

The University is composed of three Faculties: 1.—Medical, which offers ample facilities for the practice of medicine. The medical laboratories were the gifts of various Hongkong Chinese residents. There is a large staff of instructors in medicine and all the principal medical practitioners in Hongkong give lectures at the University. Clinical work is carried on at the Government Civil and Tung Wah Hospitals. The degrees are recognised for registration in Great Britain by the General Medical Council. 2.—Arts. The establishment of this Faculty was largely due to the munificence of a Chinese gentleman in the Straits Settlements (Mr. Cheung Pat-sze). Its special object is to provide training suitable to those who desire to enter the public service or the higher branches of mercantile life. The course of instruction comprises English and Chinese literature, political and constitutional history, political economy, jurisprudence, international and commercial law, psychology, the school practice of education and history of educational theories. 3.—Engineering. This Faculty is divided into three branches—Civil, Electrical, and Mechanical. The University has an exceptionally large equipment of machinery and apparatus, and has a number of laboratories and workshops. There is practically no place in China where students have such an opportunity of seeing all kinds of machinery in actual working and of learning their practical management. Several graduates have obtained an Honour's Degree awarded by the Examiners of the London University.

The University insists upon all students having a proper knowledge of their own language although instruction at the University is carried out in English. Students are required to pass an examination in written Chinese before entering, and two Chinese Professors, both Hanlin graduates, give lectures on the classics and history of China.

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#### V.—PUBLIC WORKS.

The Central Police Station and the Harbour Office extensions were completed, and a commencement was made with the erection of two large blocks of Quarters for Scavenging Coolies, one block being situated in Belcher's Street and the other in Taipingshan.

Good progress was made with two blocks of Quarters for Government Servants at Happy Valley each containing 6 houses. A block of flats in Caine Road for married Police Officers, and three houses at the Peak designed for Quarters for Senior Officers were all well in hand at the close of the year.

A start was also made with the erection of two other houses at the Peak for the Puisne Judge and Mr. John Duncan respectively. The former is being built under arrangement with Messrs. Denison, Ram & Gibbs, the latter being designed and constructed by Mr. Duncan personally.

In addition to these, two blocks of 4 houses each were under construction at Leighton Hill, and a scheme was approved for the erection of 5 detached, and one block of semi-detached houses, and a block containing 6 flats on the area known as the "Homestead Site," at the Peak; both of these works were placed in the hands of local firms of Architects, the Leighton Hill houses being carried out by Messrs. Denison, Ram & Gibbs, whilst the work at the "Homestead Site" was entrusted to Messrs. Little, Adams & Wood.

Plans were also prepared by the Public Works Department for a large block of buildings on the area opposite the Central Market, comprising a New Fire Station, Offices for the Imports and Exports and Medical Departments and the Secretariat for Chinese Affairs. In Kowloon, a Fire Station was completed in Salisbury Road, and other minor works were in progress.

With regard to communications in Hongkong, the following roads were completed:—Road from Gap Road to Bowen Road, and from Bowen Road to Wanchai Gap, also the Findlay Road extension.

Works commenced and in progress during the year were:—the first section of the road from Taitam Gap to Shek O, the road from Wanchai Gap to Magazine Gap, the road connecting Pokfulam and Victoria Roads contouring the Western side of Mount Davis, and the extension of Lugard Road, whilst extensive widening improvements were carried out to the Shaukiwan Road.

In Kowloon, considerable progress was made with the extension of Coronation Road, also with the road connecting Mongkoktsui with Kowloon City; and the road from the Kowloon City Road to the China Light & Power Company's new Station and the Hongkong & Whampoa Dock Company's new houses at Tai Wan Bay was completed.

Advantage was taken of the large amount of filling obtained from the extension of Coronation Road referred to above to level up portions of the low-lying areas east of Shanghai Street near this point.

In the New Territories, the extensive improvements to that portion of the Taipo Road between the 9th and 18th milestones were nearly completed, whilst further improvements to this road between the 3rd and 5th mile-stones were begun. A considerable portion of the road between Castle Peak and Fanling was macadamized, the surface being finished with asphaltum.

Progress was made with the necessary resumptions of property required for widening Wanchai Road and Queen's Road East, and a considerable number of houses were, either by partial or complete re-erection, set back to the new alignment.

A commencement was made with a further section of the Shamshuipo Reclamation Scheme, and extensive building activity prevailed on the portion already reclaimed. The Kai Tak Land Investment Company made substantial progress, with the reclamation of an extensive area of foreshore in Kowloon City, as did also the Standard Oil Company of New York in extending their reclamation at Laichikok.

Upwards of 4,700 lineal feet of nullah were trained on the Island and mainland.

Plans were prepared for the construction of Filter Beds at the Eastern end of Bowen Road, and a portion of the 18" main, which will eventually connect these Filter Beds with the City, was laid from Wong Nei Chong Village to Morrison Gap Road. Plans were also prepared for additional Filter Beds at the Kowloon Water Works.

The laying of the new 18" supply main from the Kowloon Filter Beds to Yaumati was practically completed, and a general improvement was made to the distribution system of Kowloon by replacing the existing subsidiary mains with larger ones.

Small supply systems for Repulse Bay and Fanling Districts were started.

A re-inforced concrete pier opposite Queen Victoria Street for the Ferry Service was in progress, being the first of a series it is proposed to erect for the improvement of the Ferry service of the Colony.

The Hongkong & Whampoa Dock Company, Ltd., made considerable extensions to their Dockyard at Hungghom by laying down additional slipways, extending workshops, and providing houses for their staff.

The total amount expended on Public Works Extraordinary was \$2,555,877.69 and on annually recurrent works \$825,493.70.

#### *Railway.*

The steelwork and roofing materials for the platform awnings at Kowloon arrived early in the year, when a Contract for the erection, including drainage, was entered into, and the work is now completed. The lighting arrangements for the platforms were carried out by the Public Works Department. The platform awnings are of steel frame construction, roofed with corrugated asbestos cement sheeting, and provide a very necessary shelter from the sun and rain to a considerable portion of the platforms, as well as to the east side of the concourse.

Good progress was made in the construction of the new wharf for Kowloon Station Yard which is built of reinforced concrete, the longest piles being 55 feet long. The wharf is 150 feet long and projects 50 feet from the sea-wall. There are six tiers of stairs which facilitate the transfer of cargo to and from local craft at any state of the tide.

With the exception of the cast iron stair treads, the wharf was completed at the end of the year.

The Electric Turret Clock for Kowloon Station Clock Tower arrived in the Autumn and the work of installing was at once begun. Unfortunately, however, progress has been seriously delayed owing to the non-arrival of necessary drawings and instructions from the makers.