





*The List of Applications will be closed on or before 23rd July, 1907.*

# SOUTH MANCHURIAN RAILWAY COMPANY, LIMITED.

*Registered in Tokyo on 7th December, 1906.*

## ISSUE OF £4,000,000. 5% STERLING BONDS.

*Principal and Interest unconditionally guaranteed by the IMPERIAL JAPANESE GOVERNMENT.*

In Bonds to Bearer of £20, £100 and £200, with half-yearly coupons attached for interest at the rate of 5 per cent. per annum, payable 5th February and 5th August

The Bonds are repayable within 25 years from the date of issue, but the Company has the right at any time after 10 years from the date of issue to redeem at par the whole, or part by drawings on giving six months' notice, or by purchase, if the price is below par.

A coupon for full six months' interest payable 5th February, 1908, will be attached to the Scrip.

### SUBSCRIPTION PRICE £97 PER CENT.

PARR'S BANK LIMITED, THE HONGKONG & SHANGHAI BANKING CORPORATION, and THE YOKOHAMA SPECIE BANK, LIMITED,

as Agents for the INDUSTRIAL BANK OF JAPAN, LIMITED, which is duly authorised to make this issue, are prepared to receive Subscriptions for the above **£4,000,000** of Bonds, payable as follows:—

£5 %	on Application.
£20 %	on Allotment.
£20 %	on 17th September, 1907.
£15 %	on 21st October, 1907.
£15 %	on 19th December, 1907.
£22 %	on 20th January, 1908.
<u>£97 %</u>	

Subscriptions must be for £100 nominal or any multiple thereof.

*Payment in full may be made on allotment or on any instalment date under discount at the rate of 3 per cent. per annum.*

100-100

The SOUTH MANCHURIAN RAILWAY COMPANY, LIMITED, is a Joint Stock Company created under Imperial Japanese Government Ordinance No. 142, promulgated on 8th June, 1906, to take over and operate the Railway between TAIREN (DALNY) and CHANGCHUN, including branch lines, also the line between ANTUNG and MUKDEN, and the rich coal mines of FUSHUN and YENTAI. The Company took over the Railways and the Mines from the Government on the 31st March of this year.

The TAIREN (DALNY) and CHANGCHUN line and its branches (having an aggregate length of about 508 English miles) are held under a Concession from the Imperial Chinese Government for a term of about 75 years still to run, but the Chinese Government has an option to purchase these Railways on payment of the outlay upon them. This option, however, cannot be exercised for a considerable time after the due date of the Bonds.

The ANTUNG-MUKDEN RAILWAY (about 188 English miles), is held under treaty stipulations between JAPAN and CHINA for a term of 18 years from 22nd December, 1905, after which this Railway may be sold to the Imperial Chinese Government at a price to be determined by arbitration.

The Capital of the Company is 200,000,000 Yen (about £20,000,000), divided into 1,000,000 Shares of 200 Yen (about £20) each. The IMPERIAL JAPANESE GOVERNMENT received from the Company and retains 500,000 fully paid Shares.

Of the remaining half of the Share Capital, 100,000 Shares were issued and subscribed in Tokyo. On these Shares 10 per cent. has been called and paid up.

The President, Vice-President and Directors of the Company are appointed by the IMPERIAL JAPANESE GOVERNMENT. The Government supervises the business of the Company and appoints a Special Comptroller for this purpose.

The Coal Mines which are situated at FUSHUN and YENTAI are considered to be extremely valuable. At FUSHUN seams of 50 and even over 100 feet of Coal of excellent quality have been found. The output is expected to reach 4,000 tons a day, for which there is a ready market.

The proceeds of the Bonds will be devoted to the following works, viz.:—

Converting the Tairen-Changchun line and branches from 3 ft. 6 ins. gauge to 4 ft. 8½ ins. gauge, which is identical with the gauge of the CHINESE AND KOREAN RAILWAY SYSTEMS.

Converting the light Railway from ANTUNG to MUKDEN into a permanent line identical with the other parts of the system.

Providing a new and complete equipment of locomotives and rolling stock.

Doubling of the track between TAIREN (DALNY) and SUCHATUN, a distance of about 235 English miles.

Harbour Works at TAIREN (DALNY).

Water Transport and Works connected with Collieries, and Warehouses, etc.

The conversion of the whole system from narrow to broad gauge, similar to that of the Chinese and Korean Railways, is to be completed within three years.

An agreement has been concluded for the conveyance of through traffic over the SIBERIAN RAILWAYS and the SOUTH MANCHURIAN RAILWAYS, via Harbin, which will take effect at an early date.

The IMPERIAL JAPANESE GOVERNMENT is of opinion that the Railways will be the means of developing the great resources of MANCHURIA, to the benefit of the trade of all nations on an equal footing, and that the return on all the Capital invested in the SOUTH MANCHURIAN RAILWAY COMPANY, LIMITED, will be satisfactory.

The Bonds have the unconditional guarantee of the IMPERIAL JAPANESE GOVERNMENT both as to interest and repayment of principal. This guarantee will be stated in each Bond, which will be countersigned on behalf of the IMPERIAL JAPANESE GOVERNMENT.

The Bonds are repayable within 25 years from the date of issue, but the Company has the right at any time after 10 years from the date of issue, to redeem at par the whole, or part by drawings on giving six months' notice, or by purchase if the price is below par. Should the ANTUNG-MUKDEN line be sold as above mentioned, the proceeds of sale will be applied towards redemption of all present and future issues of bonds of the Company which may then be outstanding.

The payment of the Coupons and repayment of the Bonds will be made in London, at the office of the YOKOHAMA SPECIE BANK, LIMITED, 120, Bishopsgate Street Within, E.C. Partial redemption will be effected by drawings in the usual manner at the office of the said Bank.

Scrip Certificates to Bearer, with Coupon attached for a full half-year's interest payable 5th February, 1908, will be delivered as soon as possible in exchange for the Allotment Letters and Bankers' receipts, and Bonds will in due course be delivered in exchange for Scrip Certificates.

Application must be made on the enclosed form accompanied by the deposit of £5 per cent.

If no allotment be made the deposit will be returned in full, and if only a portion of the amount applied for be allotted the balance of the deposit will be appropriated towards payment of the amount due on allotment.

Failure to pay any of the instalments at due dates will render all previous payments liable to forfeiture.

An official settlement and quotation on the London Stock Exchange will be applied for in due course.

Certified translations of the Law and Ordinance creating the SOUTH MANCHURIAN RAILWAY COMPANY, LIMITED, the Bye-laws of the Company, and of the Law and Ordinance authorising the issue of this Loan, with the guarantee as to principal and interest by the IMPERIAL JAPANESE GOVERNMENT, also of the Treaty of December 1905, and Additional Agreement between JAPAN and CHINA, may be seen at the office of Messrs. Alfred Bright & Sons, Solicitors, 15, George Street, Mansion House, E.C.

Prospectuses and Forms of Application may be obtained from the issuing Banks, viz.: Parr's Bank Limited, 4, Bartholomew Lane, London; E.C., and Branches; The Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, E.C.; The Yokohama Specie Bank, Limited, 120, Bishopsgate Street Within, London, E.C., and from Messrs. Panmure Gordon & Co., Hatton Court, Threadneedle Street, London, E.C.

LONDON, 19th July, 1907.

**COPY OF LETTER FROM THE JAPANESE AMBASSADOR IN LONDON.**

Gentlemen,

*Japanese Embassy, London, 19th July, 1907.*

*I have the pleasure to inform you that the Imperial Japanese Government have agreed and undertaken to guarantee the due payment of principal and interest of the proposed issue of Bonds by The South Manchurian Railway Company, Limited, as stated in the Prospectus dated 19th July, 1907, and that such guarantee will be embodied in the Bonds which will be countersigned by me on behalf of the Imperial Government.*

*I am, Gentlemen,*

*Your obedient Servant,*

*(Signed) JUTARO KOMURA,*

*His Imperial Japanese Majesty's Ambassador  
Extraordinary and Plenipotentiary.*

To

PARR'S BANK LIMITED,  
THE HONGKONG & SHANGHAI BANKING CORPORATION,  
THE YOKOHAMA SPECIE BANK, LIMITED,  
LONDON.

The SOUTH MANCHURIAN RAILWAY COMPANY, LIMITED, is a Joint Stock Company created under Imperial Japanese Government Ordinance No. 142, promulgated on 8th June, 1906, to take over and operate the Railway between TAIREN (DALNY) and CHANGCHUN, including branch lines, also the line between ANTUNG and MUKDEN, and the rich coal mines of FUSHUN and YENTAI. The Company took over the Railways and the Mines from the Government on the 31st March of this year.

The TAIREN (DALNY) and CHANGCHUN line and its branches (having an aggregate length of about 508 English miles) are held under a Concession from the Imperial Chinese Government for a term of about 75 years still to run, but the Chinese Government has an option to purchase these Railways on payment of the outlay upon them. This option, however, cannot be exercised for a considerable

10  
1  
3

JOHN FISHER & COMPANY, LTD., LONDON, E.C.

PROSPECTUS.

Imperial Japanese Government.  
guaranteed by the  
5 per cent. Sterling Bonds

**£4,000,000**

SOUTH MANCHURIAN RAILWAY  
COMPANY, LIMITED.

南滿洲鐵道



PROSPECTUS.

Imperial Japanese Government.  
guaranteed by the  
5 per cent. Sterling Bonds

**£4,000,000**

SOUTH MANCHURIAN RAILWAY  
COMPANY, LIMITED.

南滿洲鐵道

發行  
總代理  
北洋銀行