 1 without changing for communication Moscow—Irkútsk. These trains leave: № 17 Moscow, on Saturdays; № 2 Ob, on Thursdays, arriving at Irkútsk on Mondays; № 1 Irkútsk, on Fridays, arriving at Moscow on Saturdays.

Night time from 8.0 P. M. to 5.59 A. M. indicated by heavy type.

Gp. 12 II—IV	Fet. 2 I—II	Mail 4 I—III	Vers. I—IV	<i>Siberian railway.</i>		Vers. I—III	Mail 3 I—III	Fet. 1 I—II	Gp. 11 I—IV
9 50	1 6	11 54	1408	Dep. Oyásh	Arr. 1641	1 2	3 53	7 34	
10 58	2 2	12 50	—	Dep. Chebulá (sid.)	—	10 55	2 56	5 50	
12 27	3 31	2 4	1450	Dep. Bolótnoe bf.	Arr. 1559	9 52	1 54	4 35	
1 15	4 10	2 47	—	Dep. Barnaúlsky (sid.)	—	8 58	1 10	3 47	
2 39	5 14	3 53	1490	Dep. Polomóshnaya	1560	7 56	12 9	2 43	
4 4	6 20	5 0	1515	Dep. Litvinovo	1534	6 48	11 3	1 32	
5 20	7 32	6 15	1547	Arr. Taigá bf.	Dep. 1502	5 25	9 48	12 10	
6 0	—	8 30	—	Dep. Taigá	Arr. 82	4 35	—	7 25	
9 30	—	12 0	82	Arr. Tomsk	Dep. 172a	1 10	—	3 50	
6 20	7 57	9 29	1547	Dep. Taigá bf.	Arr. 1502	4 10	9 21	11 9	
7 0	8 40	10 23	—	Dep. Lebediánka (sid.)	—	3 31	8 42	10 30	
7 57	9 34	11 19	1584	Dep. Südzhenka	1466	2 34	7 50	9 30	
8 50	10 25	12 11	—	Dep. Yáya (sid.)	—	1 27	7 1	8 38	
9 42	11 4	12 59	1617	Dep. Izhmórskaya	1432	12 50	6 25	8 2	
0 22	11 43	1 38	—	Dep. Voskresénski (sid.)	—	11 47	5 44	7 12	
11 44	12 38	2 36	1654	Dep. Birikálskaya	1396	10 42	4 49	6 8	
11 0	1 53	3 50	—	Arr. Mariinsk bf.	Dep. 1364	9 20	3 38	4 50	
1 36	1 58	4 4	1686	Dep. Súslovo	Arr. 1341	8 50	3 28	1 10	
2 46	2 51	4 59	1708	Dep. Kliuchevskói (sid.)	—	7 3	1 46	11 15	
4 16	3 41	5 52	—	Dep. Tiázhin	1307	6 2	12 47	10 4	
6 6	4 42	6 57	1742	Dep. Itát	1274	4 38	11 28	8 23	
7 30	6 4	8 21	1775	Dep. Bogotól bf.	Dep. 1239	3 10	10 0	4 32	
8 53	7 25	9 45	1810	Dep. Krásnaya	Arr. 1208	3 2	9 53	3 33	
9 17	7 30	9 57	1841	Dep. Achinsk bf.	Dep. 1176	1 50	8 43	2 20	
10 28	8 47	11 11	1874	Dep. Tarútino	Arr. 1155	12 81	7 25	12 53	
11 56	10 5	12 26	1894	Dep. Chernoréchenskaya bf.	Dep. 1139	12 20	7 15	12 3	
12 49	10 25	12 50	1910	Dep. Chernoréchenskaya bf.	Arr. 1139	11 82	6 26	11 14	
2 4	11 26	1 40	1910	Dep. Kozúlka (sid.)	—	10 39	5 41	10 20	
3 9	12 15	2 32	—	Dep. Kemchúg	—	9 28	4 30	8 45	
4 34	1 21	3 39	—	Dep. Zhúkovka (sid.)	1094	8 21	3 25	7 31	
5 50	2 28	4 52	1955	Dep. Kácha	—	7 2	2 19	6 1	
7 10	3 33	5 58	—	Dep. Yelóvka (sid.)	1054	6 18	1 42	4 40	
8 55	4 14	6 39	1996	Dep. Minino	—	5 25	1 7	3 27	
9 36	4 46	7 11	2023	Dep. Krasnoyársk bf.	1026	4 56	12 42	2 50	
10 9	5 11	7 36	2040	Arr. Yeniseí bf.	Dep. 1009	4 15	12 7	2 0	
10 50	5 45	8 10	2045	Dep. Zyko	Arr. 979	3 0	11 40	1 10	
12 20	6 15	9 0	2070	Dep. Sorókino	Dep. 957	2 40	11 25	12 50	
12 55	6 35	9 20	2093	Dep. Kamarchága	—	—	—	—	
2 6	7 40	10 30	2116	Dep. Balái	934	10 30	7 40	8 40	
4 12	9 11	12 10	2140	Arr. Olginskaya bf.	910	9 14	6 38	7 35	
5 32	10 27	1 34	2164	Dep. Tróitsko-Zaoziórnyaya	Dep. 886	8 10	5 35	6 33	
6 43	11 32	2 43	2191	Dep. Tyrbyl	Arr. 858	7 55	5 25	6 13	
7 40	12 28	3 40	2211	Dep. Petrushkóvo	—	6 50	4 19	5 6	
9 10	12 33	3 55	2235	Dep. Filimónovo (sid.)	838	5 46	3 20	3 10	
10 28	1 40	5 12	2267	Arr. Kansk bf.	815	4 30	2 15	1 28	
11 55	2 36	6 21	2293	Dep. Hánskaya bf.	—	3 27	1 20	12 4	
1 24	3 33	7 30	2320	Dep. Ingásh	Dep. 782	2 52	12 45	11 20	
2 41	4 27	8 25	2346	Dep. Tinskaya	Arr. 756	2 35	12 30	10 40	
3 15	5 0	8 58	2375	Dep. Reshety (sid.)	Dep. 729	1 32	11 27	9 37	
3 45	5 5	9 87	—	Arr. Klúchinskaya bf.	Arr. 704	1 27	10 38	9 17	
4 48	6 8	10 40	—	Dep. Reshety (sid.)	—	12 17	9 48	8 5	
4 56	6 13	11 2	—	Dep. Reshety (sid.)	704	11 2	8 42	6 50	
9 53	7 24	12 24	—	Arr. Klúchinskaya bf.	Dep. 675	9 50	7 24	5 30	
11 8	8 37	1 46	—						

Gp. 12 II—IV	Fst. 2 I—II	Mail 4 I—III	Verss.	Siberian railway.		Verss.	Mail 3 I—III	Fst. 1 I—II	Gp. II I—IV
12 44	9 53	3 0	2375	Dep.	Kliuchinskaya bf.	Arr.	675	—	—
2 12	10 52	4 10	2397	"	Yurty.	"	653	8 30	6 17
3 0	11 28	4 44	—	"	Birusà (sid.)	"	—	7 47	5 41
3 58	12 13	5 40	—	Arr.	Taishét bf.	Dep.	624	6 50	4 55
6 57	12 18	5 55	2425	Dep.	"	Arr.	624	6 35	4 50
8 30	1 12	6 58	2445	"	Bairónovka.	"	604	5 35	3 57
—	—	—	—	"	Gar (sid.)	"	—	—	—
10 10	2 26	8 22	2472	"	Razgón	"	577	4 4	2 45
11 35	3 17	9 31	2490	"	Alzamái	"	559	3 6	1 55
2 2	4 15	10 37	2510	"	Zamzór	"	539	2 0	12 55
3 20	5 12	11 55	2532	"	Kamys'hét	"	518	12 54	11 53
4 16	5 59	12 49	2548	"	Uk	"	501	9 50	11 5
5 43	7 16	2 17	2574	Arr.	Nizhneúdínsk bf.	Dep.	476	8 10	9 50
6 45	7 32	2 37	2597	Dep.	"	Arr.	476	7 23	9 35
8 26	8 41	3 46	2618	"	Khingüi	"	453	6 15	8 34
9 38	9 15	4 54	2618	"	Khudoyelánskaya	"	431	5 6	7 30
10 27	10 30	5 43	—	"	Siding N° 2	"	—	4 12	6 41
11 45	11 25	6 50	2652	"	Kurzan	"	397	3 17	5 51
1 20	12 54	8 22	2683	Arr.	Tulün	Dep.	366	1 25	4 20
2 10	1 10	8 34	2703	Dep.	"	Arr.	366	12 54	4 10
3 24	2 6	9 31	2703	"	Azéi	"	347	11 56	3 17
5 30	3 10	10 50	2722	"	Sheragül	"	327	10 40	2 15
7 30	4 55	12 34	2757	"	Kuitün	"	292	8 30	12 31
9 16	6 33	2 18	2787	"	Kimeltéi	"	262	6 40	10 56
10 50	7 45	3 52	2814	Arr.	Zimà bf.	Dep.	236	5 10	9 32
11 18	7 53	4 20	2844	Dep.	"	Arr.	236	4 55	9 17
12 1	8 36	5 2	—	"	Shehétik (sid.)	"	—	4 15	8 40
12 57	9 28	5 55	2867	"	Tyrét	"	206	3 25	7 49
2 18	10 26	7 2	2886	"	Zalari	"	183	2 14	6 43
3 40	11 23	8 21	2906	"	Golovinskaya	"	163	1 11	5 50
4 52	12 20	9 33	2927	"	Kutulík	"	144	11 50	4 48
7 55	1 20	10 14	2952	"	Cheremkóvo	"	123	10 42	3 50
9 28	2 25	11 56	2973	Arr.	Polovína bf.	Dep.	97	9 30	2 40
11 17	2 30	12 16	2995	Dep.	"	Arr.	97	9 10	2 30
12 43	3 29	1 27	2995	"	Malta	"	76	8 6	1 32
1 55	4 37	2 45	3018	"	Telmà	"	55	6 57	12 19
3 12	5 41	3 53	3042	"	Sukhovskàya	"	32	5 43	11 11
—	—	—	3049	Arr.	Inokéntievskaya bf.	Dep.	7	4 28	10 3
4 32	6 49	5 14	—	Dep.	"	Arr.	—	—	—
5 0	7 15	5 40	—	Arr.	Irkútsk bf.	Dep.	—	4 0	9 35

173. Taigá—Tomsk—Cheremóshniki and back.

9 15	12 20	—	Dep. <i>Cheliábinsk</i> . . . }	172	Arr.	1547	5 12	1 0	
5 20	6 15	1547	Arr. <i>Taigá</i> . . . }	172	Dep.	—	12 10	5 25	
4 0	—	—	Dep. <i>Irkútsk</i> . . . }	172	Dep.	1502	5 40	5 0	
4 10	—	1502	Arr. <i>Taigá</i> . . . }	172	Arr.	—	9 29	6 20	
Gp. 12	Mail 4	Verss.	<i>Siberian railway.</i>				Verss.	Gp. II	Mail 3
II—IV	I—III							II—IV	I—III
6 0	8 30	—	Dep. <i>Taigá</i> bf.	—	Arr.	89	7 25	4 35	
6 46	9 16	—	Siding № 1	—	"	—	6 1	3 50	
7 58	10 23	45	" Basandáika	—	"	45	5 38	2 47	
9 10	11 40	74	" Mezhenínovka	—	"	16	4 23	1 33	
9 30	12 0	82	" Tomsk bf.	—	"	8	3 50	1 10	
—	—	89	Arr. Cheremóshniki	—	Dep.	—	—	—	

Night time from 6.0 P. M. to 5.59 A. M. indicated by heavy type.

173a. Omsk (station)—Omsk (town) and back.

P. 230 II-III	P. 228 II-III	P. 222 II-III	P. 218 II-III	P. 212 II-III	Versts.	Siberian railway.	Versts.	P. 211 II-III	P. 217 II-III	P. 221 II-III	P. 227 II-III	P. 229 II-III
9 40	7 35	2 45	11 40	7 35	—	Arr. Omsk (stat.) Dep.	3	6 45	10 45	2 0	6 10	8 20
9 55	7 50	3 0	11 55	7 50	3	Dep. Omsk (town) Arr.	—	6 30	10 30	1 45	5 55	8 5

Steam navigation of Western Siberia.

The steamers of the West Siberian Steam Navigation and Trade Company ply once a week on the rivers Irtysh, Toból and Turá between the towns of Omsk, Tobólsk and Tiúmén on the one hand and Semipalátinsk on the other. The Company notifies arrivals and sailings on each occasion by special advertisements.

197. Tiúmén—Semipalátinsk and back.

Once a week.

Versts.	West Siberian Steam Navigation and Trade Company.	Versts.
—	Dep. Tiúmén Arr.	2583
256	" Iyevlevo "	2328
412	" Tobólsk "	2171
547	" Bereziánskoe "	2036
763	" Ust-Ishím "	1820
897	" Tavríz "	1686
992	" Ivánov Mys "	1591
1160	" Tara "	1423
1257	" Iziúk "	1326
1331	" Karatyshóv "	1252
1428	" Krupiánka "	1155
1555	" Omsk "	1028
1732	" Cheriák "	851
1845	" Zheleziónka "	738
1937	" Vosmerítskoe "	646
2141	" Pavlodár "	442
2166	" Voskresénskaya wharf "	417
2394	" Semiyáarskoe "	189
2583	Arr. Semipalátinsk Dep.	—

Passenger and luggage tariffs of the West Siberian Steam Navigation and Trade Company.

To or from stations:	Tiumén.				Tobólsk.				Omsk.				Semipalátinsk.			
From or to stations:	I	II	III	1 pud lug.	I	II	III	1 pud lug.	I	II	III	1 pud lug.	I	II	III	1 pud lug.
Tiumén	r. k.	r. k.	r. k.	k.	r. k.	r. k.	r. k.	k.	r. k.	r. k.	r. k.	k.	r. k.	r. k.	r. k.	k.
Iyevlevo	—	—	—	—	4.00	3.00	2.00	20	10.00	8.00	4.00	45	20.00	15.00	8.00	70
Tobólsk	3.00	2.00	1.20	15	2.00	1.50	1.00	15	9.00	7.00	3.75	40	19.00	14.00	7.50	65
Berezíanskoe	4.00	3.00	2.00	20	—	—	—	—	8.00	6.00	3.50	35	17.00	13.00	7.00	60
Ust-Ishim	4.50	3.50	2.20	25	2.00	1.00	0.60	15	7.50	5.00	3.00	35	16.50	12.50	6.50	60
Tevriz	6.00	4.50	2.50	25	3.00	2.00	1.20	20	6.00	4.50	2.75	30	15.00	12.00	6.00	55
Ivánov Mys	6.00	4.50	2.50	30	4.00	2.50	1.80	20	6.00	4.00	2.50	30	15.00	11.50	5.75	50
Tára	6.50	5.00	3.00	30	5.00	3.00	2.00	25	5.50	3.50	2.25	30	14.50	11.00	5.50	50
Yevgáshchinskoe	8.00	6.00	3.00	35	5.50	4.00	2.25	25	4.00	3.00	2.00	25	13.00	10.00	5.50	45
Kartashóvo	8.25	6.50	3.25	35	6.00	4.50	2.25	30	3.50	2.50	1.50	25	12.50	9.50	5.00	45
Krupiánka	8.50	6.50	3.50	40	6.50	5.00	2.75	30	3.00	2.00	1.00	20	12.50	9.00	4.80	40
Omsk	9.00	7.00	3.75	40	7.00	5.50	3.00	35	2.00	1.50	0.60	15	12.00	8.50	4.50	35
Cherlák	10.00	8.00	4.00	45	8.00	6.00	3.50	35	—	—	—	—	11.00	8.00	4.20	35
Zheleziónka	12.00	9.00	4.50	50	11.00	7.00	4.00	40	2.50	1.50	0.70	15	9.00	7.00	4.00	30
Vosmeritskoe	13.00	10.00	5.00	55	11.00	8.00	4.00	45	4.00	2.50	1.20	20	8.00	6.00	3.50	30
Pavlodár	14.00	11.00	5.50	55	11.00	9.50	4.50	50	5.00	3.50	1.80	25	6.00	5.50	3.00	25
Voskresénskoe	15.50	12.00	6.00	60	13.00	10.50	5.00	50	7.50	5.00	2.50	25	5.00	5.50	2.00	25
Semiyárskoe	17.00	13.00	6.50	60	14.00	11.50	5.50	50	8.00	6.00	3.00	25	3.00	2.00	1.50	20
Semipalátinsk	19.00	14.00	7.00	65	16.00	13.00	6.00	55	10.00	7.00	3.40	30	2.00	1.50	1.00	15
	20.00	15.00	8.00	70	17.00	13.00	7.00	60	11.00	8.00	4.20	35	—	—	—	—

Children from 2 to 10 yrs. old half-price, under 2—free.

There further ply between Semipalátinsk and Tiumén, at irregular intervals, steamers belonging to: 1) The „Yermák“ Company, 2) M. Plótnikov, 3) The Bogoslóvsk mining District and 4) Kornílov.

No fixed rates for freights.

Between the towns of Tomsk and Tiumén, ply steamers belonging to the following companies: 1) The West Siberian Steam Navigation and Trade Company, 2) The „Yermák“ Company, 3) Plótnikov, 4) The Bogoslóvsk Mining District and 5) Kornílov.

On the rivers Tom, Ob, Irtysh, Toból and Turá.

396. Tiumén—Tomsk and back.

Once a week (from 18 May).

Versts.	West Siberian Steam Navigation and Trade Company.	Versts.
—	Sails Tiumén Arr.	2219
256	„ Iyevlevo „	1964
412	„ Tobólsk „	1807
595	„ Uvát „	1624
673	„ Demiánskoe „	1546
951	„ Samárov „	1268
1216	„ Surgút „	1003
1720	„ Tymaskoe „	499
1839	„ Narym „	380
1959	„ Kolpashóva „	260
2219	Arr. Tomsk Sails	—

Passenger and luggage tariffs of the West Siberian Steam Navigation and Trade Co.

To or from landing- stages of.	From or to Tiumén.				From or to Tobólsk.				From or to Tomsk.			
	I	II	III	lug.	I	II	III	lug.	I	II	III	lug.
	r. k.	r. k.	r. k.	k.	r. k.	r. k.	r. k.	k.	r. k.	r. k.	r. k.	k.
Tiumén	—	—	—	—	4 00	3 00	2 20	20	15 00	10 00	5 00	60
Iyevevo	3 00	2 00	1 20	15	2 00	1 50	1 00	15	13 00	9 00	4 80	55
Tobólsk	4 00	3 00	2 00	20	—	—	—	—	11 50	8 50	4 50	50
Uvát	5 00	4 00	2 25	25	1 50	1 00	0 70	15	10 50	8 00	4 00	45
Demiánskoe	6 00	4 50	2 50	30	2 50	1 50	1 00	20	10 00	7 00	3 50	40
Samárovscoe	7 00	5 50	3 00	35	3 50	2 50	1 50	25	9 00	6 00	3 00	35
Surgút	8 50	7 00	3 50	40	6 00	4 00	2 00	30	7 50	5 00	2 50	30
Tymskoe	10 00	8 00	4 00	45	6 50	5 50	3 00	35	5 00	4 00	2 00	25
Narym	11 00	8 50	4 50	50	7 50	6 50	3 50	40	4 00	3 00	1 50	20
Kolpashóvo	12 50	9 00	4 80	55	9 50	7 00	4 00	45	3 00	2 00	1 00	15
Tomsk	15 00	10 00	5 00	60	11 50	8 50	4 50	50	—	—	—	—

Children from 2 to 10 yrs old half-price, below 2 yrs—free.

Between Tomsk, Barnaúl and Bísk, ply twice a week steamers belonging to E. I. Mélnikov and V. E. Eldstein.

On the rivers Tom and Ob.

From town of Tomsk.	I cl.		II cl.		III cl.		One pud luggage.	
	r.	k.	r.	k.	r.	k.	r.	k.
to Ust-Chaús (Kolyván) . .	5		4		1	90		25
„ Nóvo-Nikólsk.	6		5		2			30
„ Bersk	6	30	5	20	2	50		30
„ Kámen	8		7		3	40		40
„ Barnaúl	10		8		4			50
„ Bísk	14		11		6			80

Steam Navigation of Eastern Siberia.

From the town of Irkútsk up the river Angará to the vill. of Konoválovo and down stream to the vill. of Lístvennichnoe, ply the tug steamers of A. Y. Nemchinov.

I. cl.		II cl.		III cl.		One p. lug. k.	Down the Angará.	I cl.		II cl.		III cl.		One p. lug. k.
r.	k.	r.	k.	r.	k.			r.	k.	r.	k.	r.	k.	
9	90	6	80	4	60	55	from vill. Konoválovo.	—	—	—	—	—	—	—
8	90	6	10	4	10	45	to t. Balagánk. . .	1	—	—	70	—	50	10
5	—	3	50	2	50	35	„ v. Barkhátovo . .	4	90	3	30	2	10	20
4	30	3	—	2	20	30	„ „ Usólie	5	60	3	80	2	40	25
2	—	1	50	1	—	20	„ t. Irkútsk	7	90	5	30	3	60	45
—	—	—	—	—	—	—	„ s. Lístvennichn . .	9	90	6	80	4	60	55

From the settlement of Lístvennichnoe, on Lake Baikál and the river Selengá, ply the tug steamers of A. Y. Nemchinov.

From Lístvennichnoe to Boliutáya and back.

I cl.		II cl.		III cl.		One p. lug. k.	Up the Angará.	I cl.		II cl.		III cl.		One p. lug. k.
r.	k.	r.	k.	r.	k.			r.	k.	r.	k.	r.	k.	
17	80	14	10	8	40	86	from s. Lístvennichn.	—	—	—	—	—	—	—
10	80	8	10	5	40	56	to Ust-Selengínsk	7	—	6	—	3	—	30
9	80	7	35	4	90	51	„ Chertóvkin	8	—	6	75	3	50	35
5	20	3	90	2	60	26	„ Verkhneúdínsk . .	12	60	10	20	5	80	60
1	20	—	90	—	60	6	„ Selengínsk	16	60	13	20	7	80	80
—	—	—	—	—	—	—	„ Boliutáya	17	80	14	10	8	40	86

TARIFF for conveyance of passengers, luggage, freights, carriages and animals by regular mail and passenger steamers of A. Y. Nemchinov on Lake Baikal.

	Versts.	Passengers.						Luggage per pud.		Freights.		Carriage.						Animals.			
		I cl.		II cl.		III cl.		r.	k.	1	2	3		2		Carts.		Large.		Small.	
		r.	k.	r.	k.	r.	k.					r.	k.	r.	k.	r.	k.	r.	k.	r.	k.
Between Listvennichnoe and Upper Angará.																					
From Upper Angára to Sosnówka . . .	190	7	60	5	98	3	26	—	27	19	14	5	43	3	80	2	72	2	18	1	09
" " " " Krugulík . . .	220	8	80	6	92	3	77	—	31	22	16	6	29	4	40	3	15	2	52	1	26
" " " " Ust-Bargúz. . .	365	14	60	11	48	6	26	—	52	36 ^{1/2}	26	10	43	7	30	5	22	4	18	2	09
" " " " Tur. min. wat. . .	440	17	60	13	82	7	55	—	63	44	31	12	57	8	80	6	29	5	04	2	52
" " " " Pesóchnoe . . .	620	24	80	19	48	10	63	—	89	62	14	17	71	12	40	8	86	7	09	3	55
" " " " Listvennichn. .	700	28	22	22	—	12	—	—	—	70	50	20	—	14	—	10	—	8	—	4	—
Between Krestóvskaya landing.st. (in Listv.) and Mysováya																					
From Listv. to Pesóchnoe	80	3	20	2	52	1	37	—	11	8	6	2	29	1	60	1	14	—	91	—	45
" " " Tur. min. wat.	260	10	40	8	18	4	45	—	37	26	19	7	43	5	20	3	71	2	96	1	48
" " " Ust-Bargúz.	335	13	40	10	52	5	74	—	48	33 ^{1/2}	24	9	57	6	70	4	78	3	82	1	91
" " " Krugulík	480	19	20	15	08	8	23	—	69	48	34	13	71	9	60	6	85	5	48	2	74
" " " Sosnówka	510	20	40	16	12	8	74	—	73	51	36	14	57	10	20	7	28	5	82	2	91
" " " Upper Angará	700	28	—	22	—	12	—	1	—	70	50	20	—	14	—	10	—	8	—	4	—

Note: 1) Emigrants, their luggage, horses and carts are charged half the ordinary tariff.

2) First-class freights include: tea, furs, manufactured and fancy goods etc.; second-class—corn, meat, iron, building materials etc.

Transbaikál Railway.

(Office in Irkútsk).

Passenger trains daily leave Irkútsk by Baikál branch line to Baikál and thence by Transbaikál railway from the Mysováya st. to Srétensk (1,034 versts).

The time-table for this line is not yet published.

Steam Navigation

on the rivers of the Amúr system.

398.

Amúr Steam Navigation Co.

Amúr line:

Passengers and goods taken at and for towns of *Nikoláevsk*, *Khabarovsk*, *Blagovéshchensk*, *Srétensk* and landing-stages on way.

Ussúri line:

Passengers and goods taken at and for towns of *Nikoláevsk*, *Khabarovsk*, *Blagovéshchensk*, *Srétensk* and other points to the Imán st. of Ussúri railway and back.

Zéya line:

Passengers and goods taken at and for towns of *Nikoláevsk*, *Khabarovsk*, *Blagovéshchensk*, *Srétensk* and other points to Zéisk Warehouse and back.

Amgún line:

Passengers and goods taken at and for towns of *Nikoláevsk*, *Khabarovsk*, *Blagovéshchensk*, *Srétensk* and other points to Kerbínsk Warehouse and back.

I and II class passengers are accomodated with cabins, and III class are placed on the decks of steamers and barges under awnings.

The sailings of steamers from: *Nikoláevsk*, *Khabarovsk*, *Blagovéshchensk* and *Srétensk* are each time specially advertised.

Passenger and luggage tariff of Amúr Steam Navigation Co.

Length of voyage.	Versts.	I	II	III	¹ / ₁₀ kop. per pud (lugg.) and verst.
		r. k.	r. k.	r. k.	r. k.
From Srétensk to Blagovéshchensk	1279	25.58	19.19	6.40	1.27
" Blagovéshchensk to Khabarovsk	855 ¹ / ₂	17 11	12.84	4.28	0.85
" Blagovéshchensk to Zéisk wh.	657	—	10.—	5.—	0.65
" Khabarovsk to Nikoláevsk	939 ³ / ₄	18.80	9.40	4.70	0.94
" Khabarovsk to Imán st.	390	7.80	5.85	1.95	0.30
" Nikoláevsk to Undínsk wh.	200	—	5.—	3.—	0.00
" Nikoláevsk to Kerbínsk wh.	450	—	10.—	5.—	0.00

Each passenger has the right to take one pud of luggage free.

Ussúri railway.

(Office in Khabarovsk).

174. Vladivostók—Khabarovsk and back.

From 1 April, 1900 (Vladivostók time).

*) G. P. 6 II—IV	M. P. 4 I—II	Versts.	Ussúri railway.		Versts.	*) G. P. 5 II—IV	M. P. 3 I—III
3 25	9 25	—	Dep. Vladivostók buf.	Arr.	721	10 10	1 25
3 57	9 46	—	" Pervaya Rëchka (sid.) . . .	"	—	9 50	1 9
4 32	10 16	—	" Sedánka (sid.)	"	—	9 2	12 34
5 0	10 33	—	" Khilkóvo buf.	"	—	8 44	12 19
6 12	11 28	42	" Nadëzhdinskaya buf. . . .	"	680	7 35	11 30
7 3	12 6	—	" Kíparisov (sid.)	"	—	6 25	10 38
7 46	12 38	66	" Razdólnoe buf.	"	655	5 49	10 10
8 20	1 10	—	" Baranóvski (sid.)	"	—	5 7	9 37
9 10	1 51	—	Arr.	Dep.	—	4 17	8 55
9 42	2 5	102	Dep. Nikólskoe buf.	Arr.	620	3 40	8 40
10 28	2 47	—	" Dubíninški (sid)	"	—	3 2	8 8
12 5	3 58	147	" Nevelskáya	"	575	1 52	7 4
12 54	4 36	—	" Monastyrishche	"	—	12 50	6 12
2 5	5 18	185	" Chernígovka	"	537	11 50	5 32
2 50	5 56	—	" Knorring (sid.)	"	—	10 50	4 47
3 40	6 37	—	Arr.	Dep.	—	10 0	4 6
4 22	6 47	224	Dep. Spásskaya buf.	Arr.	498	9 30	3 56
5 10	7 28	—	" Drozdóv (sid.)	"	—	8 45	3 20
5 58	8 6	256	" Sviágino	"	466	8 10	2 48
6 40	8 43	—	" Kraëvski (sid.)	"	—	7 10	2 7
7 31	9 25	293	" Shmakóvka	"	429	6 30	1 33
8 12	10 4	—	" Ryzhóv (sid.)	"	—	5 37	12 40
8 41	10 30	—	Arr.	Dep.	—	5 6	12 12
8 56	10 35	327	Dep. Ussúri buf.	Arr.	394	4 51	12 2
10 10	11 22	350	" Prokhásko	"	372	4 2	11 20
—	—	—	" Bussë (sid)	"	—	—	—
11 15	12 14	—	Arr.	Dep.	—	2 42	10 20
11 54	12 14	377	Dep. Muraviöv-Amúrski buf. .	"	344	2 18	10 10
1 5	12 55	387	" Imán	"	335	1 50	9 46
—	—	—	" Eberhardt (sid.)	"	—	—	—

*) Daily between Vladivostók and Nikólsk, and as announced between Nikólsk and Khabarovsk.

^{*)} G. P. 6 II—IV	M. P. 4 I—III	Vershs.	<i>Ussuri railway.</i>		Vershs.	^{*)} G. P. 5 II—IV	P. M. 3 I—III
2 35	2 5	420	Dep. Kurdiúmovka . . .	Arr.	302	11 45	8 36
—	—	—	" Chórny (sid.) . . .	"	—	—	—
4 30	3 36	464	" Bochárovo . . .	"	258	9 50	7 0
—	—	—	" Alchán (sid.) . . .	"	—	—	—
5 10	4 38	498	Arr. Bikín buf.	Dep.	224	8 30	5 46
6 10	4 48	—	Dep.	Arr.	—	8 10	5 20
—	—	—	" Beitsúkha (sid.) . . .	"	—	—	—
8 10	6 15	537	" Rosengártovka . . .	"	185	6 25	4 10
—	—	—	" Snárski (sid.) . . .	"	—	—	—
9 45	7 31	—	" Gédike (sid.) . . .	"	—	4 45	2 54
10 20	7 56	575	" Ilováiskaya	"	146	4 16	2 23
—	—	—	" Yevgénievka	"	—	—	—
11 13	8 38	596	Arr. Vlázemskaya buf. . .	Dep.	125	3 10	1 30
11 40	8 48	—	Dep.	Arr.	—	2 40	1 15
1 22	9 57	627	" Dormidóntovka . . .	"	95	1 10	12 15
1 55	10 23	—	" Khor	"	—	12 20	11 40
2 52	11 1	653	" Dukhovskáya	"	69	11 50	11 13
—	—	—	" Krúglikov (sid.) . . .	"	—	—	—
4 18	12 3	680	" Kórlovskaya	"	41	10 10	10 7
5 8	12 41	—	" Krásnaya Rêchka (sed.)	"	—	9 10	9 16
6 0	1 20	716	Arr. Khabaròvsk buf. . .	Dep.	6	8 10	8 35
6 25	1 50	—	Dep.	Arr.	—	7 35	8 5
6 40	2 5	721	Arr. Khabaròvsk landing-stage	Dep.	—	7 20	7 50

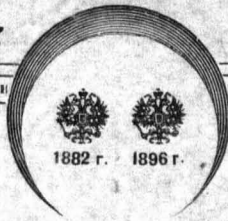
Marine Steam Navigation.

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(Official Guide of M. W. C., № 395).



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 I Distillery: № 25, Vygonnaya Dámbla.
 II Distillery: № 4-5, Malaya Sbórnaya str.
 Branches: { in St. Petersburg, № 34, Gorókhovaya str.
 in Hamburg: № 18, Catherine str.

OFFERS FOR SALE:

RECTIFIED SPIRIT OF HIGHEST QUALITY, CLARIFIED AND TABLE WINE.

Genuine Riga Kuntsen Herboreal Balsam.

BRANDIES OF ALL KINDS:

Benedictine, Abrioutine, Chartreuse, Quirasso, Cacao, Mopca, Maraschino, fruit infusion and liquor, Kiev liquors, Kümmel, Orange and other liquors, Sorb-apple № 00, Nézhin Sorb-apple, English Double-corn, Livonian bitter, Redlóvka, Ziklitóvka, Little-Russian sp'ced brandy, Livonian cranberry infusion, Red-pilberry infusion, English bitter and Quinine brandy.

RUM, COGNAC AND ARAC

with ticketed tax;

Fresh compressed yeast.

Brandies of our own manufacture are sold by all important wine-merchants.

Catalogues post-free on application.

General Electric Company.

Allgemeine Elektrizitäts Gesellschaft.

3, Kazán place, St. Petersburg.

5, Lubiánka prospect, Moscow.

41, Kreshchátik, Kíev.

Electrical Transmission. Electric Lighting.

Telephone 2185.

A. K. PURYSHEV.

140, Fontánka, St. Petersburg.

REPRESENTED BY THE:

1) Syzrán. Asphalt Manufacturing Company.

(Office in Syzrán).

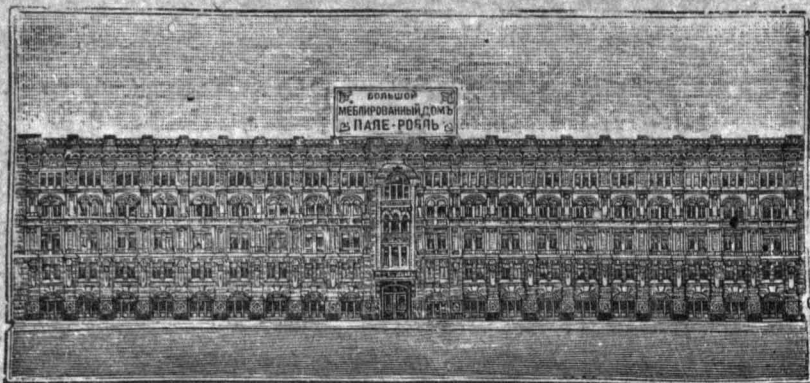
Executes orders for Asphalt Works throughout Russia.

Sale of Asphalt and Mineral Tar.

2) Baron E. E. Bergenheim and Co.

Offers pyrogranite of various colours and designs for flooring and side-paths.

CERAMIC PIPES:



FURNISHED HOUSE

PALAIS-ROYAL.

St. Petersburg, 20, Pushkin street, near the Névsky prospect and the Nicholas railway station. 170 furnished rooms.

Rates: R. 1 r. 25 k. to R. 10 a day, with bed linen and electric lighting; and from R. 15 to R. 175 a month.

Dining-room with home-made dinners.

Electric lighting. — Telephone. — Baths. — Commissioners.

Omnibuses are sent out to all the railway stations in the town. Telephone № 676.



Москва 1882



Н.-Новгородъ 1896.



Кіевъ 1897



Рига 1880.

VARNISH FACTORY**I. KOCH in Riga**

established in 1842.

Specialities: spirit-varnish and lac-varnish of highest quality, patent novelty;
Lac-varnish „Permanent“.

11 Factory in Warsaw, 5, St. George street.

Offices: in St. Petersburg, 6, Stoliarny str. in Nizhni-Novgorod: Konovin high-road, house Filipov: in Riga 18, Great Zámkovaya.

REINHOLD ERNESTOVICH

WITT,

firm of John Legau and Co.

RIGA.

Manufacturer of hygienic cigarette paper cases.

22, Wolmar street.

**THE VÓTKINSK
STATE WORKS
ON THE KÁMA RIVER**

**22 prizes at exhibitions, including first prizes at the Chicago
and Nizhni-Nóvgorod exhibitions.**

GOODS:

- | | |
|--|--|
| 1) Passenger and goods steamers,
marine schoonrs, iron barges. | 6) Railway fastenings. |
| 2) Locomotives. | 7) Naphtha reservoirs and spirit
tanks. |
| 3) Puddled, welded, assorted, sheet
marine iron, boiler plate, and
rivetting iron. | 8) Steam boilers. |
| 4) Marten and iron welding steel. | 9) Engnes. |
| 5) Bridges and bridge appliances. | 10) Chains and anchors. |
| | 11) Agricultural implements. |

And other articles according to desire.

The goods are forwarded from the Galev landing-stage on the Káma.

Telegrams: Vótkinsk, District Department.

Letters: Vótkinsk Works, Viátka government, Káma, Vótkinsk Mining District Department.

V. R. BORMÓTKIN.

St. Petersburg.

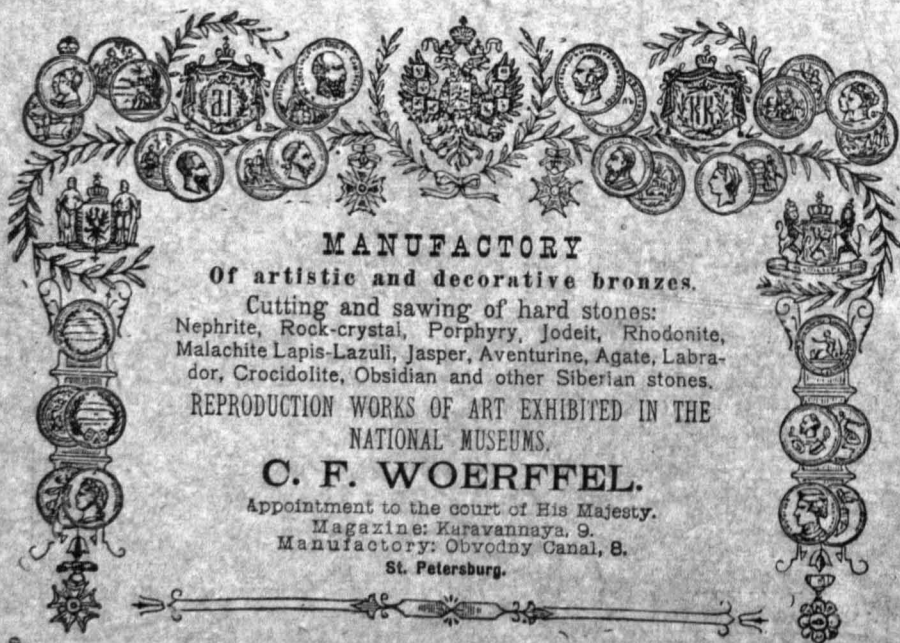
Stock of Steam Engines, Boilers, Locomobiles etc.

Steam, tubular and other boilers, reservoirs and cisterns for petroleum and mineral oils and other boiler-smith's work.

Representatives of the HARTLEY and SUGDEN Works in Halifax — Boilers for water and steam heating.

Warehouses: 78, Obvódný canal, own house (near the Gas Works).

Office: 1, Chernyshóv str. (near the arch).



MANUFACTORY
 Of artistic and decorative bronzes.
 Cutting and sawing of hard stones:
 Nephrite, Rock-crystal, Porphyry, Jodeit, Rhodonite,
 Malachite Lapis-Lazuli, Jasper, Aventurine, Agate, Labra-
 dor, Crocidolite, Obsidian and other Siberian stones.
 REPRODUCTION WORKS OF ART EXHIBITED IN THE
 NATIONAL MUSEUMS.
C. F. WOERFFEL.
 Appointment to the court of His Majesty.
 Magazine: Kuravannaya, 9.
 Manufactory: Obvodny Canal, 8.
 St. Petersburg.

The Zlatoust state mining district established in the Ufa, Orenburg and Perm governments, founded in 1881.

The district comprises the Zlatoust, Saikín, Kusinsk and Artíksk works.

The **Zlatoust works** produces: side arms, shells for the naval and military departments, pig-iron, steel: Marten, skillet-cast-steel, figured steel, assorted iron and steel, files, water pipes, railway fastenings and other appliances.

Saikín works: pig-iron, cast-iron projectiles for the Artillery and the Naval Department, piddled pig-iron.

Kusinsk works: pig-iron and Artillery shells, figured castings and artistic cast-iron articles.

Artíksk works: scythes, sieles refined steel and fined iron.

Supplies private orders.

Address for letters and telegrams: Zlatoust, Ufa government Mining Director of District Department.

The Yarosláv-Kostromá Land Bank.

(91, Tverskói boulevard, Moscow).

Grants loans for long periods on mortgage deeds at the rate of $4\frac{1}{2}$ per cent, in the governments of Yeniseisk and Tobolsk, the Semipalátinsk territory, the towns of the Irkútsk and Tomsk governments, as well as in the towns of Omsk, Verkhneúdínsk, Chitá, Nerchínsk, Blagovéshchensk, Khabárovsck, Nikólsk-Ussurisk and Vladivostók:

on mortgage of land estates, for 10 to $66\frac{2}{12}$ years at a rate of 5 per cent per annum, exclusive of the redeeming;

on mortgage of real estates situated in towns for a period of 10 to $38\frac{4}{12}$ years, at a rate of $5\frac{1}{2}$ per cent, exclusive of redeeming.

Particulars may be obtained at the Bank office and from the local agents.

WORKS OF THE FRANCO-RUSSIAN COMPANY,

previously BERDA,

17, ríe. Pridázhka, St. Petersburg

Telegraphic address: Aldebaran-Petersburg.

Machinery erecting works:

Steam-engines, boiler and copper-smiths work. Pig-iron and bronze, rough and finished castings, about 2000 puds.; forged, articles, rough and finished, about 6000 puds.

Copper-mill:

Brass and copper compression tubes. Brass sheets. Copper sheets. Nickel-silver. Brass rods. Copper rods. Figured flat brass, all kinds of shapes and sections. Marine bronze, delta, metal and other alloys.

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Gold medal: Paris 1889.

Eau de Cologne double.**Eau de Cologne triple.****Eau de Cologne № 4 (Extract).**

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ON SALE IN ALL THE TOWNS.

Manufactory of inlaid floors
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