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GLIMPSES OF

A GREAT TOURIST COUNTRY

FRENCH INDO-CHINA

AT THE BEGINNING OF 1938



EDITED BY THE

OFFICE CENTRAL DU TOURISME INDOCHINOIS

(GOVERNMENT INFORMATION AND PUBLICITY BUREAU)

22, rue Lagrandière — SAIGON

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In 24

GREATER VIETNAM A MAP OF FRENCH INDO-CHINA

THE COUNTRY THAT **MUST** BE INCLUDED IN YOUR NEXT TOUR



Édité par l'OFFICE CENTRAL DU TOURISME INDOCHINOIS, 22 Rue Lagrandière, Saigon

M. P. PORTAIL, SAIGON - COCHINCHINE

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THE EMPIRE OF VIETNAM: 1800 - 1868 [Before French Occupation]

Vietnam proper + Laos (annexed by Vietnam in 1822) +
 + Cambodia (annexed by Vietnam in 1834)
 + "Eastern Siam" - as Vietnamese political dependence
 between 1800 - 1868

WHAT FRENCH INDO-CHINA OF TO-DAY IS

It would be impossible to depict Indo-China of to-day in a detailed way, in the limited space of a few pages. We shall however try our best here to give an idea of what this country really is at the beginning of 1938.

With an area of 290,000 square miles, Indo-China compared to France is larger by about one third and its population is over 23,000,000 inhabitants.

The principal races which occupy Indo-China are numbering as follows :

^{Vietnamese} Annamese (including ^{Vietnamese} Tonkinese and ^{Vietnamese} Cochinchinese).. .	17,620,000
Cambodians.	2,650,000
Laotians.	1,200,000
Savage tribes.. . . .	1,000,000
Chinese.	500,000
Europeans	30,000

As may be gathered, the population is much varied, thus forming an element of great interest to the traveller. The Annamese occupy the plains of Tonkin, Annam and Cochinchina. An enterprising and hard-working race, they are increasing in numbers, principally the Tonkinese who from the North emigrate more and more to the West of Cochinchina and to Cambodia where they find large districts of still unexploited land to work on.

The Cambodian population does not extend, nor the Laotians or the primitive tribes. The Laotians, who belong to the Thai race, occupy the territory of upper Mekong with various groups of Meos, Mans, Muongs, the latter being found also on the highlands of Tonkin with some tribes of Thos, Nungs, etc.

The « Moy » or primitive people are living on the table-lands and in the forests of Annam, Laos, Cambodia and Cochinchina, they form an infinite number of clans, called the Rhadé, Jarai, Bahnar, Sedang, Boloven, Stieng, Khaleu, Kui, Ma, and a good many others. They don't speak the same language, and are often in rivalry between neighbouring villages. Great hunters, they have nomadic habits and are frequently met on the roads in entire families, all of them carrying on their back a bamboo basket, the men having in their hand a lance or a crossbow of which the poisoned arrows are used to attack boldly the most dangerous beasts of the jungle. Their extreme simplicity of costume allows one to admire among them, men or women, splendid types of humanity, harmoniously and strongly built.

The Chinese are traders, bankers, craftsmen, they are laborious folks and occupy one of the best places in the exploitation of the resources of the country, they are found at every place where some kind of business is to be done, chiefly in the large towns of the deltas.

The population of the five countries which form what is often termed the Indo-Chinese Union, is divided in the following way :

Annam	5,656,000
Cambodia	3,046,000
Cochinchina	4,616,000
Laos	1,012,000
Tonkin	8,670,000
In all	<u>23,000,000</u>

In its almost entirety (about 90%) the Indo-Chinese population has agricultural occupations which explains that Indo-China counts but five urban agglomerations of some importance : Hanoi, 124,000 inhabitants ; Haiphong, 100,000, and Namdinh 75,000, in Tonkin ; Phnom-Penh, 100,000, in Cambodia ; Saigon-Cholon, 325,000, in Cochinchina.

Indo-China is situated between 8°30' and 23°24 latitude North, and between 100° and 109°30 longitude East of Greenwich. It is formed by a range of mountains and plateaus which attain at certain points more than 10,000 feet in height, around which the rivers have formed some large maritime plains or alluvial deltas.

It is precisely the largest rivers which gave their existence to the most extended plains of the country : the Fleuve Rouge or Red River (750 miles) that of Tonkin in the North, and the Mekong River (2,600 miles) that of Cambodia and Cochinchina in the South. Between these two regions, are to be found along the coast of Annam, only small deltas, separated from the table-lands and valleys by that range of wooded mountains, difficult to cross and known as the « Annamitic Chain ».

Indo-China has a tropical climate, hot and damp, but presenting great differences according to seasons and owing to the huge area of a country shaped all in length. Cochinchina, Cambodia and Laos are enjoying a temperature varying but slightly during the whole year, but the pluviometric system prevailing there form two very distinct seasons : the rainy season, from May to October, and the dry season, from November to April. Tonkin, if it has also warm and rainy summers, knows from October to April of a cool season, a veritable winter during which there falls at times a misty rain, called « crachin ». As for Annam, it offers an intermediate climate, passing by unnoticeable transitions from the Tonkinese type in the North, to the Cochinchinese in the South.

Indo-China possesses several well organized hill resorts, the chief ones may be mentioned as follows according to their respective importance : Dalat, in Southern Annam, 5,000 feet ; Chapa, 5,000 feet, and Tamdao, 2,900 feet, in Tonkin ; Mount Bokor, 3,300 feet, in Cambodia ; Bana, 5,000 feet, in Central Annam. These hill places allow the European settlers to enjoy a profitable rest during the hottest months of the year.

The first inhabitants of Indo-China were of Malayan-Polynesian origin, the descendants of whom are said to be the « savages » now disseminated over the highlands and plateaus of Annam, Cambodia and Laos. From that initial trunk, two leading groups, the Chams (now confined in South-Annam) and the Khmers or Cambodians, still visibly related with the first holders of the land, succeeded in reaching rapidly a high degree of civilization. The Annamese and the Laotians, who represent the invading element, settled on the ruins of those two once powerful empires.

The Chams (pr. Tiams) founded the great empire of Champa, about 192 of our era, and occupied at first, it is believed, the territory of Annam, confined between the Ocean and the mountains as it is to-day. They added to this, in the following centuries, Cochinchina and a portion of Cambodia. At the end of the 11th century, the Champa was a mighty state, ruled by a dynasty of kings bearing sanskrit names and of Hindoo-culture. Their fine temples are still used in South-Annam nowadays, testifying of the strength attained by the Hindoo influence on the Cham people. The splendour of their civilization is witnessed by Marco Polo, who visited them in the XIIIth century. In the course of the XIVth century the Empire of Champa gets divided into several small portions under different princes. In 1741, it is definitively transferred under the yoke of Annam. A handful of Chams still vegetate along the Southern coast of Annam ; the arrival of the French in 1884 preserved them from a complete extinction.

[The Khmers or Cambodians, close relatives to the Chams, had a still more glorious past. Their history at its beginning is rather obscure, but Cambodia had gained already a great importance in the VIth century of our era. From the VIIIth to the XIIIth century, Cambodian kings, conquerors and great builders, cover their kingdom with splendid and stately monuments, among which are those of the Angkor group. At the end of the XIIIth century the decay begins of this mighty empire which, assailed at the same time from the West side by the Siamese and from the North by the Laotians, was ultimately dismembered between Siam and Annam. The former took possession of its Western provinces, while the latter annexed Cochinchina ; and then both of its conquerors imposed on it a common vassality. The name of Cambodia seemed likely to be wiped out of the map in 1861, when France relieved the kingdom, first from the Annamese threat, and in 1863, from the Siamese domination, in accepting to extend her protection over it. The establishment of the French protectorate opened for Cambodia an era of prosperity, and aided in obtaining from Siam, in 1904, the renunciation to any form of its suzerainty, and in 1907, the retrocession of the provinces of Battambang, Sisophon and Siemreap ; it was also the French intervention which rendered possible the restoration of its artistic treasures of the past by devoted and learned archaeologists, the setting up of internal order and the start of a material prosperity unknown for centuries.

Laos, unceasingly thorn up by numerous invasions which destroyed almost every testimonial, in stone or written, of its past civilization, played rather a secondary part in the general life of Indo-China. Its first national rulers collapsed at an unrecorded epoch under the strokes of Thai or Chinese invaders from the North, while the Khmers attacked the country from the South. In the XVIIth century, there exist only two small kingdoms, those of Luang-Prabang and of Vientiane, the territory of which was constantly encroached in the following years by both the Annamese and the Siamese. The latter having invaded in 1885 the kingdom of Luang-Prabang, vassal of Annam, France as a protecting nation claimed their withdrawal in 1893. A French flotilla threatening Bangkok, Siam abandoned all pretensions to the left bank of the Mekong ; later on, in 1907, Siam evacuated also the Laotian territories situated on the right bank of the river and, following an amiable agreement, French Laos was constituted, not so large as the ancient country, but forming however a coherent body.

The kingdom known under the name of Annam, comprises two administrative regions, called Annam and Tonkin, inhabited and governed chiefly by Annamese folks.

Annam alone, with Cambodia and to a much higher degree, played an important part in the development of Indo-China. A first national dynasty, that of the anterior Lê, founded by a Chinese born in Annam, makes its appearance there in the 6th century, but ends in 602, date at which the Chinese domination is reestablished over the country. New revolt in 938, under the impulse of Ngô-Quyên, founder of the Ngô dynasty which could maintain itself until 963.

The political formation of Annam didn't go without a continual struggle, against China (that nation having abandoned her claim for suzerainty but in recent years), against the present Chinese province of Yunnan, then independent, and principally against the Cham and Cambodian empires. It was also hampered by internal rivalries and changes of dynasties much too frequent from the VIIIth to the XVth century. From that epoch, the history of Annam becomes, till the end of the XVIIIth century, that of an acute rivalry between the Nguyễn and the Trịnh, two families of great Annamese feudatories. This rivalry ended in the triumph of the Nguyễn, thanks to the help given by a few Frenchmen, the most prominent of whom was a missionary, M^{onsieur} Pigneau de Béhaine, Bishop of Adran, who died near Quinhon in 1799 while this place was besieged. Then Nguyễn-Anh recovered his states (1799), became Emperor (1802) under the name of Gia-Long and was even recognised by China. His successors having disregarded his political views by breaking the relations with the Europeans and persecuting the missionaries, a franco-spanish fleet takes Tourane (1858) Saigon (1859) and Emperor Tu-Duc (1847-1883) gives to France the Eastern part of Cochinchina, the island of Poulo-Condore and an indemnity. That was the beginning of the occupation of Cochinchina, completed a little later when Emperor Tu-Duc had denied his word. In order to revenge himself, Tu-Duc caused the French to be baffled in Tonkin by his mandarins. Francis Garnier, with a handful of marines, conquered the whole Tonkinese delta, but found his death in an ambush from the hands of the Chinese « Black Flags ».

The treaty of 1874 leaves to the French the whole of Cochinchina and they are recognised a moral protectorate over Annam.

In 1882, Tu-Duc succeeded in rising the Tonkinese people against the French traders who were endeavouring to start business relations and he called China, his suzerain, to help him. A long and hard struggle against the Chinese « Black Flags » bands gave to the French as per the Treaty of Hué (1884) an effective protectorate over Annam. A proclamation issued to his people by Emperor Dong-Khanh, who reigned from 1884 to 1889, rendered possible a loyal execution of the treaty, following which, under French control, the different parts of Indo-China were united under the form of a « Indo-Chinese Union » in 1887.

Under the administration of able governors general the Union, with the addition of the Kwang-Tchow-Wan Territory, given on lease to France by China for a period of 99 years in 1899, is developing in every line, enjoying a peace which facilitates a rapid and steady move towards progress.

From the political point of view, Indo-China to-day constitutes an entity under the authority of a Governor general who is the depositary of the French Republic's powers and the mandatory of the general interests of the Union. He usually resides in Hanoi, with secondary residences in Saigon and in Dalat, the hill resort. Indo-China includes :

1 colony	Cochinchina	under a Governor.						
4 countries under protectorate or mixed adminis- tration	<table border="0"> <tr> <td rowspan="4">}</td> <td>Annam</td> <td rowspan="4">}</td> </tr> <tr> <td>Tonkin</td> </tr> <tr> <td>Cambodia</td> </tr> <tr> <td>Laos</td> </tr> </table>	}	Annam	}	Tonkin	Cambodia	Laos	under a Resident Superior.
}	Annam		}					
	Tonkin							
	Cambodia							
	Laos							
1 territory leased by China	Kwang-Chow-Wan	under an Administrator.						

Each country composing the Union maintains a special administration conforming to its local tradition and originality, and in which a large place is given to the natives. Nowadays, these ones are able to fill, as long as they possess the same diplomas as necessary to the French, a great number of the administrative and technical posts. The inferior administrative organization consists of provinces under the authority of an Administrator or Resident. Along the Chinese border, some of these provinces are under the form of military territories.

The education of the people has been developed on a considerable scale at every degree. Far from willing to abolish the old civilizations existing in Indo-China, France's policy is to maintain or to revive them.

France in 1898 created the Ecole Française d'Extrême-Orient which devoted its efforts to the archaeological and philosophical exploration of the Indo-Chinese peninsula, and favoured by every possible means the knowledge of its history, monuments and idioms. It is also the Ecole which has the charge of administering and conserving the historical monuments of the whole Union, and of organizing and maintaining the great museums of Hanoi, Saigon, Tourane, Hué and Phnom-Penh.

In this glorious and devoted work, in this re-awakening of the local traditions, are also engaged some other institutions which are principally of an educative character, such as the « Ecole des Arts Cambodgiens » and the « Institut des Etudes Bouddhiques » at Phnom-Penh ; the « Ecole des Beaux-Arts » at Hanoi ; and the educational institutions of all degrees, the programs of which, in the way of theoretical or professional education, are kept best adapted to the various human groups existing in Indo-China.

Some literary and learned associations such as the « Amis du Vieux Hué » (Hué) ; the « Société Inddes Etudes ochinoises » (Saigon) or the « Association des Amis du Laos » (Vientiane) are constantly bringing their cooperation to the human work of historical, artistic or archaeological researches.

The social or medical institutions, largely spread over the country, render precious services and are now of an absolute necessity to the native population. Those institutions are counting a personnel of more than 3000 physicians, medical attendants, nurses or midwives, that number being enlarged as new ones are being trained.

The medical establishments which number about 700, gave in 1936, more than 5,000,000 consultations and the vaccin doses prepared by the Pasteur Institutès of Indo-China rendered possible to vaccinate in the course of the same year over 9,000,000 natives, there being as a result a nearly complete checking of the great epidemics which are still causing awful losses in many asiatic countries : cholera, the plague, small pox, leprosy.

The chief agricultural production of Indo-China is that of rice and has more than doubled in the last 35 years. Rice exports, owing to the large extension of the rice

cultivation obtained by a vast policy of clearing and watering, have placed to-day Indo-China third in rank in the rice producing nations of the world, after Burma and Siam.

Among the cultures other than rice, mainly intended to meet the local demand, are sweet potatoes, manioc, kidney beans, sugar canes, tobacco, cotton, etc. Some of those secondary cultures are however the object of an active export : maize, lacquer, cocoanuts, cinnamon, etc. Besides the above, french colonists have introduced in Indo-China, not without heavy efforts and money expenses, new cultures which are spreading on some portions of the ground that were left barren up to the recent years. The principal ones are that of heveas or rubber trees in the South ; coffee trees in Tonkin, Annam and Cochinchina and tea in Southern Annam. As to pepper, one of the most important exports of the country, it is produced mainly in Cambodia and Cochinchina by Chinese settlers.

The cattle stock in Indo-China is estimated to attain 4,000,000 oxen or buffaloes ; 3,500,000 pigs ; 80,000 horses ; 55,000 goats, 18,000 sheep. A few thousand buffaloes and pigs are exported yearly, from Cambodia and Cochinchina principally, also hen eggs, and some skins. The breeding of silkworms may be considerably developed ; raw silk is exported in a moderate quantity, most of the production being used in the country.

Fishing is practised everywhere and is very successful along the coasts of Southern Annam and in the Great Lake of Cambodia. The fisheries of South Annam supply the native producers of « nuoc mam » or fish sauce which is an indispensable complement of the people's diet. Those of Cambodia provide to an important trade in exporting dried or salt fish.

The works of the Institut Océanographique de l'Indochine are opening the way to a more rational exploitation of the riches of the sea, in finding the best zones for dragging-net fishing and in fixing new methods for the use and preservation of fish.

The forests cover about one half of Indo-China's surface and give an interesting export in timber, particularly in teak from Laos, and various sub-products such as cardamomes, rattan, medicinal species, etc. This export is bound to develop in pace with the opening of new ways of communication and the setting up of more forest reserves.

The mining exploitations are turned to coal, tin, zinc, tungstene, etc. and give a living to 300,000 people.

The Indo-Chinese industries include threadmills, weaving manufactures, paper mills, glass, tiles and cement works, etc.

The length of the waterways has much increased since the coming of the French, either by the opening of new canals, or by the accommodation of rivers. In Cochinchina alone, their length is over 2,500 miles and reach 11,000 miles for the whole Union.

France operates to-day in Indo-China 1.850 miles of railways on the following lines : from Hanoi to Saigon 1,100 miles ; from Hanoi to Langson and Nacham 112 miles ; from Saigon to Mytho 44 miles ; from Tourcham to Dalat 53 miles ; from Phnom-Penh to Monkolborey 207 miles ; from Haiphong to Lao-Kay 250 miles ; from Thudaumot to Loc-Ninh 63 miles ; other lines 33 miles.

Besides, the line from Lao-Kay to Yunnanfu, capital of the Chinese province of Yunnan (290 miles) belongs to a French concern, the Compagnie française des Chemins de fer de l'Indochine et du Yunnan.

The journey on the main line from Hanoi to Saigon is performed in 41 hours.

The rolling stock comprises, on the longer sections of the lines air-cooled cars, sleeping and dining cars, railcars. There are four classes of passengers, all accessible to native travellers, the fourth class being the most popular with the traders and peasants owing to very low fares and the possibility of transporting with them their products and all sorts of goods, dried fish, fowls, pigs, etc.

The roads which form a very extended net, are being increased from year to year. They are divided into « colonial roads » or main roads, maintained by the Government general ; « local roads » under the dependency of the governments of the different countries of the Union ; and « provincial roads » belonging to the provinces. Most of the above mentioned roads are metalled and asphalted, the others are metalled only, the less important ones are earthen, so are the tracks which link together the military or administrative inland posts through hundreds of miles of jungle. Those tracks are of course, passable in cars during the dry season only. Paths in certain hilly parts permit to travel on horseback, in sedan chairs or on elephant back.

At convenient stages one is always sure to find a hotel or « bungalow » where to get food and a bedroom. In lesser visited districts there is at least to be found the shelter of a « maison de passagers » or rest-house.

A fact worth mentioning and very significant of the quiet state of mind of the Indo-Chinese populations, is that travellers can move about unarmed in the remotest corners of the country in absolute safety, by night as well as in broad daylight. On certain tracks which take you for long hours in the jungle, you will probably watch at distant places, a few bamboo and straw huts, a camp in the forest, some hunters with their primitive weapons so effective in their hands ; you will always see, especially during the night, some wild beast much surprised to be disturbed on its estate. But if there happened a trouble at your motorcar or if you got stuck in the mud, it would be surprising that the natives of the neighbourhood should let you without assistance.

It may seem to our readers that the figures mentioned in previous pages regarding the trade activity, communications or industry are small, but it must be kept in mind that Indo-China is a young country where fifty years ago the traces of our civilisation were scarce. It is on the other hand for that reason that it is so attractive to visitors who really want to see thrilling and unusual things. We hope to have succeeded in showing the interest presented by that country and we shall now deal with the features so happily united on its soil in such a remarkable abundance. Let us have a glance at them.

TONKIN

Tonkin, bordering Southern China, most peopled of the countries forming the Indo-Chinese Union (over 8,500,000 souls) is served by the port of Haiphong on the Gulf of Tonkin. It comprises two very distinct regions : the plain or delta originated by the alluvia of the Red River, all cultivated in rice fields amid which an infinite number of villages are hidden behind a strong fence of entangled bamboo trees ; and the hilly region whose summits at places are over 10,000 feet, covered by thick forests and jungles, where the natives have not destroyed them by fire.

Tonkin is much parcelled out by numerous streams, the most important of which, the Red River (Fleuve Rouge) takes its rise near Talifu, in the Chinese province of

Yunnan, and flows muddy waters which get laid little by little at the mouths of the river to form new territories.

The roads are good and permit easy communication between Hanoi, the capital, and the different parts of the Protectorate.

Tonkin is also crossed by the railways, running approximately from North to South : from Nacham-Langson towards Annam ; and from East to North-West, from Haiphong to Laokay and Yunnanfu, with Hanoi as intersecting point.

It possesses attractions capable of fascinating the most blasé traveller. First of all is the one known the world over, the splendid Bay of Along, which would require a lengthy description. Let us only say that thousands of islets and rocks giving at a distance the impression of a solid wall, form a fantastic-labyrinth. Their strange shape suggested appropriate names such as the Toad, the Skittle, the Two Ears, the Table, etc. Everywhere are found indented profiles, tunnels and circuses, enormous masses balanced on tiny bases, small sandbeaches, recesses where no wave will beat the rock, where not a sound strikes the ear, magnificent grottoes with richly coloured walls, etc.

The visiting of the Bay of Along is very easy, it is done either from Haiphong or from Hongay in steam or motor launches ; sampans can also be used, one of those boats, the « Princess Turandot » moored in the Bay, has been accomodated to receive tourists desirous to stay and have their meals served on board in a delicious site. Being sheltered from the billows, the Bay is safe. The largest of its islets give shelter to numerous monkeys and a sort of serow or big goat over three feet at the shoulder, very difficult to shoot, not counting many species of sea birds. Those islets are covered with rather a profuse vegetation, and, curiously enough, similar rocky masses containing also like grottoes and growing the same vegetation, are to be found on several points in the interior land and even very far from the coast.

Travellers will take advantage of their passing in the region of Hongay and Dongtrieu to visit the open cut coal mines which are exploited there.

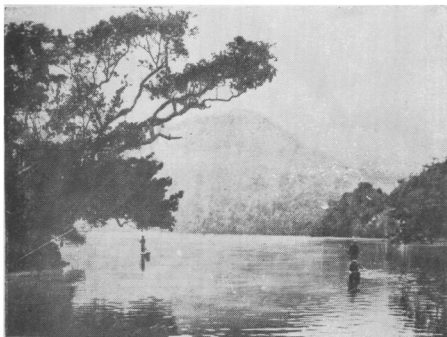
The highlands of Tonkin are fine and sightseeing there will always offer much interest. Langson, Caobang, Backan, Thainguyên, Laokay, Laichau, Sonla, Hagiang, etc..., are points usually chosen for excursions from Hanoi. From Backan or Chora, the visit of the Babe Lakes can be made in winter time, there is to be admired, in a tormented site, a beautiful lake around which are tunnels, grottoes, cascades, a subterranean river, rapids 25 feet high, amid a luxurious vegetation forming a green frame to the site.

Upper Tonkin is the homeland of the Meos, Mans, Nungs, Thos, etc. whose costumes are very picturesque ; these different races are intermingled in the chief places with the Chinese, the great traders in those parts, and with the Annamese, the latter being employés, servants, soldiers, etc.

At Hanoi, taken as a-base for all the above trips, one will visit the remarkable museum of the Ecole Française d'Extrême-Orient (Musée Louis Finot). The library of this important institution is of the richest in asiatic works. The Commercial Museum contains collections of all Indo-China's products.

There is in Hanoi a very fine botanical and Zoological garden with collections of monkeys, bears, serpents, birds, etc. The Petit Lac, in the very centre of the town, is of a very decorative effect, the main street of the capital, rue Paul-Bert, starts from there, ending in front of the Municipal Theatre.

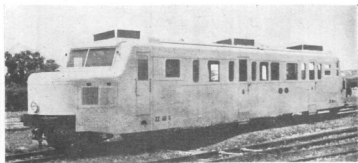
YOUNG WOMAN
OF THE MEO TRIBE,
UPPER TONKIN,
FRENCH INDO-CHINA.



VIEW OF
BABE LAKE,
TONKIN.



POU-LA GIRLS
FROM THE HILLY
REGION OF TONKIN.



◊ MICHELINE ◊ RAILCAR ON THE LINE
FROM LAOKAY TO YUNNANFU.

TYPICAL TONKINESE
WOMEN FROM THE DELTA.



There are also to be seen in Hanoi, the Palace of the Governor General, the Cathedral, the Doumer Bridge, the Pagoda of the Crows, that of the Great Buddha. The native quarters, very curious, are displaying all sorts of products grouped in different streets : Rice Street, Silk Street, Copper, Cotton, Fans, Coffins Streets, etc. In the vicinity several fine drives are to be made on flamboyant planted roads, principally the Great Lake drive.

The Tonkin Delta is not without having, in spite of the green uniformity of its perspectives, its particular charm, and offers to the eye so many varied scenes ! Peasants working in the greyish mud deep to the knees, files of porters following each other on the roadside, their double charge balanced on a bamboo pole, the women carrying the same burden as the men ; wooden wheelbarrows making a grating music ; in the shadow of a lone tree, a group of pedestrians sitting on their heels for a little rest and occupying carelessly nearly half of the road ; in the sky, the slow flight of a buzzard ; on the earthen partition of a paddy field, a motionless heronshaw ; everywhere, buffaloes enjoying a bath in some mud hole or grazing peacefully under the watching of a naked boy sitting astraddle on their back, unless it is a blackbird that they carry, perched on their shoulders.

In the country are to be seen, alone or in teams, fishermen throwing their nets in the flooded fields, for fish is not scarce here even in cultivated ricefields.

We have not mentioned yet the hill resorts of Tonkin well worth a visit unless one can enjoy an agreeable sojourn there. First comes Mount Tam-Dao, 45 miles from Hanoi, situated on a wooded chain at an altitude of 2,900 feet. It is a fine resort, with numerous villas, possessing a comfortable hotel, a large swimming pond and where many fine walks or horse-riding can be performed. The road to get there is very picturesque, allowing to watch the Tonkinese plains when climbing up.

Chapa, 5,000 feet above sea level, at a short distance from the Chinese frontier, is also a place promised to a great future, having several hotels and offering the possibility of far distant excursions, including Mount Fan-Si-Pan, the highest of Indo-Chinese summits and a temptation to alpinists (10,300 feet). Chapa, favoured during some cold winters by a thin layer of snow, is reached from Hanoi, by a day or night train up to Laokay, and thence in a car along a good and nice road where Meo peasants are met. There is at Chapa on market days, a great assembly of many and curious races dwelling in that hilly region.

Other stations, not so popular, are existing at different points and may in the future receive a good number of vacationists.

On those heights, the ear is often struck by a harsh and incredibly strong humming produced by big insects, and graceful squirrels performing their daring bounds from branch to branch are seen in the forest.

One would not make a journey through Tonkin without taking interest in the native crafts which supply remarkable works, thanks to the artistic taste and ability of the Tonkinese craftsman. Inlaid works, wood carving, silver and gold jewellery, magnificent silk embroideries, lace, paintings on silk, bronze curios, from Hanoi, Bac-Ninh, Nam-Dinh and other places, permit to make a wide selection in local souvenirs. The Hanoi Ecole des Beaux-Arts has succeeded in preserving and adapting to new forms those traditional arts of the Tonkinese people. Hard working and painstaking, this race is, on

the other hand, little able to trade, commercial transactions being left for the greatest part in the hands of the Chinese who are found in any centre where it is possible to make money in the handling of rice, maize, oil seeds, etc. or of products and manufactured articles imported from abroad.

Many industries have been started in Tonkin since the days of the occupation in 1884 and the period of pacification that followed. Among the most important ones, are the great cement works at Haiphong, the cotton and silk spinning mills and weaving mills of Nam-Dinh, match factories, tan-yards, paper and glassmills, also the coal, tin, tungstene mines, etc.

It is hardly possible to deal about Tonkin from the visitor point of view without mentioning the Chinese province of Yunnan to which the French railway is the chief means of access, and the most agreeable also. From Laokay where he has come by the night train from Hanoi the traveller is taken to Yunnanfu in a railcar. His attention is kept awake all along the line, where is to be watched a succession of beautiful landscapes, savage cañons, swift rivers flowing reddish waters, cascades, high summits, bridges daringly thrown across abysses, numerous tunnels opening every time on a different site ; Chinese stations with the bustle of soldiers, coolies, countrymen, caravans of small ponies, buffaloes or even oxen carrying goods on pack-saddles ; long files of primitive oxen-carts ; highlanders transporting heavy loads ; curious costumes, mixed races : all that during a single day's journey.

Yunnanfu, the capital of the province, possesses a touch of originality not to be forgotten and which the progress of modernism will take a long time to stamp out. In the narrow streets adjoining a few largely opened ways, there is an extraordinary swarming of footmen, pack-animals, mangy dogs, and ricksha pullers opening their way through the mob on the unsteady flag-stones with loud shouts. Many interesting monuments, museums, pagodas, ramparts, monumental gates, gardens, are to be seen in that great city of 120,000 souls. Several hotels are there for the accomodation of visitors.

ANNAM

Annam stretches along the China Sea, on a length of coasts of more than 800 miles. It is a country of varied aspects, with some parts of narrow plains and a background of high mountains forming the Annamitic Chain, the bluish tops of which are always visible from the Mandarin Road, the main artery of that country together with the line of the Transindochinese railroad.

The Mandarin Road or Route Coloniale N° 1 was built on the track followed in ancient times by the royal couriers, from the frontier of China to that of Siam, covering a distance of over 1,600 miles. The traveller has always something of interest to see along that long way which takes him through regions of different character. At first when coming from Saigon, there stretches an immense forest in its stateley splendour, then come white sandhills, further are bare lands on which the bitter winds of the Pacific Ocean blow hard ; at intervals, a poor ricefield, a straw hut, a pair of buffaloes pulling a primitive wooden plough, led by a tanned peasant sometimes completely naked ; then the road winding up its curves to climb up Mount Varella Pass whence a fine view is enjoyed. Some more green ricefields, more dry savannahs, a great number of passes to negotiate,

some rivers to cross over on newly built bridges before reaching the seaport of Tourane and, after ascending the Col des Nuages (the Cloudy Pass) is reached Huê, the Capital, residence of H. M. Bao-Dai.

In the North of Annam, same changing aspect of the country, cultivated plains, sandhills, roads planted with gorgeous flamboyant trees, irrigation devices of great ingenuity and variety, bamboo wheels of enormous size, and moreover, the variation of ferries to cross over very broad rivers on which costly bridges will be built in coming years. While the embarking of the car is done, some beggars, an old blindman or poor children ask for a charity on a chanting tone.

In the course of this journey which leaves a rich crop of recollections, are seen in Southern Annam, men parcimoniously clothed, they are the « moy » people, who come from the highlands to exchange in the villages near the coast their poor products against matches, salt and cheap manufactured articles.

In coming nearer to Huê the costumes of the natives are of a gayer appearance, the women especially wear tunics of bright colours, in contrast with the people of Southern Annam who cling to severe black or white clothes.

Travelling by car allow to perform side trips which take one, for instance, from Phanthiet or from Phanrang to Dalat, the fine hill resort, which can be reached also from Saigon by the direct road through Djiring. Dalat is situated on an immense table-land, the Langbian, 5,000 feet above sea level, in the heart of the « Moy » region. Here have been built numerous villas, several large and comfortable hotels. With its broad and well lit asphalted boulevards, Dalat has the air of a big town and the idea of making of this fine site the future capital of Indo-China will no doubt be realized one day, owing to its invigorating climate, the proximity of the great seaport of Saigon and the resources that are found in the surrounding country. Vegetables and some fruits grow there as in Europe or in America. Dalat offers, apart from sporting grounds such as golf, tennis, and a lake where swimming and boating can be enjoyed, remarkable landscapes and waterfalls in the vicinity and the possibility of big game hunting as the Langbian Plateau is the best stocked district for tigers, gaurs, wild elephants and buffaloes, etc.

At Nhatrang one should not fail to visit the Oceanographic Institute, containing curious collections of fish and living species from the atolls of the neighbouring waters. Motor boats or sampans are obtainable to watch the submarine fauna at sea. Along the roads will be noticed ruined towers, built on the top of hills by the Chams, ancient owners of the country. At Tourane, in a very fine museum have been brought statues and ornamental pieces from the old monuments scattered about in the whole region, including those of the Dong-Duong, Mi-Son and Trakieu remarkable ruins which may be reached in following side roads not far from Tourane.

At Tourane are also to be visited the « Marble Mountains » with old pagodas erected in curious grottoes near the sea.

Huê is a capital located amidst a fine and peaceful country and possessing a particular atmosphere of charm and sweetness. It takes at least two days to see conveniently the Citadel, the Royal Palace, the Khai-Dinh Museum, and the Royal Tombs set in a verdant and pleasant frame, at some distance of the town, remarkable monuments of the Annamese art.

The hill resort of Bana, near Tourane, perched on a peak 5,000 feet high, deserves to be visited, the view from the top is very fine, overlooking the Tourane Bay. The forest path which takes there is of the most picturesque, and still more picturesque is the ascent done in a sedan chair carried by four coolies in 4 1/2 hours !

The traveller will also stop near Donghoi, 140 miles North West of Huê, to see the famous Phong-Nha grottoes, and the subterranean river which is navigated on a pirogue up to 1/2 mile, point where the passage is rendered impossible by the huge rocks of the vault that have collapsed there.

LAOS

Laos, far away Laos, out of the direct terrestrial communications, is nevertheless one of the most captivating countries of Indo-China and those who have lived there keep a nostalgic recollection of it.

Formed by a succession of table-lands which descend on the Western side of the Annamitic Chain, from an altitude of more than 6,000 feet as far down as the narrow plains existing on the left bank of the Mekong River, Laos is served, from the economical point of view, by that important waterway, which unhappily is rendered unnavigable at several points by rapids and narrows. Parallel to the Mekong a road will facilitate easier and quicker communications, this road is in the making and in a few months will be completely metalled, thus giving the possibility of motor traffic all the year long. In the transversal direction half a dozen other roads are also traced, running approximately from East to West, some of those roads are already passable during the whole year, they have been planned in order to link Laos with the seacoast in crossing the Annamitic Chain, and are all very picturesque, running through fine regions, generally wooded and offering beautiful sights to see. The said roads will be completed for a better accessibility of Laos, from the North by those coming from Tonkin towards Luang-Prabang and Vientiane, the construction of which is actively pursued.

There is no important town in Laos, Vientiane, seat of the Government, counting only 8500 inhabitants. The population comprises three main races, of which the Thai is the leading one ; then come the Indonesians and the Lolos. Each of those groups is divided into tribes differing by their costumes, their habits and their language.

The Laotians are a very peaceful people, satisfied with their condition, clinging to their old traditions and passably listless on account of the facility they have in getting their wants supplied. They like festivals, dances, poetry and music ; the youngsters, in groups, rival in composing verses and songs to win the heart of the young girls who answer mockingly to them.

The tribes of indonesian origin are primitive, they flee from civilization, giving themselves to hunting, fishing and to the cultivation of a few ricefields ; strongly built, seasoned to all weathers, they are very courageous in their hunting expeditions which sometimes are not performed without danger.

The table-lands of Laos shelter fine species of wild beasts ; the wild elephants, which are met in large herds, are often captured for taming and some of them are exported to Siam, where they serve for heavy works.

Among the monuments to be seen in Laos, let us mention at Vientiane the That-Luong, a bouddhist reliquary dating from the XVIth century, and several pagodas,

more or less ruined. At Luang-Prabang, the Xieng-Thong pagoda, the That-Chom-Si, the Wat-Mai and other interesting pagodas will attract the visitor.

An archaeological curiosity is worth a visit on the Tran-ninh Plateau, it is the Plain of the Jars, monuments which have given rise to numerous controversies as to their origin. Those jars which are respected by the natives as having a sacred origin, are cut from stone blocks and are of enormous size, from six to ten feet high. It is supposed they were used as funeral urns at a very ancient epoch, perhaps in the prehistoric times. There are also some sorts of menhirs, recalling those of the celtic countries, and tombs made of stone blocks of considerable dimensions ; these tombs are grouped by three, the central one being the largest.

A journey of interest for tourists, is that on the Mekong River on steamboats of the fluvial service. The passage of the rapids, including those of Kémmarat extending on 60 miles, is very impressive. Many alligators sleeping in the sun can be watched along the banks as they plunge when the boat passes on.

Laos has its capital, Vientiane, linked by airplanes of the Air-France services, to Hanoi on one part, to Bangkok and to France on the other part, once a week in each direction.

COCHINCHINA

Cochinchina is the oldest French settlement in the Far-East, since its occupation dates as far back as 1862. From the very beginning, the admirals who had the charge of governing the country, delineated the plans according to which the town of Saigon was to grow and become one of the finest places of the China Seas. It now counts, with the addition of the great commercial and industrial chinese city of Cholon quite near, 325,000 inhabitants in all, where there was only a village at the start.

Saigon, chief port of Indochina, is situated 53 miles from the sea as the crow flies ; it is reached in sailing up the Dong-Nai River and then the Saigon River.

That large town possesses well drawn streets and has for its most remarkable character, a profusion of vegetation : all the streets, even the most central ones, are planted with fine trees, and the dwelling houses are built in gardens which separate them. There are several public gardens in the town, where children can play under the watching eyes of their Annamese or Chinese nurses, also two large parks, the Jardin Botanique et Zoologique and the Jardin de la Ville.

The monuments that may be seen in Saigon are the Palace of the Governor general in the middle of a large park ; the Palace of the Governor of Cochinchina ; the Townhall ; the Municipal Theatre ; the Cathedral ; the Blanchard de la Brosse Museum with splendid collections of the archaeology of Asia, principally those brought from Cambodia or from Annam. Some Chinese and Hindoo pagodas and Hindoo mosque are also to be visited. In the close vicinity of the town, in performing the « inspection drive » tourists will stop at the tomb of Le-van-Duyet, faithful general of Emperor Gia-Long ; also at the tomb of Bishop of Adran, Monseigneur Pigneau de Béhaine which monument dates as far back as 1800 ; the plain of the Tombs ; the Chinese town of Cholon, showing the vertical signboards of its shops, and Chinese restaurants where sing-song girls entertain the clients, its opium smoking-houses, and where is heard the incessant clip-clap of the wooden clogs, so characteristic of every Chinese town...

The call of the steamer at Saigon is always sufficient to permit an excursion in the country, to different points of interest which are many and easy to reach in motor car along the fine roads of Cochinchina.

At Thudaumot, 22 miles, is to be seen an art school of wood carving, cabinet work, lacquer work, etc.

The Trian Rapids are 41 miles from Saigon, at that point is the outskirts of a large forest stretching towards the North on more than 140 miles and where can be found game of all sorts, including the biggest ones.

The mountain of Nui-Ba-Den or of the Black Lady, through Tayninh, is about 70 miles from Saigon. To get there one crosses a district of varied cultures and rubber estates, the visiting of which can be made provided an authorization has been secured from the head-offices in Saigon. Before reaching Tayninh, at a short distance, is the seat of a new religion, Caodaism, which has gained rapidly a large number of adepts in the South of Indo-China. Nui-Ba-Den is a lone summit 2,700 feet high amidst the immense plain. The ascent is performed up to about 1,000 feet, on a path through the thick tropical forest. One thus reaches a pagoda built in an anfractuosity of the rock, this pagoda is surrounded by an important installation intended for the use of the pilgrims who flock there several times in the year: sheds for the meals, kitchens, baths, etc. On the slopes of that mountain like almost everywhere in Southern Indo-China, some big game might be found in getting into the depths of the jungle, but during the above noted ascension only the sight of a gamboling monkey or the swift run of a roe can be caught.

Another excursion easy to make is that of Cape Saint Jacques, 65 miles from Saigon. Cape Saint Jacques is the point where the liners, guided by a powerful lighthouse, stop at the entrance of the river to get a pilot and be steered up to Saigon. On the way to go there by road, is the little town of Bienhoa, at 22 miles where an interesting school of art pottery is to be seen, and fine rubber plantations will be passed through.

A little distance from Cape Saint Jacques, the road crosses a flooded forest of mangrove-trees and other salt-marsh vegetation. From time to time one may watch a group of traders, or of nearly naked fishermen. Cap Saint-Jacques is the favourite seaside resort of the Saigoneses, two hotels exist in the place along the seashore. The ascent of the lighthouse hill 600 feet high, gives a fine view, and a cornice road 12 miles long is a pleasant drive.

We shall not end this chapter of Cochinchina without mentioning that, in the course of a call of the ship, very captivating trips can be taken, either towards Annam (Djiring at 140 miles, Dalat 195 miles, high plateaus airy and healthful, Moy tribes) or towards Cambodia (Phnom-Penh, the capital, at 150 miles). Angkor, the world celebrated place, is only at a distance of 295 miles and a hasty visit can be made there if one has not the possibility of a longer stay.

CAMBODIA

Cambodia is one of the most interesting, and certainly the most visited, of Indo-China's lands: which is easily explained by the fascinating name of Angkor; the matchless...

This country is composed, on a great portion of its area, of an immense plain formed by the alluvia of the Mekong River, and comprising the Tonle-Sap or Great Lake which plays an important part as fertilizing agent on account of the annual floods it causes, the mechanism of which is peculiar and very curious to study.

Some heights of mean importance, the counterforts of the Annamitic Chain, are in the North-East, while a chain with tops 5,000 feet high, the « Massif des Cardamomes » terminated by the « Montagne de l'Elephant » stretches itself in the West, overlooking the Gulf of Siam.

In crossing the flat country on the Mandarin Road one notices, when coming from Saigon, fine cultures and vast rubber plantations ; and, in a North-Westerly direction, are wooded regions where big game is not lacking. It is a pleasure during the journey to see sometimes from the car, a scared deer running away with her fawn. In passing North of the Great Lake, is crossed a large piece of land, poorly peopled, almost waste ; the road going round the Lake crosses, on the contrary, a rich rice growing plain.

The shortest road to Angkor from Saigon (295 miles) runs through Kompong-Cham and Kompong-Thom. Between those two centres is a large forest with splendid trees and a thick entangled jungle.

As soon as Cochinchina has been left behind, the traveller notices a change in the construction of the houses, which are here built on piles, the walls being made of wooden planks, with roofs covered of tiles. The pagodas show a very graceful architecture, their bright coloured roofs are terminated by flamelike ornaments of the happiest effect.

The folks are also dressed in a different way from the Annamese ; instead of wide trowsers, men and women wear a piece of cotton or silk called « sampot » tied up round their waist, and of varied patterns ; the women wear a band of cloth round their breast.

Cambodia possesses seaside resorts at Kep and at Ream, also a hill resort with a fine hotel : Mount Bokor, from which the sight extends over the Gulf of Siam, at an altitude of 3,300 feet.

The capital, Phnom-Penh, is a very pretty and curious town, with well traced avenues and plenty of flowers. There will be visited the Royal Palace, Throne Hall, Royal Pagoda, Dances Hall, etc. not forgetting the white elephants stables. The « Phnom », a hillock about 100 feet, has on its top the Wat-Phnom terminated by a spire, it is situated in the centre of the European town, in a public garden containing some animals captured in the country.

There is also to be visited in Phnom-Penh, the Musée Economique presenting all Cambodia's products. The Albert Sarraut Museum, of the highest interest and which should by no means be omitted, offers an instructing complement and details of the Khmer monuments scattered about in the Cambodian territory ; and the Ecole des Arts Cambodgiens adjoining it, shows chiseled, carved, cast works, beautiful reproductions of the statues and bas-reliefs of the old Khmer temples ; woven and embroidered stuffs, all those articles being for sale with an identification certificate from the Ecole.

This policy while preserving the traditions of the ancient artists provides a living to their modern successors.

There are to be found in Cambodia numerous remains of the Khmer constructions, the ones completely ruined, others in a better state of preservation and still showing all the details of their architecture. Some exist alongside the road, like Wat-Nokor at Kompong-Cham, others are far in the depths of the forest, and it is then necessary to follow long tracks to be able to admire them, such are Sambor, Beng Mealea, Prahkhan, Kohker, Banteai-Chmar, Prah-Vihear, etc. But it is the Angkor group, in the province

of Siemreap, which comprises the greatest number of monuments and, having been cleared of the dense forest and connected by a net of avenues, allows tourists to get the best idea of the Khmer people's grandeur, power and degree of civilization.

No praise would be too high to compliment the learned staff of the Ecole Française d'Extrême-Orient for their patient, methodical work. Their assiduous task in the libraries as well as in the field, their discoveries throwing a new light on the history of the ancient peoples of the Far-East, have given to this institution a prominent rank in the world of sciences. It is therefore with deep regret that one sees, owing to necessity of times, the resources of the Ecole being so short, it is the more surprising to see the amount of ingenuity which is displayed for continuing and improving its task with the modest credits that are granted.

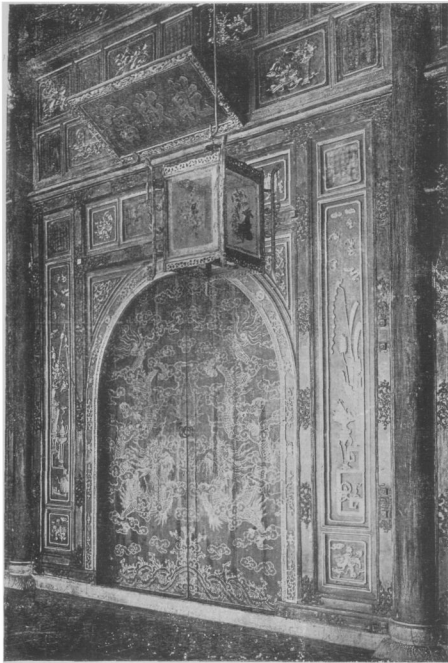
The Khmers ! The ancient masters of the country ! Here is what one of the archaeologists who devoted their efforts to retrace their history, Mr. Victor Goloubew, said of them in his « Introduction to the knowledge of Angkor » :

« In the present days, a full light has been projected on the ancient civilization of « Cambodia and we may reconstitute a somptuous historical frame around the deserted « ruins. With the help of the stelas, we are now able to know almost completely the suc- « cession of the Angkor sovereigns. They teach us that the era of their power extended « from the IXth to the XIIIth century, and that the limits of their kingdom outpassed « a great deal the present political boundaries of Cambodia. The rulers of Angkor were « Hindooised kings, if not Indians by blood. Some brahmins advised them. The language « spoken in preference at the court was the sanskrit. The ceremonial and pomp recalled « India to the minute details : the order of the retinues, the musical instruments, the « arms, the ornaments of the women. The theatre evoked episodes of the Râmayanâ. « The king and his courtiers appeared before the crowds under state parasols, accompa- « nied by musicians and girl dancers, sometimes mounted on caparisoned elephants, « sometimes seated in sedan chairs. And, alike on this point with the Mâhâbârâta heroes, « they were passionned for gambling, for horses and for war preparation.

« The Brahmins anointed the kings according to the old Indian rite of the private « baptism. Some « garus » or brahmanic preceptors taught them the diverse sciences : the « mathematics, astronomy, the sanskrit grammar, the records of laws. They built temples « and ordered ceremonies. Moreover they initiated the sovereigns to the sacred myste- « ries ».

It would take volumes to give a description of the gorgeous ceremonies which occurred in those times and to recall the history of rivalries, convulsions and wars that, like every nation, the Khmers had to go through. A very important and complete literature exists, it must be said, on the subject and may be obtained at any bookseller of the Indo-chinese towns or in Paris.

Most people think there is at Angkor one magnificent temple, Angkor Wat. We must insist on the fact that the Angkor Park comprises a veritable world of temples, palaces, terraces, stelas, etc. which in former ages, when an infinity of lightly built houses, since returned to nothing by the action of time, were in existence around them, formed a considerable city. To have an idea of it, it is sufficient to know that the road which encircles the group, is nearly 16 miles long. The visit of the monuments is easily made,



THE MAIN DOOR, THRONE HALL, AT HUE (ANNAM).



FISHING BOATS, QUINHON BAY.



WATERFALLS OF ANKROET, NEAR DALAT.

MOY
OR
PRIMITIVE HUNTERS,
ANNAMESE
TABLE-LANDS.



HUNDREDS OF
ELEPHANTS ARE
ASSEMBLED EVERY
YEAR AT
BANMETHUOT,
SOUTHERN ANNAM.



thanks to the clearing work that has been executed. The tourist is taken, by the « little circuit » and the « great circuit » to the following temples : Angkor-Wat, Banteai-Kdei, Taprohm, Takeo, Chausay and Thommanon, Angkor-Thom, Phnom-Bakheng, and, by the « great circuit » alone, to those of Srah-Sreng, Prerup, Oriental Mebon, Ta-Som, Prah-Krol-Ko, Neak-Pean, Banteai-Prei, Prah-Khan.

A special mention must be made of Banteay-Srey, exquisite sample of the Khmer art at its climax pitch. This delightful temple can be admired at 22 miles from Angkor by following a track during the dry season.

Where necessary, notices are posted to prevent visitors from entering certain constructions which collapsed vaults and shaking walls would render dangerous.

No words can describe the majesty of those melancholy places, the incomparable grandeur of the architectural ensembles, the gracefulness of the sculptures, the minute composition of the bas-reliefs which cover the galleries on hundreds and hundreds of yards. And one's mind is struck in amazement not only at this unforgettable sight, but also at the thought that, in the immense and beautiful forest which, after having by its embracements caused the ruin of many splendid monuments and now makes to them a sumptuous setting, are still hidden more than one testimonial of such a fascinating past.

And is it not charming, before leaving Angkor, to see against the old wall of a temple, at the light of torches, the unfolding of ritual scenes revived by the graceful Cambodian girl dancers, who reproduce piously the attitudes of the stone Apsaras admired during the day !

We must now put an end to this hasty notice of the remarkable features that this great country, Indo-China, offers to the admiration of tourists. Many have already travelled over it, many have come again and a number amongst them, artists, scholars, writers, have published their enthousiastic appreciation in hundreds of books and newspapers. In spite of such an abundance of literature, we don't think the above notes will be without their utility in showing the resources of all sorts that are to be found in the great South-Asiatic peninsula. A rich crop of interesting souvenirs, new ideas and picturesque images will be brought back home by those who come and visit it.



TRAVEL ORGANIZATION OF INDO-CHINA

No world travel agency properly called is in existence presently in Indo-China.

There are a few local travel agencies and the tourist industry is represented chiefly by the shipping companies.

Besides these commercial organizations, some non-profit associations aiming at the development of travel in certain parts of Indo-China and at the diffusion of information to attract visitors to those places are in existence, they are modelled on the French system of local Travel Associations, and comprise the following :

Syndicat d'Initiative de Tam Dao, Tonkin,

— Chapa, —

— Hanoi, —

The above have long years of existence and are grouped under the name of Union des Syndicats Touristiques du Nord-Indochine, with Mr Lacollonge as President, the seat of this Association being in Hanoi, Capital of Tonkin.

The Syndicat d'Initiative de Dalat, the hill station in the South of Annam, was opened in 1936.

The Syndicat d'Initiative pour le Tourisme au Cambodge, at Phnom-Penh, the Capital of Cambodia, was opened in 1936.

OFFICIAL INFORMATION TOURIST BUREAU

The Government general of Indo-China started in 1935 an official Information Tourist Bureau, under the name of « Office Central du Tourisme Indochinois ».

The seat of this organization was chosen to be 22, rue Lagrandière, at Saigon the main port of Indo-China.

The Office du Tourisme Indochinois subsidized by the Government general, receives also financial support from the local Governments, Municipalities, Chambers of Commerce, commercial firms, etc...

It is administered by a Council comprising to-day :

- MM. A. BRUNET, Agent général des Chargeurs Réunis, Président ;
- E. PASCALIS, Agent général des Messageries Maritimes ;
- P. GANNAY, Inspecteur général de la Banque de l'Indochine ;
- Colonel SÉE, Président de l'Automobile-Club Sud-Indochinois ;
- B. FONTAN, Délégué du Directeur des Finances de l'Indochine ;
- Ch. LACOLLONGE, Président de l'Union des Syndicats touristiques du Nord-Indochine ;
- A. DARLES, Administrateur des Services Civils en retraite ;
- O. SARRAUT, Représentant du Syndicat des Grandes Chasses coloniales ;
- P. UHRY, Ingénieur Principal des Chemins de fer de l'Indochine ;
- L. MALLERET, Membre de l'Ecole Française d'Extrême-Orient, ;
- G. DESRUES, Président du Syndicat d'Initiative pour le Tourisme au Cambodge.

The Information Bureau (Bureau Central du Tourisme Indochinois) is the executive organ, with Mr. C. A. BOURRIN as Manager.

The task entrusted to the Office Central du Tourisme Indochinois, as defined by the Ordinance of the Governor General, dated January 6th, 1935, is as follows : to supervise the tourist activities in Indochina, to spread information in view of making sites and monuments of the country better known ; to issue itineraries, time-tables and fares in accordance with the Travel Associations, Information Bureaux, Tourist Agencies, hotels, transport undertakers, both local and abroad, and generally to organize all activities and take all steps to favour the development of the tourist traffic in Indo-China.

The Office Central du Tourisme Indochinois had to start its work entirely on its own inspiration and serious efforts were made to discharge its duty in an efficient way.

In its first year of existence, the Information Bureau opened its hall to the public, and an important stock of accurate and up-to-date information was recorded on hotels, means of communication, railways, road transports, monuments, sites, big game hunting, etc. During the same year the publication was made of two illustrated folders in English : « French Indo-China », « the Ruins of Angkor » ; of one folder in Dutch : « Fransch Indochina ». More than 3,000 posters were distributed, advertisements were placed in different newspapers in Hongkong, Singapore, Ipoh, Penang, Kuala Lumpur, and in other publications, foreign and local.

In the second year (1936) the edition was made of a hotel guide book of Indo-China ; of illustrated pamphlets in French : « Le Tourisme en Indochine » ; « Coup d'œil sur le Tourisme en Indochine » ; « Hué » ; « l'Indochine telle qu'elle est » ; and in English : « Travel tips on French Indo-China » ; « Indo-China as it is » ; of a folder in French : « Phnom-Penh » ; of a tourist map of Indochina ; of posters ; and of an album : « Un beau pays : la Cochinchine ». New advertisements were placed in Shanghai and Manila papers.

Besides, a large amount of correspondance was exchanged with foreign correspondents, consuls, travel agencies, shipping companies, etc... Information was given by letter to many enquirers, and verbally to visitors. Several exhibitions were held in the Bureau's gallery, of paintings ; of photographic art ; of posters and of other material of foreign countries which had participated in the Oriental Tourist Conference held at Tokyo in May 1935. The Office participated also in fairs held at Batavia, Saigon, Hanoi, Haiphong, Phnom-Penh, etc...

In 1937 this work was continued in the same way, some of the folders, booklets and tourist maps were re-edited, while a new illustrated album was published, in French « La Route Mandarine » and in English « The Mandarin Road » ; also booklets « Angkor » and « Hué » both in French and in English. A brochure giving the description of all the game to be hunted in Indo-China was printed in French ; a plan of Saigon, and a tourist map in Dutch were edited. An important consignment of information material was sent to Paris to be displayed at the International Exhibition together with three dioramas.

Apart from the above described printed literature, a number of sheets giving information on particular subjects, itineraries, time-tables, etc... were typewritten for distribution.

Mention must also be made of the edition of a series of booklets, « L'Art en Indochine », each giving the description of one monument of French Indo-China. Those booklets

illustrated with fine views in the form of detachable post-cards, are due to Mr H. PARMENTIER'S science in archaeology, they are sold to the public at a cheap price and are found very useful. Owing to the heavy cost the edition in English of the above series cannot be carried out until the budget of the O. C. T. I. can face it.

HOME TOURIST TRAFFIC, AND TOURING ABROAD

Rather a new comer in the conception of modern tendencies regarding home travel, Indo-China is now making a move to satisfy the new aspirations.

The native population is living on a poor standard generally, so the element to answer the call of travel associations, is the one of landowners, government officials, etc... Several tours have already proved a success, and every season, new ones will be arranged, with every prospect of being still more largely patronized.

Some trips abroad have also been arranged during the last two years, for Indo-Chinese people to visit China, Japan, Manila. The response made by the public to the promoters of those trips was encouraging and more cruises to different foreign places will be started again.

GUIDES

It is possible to find in some places such as Saigon, Phnom-Penh, Angkor, Hué, Hanoi, Haiphong, professional guides speaking French and English, capable of taking travellers to the points of interest and give to them the necessary explanation. Some of those guides are European, others are Indians or natives.

Transport undertakers can supply English speaking guides to accompany parties or individual tourists.

Hunting guides also are obtainable, some of the latter having a complete and excellent equipment for expeditions in the field.

ROADS

It has always been a policy of the French Government to build and maintain in Indo-China a largely extended net of roads, amounting already to more than 32,000 kilometres (20,000 miles).

A big effort is made at present for the completion of the Mekong road, which will duplicate in the interior of the country, the well known Mandarin road running parallel to the sea coast. In the course of 1938, the Mekong Road (Route Coloniale 13) which is already metalled and passable during the whole year from Saigon to Pakse (375 miles), will be ready for all year traffic also on its Northern section.

Transversal roads to link Laos to the sea are also pushed on actively. It may be said that very soon the system of important road communications in Indo-China will be completed, leaving for years to come, the activity of the Public Works Department turned to the betterment of side roads, to the transformation of tracks into metalled roads and the opening of new tracks through the forests and lesser peopled areas.

The interest of all this work as concerns the tourist is that while new trips are already possible in the favourable season, many more will be rendered easily feasible at all times of the year.

Instead of following the Mandarin road as heretofore, the possibility is given of side trips to the table-lands of Annam, where the primitive tribes live ; or else to go along the sea coast one way, coming along the Mekong River the other way.

The road signposting is very good, following the prescriptions of the International Convention signed at Geneva on March 30th, 1931.

The sea coast of Indo-China being subjected, in Central and North Annam and in Tonkin, to the action of typhoons, it may occur during the months of September or October, that some section of the road or of the railway is flooded, but the interruption never lasts very long and all measures are immediately taken in order to restore traffic. Events of this kind, together with floods resulting from a long period of rains, cannot in any country be prevented by human power.

TRANSPORTS

There are two classes of public conveyances in the way of motor buses :

Those owned by European undertakers.

Those owned by native undertakers.

Some of the above are contractors for postal and Government transports, they are subjected to official time-tables and fares. The others are free.

Up to 1936, native undertakers were not subjected to compulsory insurance, but according to an Ordinance of the Governor general, dated the 13th of September, 1935, all motor transporters must be in possession of an insurance policy covering their cars.

Touring cars on hire from European or native garages, are obtainable at most centres. They have no meters, the fare being usually charged by the hour, in the towns, according to an approved table of fares granted by the Municipality.

For long distance runs the fare is counted by the kilometer.

The car drivers are natives, they are paid by their employer. Usually passengers have to pay for the taxes that are sometimes due to cross rivers in ferries on the way.

A day motor journey in Indo-China averages from 250 to 300 miles. Car drivers do a strenuous job, in the case of long distance runs, as they not only keep at the wheel on the road, but also in the visited places where the passengers want to see the sights. It is a good plan, if possible, to start early in the morning, to motor until about noon after covering from 150 to 200 miles, then to take lunch and have some rest, visiting afterwards what is to be visited. The day is ended by a shorter run, say from 60 to 100 miles.

All vehicles in Indo-China must keep to the right side of the road.

INTRODUCTION OF FOREIGN CARS

The regulations in force allow motorists to bring their own cars without including any longer the cashment of refund money and enable them to circulate in French Indo-China with a special permit or « laissez-passer » delivered for a period not exceeding six months, by the Custom Office at place of entry.

It will be sufficient for the tourists to produce their identification documents and the licences of national and international circulation of their cars to obtain it against payment of the following :

2 piastres	for a « laissez-passer » valid	10 days,
4 —	—	20 —
6 —	—	1 month
10 —	—	3 months
15 —	—	6 —

This permit is valid for but one stay in French Indo-China. In case of exit and new entrance, during the allowed stay, a new permit must be applied for by the traveller at the time he comes again.

On leaving, the permit must be produced compulsorily to the Custom Office at the place of exit, so as to be discharged and save the proprietor of the car to have to pay for the full import tax and general tax « ad valorem » as are in existence.

CARNETS DE PASSAGES EN DOUANE

Motorists carrying a « carnet de passages en douane » issued by one of the Clubs belonging to the International Association of Recognized Automobile Clubs are allowed to enter their car without getting a permit and without paying any tax.

RAILWAYS

The railways are operated in Indo-China by the Government general on one part by the Compagnie française des Chemins de Fer de l'Indochine et du Yunnan, on the other part.

Both are of the 1 meter gauge, the rolling stock comprising separate or combined carriages of 1st, 2nd and 3rd class, and of 4th class for the use of natives only.

There are also in use, railcars of the three first classes, and on the Yunnanese section, a Micheline capable of transporting 15 passengers (single class). More railcars are being put on the track, in order to reduce costs and to provide a faster service, comfortable, and at the same time easier to operate.

Air conditioned carriages are in use, while new ones are in the process of construction at the Railways workshops.

The restaurant cars are given to contractors. The Hotel Metropole, Hanoi is in charge of the Northern section, viz : from Hanoi to Vinh-Benthuy ; the Southern section, from Nhatrang to Hué, is exploited by a Chinese, hotel keeper at Tourcham.

On the sections from Hanoi to Laokay and Yunnanfu, in the ordinary daily trains, passengers can have their lunch served in the compartments, there being no restaurant-cars.

The main lines belonging to the Government are :

- Hanoi-Saigon, 1,100 miles, through Tonkin, Annam, Cochinchina ;
- Hanoi-Langson-Nacham, 112 miles, in Tonkin ;
- Tourcham-Dalat, 53 miles, in Annam ;
- Saigon-Mytho, 44 miles, in Cochinchina ;
- Phnom-Penh-Mongkolborey, 207 miles, in Cambodia.
- Thudaumot-Loeninh, 63 miles, in Cochinchina.

The Compagnie des Chemins de Fer de l'Indochine et du Yunnan operates the following lines :

Hanoi-Haiphong, 64 miles in Tonkin.
Hanoi-Laokay, 185 miles in Tonkin.
Laokay-Yunnanfu, 291 miles in Yunnan.

There are night trains in service, with sleeping berths between Hanoi and Saigon (2 nights) daily ; between Hanoi and Laokay, weekly ; between Tourcham and Dalat, daily.

Berths in night trains are provided in 1st and 2nd classes only.

Luggage. — The French system is in use here, i.e. hand luggage may be placed into the carriages, while heavy luggage goes into the luggage van, after being registered and a receipt issued to the owner to take delivery on arrival.

Apart from hand luggage, each passenger is allowed 30 kilogs. of luggage free, only the weight in excess being submitted to taxation.

Other facilities. — Return tickets, reduced fares for families or large parties, extension of availability, etc... are issued or arranged according to each particular case.

HOTELS

There are in Indo-China, more than 150 hotels, the largest ones being found at the following places :

SAIGON	Continental Palace	130 rooms
	Majestic	100 —
	Saigon-Palace	68 —
	Hôtel des Nations	65 —
HANOI	Métropole	80 —
	Splendide	65 —
	Terminus	45 —
DALAT	Langbian Palace	38 —
	Hôtel du Parc	70 —
ANGKOR	Grand Hôtel	63 —
	Hôtel des Ruines	48 —
CAP St-JACQUES.	Grand Hôtel	56 —
HAIPHONG	Hôtel du Commerce	60 —
	Hôtel de l'Europe	47 —
HUE	Hôtel Morin	70 —
PHNOM-PENH...	Royal Hôtel	54 —
TAM-DAO	Hôtel de la Cascade d'Argent.	60 —

Some of the hotels are owned by the administration and are sometimes called « bungalows », they are given to concessionnaires under contract for exploitation with or without a subsidy as the case may be.

Generally speaking, the hotel organization in Indo-China is good ; the rooms are modern, comfortably furnished, and in most places a complete private bath-room is attached.

The food is good, large hotels have European chefs ; all serve French cuisine and the cellar is usually found well stocked with wines of quality, whisky and other drinks.

See list of hotels, page 64.

COUPONS

Coupons of the leading travel agencies (American Express Company, Thos. Cook & Son, etc. etc.) are accepted in most hotels.

BIG GAME HUNTING

One of the great attractions of Indo-China, big game hunting, is of an easy practice, especially with the aid of hunter guides, who will see about the formalities of receiving the arms and ammunitions for the sportsmen and take them to the proper field without any loss of time.

Big game is plentiful in the forests and on the table-lands, including elephant, gaur, rhinoceros, buffalo, deer, bear, tiger, boar, leopard and many other species, but, of course, one cannot expect to come across the wild beasts and shoot at them immediately on reaching the hunting area.

Hunting is submitted to regulations restricting it to specified seasons with a view to facilitate the reproduction of the species. Foreign sportsmen, however, are given by special favour the possibility of enjoying parties at any time of the year in certain regions, on getting a « big permit ». (Permis « A »).

A game license is necessary only in Cochinchina and Annam up to now. The price of the licence is 80 Piastres, and gives the right to shoot the following large animals :

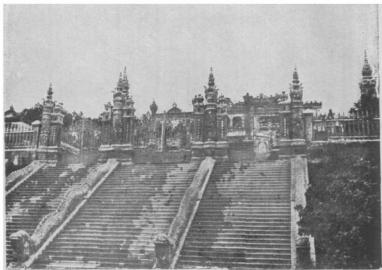
In Cochinchina	In Annam
1 male elephant	2 male elephants
3 gaurs	5 gaurs
3 wild buffaloes	4 wild buffaloes
3 wild bulls	6 wild bulls
Shooting of rhinos is forbidden in Cochinchina	1 rhinoceros

Besides, a complementary tax per head of animal killed is to be paid within 8 days of the shooting, as follows :

In Cochinchina	In Annam
Per male elephant : 60 piastres	60 piastres
— gaur 40 —	40 —
— wild buffalo 40 —	40 —
— wild bull 40 —	30 —
— rhinoceros	60 —

The ordinary permit (Permis « B ») entitles one to shoot all other unprotected game out of the above lists.

Permits « A » and « B » are good for hunting in the whole territory of Indochina.



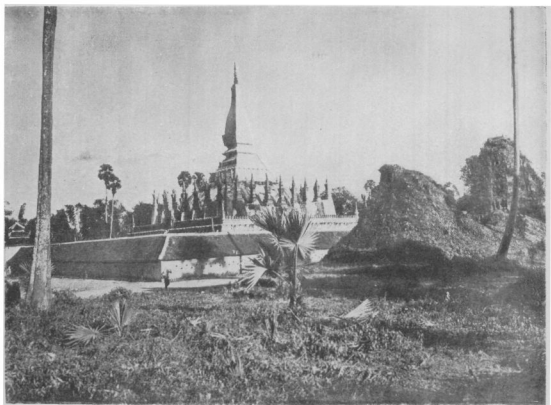
MONUMENTAL
TOMB OF EMPEROR
KHAJ-DINH NEAR
HUE, ANNAM.



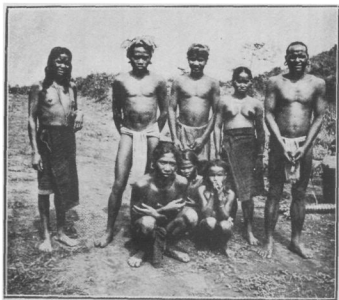
MOY WOMEN
OF SOUTHERN
ANNAM.

A BEAUTIFUL
TIGER OF THE
LANGBIAN
PLATEAU.





A FINE LAOTIEN PAGODA, THE THAT-LUONG, AT VIENTIANE.



TYPES OF THE « MOY » TRIBES.

GUN PERMITS. — Tourists coming in Indo-China are authorised to bring with them shot guns and sporting rifles with two hundred cartridges per gun.

This authorisation is good for the whole territory of Indo-China and for a length of time which cannot exceed three months. A duty « ad valorem » and a deposit of 50 piastres must be paid to the customs. The weapons stay in the customs office until the permits are obtained.

Extra ammunition may be bought with the authorization of the Administrator of the district where the sportsman is hunting.

The duty and the deposit will be refunded to the tourist when leaving Indo-China by simply showing his guns and turning over his permits and receipts to the customs of the place through which he entered the country.

These rules apply to French as well as to foreign tourists.

Patrons. — Among those who came to Indo-China to enjoy Big Game Hunting, may be mentioned the names of the following well known sportsmen : Theodore ROOSEVELT, Long Island, N. Y. ; Major Douglas GRANVILLE KING, London ; General John A. CONSIDINE, Guatemala ; Douglas BURDEN, New York ; Dr Richard SUTTON, Kansas City (Missouri) ; The Regent De HORTHY, Budapest (HUNGARY) ; Mrs & Mr. Herman CRON, New York ; Edison MARSHALL, Augusta (U. S. A.) ; Frank B. FOSTER, Philadelphia (U. S. A.) ; Miss Elizabeth FOSTER, Philadelphia (U. S. A.) ; Major Max C. FLEISCHMANN, Santa Barbara, Cal. ; James LIPPIT CLARK, New York ; J. R. Burch, St. Louis, Mo. ; M. B. GILDEMEISTER, Berlin ; M. MICHAUX, Paris (France) ; Henry S. LAMOTTE, Berlin ; Dr C. E. FRONK, Honolulu, (T. H.) ; R. Brunel HAWES, Singapore (S. S.) ; Mrs & Mr WHEELWRIGHT, Baltimore (U. S. A.) ; Dr Chas. H. MOORE, Louisville, (U. S. A.) ; Dr John E. HUGHE, Oklahoma, (U. S. A.) ; Hiram B. BLAUVELT, Oradel, N. J., (U. S. A.) ; Bayard SHARP, Wilmington, (U. S. A.) ; Cummins SPEAKMAN, Wilmington, (U. S. A.), etc...

CAMERA PICTURE HUNTING

In Indo-China can be performed also hunting with the camera and the amateurs will find here a very rich field where to get the most remarkable pictures.

For this sort of hunting there is no reserved area and no tax to pay. The danger, which is sufficient to give their full price to the films obtained, sometimes in thrilling circumstances and not without difficulties, is reduced to a minimum for those who know how to act with method, prudence and patience.

LANGUAGE

French is the official language in use all over Indo-China.

Nearly all natives of the educated class can speak French.

The waiters, coolies, car drivers, etc... will be found to catch only « pidgin » French. It is better to leave instructions at hotel offices to avoid misunderstandings.

In many hotels, shops and offices, there will be found someone able to speak English.

EDUCATION

Children are given an excellent education in the Government or private schools of all grades that are found in the towns or at the hill resort of Dalat. It gives an opportunity for foreign students to complete in Indo-China their course and practice of the French language.

CURRENCY

The monetary unit in Indo-China is the piastre (or \$) the equivalent of which is 10 French francs.

The piastre is divided into 100 cents, and the coins in use are :

50	cents, silver
20	cents, silver
10	cents, silver
5	cents, nickel
1	cent, copper
½	cent, copper.

The banknotes, which are issued by the Banque de l'Indochine, are of the following denominations :

1	piastre,
5	piastres,
20	piastres,
100	piastres,

PERSONAL EQUIPMENT

The best course here, as in some other countries, is to travel light. The climate of Indo-China being tropical, there is no need to wear heavy clothes ; the necessity of putting on woollen garments, or a light overcoat, will be found only on the hills or in the North during the winter season (December to March). To carry a raincoat is advisable at all events.

The wearing of a sun helmet is recommended.

CONCLUSION

What has been said in the preceding pages is sufficient, we hope, to show that French Indo-China must take an important place in the Tourist movement that is developing in the Far-East.

We may venture to outline that its situation, half way between the China Sea and the Indian Ocean, on one part, and the China Sea and the South Seas on the other part, is most favourable. Not only tourists but businessmen find it convenient nowadays to cross Southern Indo-China to save several days on the journey from Japan and China to Siam and Penang or « vice-versa » as is shown here :

Usual route

Hongkong to Singapore...	5 days
Singapore to Bangkok...	4 days
Total, even in leaving aside one or more days to catch a connection for Bang- kok:	9 days

Shortest route

Hongkong to Saigon.	3 days
Saigon to Angkor.....	1 day
Angkor to Bangkok.....	1 day
Total.....	5 days

This proposed route through Indo-China gives, moreover, the possibility to visit, if desired, such interesting places as Saigon, Phnom-Penh and Angkor on the way.

We shall give after these notes on Indo-China, a few examples of excursions and itineraries chosen to follow the main lines of communications. It will be seen that very easy and fascinating trips can be performed in a quiet and well policed country, where travellers can go at their leisure and do what they please, without trouble or unpleasant control. A country also where many a retired European has fixed his home to live peacefully in the towns or on the salubrious table-lands.

However well connected by sea, by land and by air, and in spite of the favourable appreciations given by its visitors, Indo-China through lack of publicity until the recent years, is but little known abroad even to-day. Let people take it as a new tourist country, let them « discover » it (perhaps with the aid of the present pages) and find the immense possibilities of a land gifted by nature and by the existence on its soil of the amazing monuments of its successive civilizations.

This new tourist country offers to all shipping companies the possibility of calling at modern ports such as Saigon and Haiphong, or even, if they don't want to deviate from the usual route Singapore-Hongkong, which passes in sight of the Annamese coast, they may call in safety at the nearest point, the magnificent Bay of Camranh, where ships of any size may enter freely, with no charges of any sort to pay, and where a landing organization is already prepared for the use of passengers.

The conclusion is that French Indo-China quite deserves the favour which is conferred on her more and more by experienced tourists, and, it is to be hoped, the coming years will most certainly bring the greatest prosperity to its tourist industry.

A. BOURRIN.

*Directeur du Bureau Central
du Tourisme Indochinois.*



ACCESSIBILITY

The chief means of access to Indo-China are at present as follows :

BY SEA

FROM SINGAPORE, the port of call of shipping lines coming from Europe, India, Netherlands Indies, Australia, etc... The trip is made from Singapore to Saigon on board the ships of the Messageries Maritimes (every 14 days), the Chargeurs Réunis (monthly), the K. P. M. (every 28 days), the Affrêteurs Réunis (weekly), etc...

FROM HONGKONG the port of call of shipping lines coming from China, Japan, Manila, America, etc... The trip is made from Hongkong to Saigon on the Messageries Maritimes (every 14 days) and the Burns Philp Line (every 70 days). From Hongkong to Haiphong on the steamers of the Compagnie Indochinoise de Navigation (weekly) and the China Navigation Co. (weekly).

FROM BANGKOK to Réam, Kép or Hatiên (Cambodia) by the Siam Steam Navigation Company's vessels weekly service, or from Bangkok to Saigon by the O. S. K. (monthly).

FROM MANILA, by the K. P. M. vessels to Saigon (every 28 days).

BY RAIL

FROM SINGAPORE OR PENANG, VIA BANGKOK. From Bangkok, 8 hours journey daily on the Siamese Railway to the frontier-station at Aranya ; motorcar or bus services from Aranya to Angkor (100 miles on a good road), and other places.

FROM YUNNANFU TO HANOI every day, by trains of the Compagnie Française des Chemins de fer de l'Indochine et du Yunnan.

BY AIR

FROM FRANCE and the intermediate points of stop by the weekly Air France service to Vientiane and Hanoi, and also by the weekly line of the same company from Bangkok (Siam) to Saigon.

FROM CANTON TO HANOI every week (on Friday) by planes of the South Western Airways Corporation.

BY ROAD

FROM SIAM, BURMA AND CHINA by diverse roads, tracks and paths.

SAIGON TO HANOI (and HAIPHONG)

Suggested Program of 9 days Tour combining travel by motor car and by rail

SAIGON

1st day Landing from steamer.

Visit of the town: Botanical and Zoological Garden; Blanchard de la Brosse Museum (fine collections of Oriental arts); Temples and Pagodas; arts schools at Giadinh (graphical arts); at Bienhoa, 30 kms. (bronze casting, stone and China works); at Thudaumot, 30 kms. (wood-carving, cabinet work, lacker work).

SAIGON is a nice modern city of 125.000 inhabitants, with another 200,000 four miles apart, at CHOLON, big Chinese commere^{re}tal centre. Several first class hotels.

From SAIGON interesting trips can be taken to Cape Saint Jacques, seaside resort, 125 kms; Phnom-Penh, Capital of Cambodia, 240 kms; Trian Falls, 68 kms; Mount Tayninh, 115 kms; to Dalat, 305 kms; to Angkor, 475 kms.

SAIGON-DALAT (305 kms by road)

2nd day Start from Saigon at 6 a.m. in motor car.

The road crosses verdant country, rubber, coffee, tea and other plantations and tropical forest where big game is hidden.

100 kms from Saigon may be seen on the road the first groups of the « Moy » or primitive tribes.

DJIRING is passed at km. 225 — Hotel.

Seeing the Pongour waterfalls (total detour from road 14 kms).

Seeing the Gougah waterfalls (close to the road).

Arrive at DALAT — 5.000 feet above sea level — at 1 p.m.

Lunch at Langbian Palace.

Auto sight-seeing trip at Dalat and to the « 99 points of view ».

Drive, walk or ride to Grillet farm and restaurant, on Route de Prenn, 2 ½ kms from hotels.

Dinner at Langbian Palace, Dalat.

Night at Langbian Palace or at Park Hotel.

3rd day Morning, Excursion at Farraut farm, on the road to Klong.

Moy village.

Golf, tennis, swimming, riding on native ponies, long walks can be enjoyed while at Dalat. Big game hunting is easily feasible outside the reserved area, enquire at hotels.

Lunch at Langbian Palace at 12 noon.

DALAT-NHATRANG (217 kms by road)

Start at 1.30 p.m. in motor car.

Arrive NHATRANG about 7 p.m.

Dinner and night at Grand Hotel Beau Rivage.

4th day Visit of Po Nagar (ancient Cham towers).

Visit of Pasteur Institute.

Visit of Oceanographic Institute.

Lunch at Grand Hotel Beau Rivage.

Excursion at sea in Nhatrang Bay, inspection of coral formations.

Sea bathing.

Dinner and night at Grand Hotel Beau Rivage.

NHATRANG-TOURANE (525 kms by rail)

- 5th day** Leave by train at 6.20 a.m.
Lunch in dining car.
Arrive TOURANE 7.15 p.m.
Dinner and night at Grand Hotel Morin.
- 6th day** Start at 6.30 a.m. Excursion to the Marble Mountains, on the seaside, at 8 kms
Visit of Tourane and of Musée Henri Parmentier, where are assembled
splendid collections of the ancient Cham Art.
Lunch at Grand Hotel Morin.

TOURANE-HUE (103 kms by rail)

- Leave at 2.55 p.m. by train.
Arrive HUE 7.05 p.m.
Dinner and night at Grand Hotel Morin.
- 7th day** Start in car at 8 a.m. Visit of Citadel, Royal Palace, Throne Hall, Khai-Dinh
Museum, Commercial Museum, etc...
Lunch at Grand Hotel Morin.
2. p.m. Excursion to Royal Tombs, River « of the Perfumes », Tower of Con-
fucius, etc...
Visit of native quarters.
Dinner at Grand Hotel Morin.
Leave at 10.02 p.m. by train for HANOI.
Night in train in sleeping compartment.

HUE-HANOI (688 kms by rail)

- 8th day** Breakfast and lunch in Restaurant car.
Arrive HANOI 1:35 p.m.
Visit of the town, Musée Louis Finot (one of the finest Oriental Arts Museums
in the world), Interesting native town ; pagodas ; theatres ; botanical and
zoological garden ; high schools, etc...
From Hanoi can be performed many captivating excursions to hill-stations,
to the Chinese frontier, to Yunnanfu, to the Bay of Along, etc...
Dinner and night at Hanoi, numerous first class hotels.

HANOI-HAIPHONG (100 kms)

- 9th day** HAIPHONG is easy to reach from Hanoi by good roads in less than two hours.
By railcar : five times a day each way, also in two hours.
Haiphong, 100.000 inhabitants, is the sea-port of Tonkin, whence shipping lines
to Hongkong and to Shanghai start. Several good Hotels.
Fine sea-side resort at Do-Son, 21 kms from Haiphong. Hotels.
From Haiphong the excursion is made to the world famous Bay of Along,
which is visited either in steamer or launches from Haiphong or from
Hongay, reached by road at 60 kms.
This exceedingly interesting excursion can be arranged according to time at
disposal of traveller before his embarking at Haiphong.

N. B. — Above itinerary can be made longer or shorter as the traveller may desire.

From Saigon to Hanoi the through train is daily, covering the total distance of 1730 kms in 41 hours. It is therefore easy to combine date of arrival at Haiphong for boarding a steamer to Hongkong.

From Hanoi, Air services take passengers to Canton, Hongkong, Shanghai, etc... once a week, on Saturday ; or to Yunnanfu and Chengtu, once a week, on Thursday ; or to Bangkok, Burma, India and Europe once a week, on Saturday

January, 1938

HAIPHONG - HANOI - SAIGON

Suggested Program of 10 days Tour
combining travel by Motor car and by rail

HAIPHONG

- 1st day** Landing from steamer.
HAIPHONG, 100.000 inhabitants, is the sea-port of Tonkin, where shipping lines from Hongkong and from Shanghai end. Several good Hotels.
Fine seaside resort at Do-Son, 21 kms from Haiphong. Hotels.
From Haiphong the excursion is made to the world famous Bay of Along, which is visited either in steamer or launches from Haiphong, or from Hongay, reached by road, at 60 kms. This exceedingly interesting excursion can be arranged according to time at disposal of traveller.
An instance is given here of a short trip to the Bay of Along : Leave by car in the afternoon about 4 p.m. from Haiphong, 60 kms ; arrive Hongay 5.45 p.m
Sea-bathing. Visit of Hongay.
Dinner and night at Grand Hotel des Mines.
- 2nd day** Leave early for an excursion at sea in motor launch to some of the nearest points of interest in the immense Bay.
Lunch at Hongay.
Leave at 3 p.m.
Arrive Haiphong at 4.45 p.m.

HAIPHONG-HANOI (100 kms)

- HANOI is easy to reach from Haiphong by good roads in less than two hours
By railcar, five times a day, also in two hours.
Leave by railcar at 5.49 p.m.
Arrive Hanoi 7.44 p.m. Numerous first class hotels.
Dinner.
Drive or walk in the town ; Annamese theatre.
Night at Hanoi.
- 3rd day** Visit of the town, Musée Louis Finot (one of the finest Oriental Arts Museums in the world). Interesting native town ; pagodas ; theatres ; botanical and zoological garden ; high schools, etc...
From Hanoi can be performed many captivating excursions to hill-stations, to the Chinese frontier, to Yunnanfu, to the Bay of Along, etc...
Night at Hanoi.
- 4th day** Continuation of the visit of Hanoi.
Lunch in town.
From Hanoi, Air services take passengers to Canton, Hongkong, Shanghai, etc... once a week, on Saturday ; or to Bangkok, Burma, India and Europe, once a week, on Saturday.

HANOI-HUE (688 kms by train)

- Leave at 3 p.m. by train
Dinner in restaurant-car.
Night in sleeping compartment.
- 5th day** Arrive HUE at 5.47 a.m.
Installation at Grand Hotel Morin.
Start in car. Visit of Citadel, Royal Palace, Throne Hall, Khai-Dinh Museum, Commercial Museum, etc...

Lunch at Grand Hotel Morin.

2 p.m. Excursion to Royal Tombs, River « of the Perfumes », Tower of Confucius. etc...

Visit of native quarters.

Dinner and night at Grand Hotel Morin.

HUE-TOURANE (103 kms by rail)

6th day Leave at 5.59 a.m. by train for TOURANE.

Arrive TOURANE at 8.26 a.m

Visit of Musée Henri Parmentier, where are assembled splendid collections of the ancient Cham Art.

Lunch at Grand Hotel Morin.

Afternoon : Excursion to the Marble Mountains, on the seaside at 8 kms.

Visit of Tourane, sea-bathing.

Dinner and night at Grand Hotel Morin.

TOURANE-NHATRANG (525 kms by rail)

7th day Leave by train at 8.38 a.m.

Lunch in restaurant-car.

Dinner in restaurant-car.

Arrive NHATRANG 9.40 p.m.

Night at Grand Hotel Beau Rivage

8th day Visit of Po Nagar (ancient Cham towers).

Visit of Pasteur Institute

Visit of Oceanographic Institute.

Lunch at Grand Hotel Beau Rivage.

Excursion at sea in Nhatrang Bay. Inspection of coral formations.

Sea-bathing.

Dinner and night at Grand Hotel Beau Rivage.

NHATRANG-DALAT (217 kms by road)

9th day Leave in motor car at 6 a.m.

Arrive DALAT (5.000 feet above sea level) about 12 noon.

Lunch at Langbian Palace

Afternoon : walk or ride to market place, to Grillet farm and restaurant on Route de Prenn, 2 1/2 kms from Hotels.

Golf, tennis, swimming, riding on native ponies, long walks can be enjoyed while at Dalat. Big game hunting is easily feasible outside the reserved area, enquire at hotels.

Dinner at Langbian Palace.

Night at Langbian Palace or at Park Hotel.

10th day The « 99 points of view » drive.

Lunch at Langbian Palace at 11 a. m.

DALAT-SAIGON (305 kms by road)

Leave in motor car at 12.30 p.m.

Sight-seeing the Gougah waterfalls, close to the road, at km. 38.

Sight-seeing the Pongour waterfalls, 7 kms from main road (track branching to the right at km. 52 passable in car in dry season only, from November to May). Crossing River Danhim in ferry, at km. 65.

DJIRING is passed at km. 80. Hotel.

The road crosses tropical forests where big game is hidden, rubber, coffee, tea and other plantations and verdant country.

Groups of the « Moy » or primitive tribes may be seen as far as 100 kms before reaching Saigon.

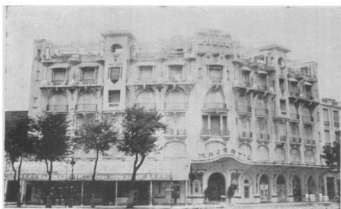
Arrive SAIGON about 7 p.m. Several first class hotels.

Installation at Hotel.

Dinner and night at Saigon.



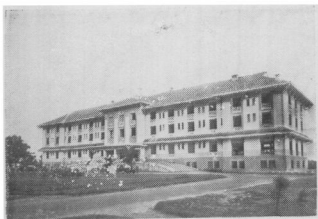
A CORNER OF THUDUC, NEAR SAIGON.



MAJESTIC HOTEL, SAIGON.



VIEW OF RIVER NEAR BIENHOA, 18 MILES FROM SAIGON.



GRAND HOTEL, ANGKOR-SIEMREAP.



**A DANCER OF THE LOCAL
CAMBODIAN BALLET, ANGKOR.**



CAUSEWAY AT BANTEAY-SAMRE, ANGKOR GROUP.

SAIGON

Visit of the town : Botanical and Zoological Garden ; Blanchard de la Brosse Museum (fine collections of Oriental arts), Temples and Pagodas ; arts schools at Giadinh (graphical arts) ; at Bienhoa, 39 kms (bronze casting, stone and China works) ; at Thudaumot, 30 kms, (wood carving, cabinet work, lacker work).

SAIGON is a nice modern city of 125.000 inhabitants, with another 200.000, four miles apart, at CHOLON, big Chinese commercial centre.

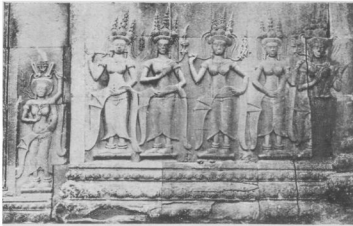
From Saigon interesting trips can be taken to Cape Saint Jacques, seaside resort, 125 kms ; Phnom-Penh, Capital of Cambodia, 240 kms ; Trian Falls, 68 kms ; Mount Tayninh, 115 kms ; to Dalat, 305 kms ; to Angkor, 475 kms.

N. B. — *Above itinerary can be made longer or shorter as the traveller may desire.*

From Hanoi to Saigon the through train, covering the total distance of 1730 kms in 41 hours is daily. It is therefore easy to combine date of arrival at Saigon for boarding a steamer to Singapore, to Hongkong, to Manila, to Bangkok, etc...

From Saigon, the Air-France planes take passengers once a week (Saturday morning) to Bangkok and Europe.

January, 1938.



ANGKOR WAT. BAS RELIEF

SAIGON - HANOI (and HAIPHONG)

Suggested Program of 8 days Tour

By private motor car

SAIGON-DALAT (305 kms)

1st day Start from Saigon at 6 a.m.
The road crosses verdant country, rubber, coffee, tea and other plantations and tropical forest where big game is hidden.
100 kil. from Saigon may be seen on the road the first groups of the « Moy » tribes. Djiring is passed at km. 225. — Hotel.
Seeing the Pongour waterfalls (total detour from road 14 kms in dry season only)
Seeing the Gougah waterfalls (close to the road).
Arrive at Dalat — 5.000 feet above sea level — at 1 p.m.
Auto sight-seeing trip at Dalat and to the « 99 points of view ».
Dinner at Langbian Palace, Dalat.
Night at Langbian Palace or at Park Hotel.

DALAT-NHATRANG (217 kms)

2nd day Start at 6 a.m.
Arrive at Nhatrang at 11 a.m.
Lunch at Grand Hotel Beau Rivage
Visit of Po Nagar (ancient Cham towers)
Visit of the Oceanographic Institute, inspection of coral formations at sea in the Bay, sea bathing.
Dinner and night at Nhatrang, at Grand Hotel Beau Rivage.

NHATRANG-QUINHON (239 kms)

3rd day Start at 6 a.m.
Ninh Hoa, 35 kil. from Nhatrang — road branching off to the left to Banme-thuot, heart of « Moy » region.
The road negotiates Mount Varella Pass, fine vista on Cape Varella and sea coast.
Tuy Hoa, 122 kil. from Nhatrang, road branching off to Pleiku on the Annamese table-lands. — Hotel.
Song Cau, 53 kil. further, nice native fishing place.
Arrive Quinhon at 11.30 a.m.
Lunch at Grand Hotel. Quinhon.
Afternoon: sight seeing native village, Cham towers of Hung-Thanh, sea bathing on sand beach.
Dinner and night at Grand Hotel.

QUINHON-TOURANE (303 kms)

4th day Start at 6 a.m.
The road crosses stretches of barren land, salt downs, lagoons, with few inhabitants, and at many places passes along the sea shore.
174 kms after leaving Quinhon, is found the little town of Quang Ngai. — Hotel: 20 kms before reaching Tourane, a branch road to the right takes to Faifo, ancient seat of the Annamese Imperial Government.
Arrive at 12.30 p.m.
Lunch at Grand Hotel Morin.
Visit of Musée Henri Parmentier where are assembled splendid collections of the ancient Cham art.
Visit of the town and port; excursion to the Marble Mountains, on the sea side, at 8 kms.
Sea bathing on Tourane beach.
Dinner and night at Grand Hotel Morin.
(Bana, hill resort, 46 kms from Tourane, 5.000 feet high, is reached by a picturesque climb of 4 1/2 hours in sedan-chair through a beautiful forest in « Moy » country. This excursion is advised to be made by those who travel with time at their disposal).

TOURANE-HUE (108 kms)

- 5th day** Start at 7.30 a.m.
Crossing of the Col des Nuages (the Cloudy Pass) from km 30 — Splendid view on Tourane Bay.
Arrive Hué 10.30 p.m.
Installation at Grand Hotel Morin.
Lunch at 12 noon at Grand Hotel.
Afternoon : Visit of Citadel, Khai Dinh Museum, Royal Palace, Commercial Museum ; walk and shopping in native town.
Dinner at 7.30 p.m. at Grand Hotel.
Annamese theatre in native town.
Night at Grand Hotel.
- 6th day** Start at 8 a.m. Visit of Tower « of Confucius » and of the Belvedere, visit of the tombs of Emperors Tu-Duc, Dong-Khanh, Thieu-Tri.
Lunch at 12.30 p.m. at Grand Hotel.
Afternoon : visit of the tombs of Emperors Khai-Dinh and Minh-Mang ; River of the Perfumes.
Dinner and night at Grand Hotel.

HUE-VINH (363 kms)

- 7th day** Start at 8 a.m. — From Hué northwards the largest rivers have to be crossed over by motor ferries. — The country, mostly cultivated in rice-fields, shows varied aspects. In parts, there are barren lands.
Arrive at Donghoi (165 kms) at about 12 noon for lunch at Hotel-Bungalow.
Visit of Donghoi, old citadel ; clever craftsmanship for wood-carving.
Leave Donghoi at 3 p.m. — Arrive Vinh at 7.30 p.m.
Dinner and night at Grand Hotel de Vinh.

Nota. — For those who have time a very tempting side trip is that of the Phong-nha grottoes ; 17 kms from Donghoi Northwards, a small road takes to the left, to the splendid and impressive grottoes where a subterranean river is navigated half a mile at the light of torches. It takes about 6 hours to make this interesting excursion.

VINH-HANOI (293 kms)

- 8th day** Start at 6 a.m. — 140 kms from Vinh is Thanh Hoa, small town, old Citadel, selling of curios from searches made in the country. Hotel. After Thanh-Hoa, a curious region with rocks recalling those of the Bay of Along is crossed.
Arrive at Hanoi, Capital of Indochina about 12 noon. Several first class hotels
Lunch.
Afternoon : Visit of the town, Musée-Louis Finot (one of the finest Oriental Arts Museums in the world). Interesting native town ; pagodas ; theatres ; Botanical and Zoological Garden ; high schools, etc... From Hanoi can be performed many captivating excursions to hill-stations, to the Chinese frontier, to Yunnanfu, to the Bay of Along, etc...

HANOI-HAIPHONG (100 kms)

Haiphong is easy to reach from Hanoi by good roads. Several good hotels
It is the sea port of Tonkin, whence the shipping lines to Hongkong and Shanghai start.

Fine seaside resort at Doson, 21 kms from Haiphong. Hotels.

N. B. — *It is possible for one coming from Vinh, to reach Haiphong about 12 noon for lunch, without passing through Hanoi. Take the direct road to the right from Ninh-Binh, passing through Nam-Dinh, important commercial centre. — Hotel.*

Nota. — *In case of large parties, an allowance of time is to be made on the above program on account of the crossing in motor ferries of large rivers, where bridges have not been built yet, at five different places between Hué and Hanoi, on a total distance of 760 kms.*

The entire distance from Saigon, through Dalat, to Hanoi is 1807 kms.

January, 1938

HAIPHONG - HANOI - SAIGON

Suggested Program of 8 days Tour

By private motor car

HANOI is easy to reach from HAIPHONG by good roads in 2 hours (private cars or bus services, also by train and railcar several times a day).

What to see in Hanoi. Musée Louis Finot, (one of the finest Oriental Arts Museums in the world). — Interesting native town; pagodas; theatres; Botanical and Zoological Garden; high schools, Musée Economique, Doumer Bridge, etc... From Hanoi can be performed many captivating excursions to hill-stations, to the Chinese frontier, to Yunnanfu, to the Bay of Along etc...

HANOI-VINH (293 kms)

1st day Start at 8 a.m. The road crosses a flat country, characteristic of the Tonkinese alluvial plains; then is found in the vicinity of NINH-BINH (91 kms) a curious region with high rocks recalling those of the Bay of Along. 160 kms from Hanoi is THANH-HOA, small town; old citadel, selling of curios from searches made in the country. Lunch at Hotel Reynaud at SAM-SON, seaside resort (16 kms from Thanh-Hoa) fine sand beach. Start at 2.30 p.m. From THANH-HOA southwards the largest rivers have to be crossed by motor ferries, until Hué is reached. Arrive VINH about 5 p.m. Visit of Vinh and of Benthuy, industrial centre, match factory. Dinner and night at Grand Hotel de Vinh.

N. B. — *It is also possible to reach Vinh from Haiphong without passing through Hanoi, by the new direct road through Nam-Dinh and Ninh-Binh (Distance 328 kms).*

VINH-HUE (363 kms)

2nd day Start at 6 a.m. Arrive at DONGHOI (195 kms) about 10 a. m. Visit of DONGHOI; old Citadel; clever craftsmanship for wood-carving. Lunch at Hotel-Bungalow. Afternoon: Start for HUE, 165 kms further. The country is mostly cultivated in rice fields and shows varied aspects. In parts there are barren lands. QUANGTRI, small centre, is crossed at Kil. 300. Hotel. Arrive HUE about 6 p.m. Dinner and night at Grand Hotel de Hué.

N. B. — *17 Kms before reaching DONGHOI, a small road to be used in dry weather only, takes to the famous group of grottoes and subterranean river of PHONG-NHA, at a distance of 31 kms.*

It needs about 6 hours to perform this side trip.

3rd day Morning, Visit of Citadel, Khai Dinh Museum, Royal Palace, Commercial Museum, walk and shopping in native town. Lunch at 12.30 at Grand Hotel. Afternoon: Visit of the Tombs of Emperors Khai-Dinh and Minh Mang; River of the Perfumes. Dinner at Grand Hotel at 7. 30 p.m. Annamese theatre in native town. Night at Grand Hotel.

4th day Visit of Tower « of Confucius » and of the Belvedere, visit of the Tombs of Emperors Tu-Duc, Dong-Khanh, Thieu-Tri. Lunch at Grand Hotel.

HUE—TOURANE (108 kms)

Afternoon, start at 2 p.m.

Arrive TOURANE at 5 p.m. after crossing the Col des Nuages (the Cloudy Pass) from km. 65. Splendid view on Tourane Bay.

Installation at Grand Hotel Morin for dinner and night.

5th day Visit of the town and port ; excursion to the Marble Mountains, on the sea-side, at 8 kms.

Visit of Musée Henri Parmentier, where are assembled splendid collections of the ancient Cham Art.

Lunch at Grand Hotel Morin.

N. B. — *BANA, hill resort, 46 kms from Tourane, 5.000 feet high, is reached by a picturesque climb of 4½ hours in sedan-chair through a beautiful forest in « Moy » country. This excursion is advised to be made by those who travel with time at their disposal.*

TOURANE—QUINHON (303 kms)

Afternoon, start early for QUINHON.

The road crosses stretches of barren land, salt downs, lagoons, with few inhabitants, and at many places passes along the sea-shore.

20 kms from TOURANE a branch road to the left takes to FAIFO, ancient seat of the Annamese Imperial Government.

116 kms after leaving TOURANE is found the little town of QUANG-NGAI. — Hotel.

Arrival at QUINHON. Installation at Grand Hotel Morin for dinner and night.

QUINHON—NHATRANG (239 kms)

6th day Morning. Sight-seeing native village ; Cham towers of Hung-Thanh ; sea-bathing on sand beach.

Lunch at Grand Hotel.

Afternoon : start 1.30 p.m.

60 kms from QUINHON, SONG-CAU nice native fishing place.

52 kms further is TUY-HOA, from which point a road branches off to PLEIKU, on the Annamese table-lands. Hotel.

Then the road negotiates Mount Varella Pass, fine vista on Cape Varella and sea coast.

NINH HOA, 200 kms from QUINHON — road branching off to the right to BANMETHUOT, heart of « Moy » region.

NHATRANG. Dinner and night at Hotel Beau Rivage.

7th day Morning, visit of Po Nagar (ancient Cham towers).

Visit of the Oceanographic Institute, inspection of coral formations at sea in the Bay.

Lunch at Hotel Beau Rivage.

Afternoon, start early for Dalat.

NHATRANG—DALAT (217 kms)

Arrive at Da'at for dinner. — (5.000 feet above sea level).

Installation at Langbian Palace or Park Hotel.

Dinner at Langbian Palace.

Night at Dalat.

8th day Morning, auto sight-seeing trip at Dalat and to the « 99 points of view »

Lunch at Hotel.

Afternoon, start early for Saigon.

DALAT-SAIGON (305 kms)

38 kms. Seeing the Gough waterfalls close to the road.
52 kms. The Pongour waterfalls, very interesting to see, are reached in car at 7 kms from main road, by track in dry season only.

DJIRING is passed 80 kms after DALAT.

The road crosses verdant country, rubber, coffee and tea plantations and tropical forest where big game is hidden.

Groups of the « Moy » tribes are to be seen all along the road, as far as 100 kms before reaching Saigon.

Arrive SAIGON at night for dinner. Several first class hotels.

N. B. — In case of large parties, an allowance of time is to be made on the above program, on account of the crossing in molor ferries of large rivers, where bridges have not been built yet, at five different places between Hanoi and Hue

January, 1938



SAIGON - SAVANNAKHET - HANOI

by inland (Mekong) road
(Route coloniale N° 13)

Suggested program of 7 days Tour in motor car.

SAIGON

1st day Landing from steamer.

Visit of the town : Botanical and Zoological Garden ; Blanchard de la Brosse Museum (fine collections of Oriental arts) ; Temples and Pagodas ; art schools at Giadinh (graphical arts) ; at Bienhoa, 30 kms (bronze casting, stone and China works) ; at Thudaumot, 30 kms (wood-carving, cabinet work, lacker work.)

SAIGON is a nice modern city of 125,000 inhabitants, with another 200,000, four miles apart, at CHOLON, big Chinese commercial centre. Several first class hotels.

From Saigon interesting trips can be taken to Cape Saint-Jacques, seaside resort, 125 kms ; Phnom-Penh, Capital of Cambodia, 240 kms ; Trian Falls, 68 kms ; Mount Tayninh, 115 kms ; to Dalat, 305 kms ; to Angkor, 475 kms.

SAIGON-KRATIE (250 kms)

2nd day Start at 8 a.m. through Thudaumot, small town, 30 kms from Saigon ; the Mekong road starts from there, passing through a region richly cultivated in rice, maize, hevea, etc...

After Locninh (Kil. 134) the road branches off to the right, at kil. 140 to Budop and the Moi table-lands. Take to the left, passing through Snoul (Kil. 171) where a side road comes from Kompong-Cham and Angkor.

Kratié, a small Cambodian centre, situated on the left bank of River Mekong, at Kil. 250, is reached about noon. Seat of the Provincial Residence. Hotel with 8 rooms.

After lunch, visit of the place and vicinity.

After Kratié are found the first rapids of the Mekong. The rapids of Sambor are 40 kms further.

Dinner and night at Kratié.

KRATIE-PAKSE (367 kms)

3rd day Start at 7 a.m. Follow road to Stung-Treng, 145 kms further.

Bungalow (8 rooms).

Lunch at 11.00.

Start at 12.30 p. m. Cross River Srepok by ferry and follow road along Mekong river.

Enter Laos territory near Khone. Numerous splendid waterfalls and rapids not seen from the road, which is metalled but being new will be asphalted when completely set.

Before passing near Khong a track starts to the right, taking in the dry season, to Pleiku, 339 kms across table-lands, and from there to the sea coast reached at Quinhon.

Arrive Pakse for dinner at hotel (6 rooms). Night at Pakse.

4th day An excursion across the Mekong to the Siamese town of Ouboné (Ubol) terminus of a railway line to Bangkok necessitates a full day.

Distance from Pakse to Oubone 125 kms. Two ferries to cross.

Another point to visit is Paksong, at an altitude of 3,800 feet on the Boloven table-land, 50 kms from Pakse on the road to Saravane. Rich coffee and other plantations. Hotel, 3 rooms

From Pakse the road runs parallel to the Mekong, but at a distance from 10 to 25 kms.
Savannakhet, small town of 4,500 inhabitants, seat of the Provincial Residence, on the bank of the Mekong, Hotel (4-rooms). Dinner and night at Savannakhet.

SAVANNAKHET-NAPÉ (292 kms)

5th day From Savannakhet it is possible to attain by the road through Tchepone passable all the year long (327 kms.) the Mandarin road (Route Coloniale n° 1) at Dongha.
Starting at 6.00 a.m. in the direction of Napé, the road passes through woodland glades.
Thakhek, at 124 kms, is a small town of 10,000 souls. Provincial Residence.
Early lunch at hotel (8 rooms)
Until Napé is reached, the road crosses a hilly and little peopled region, presenting at places beautiful landscapes.
Dinner and night at hotel (8 rooms.)

NAPÉ-THANH HOA (252 kms)

6th day Start before 6.30 a.m. (only way traffic between Napé and Kim-Cuong; afternoon, from 1.00 to 1.30 p.m. and 8.00 to 9.00 p.m.). The road negotiates the Annamitic chain through very fine scenery and passes from Laos to Annam at Keo-Neua Pass.
Arrive Vinh (112 kms.) about 10.30 a.m. Visit of the place which is neighbour to Benthuy, small sea port and industrial centre. Sand beach at Cua Loi, near Vinh.
Lunch at Grand Hotel, Vinh (20 rooms)
Start at 2 p.m.
Arrive Thanh Hoa, town of 28,000 inhabitants, about 6 p.m.
Old Citadel, curios found in searches made in the region.
Hotel (10 rooms.)
Nice sand beach at Samson, near Thanh Hoa; hotel (30 rooms.)
Dinner and night either at Thanh Hoa or at Samson.

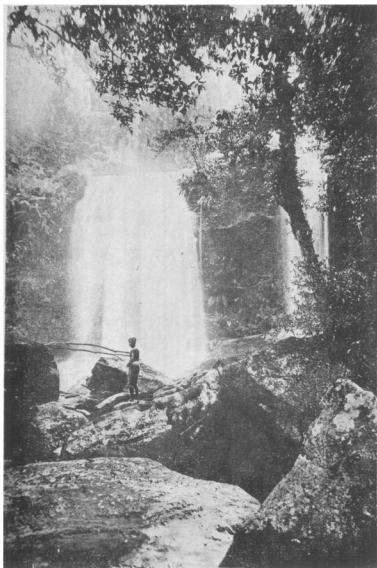
THANH HOA-HANOI (155 kms)

7th day Leave at 8 a.m.
In the region of Ninh Binh, some 30 kms. after crossing the border of Tonkin, are found strange rocks emerging from the plain, recalling those of the Bay of Along. All this district gives rich crops of rice.
Arrive Hanoi about 11 a.m. Installation at hotel, lunch.
HANOI, Capital of Tonkin and of the Indochinese Union, counts 125,000 inhabitants. Botanical and zoological garden; pagodas; theatres; Louis Finot Museum containing splendid collections of Oriental Arts; curious native town, etc... Several first class hotels.
From Hanoi many tempting excursions can be arranged to Yunnanfu, to Upper Tonkin and the Chinese borders, to the Bay of Along, etc...

January. 1938.



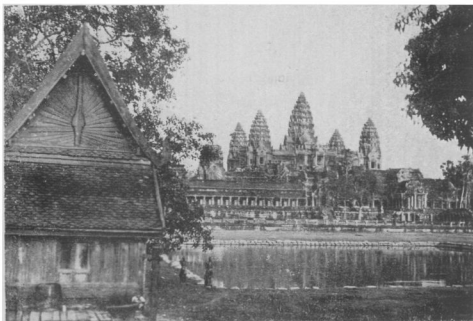
LANGBIAN PALACE HOTEL, DALAT (ANNAM)



THE GREAT WATERFALLS, PHNOM KOULEN, 25 MILES FROM ANGKOR.



THRONE HALL, PHNOM-PENH, CAPITAL OF CAMBODIA.



ANGKOR WAT, ONE OF THE FINEST TEMPLES OF THE ANGKOR GROUP.



PRASAT O PON, ON THE KOULEN HILLS, 25 MILES FROM ANGKOR.

HANOI - SAVANNAKHET - SAIGON

by inland (Mekong) road
(Route Coloniale N° 13)

Suggested Program of 7 days Tour in motor car

HANOI

- 1st day** Hanoi, Capital of Tonkin and of the Indochinese Union, counts 125,000 inhabitants.
Visit of Botanical and Zoological Garden ; pagodas ; theatres ; Louis Finot Museum, containing splendid collections of Oriental Arts. Curious native town, etc... Several first class hotels.
From Hanoi many tempting excursions can be arranged to Yunnanfu, to Upper Tonkin and the Chinese borders, to the Bay of Along, etc...

HANOI-VINH (293 kms)

- 2nd day** Start at 8 a.m. The road crosses a flat country, characteristic of the Tonkinese alluvial plains ; then is found in the vicinity of NINH-BINH (95 kms) a curious region with high rocks recalling those of the Bay of Along
155 kms from Hanoi is THANH-HOA, small town ; old citadel : selling of curios from searches made in the country.
Lunch at Hotel Reynaud, at SAM-SON, seaside resort 16 kms from Thanh-Hoa, fine sand beach.
Start at 2.30 p.m.
Arrive VINH about 5 p.m.
Visit of Vinh and of Benthuy, small sea port and industrial centre, match factory.
Dinner and night at Grand Hotel de Vinh.

VINH-THAKHEK (279 kms)

- 3rd day** Start at 7.30 a.m.
The road passes from Annam to Laos at Keo-Neua Pass, and negotiates the Annamitic chain through very fine scenery.
Car must be at Kim-Cuong, at 71 kms (only way traffic to Napé) between 9 and 10 a.m. (afternoon between 4 and 5 p.m.)
Arrive Napé (112 kms from Vinh) about 11.30 a.m.
Lunch at hotel (8 rooms)
Leave early for Thakhek. The road crosses a hilly and little peopled region presenting at places beautiful landscapes.
Thakhek is a town of 10,000 souls, provincial Residence, 124 kms from Napé (Hotel, 8 rooms)
Dinner and night at Thakkek.

THAKHEK-SAVANNAKHET (124 kms)

- 4th day** Start at 7.30 a.m.
The road passes through woodland glades.
Arrive Savannakhet, at 124 kms about 10.30 a.m.
Savannakhet, small town of 4,500 inhabitants, provincial Residence, is situated on the left bank of River Mekong.
Lunch at hotel (4 rooms).
From Savannakhet it is possible to attain, all the year round, the Mandarin Road (Route Coloniale n° 1) at Dongha (327 kms.)
Afternoon, rest or visit of the place and vicinity.
Dinner and night at Savannakhet.

SAVANNAKHET-PAKSE (245 kms)

5th day Start at 6 a.m.

From Savannakhet the road runs parallel to the Mekong, but at a distance from 10 to 25 kms. Parts of that road being in the course of completion, the car has to follow a track at reduced speed.

Arrive Pakse about noon.

Lunch at hotel (6 rooms).

An excursion across River Mekong to the Siamese town of Oubone (Uboi) terminus of a railways line to Bangkok would necessitate a full day. Distance from Paksé to Oubone 125 kms. Two ferries.

Another point to visit is Paksong, at an altitude of 3,800 feet on the Boloven table-land, 50 kms from Pakse on the road to Saravane. Rich coffee and other plantations. Hotel. 3 rooms.

Dinner and night at Pakse or at Paksong.

PAKSE-KRATIE (367 kms)

6th day Start at 6 a.m.

The road is metalled but being new will be asphalted when completely set.

Numerous splendid waterfalls and rapids not seen from main road.

Just after having passed Khong, starts to the left a track taking to Pleiku, 339 kms distance across table-lands, and from there to the sea-coast reached at Quinhon

Near Khone the Cambodian territory is entered, the road follows the Mekong River and a ferry is crossed over river Srepok just on arriving at Stung-Treng, at 222 kms.

Lunch at Bungalow (8 rooms).

Leave after lunch for Kratié, 145 kms further.

Kratié is a small Cambodian centre, on the left bank of the Mekong.

Seat of the provincial Resident. Hotel with 8 rooms.

Dinner and night at Kratié.

KRATIE-SAIGON (250 kms)

7th day Start at 8 a. m.

Leaving the Mekong the road crosses Snoul, at 79 kms, where a side road to the right takes to Kompong-Cham and Angkor.

Before Locninh, a road branches off to the left, going to Budop and to the Moy table-lands.

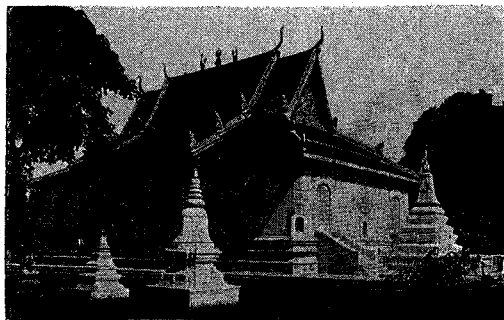
On reaching the Cochinchinese territory, the land is richly cultivated in rubber trees, maize, rice, etc...

The « Mekong road » ends at Thudaumot, a small town 30 kms from Saigon. Saigon is reached about noon.

Several first class hotels.

See description of Saigon on other pages.

January, 1938.



SAIGON - ANGKOR - PHNOMPENH - SAIGON

Suggested Program of 5 days Tour

In private car

SAIGON-ANGKOR (475 kms)

- 1st day** Start at 7 a.m. by direct road through Tay Ninh at 100 kms. (Mount Tay Ninh or «Nui Ba-Den» 3,000 feet, is 15 kms from the main road). Cross Mekong River on steam ferry. 214 kms from Saigon. On the right bank of the river is Kompong-Cham, provincial residence. Stop one hour or so at hotel for lunch. Start after lunch, visiting just outside Kompong Cham, quite near the road, Wat Nokor, fine khmer temple, inside which a modern pagoda has been erected. Pass through beautiful tropical forest and fine rubber estates and reach Kompong Thom, at 323 kms from Saigon. Arrive Siemreap, seat of the Province (6 kms from Angkor group) about 5 p.m. Stop at Siemreap (Grand Hotel d'Angkor and New Siemreap Hotel) or at Angkor. (Bungalow des Ruines). First general glimpse of the monuments. Dinner and night at Siemreap-Angkor.
- 2nd day** Visit of the monuments. After dinner, watch dances by Cambodian girl ballet (enquire at hotel beforehand to have the dance arranged.) Night at Siemreap-Angkor.
- 3rd day** Continuation of the visit of the ruins. Night at Siemreap-Angkor.
- 4th day** Morning. Continuation of sightseeing ; Banteay-Srey, beautiful temple, 30 kms North of Angkor group. Back at Siemreap-Angkor for lunch.

ANGKOR-PHNOMPENH (320 kms)

- Afternoon, leave early for Phnompenh. Stop to see ancient Khmer bridge at Spean Prapto, 63 kms after leaving Siemreap. Pass at Kompong-Thom, 147 kms after Siemreap, stop at hotel for tea. Cross ferry, 33 kms before reaching Phnompenh. Arrive Phnompenh for dinner. Several hotels. Phnompenh, the Capital of Cambodia, is a pleasant town of 90,000 people. After dinner, sight seeing of the place, native town, Cambodian theatre. Night at Phnompenh.
- 5th day** Visit of the Royal Palace, Throne Hall, Silver Pagoda, Dance Hall, White Elephants stables, etc... Visit of Albert Sarraut Museum, splendid collections of the Khmer Art. Cambodian craftsmanship at the Museum. Buying of curios and stuffs. Lunch at Hotel. General tour in town, the « Phnom » Garden and Pagoda, etc...

PHNOMPENH-SAIGON (240 kms)

- Leave about 3.30 p. m. Cross Mekong river on steam ferry at Neak Luong; 60 kms after leaving Phnompenh. Follow road through Soayrieng, at 125 kms. Arrive Saigon for dinner

January, 1938

FROM HANOI TO YUNNANFU AND BACK

Suggested Program of 7 days Tour

By trains of the Compagnie Française des Chemins de fer
de l'Indochine et du Yunnan.

N. B. — *The journey to Yunnanfu, unless one chooses to stay there from Saturday night until next Thursday morning, cannot be made both ways by the weekly railcar fast service. The program, if one is not ready to start from Hanoi on Friday, is changed accordingly by taking the ordinary train (daily) either on the way up or on the way down.*

In case the possibility is had to travel both ways on the railcar, the program will be as follows :

1st day *Friday*, leave Hanoi in train at 8.30 p.m. Night in train, berth.

2nd day *Saturday*, arrive Laokay 5.51 a.m. Transfer in railcar (Micheline). Pass Chinese Customs at Ho-Keou station. Visa of passports.

Follow Yunnan section of the line, along which captivating sights can be seen. Daring engineering works. Curious Chinese towns and villages. Changing aspect of the country.

Stop for luncheon at Kai-Yuen (Amitchéou) at 12.11 p.m.

Start at 1 p.m.

Arrive Yunnanfu 6.43 p.m.

Dinner and night at Yunnanfu.

3rd day *Sunday*.

4th day *Monday*.

5th day *Tuesday*.

6th day *Wednesday*.

7th day *Thursday*.

Start for Laokay at 7.06 a.m. Arrive Kai-Yuen at 12.47 p.m.

Lunch — Start at 1.50 p.m. — Arrive Laokay at 7.25 p.m. — Dinner at Touring Hotel, close to the station. —

Leave for Hanoi in train at 9.30 p.m. — Night in the train, berths.

Arrive Hanoi next morning at 6.45 a. m.

In the case of ordinary trains the journey is made either way in three days, with stops for the night at Laokay and at Kai-Yuen (Amitchéou) both places having a modern hotel to accommodate travellers.

January, 1938



GATE AT YUNNANFU.

BANGKOK TO DALAT

By train and private car

In 2 days

- 1st day** Leave Bangkok in train at 7.30 a.m. Take lunch basket.
Arrive Aranya at 3.10 p.m.
Leave in car immediately.
Stop at Kompong-Thom for dinner (320 kil.)
Arrive Kompong-Cham (110 kil.) about 11.30 p.m.
Night at Kompong-Cham.
- 2nd day** Leave in car at 6.00 a.m.
Arrive Saigon (213 kil.) about 10.30 a.m.
Early luncheon.
Leave for Dalat (305 kil.) at 11.45 a.m.
Arrive for dinner (Usual time necessary for trip Saigon Dalat : 6 hours).
-
-

DALAT TO BANGKOK

By private car and train

In 2 days

- 1st day** Leave Dalat in car at 6.00 a.m. (305 kil.)
Arrive Saigon about 12.00 noon.
Lunch at Saigon.
Leave after lunch.
Arrive Kompong Thom (323 kil.) about 7.00 p.m.
Dinner at Kompong-Thom.
Arrive Angkor (147 kil.) about 11.00 p.m.
Night at Angkor.
- 2nd day** Leave in car at 5.30 a.m. (take lunch-basket from hotel).
Catch train at Aranya leaving at 9.30 p.m. (170 kil.).
Arrive Bangkok 5.10 p.m.
-

NOTA. — The distance to be covered on the second and first day of the journey respectively is rather a long one.

The above trips will in consequence be performed as scheduled only by travellers with a very limited time at their disposal.

BANGKOK TO DALAT

By public conveyances entirely

- 1st day** Leave Bangkok by daily train, at 7.30 a.m. (bring lunch basket.)
Arrive Aranya at 3.10 p.m.
Mail bus leaves daily at 3.30 p.m. (from May 1st to Nov. 30th, on Monday, Wednesday and Friday only).
Arrive Angkor-Siemreap at 8 p.m.
Night at Angkor-Siemreap.
- 2nd day** Leave in bus at 6 a.m. on Monday, Thursday and Saturday.
Lunch at Kompong-Thom.
Arrive Phnompenh 4.39 p.m.
Night at Phnompenh.
- 3rd day** Leave in daily bus at 6. a.m.
Arrive Saigon at 12 noon.
Lunch and dinner.
Leave in daily train at 9 p.m.
Night in train, berth.
- 4th day** Arrive Dalat at 8.33 a.m.
-
-

DALAT TO BANGKOK

By public conveyances entirely

- 1st day** Leave by daily train at 7.36 p.m. Night in train.
- 2nd day** Arrive Saigon 7.20 a.m.
Visit of the place and vicinity.
Night at Saigon.
- 3rd day** Leave in daily mail bus at 6 a.m.
Arrive Phnompenh at 12 noon.
Night at Phnompenh.
- 4th day** Leave in bus at 6 a.m. (Tuesday, Thursday and Saturday.)
Lunch at Kompong-Thom.
Arrive Angkor-Siemreap at 4.09 p.m.
Night at Angkor-Siemreap.
- 5th day** Leave in daily bus at 5 a.m. (from May 1st to November 30th, on Monday, Wednesday and Friday only).
Arrive Aranya at 8.40 a.m. (Take lunch basket from hotel).
Leave in train at 9.30 a.m.
Arrive Bangkok at 5.10 p.m.

January, 1938



VIEW OF THE LYCEUM, ON THE HEALTHY LANGBIAN PLATEAU, DALAT.

SAIGON TO BANGKOK

By buses and trains

In 3 days

- 1st day** Leave in daily mail bus at 6.00 a.m.
Arrive Phnom-Penh 12.00 noon
Night at Phnom-Penh.
- 2nd day** Leave in daily train at 6.00 a.m.
Lunch in the train.
Arrive Mongkolborey at 2.18 p.m.
Leave in daily mail bus at 2.35 p.m.
Arrive Aranya at 4.45 p.m.
Night at Aranya.
- 3rd day** Leave in daily train at 9.30 a.m. (take lunch basket).
Arrive Bangkok at 5.10 p.m.
-
-

BANGKOK TO SAIGON

By trains and buses

In 3 days

- 1st day** Leave in daily train at 7.30 a.m. (take lunch basket)
Arrive Aranya at 3.10 p.m.
Leave in daily mail bus at 3.20 p.m.
Arrive Mongkolborey at 5.30 p.m.
Leave in daily train at 6.00 p.m.
Arrive Battambang at 8.06 p.m.
Night at Battambang.
- 2nd day** Leave in daily train at 5.45 a.m.
Arrive Phnom-Penh at 11.58 a.m.
Night at Phnom-Penh.
- 3rd day** Leave in daily mail bus at 6.00 a.m.
Arrive Saigon at 12.00 noon.

January, 1938

SAIGON, BANGKOK, PENANG and SINGAPORE

A. — In 2 days

- 1st day** SAIGON TO BANGKOK by plane of the weekly Air France service, every Saturday.
Dep. 10.00 a.m., arrive at 3.30 p.m.
Night in Bangkok.
- 2nd day** BANGKOK TO SINGAPORE by planes service of K. L. M. :
Dep. 8.45 a.m. on Sunday
Arrive 5.45 p.m.

Nota. — Passengers wanting to spend one day in Bangkok can take the plane of Imperial Airways, leaving at 6 a.m. on Monday to arrive at Singapore in the evening.

B. — In 5 days

- 1st day** SAIGON TO ANGKOR by motor car, 475 kil. (295 miles) through direct road, in about 8 1/2 hours.
Night at Angkor.
- 2nd day** ANGKOR TO BANGKOK.
By motor car to Aranya, 170 kil. (106 miles) in time to catch train at 9.30 a.m. (Take lunch basket).
Arrive Bangkok 5.10 p.m.

IF ON SATURDAY OR WEDNESDAY

- 3rd day** BANGKOK TO SINGAPORE by twice weekly train
Dep. 4.00 p.m.
Night in train.
- 4th day** Arrive Penang 6.30 p.m.
Leave Penang 8.00 p.m.
Night in train.
- 5th day** Arrive Singapore 5.58 p.m.

January, 1938

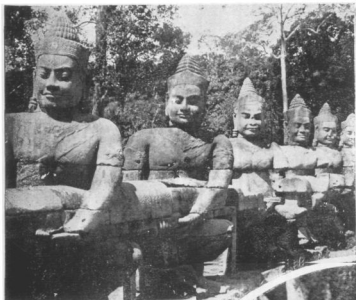




VIEW OF ROYAL HOTEL, PHNOM-PENH (CAMBODIA).



SOUTH GALLERY OF TA-PROHM, ANGKOR CITY OF TEMPLES.



GIANTS BEARING
THE NAGA,
ANGKOR-THOM.



THE LEPER KING,
ANGKOR-THOM.



NEAK PEAN, IN A CHARMING SITE, ANGKOR GROUP.

SINGAPORE, PENANG, BANGKOK and SAIGON

A. — In 3 days

- 1st day** SINGAPORE TO BANGKOK by plane of the Imperial Airways.
Dep. 6.00 a.m. on Sunday or Wednesday.
Arrive in the afternoon.
Night in Bangkok.
- 2nd day** Leave Bangkok in daily train at 7.30 a.m. (take lunch basket).
Arrive Aranya at 3.10 p.m.
Leave in private car immediately.
Arrive Angkor-Siemreap (at 170 km) at 6.00 p.m.
Night at Angkor-Siemreap.
- 3rd day** Leave in car to Saigon (475 km in about 8 ½ hours.) Lunch either at Kompong-Thom or at Kompong-Cham.
Arrive Saigon in the afternoon.

B. — In 5 days

- 1st day** SINGAPORE TO BANGKOK by train.
Leave SINGAPORE by daily train, on SUNDAY or on THURSDAY, at 8.40 a.m. Night in train.
- 2nd day** Arrive Penang 6.45 a.m.
Take the twice-weekly train leaving on MONDAY and FRIDAY at 9.40 a.m.
Night in train.
- 3rd day** Arrive at 12.00 noon.
Night in Bangkok.
- 4th day** BANGKOK TO ANGKOR
Leave in train at 7.30 a.m. (take lunch basket)
Arrive Aranya 3.10 p.m.
Leave in car immediately.
Arrive Angkor-Siemreap about 6.00 p.m.
Dinner and night at Angkor Siemreap.
- 5th day** ANGKOR TO SAIGON by car.
Leave in car at 7.00 a.m.
Stop at Kompong-Cham (256 kil.) for lunch about 12 noon.
Arrive Saigon (475 kil. from Angkor) about 4.30 p.m.

January, 1938



HANOI, BANGKOK, PENANG and SINGAPORE

By air, in 2 days

- 1st day** HANOI to BANGKOK by plane of the weekly Air France service, every Saturday.
Dep. 8.00 a. m. Arrive 3.30 p.m.
Night in Bangkok.
- 2nd day** BANGKOK to SINGAPORE by plane of the K. L. M. service,
Dep. 8.45 a.m. on Sunday.
Arrive 5.45 p.m.

Nota — Passengers who want to spend one day in Bangkok can take the plane of Imperial Airways, leaving at 6 a.m. on Monday to arrive at Singapore in the evening.

SINGAPORE, PENANG, BANGKOK and HANOI

By air, in 4 days

- 1st day** SINGAPORE to BANGKOK by plane of the Imperial Airways.
Dep. 6.00 a.m. on Sunday.
Arrive in the afternoon.
Night in Bangkok.
- 2nd day**)
3rd day } in Bangkok
- 4th day** BANGKOK to HANOI by plane of the weekly Air France service, every Wednesday.
Dep. 6. a.m.
Arrive about 12,15 p.m.

VIENTIANE TO BANGKOK

By air in 2 ½ hours

By weekly Air France service.
Dep. on Saturday at 11.45 a.m.
Arrive Bangkok at 2,15 p.m

BANGKOK TO VIENTIANE

By air in 2 ½ hours

By weekly Air France service
Dep. on Wednesday at 6.00 a.m.
Arrive VIENTIANE at 8.30 a.m.

January, 1938

VIENTIANE TO HANOI

A. — By air in $2\frac{3}{4}$ hours

Air France weekly service on Wednesday.
Dep. 9.30 a. m.
Arrive 12.15 p. m.

B. — By bus, pirogue and train in 3 days

- 1st day** Leave VIENTIANE in bus on Thursday 5.00 a.m.
Arrive BANTABOK 7.30 a.m.
Leave BANTABOK in motor pirogue at 7.45 a.m.
Arrive THAKHEK 6.45 p.m.
Night at Thakhek
- 2nd day** Leave in bus at 6.00 a.m.
Arrive Dongha 5.00 p.m.
FROM DONGHA TO HANOI :
Leave in train at 11.28 p.m.
Night in train.
- 3rd day** Arrive Hanoi 1.35 p.m.
-
-

HANOI TO VIENTIANE

A. — By air in $3\frac{1}{2}$ hours

Air France weekly service on Saturday.
Dep. 8.00 a.m.
Arrive 11.30 a.m.

B. — By train, pirogue and bus in 4 days

- FROM HANOI TO DONGHA by rail
- 1st day** Dep. 3.00 p.m. on Saturday
Night in train.
- 2nd day** Arrive Dongha 4.24 a.m.
Leave in bus at 5.30 a.m.
Arrive THAKHEK 7.30 p.m.
Night at THAKHEK.
- 3rd day** Leave THAKHEK in motor pirogue at 5.00 a.m.
Night in pirogue.
- 4th day** Arrive BANTABOK at 9.00 a.m.
Leave in bus 9.30 a.m.
Arrive VIENTIANE 12.00 noon.

January, 1938

A. — GOVERNMENT RAILWAYS

TIME TABLE OF THE TRANSINDOCHINESE LINE FROM HANOI TO SAIGON AND VICE - VERSA

(Time is counted by day of 24 hours in succession from 12 midnight)

DISTANCE in kilomètres	DAILY		IMPORTANT STATIONS	DAILY		DISTANCE in kilomètres
		15h.00	↑	HANOI	13h.35	1.729
56	Arr.	16. 09	↓	PHU-LY	Dep. 12 25	1.673
	Dep.	11			Arr. 12 24	
87	Arr.	16 46		NAM-DINH	Dep. 45	1.642
	Dep.	50			Arr. 11 39	
114	Arr.	17 21		NINH-BINH	Dep. 03	1.615
	Dep.	22			Arr. 11 01	
175	Arr.	18 40		THANH-HOA	Dep. 38	1.554
	Dep.	44			Arr. 9 31	
321	Arr.	21 43		VINH	Dep. 25	1.408
	Dep.	21 55			Arr. 6 13	
523	Arr.	2 18		THUAN-LY (Dông Hoi)	Dep. 35	1.026
	Dep.	28			Arr. 1 23	
621	Dep.	4 24		DONG-HA	Dep. 23 28	1.108
634	Dep.	4 43		QUANG-TRI	Dep. 23 08	1.095
689	Arr.	5 47		HUE	Dep. 22 02	1.040
	Dep.	5 59			Arr. 21 52	
792	Arr.	8 26		TOURANE CENTRAL.	Dep. 19 27	937
	Dep.	8 38			Arr. 19 15	
928	Arr.	11 38		QUANG-NGAI	Dep. 10	801
	Dep.	43			Arr. 16 05	
1096	Arr.	15 45		DIEU-TRI	Dep. 11	633
	Dep.	55		(Branch line to Quinhon).	Arr. 12 01	
1198	Arr.	18 20		TUY-HOA	Dep. 37	531
	Dep.	25			Arr. 9 32	
1281	Dep.	20 50		NINH-HOA	Dep. 7 12	449
1315	Arr.	21 40		NHA-TRANG	Dep. 20	415
	Dep.	55			Arr. 6 08	
1364	Dep.	22 54		NGA-BA (Ba-Ngoi) ...	Dep. 5 13	365
1408	Arr.	23 48		TOURCHAM	Dep. 18	321
	Dep.	0 03		(Branch line to Dalat). ...	Arr. 4 08	
1551	Arr.	3 08		MUONG-MAN	Dep. 15	178
	Dep.	18		(Branch line to Phantiet)	Arr. 1 05	
1729		7 20	↓	SAIGON	21 00	0

Detailed time tables and general information, are found on railway pocket guide-book sold at all stations.

Price. \$ 0,05

RAILWAY SERVICE BETWEEN HANOI AND DALAT

HANOI TO DALAT

Hanoi... Dep. : Daily..... at 15h
 Dalat... Arr. : Daily after journey of 41 hours..... at 8.33

DALAT TO HANOI

Dalat... Dep. : Daily..... at 19.36
 Hanoi... Arr. : Daily after journey of 41 hours..... at 13.35

RAILWAY SERVICE BETWEEN SAIGON AND DALAT

SAIGON TO DALAT

Saigon.. Dep. : Daily..... at 21h.
 Dalat.. Arr. : Daily next morning..... at 8.33

DALAT TO SAIGON

Dalat ... Dep. : Daily..... at 19.36
 Saigon.. Arr. : Daily next morning..... at 7.20

FARES IN PIASTRES

	1ST CL.		2ND CL.		3RD CL.	
	One way	Return	One way	Return	One way	Return
Saigon — Hanoi	97.00	154.00	62.00	98.00	24.36	39.39
— Hué	72.80	98.80	49.92	73.84	14.37	23.31
— Nhatrang	30.78	42.98	20.52	30.72	4.95	8.26
— Dalat	18.00	30.00	12.00	20.00	6.24	10.40
Hanoi — Hué	48.23	65.46	33.07	48.92	10.00	16.08
— Nhatrang	92.05	124.93	62.00	93.37	19.40	31.13
— Dalat	97.00	154.00	62.00	98.00	22.88	36.93
— Saigon	97.00	154.00	62.00	98.00	24.36	39.39

INCLUDING BERTH

RAILWAY SERVICE BETWEEN HANOI, LANGSON AND NACHAM

DISTANCE in kilometres	CHIEF STATIONS	DAILY TRAINS				
0	Hanoi	5.55	8.29	11.33	12.20	18.50
50	Phu-lang-Thuong	7.30	10.15	12.51	14.05	20.07
		7.36	10.50		14.13	
148	Langson	11.21	16.46	—	17.59	—
179	Nacham	12.30	—	—	19.10	—

RAILWAY SERVICE BETWEEN NACHAM, LANGSON AND HANOI

DISTANCE in kilometres	CHIEF STATIONS	DAILY TRAINS				
0	Nacham	—	5.30	—	10.00	—
31	Langson	—	6.38	—	11.10	—
		—	6.46	—	12	—
129	Phu-lang-Thuong	6.07	10.21	13.01	14.41	17.01
			10.29		49	
179	Hanoi	7.32	12.10	14.20	16.23	18.47

FARES HANOI-LANGSON (IN PIASTRES)

1st Class	2nd Class	3rd Class
8,88	5,92	2,22

DAILY RAILWAY SERVICE BETWEEN PHNOM-PENH AND MONGKOLBOREY

DISTANCE in kilometres	READ DOWN		↓	MAIN STATIONS	↑	READ UP		DISTANCE in kilometres
0	Start	6.00		Phnom-Penh ...		11.58		331
166		9.43		Pursat		8.19		165
273	Arrive	12.11		Battambang ...		5.45		58
	Start	12.20				20.06		
331	Arrive	14.18		Mongkolborey ..		18.00		0

FARES PHNOM-PENH — MONGKOLBOREY (IN PIASTRES)

1st Class	2nd Class	3rd Class
8,00	5,35	2,65

**B.— COMPAGNIE FRANÇAISE DES CHEMINS DE FER
DE L'INDOCHINE ET DU YUNNAN**

RAILCAR SERVICE BETWEEN HANOI AND HAIPHONG

Distance in Kilometres	FROM HANOI TO HAIPHONG					
	0	Hanoi	6h.50	9h.13	13h.11	17h.40
57	Haiduong	7 59	10 39	14 22	18 50	22 41
102	Haiphong	8 01	11 38	15 09	19 36	23 38
	Classes :	A & B	B.C & D	A & B	A & B	B.C & D

FROM HAIPHONG TO HANOI						Distance in Kilometres
Haiphong	7h.00	9h.01	13h.00	17h.49	21h.30	
Haiduong	7 45	9 57	13 45	18 33	22 24	45
Hanoi	8 58	11 24	14 54	19 44	23 41	102
Classes :	A & B	B.C & D	A & B	A & B	B.C & D	

FARES APPLYING TO ABOVE RAILCAR SERVICE (In piastres)
Class. « A » Class « B »

	Single	Return
Hanoi to Haiduong	1.00	1.60
Haiduong to Haiphong	0.80	1.30
Hanoi to Haiphong	1.50	2.30

	Single	Return
Hanoi to Haiduong	0.53	0.80
Haiduong to Haiphong	0.42	0.65
Hanoi to Haiphong	0.90	1.40

**ORDINARY TRAIN SERVICE BETWEEN HANOI
AND YUNNANFU (DAYLIGHT SERVICE)**

1st day {	Hanoi, leave	9.23	1st day {	Yunnanfu, leave ..	7.53
	Laokay, arrive	19.06		K'Ai-Yuen, arrive..	17.46
2nd day {	Laokay, leave.....	6.24	2nd day {	K'Ai-Yuen, leave .	7.05
	K'Ai-Yuen, arrive .	18.13		Laokay, arrive	17.09
3rd day {	K'Ai-Yuen, leave .	6.40	3rd day {	Laokay, leave	6.48
	Yunnanfu, arrive...	17.01		Hanoi, arrive	16.36

WEEKLY FAST SERVICE BETWEEN HANOI AND YUNNANFU

Distance in Kilometres	DAY	STATIONS	TIME		
0 6	FRIDAY	Hanoi, leave	20.30		
		}	Gialam arrive	20.47	
			Gialam leave	20.54	
294 296 296 474 517 761	SATURDAY	}	Phomoi arrive	5.35	
			Phomoi leave	6.23	
		}	Laokay arrive	6.26	
			Laokay leave	6.31	
		}	Hokeou arrive	6.32	
			Hokeou leave	6.44	
		}	Mongtzeu-Pichetchai	arrive	11.19
				leave	11.20
		}	K' Ai-Yuen	arrive	12.11
				leave	13.00
		Yunnanfu, arrive	18.43		
		0 244 287 464 465 466 756 761	THURSDAY	Yunnanfu, leave	7.06
}	K' Ai-Yuen arrive			12.47	
	K' Ai-Yuen leave			13.50	
}	Montzeu-Pichetchai			arrive	14.41
				leave	14.42
}	Hokeou			arrive	19.19
				leave	19.24
}	Laokay			arrive	19.25
				leave	21.30
}	Phomoi			arrive	21.36
				leave	21.45
}	Gialam			arrive	6.14
		leave	6.27		
Hanoi, arrive	6.45				

Fares from Laokay to Yunnanfu are converted into piastres or Yunnanese dollars according to current exchange of the UOC (Chinese Gold Unit) and cannot be ascertained in advance in those currencies

Fares from Hanoi to Yunnanfu without berth :

Single,	Piastres	14.70	+	UOC	25\$58
Return	-	22.05	+	-	28 00

Supplements for berth, one way. 6 piastres



BAS-RELIEF,
TERRACE OF
THE LEPER KING,
ANGKOR-THOM.

A CORNER OF
ANGKOR - WAT.



GATE OF THE VICTORY,
ANGKOR-THOM.



TERRACE OF THE
ROYAL PALACE,
ANGKOR-THOM.

ONE OF THE
APSARAS, TEMPLE
OF ANGKOR-WAT.



BAS-RELIEF,
THE BAYON,
ANGKOR-THOM.

MAIL BUS SERVICE

OF THE SOCIETE INDOCHINOISE DE TRANSPORTS (SIT)

	Distance in kilometres	DAY OF DEPARTURE	Leave	Arrive	FARES IN PIASTRES	
					Single	Return
Phnom-Penh to Saigon	240	Every day	6,00	12,00	9,60	17,50
Saigon to Phnom-Penh		Every day	6,00	12,00	9,60	17,50
Phnom-Penh to Angkor	321	Tuesday, Thursday, Sa- turday	6,00	16,09	12,80	23,00
Angkor to Phnom-Penh		Monday, Thursday, Sa- turday	6,00	16,39	12,80	23,00
Mongkolborey to Aranya (2)	63	Every day	14,35	16,45	2,50	4,00
Aranya to Mongkolborey (2)		Every day	15,30	17,30	2,50	4,00
From May 1st to November 30th						
Angkor to Aranya (1)	170	Monday, Wednesday, Friday	5,00	8,40	6,00	10,00
Aranya to Angkor (1)		Monday, Wednesday, Friday	15,30	20,00	6,00	10,00
From December 1st to April 30th						
Angkor to Aranya (1)	170	Every day	5,00	8,40	6,00	10,00
Aranya to Angkor (1)		Every day	15,30	20,00	6,00	10,00
Phnom-Penh to Takeo-Kampot	202	Thursday, Sunday	5,30	10,15	7,10	12,80
Kampot-Takeo to Phnom-Penh		Monday	14,50	13,45	7,10	12,80
		Friday	7,35	12,25	7,10	12,80
Kampot to Kep	25,5	Thursday, Sunday	10,40	11,30	1,00	1,80
Kep to Kampot		Monday	13,50	14,30	1,00	1,80
		Friday	6,30	7,10	1,00	1,80
Kep to Hàtién	48,5	Thur-day	11,00	15,15	1,95	3,50
Hàtién to Kep		Friday	5,00	6,15	1,95	3,50
Kampot to Ream (3)	91	Sunday	13,00	15,35	3,65	6,55
Ream to Kampot (3)		Monday	12,00	14,35	3,65	6,55
Kampot to Le Bokor	41	Thursday	13,00	15,00	1,65	3,00
Le Bokor to Kampot		Friday	5,00	7,00	1,65	3,00

- (1) Corresponding with Royal State Railways of Siam trains Aranya-Bangkok.
- (2) Corresponding with trains of the line Mongkolborey-Phnom-Penh.
- (3) Corresponding with Siam Steam Navigation Service to Bangkok.

AIR CONNECTIONS TO FRENCH INDO-CHINA

From EUROPE — INDIA — BURMA — SIAM

« AIR FRANCE »

Direct Service

The Air France Company maintains a weekly service between Marseilles (Bangkok) Hanoi with side line Bangkok — Saigon.

Planes leave Marseilles every	Thursday
reach Beyrouth-Tripoli next	Friday
— Karachi	— Sunday
— Calcutta	— Tuesday
— Rangoon	— Tuesday
— Bangkok }	— Wednesday
— Saigon }	— Wednesday
— Hanoi	— Wednesday

FARES · Marseilles-Hanoi-Saigon = Frs 16,320

IMPERIAL AIRWAYS

Through Bangkok

The Imperial Airways maintains a twice weekly service between London — Paris — Bangkok (Penang — Singapore — Brisbane).

Planes leave London every	Thursday and Sunday
reach Paris	Thursday — Sunday
— Baghdad next	Saturday — Tuesday
— Karachi	— Monday — Thursday
— Calcutta	— Tuesday — Friday
— Rangoon	— Wednesday — Saturday
— Bangkok	— Thursday — Sunday

(From Bangkok, one can go either to Hanoi or to Saigon by the French Air Mail (leaving on Wednesday) or by train and bus through Southern French Indochina, taking the opportunity to visit the world famous Ruins of Angkor).

FARES { Bangkok-Saigon (Air-France) = £ 12. —
 { Bangkok-Hanoi (Air-France) = £ 23. —

K. L. M. (ROYAL DUTCH AIR LINES)

Through Bangkok

The K. L. M. maintains a twice weekly service between Amsterdam — Central Europe — Bangkok (Penang — Singapore — Batavia).

Planes leave Amsterdam every	Wednesday & Saturday
reach Leipzig, Budapest,	Belgrade, Athens, the same day
— Cairo	Thursday Sunday
— Baghdad	Thursday Sunday
— Karachi	Friday Monday
— Calcutta	Saturday Tuesday
— Rangoon	Sunday Wednesday
— Bangkok	Sunday Wednesday

(From Bangkok one can go either to Saigon or Hanoi by the French Air Mail (leaving on Wednesday) or by train and bus through Southern French Indochina, taking the opportunity to visit the world famous Ruins of Angkor)

From CHINA

The South Western Airways Corporation maintains a weekly service between Shanghai — Canton and Hanoi in connection with the French Air Mail.

Planes leave Shanghai	Thursday at 6.30 a. m.
reach Canton the	same day at 3.45 p. m.
leave Canton	Friday at 8.00 a. m.
arrive Hanoi the	same day at 2.30 a. m.

FARES { Shanghai — Canton = U. S. \$ 66. —
 { Canton — Hanoi = Shanghai \$ 75. —

From CHINA (continued)

The Eurasia Aviation Corporation maintains a weekly service between Chengtu, Yunnanfu and Hanoi, every Thursday.

Time-table (local time) :

Leave Chengtu	?
Leave Yunnanfu	7.00 a.m.
Arrive Hanoi	9.45 a.m.

At Chengtu there exists air connection from Sian, Hankow, Changsha and Hongkong.

From AUSTRALIA, NETHERLAND INDIES AND MALAYA through BANGKOK.

IMPERIAL AIRWAYS

Planes leave	Brisbane	every	Wednesday	and	Saturday
reach	Darwin		Thursday	—	Sunday
—	Sourabaya		Friday	—	Monday
—	Batavia		Saturday	—	Tuesday
—	Singapore		Saturday	—	Tuesday
—	Penang		Sunday	—	Wednesday
—	Bangkok		Sunday	—	Wednesday

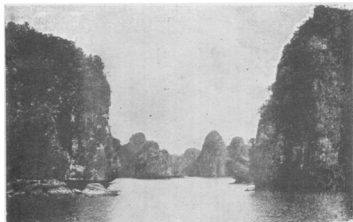
(From Bangkok one can go either to Saigon or Hanoi by the French Air Mail (leaving on Wednesday) or by train and bus through Southern French Indochina, taking the opportunity to visit the world famous Ruins of Angkor).

K. L. M. (ROYAL DUTCH AIR LINES)

Planes leave	Bandoeng	}	Wednesday and Saturday
reach	Batavia		
—	Palembang	}	Thursday and Sunday
—	Singapore		
—	Medan		
—	Penang		
—	Bangkok		

(From Bangkok one can go either to Saigon or Hanoi by the French Air Mail (leaving on Wednesday) or by train and bus through Southern French Indochina, taking the opportunity to visit the world famous Ruins of Angkor).

January, 1938



A CORNER OF THE BAY OF ALONG.

AIR CONNECTIONS FROM FRENCH INDO-CHINA

To SIAM — BURMA — INDIA — EUROPE.

« AIR FRANCE »

Direct Service

The Air France Company maintains a weekly service between Hanoi (Bangkok) Marseilles, with side line Saigon-Bangkok.

Planes leaves Hanoi	every Saturday
— Saigon	— Saturday
— Bangkok	— Saturday
reach Rangoon	— Sunday
— Calcutta	— Sunday
— Karachi	— Tuesday
— Beyrouth Tripoli	— Thursday
— Marseilles	— Friday

Hanoi/Saigon — Marseilles = Frs 16,320.

IMPERIAL AIRWAYS

Through Bangkok

(One can go to Bangkok either by the French weekly Air Mail or overland by bus and train, or else by bus or private car through the world famous Ruins of Angkor)

Planes leave Bangkok	every Monday	and Thursday
reach Rangoon	— Monday	— Thursday
— Calcutta	— Monday	— Thursday
— Karachi	— Wednesday	— Saturday
— Baghdad	— Thursday	— Sunday
— Alexandria	— Friday	— Monday
— Paris	— Sunday	— Wednesday
— London	— Sunday	— Wednesday

K. L. M. (ROYAL DUTCH AIR LINES)

Through Bangkok

(One can go to Bangkok either by the French weekly Air Mail or overland by bus and train or else by bus or private car through the world famous Ruins of Angkor).

Planes leave Bangkok	every Thursday	and Sunday
— Rangoon	— Friday	— Monday
— Calcutta	— Friday	— Monday
— Karachi	— Saturday	— Tuesday
— Baghdad	— Saturday	— Tuesday
— Cairo	— Sunday	— Wednesday
— Alexandria	— Sunday	— Wednesday
— Belgrade	— Monday	— Thursday
— Budapest	— Monday	— Thursday
— Leipzig	— Monday	— Thursday
— Amsterdam	— Monday	— Thursday

To CHINA

The South Western Airways Corporation maintains a weekly service between Hanoi, Canton and Shanghai in connection with the French Air Mail.

Planes leave Hanoi	every Saturday at 8.30 a. m.
arrive Canton	— Saturday at 3.00 p. m.
leave Canton	— Sunday at 6.30 a. m.
arrive Shanghai	— Sunday at 3.30 p. m.

FARES { Hanoi — Canton = SH. \$ 75. —
 (Canton — Shanghai = U. S. \$ 66. —

To CHINA (continued)

The Eurasia Aviation Corporation maintains a weekly service between Hanoi, Yunnanfu and Chengtu, every Thursday.

Time-table (local time):

Leave Hanoi.....	10,15 a.m.
Arrive Yunnanfu.....	1,00 p.m.
Leave Yunnanfu.....	1,30 p.m.
Arrive Chengtu.....	5,00 p.m.

At Chengtu there exists air connection to Sian, Hankow, Changsha and Hongkong.

To MALAYA, NETHERLAND INDIES AND AUSTRALIA through Bangkok

(One can go to Bangkok either by the French weekly Air Mail or overland by bus and train or else by bus or by private car through the world famous Ruins of Angkor).

IMPERIAL AIRWAYS

Planes leave	Bangkok	every	Thursday	and	Sunday
reach	Penang	—	Thursday	—	Sunday
—	Singapore	—	Thursday	—	Sunday
—	Batavia	—	Friday	—	Monday
—	Sourabaya	—	Friday	—	Monday
—	Darwin	—	Saturday	—	Thursday
—	Brisbane	—	Monday	—	Thursday

K. L. M. (ROYAL DUTCH AIR LINES)

Planes leave	Bangkok	every	Sunday	and	Wednesday
reach	Penang	—	Sunday	—	Wednesday
—	Medan	—	Sunday	—	Wednesday
—	Singapore	—	Sunday	—	Wednesday
—	Palembang	—	Monday	—	Thursday
—	Batavia	—	Monday	—	Thursday
—	Bandoeng	—	Monday	—	Thursday

January, 1938



Tables of distances in kilometres

(1 mile equals 1,600 metres or 1 km 600)

FROM HANOI TO :

Angkor-Siemreap (Cambodia) . . .	2.308
Aranya (Siamese railway terminus) . . .	2.473
Backan (Tonkin)..	162
Gaobang (Tonkin)..	292
Chapa (Tonkin)	335
Haiphong (Tonkin)	103
Hongay (Bay of Along, Tonkin) . . .	136
Huê (Annam)	678
Langson (Tonkin)	150
Laokay (Tonkin)	298
Luang-Prabang (Laos)..	830
Namdinh (Tonkin).	89
Napé (Laos)..	378
Nhatrang (Annam)..	1.313
Ninhbinh (Tonkin)	91
Phnom-Penh (Cambodia).	2.004
Saigon (Cochinchina).	1.764
Savannakhet (Laos).	703
Siemreap-Angkor (Cambodia). . . .	2.308
Sonla (Tonkin).	310
Tamdao (Tonkin).	87
Thakhek (Laos)	579
Tourane (Annam)	786
Vientiane (Laos).	970
Yunnanfu (China)	765

FROM HAIPHONG TO :

Angkor-Siemreap (Cambodia) . . .	2.315
Hanoi (Tonkin).	103
Hongay (Bay of Along, Tonkin) . . .	58
Huê (Annam)	675
Namdinh (Tonkin)	86
Phnom-Penh (Cambodia)	2.001
Saigon (Cochinchina)	1.761
Tourane (Annam)	783

FROM HUE TO :

Angkor-Siemreap (Cambodia). . . .	1.641
Dalat (Annam).	852
Hanoi (Tonkin)	678
Haiphong (Tonkin)	675
Phnom-Penh (Cambodia).	1.326
Tourane (Annam)	108
Saigon (Cochinchina).	1.086

FROM SAIGON TO :

Angkor-Siemreap (Cambodia)	
<i>a</i>) through Kompong-Cham	475
<i>b</i>) through Phnom-Penh	560
Aranya (Siamese railway station). . .	732
Bangoi (Bay of Camranh, Annam). . . .	394
Banmethuot (Annam)	646
Bienhoa (Cochinchina)	30
Bokor (Cambodia)	430
Cap-Saint Jacques (Cochinchina) . . .	125
Cholon (Cochinchina)	6
Chutes de Trian (Trian Falls, Cochinchina)	65
Dalat (Annam).	305
Hanoi (Tonkin)	1.764
Haiphong (Tonkin)	1.761
Hatien (Cochinchina)	338
Huê (Annam).	1.086
Kep (Cambodia).	382
Kompong-Cham (Cambodia)	213
Kompong-Thom (Cambodia).	312
La Lagna (Cochinchina).	104
Luang-Prabang (Laos)..	2.033
Nhatrang (Annam)..	451
Paksé (Laos).	617
Phantiet (Annam).	200
Pleiku (Annam)	836
Phnom-Penh (Cambodia)	240
Savannakhet (Laos).	862
Siemreap-Angkor (Cambodia)	475
Thakhek (Laos)	986
Thudaumot (Cochinchina)	30
Tourane (Annam)	978
Vientiane (Laos).	1.354
Yunnanfu (China)	2.119

Pailin (Cambodia)	375
Ream (Cambodia)	285
Saigon (Cochinchina)	240
Siemreap-Angkor (Cambodia) ...	314
Sisophon (Cambodia).....	358

FROM TOURANE TO :

Angkor-Siemreap (Cambodia) ...	1.532
Bana (Annam)	40
Dalat (Annam)	744
Dong-Duong Ruins (Annam).....	51
Hanoi (Tonkin)	786
Haiphong (Tonkin)	783
Hue (Annam)	108
Mi-son Ruins (Annam)	54
Phnom-Penh (Cambodia)	1.218
Saigon (Cochinchina)	978
Trakiou Ruins (Annam)	36

FROM ANGKOR-SIEMREAP TO:

Aranya (Siamese railway station)	165
Dalat (Annam).....	178

Hanoi (Tonkin).....	2.308
Hue (Annam).....	1.641
Kompong-Cham (Cambodia)....	262
Kompong-Thom (Cambodia) ..	153
Phnom-Penh (Cambodia).....	314
Saigon (Cochinchine)	
a) through Kompong-Cham...	475
b) through Phnom-Penh.....	560

FROM ARANYA TO :

Angkor-Siemreap (Cambodia) ...	165
Bangkok (Siam) by rail	255
Battambang (Cambodia).....	127
Bokor (Cambodia)	630
Dalat (Annam)	942
Kep (Cambodia)	614
Hanoi (Tonkin)	2.473
Hue (Annam)	1.805
Mongkolborey (Cambodia)	65
Phnom-Penh (Cambodia)	479
Ream (Cambodia)	764
Saigon (Cochinchina)	732
Sisophon (Cambodia)	58



PALACE OF THE GOVERNOR GENERAL, SAIGON

HOTEL LIST

LOCATION	NAME OF HOTEL	Number of Rooms
ANGKOR-SIEMREAP (Cambodia)	Bungalow des Ruines Grand Hôtel d'Angkor The New Siemréap Hôtel	48 63 15
BACLIEU (Cochinchina)	Hôtel Bungalow	9
BACNINH (Tonkin)	Hôtel de Paris	6
BANA (Annam)	Hôtel Morin Hôtel du Grand Cerf	30 8
BANMETHUOT (Annam)	Hôtel du Lac Hôtel Maury	4 5
BANGOI (Annam)	Auberge Anaposta Hôtel de Bangoi	2 4
BARIA (Cochinchina)	Hôtel des Chasseurs	4
BATTAMBANG (Cambodia)	Hôtel Bungalow	9
BELLEUVUE (near DRAN, on the road Dalat to Phanrang)	Hôtel de Bellevue	4
BENTRE (Cochinchina)	Hôtel Bungalow	3
BOKOR (Cambodia)	Hôtel du Bokor	18
CANTHO (Cochinchina)	Hôtel Bungalow	8
CAO-BANG (Tonkin)	Central Hôtel Cao-Bang Hôtel	10 14
CAP SAINT-JACQUES (Cochinchina)	Grand Hôtel Hostellerie du Cap Saint-Jacques. Grand Hôtel Métropole de Chapa.	56 20 45
CHAPA (Tonkin)	Hôtel du Centre Hôtel du Fan-Si-Pan	20 6
CHAUDOC (Cochinchina)	Hôtel Bungalow (Hôtel du Basac)	6
CUA-LO (Annam)	Grand Hôtel	19
CUA-TUNG (Annam)	Grand Hôtel des Caps Hôtel de la Plage	9 9
DALAT (Annam)	Langbian Palace Hôtel d'Annam) Hôtel du Parc Grand Hôtel de Dalat	38 12 70 30
DJIRING (Annam)	Hôtel du Braïan	6
DONG-HA (Annam)	Bungalow	4
DONG-HOI (Annam)	Bungalow	5
DOSON (Tonkin)	Grand Hôtel Le Pagodon	44 20
FAIFOO (Annam)	Bungalow	2
GOCONG (Cochinchina)	Hôtel Bungalow	2
HAGIANG (Tonkin)	Hôtel de la Haute Rivière Claire. Grand Hôtel du Commerce	10 60
HAIIPHONG (Tonkin)	Hôtel de l'Europe Hôtel Teston Hanoi Hôtel	47 37 40
HANOI (Tonkin)	Hôtel des Colonies Hôtel du Coq d'Or Hôtel de France	26 20 40
HATIEN (Cochinchina)	Hôtel Métropole Hôtel de la Paix Hôtel Splendid	80 34 65
HONGAY (Tonkin)	Hôtel Terminus et de la Gare Hôtel Bungalow Hôtel des Mines	45 7 16

LOCATION	NAME OF HOTEL	Number of Rooms
HUE (Annam)	Grand Hôtel de Hué	70
	Hôtel de la Gare	8
KAMPOT (Cambodia)	Hôtel Bungalow	6
KEP sur MER (Cambodia)	Hôtel de la Plage	23
KOMPONG-CHAM (Cambodia)	Hôtel Bungalow	12
KOMPONG-CHHNANG (Cambodia)	Hôtel Bungalow	3
KOMPONG-THOM (Cambodia)	Hôtel Bungalow	14
KRATIÉ (Cambodia)	Hôtel Bungalow	8
LANG-SON (Tonkin)	Hôtel de France	13
	Hôtel des 3 Maréchaux	13
LAO-KAY (Tonkin)	Touring-Hôtel	12
LONGXUYEN (Cochinchina)	Hôtel Bungalow	8
LUANG-PRABANG (Laos)	Hôtel Bungalow	4
MON-CAY (Tonkin)	Hôtel Hai-Lâm	2
MUONG-SEN (Annam)	Hôtel Bungalow	4
MYTHO (Cochinchina)	Grand Hôtel du Mékong	9
NAM-DINH (Tonkin)	Hôtel de la Gare	10
NAPE (Laos)	Hôtel Bungalow	8
	Grand Hôtel Beau Rivage	23
NHATRANG (Annam)	Grand Hôtel de la Plage	20
	Hôtel Công-An	10
	Hôtel du Dragon	6
PAKSÉ (Laos)	Hôtel Bungalow	6
PAKSONG (Laos)	Hôtel Chatenet	3
PHANTHIE (Annam)	Grand Hôtel	12
	Hôtel de Ngoc-Lâm	25
	Hôtel du Centre	33
	Grand Hôtel de Phnom-Penh	41
PHNOM-PENH (Cambodia)	Hôtel Oriental	
	Hôtel du Petit Paris	
	Le Royal	54
PREY-VENG (Cambodia)	Hôtel Bungalow	2
PURSAT (Cambodia)	Hôtel Bungalow	4
QUANG-NGAI (Annam)	Hôtel Bungalow	20
QUANG-YEN (Annam)	Hôtel de Quang-Yên	3
	Hôtel Terminus	3
QUI-NHON (Annam)	Grand Hôtel de Quinlon	34
	Hôtel d'Annam	8
PLEIKU (Annam)	Hôtel Bungalow	3
RACHGIA (Cochinchina)	Hôtel Bungalow	7
REAM (Cambodia)	Hôtel Bungalow	6
SADEC (Cochinchina)	Hôtel Bungalow	6
	Continental Palace	130
	Grand Hôtel d'Annam	60
	Grand Hôtel des Nations	65
	Hôtel du Coq d'Or	28
SAIGON (Cochinchina)	Hôtel du Mékong	16
	Hôtel des Balcons	10
	Majestic	122
	Modern Hôtel	20
	Saigon Palace	68
	Hôtel de la Plage	30
	Bungalow	4
SAMSON (Annam)		
SAVANNAKHET (Laos)		
SIEMREAP (see Angkor-Siemréap)		
SISOPHON (Cambodia)	Hôtel Bungalow	3
SOAIRIENG (Cambodia)	Hôtel Bungalow	4
SOCTRANG (Cochinchina)	Hôtel Bungalow	8

LOCATION	NAME OF HOTEL	Number of Rooms
SONTAY (Tonkin)	Hôtel An-Loi	
STUNG-TRENG (Cambodia)	Hôtel Bungalow	8
TAKEO (Cambodia)	Hôtel Bungalow	2
TAM-DAO (Tonkin)	Hôtel de la Cascade d'Argent	60
TAY-NINH (Cochinchina)	Hôtel Bungalow	6
TCHÉPONE (Laos)	Hôtel Bungalow	4
THAKHEK (Laos)	Hôtel Bungalow	8
THANH-HOA (Aannam)	Hôtel Reynaud	10
TONG (Tonkin)	Hôtel de la Terrasse	5
TOURANE (Annam)	Grand Hôtel de Tourane	47
TOURCHAM (Annam)	Hôtel Lam A-Tan	8
TUYEN-QUANG (Tonkin)	Hôtel des Mines	11
TUY-HOÀ (Annam)	Hôtel Bungalow	5
VIÉNTIANE (Laos)	Hôtel Bungalow	5
VIÉTRI (Tonkin)	Hôtel de la Vieille Chaumière	10
VINH (Annam)	Grand-Hôtel	20
VINHLONG (Cochinchina)	Taverne Impériale	6
XIENG-KHOANG (Laos)	Hôtel Bungalow	11
YEN-BAY (Tonkin)	Hôtel Bungalow	5
	Hôtel de la Gare	4



GOVERNMENT INFORMATION BUREAU
22, rue Lagrandière, Saigon

List of the Roads

in their numerical order

The roads of Indo-China are called Colonial, Local or Provincial when they are maintained by the Government General, the local Administrations of each country or the different provinces respectively.

We think it useful to give a list of the Colonial roads :

NUMBER	DESCRIPTION	LENGTH
R. C. 1	The Mandarin Road (from the Chinese to the Siamese borders)	2.567 kms
R. C. 1-bis	From Phnompenh to Siemreap-Angkor and Sisophon ..	420 —
R. C. 2	From Hanoi to Tuyenquang and Hagiang	348 —
R. C. 3	From Hanoi to Backan and Caobang	292 —
R. C. 4	From Moncay to Langson, Caobang, Laokay, Laichau, Phongsaly, Luang-Prabang and Vientiane, (in great part proposed or under construction)	1.050 —
R. C. 5	From Hanoi to Haiphong	103 —
R. C. 6	From Hanoi to Samneua	269 —
R. C. 7	From Vinh to Luang-Prabang (section of Phudien to Phoukhuom 511 kms)	511 —
R. C. 8	From Vinh to Vientiane (passable in cars from Vinh to Laksao : 132 kms)	132 —
R. C. 9	From Quangtri to Savannakhet	328 —
R. C. 10	From Paksé to Oubone (in the territory of Laos only : 39 kms)	39 —
R. C. 11	From Toureham to Dalat	113 —
R. C. 12	From Snoul to Krek	68 —
R. C. 13	From Saigon to Kratié, Savannakhet, Thakhek and Vientiane (the road is under construction from Thakhek to Paksane)	1.331 —
R. C. 14	From Budop to Banmethuot, Pleiku and Kontum (military track from Budop to Banmethuot)	500 —
R. C. 15	From Bienhoa to Cap Saint-Jacques	93 —
R. C. 16	From Saigon to Vinhlong, Cantho, Baclicu and Camau..	346 —
R. C. 17	From PhnomPenh to Kampot and Hatien	208 —
R. C. 18	From Hanoi to Tienyen	190 —
R. C. 19	From Quinhon to Pleiku	172 —
R. C. 20	From Saigon to Djiring and Dalat	305 —
R. C. 21	From Ninh-Hoa to Banmethuot	160 —
R. C. 22	From Godauha to Tayninh, Kompong-Cham and Kompong-Thma	225 —

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