

# ARCHIVES OF CHINA'S IMPERIAL MARITIME CUSTOMS

---

## Confidential Correspondence

Between  
Robert Hart  
and  
James Duncan Campbell  
1874—1907

---

Volume IV

---

Compiled by  
Second Historical Archives of China  
Institute of Modern History, CASS  
Chief Editors  
Chen Xiafei *and* Han Rongfang

---

FOREIGN LANGUAGES PRESS BEIJING CHINA

K206.3  
C590.1  
:4

Archives of  
China's Imperial Maritime Customs  
Confidential Correspondence  
Between  
Robert Hart and James Duncan Campbell  
1874-1907

Volume IV

*Compiled by*  
Second Historical Archives of China  
Institute of Modern History, CASS

*Chief Editors*  
Chen Xiafei and Han Rongfang

FOREIGN LANGUAGES PRESS BEIJING

中国海关密档—赫德金登干函电集

1874—1907

第四卷

中国第二历史档案馆  
中国社会科学院近代史研究所 合编

主编 陈霞飞 韩荣芳

\*

外文出版社出版

(中国北京百万庄路24号)

邮政编码 100037

北京外文印刷厂印刷

1993年(16开)第一版

(英)

ISBN 7-119-01490-0 / K·96 (外)

06880



First Edition 1993

ISBN 0-8351-2468-1  
ISBN 7-119-01490-0

© Foreign Languages Press, Beijing, 1993

Published by Foreign Languages Press  
24 Baiwanzhuang Road, Beijing 100037, China

Printed by Foreign Languages Printing House  
19 Chegongzhuang Xilu, Beijing 100044, China

*Printed in the People's Republic of China*

## Archives of China's Imperial Maritime Customs

# CONTENTS OF FOUR VOLUMES

## Vol. I

Editor's Note

Preface I

Preface II

Introduction

<i>Years</i>	1874	<i>Letters</i>	1-123	<i>Years</i>	1879	<i>Letters</i>	557-645
	1875		124-226		1880		646-764
	1876		227-310		1881		765-895
	1877		311-410		1882		896-1018
	1878		411-556		1883		1019-1150

## Vol. II

<i>Years</i>	1884	<i>Letters</i>	1151-1279	<i>Years</i>	1890	<i>Letters</i>	1801-1903
	1885		1280-1383		1891		1904-1997
	1886		1384-1487		1892		1998-2108
	1887		1488-1588		1893		2109-2223
	1888		1589-1695		1894		2224-2344
	1889		1696-1800				

## Vol. III

<i>Years</i>	1895	<i>Letters</i>	2345-2448	<i>Years</i>	1902	<i>Letters</i>	3025-3110
	1896		2449-2558		1903		3111-3218
	1897		2559-2661		1904		3219-3318
	1898		2662-2752		1905		3319-3415
	1899		2753-2839		1906		3416-3507
	1900		2840-2930		1907		3508-3528
	1901		2931-3024				

ii CONTENTS

Telegraphs

<i>Years</i>		<i>Letters</i>		<i>Years</i>		<i>Letters</i>	
1874		1-76		1891		1917-2011	
1875		77-163		1892		2012-2069	
1876		164-252		1893		2070-2133	
1877		253-350		1894		2134-2369	
1878		351-413		1895		2370-2598	
1879		414-480		1896		2599-2859	
1880		481-608		1897		2860-3184	
1881		609-681		1898		3185-3430	
1882		682-765		1899		3431-3548	
1883		766-863		1900		3549-3692	
1884		864-1032		1901		3693-3867	
1885		1033-1453		1902		3868-4020	
1886		1454-1536		1903		4021-4149	
1887		1537-1696		1904		4150-4253	
1888		1697-1814		1905		4254-4334	
1889		1815-1856		1906		4335-4414	
1890		1857-1916		1907		4415-4496	

*Appendix: Telegraphs between Robert Hart and James Hart*

Vol. IV

Notes to the letters

1874	
1875	1892
1876	1893
1877	1894
1878	1895
1879	1896
1880	1897
1881	1898
1882	1899
1883	1900
1884	1901
1885	1902
1886	1903
1887	1904
1888	1905
1889	1906
1890	1907
1891	

Chronologies of Robert Hart and J.D. Campbell

Bibliography

Official Ranks in the Chinese Imperial Maritime Customs Service

Index I Letters

Index II Telegraphs

# CONTENTS

## Vol. IV

Notes to the letters	1
1874	1891
1875	1892
1876	1893
1877	1894
1878	1895
1879	1896
1880	1897
1881	1898
1882	1899
1883	1900
1884	1901
1885	1902
1886	1903
1887	1904
1888	1905
1889	1906
1890	1907
Chronologies of Robert Hart and J.D. Campbell	522
Bibliography	554
Official Ranks in the Chinese Imperial Maritime Customs Service	555
Index I Letters	557
Index II Telegraphs	653



1. "The City" refers to the financial centre of the City of London.

"Our offices" refers to the London Office of the Maritime Customs (hereafter called the London Office for short). The London Office, set up in 1861 at 6 Little George Street, Westminster, undertook the purchase of naval vessels. It was closed down following the Qing Government's dismissal of H.N. Lay, the first Inspector General of the Maritime Customs. In 1867, Robert Hart, the new Inspector General of Maritime Customs, reestablished the office at 155 Cannon Street; later he moved it to 2 King William Street. At first, Herry C. Batchelor, a British merchant, was appointed Customs Agent, his chief task being to purchase goods and materials for Maritime Customs. In 1874 Batchelor was discharged and Hart appointed J.D. Campbell Non-Resident Secretary of the London Office. Campbell then moved the office to 8 Storey's Gate, St. James Park. In 1892 he moved it again, this time to 26 Great Queen Street, Westminster. He remained in charge of the office until his death in 1907. Under Campbell's management, the London Office ostensibly served as a supply station of goods and materials for Maritime Customs and as an examination centre for the recruitment of personnel, but its activities, especially those taken by Campbell himself, suggested it was a covert office of the British Government.

2. David Marr Henderson (1840-1923), a Briton, was originally a civil engineer of the Chance Brothers & Company of Britain operating lighthouse equipment. He joined Maritime Customs in 1869 as part of their engineering staff. From 1871 on he served as Engineer-in-Chief until his death in 1923.

3. Barbier et Fenestre, also named as Barbier et Cie., was a Paris-based company manufacturing lightship and lighthouse illumination equipment. Most of the lighthouse illumination equipment ordered by Campbell for Maritime Customs was from this company.

4. T.A.W. Hance joined Maritime Customs in 1876 as Fourth Assistant B in Hankou.

At the end of 1875 Keown registered for examination by Maritime Customs for the second time; but when the examination took place, he withdrew voluntarily and thereby failed to be recruited into the Service. See Letter 220.

Paul King (1853-1938), a Briton, joined Maritime Customs in 1874. After a short stay in the London Office, he came to China and was made an Assistant in Shantou, Jiujiang, Tianjin, Yantai, etc., successively. In 1897 he was promoted to be Deputy Commissioner in Shanghai. His book *In the Chinese Customs Services: A Record of Forty-seven Years* was published in London in 1924.

5. Emile De Champs, a Frenchman, once the Secretary in Danshui, was already dead when the letter was written.

6. An incident involving French missionaries took place in Qianjiang, Sichuan. In 1873 three French missionaries went to Qianjiang to preach but met with resistance by both the public and gentry. Two of them were killed by the local people on July 14, while the third one escaped to the County Government office. After this incident the French authorities demanded punishment of the killers and compensation for the deaths of the missionaries. The Qing Government accepted the demands by dismissing the County Governor from his post and promising not to employ him henceforward, by having two members of the gentry exiled and two local people hanged and by paying France an indemnity of 40,000 taels of silver.

7. P.M. Giquel (1835-1886) was an officer of the French navy. In 1857 he joined the Anglo-French Allied Force. From 1861 on he was Commissioner of Ningbo Customs in Zhejiang Province. In 1862 he joined the Ever-Victorious Army (a Sino-French force) in the attack on the Taiping Heavenly Kingdom Army. Hence he came to know Zuo Zongtang. In 1866 he returned to

Maritime Customs and served as Commissioner in Hankou. At that time he hatched a plot with Guan Wen, Governor-General of Hu-Guang (Hunan and Hubei), to equip the Hubei "Vanguard Battalion" with arms so as to resist the Nian Army. Afterwards, he went with Zuo Zongtang to Fujian to found the Fujian Ship Administration Bureau and was appointed Superintendent of the Bureau. In 1868, he was promoted to be General-in-Chief and then in 1877 he was promoted one rank and awarded the privilege of wearing the yellow jacket. With the outbreak of the Sino-French War in 1884 he was dismissed by the Qing Government.

8. Charles Stewart Forbes, a British military officer, had been to China to fight during the Second Opium War. The second time he came to China was in 1863 as the commander of the flagship of the Lay-Osborn Fleet. When H.N. Lay was removed by the Qing Government the fleet was disbanded and Forbes returned to his country. In 1867, he joined Maritime Customs as Marine Commissioner, yet he did not come to China to assume office until two years later. He resigned in 1870.

9. The house for J.D. Campbell to live in was provided free of charge. It was the practice of Maritime Customs to provide housing for foreign staff either by subsidy or by purchasing houses for their use. Apart from this, all expenses, including lighting, water, furniture, servants, etc., were borne by Maritime Customs.

10. The Chinese New Year is the lunar New Year. It occurs about a month after the Gregorian New Year. As the time of the lunar New Year is sometimes around the beginning of spring, it is also named Spring Festival.

## 2

1. Emilio Castelar y Ripoll (1832-1899) was one of the leaders of the Spanish republicans. In 1873 he was elected head of the First Republic of Spain. However, in view of a vigorous tide of resistance from the masses, he resigned and left Spain in 1874.

Francisco Serrano y Dominguez was also one of the leaders of the Spanish republicans. He had formerly been exiled to France. After the resignation of Castelar, the Assembly recalled him and a new provisional government was then organized. Yet as soon as the monarchy was restored he was again forced out of power.

2. Fisher Island, also named West Island, is situated in the Taiwan Straits just to the west of the Penghu Islands.

Ockseu lies to the north of Fisher Island on the Fujian coast.

3. "MM. B. & F." is the abbreviation of Messieurs Barbier et Fenestre.

4. Richard Rapier was a member of the engineering firm of Ransome & Rapier. It was he who appraised the costs of construction of the Song-Hu Railway in 1875.

Krupp was a German manufacturer of iron and steel and of munitions. His company had sent an agent to China seeking to enter into contracts for the sale of munitions and railway construction.

5. The Duke of Sutherland was George Granville William Sutherland III, Leveson-Gower (1828-1892), an English nobleman and a member of the House of Commons for Sutherland County.

## 3

1. William Cartwright, a Briton, once served in the Royal Navy. He came to China with the Lay-Osborn Fleet in 1862. After the disbandment of the fleet in January 1863, he started working in Maritime Customs. As he knew Chinese he was promoted rapidly. He had successively filled the posts of Assistant, Deputy Commissioner, Commissioner, etc., in Xiamen (Amoy), Tianjin, Danshui, Guangzhou and Hankou. When he was serving as a Commissioner in Dagou (Takow), in 1874, he was forced to leave office and return home because of ill health.

Those who sat for the examination of Maritime Customs were required to be in their prime. The age limits set for Indoor Staff was from nineteen to twenty-three and the age set for Outdoor

Staff was thirty or less. Neither were to be married. Those who sat for the Indoor Staff examination were to be highly educated and were asked to take examinations in English, arithmetic and geography. Those who took their examinations in China were required to take tests in Chinese. Also, physical tests were required. No employment was granted for those found to be diseased. As for Outdoor Staff, emphasis was placed on health and moral character rather than on academic tests. This caused the Indoor Staff to look down upon the Outdoor Staff. Examination affairs were conducted in the London, Shanghai, Jiulong, Guangzhou, Dalian and Qingdao offices. Hart employed those who were recommended by his friends and relatives and nepotism became widespread in the employment of foreign personnel for the Maritime Customs.

2. Henri de la Bastide, a Frenchman, started working for Maritime Customs in 1875. From 1875 to 1880 he took office as Fourth Assistant in Ningbo and Jiujiang. At the time mentioned here he had not passed the examination yet.

3. Charles Hannen, a Briton, joined Maritime Customs in 1859. Between 1860 and 1862, he took the position of Clerk-in-Charge in Shanghai and Fuzhou. From 1863 on he was Commissioner in Yantai, Jiujiang, Tianjin, Xiamen and Shantou successively. He resigned in 1890.

The origin of the uniform of Maritime Customs: In March 1873, entrusted by the Zongli Yamen, Hart made preparations for China to participate in the Vienna International Fair. He decided to send C. Hannen, E.B.M. Drew, G. Detring and E.C. M. Bowra to attend the Fair as working staff of the delegation of China. He demanded that all members attending the Fair should be in uniform. Thus he asked J.D. Campbell and Hannen (who were to have their holidays in England) to look for uniform designers in London. He wanted the uniform to be designed and fabricated there.

It was stipulated that those whose ranks were above Examiner should wear frock-coats, those whose ranks were above Commissioner should wear not only frock-coats but also coats, while those whose ranks were below Outdoor Examiners should wear jackets decorated with copper buttons. As to the different ranks of officers of Maritime Customs, the various uniforms would be differentiated by different colours of cap tops, such as white for Clerks and blue for Commissioners, with red being reserved for the Inspector General. Hart also stressed that the uniforms of Maritime Customs should be different from those of diplomats.

#### 4

1. The Maritime Customs did not put its funds in Chinese banks but, rather, in the British Oriental Banking Corporation (Li Ru Bank) established in China. There the accounts A, C and D were opened. A and C were the formal accounts of the Maritime Customs while D was the supplementary account. The funds for these accounts came from different sources and were for different uses. The Maritime Customs also had a special account G and a temporary account O for the London Office. Apart from these, Hart opened an account Z to deposit his own funds for his personal use.

2. Sir Rutherford Alcock (1809-1897), a British diplomat, came to China in 1844, serving as British Consul successively in Xiamen, Fuzhou, Shanghai, Guangzhou, etc. Between 1858 and 1865 he went to Japan and held a post there. From 1865 to 1871 he was Minister in China. He retired in 1871. During his tenure as Consul from 1853 to 1854 in Shanghai, the Daguer Society Uprising took place. With his status as British Consul he proclaimed jointly with the American Consul that they would levy taxes on British and American traders on behalf of China. Soon after, he joined the consuls of America and France in signing a treaty with Wu Jianzhang, Shanghai Daotai (Prefect), on Shanghai Customs, stipulating the formation of a committee composed of members sent by the British, American and French consuls to manage tariffs in Shanghai. This created a precedent for foreign commissioners to control Maritime Customs. Alcock returned to London in 1874.

3. Reference to the construction of the Song-Hu Railway. Rutherford Alcock, the British Minister, wanted to construct a railway from Shanghai to Wusong early in 1866. His suggestion was rejected by the Qing Government. However, in 1875, without the permission of the Qing

Government, the Wusong Railway Company affiliated to the Jardine, Matheson & Company, under the guise of constructing roads, purchased land and started to build the Wusong-Shanghai Railway. The Qing Government protested repeatedly, and it became a case for negotiation. Nevertheless, the railway was completed in 1876. Upon the opening of the railway a person was killed accidentally. The accident met with outrage by residents near the railway and the Qing Government was forced to ask that the company be closed down. After much negotiation, the Qing Government bought the railway for 285,000 taels of silver and dismantled it in the following year.

4. The style of Maritimes Customs uniform which J.D. Campbell had asked someone to design. For details see note 4 of Letter 3.

5. He Lin (Ho Lin) was Hart's servant.

6. Mrs. Hart, Hester Jane Bredon, an Irish aristocrat, came from the same town as Hart. After their marriage on 22 August 1866, which had been during Hart's home furlough, they came to Beijing. Their elderest daughter, Evelyn Amy, was born in 1868, and their elder son, Edgar Bruce, in 1873. In the same year, Mrs. Hart went back to England with her two children. She came to China again in 1879 with Bruce and in that year gave birth to their second daughter. In 1882 she returned to her country with her children and did not return to China after that.

## 5

1. W. Hancock joined Maritime Customs in 1874 and was Assistant in Ningbo, Qiongzhou, Danshui and Xiamen successively. In 1884 he became a professor for the *Tong Wen Guan* (Institute of Education). In 1892 he went home on furlough. In 1896 he was made Commissioner in Mengzi, and in 1904 in Yuezhou. He resigned in 1908.

2. J. Acheson, a Briton, joined Maritime Customs in 1874. He served as Statistical Secretary and Commissioner in Ningbo, Wenzhou, Wuzhou, Guangzhou and Qiongzhou successively. In 1893 he was awarded the title of Fourth Grade Officer by the Qing Government. In 1911 he was promoted to Commissioner and later he became the Vice President of the Customs College. He died of natural causes in Beijing in 1925.

3. Alister Duncan, a Briton, was employed by Maritime Customs on the recommendation of Gordon in October 1876. He came to China in 1877 and was made Fourth Assistant B in Fuzhou. In 1883 while he held this post, he got heavily in debt and gained a reputation that was so bad that he was nearly discharged. In July 1887 he finally was fired. By the end of the year, however, he was rehired. In 1892 he became a Second Assistant, in 1893 he was assigned to the Outdoor Staff and in 1908 he took the post of Chief Assistant.

Charles George Gordon (1833-1885), a British officer, came to China in 1860 with the British-French Allied Force. He took a part in the attacks on Tianjin and Beijing and in the plundering and destruction of Yuan Ming Yuan by fire. In 1862 he fought against the Taiping Heavenly Kingdom Army near Shanghai and in southern Jiangsu. In 1863 he succeeded H.A. Burgevine to become Lieutenant-General of the Ever-Victorious Army. The Qing Government conferred on him the title of Brigade General. In the following year he was also given the title of General-in-Chief and awarded the yellow jacket. He returned to Britain in 1864. Due to what he had done in China he became well known in Britain. Because of the similar pronunciation of "Charles" and "Chinese", he won the name of "Chinese Gordon". From 1873 on he was Governor of Equatoria Province of the Sudan in Central Africa; in 1880 he was made Consultant of the India Governor's Office. The Qing Government then asked him to "mediate" the Sino-Russian Ili Incident. In 1884 he was appointed Governor-General of the Sudan, and in 1885 he was shot dead in Khartoum by the insurrectionary army of Sudan.

4. At a time when there were neither railways nor modern telecommunications and postal services, and only the old routes were available, communications within China and with foreign countries were difficult and time consuming. For example, from Beijing to Shanghai, one usually travelled by the Baihe River, but if it was frozen then land passage would be the only route. Europeans had to travel by the sea route which rounded the Cape of Good Hope, or via the Mediterranean Sea to reach Egypt, then taking the land route through the Middle East to the Red

Sea, before taking the final leg of the journey by sea to the Far East. For telegrams, one had to send messages to Calcutta first, from whence they would be transferred to China. In 1869 the Suez Canal was opened to navigation and in 1871 a submarine cable was laid between London and Shanghai, and the situation was improved.

5. The Lupot violin was made by Stradivarius, the famous Italian violin manufacturer of the 17th century.

## 7

1. Reference to David Marr Henderson (1840-1923).

Kenward was a staff member of Chance Brothers & Company, a firm that operated lighthouse equipment.

2. Wodehouse was an officer of the Colonial Office. He had shown interest in doing some meteorological work in China. As Hart found it difficult to find a position for a man of such high rank, he was not employed. Besides, so far as meteorology was concerned, Wodehouse was but an amateur.

3. The establishment of the Institute of Astronomical and Meteorological Observation by Maritime Customs in 1869 marked the founding of meteorological observatories and weather stations in China. Due to the frequent wrecking of foreign merchant ships on reefs and shoals along China's coast and because of the dangers of foul weather, Hart intended to set up meteorological observatories and weather stations simultaneously with the establishment of lighthouses. At that time customhouses along China's coast and inland rivers, from Guangzhou in the south to Niuzhuang in the north, were all dispersed within a range of twenty degrees north latitude and ten degrees east longitude. The location was fit for a network for meteorological observation. Thus, due to Hart's suggestion, institutions of astronomical and meteorological observation attached to each customhouse were set up. However, measures were taken only for the purchase of apparatus and no person was especially assigned to supervise its operation. In 1879, during late summer and early autumn, the Xujiawei Astronomical Observatory warned merchant ships that a typhoon was going to hit Shanghai. The accuracy of the forecast won the appreciation of the Divisional Inspector and Harbour Master, A.M. Bisbee. He called upon representatives of the Chamber of Commerce in Shanghai and of ship owners to consult with the observatory about issuing weather forecasts henceforth to have merchant ships put on guard in advance to reduce damage. The institutes of astronomical and meteorological observation attached to each customhouse were to cooperate in supplying information on meteorological phenomena. From 1884 on, the Xujiawei Astronomical Observatory had greater cooperation from the lighthouse stations of each harbour.

4. The *Tong Wen Guang* (Institute of Education) was the first "Westernized school" founded by the Qing Government. Its aim was to train people to be qualified for dealing with Western affairs. It was founded in 1862 in Beijing and was affiliated with the Zongli Yamen. Funds, personnel matters and teaching programmes, however, were all under the control of the Inspector General, Hart. Professors were all entered on the list of customhouse staff. The Institute was primarily a school of foreign languages, offering courses in English, French and Russian. The students enrolled were limited to children of the "Eight Banners" (military administrative organizations of the Manchu nationality in the Qing Dynasty) under thirteen years of age. Later, the school was enlarged by opening courses not only in German and Japanese but also in mathematics, astronomy, history and geography, and by enrolling Manchu and Han students under twenty-five years of age who had passed imperial examinations. Most of the professors were foreigners. W.A.P. Martin, an American missionary, applied to teach in the school in 1863, and in 1869, he was promoted to the post of president on Hart's recommendation. His domination of the school spanned twenty-five years. In 1902 the school was merged with the Capital College.

5. The full name of Bredon, a British surgeon, was Dr. Robert E. Bredon (1846-1918). He was Hart's brother-in-law. In 1873 he joined Maritime Customs and Hart broke the rules by promoting him to Chief Secretary, I.G. Later he became Commissioner in Yantai, Guangzhou and Ningbo. He was Deputy Inspector General between 1898 and 1908, and was Acting Inspector General in

1908 when Hart left China. As the Qing Government had never consented for him to take the place of Hart on a permanent basis, he retired in 1911, later dying in Beijing. At that time all foreign workers in Maritime Customs were asked to take a course in Chinese, therefore the "exercises" Bredon had taken refers to exercises in Chinese.

6. C. Edward McKean, a Briton, came to China in 1868 to work for the British Legation in China. He joined Maritime Customs in 1870, going to work as an English teacher in *Tong Wen Guan* in 1872. From 1875 on he was Deputy Commissioner, Acting Commissioner and Commissioner respectively of the customhouses in Shantou, Qiongzhou and Guangzhou. He resigned in 1893.

7. E.H. Grimani, a Briton, started working in Maritime Customs in 1872. He served successively as Third Assistant A and B, Second Assistant A and B and First Assistant A and B in Wuhu, Zhenjiang, Ningbo, Wenzhou and Danshui. When he was serving as First Assistant A and B in Zhenjiang, the Qing Government bestowed him the rank of Fourth Grade and promoted him to Acting Commissioner.

8. J.H. Hart (1847-1902), a Briton, was Robert Hart's brother. He joined Maritime Customs in 1867. In 1869 he took the post of Chinese Secretary, I.G., in Beijing. From 1872 on, he was Acting Commissioner and Commissioner in Niuzhuang, Tianjin, Yantai, Hankou, Shanghai, Fuzhou, Guangzhou, Danshui and Tainan successively. In 1885 when Robert Hart was appointed by the British Government to be British Minister to China, he recommended J.H. Hart to be his successor as Inspector General. Since the proposal was opposed by the diplomatic corps, the matter was dropped. In 1888 when Britain invaded Tibet, the Qing Government sent Sheng Tai, the amban stationed at Tibet, to hold talks with the British representatives. Robert Hart suggested to the Zongli Yamen that J.H. Hart be sent to Tibet to assist Sheng Tai as an interpreter. Due to J.H. Hart's manipulation, the Qing Government concluded the Sikkim-Tibet Convention with Britain. With the convention, Britain obtained the right to dominate Sikkim and profited by having trade relations with Tibet. In 1894 the Qing Government bestowed on him the red button of the First Grade and awarded him the Double Dragon several times. Here the reference is to the transfer of J.H. Hart from Dagou (Takow), Taiwan, to Hankou Customs as temporary Commissioner.

G.H. Noetzli, a Swiss, joined Maritime Customs in 1863. He was Deputy Commissioner of the Hankou Customs when he was mentioned in this letter.

T.M. Brown, a Briton, joined Maritime Customs in 1861. At the time this letter was written, he was Deputy Commissioner in Guangzhou. He later was made Deputy Commissioner in Shanghai.

J. McLeavy Brown (1835-1926), a Briton, came to China as a student interpreter in 1861. In 1864 he served as Assistant Chinese Secretary of the British Legation in China. In 1868 when Pu Anchen went to Europe, he was Secretary of the delegation. Between 1871 and 1872 he was Acting Chinese Secretary of the British Legation in China. He started working in Maritime Customs in 1873 and filled successively the posts of Deputy Commissioner and Commissioner in Guangzhou, Shanghai, Xiamen, Jiulong and Zhenjiang. The Qing Government awarded him a Civil Rank of the Third Grade and that of the Second Grade. On Hart's recommendation, he was transferred to the Korean Customs and held the posts of Chief Commissioner and Financial Adviser. After the Sino-Japanese War of 1894-5, Brown remained at his posts in Korea. In 1897 he was dismissed and succeeded by a Russian. Shortly after that Brown was reinstated. Beginning in 1906 he was a counsellor for the Chinese Embassy in Britain. He retired in 1913. Hart relied on him quite heavily, and in 1909 when Hart was back in Britain after retirement, he recommended Brown as his candidate to head the Maritime Customs. This, however, was rejected.

J. Smith, a Briton, joined Maritime Customs in 1862. At the time mentioned here, he was Assistant Audit Secretary I.G. In 1882 he was promoted to Audit Secretary.

H. Edgar, a Briton, was Hart's cousin. He started working in Maritime Customs in 1868. From 1873 to 1898 he served successively as First Assistant, Acting Deputy Commissioner, Deputy Commissioner and Commissioner of the customhouses in Tainan, Shantou, Fuzhou, Jiujiang, Hankou, Yichang, Yantai and Niuzhuang. He resigned in 1901. At the time mentioned, he was Assistant-in-Charge in Dagou.

Edward Bangs Drew, an American, joined Maritime Customs in 1865. In 1867, he was put in

charge of Chinese documents in the customhouse of Beijing. Later he was promoted to Commissioner and filled the posts of Acting Commissioner and Commissioner of the customhouses in Jiujiang, Yantai, Zhenjiang, Shanghai, Ningbo, Guangzhou and Fuzhou. In 1878, while serving as Commissioner in Ningbo, he was awarded a Civil Rank of the Third Grade by the Qing Government. In 1882 he held the post of Statistical Secretary I.G. In 1889 he was made Chief Secretary, I.G., and in 1893 the Qing Government bestowed on him the rank of Double Dragon, Third Division, First Grade. In 1896 he was part of the entourage of the diplomatic mission to Russia headed by Li Hongzhang. He died in America in 1908.

E.C. Bowra, a Briton, joined Maritime Customs in March, 1863. In spring 1866 he went abroad as an interpreter with the Chinese Secretary Bin Chun to do investigatory work. He came back to China in 1867 and served as Acting Commissioner successively in Ningbo and Guangzhou. In 1872 he was promoted to Commissioner in Guangzhou. In 1874 he died in England.

## 8

1. Ouida was the pen name of the British novelist Marie Louise de Ramee (1839-1908). She had written many novels of love affairs and children's tales. *Pascarel* was one of her books.

## 9

1. The Oriental Banking Corporation (Li Ru Bank) was also named Dong Fang Bank (Oriental Bank) or the East Asian Silver Corporation. It grew out of the West India Bank of Bombay. Its name was changed to the O.B.C. in 1845. After the bank was moved to London, branches were set up in Hong Kong and Guangzhou. At the same time bank notes were issued in Hong Kong. Beginning in 1847, branches were set up in Shanghai, Fuzhou, Xiamen and Hankou. Its principal business was to manage trade and foreign exchange among Britain, India and China. In 1884, owing to its lack of capable management, the Oriental Banking Corporation's business was suspended. After its reorganization, the name was changed to the New Oriental Banking Corporation. In 1892, due to failures in speculation of foreign exchange, the bank was closed down.

2. "R.E.B." stands for Dr. Robert E. Bredon.

3. Colin Jamieson, a Briton, joined Maritime Customs in 1866. In 1869 he served as Third Clerk of Tianjin Customs and was transferred later to Tainan, serving as Clerk and later as Acting Assistant. Between 1875 and 1877 he was made Acting Chief Secretary, I.G. He then returned home for a period of time. Beginning in 1881 he once again came to work in Maritime Customs and held the post of Commissioner in Qiongzhou, Tianjin, Yantai and Shantou.

4. The full name is F.E. Woodruff. An American, he joined Maritime Customs in 1865. From 1868 to 1869 he was Acting Chinese Secretary, I.G. and in 1870 and 1871 he was Acting Commissioner in Zhenjiang and Hankou. He left Maritime Customs, but came back to serve as Chinese Secretary, I.G. between 1872 and 1875. Beginning in 1875 he was successively Commissioner of the customhouses in Zhenjiang, Wuhu, Guangzhou, Shantou and Chongqing.

5. Evey was the pet name of Evelyn Amy Hart, Hart's daughter. She was born in Beijing on 31 December 1869. In 1892 she married William Nelthorpe Beauclerk, First Class Counsellor of the British Legation in China.

6. Herbert Thomas Hare, a Briton, joined Maritime Customs in January 1873, and becoming an Assistant Engineer.

## 10

1. Ellen Mary Lewis, J.D. Campbell's wife, married Campbell on 22 September 1870 in Brighton. She gave birth to five sons and two daughters. In the circle of aristocrats in London, she was known for her skill in playing the piano. Throughout their marriage she was Campbell's capable assistant.

2. "Mao, His Excellency" refers to Mao Xuxi, who styled himself Xuchu, a native of Wuzhi, Henan. He was a Metropolitan Graduate in the Dao Guang reign. In 1860, as a Vice President (Senior) of the Censorate, he organized a militia to besiege the Nian Army. In the following year he was promoted to Sub-Chancellor of the Grand Secretariat. Between 1862 and 1865 he fought with Senggelinqin against the Nian Army in Shandong, Henan, Hubei and Anhui, among other places. Senggelinqin suffered a defeat and died in 1865, and Mao was subsequently removed from office. He was twice the Minister of the Zongli Yamen — between 1869 and 1878 and between 1879 and 1882. He died in 1882.

3. "Lewes" refers to Sir Samuel William Sayer Lewes (1824-1907). He joined the Royal Navy in 1841. Between 1870 and 1886 he held the post of Director of Victualling for Navy.

4. Edward Coe Taintor, an American, joined Maritime Customs in August 1865. After 1868 he became successively Acting Commissioner in Danshui, Statistical Secretary, I.G., and Acting Commissioner in Niuzhuang. In 1877 he was again made Statistical Secretary. He committed suicide in 1878.

5. Nicholas John Hannen, a Briton, a lawyer, was the younger brother of Charles Hannen, Commissioner in Xiamen. In 1868 he came to the Far East. Between 1871 and 1874 he was H.B.M.'s Acting Deputy Judge of the Supreme Court for China and Japan in Yokohama. In 1874 Hart was involved in a lawsuit with Johannes Von Gumpach. The adjudgement of the Supreme Court for China and Japan in Shanghai was in favour of Von Gumpach. At that time Hannen was in Shanghai. He instigated Hart to ask J.D. Campbell to appeal to the Privy Council and thus the adjudgement was overturned. In 1878 Hannen became a Senior Advocate in Shanghai. From 1891 to 1897 he was the Judge of H.B.M.'s Supreme Court for China and Japan in Shanghai and, concurrently, Consul General to Shanghai. In 1900 he died in Beijing.

## 11

1. Heinrich Von Calice, an Austrian diplomat, was Consul General and concurrently Chargé d'Affaires in China between 1871 and 1874. In 1874 he left China to act as a diplomat for Austria in various European countries. Between 1880 and 1906 he was the Austrian ambassador in Constantinople. He died in 1912.

2. The Broad Arrow Tower is part of the Tower of London fortress — the traditional symbol of the British Government.

The design of the first batch of the Chinese stamps printed by Maritime Customs, as well as that on the Customs Service patrol boats, was the *taiqitu*, showing the *ying* and *yang*, the two opposing principles in nature (see diagram).

3. There is a blank here in the original file.

## 12

1. Amy Henriette Lowder, a Briton, was the niece of George Glass Lowder and the wife of Charles Hannen, Commissioner in Shantou.

2. F.E. Wright joined Maritime Customs in 1859, and served as Commissioner of the customhouses in Shanghai, Danshui, Yantai, Fuzhou and Guangzhou successively. Beginning in 1877, he was Chief Secretary, I.G. and Audit Secretary, I.G. of Maritime Customs in Beijing. He was on furlough in Europe when this letter was written.

3. Laurent was an office coolie of Chinese nationality during Campbell's tenure in Maritime Customs.

4. Reid was a Member of the House of Commons elected by the Kirkcaldy Burgh municipality.

5. Worthington Birley was a foreign firm in Shanghai.



## 13

1. The teaching materials and the translated works used by the students of the *Tong Wen Guan* were formerly printed by the Presbyterian Mission Press. The increase in numbers of professors and students required more printed teaching material and translations. In 1873, the Zongli Yamen authorized the *Tong Wen Guan* to set up a printing office. All printing equipment and materials were purchased by, and installation costs were borne by, the London Office.

2. Here a blank space is left in the file. It might refer to David Marr, Henderson.

3. A kit is a small violin.

## 14

1. George B. Glover, an American, came to China in 1859 and served as Commissioner of the customhouse in Guangdong for the long period of eleven years. After having his holiday in America in 1872 he returned to China and served successively as Commissioner of the customhouses in Fuzhou, Shanghai, Jiujiang and Wuhu. He died in Shanghai in 1885.

2. *Fei Hu* (*Fei Hoo*) and *Ling Feng* were two revenue steamers of Maritime Customs.

3. Aurelio Garcia was a representative sent by Peru to China to discuss the problem of Chinese labourers. On 26 June 1874, Li Hongzhang, on behalf of the Qing Government, signed the Convention of Tientsin, which stipulated that China could send officers to investigate the situation of overseas Chinese workers. Those workers who suffered could appeal for relief, and if willing to return home, could do so upon expiration of their contracts. Their employers were not to create difficulties for them.

4. H. Macpherson, a Briton, came to China in 1859. He was successively Acting Commissioner and Commissioner of the customhouses in Shanghai, Hankou, Tianjin, Niuzhuang and other places. Hart had proposed his appointment as the Counsellor of Foreign Affairs for Guo Songdao, Chinese Minister in Britain. The matter was dropped because of Li Hongzhang's objection. Macpherson died in Paris in 1878.

A. Huber, a Frenchman, was Hart's brother-in-law. Between 1857 and 1869, he was an interpreter for the French Legation in China. He joined Maritime Customs in 1896. At first he was First Assistant of the customhouse in Shantou and later became Deputy Commissioner and Commissioner of the customhouses in Zhenjiang, Tianjin and Shantou successively. He went to France with Chong Hou to "apologize" for the missionary case which had happened in Tianjin. This reference is to H. Macpherson and A. Huber going to Cuba in 1874 to assist Chen Lanbin, Chinese Minister in America, to study problems of overseas Chinese workers. When they returned from Cuba, they wrote the *The Cuba Mission* in collaboration. The book was published in 1875.

5. The Wusong (Woo Sung) situated at the junction of the Huangpu and Changjiang (Yangtze) rivers, was strategically located and of great importance. The Qing Government built batteries there and constructed railways to it.

6. The Zongli Yamen was established by the Qing Government in 1861 for dealing with diplomatic affairs. The full name was *Zongli Geguo Shiwu Yamen* (General Administration for the Affairs of the Various Foreign Countries), while it was called "General Administration" or "Interpretation Administration" for short. Yixin, Prince Gong, was the minister. His obligation was to manage foreign affairs, send envoys to foreign countries and, concurrently, oversee trade with foreign countries, the running of customhouses, coastal defense and the purchase of munitions. He also took responsibility for the *Tong Wen Guan* and the sending of students to study abroad, etc. He was the Superintendent Minister of Three Trading Ports (later the name was changed to Superintendent of Trade for the Northern Ports) and Superintendent Minister of Five Ports (later the name was changed to Superintendent of Trade for the Southern Ports). In 1901, the name of this administration was changed to Ministry of Foreign Affairs.

7. Renfrew is a county in the lower reaches of the Clyde River, which is located in the southwestern part of Scotland.