



Hong Kong General Chamber of Commerce
香港總商會 1861



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Hong Kong
General Chamber of Commerce

Report
For The Year
1887

REPORT
OF THE
COMMITTEE
OF THE
HONGKONG GENERAL CHAMBER OF COMMERCE
FOR THE
Year ending 31st December, 1887,
PRESENTED TO THE MEMBERS
AT THE
ANNUAL MEETING HELD ON 9th MARCH, 1888.

HONGKONG:
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COMMITTEE, 1888.

(Elected, 9th March, 1888.)

HON. P. RYRIE, *Chairman*.
HON. J. BELL-IRVING, *Vice-Chairman*.
W. H. FORBES, Esq.
R. M. GRAY, Esq.
H. HOPPIUS, Esq.

T. JACKSON, Esq.
B. LAYTON, Esq.
E. MACKINTOSH, Esq.
ST. C. MICHAELSEN, Esq.

H. U. JEFFRIES,
Secretary.

ARBITRATION COMMITTEE, 1888.

W. H. FORBES, Esq.
R. M. GRAY, Esq.
B. LAYTON, Esq.

E. MACKINTOSH, Esq.
ST. C. MICHAELSEN, Esq.

CORRESPONDING COMMITTEE, 1888.

HON. P. RYRIE.
HON. J. BELL-IRVING.
W. H. FORBES, Esq.
R. M. GRAY, Esq.
H. HOPPIUS, Esq.

T. JACKSON, Esq.
B. LAYTON, Esq.
E. MACKINTOSH, Esq.
ST. C. MICHAELSEN, Esq.

LIST OF MEMBERS, 1888.

MESSRS. ADAMSON, BELL & Co.
" ARNHOLD, KARBERG & Co.
" BELILIOS & Co.
" BIRLEY, DALRYMPLE & Co.
" BUTTERFIELD & SWIRE.
" CARLOWITZ & Co.
" DOUGLAS, LAPRAIK & Co.
" GIBB, LIVINGSTON & Co.
" GILMAN & Co.
" HOLLIDAY, WISE & Co.
" JARDINE, MATHESON & Co.
" LANE, CRAWFORD & Co.
" LINSTEAD & DAVIS.
" MELCHERS & Co.
" MODY & Co. N.
" REISS & Co.
" RUSSELL & Co.
" SASSOON, SONS & Co. D.
" SASSOON & Co. E. D.
" SCHELLHASS & Co. ED.
" SIEMSEN & Co.
" TATA & Co.
" TURNER & Co.
" WOTTON & DEACON.
THE AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.

THE BORNEO COMPANY, LIMITED.
THE CHARTERED BANK OF INDIA.
AUSTRALIA & CHINA.
THE CHARTERED MERCANTILE
BANK OF INDIA, LONDON &
CHINA.
THE HONGKONG & SHANGHAI
BANKING CORPORATION.
THE LAI HING HONG.
THE MESSAGERIES MARITIMES.
THE NEW ORIENTAL BANK
CORPORATION, LIMITED.
THE ON TAI INSURANCE COMPANY.
THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.
THE SCOTTISH & ORIENTAL
STEAM-SHIP COMPANY.
THE UNION INSURANCE SOCIETY
OF CANTON, LIMITED.
HON. C. P. CHATER.
G. S. COXON, Esq.
J. J. FRANCIS, Esq.
D. GILLIES, Esq.
L. MENDEL, Esq.
G. SHARP, Esq.

RULES AND REGULATIONS.

I. That the Society be styled THE HONGKONG GENERAL CHAMBER OF COMMERCE.

II. That the object of the Chamber shall be to watch over and protect the general interests of Commerce, to collect information on all matters of interest to the Mercantile Community, and to use every means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; to communicate with Authorities and others thereupon; to form a code of practice, whereby the transaction of business may be simplified and facilitated; to receive references, and to arbitrate between disputants—the decisions in such reference to be recorded for future guidance.

III. That all Mercantile Firms and persons engaged or interested in the Trade of China shall be eligible for admission as Members in the manner hereafter described, and on payment of \$50 for Firms, and \$15 for single individuals for the current year, and a like Annual Subscription, payable in advance on 1st January.

IV. That candidates for admission proposed by one Member and seconded by another shall be elected at the yearly Meeting by a majority of votes of the Members then present, or in the interval, by the Committee, subject to confirmation at the next ensuing General Meeting.

V. That voting by Proxy, or by Members whose Subscriptions are in arrear, be not allowed, and that not more than one Member of the same Firm be allowed to vote on the same occasion.

VI. That in the absence from the Colony of all the Partners in a Firm, their Representative by Power of Attorney shall be entitled to vote.

VII. That any Member may be expelled from the Chamber on the proposition of the Committee communicated to all the Members, and considered at a General Meeting, provided that not fewer than two-thirds of those present vote for the expulsion.

VIII. That any number of Members not less than 10 shall be held to constitute a General Meeting called in conformity with the rules of the Chamber, whether yearly or special.

IX. That the Business and Funds of the Chamber be managed by a Committee of Nine Members, consisting of Chairman, Vice-Chairman and Seven Members, to be elected annually, at the yearly General Meeting of the Chamber. Four to form a quorum, and the Chairman in case of equality to have the casting vote in addition to his own.

X. That the Committee shall meet at least once a month, on such day as may be fixed for the transaction of business, and at other times when summoned by the Chairman, or in his absence by the Vice-Chairman. The proceedings to be laid on the table for the inspection of Members, subject to such regulations as the Committee may deem expedient. In cases of the non-attendance of the Chairman or Vice-Chairman, a Chairman to be chosen by the Members present.

XI. That in case of a vacancy in the Committee, it shall be filled up *pro tempore* by the Committee until the next General Meeting; and that they have the power to appoint a Sub-Committee from their own number for any purpose whatever.

XII. That a paid Secretary be elected by the Committee, such election to be subject to confirmation at the next ensuing General Meeting.

XIII. That the Annual General Meeting of the Chamber shall be held in the month of February (or as soon thereafter as may be found convenient) of each year; and that Special Meetings shall be called by the Chairman, or in his absence by the Vice-Chairman, on the requisition of any Five Members of the Chamber, to be held within ten days subsequent to the receipt of such requisition.

XIV. That all important questions affecting the Trade of the Port, and its Political or Commercial relations with the Empire of China or with other States, may be discussed at the Yearly General Meeting or Special General Meeting for that purpose convened, in the manner provided for by Rule XIII.

XV. That the Committee be empowered to frame By-laws, which shall at once come into force, but must be presented for confirmation at the next ensuing General Meeting of the Chamber; and being so confirmed, shall be equally binding with these Rules upon all Members.

XVI. That the Funds of the Chamber shall be paid into one of the Banks under an account to be opened by the Committee, and that all Cheques shall be signed by the Secretary to the Chamber, countersigned by the Chairman or Vice-Chairman, or in their absence by one of the Committee; that all disbursements shall be sanctioned by the Committee at their ordinary Meetings, and that an account shall be audited by two Members of the Chamber and laid before the yearly General Meeting.

XVII. That a yearly Report of the proceedings, be prepared, and, after being approved at a General Meeting, printed and circulated.

XVIII. That the above Rules be added to or altered only by a majority of the Members of the Chamber present at a General Meeting, ten days' notice having been given of the proposed alteration.

XIX. That the foregoing Rules be printed, and an authenticated copy, subscribed by each Member on admission, be kept as part of the records of the Chamber.

BY-LAWS.

I. The Office shall be open daily from Noon to 1 o'clock P.M., when the Secretary shall be in attendance, and ready to communicate with any Member requiring information or access to the Records of the Chamber.

II. The Secretary shall attend all Meetings (including those of the Arbitration Committee, if required), keep a journal of all proceedings, take charge of all documents, keep the accounts of the Chamber, collect Statistics, prepare Statements of Trade, conduct and keep copies of correspondence, and attend to such other duties as may be required by the Committee.

III. All Communications shall be received and answered through the Chairman, Vice-Chairman, or Secretary.

IV. No documents belonging to the Chamber shall be removed during Office hours, nor shall any minute of its proceedings be made public without an order of the Committee.

V. Notice of any proposition or business to be laid before the yearly General Meeting, or any Special Meeting, shall be given to the Secretary at least forty-eight hours before the Meeting, who, in the circular calling such Meeting, will state the business or proposition, and by whom to be brought forward.

VI. The means to provide a suitable Establishment, and to defray expenses in addition to the Subscriptions fixed by Rule 3, shall be raised in the following manner:—By the sale of Statements of Trade, by fees on Arbitration and References, by fees for certified copies of the Records and other Documents in the Archives of the Chamber, and by voluntary gifts and contributions either in money, maps, books, or anything which may be useful to the Institution.

VII. The Committee shall appoint every year five from their number, three of whom in regular succession shall be the Acting Committee, to decide on all cases submitted to the Arbitration of the Chamber, whose functions shall continue so long as any business brought before them during their period of service is undecided.

VIII. The Members of the Arbitration Committee shall be entitled to a Fee of not less than \$5, and not more than \$20 each, and the Chamber to a Fee (in addition) of not less than \$10, and not more than \$100, on every case submitted to the arbitration of the Chamber. The amount to be regulated by the Arbitration Committee, according to the importance of the case and the time occupied therein, subject to an appeal to the General Committee, whose decision on the amount shall be final.

IX. The Disputants in an Arbitration case shall be held to guarantee the fees jointly and severally to the Chamber.

X. The Arbitration Committee shall appoint its own Chairman and confine its functions to cases when its intervention or advice is requested, and on no occasion shall it proceed with any case unless all the parties subscribe a Bond making the award a Rule of the Supreme Court. Printed forms of such Bonds legally prepared, shall be kept for the information of Members who may have occasion to resort to the Chamber for Arbitration: and the Committee shall not arbitrate upon, nor take any cognizance of, any dispute whatever, unless one of the parties interested therein be a Member of the Chamber.

XI. That in the event of any question as to the construction or application of these By-Laws, the General Committee shall have power to decide the same, submitting the matter to the next General Meeting of the Chamber for its final decision.

SCALE OF COMMISSIONS AND BROKERAGE.

*adopted by the Hongkong General Chamber of Commerce,
at the half-yearly Meeting held on April 30th, 1872.*

COMMISSIONS.

Purchasing or selling Tea, Raw Silk, and Cotton,	3	per cent.
„ any of above, if as returns for Goods sold,	2½	„
„ or selling Opium,	2	„
„ or selling all other Goods and Produce, Ships } and Real Estate,	5	„
„ and selling Shares or Stocks,	1	„
Inspecting Tea or Silk,	1	„
Guaranteeing Sales,	2½	„
„ Remittances,	1	„
„ Drawing or endorsing Bills of Exchange,	1	„
„ or negotiating Bills of Exchange without recourse, ..	½	„
Purchasing or realising Bullion or Bills of Exchange,	½	„
Remitting the Proceeds of Bullion or Bills of Exchange,	½	„
Paying and receiving Money in Current Account,	1	„
„ Ship's Disbursements,	2½	„
Collecting Freight,	2½	„
Obtaining Freight or Charter,	5	„
„ „ or „ and collecting same Freight,	6	„
Adjusting Insurance Claims on Amount Recovered,	2½	„
Effecting Insurance, on the Insured Amount,	4	„
Prosecuting or defending successfully Claims, either at Law } or by Arbitration,	5	„
Prosecuting or defending unsuccessfully,	2½	„
Managing Estates and collecting Rents,	5	„
Transshipping and forwarding Jewellery, and Bullion,	¼	„
Forwarding or transshipping Cargo,	1	„
Transshipping or forwarding Opium,	\$2	per chest.
Goods withdrawn or re-shipped,	½	Commission.
Granting Letters of Credit,	1	per cent.
For doing ship's business when no inward or outward Com- } mission is earned,	20	cents per Register ton.
The conversion into Hongkong currency of sterling freight inward to Hong- kong, payable in Hongkong, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.		

BROKERAGES.

Bills and Bullion,	½	per cent.	Payable by Seller.
Produce & General Merchandise,	½	„	„
Fire Arms,	1	„	„
For negotiating and completing Charters } and procuring Freight,	1	„	by Ship.
Shares ¼ per cent. on the amount of } money changing hands in the trans- } action,			Payable by both sides.

*MINUTES of the Yearly General Meeting of the HONGKONG
GENERAL CHAMBER OF COMMERCE, held on the 9th March,
1888, for the purpose of receiving the Report of the Committee
and passing the Secretary's Accounts for the year ending 31st
December, 1887.*

Present:—

The Honourable P. RYRIE (Chairman), Honourable A. P. MAC EWEN
(Vice-Chairman), Honourable J. BELL-IRVING, Messrs. H. HOPPIUS,
E. MACKINTOSH, W. H. FORBES, T. JACKSON, ST. C. MICHAELSEN
(Committee), Honourable C. P. CHATER, Messrs. H. L. DALRYMPLE,
J. S. MOSES, D. GILLIES, G. SHARP, F. T. P. FOSTER, E. W. RUTTER,
E. A. SOLOMON, E. R. BELILIOS, G. de CHAMPEAUX, E. L. WOODIN,
A. MCCONACHIE, H. CRAWFORD, B. LAYTON, L. MENDEL, O. BACHRACH,
L. POESNECKER, HO AMEI, LEE SING, F. DODWELL, T. H. WHITEHEAD,
DOUGLAS JONES, R. M. GRAY, J. THURBURN, N. P. DHALLA, D. MUNCHER-
JEE and H. U. JEFFRIES (Secretary).

THE MINUTES.

The minutes of the last annual meeting and of the meetings held since
were taken as read and were confirmed.

The CHAIRMAN—Gentlemen, the first business of the day is the presen-
tation of the report of the old Committee. This report has been issued
some time and most of you have had an opportunity of reading it, and as
has been customary at these meetings, I propose to take it as read.
With your permission I have a few remarks to make in reference to this
report. First, with reference to the Opium Bill, 1887. This Bill has been
carefully dealt with by your Committee, as you will see by the report and
the somewhat voluminous correspondence in Appendix A. Your Com-
mittee strongly objected to some clauses of the first draft Bill submitted,
mainly on the ground of its interference with the retail opium trade of the
Colony. A proposal came from the opium merchants which was accepted
by the Government for the sale of balls of opium, and the Bill was passed.
From what I learn from gentlemen largely engaged in the opium trade
the Bill is not working to their satisfaction, and it may be necessary for
the Government to alter this Ordinance hereafter. Moreover, I am

informed that the smuggling of prepared opium from this Colony is greater than ever. *Status and privileges granted to foreign mail steamers.*—I think you will admit that your Committee have done their duty to the general body of steamer-owners in this, but unfortunately the absence of the Chamber's Counsel, who was instructed to draw the petition to the Secretary of State, has occasioned a delay; but I hope this will be remedied shortly. *Returning unstamped correspondence.*—I need say little as to this except that the action of the Postmaster-General was deprecated by all the commercial communities in China. *Communication with H.B.M.'s Minister at Peking.*—This matter has been set to rights, I am glad to say, I said so much about it at last meeting that I may pass on. *Movements of American Mail Steamers.*—This unfortunately was not a successful effort, and you will see the reasons assigned by your Committee, and it will be for you to judge if they are well founded. *Cargo boats.*—These regulations were much needed as the irregular demands made by the cargo boats were a great evil. *Silver yen.*—You will see that your Committee are not in favour of the proposal to make them a legal currency. In the meantime they pass freely in all the smaller transactions in the Colony. *Duration of voyages.*—You will see that your Committee have failed in changing the antiquated notions of the Executive on this subject. *Registration of Imports and Exports.*—This matter will come on for discussion later, and I shall therefore refrain from any remarks at this stage. *Quarantine.*—No further progress has been made with regard to this subject. *Stamp fees on Bills of Exchange.*—The arrangements made with the Bank managers in the Colony, as you will see, are on a satisfactory basis. *Mail Services via Canadian and Pacific route.*—You will see what is said with regard to the Canadian and Pacific route. You will see the Committee in this instance have rather changed their views. At first they thought it would be no benefit to the commerce in this part of the world, but on reconsideration we arrived at a different conclusion. At the same time it is stated that the opposition was withdrawn on the understanding that the Colony should not to be called upon for any further contribution to the postal subsidy. *Rates for storage of opium.*—This is a matter which particularly concerns the merchants in opium. You will see that your Committee declined to take any action in the matter. *Legislative Council.*—You will see that Mr. MacEWEN was unanimously elected on the retirement of Mr. JACKSON. *The Telegraph Convention.*—You will see that the Committee supported the Shanghai Chamber of Commerce in their protest against the Convention between the

Telegraph Companies and the Chinese Government. If we believe some reports, the effect has been that this Convention will not be carried out. I have seen this denied in other quarters, but we are unable at present to give you any information. *British Trade Dollar.*—This is a question that has been before the Chamber and the Chamber in Singapore on many occasions, and I think now it is a matter that is definitely shelved. *Breakwater on Kellett's Bank.* As you will see, the subject of the construction of a breakwater there has been before the Committee, but they deem it desirable that all correspondence connected with this matter should, in the meantime, be treated confidentially. *Accounts.*—The accounts have been audited by Messrs. THURBURN and RUTTER. They showed a balance on the 31st December to the credit of the Chamber of \$574.65, exclusive of a deposit of \$5,000 with the Hongkong and Shanghai Bank at 5 per cent. interest. You have the accounts before you, and I think taking all the circumstances into consideration they are satisfactory. This, the Secretary informs me, is the first year that the Chamber's prices current have been a financial success as far as the Chamber is concerned. I have nothing more to say but to move the adoption of the report and accounts as presented to you.

Mr. BELILIOS—I don't know whether I am in order, but referring to your remarks regarding this Opium Bill, I see it is in contemplation to move the Government to repeal it or amend it.

The CHAIRMAN—I did not pledge the Chamber to that. I simply put it as my opinion that it would have to be amended.

Mr. BELILIOS—I would suggest to the Chamber that some action be taken by the Chamber either in the way of writing to the Government or requesting their delegate in Council to move the Government to give instructions to the Police not to encourage the Opium Farmer in harassing and obstructing the trade in opium. I mention this because I understand that when this Bill was discussed in Council, the Government assured our present Chairman and the opponents of that Bill that they would always make the Bill work easily among the Chinese. From what has transpired recently that assurance has not been fulfilled. There was a case the other day which is probably known to members here which came up before the Court. There are two ways of administering a law. One is to mete it out with mercy and the other is to mete it out with severity. From what transpired the other day it seems the Magistrate here did not exercise his

prerogative of mercy. The outside he should have done under the circumstances would have been to have allowed the man to go with a caution that he should not do the same in future. To make the matter clear to the meeting I will state the facts as briefly as possible. A Chinese merchant bought some thirty-two chests of Bengal opium, paid for it, and obtained a permit to export it. He put the opium on board cargo boats and took them with him to the opium hulk belonging to the Imperial Chinese Maritime Customs moored in the vicinity of this harbour. The opium was passed and examined and he was on his way back to export it under that permit by several junks to ports on the mainland. While coming in as it were from foreign waters into Hongkong waters, at the instigation of the Farmer he was pounced upon by the police and told that he had infringed the law. Now, sir, the law is silent on that point. He got the permit to export the opium. He was obliged to take the opium to the hulk to get it examined and was on his way back to put it on board the junks, which, as you know, always lie in the harbour. He had no option. Well, this man was hauled up, taken before the Magistrate, his opium taken to the Police Court and stored in the yard, in consequence of which he lost the market at the port of destination for which it was intended, some of the junks sailing away without it, and lost the interest on his money. The opium was kept at the Police Court, he was hauled up before the Magistrate, convicted, fined, and you may say branded as a criminal. I think it was a most severe way of treating any man. If any of us had been placed in that position I am sure the town would have been ringing with it. There would have been a howl of indignation over it, and the papers would have taken the matter up and dilated on the subject. But unfortunately as it was a Chinaman the matter was allowed to slide and no notice was taken of it. Now sir, I maintain that some action should be taken in the meantime, before anything else is done, so that the traders in that article may be protected, may be safe-guarded against things of that kind. I think it is a great hardship, and we should try to remedy it immediately.

The CHAIRMAN—If there are no other remarks to be made, will some gentleman second the adoption of the report and accounts?

Mr. WOODIN seconded.

Carried *nem con.*

The CHAIRMAN—The next business is the election of the new Committee. The Committee, as you are aware, consists of nine members including the Chairman, Vice-Chairman, and seven others. For your information I may give you the names of the old Committee, which consisted of myself, Mr. MACEWEN, Vice-Chairman, who does not desire re-election as he is going home shortly, Mr. BELL-IRVING, Mr. HOPPIUS, Mr. DARBY, who has left the Colony, Mr. MACKINTOSH, Mr. FORBES, Mr. JACKSON, and Mr. MICHAELSEN.

A ballot was then taken with the result that the following were elected, the names being placed in seniority according to the number of votes obtained:—Messrs. MACKINTOSH, RYRIE, FORBES, JACKSON, BELL-IRVING, HOPPIUS, LAYTON, MICHAELSEN, and GRAY.

The CHAIRMAN—The only other business before the meeting is to elect the Chairman and Vice-Chairman.

Mr. DALRYMPLE proposed that Honourable P. RYRIE be elected Chairman, and Honourable J. BELL-IRVING Vice-Chairman.

Mr. BELILIOS seconded.

Carried unanimously.

The CHAIRMAN—Gentlemen, that closes the business of the meeting.

*Report of the Committee of the HONGKONG GENERAL CHAMBER
OF COMMERCE for the Year ending 31st December, 1887,
presented to the Members at the Annual Meeting held on
Friday, the 9th March, 1888.*

The Committee beg to submit to the Members of the Chamber, the following Report of their proceedings during the period under notice:—

Opium Bill (Hongkong) 1887.

In pursuance with the provisions of the Additional Article to the Chefoo Agreement, a Special Commission met in Hongkong in June, 1886, for the purpose of arriving at a basis of Agreement for regulating the trade of this Colony in Raw Opium; and the Agreement was signed by the Commissioners on the 11th September of that year.

The attention of the Chamber was directed, in January last, to the fact that the Additional Clause under the Chefoo Agreement would come into force on the 1st February, and your Committee were requested to obtain reliable information (1) with regard to the duty on Opium imported into China previous to and after that date, and (2) whether Opium imported before the 1st February could be re-exported, after that date, from one port in China to another, without paying additional duty. A telegram was forwarded to H. B. M.'s Minister at Peking, through His Excellency the Officer Administering the Government here, to the above effect, and a reply was promptly received stating that all Opium exported after the 1st February must pay the Convention Lekin of 80 Taels per 100 Catties over and above the 30 Taels duty already paid = Taels 110, otherwise it would be subject to a penalty of Taels 300, without privileges of Convention. Early in February, the Local Government forwarded to the Chamber communications from H. B. M.'s Consul at Canton, announcing the intention of the Chinese Authorities to simultaneously collect, on and after 1st February, the Lekin (provincial dues) and the export duty on Opium, to be levied as arranged at the Stations outside of Hongkong.

The Memorandum of Agreement arrived at by the Commission for the regulation of the trade of the Colony in Raw Opium was approved of by the Imperial Government, who sanctioned the introduction of a Draft

Ordinance based upon its terms. On the publication of this Draft Ordinance it was found that Sections III and IV prohibited the export and import of Raw Opium in less quantities than one chest, a measure which not only inflicted a blow upon the principal business of the wholesale merchants of the Colony, but at the same time struck at the root of the retail trade which absorbs a large portion of the drug landed in Hongkong. Subsequent to the first reading of the Bill in Council, on the 18th March, petitions were presented on behalf of the Importers and wholesale Merchants and of the Chinese Opium Merchants and traders, remonstrating against the restrictions sought to be imposed by the Bill as at first published, and which, if retained, would seriously interfere with trade, as the established custom of examining, testing, and repacking Malwa, Persian and Turkish drug would not be allowed.

The matter received the immediate consideration of your Committee, who forwarded a resolution to His Excellency the Governor, expressing the opinion that no Bill which limited the trade in Opium to whole chests would prove satisfactory, and urging the postponement of the second reading for one calendar month, to afford the public time to understand and discuss the whole question preparatory to submitting a new Bill free from the objectional features of the first draft. The grounds taken up by your Committee in opposing hasty legislation in this matter had been endorsed by all those interested in the question. Proposals were subsequently forwarded to His Excellency the Governor, by the Chamber, on behalf of the Opium Merchants, suggesting certain modifications. In the amended Draft of the Bill which came up for a second reading on the 23rd May the prohibition of dealing in quantities less than One Chest, intended for Export, was removed, special licences being provided by the Ordinance for such transactions, and the power of examination was transferred from the Opium Farmer to the Superintendent of Imports and Exports. The Ordinance was passed into law, with these amendments, on the 27th May. (Appendix A.)

**Status and Privileges of Men-of-War granted to Subsidised
Foreign Mail Steamers at British Colonial Ports.**

This important subject was taken up by the Committee early in the year. After being fully discussed by the Legislative Council, it was decided to seek the co-operation of the Chambers of Commerce of the principal

British Colonies and Dependencies throughout the world. This course has necessitated considerable delay and it is only recently that a sufficient number of replies have been received to warrant this Chamber taking action. The opinions received are practically unanimous in condemning the system of granting Man-of-War Status to Foreign Mail Steamers. The Committee have placed the documents with their Counsel to draw a petition for simultaneous presentation to Her Britannic Majesty's Government, which will receive the unanimous support of those Chambers that have given their adhesion to the opinion expressed by the Committee. (Appendix B.)

Returning of Unstamped Correspondence.

The new regulations of the Post Office bearing on this question received the attention of your Committee, and the hardship was at once rectified by the Local Government, on the Chamber's representations. (Appendix B.)

Communication with H. B. M.'s Minister at Peking.

It will be in the recollection of the members of the Chamber that, at the last Annual General Meeting, attention was called to the request of Her Majesty's Chargé d'Affaires at Peking that, when the Chamber had occasion to address H.B.M.'s Representative in Peking, communications should be forwarded through the Local Government, no reason was assigned for discontinuing the long established practice of holding direct communication. Your Committee therefore addressed a remonstrance to the Home Government and the reply, from Her Majesty's Principal Secretary of State for Foreign Affairs, will no doubt be read with satisfaction for it clearly terminates a grievance which the Chamber has laboured under for some time. (Appendix C.)

Movements of the American Mail Steamers of the Pacific Mail Steam-ship Company, and of the Occidental and Oriental Steam-ship Company.

In May last, the Government addressed a letter to the Chamber forwarding copy of a communication conveying a request from the Postmaster General that the Chamber would represent to the Agent of the Pacific Mail and Occidental and Oriental Steamship Companies the inconvenience arising from the despatch of the steamers of those Companies on the days

fixed for the departures of the subsidised European Mails, and to ask whether new arrangements could be made to avoid those coincidences. This correspondence was duly discussed and after considering the points raised by the Postmaster General, your Committee expressed regret at not being able to find reasonable grounds for preferring the request of the Post Office Department, especially as it appeared to them that the real cause of grievance arose from the absence of the necessary facilities on the part of the Post Office to meet the exigencies of the public service. (Appendix D.)

Regulations for the Licensing, Management and Control of Boats and Boatmen.

The draft regulations, under the new act, for the licensing, management and control of Boats and Boatmen was received from Government, who requested an expression of the views of the Chamber on its provisions.

In their reply to the reference made to them, your Committee recommended certain additions and modifications in the details of working, as regards Cargo Boats and Cargo Boatmen, which in their opinion seemed desirable. (Appendix E.)

Offer of the Japanese Government to Coin Silver Yen.

The Local Government desired an expression of the views of the Chamber respecting an offer of the Japanese Government to coin Silver Yen for this Colony. Your Committee, after a full discussion of the question, objected to the adoption of the scheme to recognize the Yen as the legal currency of the Colony, because that coin is not current in the Canton Province which absorbs large remittances from this, and very great inconvenience would result from the recognition of the Yen as a legal coin as it would not be available for circulation in that district. (Appendix F.)

Duration of Voyages of Steamers carrying Passengers between Hongkong and the Australian Colonies.

The Schedule for the duration of passages between Hongkong and the Australian Colonies fixed by the Colonial Government which was first questioned by the Chamber in 1883, when the Committee obtained some small concessions, was again mooted by the Chamber in June last. On this occasion the Committee regret success has not attended their efforts, for the

same antiquated scale that obtained before the great improvement in the speed of the steam vessels now trading between this Port and Australasia, was considered by the Colonial Government to be applicable to the present time. We thus have the anomaly of a voyage which is accomplished regularly in ten days, on an average, being classified as a 30 days' passage, involving all the expense and annoyance to the ship owning community that the Emigration laws which govern the schedule require. It is to be regretted that the Government, in Legislative Council, should have vetoed the appointment of a Commission to inquire into the subject, which was proposed by the Representative of the Chamber. The Government views would have then been clearly ascertained instead of the unsatisfactory state in which the question is now left. Any objections that might have been raised by the authorities, it is felt, would have either been dissipated, or provisions made of a less stringent character which would have amply safeguarded the interest of passengers.

The Committee leave this question as a legacy to their successors. (Appendix G.)

Registration of Imports and Exports.

After full consideration of this subject your Committee, in June last, brought to the attention of the Local Government the desirability of providing some form of Legislation to ensure the Registration of the Imports and Exports of the Colony, and suggested that the Draft of a Bill and the Rules under it might be prepared and submitted to the Chamber, with a view of affording the members an opportunity of offering recommendation on points of detail. In their reply, the Government forwarded a minute by the Acting Attorney General, on this subject, enumerating certain restrictions which would be necessary to make the proposed Ordinance efficacious and asked for an expression of the views of the Chamber thereon. As will be seen on reference to the correspondence, your Committee could discover no objection such as would, in their opinion, override the benefits likely to result from the projected measure which there are reasons to believe is receiving the favorable attention of the Government. (Appendix H.)

Quarantine.

As no appeal has been made to the Chamber during the past year, your Committee have not dealt directly with this subject, but on reference

to the correspondence it will be seen that attention was drawn to the publication of a statement attributed to Sir JOSEPH FAYRER, bearing on the question of Quarantine in connection with the Indian Government, which your Committee have taken steps to verify. (Appendix I.)

Stamp Fees on Bills of Exchange.

It was brought to the notice of your Committee that an innovation was established in July, 1886, whereby the Banks of the Colony threw upon the mercantile community the whole expense of providing stamps on all Bills of Exchange, whether bought or sold. After representation to the various Bank Managers, it is the pleasing duty of your Committee to report that a scheme was drawn up and agreed to, very much on the lines of those that previously prevailed, whereby the tax of providing stamps is equitably apportioned between buyers and sellers. (Appendix J.)

Mail Service via Canadian and Pacific Routes.

A special meeting of the Committee was held on the 27th June last, to consider a letter from the Agents of the Canadian Pacific Railway with regard to the desirability of establishing a Mail service, between Hongkong and Vancouver, to alternate with the existing P. & O. service via Suez, and requesting that the Home Government might be placed in possession of the Chamber's views before the 30th day of June, on which date the subject was to come up for discussion in Parliament. The members are aware that when the subject of the new contract for the Eastern Mail service was referred to the Chamber in June 1886, it was then decided that the proposed Canadian route was practically useless so far as Hongkong was concerned. On reconsideration of the question, one year later, your Committee considered that a subsidiary special service via Pacific and Canadian routes, would be advantageous to the mercantile public and was especially desirable on Political grounds, provided this Colony was not called upon to contribute to the proposed undertaking. A Resolution to this effect was passed, the Agents of the Canadian Pacific Railway were duly advised and the contents were telegraphed to H.M.'s Chancellor of the Exchequer. (Appendix K.)

Rates charged by the Imperial Chinese Maritime Customs for the storage of Opium.

Representations were made to the Chamber by Merchants largely interested in the Opium trade, regarding the high rates which the Chinese

Customs were charging for the storage of Opium in their bonded warehouses at Foochow and Amoy, and the Chamber was requested to intervene in this matter with a view to secure some rebate from the tax. From information which your Committee received on the subject they were all but unanimous in deciding that, it was inexpedient for the Chamber to take any action supporting the communication that had been addressed to them. (Appendix L.)

Legislative Council.

The Local Government notified the Chamber, in September last, that Mr. T. JACKSON had resigned his seat as the Chamber's Representative upon the Legislative Council and requested the Chamber to nominate another Member to fill his place. For this purpose a Special General Meeting of the Chamber was held on the 17th September, when the Vice-Chairman Mr. A. P. MACEWEN, who had previously represented the Chamber as Acting Member, was again unanimously elected as their permanent nominee. (Appendix M.)

Alleged Contemplated Convention between the Foreign Telegraph Companies and the Chinese Government.

The Shanghai General Chamber of Commerce forwarded copy of a letter addressed by that Chamber, to the Doyen of the Diplomatic Body in Peking, protesting against the alleged contemplated convention between the existing European Telegraph Companies and the Chinese Government, and invited the co-operation of the Chamber to support their communication. The reply of your Committee to this representation was to the effect that, they concurred with the views held by the Shanghai Chamber, that every effort should be made to oppose any attempt, direct or indirect, to increase the burdens on trade, and the attention of Her Britannic Majesty's Representative at Peking was invited to a Resolution expressing the views of your Committee and urging that His Excellency would use his influence to check the consummation of a scheme, which, if carried into effect, would prove detrimental to the interests of the Mercantile Communities in the Far East. (Appendix N.)

British Trade Dollar.

A letter, dated 20th December, 1887, was received from the Singapore Chamber of Commerce, forwarding a Paper laid before the Legislative

Council of the Straits Settlements, containing a lengthy correspondence embracing the views of the Lords of the Treasury, the Secretary of State for the Colonies and the Master of the Mint, together with a letter from the Directors of the Chartered Bank of India, Australia and China, expressing opinions adverse to this project. The difficulties which have attended the attempt to introduce a new coinage for use in the British Colonies in the East have been so great, and the opinions of parties consulted so divergent, the Singapore Chamber announces its intention to abandon all further attempts to obtain legislation on the subject. (Appendix O.)

Proposed Light on the Gap Rock.

The Chairman, in his remarks on this subject which appeared in the Report for last year, expressed the confident belief that, consequent on the representations offered by the Chamber, the difficulties which had hitherto stood in the way of the undertaking would be removed and that the requisite authority to commence work would be shortly sanctioned. These expectations, so far, have not been realized but your Committee are aware that the matter is now engaging the active attention of the Government and trust that no further delay will take place.

Partial Blockade of the Western Entrance to the Harbour.

The subject of the construction of a Breakwater on Kellett's Bank, as a protective measure in case of War, so as to partially block the Western Entrance of the Harbour has again been brought before the Chamber by the Local Government, who, in view of the present position of the question, deem it desirable that all correspondence connected with this matter should, for the present, be treated confidentially.

Miscellaneous.

One Arbitration case was submitted for the decision of the Committee, under the rules of the Chamber, framed for that purpose.

On the 1st February the Local Government communicated copy of a letter and enclosure from the Acting Consul for France, calling attention to the necessity for all vessels, proceeding to Saigon, to be supplied with Bills of Health.

The Local Government forwarded, for the information of the Chamber, the prospectus of the Adelaide Jubilee International Exhibition, and copy of a notice respecting the proposed Paris Universal Exhibition, 1889.

At the request of Admiral Sir R. VESEY HAMILTON, K.C.B., full statistics were furnished by the Chamber respecting the Trade and Trade Routes between China and the Australasian Colonies.

On the 10th March, the Chamber received from the Local Government copy of a letter from Her Britannic Majesty's Minister at Peking, giving cover to translation of a Memorial published in the Peking Gazette, 6th February, 1887—which will be found in Appendix P.—on the subject of the removal of the prohibition that has hitherto existed on the export of Iron from the Kwangtung and Kwangsi Provinces.

Your Committee have had submitted to them by the Local Government Mr. BOURNE's interesting report—Parts I and II—on his journey in South Western China, from which it appears that he travelled through a portion of the country visited by Mr. Moss in 1869 under the auspices of this Chamber.

A letter of the 5th September was received from the Consul for France, forwarding a chart of the Lower Mouth of the River Loire giving details, in extenso, of the approaches to the Port of St. Nazaire with statistics relative to the Docks and Ship Building Yards established at that place.

A copy of the *Journal Officiel de la Cochín-Chine Française* has been received containing the Tarif Douanier de L'Indo-Chine Française.

Finance.

The accounts have been audited by Messrs. JOHN THURBURN and E. W. RUTTER.

The balance at credit of the Chamber on 31st December, 1887, amounted to \$574.65, exclusive of \$5,000 on deposit with the Hongkong and Shanghai Banking Corporation at 5 per cent. interest.

The usual statistics of Trade, together with the Annual Reports of the Postmaster General and of the Harbour Master are appended.

THE HONGKONG GENERAL CHAMBER OF COMMERCE IN ACCOUNT CURRENT WITH THE SECRETARY.		Cr.	
Dr.			
1887.			
Jan.	To Rent, 12 months, at \$50 per month.....	\$ 600.00	
to	Secretary's Salary.....	1,500.00	
Dec.	Clerk's Salary.....	450.00	
	Servants' Wages.....	96.00	
	Auditors' Fees, 1886.....	40.00	
	Arbitration Fee.....	30.00	
	Printing Circulars, &c.....	923.80	
	Reuter's Political Telegrams.....	3,600.00	
	Printing and Circulating sume.....	119.00	
	Subscriptions to Newspapers.....	118.92	
	Advertising.....	32.05	
	Telegrams.....	1.55	
	Postage and Receipt Stamps, Stationery and Fettes.....	122.43	
	Balance to New Account.....		\$ 7,832.50
	By Balance from last Account.....		\$ 175.33
	Subscriptions of Members, 1887.....		\$1,840.00
	Sales of Circulars including Postages,— From 1st Oct. to 31st Dec., 1886, \$ 370.78 " 1st Jan. to 30th Sept., 1887, \$1,227.30		1,598.08 3,886.52 50.00
	Subscriptions to Political Telegrams.....		
	Arbitration Fee.....		
	H'kong & Shanghai Banking Corporation,— Interest on Fixed Deposit, \$5,000 at 5 1/2% Do. on Current Account.....		250.00 32.57
			7,374.60
			282.57
			\$ 7,832.50
	By Balance brought down.....		\$ 198.75
	DEPENDENCY AT CREDIT :— For Circulars for Quarter ending 31st December, 1887, \$ 375.90		
	By Fixed Deposit with Hongkong & Shanghai Banking Corporation, at 5 1/2%.....		\$5,000.00

H. & O. E.
Hongkong, 31st December, 1887.

Examined and found correct,
JOHN THURBURN, } Auditors,
E. W. RUTTER, }

H. U. JEFFRIES,
Secretary.

APPENDIX.

A.

HONGKONG, 25th January, 1887.

SIR,—The additional clause of the Chefoo Convention comes into force on the 1st February proximo and a question of the gravest importance to Opium Merchants has arisen in connection with the same.

It seems impossible to obtain any reliable local information upon the point, and we therefore beg the Chamber of Commerce to wire through the Government to H. E. the British Minister at Peking so that we may obtain a perfectly reliable answer to the question at issue, which is the following:—

Opium imported into China by Foreigners before the First of February pays the Imperial Customs dues of Taels Thirty per Picul as customary. Will such Opium stand upon the same footing in every respect as Opium imported after the first of February, and upon which Imperial dues of Taels one hundred and ten will have been paid under the new Convention. Also can such Opium imported before the first February be removed after the first February from one part of China to another without paying any additional duty.

We shall feel greatly obliged if the Chamber of Commerce will give this matter their immediate attention so that it may be wired through the Government to-day, and as the matter is of very great importance to us, we should like the Government to ask for an immediate reply.

We shall be happy to bear all the expenses connected with telegraphing.

We are, Dear Sir,

Yours obediently,

DAVID SASSOON, SONS & Co.

E. D. SASSOON & Co.

To the Secretary of the CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,

HONGKONG, 25th January, 1887.

SIR,—The change in the Opium Duties, which takes place on the first of February next, very deeply concerns two of the Members of this Chamber, and they have requested that His Excellency the Officer Administering the Government, should forward a Telegram, as per enclosed, to Her Britannic

Majesty's Minister at Peking, and the Chamber respectfully request that His Excellency will be pleased to give effect to same without delay, and in view of the urgency of the matter to ask for the favor of a prompt reply.

The cost of said telegram, when ascertained, will be forwarded to you by the Chamber.—I have, &c.,

P. RYRIE, *Chairman.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

TELEGRAM.

Opium imported into China by Foreigners before first February pays Imperial Customs dues thirty taels per picul as customary will such Opium stand upon same footing every respect as Opium imported after first February and upon which Imperial dues One Hundred and Ten taels will have been paid under new Convention also can such Opium imported before first February be removed after first February from one part of China or port in China to another without paying any additional duty.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 25th January, 1887.

GENTLEMEN,—I have to acknowledge the receipt of your letter of this date, stating that a question of the utmost importance to Opium Merchants has arisen in connection with the coming into force of the additional clause of the Chefoo Convention, on the 1st proximo, upon which you are unable to obtain reliable information, and requesting that the Chamber would forward to His Excellency the Administrator, a Telegram, embodied in your favor under reply, for transmission to Her Britannic Majesty's Minister at Peking, coupled with the request to be favored with an immediate reply.

I beg to inform you that a letter has been addressed to His Excellency the Officer Administering the Government, agreeably to your request, and for your information I annex copy of the telegram handed to the Government for transmission to H. B. M.'s Minister, Peking, and when the cost of same is ascertained you shall be duly advised.—I have, &c.,

H. U. JEFFRIES, *Acting Secretary.*

MESSRS. DAVID SASSOON, SONS & Co.,
„ E. D. SASSOON & Co.,
HONGKONG.

No. 115.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 26th January, 1887.

SIR,—I am directed by His Excellency the Officer Administering the Government to inform you that the Telegram on the question of the change of Duties on Opium, forwarded in your letter of yesterday, has been duly transmitted to Her Britannic Majesty's Minister at Peking.

The cost of the Telegram is Seventy-three Dollars and eight cents.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Hon. P. RYRIE,

Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 27th January, 1887.

GENTLEMEN,—Adverting to my letter of the 25th instant, I have now to acquaint you that the Chamber is in receipt of a communication from the Acting Colonial Secretary stating that the Government have despatched the Telegram, on the question of the change of Duties on Opium, to Her Britannic Majesty's Minister at Peking, and that the cost of said Telegram was Seventy-three Dollars and eight cents (\$73.08).—I have, &c.,

H. U. JEFFRIES, *Acting Secretary.*

MESSRS. DAVID SASSOON, SONS & Co.,
„ E. D. SASSOON & Co.,
HONGKONG.

HONGKONG, 28th January, 1887.

DEAR SIR,—We beg to enclose you our Comproadore Order for \$73.08 being cost of telegram forwarded to Peking through the Government, and we shall feel greatly obliged by your sending us the reply, when it arrives, with all the expedition possible.—We are, &c.,

DAVID SASSOON, SONS & Co.

H. U. JEFFRIES, Esq.,

Acting Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

No. 127.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 28th January, 1887.

SIR,—In reply to your letter of the 25th instant, requesting that the telegram regarding Opium Duties enclosed therein should be forwarded to

Her Britannic Majesty's Minister at Peking, I have the honour, by direction of the Officer Administering the Government, to transmit, for your information, a copy of a telegram in reply, which His Excellency has received from Sir JOHN WALSHAM.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Hon. P. RYRIE,

Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

TELEGRAM.

PEKING, 27th January, 1887.

Governor, HONGKONG.

Your telegram of 25th yes if it has paid convention lekin of eighty taels otherwise it will be liable to special lekin of three hundred taels without privileges of convention duty paid opium can be re-exported to another port after first February but will be subject there to either convention or special lekin and in latter case without privileges of convention Opium going from treaty ports to places in interior after first February will on payment of convention lekin enjoy privileges of convention but not otherwise the special lekin above referred to will be imposed after first February for the purpose of preventing attempts at evasion of the tax.

WALSHAM.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 28th January, 1887.

GENTLEMEN,—I beg to transmit to you the annexed Telegram, forwarded to the Chamber by the Acting Colonial Secretary, which His Excellency the Officer Administering the Government has received from Sir JOHN WALSHAM, Her Britannic Majesty's Minister at Peking, in reply to the Telegram from this Chamber regarding the Opium Duties.—I have, &c.,

H. U. JEFFRIES, *Acting Secretary.*

Messrs. DAVID SASSOON, SONS & Co.,

„ E. D. SASSOON & Co.,

HONGKONG.

TELEGRAM.

PEKING, 27th January, 1887.

Governor, HONGKONG.

Your telegram of 25th yes if it has paid convention lekin of eighty taels otherwise it will be liable to special lekin of three hundred taels without privileges of convention duty paid Opium can be re-exported to another port after first February but will be subject there to either convention or special lekin and in latter case without privileges of convention Opium going from treaty ports to places in interior after first February will on payment of convention lekin enjoy privileges of convention but not otherwise the special lekin above referred to will be imposed after first February for the purpose of preventing attempts at evasion of the tax.

WALSHAM.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 29th January, 1887.

SIR,—I have the honour to acknowledge the receipt of your letters Nos. 115 and 127 of the 26th and 28th instant, the former stating that His Excellency the Officer Administering the Government, had transmitted to Her Britannic Majesty's Minister at Peking, the Telegram forwarded in the Chamber's letter of the 25th current, and the latter enclosing copy of a Telegram, in reply, from Sir JOHN WALSHAM.

I am desired by the Committee to tender their best thanks to His Excellency for the prompt attention he has given to the request of the Chamber, and I beg to enclose, herewith, cheque No. 779047 on the Hongkong and Shanghai Banking Corporation, payable to your order, for \$73.08, cost of the Telegram to Peking.

Should any sum be debited to this Government by the Minister at Peking, for cost of his Telegram in reply, this Chamber will be prepared to reimburse the same.—I have, &c.,

P. RYRIE, *Chairman.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

No. 160.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 1st February, 1887.

SIR,—I am directed by His Excellency the Officer Administering the Government to transmit to you, for the information of the Chamber of

Commerce, the annexed copy of a letter and its enclosure, from Her Britannic Majesty's Consul at Canton, respecting the proposed enforcement, from this date, of the additional clause to the Chefoo Convention.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Acting Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

(Copy.)

No. 8.

H. B. M.'s CONSULATE,
CANTON, 29th January, 1887.

SIR,—I have the honour to enclose, for the information of His Excellency the Acting Governor, translation of a letter which I have received from the Superintendent of Customs at this Port in regard to the proposed enforcement of the additional article to the Chefoo Convention from the 1st proximo.—I have, &c.,

CHAL. ALABASTER, *Consul.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary, HONGKONG.*

(Copy.)

THE SUPERINTENDENT OF CUSTOMS AT CANTON TO HER MAJESTY'S CONSUL.
29th January, 1887.

SIR,—With regard to the simultaneous collection of Duty and Likin on Opium, I have the honour to inform you that some time ago I received from His Excellency the Hereditary Marquis Tsêng a Despatch enclosing a copy of a Memorial which he had presented to the Throne. The Despatch stated that, in obedience to Imperial commands, His Excellency had, after careful discussion, agreed with the British Foreign Office that a total of Taels 110 on every hundred catties of Opium should be paid as Duty and Likin at the time of import.

On the 15th instant I received a telegram from the Tsung-li Yamên to the effect that the Likin Stations in the provinces would cease to collect Likin on Opium on the 31st of January, 1887, and that the whole business would devolve on the Foreign Customs on the 1st of February; that, as it would be impossible to send Customs Officers in time to the six stations near Hongkong and Macao, the Duty and Likin would, for the time being, be collected according to the new scale of Taels 110 by the Officers in charge of the said Customs and Stations, and that the Customs would commence the simultaneous collection on the 1st of April.

On receipt of this telegram I issued, in conjunction with His Excellency the Viceroy, a proclamation for the information and guidance of Chinese and Foreign merchants as well as circular instructions, and I now beg to send you the above for your information, and to request that you will instruct merchants in the sense thereof.—I have, &c.,

TSÊNG JUN, *Superintendent of Customs.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 2nd February, 1887.

SIR,—I have the honour to acknowledge the receipt of your letter No. 160 of yesterday's date, and on behalf of the Committee I thank you for your courtesy, in forwarding for the information of the Members of the Chamber, copy of a letter, with its enclosure, from Her Britannic Majesty's Consul at Canton respecting the proposed enforcement, from the 1st instant, of the additional article to the Chefoo Convention.—I have, &c.,

H. U. JEFFRIES, *Acting Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

No. 184.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 4th February, 1887.

SIR,—I am directed by His Excellency the Officer Administering the Government to transmit to you, for the information of the Chamber of Commerce, the annexed copy of a Notification issued by the Commissioner of Customs at Canton respecting the simultaneous collection of Likin and Duty on Opium.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Acting Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

CUSTOMS NOTIFICATION No. 57.

In obedience to an Imperial Edict authorizing the simultaneous collection of Duty and Likin on Opium from the 1st February, 1887, by the Treaty Port Custom Houses, in accordance with the additional article signed at London the 18th July, 1885, and appended to the agreement between China and Great Britain signed at Chefoo the 13th September, 1876.

Notice is hereby given:

- 1st. That on and after the 1st February Foreign Opium arriving is to pay Tariff Import Duty (Tls. 30) and Treaty Likin (Tls. 80) simultaneously at the Custom House.
- 2nd. That consignees may at once obtain delivery, if they at once pay.
- 3rd. That consignees not desiring to pay at once are to deposit their Opium in the Customs bonded godown situated behind the Offices of Messrs. DEACON & Co. on Shamien.
- 4th. That Opium once deposited in bond cannot be removed till after payment.
- 5th. That after payment the Customs will issue as many Certificates as owners may require, and will also affix a Customs Stamp or label on each ball or cake, in proof of payment, and to prevent the levy of additional charges.
- 6th. That owners leaving Opium in bond must insure their own Opium.
- 7th. That for Opium already arrived, Duty paid, and taken delivery of, but which has not yet paid Likin, owners from 1st February to 31st July, may pay the Treaty Likin (Tls. 80) to the Custom House, when Certificates will be issued and labels affixed as above (*vide 5th*).
- 8th. That from the 1st February to the 31st July if Opium is removed from any godown without having thus (7th) paid Treaty Likin or is found in circulation without the Customs label, it will be subjected to Special Likin at the rate of Tls. 300 per 100 catties, and that after the 31st July any such Opium will be confiscated.

Hereafter Opium may not be landed in the harbour of Canton unless covered by a Customs Permit, in accordance with the terms of the Treaties (Brit. Treaty Art. XXXIXc.)

Consignees should state on their applications, whether they desire to take delivery at once, or store their Opium.

FRANCIS W. WHITE, *Commissioner of Customs.*

CUSTOM HOUSE, CANTON, 31st January, 1887.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 5th February, 1887.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 184, of the 4th instant, covering copy of a Notification issued by the Commissioner of Customs at Canton respecting the simultaneous collection of Likin and Duty on Opium, and to thank you, on behalf of the Committee of the Chamber, for the courtesy of your information.—I have, &c.,

H. U. JEFFRIES, *Acting Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

No. 224.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 11th February, 1887.

SIR,—I am directed by His Excellency the Officer Administering the Government to transmit to you, for the information of the Chamber of Commerce, the annexed copy of a letter and its enclosure from Her Britannic Majesty's Consul at Canton respecting the increase of the Likin on Opium levied by the stations outside of Hongkong.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Acting Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

H. B. M.'s Consul, Canton, to the *Acting Colonial Secretary, Hongkong.*

(Copy.)

No. 14.

H. B. M.'s CONSULATE,
CANTON, 9th February, 1887.

SIR,—I have the honour to enclose for the information of His Excellency the Acting Governor, a proclamation issued by the Viceroy and Hoppo with regard to the increase of the Likin levied by the Stations outside Hongkong on Opium.

His Excellency will observe that the stations are not simply preventive stations established to prevent smuggling out of China into Hongkong, but that they collect there Likin, *i.e.*, provincial dues, (as the duties collected by the Customs are Imperial Dues) on cargo leaving Hongkong with a view probably of being subsequently imported into China, but before it actually is so: in other words, that they are stations for the collection of export duties on Merchandise carried out of the Colony.—I have, &c.,

CHAL. ALABASTER, *Consul.*

The Hon. F. STEWART, LL.D. *Acting Colonial Secretary.*

Joint Proclamation by the Viceroy and Superintendent of Customs.

(Copy.)

Translation.

With reference to the simultaneous collection of Duty and Likin on Foreign Opium, we received on the 15th January a telegram from the Tsungli Yamên stating that the Provincial Likin Offices would cease to collect Duty and Likin on foreign Opium on the 31st of January and that the whole business would devolve on the Foreign Customs on the 1st of February; that, as it would be impossible to send Customs' Officers in time to the six stations near Hongkong and Macao, the officers in charge of the said Customs and Stations would for the time being collect Duty and Likin according to the new scale of Taels 110 per hundred catties, and the Customs would carry out the simultaneous collection from the 1st of April.

Having received the above, we duly issue this joint proclamation for the information of Chinese and Foreign merchants and people.

In future, when you import foreign Opium you will, if it passes the Foreign Customs, simultaneously pay Duty and Likin to the amount of Taels 110 on every hundred catties in accordance with the new regulations, from the 1st of February. If it passes the native Custom-houses, you will, in accordance with the old regulations, continue for the time being to pay both Duty and Likin, and the amount will be a total of Taels 110 per hundred catties. From the 1st of April the simultaneous collection will be carried out by the Customs.

You must make payment at once, let there not be the last delay, doubt or indecision. Such as disobey will be punished.

A Special Proclamation.

January 31st, 1887.

Translated by ALEX. HOSIE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 14th February, 1887.

SIR,—I have the honour to acknowledge the receipt of your letter No. 224 of the 11th instant, forwarding copy of a communication and its enclosure from Her Britannic Majesty's Consul at Canton respecting the in-

crease of the Likin on Opium levied by the stations outside of Hongkong, and on behalf of the Committee of the Chamber I thank you for the courtesy of your information.—I have, &c.,

H. U. JEFFRIES, *Acting Secretary.*The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

No. 365.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 15th March, 1887.

SIR,—I am directed by His Excellency the Officer Administering the Government to transmit to you, for the information of the Chamber of Commerce, the annexed copy of a letter from Her Britannic Majesty's Minister at Peking respecting the offer made in the concluding paragraph of your letter of the 29th January last to reimburse to the Government the cost of the telegram sent by Sir JOHN WALSHAM on the 27th January on the question of Opium Duties.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Acting Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

(Copy.)

PEKING, 3rd March, 1887.

SIR,—I have the honour to acknowledge the receipt of Your Excellency's letter of January 31st last, and shall feel much obliged if you will be so good as to convey my best thanks to the Hongkong Chamber of Commerce for their offer to reimburse to this Legation the cost of my telegram to Your Excellency of the 27th of January, relative to the Chinese regulations for Opium which had been imported before the 1st ultimo and had paid duty; under the circumstances of the case I feel justified in charging the amount to public funds.—I have, &c.,

JOHN WALSHAM.

His Excellency

THE OFFICER ADMINISTERING THE GOVERNMENT OF HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 17th March, 1887.

DEAR SIRS,—I am requested to transmit to you the annexed copy of a letter from Her Britannic Majesty's Minister at Peking forwarded to the Chamber by the Acting Colonial Secretary, respecting the offer to reim-

burse to the Government the cost of Sir JOHN WALSHAM's telegram in reply to the Chamber's message of 25th January on the question of Opium Duties.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

Messrs. DAVID SASSOON, SONS & Co., HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st March, 1887.

SIR,—I am directed by the Committee of this Chamber to acknowledge, with thanks, the receipt of your letter No. 365 of the 15th instant, covering copy of a letter from Her Britannic Majesty's Minister at Peking which states there will be no charge for cost of the telegram despatched by His Excellency on the 27th January relative to the question of Opium Duties, and the concerned have been duly advised to that effect.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

35, QUEEN'S ROAD,
HONGKONG, 23rd March, 1887.

DEAR SIR,—We are asked by Messrs. DAVID SASSOON, SONS & Co. to forward to you the enclosed letter, dated to-day, from themselves to you on the subject of the proposed Opium bill.

The Petition therein referred to shall follow.—Yours, &c.,

WOTTON & DEACON.

H. U. JEFFRIES, Esq.

HONGKONG, 23rd March, 1887.
Re THE OPIUM BILL.

SIR,

1.—On behalf of ourselves and the other wholesale Opium Merchants of this Colony we beg leave to bring this matter before you for the information of the Chamber of Commerce.

2.—On Friday, the 18th instant, this Bill, which is entitled "An Ordinance for the better regulation of the trade in Opium," was brought into the Legislative Council and read a first time, and in the ordinary course would, we believe, be read a second time on Friday next, the 25th instant.

This Bill was prepared in accordance with the arrangement arrived at between the Honourable JAMES RUSSELL, Sir ROBERT HART and SHAO TAO TAI, Joint Commissioners for China, and Mr. BYRON BRENNAN, Her Majesty's Consul at Tientsin, and was made in pursuance of Article 7 Section 3 of the Agreement between Great Britain and China, signed at Chefoo on the 13th September, 1876, and of Section 9 of the Additional Article to the said Agreement, signed at London on the 18th July, 1885. By the arrangement in question it will be seen that Mr. RUSSELL on behalf of the Government of the Colony, undertook to submit this Bill to the Legislative Council, but very properly he did not undertake that it should be passed into law.

3.—Apart from the actual clauses of the Bill in question, the sole object of such a proposed measure is, and can only be, to check or put an end to smuggling Opium into China. We think that the Bill in question goes far beyond this object, and that if passed would not only inflict great injury upon the Importers of the drug and the wholesale and retail dealers here, but would inflict a blow upon the Indo-China Opium trade and the commerce and prosperity of the Colony, possibly ending in driving the wholesale Opium Merchants to the Treaty Ports.

4.—In proof of this we would refer to Sections 3 and 4 wherein the possession of any quantity of Opium less than a single chest is prohibited, thus at once destroying the retail trade in the drug, and with it the principal business of the wholesale merchants.

5.—But it may be said that an Ordinance of a similar nature exists at Singapore. To this we answer that the circumstances of that Colony are totally different to those of Hongkong. There the supply of drug imported and retained in the Colony is mainly if not wholly for consumption by the Chinese residents. Singapore has an Opium Farmer as we have here, his monopoly extending to the whole of the drug consumed there. Here, over and above the extensive trade carried on by foreign vessels to the Treaty Ports, there is an extensive and legitimate business in the crude drug carried on by junks to and from the smaller towns and villages in the sea board of Southern China, most of the consignments being in quantities less than a chest, but amounting in the aggregate to a large figure. No such trade exists at Singapore.

6.—Another objectionable feature in the Bill in question is the extraordinary and extensive powers given by it to the Opium Farmer, whose legitimate connection with the subject we wholly fail to see. That person

has already a monopoly for the manufacture and sale of prepared opium *within* the Colony. His privilege is amply protected by Ordinance No. 1 of 1884, and save as is thereby provided he should have no control over the raw material.

7.—Under the proposed Ordinance, he is empowered five times in each month not only to demand from every Merchant in the Colony an account and description in writing of his stock of Opium on hand, but also by himself or his servants to enter into and inspect his stock, and in this respect the Bill is not merely permissive, for by Section 16 he is liable to a penalty of \$500 if he neglects to perform these odious and vexatious duties. Such large and inquisitorial powers should not be conferred upon him. The Opium Farmer is a capitalist and a merchant. If he failed either by himself or his agents, taking advantage of the knowledge acquired by these visits of inspection, to carry out opium speculations to the serious detriment of the Merchants of the Colony, he would differ from any specimen of trader that the world has yet seen.

8.—There are other vexatious clauses in the proposed Bill which would also tend to harass the Merchants, which however we need not now refer to, as we think we have already brought forward sufficient objections to the proposed Ordinance to satisfy the Chamber of Commerce that the Bill now before the Legislative Council requires careful consideration and very considerable modifications. For such purposes it is necessary to have the second reading postponed and sufficient time given to the Chamber and the public to discuss and thrash out the whole matter.

We enclose herewith a copy of a Petition we have presented to the Legislative Council on the subject, and have the honour to remain.—
Yours, &c.,

DAVID SASSOON, SONS & Co.

To H. U. JEFFRIES, Esq.,

Secretary of the HONGKONG CHAMBER OF COMMERCE.

To His Excellency THE PRESIDENT, and the HONOURABLE MEMBERS of the
LEGISLATIVE COUNCIL of HONGKONG.

The humble Petition of SHELLIM EZEKIEL SHELLIM, of the firm of David Sassoon, Sons & Co., JACOB SILAS MOSES, of the firm of E. D. SASSOON & Co., RUTTONJEE DADABHOY TATA, of the firm of Tata & Co., MARCUS DAVID EZEKIEL, of the firm of Abraham, Ezekiel &

Co., MAHOMEDBHOY KHETSEY, of the firm of Tharia Topan, JAFFER-BHOY KHETSEY, of the firm of Jairazbhoy Peerbhoy & Co., and HORMUSJEE MEHERWANJEE MEHTA, of the firm of Framjee Hormusjee & Co., all of Victoria in the Colony of Hongkong, for and on behalf of the Opium Importers and wholesale Opium Merchants of the said Colony.

SHEWETH,

That at a recent meeting of the Opium Importers and wholesale Opium Merchants of this Colony, held for the purpose of considering the Bill now before your Honourable Council entitled "An Ordinance for the better regulation of the trade in Opium" it was *inter alia* resolved that the said Bill, if passed in its present form, would prejudicially affect their trade, and that your Petitioners should be appointed a Committee to take such measures as they might consider advisable to bring their complaints before your Honourable Council.

That while fully recognizing the necessity of carrying out the object aimed at by the said Bill, namely the prevention of Opium smuggling into China, and while sympathizing with its spirit, your Petitioners submit that the means by which it is proposed to effectuate such object would inflict serious injury upon the Opium trade, and especially on the aforesaid Opium Importers and wholesale and Retail Opium Dealers, and prove a blow to the general commerce and prosperity of this Colony.

That your Petitioners believe that the ends intended to be accomplished by the said Bill could be attained by other and less objectionable means, and that your Petitioners are prepared to co-operate with your Honourable Council and the Executive in attaining the desired object.

That inasmuch as the Bill affects private interests, and was only brought in and read a first time on Friday, the 18th instant, it is desirable to postpone the second reading thereof so as to enable the persons who are more immediately interested, as well as the general public, to acquaint themselves with its scope and object.

Your Petitioners therefore humbly pray

1.—That the second reading of the said Bill may be postponed until such day as your Honourable Council may under the circumstances deem meet.

2.—That your Petitioners may be heard by Counsel at the bar of your Honourable Council as to their objections to the said Bill in its present form.

3.—That the said Bill may be so amended or modified as to remove the objections of your Petitioners, or that it may be withdrawn and a fresh Bill introduced such as the necessity of the case requires.

And your Petitioners will ever pray, &c.

S. E. SHELLIM.
J. S. MOSES.
R. D. TATA.
M. D. EZEKIEL.
M. KHETSEY.
J. KHETSEY.
H. M. MEHTA.

Hongkong, 22nd March, 1887.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 24th March, 1887.

DEAR SIRs,—I have for acknowledgment your note of yesterday's date, enclosing a letter from Messrs. DAVID SASSOON, SONS & Co., also copy of a Petition from said Firm and others addressed to the Legislative Council, relating to the proposed Opium Bill now under the consideration of the Government.

In reply, I beg to inform you that, this matter will be submitted to the Committee of this Chamber, as requested.—I am, &c.,

H. U. JEFFRIES, *Secretary*.

Messrs. WOTTON & DEACON, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 29th March, 1887.

SIR,—I am directed by the Committee of this Chamber, to inform you that a Special Meeting of the Committee was held to-day, to consider the provisions of the Opium Bill now before the Legislative Council.

The question before the meeting having been fully discussed, and various views expressed as to the object of the proposed measure it was unanimously resolved;—

That this Committee after listening to the arguments of those interested in the Opium Trade of this Colony, believe that no Bill that limits the trade in Opium to whole chests will be safe

or satisfactory, and that no modifications can render the present Bill acceptable while it contains that provision, and the Committee further think that if adequate time were given they could in concert with the parties interested lay before the Council a Bill which would afford ample protection to the Chinese Government and in no way injure the trade of the port, and they are unanimously of opinion that a further postponement of the debate on the second reading for at least one calendar month is imperatively necessary to enable the public to understand thoroughly the scope and objects of the proposed measure and to discuss the whole question preparatory to submitting a new Bill free from the objectionable features of the present one."

The Committee beg to submit this matter for the consideration of His Excellency the Officer Administering the Government, and in view of the importance of the question, respectfully urge that His Excellency will give it his early attention.—I have, &c.,

H. U. JEFFRIES, *Secretary*.

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary*.

No. 447.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 1st April, 1887.

SIR,—I have the honour, by direction of His Excellency the Acting Governor, to acknowledge the receipt of your letter of the 29th ultimo, and to state that the matter is receiving His Excellency's attention.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

SCHEME PROPOSED BY THE UNDERSIGNED FOR ALLOWING EXPORT OF
RAW OPIUM IN QUANTITIES LESS THAN ONE CHEST.

1. Retail sale and export of raw opium in quantities less than one chest will be confined to persons licensed by Government at a nominal fee, the said licensees to enter into bonds of at least \$5,000 each to comply with certain conditions.

(a.) That no opium unless samples not exceeding 2 taels (duly certified by the Importer) shall be admitted into his premises or be under his control except what he obtains in registered chests.

(b.) That he will not part with any opium until he has received a permit of removal from a Government Officer and receipt from the master of junk or other vessel by which the opium is to be exported which receipt may be made on the official removal permit, and must be retained by the licensee.

(c.) That the said licensee will make up and endorse on every parcel the quantity and kind of opium, and his own name and that of vendee, and that he shall attach a certificate of sale which will not be valid for more than 3 days including day of issue.

(d.) That he will permit a search for deficiencies and deliver official removal permits when Government official may require, and be liable to penalty and forfeiture of licence in case of deficiency.

2. That with a view to prevent the said opiums being in any way re-landed and re-imported to the detriment of the Prepared Opium Farm the Government Official charged with the duty of granting permits of removal, shall at once wire to the officer in charge of I. M. Customs at Kowloon, the quantity, quality, marks and numbers of the opium shipped by each vessel with name of vessel and number if any, and the name of the vendor of the opium and the Customs Officer will report all short arrivals.

3. Government official may in his absolute discretion refuse permit for shipment by any vessel.

4. Masters of vessels not clearing for a port of China and having opium on board will have it placed on their manifests and undertake that it shall not be re-landed.

The Committee of Chamber of Commerce and dealers in Opium Import and Export recommend this scheme as one which will be satisfactory to them, and will at the same time protect the Opium Farm and meet other objects which H. M.'s Government have in view.

C. P. CHATER.

Approved by ... {
JOHN J. FRANCIS,
of Counsel for Chinese Dealers.
WM. H. BRERETON,
of Counsel for the Importing and Wholesale
Opium Merchants.

I am directed to signify, on behalf of the Committee of the Hongkong General Chamber of Commerce that, as the dealers in Opium have expressed themselves willing to accept the conditions herein, the Committee have no objections to offer.

H. U. JEFFRIES,
Secretary to the Chamber.

Hongkong, 4th April, 1887.

No. 790.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 21st May, 1887.

SIR,—With reference to the proposals in connection with the Opium Bill now before the Legislative Council, forwarded by you on the 4th ultimo, I am directed by His Excellency the Officer Administering the Government to acquaint you, for the information of the Chamber of Commerce, that a telegram has been received from the Secretary of State for the Colonies approving of the same; and that the amended Bill will be brought before the Legislative Council on Monday the 23rd instant at 4 p.m. In the meantime, I am to transmit to you some printed copies of the Bill, for the consideration of the Chamber.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st May, 1887.

DEAR SIR,—I am directed to inform you that this Chamber has been advised to-day that, the proposals in connection with the Opium Bill now before the Legislative Council, submitted by the Chamber on the 4th ultimo, have been approved by the Secretary of State for the Colonies and that the amended Bill will be brought before the Legislative Council, on Monday, the 23rd instant, at 4 p.m.

I am also instructed to transmit to you some printed copies of the Bill (4) for your consideration.—I remain, &c.,

H. U. JEFFRIES, *Secretary.*

Messrs. DAVID SASSOON, SONS & Co.,

„ E. D. SASSOON & Co.,

HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 25th May, 1887.

SIR,—I have the honour to own receipt of your letter No. 790, of 21st instant, stating that the Secretary of State for the Colonies had approved the proposals, submitted by the Chamber, in connection with the Opium Bill now before the Legislative Council, and I am directed to tender you the thanks of the Committee for your courtesy in forwarding, for their information, copies of the Amended Bill.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

LS W. G. CAMERON.

No. 22 OF 1887.

An Ordinance enacted by the Governor of Hongkong, with the advice of the Legislative Council thereof, for the better regulating of the trade in Opium.

[27th May, 1887.]

WHEREAS it is expedient to regulate and control the movement of Raw Opium within the Colony and the waters thereof: Be it enacted by the Governor of Hongkong, with the advice of the Legislative Council thereof, as follows:—

1. This Ordinance and the Opium Ordinance of 1884, hereinafter called the principal Ordinance, shall be construed together as one Ordinance to be called *The Opium Ordinances 1884 and 1887.*

2. *Opium* in this Ordinance means raw, crude, or unprepared Opium.

Chest of Opium means the package, with the opium therein, such as is usually imported by merchants in the Colony.

Ship in this Ordinance and in the principal Ordinance shall be construed so as to include any steam-vessel, junk, boat, sampan, or any kind of craft used for conveyance of persons or things by water.

3. No person shall bring into the Colony or the waters thereof, or receive therein Opium in quantities less than one chest so brought into the Colony or its waters.

Import of
Opium less
than one chest
prohibited.

Construction.

Interpreta-
tion.

4. It shall be lawful for the Colonial Treasurer on such terms and conditions as may be approved by the Governor in Council, to grant licences for the sale of Opium intended for export in quantities less than one chest, and no person except the holders of such licences shall be permitted to sell or barter within the Colony or its waters Opium in quantities less than one chest. The purchase, sale, or barter of quantities less than one ball of Bengal Opium or three catties of Malwa, Persian, or Turkish Opium is hereby forbidden.

Sale of Opium
in quantities
less than one
chest.

5. It shall be the duty of holders of licences to attach to all parcels of Opium sold by them in quantities less than one chest, a certificate in the following form:—

Sale certifi-
cates granted
by licensees.

Date, 188 .

No.

Sold this day to

balls Bengal,

catties Malwa or

to be exported by him to

per ship

This certificate shall not be valid after noon of the

Chop.

6. No person except the Opium Farmer or the licensed retail dealers shall have in his possession or under his custody or control Opium in quantities less than one chest without a certificate of purchase from a Licensee except he can show to the satisfaction of a Magistrate:—

What persons
may have
Opium in
quantities
less than one
chest.

(a.) That the said Opium is covered by a certificate of one of the Licensees.

(b.) That he has received it under an official export permit. Provided always that it shall be in the absolute discretion of the officer charged with issuing export permits to grant or withhold the same, and that this section shall not apply to samples not exceeding two taels covered by a certificate of the importer.

7. It shall be the duty of the Licensees to keep a Register of the particulars of purchase and sale in such form as the Governor may from time to time order.

Register to
be kept by
licensees.

8. Any person offending against the provisions of sections 3, 4 and 6 shall, on conviction before a Magistrate, be liable to a fine not exceeding one thousand dollars and the forfeiture of the Opium or in default imprisonment with or without hard labour for a period not exceeding three months, or the Magistrate may order a period of imprisonment with or without hard labour in lieu of a portion of the fine, provided the whole imprisonment do not exceed six months;

Penalties.

and notwithstanding the penalty for the breach of conditions to which licensees are subject, it shall be lawful for a Magistrate to impose on a Licensee a penalty not exceeding five hundred dollars for a breach of any such conditions in case it may not be deemed advisable to proceed for the full penalty under the licensee's bond.

Permits for landing of chests of Opium.

9. Every person importing into the Colony any Opium shall forthwith report the same to an Officer to be appointed by the Governor to be named the Superintendent of Imports and Exports, hereinafter called the Superintendent, giving the number of chests, and shall, before landing such Opium or any part thereof, send or cause to be sent to such Superintendent a requisition in the form of Schedule *A* giving the particulars therein required, whereupon the Superintendent shall furnish a permit in the form of Schedule *B* authorising the Opium to be landed and stored, and such permit shall be exhibited to the Opium Farmer or his Agent and shall be signed by him or his Agent and shall not be used or acted upon until it is so signed.

Movement and export of chests of Opium.

10. Every person moving Opium for exportation in chests shall, before doing so, send to the Superintendent a requisition in form of Schedule *C* furnishing the particulars therein required, whereupon the Superintendent shall grant an export permit in the form of Schedule *D* authorising the said Opium to be exported. The owner or shipper shall cause such permit to be exhibited to the Opium Farmer or his Agent, and such permit shall be signed by him or his Agent, and shall not be used or acted upon until it is so signed.

Removal and transshipment of Opium.

11. Every person moving a chest or chests of Opium from one place to another within the Colony or transshipping such chest or chests within the waters thereof shall before doing so, furnish to the Superintendent a requisition properly filled up in the form of Schedule *E*, whereupon the Superintendent shall furnish a permit in the form of Schedule *F* authorising the transshipment or removal of the said Opium, which permit shall be exhibited to the Opium Farmer or his Agent, and shall be signed by him or his agent, and shall not be used or acted upon until it has been so signed.

Steamers arriving out of Office hours.

12. In the event of the arrival at or departure from the Colony of any steamer carrying Opium when the Superintendent's Office is closed or may be closed before application for a permit can be made, it shall be lawful for the Agent of such steamer to land or ship any Opium without a permit, and to deliver any Opium so landed to the owner or consignees thereof, or to keep the same in his own custody, but so soon thereafter as the Superintendent's Office is opened the said Agent shall apply for the necessary permit, and furnish the particulars requisite.

Permit to be obtained afterwards.

13. Any person offending against or not complying with any of the provisions of sections 9, 10, 11, 12 shall be liable on conviction to a penalty not exceeding five hundred dollars, and any Opium imported or exported or stored or moved or attempted to be imported or exported or stored or moved contrary to the provisions of the foregoing sections shall be seized and may be forfeited.

Penalty.

Forfeiture.

14. Every importer of Opium shall keep a Register shewing the number of chests imported by him and how and to whom it was disposed of. Marks and Government numbers in the case of the Bengal drug shall be given, and such other marks or numbers in the case of other sorts of Opium as the Superintendent may require to be placed upon it.

Register to be kept by importer.

Every offence for non-compliance with the requirements of this section shall be punishable with a fine not exceeding five hundred dollars.

15. No junk or other Chinese craft, whether licensed or not, shall leave her anchorage, unless the safety of the vessel (through stress of weather) shall render in necessary, between the hours of 6 P.M. and 6 A.M. from October to March inclusive, nor between the hours of 7 P.M. and 5 A.M. from April to September inclusive, under a penalty, on conviction before two Stipendiary Magistrates, not exceeding five hundred dollars, or the forfeiture of junk and cargo.

Chinese craft only to leave Colonial waters between certain hours.

Special Permits or Night Clearances hitherto grantable under Ordinance 8 of 1879, section 38, sub-sections 8 and 9 shall be no longer allowed, except in the case of Hongkong specially licensed fishing boats.

16. On the coming into operation of this Ordinance, every person having in his possession, custody, or control any Opium within the Colony or its waters shall furnish to the Superintendent an account of all such Opium, and in case of chests the numbers and marks on such chests, and the Superintendent or his deputy shall be at liberty at any time, and as often as he shall think fit, to demand in writing from every person having any Opium in his possession, custody, or control, an account in writing of the Opium so held at the time of such demand, and in case of chests the marks and numbers, and the said Superintendent or his deputy shall be at liberty at any time, to enter the premises where such Opium is, and to inspect the same, and any person refusing to give such account, or without reasonable cause shown to permit such entry, or giving a false or incorrect account shall be liable, on conviction, to a penalty not exceeding five hundred dollars, in addition to any other penalty which may be recoverable under the terms and conditions of section 4 of this Ordinance.

Holders to give account of stocks.

Superintendent may require account of stocks.

Penalty.

17. If any Opium is found, on search authorised under this Ordinance, to have been imported contrary to the provisions of this Ordinance, or to be missing from the place

Search for Deficiencies.

in which it was stored on importation, or from the place where, according to the permits, it ought to be found stored, the person in whose possession such Opium so imported may be found, or in whose name such Opium so missing shall have been so stored, shall be liable, on conviction, to a penalty not exceeding five hundred dollars for every chest of Opium which shall be found to have been so imported, or to be so missing.

Penalty

Penalty on Farmers.

18. If the Opium Farmer shall neglect or refuse, or shall without sufficient cause unreasonably delay to do any of the acts or things hereinbefore provided and required to be done by him, he shall be liable to a penalty for each such offence not exceeding five hundred dollars.

Penalty for giving false particulars.

19. Every person who shall under the provisions of this Ordinance make any application, or supply any particulars, Return, or Account, or other written Statement required by this Ordinance to be made or supplied, shall sign the same himself, unless he be absent from the Colony or unable, from sickness, to attend to business, in which case the same may be signed by his Agent for him; and if any such application, particulars, Return, Account, or other Statement shall be false or incorrect, either in whole or in part, to the knowledge of the person so making or supplying the same, whether the same be signed by himself or by his Agent, such person shall, in every case not otherwise provided for by this Ordinance, be liable on conviction to a penalty not exceeding one thousand dollars for the first offence, and two thousand for every subsequent offence: and such Agent shall also and in like manner if offending be liable to penalties of the like amount.

Search Warrant may be issued by Justice of the Peace.

20. Any Justice of the Peace may, by his warrant directed to any Police Officer, not under the rank of a Sergeant, empower him by day or by night to enter and search any dwelling house, shop, or other building or place, or any ship not being a man-of-war or ship having such status, lying or being within the waters of the Colony, in any case in which it shall appear to such Justice of the Peace, upon the oath of any person, that there is good and sufficient cause to believe that in any such dwelling house, shop, or other building or place, or on board any such ship is concealed or deposited any Opium subject to forfeiture under this Ordinance, or as to which an offence has been committed against any of the provisions of this Ordinance, and to take possession of any such Opium found to be concealed, or deposited therein, and of the ship in which the same may be found, and to arrest and take any person, or persons being in such dwelling house, shop, or other building, or place, or on board any such ship, in whose possession, custody, or control any such Opium may be found, or whom the said Officer may have good and sufficient reason to suspect to have concealed or deposited therein or there-

When satisfied on oath that there is good cause.

Officer may take possession of articles found.

abouts any such Opium, and any Officer to whom such warrant shall be directed may, in case of obstruction or resistance, break open any outer or inner doors of such dwelling house, shop, or other building, or place, and enter thereinto, and forcibly enter such ship, and every part thereof, and remove by force any obstruction to such entry, search, seizure, and removal as aforesaid, and may detain every person found in such place until the said place shall have been searched, and all informations to be laid and all warrants to be issued, and all arrests and seizures to be made under this Ordinance, may be had or done on a Sunday as well as on any other day.

Power to break open doors.

May detain persons.

Sundays.

21. Excise Officers duly appointed under the principal Ordinance shall be deemed to be Excise Officers for the purposes of this Ordinance, and shall have the like powers, duties, rights and liabilities with reference to Opium under this Ordinance as they have with reference to prepared Opium under the principal Ordinance.

Excise Officers, appointment of

22. It shall be lawful for any Police or Excise Officer to arrest without warrant any person within the Colony whom he reasonably suspects to be conveying or to have concealed on his person any Opium in contravention of the requirements of this Ordinance and to take him before a Magistrate to be dealt with according to law.

Arrest without warrant.

23. It shall be lawful for any Inspector of Police or an Excise Officer, having reasonable ground for believing that there is Opium in any ship within the waters of the Colony in contravention of the provisions of this Ordinance (such ship not being a ship of war or vessel having such status) to proceed without warrant on board such ship, and search for such Opium, and seize any so found, and it shall be lawful for such Inspector to take the Opium so found, together with the person in whose custody, possession or control it is found, before a Magistrate, to be dealt with according to law.

Searching ships.

24. This Ordinance shall come into operation on a day to be proclaimed by the Governor.

Suspending clause.

Passed the Legislative Council of Hongkong, this 27th day of May, 1887.

ARATHOON SETH,
Clerk of Council.

Assented to by His Excellency the Officer Administering the Government, the 27th day of May, 1887.

FREDERICK STEWART,
Acting Colonial Secretary.

SCHEDULES.

(A.)

Bill of Particulars.

To the Superintendent of Imports and Exports,
Hongkong,

Sir, Please issue a permit to land from the _____ which
arrived on _____ chests of Opium, numbered and
marked as below.
To be landed on _____ at _____ wharf
and stored at (godown or shop or house), _____

Importer.

Date, 18 .

(B.)

Permit to Land.

_____ is authorised
to land from the _____ chests of Opium with
numbers and marks as noted below and is authorised to store the
same in the (godown, shop or house) of _____
at _____

Superintendent.

Date, 18 .

(C.)

Application to Export.

To the Superintendent of Imports and Exports.

Sir, Please issue a permit to export by _____
_____ chests of _____ Opium, numbered and marked as
below, on _____ the _____ day of _____ 18 .
to destination _____ the said Opium having been
purchased by me from _____ in whose (godown, house
or shop) it is now stored (or the same being now stored in my
godown, shop or house) at _____
or sold by me to _____ who is desirous of exporting it.

Date, 18 .

(D.)

Permit to Export.

_____ is authorised to export by _____
_____ to _____ chests of _____
Opium, marked and numbered as below, on the _____
having been purchased by the Exporter from _____
and now stored in _____
situated at _____
and sold to _____
who is required to export in terms of this permit.

Superintendent.

Date, 18 .

A copy of this permit has
been served on me.

Opium Farmer.

Date,

Received this Opium.

Exporter.

(E.)

Application to remove.

To the Superintendent of Imports and Exports.

Sir,

Please issue a permit for the removal of _____ chests of (Malwa)
Opium, numbered and marked as below, from _____ and
from the custody and in the possession of G.H. to the custody or
possession of J.K.
Time of removal.

*Owner of Shipper or
Purchaser.*

Date, 18 .

(F.)

Removal Permit.

A.B. is authorised to move _____ chests of (Benares) Opium,
marked and numbered as below, from _____
and from the custody or possession of G.H. to the custody or posses-
sion of J.K.

Superintendent.

Hongkong, 18 .

B.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 24th March, 1887.

SIR,—I have the honour to inform you that, at a Special Meeting of
the Committee of this Chamber, held yesterday, the Ordinances now before
the Legislative Council which were published in the *Gazette* of the 12th
instant, relating to the Status of the French and German Mail Steamers
within the Ports of the Colony of Hongkong, were fully discussed, and the
following resolution was passed:—

Resolved—"That in the opinion of this Committee the practice of
giving the status of Ships of War to subsidised mercantile
vessels of Foreign Governments is bad and should at once be
abolished. That if it be desirable to give special exemptions
in favour of Foreign lines of steamers touching at this Port
for the conveyance of criminals or other passengers of their
respective nationalities, this can be accomplished in some
other manner than by the system now in force."

The attention of the Committee was also called to the great incon-
venience and annoyance caused to the mercantile community, arising from

the regulations recently put in force by the Post Office Department directing that all correspondence which, through inadvertence, may not have been stamped, shall be returned to the senders, and it was unanimously.

Resolved—"That in the opinion of this Committee the Postal regulations which permit the authorities of this Colony to return to the senders letters that may be unstamped, is a great hardship upon the community in Hongkong, China and Japan, and should be rescinded. The Committee would suggest as an alternative that letters posted unpaid should be charged double the usual rate of postage on delivery."

The Committee venture to submit, for the favourable consideration of His Excellency the Officer Administering the Government, the foregoing resolutions, and to request that he may be pleased to give them his early attention.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

No. 612.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 30th April, 1887.

SIR,—With reference to your letter of the 24th ultimo, I am directed by His Excellency the Officer Administering the Government to acquaint you, for the information of the Chamber of Commerce, that copies of the Resolutions of the Chamber regarding the Ordinances respecting the status of the French and German Mail Steamers have been forwarded for the consideration of the Secretary of State for the Colonies.

As regards the Resolution respecting the return of unstamped correspondence, I am directed to state that the notice referred to by you, has been amended, in the form annexed, and that it will be published in to-night's *Gazette*. In connection with this latter question, I am to transmit to you the annexed copy of a letter from the Postmaster General, and to state that the reason for its not being forwarded to you sooner was that it was considered that the question was settled. The Postmaster General, however, now desires that the letter may be recorded by the Chamber.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

GOVERNMENT NOTIFICATION.—No. 173.

The following Post Office Notice is published for general information.

By Command,

FREDERICK STEWART, *Acting Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 30th April, 1887.

POST OFFICE NOTICE.

The notice of January 20th as to the non-delivery of unpaid local correspondence is cancelled.

On and after the 1st May deficient postage on local correspondence will be doubled.

ALFRED LISTER, *Postmaster General.*

General Post Office, Hongkong, 29th April, 1887.

The Postmaster General to Hon. Acting Colonial Secretary.

(Copy.)

GENERAL POST OFFICE,

No. 18.

HONGKONG, 26th March, 1887.

SIR,—His Excellency the Officer Administering the Government having expressed his intention of referring to this Department the letter of the Chamber of Commerce dated the 24th instant, on the subject of the prepayment of Coast correspondence, I anticipate the arrival of the papers, which are, it is believed, with the Acting Attorney General on another question, to make the following remarks, which I venture to request may be submitted to the Chamber.

2. The resolution of the Chamber as published in the daily papers, is as follows:—

"That in the opinion of this Committee the postal regulations which permit the authorities of this Colony to return to the senders letters that may be unstamped are a great hardship upon the community in Hongkong, China, and Japan, and should be rescinded. The Committee would suggest as an alternative that letters posted unpaid should be charged double the usual rate of postage on delivery."

3. The correspondence laid on the table at the Legislative Council yesterday, a copy of which is enclosed, and the remarks Your Excellency was good enough to allow to be made on the subject, will, it is hoped, have cleared up this subject to a considerable extent.

4. Before going further, an endeavour may be made to simplify matters by correcting two errors, into one of which the Chamber of Commerce has fallen, whilst it probably shares in the other with a large part of the public here:—

- (i.) The rule as to prepayment has not been applied to correspondence from Japan.
- (ii.) It has never been the custom here to double local postage. International postage is doubled when collected from the addressee of the correspondence, but on local matter only the sum deficient has hitherto been collected.

5. The suggestion of the Chamber as to the collection of double postage does not meet the case. There are a large number of people at the Coast Ports, chiefly persons in subordinate positions, who very much prefer that their postage should be charged to a mercantile house in Hongkong than that they should pay it themselves. They would regard the trebling or quadrupling of the postage with complete indifference.

6. Besides the delay caused by the transit through the Post Office of masses of unpaid correspondence, an unpaid letter is exposed to theft by the Chinese employés of this Office for the sake of collecting the unpaid postage and not accounting for it. Such letters have to be watched as if they were money or valuables. A Chinese postman steals an unpaid letter, in the hope that it may not be for a boxholder. If, on examining it at his leisure, he finds that it is, so that he cannot obtain the postage, he destroys it. To put it again into circulation would lead to enquiry and be dangerous. The more the sum to be collected is increased, the greater this risk becomes.

7. Prepayment of letters has long been the rule of the civilized world. An unpaid letter is a thing fifty years behind its time.

8. Nowhere else than in China, it may be supposed, would persons throw letters on board a steamer without any sort of precaution, and imagine that they would arrive at destination. In some cases not content with doing this where only a single voyage is involved, senders seem to think that an unpaid letter, flung on board the first steamer that is going, is to be looked after through two or three transhipments, and to arrive safely at its address, though that may be at a Port where there is no Post Office to collect the amount due.

9. The London Post Office will not deliver in London a letter which is incompletely addressed, although the addressee may be perfectly well known.

A letter despatched from here with only the address

MESSRS. BARING BROTHERS,
LONDON,

would come back by return mail marked *Insufficiently addressed*. It is to be supposed that the Officers of the London Post Office do not know where BARING BROTHERS are to be found? Certainly they know, but, not considering the Department called upon to keep a large staff doing nothing but look up names in the Directory they consider the enforcement of the rule of complete addresses of more importance than the delivery of that particular letter, and they send it back 10,000 miles to China.

10. As has been elsewhere stated, however, the difficulty is practically at an end, and, so long as the rule of prepayment is generally observed, this Department will be able to make (in fact has made) arrangements for the delivery of chance letters which, by accident or inadvertence, may be despatched without stamps. This Department cannot recommend, however, that anyone should be allowed to resume the practice of habitually forwarding unpaid correspondence.

11. It may be objected that loose letters on board a steamer, if stamped, are apt to be stolen for the sake of the stamps. This objection may be met by stating that there is no objection to the cancellation of such stamps by the sender so long as their generally clean appearance is preserved.—I have, &c.,

A. LISTER, *Postmaster General*.

CHAMBER OF COMMERCE,
SINGAPORE, 6th May, 1887.

DEAR SIR,—I observe from the Hongkong newspapers that your Chamber is stated to have in contemplation the making a communication to the Chambers of neighbouring British Colonies, on the question of granting to French and German subsidised Mail steamers the status and privileges of Men-of-war at British Colonial Ports. Should such be the case, I beg leave to point out to you that the present would be a fitting time to do so, as far as regards *this* Colony, because a Bill to confer these advantages on German Mail steamers is now before the Legislative Council.—I am, &c.,

ALEX. GENTLE, *Secretary*.

The Secretary, GENERAL CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 20th May, 1887.

SIR,—By the desire of the Committee of this Chamber, I am requested to bring to your notice certain concessions which are granted, by the Government of this Colony, in favour of some Foreign Mercantile lines of Mail steamers which are highly subsidised by their respective Governments.

To make the matter clear it is perhaps necessary to seek the origin of these concessions. In virtue of a Postal Convention made with France on 26th September, 1856, the French Mail steamers of the Messageries Maritimes which commenced running to China in 1862, are entitled to the "Status of Ships of War" in this Colony, and, it is believed, in all British Colonies and dependencies throughout the world where they may touch. This "Status" confers upon the vessel certain privileges, amongst which are the following:—

- (a.) Freedom from search in British Ports, unless sanctioned by the resident representative of the Government to which the vessel belongs.
- (b.) Non-liability for arrest in a British Port at the instance of any civil suit that may be brought against the vessel.
- (c.) Non-application of the *habeas corpus* in the case of any passengers they may carry.

When the French Mail Company commenced running in these waters, they possessed no special local legislation in their favour, it was not until the year 1880 that an Ordinance was passed, copy of which is appended, granting their vessels the "Status of Men-of-war." The privileges above noted were taken advantage of by the French Mail Company, leading on one occasion to a conflict with the local authorities that threatened considerable unpleasantness. However, on remonstrances being made by the Imperial Government the irregularities referred to have not been repeated, guarantees, it is said, having been given covering similar future cases. This Ordinance continued to be passed annually till last year, when the German Mail line, a mercantile undertaking also highly subsidised by its Government, sought for, and obtained, the same concessions hitherto conferred upon the French Mail steamers. The German Government, it is understood, has no Postal Convention with Great Britain, similar to the French Convention of 1856, but it has sought to obtain the privileges of "Men-of-war Status" under the Treaty of Paris of (1881) which regulates Postal matters between the various nations of the world, and has been the

means of establishing what is commonly known as the Postal Union, the rules of which are revised every five years. This treaty does not concede the "Men-of-war Status" to any nation; it is only in virtue of the special Convention of 1856, above referred to, that France is thus favoured. On the starting of the German Mail line to China certain arrangements were entered into by the Home Government, by which, it is believed, the German line were given the same privileges that had been previously granted to the French Company only, and the Local Government of this Colony were instructed to frame an Ordinance giving the German Company similar concessions. The Bill was passed for one year, and on its expiry on the 1st September last, the Government proposed to renew the Ordinance to both Companies so long as the Postal Convention entered into under the Treaty of 1881 between England and other Nations, applied to this Colony. The Committee of this Chamber thereupon, after fully discussing the matter, passed the following resolution:—

"That in the opinion of this Committee, the practice of giving the Status of Ships of War to subsidised mercantile vessels of Foreign Governments is bad, and should at once be abolished. That if it be desirable to give special exemptions in favour of foreign lines of steamers touching at this Port, for the conveyance of criminals or other passengers of their respective nationalities, this can be accomplished in some other manner than by the system now in force."

This resolution was transmitted to the Local Government. A debate ensued on the Ordinance being submitted when the views of the Chamber were strongly enunciated. It was apparent the Local Government were powerless to refuse to pass an Ordinance that was giving effect to an arrangement already settled by the Imperial Government. The Bill was passed for a term of one year only, expiring on the 1st September, 1888. In the course of the discussion it was determined to invoke the aid of the various British Dependencies throughout the world, to which alien steamers subsidised by Foreign Governments traded, to unite in a strong representation to the Imperial Government to abolish all preferential legislation favouring such vessels. The Committee of this Chamber are unaware of the regulations that may bind your community in these matters, but should you view the case in the same light as this Chamber, we hope that you will aid us in effecting a change in the Law, and even should your regulations be dissimilar to ours, your support will greatly help us in the furtherance of the objects to be attained. It is admitted that alien Gov-

ernments should have jurisdiction over their own criminals passing through British waters when conveyed in ships of their respective nationalities, but beyond this no further concessions should be given. In the case of the German Mail steamers, it is suggested that the concessions regarding criminals is the only privilege sought for, in which case a short Bill to that effect can readily attain this special object. If, on the other hand, it is alleged that no other privileges are really accorded, under the present Ordinance, than the immunity of aliens from being called upon to produce their criminals in British Colonies, the Chamber urge that legislation should be definitely confined to that object and no other. But they believe that, apart from the real advantages conferred by the ample Ordinance now in force, a prestige is given to aliens over British shipping, which, in these days of strong competition and bounty-fed trade, should not exist, particularly when granted by a country that vaunts its free trade policy to the world. The concession of lesser advantages, (similar to those given by us to Foreigners,) to British Mail steamers that may trade to the Ports of the Colonial possessions of Foreign countries, is not an inducement that should influence us to give more than we receive. The fact that these Foreign subsidised steamers carry Mails, and we should thereby be induced to facilitate their despatch, ought to have no weight, when our own British Mail Packets, notably the Peninsular and Oriental Steam-ship Company, obtain no such privileges even in British waters.

A copy of this communication will be forwarded to each of the following Chambers of Commerce;—

Calcutta,	Rangoon,
Bombay,	Moulmain,
Madras,	Kurrachee,
Colombo,	Singapore,
Penang,	Aden,
Sydney,	Melbourne,
Brisbane,	Auckland,
Dunedin,	Cape Town.
Mauritius,	

On receipt of their replies you will again be communicated with, and it is suggested that a simultaneous joint Memorial be addressed to H.B.M.'s Secretary of State for Foreign Affairs, urging that all regulations granting "the Status of Men-of-War" in British waters, whether conferred under Postal Conventions, Postal Treaties, or guarantees given by Foreign

Countries to the Imperial Government, be rescinded, and that in lieu thereof instructions be given to the various Colonies and Dependencies of Great Britain to pass Ordinances, having special reference to criminals carried by Mail steamers of Foreign Countries, and detained on board in British waters by the authority of some authorised tribunal, that these vessels may, under such circumstances, be free from the operation of the law of *habeas corpus* only.—I have, &c.,

A. P. McEWEN, *Vice-Chairman.*

To the Chairman of the

CHAMBER OF COMMERCE,

NO. 6 OF 1880.

An Ordinance enacted by the Governor of Hongkong, with the advice of the Legislative Council thereof, entitled,—“An Ordinance to make temporary provision for securing the status of French Mail Steamers within the Ports of the Colony of Hongkong.”

[31st August, 1880.]

BE it enacted by the Governor of Hongkong, with the advice of the Legislative Council thereof, as follows:—

I. The Steam Packets of the Compagnie des Messageries Maritimes, employed by the French Post Office in carrying Mails to and from this Colony, shall, when in the ports of this Colony, be considered and treated as vessels of war, and shall be entitled to all the rights, privileges and immunities of vessels of war, and shall not for any cause be diverted from their special duties, or be liable to seizure or detention by order of any Court or Judge.

Status of
Messageries
Maritimes
steamers.

II. Nothing contained in this Ordinance, and no rights or privileges hereby granted, shall affect the rights of Her Majesty the Queen, Her Heirs or Successors.

Saving rights
of Crown.

III. This Ordinance shall continue in force, until the First day of September, A.D. 1881, inclusive.

Expiry of
Ordinance.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 21st May, 1887.

DEAR SIR,—I have to acknowledge the receipt of your favour of the 6th instant, calling attention to the fact that a Bill is now before the Legislative Council of the Straits Settlements relating to the question of granting to the steamers of the French and German Mail lines, the Status and privileges of Men-of-war, when in British Ports.

At a recent meeting of the Committee of this Chamber, it was decided to address a letter on this subject to the Chambers of Commerce at the

British Colonial and Indian Ports, inviting their co-operation in presenting a memorial to the Secretary of State for Foreign Affairs, urging a modification of the present law which, it is believed, grants to alien steamers certain privileges not enjoyed by vessels under the British flag.

In furtherance of this object, I am directed to transmit to you the enclosed letter bearing on this question, and the Committee hope that the representations therein made may receive due consideration and substantial support from your Chamber.—I am, &c.,

H. U. JEFFRIES, *Secretary*.

The Secretary, CHAMBER OF COMMERCE, SINGAPORE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 1st June, 1887.

SIR,—Adverting to the Chamber's letter of 24th March last and to your despatch No. 612 dated 30th April, I have now the honor to forward to you, for the information of His Excellency the Officer Administering the Government, copy of a letter addressed by this Chamber to the Chambers of Commerce at the British Colonial and Indian Ports, relating to the question of granting to French and German Mail steamers the "Status and privileges of Men-of-war."—I have, &c.,

H. U. JEFFRIES, *Secretary*.

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary*.

No. 840.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 2nd June, 1887.

SIR,—I have the honour, by direction of the Governor, to acknowledge, with His Excellency's thanks, the receipt of your letter of the 1st instant, forwarding a copy of a letter addressed by the Chamber of Commerce to the Chambers of Commerce at the British Colonial and Indian Ports, relating to the question of granting to French and German Mail Steamers the "Status and privileges of Men-of-war."—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

H. U. JEFFRIES, Esq.,
Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

From Singapore Chamber.

SINGAPORE, 9th June, 1887.

DEAR SIR,—Your letter of date 21st May, together with the printed Circular Letter of date 20th May, on this subject has received the careful consideration of my Committee.

In reply I am to inform you, that this Chamber entirely agrees with and endorses the views expressed in the Circular letter and is prepared to support and co-operate with your Chamber in a joint Memorial to the Secretary of State, on the lines indicated in the recent resolution of your Chamber and in the last paragraph of your Circular letter.—I am, &c.,

ALEX. GENTLE, *Secretary*.

The Secretary,

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

From Rangoon Chamber.

RANGOON, 17th June, 1887.

SIR,—I am directed to acknowledge receipt of your Circular letter of 20th ultimo asking the assistance of this Chamber in getting the practice of giving the Status of Ships of War to subsidised mercantile vessels of Foreign Governments abolished.

In reply I am directed to inform you that this Chamber entirely concurs in the views expressed in your letter now under reply, and is prepared to join in sending a joint Memorial to H.B.M.'s Secretary of State for Foreign Affairs, to try and effect this end.—I have, &c.,

J. STUART, *Secretary*.

To the Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

From Colombo Chamber.

COLOMBO, 18th June, 1887.

SIR,—I am in receipt of your circular letter of 20th May, 1887, upon the subject of the "Status of Ships of War" accorded to certain vessels of Foreign countries.

In reply I have to state that the Chamber of Commerce of Ceylon is in entire accord with the views expressed in your letter as those of the Hongkong General Chamber of Commerce and that this Chamber will be prepared to join in a Memorial of the nature indicated in the concluding paragraph of your letter.

It would appear that the course of legislation in the two Colonies has been very similar. Bills have been introduced into the Ceylon Legislature under instruction from the Imperial Government. They have been uniformly opposed by the representatives of the Mercantile community and other Unofficial members, who have advanced arguments identical with those contained in your letter. The bills have, however, on each occasion been carried by the official majority.

I enclose for your information copies of the Ordinances now in force, here viz., Nos. 9 and 10 of 1886.—I have, &c.,

HENRY BOIS, *Chairman.*

A. P. McEWEN, Esq.,

Vice-Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

Ordinance enacted by the Governor of Ceylon, with the advice and consent of the Legislative Council thereof.
No. 9.—1886.

An Ordinance to make temporary provision for securing the Status of French Mail Steamers within the Ports of this Colony.

ARTHUR GORDON,

WHEREAS by article 5 of the Postal Convention concluded between Great Britain and France on the 24th of September, 1856, it was provided that when the steam packets employed by the French Post Office are subsidised by the French Government, they shall be considered and treated as vessels of war in all British ports: And whereas it is necessary, in order to give effect to the said article of the said Convention, that the steam packets of the Compagnie des Messageries Maritimes shall, when in the ports of this Colony, have the privileges of vessels of war: Be it enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:—

1. The steam packets of the Compagnie des Messageries Maritimes employed by the French Post Office in carrying mails to and from this Colony and subsidised by the French Government, shall, when in the ports of this Colony, be considered and treated as vessels of war, and shall be entitled to all the rights, privileges, and immunities of vessels of war, and shall not for any cause be diverted from their special duties, or be liable to seizure or detention by order of any court or judge.

2. Nothing contained in this Ordinance, and no rights or privileges hereby granted, shall affect the rights of Her Majesty the Queen, Her heirs, or successors.

3. This Ordinance shall take effect as from the 30th day of June last past, and shall continue in operation until the 31st day of December, 1887, or the close of the next session of the Legislative Council, whichever shall last happen.

Passed in Council the Twenty-seventh day of October, One thousand Eight hundred and Eighty-six.

H. C. P. BELL,
Acting Clerk to the Council.

Assented to by His Excellency the Governor the First day of November, One thousand Eight hundred and Eighty-six.

CECIL C. SMITH,
Colonial Secretary.

Preamble.

Status of
Messageries
Maritimes
steamers.

Saving rights
of Crown.

Expiry of
Ordinance.

Ordinance enacted by the Governor of Ceylon, with the advice and consent of the Legislative Council thereof.
No. 10.—1886.

An Ordinance to make temporary provision for securing the Status of German Mail Steamers within the Ports of this Colony.

ARTHUR GORDON,

WHEREAS Her Majesty's Government has entered into an engagement with the Imperial German Government that the privileges mentioned in article 5 of the Postal Convention concluded between Great Britain and France on the 24th of September, 1856, shall be extended, so long as the said Convention shall be in force, to the steam packets of the Norddeutscher Lloyd, employed by the German Post Office and subsidised by the German Government: And whereas it is necessary, in order to give effect to the said engagement, that the said steam packets shall, when in the ports of this Colony, have the privileges of vessels of war: Be it enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:—

1. The steam packets of the Norddeutscher Lloyd, employed by the German Post Office in carrying mails to and from this Colony and subsidised by the German Government, shall, when in the ports of this Colony, be considered and treated as vessels of war, and shall be entitled to all the rights, privileges, and immunities of vessels of war, and shall not for any cause be diverted from their special duties, or be liable to seizure or detention by order of any court or judge.

2. Nothing contained in this Ordinance, and no rights or privileges hereby granted, shall affect the rights of Her Majesty the Queen, Her heirs, or successors.

3. This Ordinance shall continue in force until the 31st December, 1887, or the close of the next session of the Legislative Council, whichever shall last happen.

Passed in Council the Twenty-seventh day of October, One thousand Eight hundred and Eighty-six.

H. C. P. BELL,
Acting Clerk to the Council.

Assented to by His Excellency the Governor the First day of November, One thousand Eight hundred and Eighty-six.

CECIL C. SMITH,
Colonial Secretary.

From Kurrachee Chamber.

KURRACHEE, 4th July, 1887.

DEAR SIR,—I am in receipt of your Circular letter dated 20th May, regarding certain concessions granted by the Government of your Colony to some Foreign Mercantile lines of Mail Steamers.

I am directed by my Committee to say, that so far as the case has been stated, you have the sympathies of this Chamber. The Committee however, do not see their way at present to assist in the matter, but when a joint representation is determined upon, this Chamber would be glad to add its support to any movement to oppose the granting of special advantages to Foreign Subsidised Mercantile Steamers over British Steamers.—I am, &c.,

HARRY W. BROOCK, *Secretary.*

The Chairman,

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

Preamble.

Status of
Norddeutscher
Lloyd
steamers.

Saving rights
of Crown.

Commence-
ment.

From Madras Chamber.

MADRAS, 11th July, 1887.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 20th May, requesting the co-operation of this Chamber, together with those of sixteen other Chambers of Commerce, in a simultaneous Joint Memorial to the Secretary of State for Foreign Affairs, urging that all regulations granting to Foreign Mail Steamers "*the Status of Men-of-war*," in British waters, be rescinded and that only Mail steamers carrying criminals be free from the operation of the law of "*Habeas Corpus*."

In reply I beg to inform you that the action of your Chamber in this matter has the full approval of this Chamber, and that this Chamber is prepared to sign the Memorial whenever it is forwarded.—I am, &c.,

S. R. TURNBULL, *Chairman*.

To A. P. McEWEN, Esq., *Vice-Chairman*,

CHAMBER OF COMMERCE, HONGKONG.

From Bengal Chamber.

CALCUTTA, 18th July, 1887.

SIR,—The Committee of this Chamber having considered your Circular of 20th May, 1887, on the question of the Status of vessels of War granted to the steamers of the Messageries Maritimes, referred the matter to the Port Officer, Calcutta, by whom they are informed that in Calcutta "the vessels of the Messageries Maritimes or other Foreign trading vessels are treated like any other trading vessels so far as this Office is aware, and have no exceptional privileges."—I am, &c.,

S. E. J. BRAITH, *Secretary*.

To A. P. McEWEN, Esq., *Vice-Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

From Dunedin Chamber.

DUNEDIN, 13th August, 1887.

SIR,—I have the honour to acknowledge the receipt of your Circular of the 20th May referring to concessions granted to subsidized Foreign Mercantile Lines of steamers by your Government.

In reply thereto, I am instructed by the Committee of this Chamber to state that, whilst agreeing with you that the privileges such as those

granted to the Messageries Maritimes Steamers at Hongkong are very undesirable, as there are no Foreign subsidized Mail Steamers coming to any Port in this Colony they do not see their way to take any action in the matter at present.—I have, &c.,

D. HARRIS HASTINGS, *Secretary*.

A. P. McEWEN, Esq., *Vice-Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

From Melbourne Chamber.

MELBOURNE, 22nd August, 1887.

SIR,—I have the honour by desire of the President and Committee of this Chamber, to acknowledge receipt of your Circular letter of the 20th May last on the subject of the Postal Convention between the Home Government and France of 24th September, 1856, which has been supposed to confer on the French Mail Steamers the Status of Ships of War in the ports of all British Colonies and Dependencies.

My Committee sympathise fully with the view taken of this question by your Chamber. They were aware that no claim to such exceptional privileges had been actually set up by any Foreign Mail Steamers visiting this port although some privileges had been sought on one or two occasions in a manner which appeared to imply that the Company could claim them as a right, but after receipt of your communication I was directed to call the attention of our Commissioner of Trade and Customs to the matter and on looking up copy of the Convention above referred to it was deemed advisable to have an official ruling upon the question by the Law Officers of the Crown and a record of their decision. Accordingly the Attorney General was asked to furnish the Minister of Customs with his interpretation of the law on the subject. A copy of that Hon. Gentleman's "opinion" has been furnished to this Committee and I have now the pleasure to enclose same to you. From this you will see that no claim to special privileges on the part of foreign subsidized Mail Steamers is or will be recognized at the ports of this Colony.—I have, &c.,

P. COWDEROY, *Secretary*.

The Hon. A. P. McEWEN, *Vice-Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

OPINION OF ATTORNEY GENERAL.

Reclaim of French and German Mail Ships to Status of Men-of-war.

"In my opinion the claim of the Messageries Maritimes cannot be sustained under the Convention, a copy of which is forwarded."

"Though the wording of the Convention is loose, its plain purport is to provide for the Mail service between the United Kingdom of Great Britain and Ireland as it is more than once expressed and France, and with regard to France, Algeria is specified to be embraced in the contract showing that all colonies of the contracting powers were not intended to be included."

"Probably the Colonies were left out as then of no consequence, and it might be well to represent to the Colonial Office the importance of the Imperial Government not agreeing to any Postal Conventions that would have the effect of giving to any Foreign Mercantile lines the right to claim in these Colonies the important advantages belonging to Ships of War to the serious disadvantage of our own ships."

H. J. WRIXON.

15th August, 1887.

From Penang Chamber.

PENANG, 23rd August, 1887.

SIR,—Referring to your Circular dated 20th May last, asking for this Chamber's support to your resolution, to memorialize the Imperial Government, to abolish the law, or alter the same with regard to the special concessions to Foreign Mail Steamers, I am instructed to send you the words of a resolution passed by this Chamber at a general meeting.

"That this Chamber resolve to support the Hongkong Chamber of Commerce in their Memorial to the Imperial Government with reference to the Status of Foreign Mail steamers in these waters, and that a copy of this resolution be sent to the Hongkong Chamber of Commerce."—I have, &c.,

W. AVER, *Secretary.*

The Chairman, CHAMBER OF COMMERCE, HONGKONG.

From Sydney Chamber.

SYDNEY, 11th October, 1887.

DEAR SIR,—Referring to your Circular of 20th May last relative to certain concessions which are granted by the Government of your Colony

in favour of Foreign Mercantile lines of Mail steamers which are highly subsidized by their respective Governments, I have to apologise for delay in replying thereto, such delay having been occasioned by the difficulty experienced in endeavouring to obtain official replies from our Government.

After some considerable trouble our Chairman, the Hon. S. A. JOSEPH, M.L.C., has been enabled to go thoroughly into the subject, and on his report to the Committee I am instructed to reply.

1st. That any right that is accorded the French line of Mail steamers, is purely of a reciprocal character, British Mail steamers receiving the same privilege in French Ports and dependencies.

2nd. That none of the difficulties or unpleasantness referred to in your Circular have ever occurred in Australasia—all claims, &c. having been settled amicably and with considerably less friction than is ordinarily experienced with British Merchant lines of steamers or sailing vessels.

3rd. That so long as "equal rights" are granted to British Mail Steamers in the ports of the respective Governments subsidizing Foreign Mercantile lines of Mail steamers, this Chamber is unwilling to join in the proposed Memorial to the Imperial Government to alter the existing regulations.—I am, &c.,

HENRY CHAS. MITCHELL, *Secretary.*

The Secretary, CHAMBER OF COMMERCE, HONGKONG.

CHAMBER OF COMMERCE,

SINGAPORE, 13th December, 1887.

Status of Foreign Mail Steamers in British Ports.

DEAR SIR,—Referring to your Circular and letter of 20th and 21st May last on this subject and to my reply of 9th June, I should be obliged if you would inform me if any progress has been made with the proposed joint Memorial to the Secretary of State embodying the views expressed in the last paragraph of your Circular letter.

I beg to direct the attention of your Committee to the fact, that against the remonstrance of the majority of the unofficial members of the Straits Settlements Legislative Council, two Ordinances have recently been passed here, in identical terms, conferring on the German and French Mail Lines the Status and privileges of Men-of-war, in this Colony, and that unlike the former Ordinances of similar purport they are no longer annual Ordinances, but continue during the existence of the Convention made with the French Government in 1856. The subjoined extract from the memo. of

Objects and Reasons attached to one of these Ordinances, shows the views entertained by the Government of this Colony of the probable continuance of these privileges.—I am, &c.,

ALEX. GENTLE, *Secretary.*

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

(*Copy.*)

Memorandum of Objects and Reasons.

This Bill has been introduced at the instance of the Secretary of State for Foreign Affairs with the object of giving the force of law so far as regards this Colony to the French Postal Convention of 1856. Hitherto a similar Act has been passed at short intervals in the expectation that the Convention would shortly be determined or be replaced by another.

It appears, however, that there is no immediate likelihood of the Convention being determined, and it is therefore considered desirable to avoid the necessity of these frequent renewals by enacting once for all an Ordinance to continue as long as the Convention endures.

J. W. BONSER, *Attorney General, S.S.*

ATTORNEY GENERAL'S CHAMBERS,
SINGAPORE, 7th November, 1887.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th January, 1888.

SIR,—I have to acknowledge the receipt of your letter dated 13th ultimo, advising that Ordinances have been passed by the Straits Settlements Legislative Council conferring on the steamers of the German and French Mail lines the Status and privileges of Men-of-war within the waters of your Colony, and asking what progress has been made, by this Chamber, with the proposed joint Memorial on this subject to be forwarded to the Imperial Government.

In reply, I am to acquaint you that unavoidable delay has arisen in consequence of non-receipt of replies from several of the Chambers of Commerce to whom the Circular Letter of 20th May was addressed, and I am to add that the matter will receive the earliest attention possible.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Secretary, SINGAPORE CHAMBER OF COMMERCE.

C.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 31st March, 1887.

SIR,—I have the honour to enclose a letter in triplicate, addressed to Her Majesty's Secretary of State for Foreign Affairs, relating to the question of direct communication between the Chamber and Her Majesty's Representative at Peking, and to request that His Excellency the Administrator will be good enough to forward the same by the outgoing mail.—I have, &c.,

P. RYRIE, *Chairman.*

HON. F. STEWART, LL.D., *Acting Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 31st March, 1887.

MY LORD MARQUESS,—By desire of the Committee of the Hongkong General Chamber of Commerce, I have the honour to inform you that, at the Annual General Meeting of the Chamber, attention was called to the request of Her Majesty's Chargé d'Affaires at Peking conveyed in his letter of 25th February, 1886, to the effect that this Chamber;—

“Will be good enough in future to address any communication to Her Majesty's Representative in Peking, respecting the Commercial interests of Hongkong, through the regular channel of the Government of the Colony;” when it was resolved that the Committee of the Chamber be instructed to address the Secretary of State for Foreign Affairs in reference to this subject.

In respectfully submitting this question for the consideration of your Lordship, I have the honor to express the opinion of the Committee that, the practical effect of this change is very prejudicial to the interests of the mercantile community, for the Committee believe that by granting direct communication with Her Britannic Majesty's Government the interest of merchants are best served.

The letter before quoted, assigned no reason for this departure from the established practice of holding direct communication with Her Majesty's Minister at Peking, which had been in force for many years.

The Committee venture to express their opinion that should the change have arisen from a desire on the part of Her Britannic Majesty's Government to refer to the Local Government of this Colony the various subjects

which the Chamber may from time to time communicate to Her Britannic Majesty's Representative at Peking, such opinions could have been readily and promptly obtained from the Local Government; for the Chamber have been in the habit of handing them copies of all letters they have addressed to Peking, and should Your Lordship think fit to restore the privilege and honour this Chamber has so long enjoyed, the custom will be continued.

The Committee venture respectfully to express their hope that Your Lordship will be pleased to favourably consider their representations; and further that you may be pleased to rescind the present instructions.—I have, &c.,

P. RYRIE, *Chairman.*

The Most Honourable THE MARQUESS OF SALISBURY, K.G., &c., &c.,
H.B.M.'s Principal Secretary of State for Foreign Affairs, London.

No. 1086.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 15th July, 1887.

SIR,—With reference to your letter of 3rd March last, to Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour, by direction of His Excellency the Officer Administering the Government, to inform you that a despatch has been received from the Secretary of State for the Colonies, stating that there is no objection to the Chamber addressing communications affecting the Commercial interests of Hongkong direct to Her Majesty's Minister at Peking, provided that copies of all such communications are at the same time handed to the Colonial Government for the information of the Governor, as proposed in your letter.

I am to add that, when Lord STANLEY felt it necessary to object to this practice, he understood that the Governor was not always informed of such representations.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Honourable P. RYRIE,
Chairman, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 18th July, 1887.

SIR,—I have the honour to acknowledge the receipt and, on behalf of the Committee of the Chamber, thank you for your Letter No. 1086, of the 15th instant, advising that His Excellency the Officer Administering the

Government had received a despatch from the Secretary of State for the Colonies, in answer to the Chamber's letter of 31st March last to the effect that there is no objection to the Chamber corresponding direct with Her Majesty's Minister at Peking on questions affecting the Commercial interests of the Colony, provided that copies of the correspondence are forwarded to the Colonial Government, for the information of the Governor.—I have, &c.,

P. RYRIE, *Chairman.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

D.

No. 643.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th May, 1887.

SIR,—I am directed by the Officer Administering the Government to transmit to you, for the consideration of the Chamber of Commerce, the annexed copy of a letter from the Postmaster General, suggesting a change in the day of departure of the steamers of the Pacific Mail Steam-ship Company, and the Occidental and Oriental Steam Navigation Company; and to state that His Excellency would be much obliged if the Chamber would strongly support Mr. LISTER's recommendation, in case it concurs in his opinion as to the great inconvenience caused at present to the public.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

The Postmaster General to Acting Colonial Secretary.

Copy.

No. 26.

GENERAL POST OFFICE,
HONGKONG, 6th May, 1887.

SIR,—I have the honour to suggest that a communication be addressed to the Agent of the Pacific Mail and Occidental and Oriental Steam Navigation Companies requesting him to take into consideration the great and needless inconvenience inflicted on the public here by the constant despatch of the steamers of the two Companies on the days fixed for the departures of the Mails for Europe. I venture to recommend that Mr. HARMAN be asked to bring the subject under the notice of his directors, with, if possible, a favourable representation from himself.

I would also recommend that the matter be referred to the Chamber of Commerce, which may see its way to supporting the views expressed below.

It cannot surely be absolutely unavoidable that nearly each alternate voyage of these trans-Pacific Steamers should be timed so as to coincide exactly with the departure of a French or English Mail from Hongkong. Still less would it seem necessary that, when the two lines viâ Suez alter their day of departure, the two American lines should immediately alter theirs to the same day. Yet this is what has taken place. The Mails for Europe left on Tuesday all through the winter, the American Mails frequently left on Tuesday too; the mail day has now been altered to Thursday, and on the very first Thursday fixed for an English Mail, an American Mail steamer is despatched also.

It has not unfrequently happened that the day on which this most inconvenient concurrence of outward Mails has taken place has also been the day on which the French Mail from Europe arrived. It can hardly be expected that postal work can be carried on, by a limited staff, in an overcrowded building, with anything like the proper amount of care and exactitude under such circumstances.

The despatch of the American packet on the same day as the packet for Europe deprives the business community here of the advantage of having a Supplementary Mail made up on board till the last moment as this Office is unable to detach an Officer to perform that duty.

The inconvenience to mercantile houses chiefly consists in having to write for two Mails at the same time, but there is a large class of people, whose interests this Office has to consider, who, instead of sending to the Post Office, as merchants and most residents do, come themselves, either because they have no servants, or none that they can trust, or because they happen to be passing, and prefer to attend to their business personally.

This class consists of ship-captains, their wives and families, sea-faring people generally, residents who keep but very small establishments, policemen and soldiers, and their wives, travellers passing through and others. All these persons, coming to the Post Office on a day when the American mail is leaving, find it nearly unapproachable. Every window is besieged by Chinese, buying stamps, and posting their letters, and whilst the soldier or sailor can elbow his way through the crowd, the soldier's or policeman's wife, or the occasional lady who makes enquiries at the Post Office personally, finds it almost impossible to get what she wants. No organization will

remedy this in the existing building, and with the present staff, for there is no room to establish separate approaches for Europeans, and no officers to attend to them if there were room.

A simpler remedy would be that the two American Companies should select some day of departure which is not the day fixed for the departure of the mail for Europe.—I have, &c ,

A. LISTER, *Postmaster General*.

The Hon. FREDERICK STEWART, LL.D.,
Acting Colonial Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 30th May, 1887.

SIR,—Your despatch No. 643, of the 9th May, and its enclosure, was fully discussed at a meeting of the Committee held on the 20th instant, and I am desired to state, for the information of His Excellency the Officer Administering the Government that, while the Committee appreciate and regret the inconvenience caused by the occasional departure of the European and American mails on the same day, they are of opinion that, it would be a matter not only of some difficulty but also of much delicacy for the Chamber to lend its influence in preferring the request of the Postmaster General, to the effect that the companies running steamers to America should be asked to alter their schedules so as not to interfere with the dates fixed for the sailing of the European mails.

The Committee bear in mind that, the companies which carry the American mails are not subsidised, and it is evident from information within their knowledge that, not only the arrangements for the despatch of their steamers were made entirely irrespective of the movements of the subsidised European mail lines, but that pecuniary loss would be incurred by a change in their dates of sailing.

On reference to the Companies published schedules, it appears that from the 10th August, 1886, to 1st June, 1887, a period of about ten months, the departures from here were:—

39 to Europe against 28 to America, of which only 12 were coincident.

Regarded by the light of the main principle that the Post Office was organized for the Public, the Committee is of opinion that, the true remedy for the insufficiency of the Postal department complained of by Mr. LISTER

must originate with the Post Office, as it appears from his letter of 6th May that there are not the necessary facilities at command to meet the exigencies of the Public service.

For these reasons, I am requested by the Committee to say that, after a careful review of the question, they find it impracticable to advocate the views expressed by the Postmaster General.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

E.

No. 739.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 16th May, 1887.

SIR,—I am directed by the Officer Administering the Government to transmit to you, for the consideration of the Chamber of Commerce, the annexed draft Regulations for the Licensing, Management, and Control of Boats and Boatmen; and to state that His Excellency would be much obliged if the Chamber would be good enough to favour the Government with their opinion thereon.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 30th May, 1887.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 739 of the 16th instant, submitting to this Chamber for an expression of opinion thereon, copy of Draft regulations for the Licensing, Management, and Control of Boats and Boatmen.

The subject was discussed at a recent meeting of the Committee, and they would respectfully suggest, for the consideration of His Excellency the Officer Administering the Government, the following additions and alterations, in the details of working, as regards Cargo Boats and Cargo Boatmen, which practical experience shows to be desirable.

Section 6.—After the word Department to add “or employer of said boat.”

Section 8.—To specify in each class of boat the “breadth, depth, and dead weight capacity.”

Section 9.—To add the following clause: “the head boatman when hiring his boat shall receive from the employer a certificate (Form C.), showing his engagement and he shall produce this certificate if called upon by any subsequent applicant for hiring; the certificate in no case shall bear an older date than three days prior to the would be hirers application.”

Section 10.—Inasmuch as the work of loading and discharging is frequently carried on at night, it is advisable to alter the phrase “per day of 12 hours” to read as follows: “per working day or night of 12 hours.”

Section 12.—Having regard to the nature of trade at this port, it is desirable to insert a clause in the licence stating the number of able bodied men applicable to the working and handling of Cargo, in each boat of each class, that shall be carried by the respective boats.

Section 16.—That the licence ticket should specify to which class the boat belongs, giving full details, length, breadth, depth, dead weight capacity and number of crew and have printed upon it in English and Chinese the scale of fares.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

Form C.

This is to certify that

have hired Cargo Boat No.
(Address of Hirer.)

Hongkong,

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It is suggested that the Government might supply these certificates free of cost, with the license.

No. 1037.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 6th July, 1887.

SIR,—Referring to the correspondence which has passed between the Chamber and this Office on the subject of the Licensing, Management, and Control of Boats and Boatmen, and especially to the question of the dead

weight capacity of Cargo Boats, I have the honour, by direction of the Officer Administering the Government, to inform you that, as the length and capacity cannot conveniently go together, it has been proposed to leave out the length of the boat, and insert the capacity only in the Regulations, as follows:—

1st Class Boat, 800 piculs capacity and over,	\$20
2nd Class Boat, between 450 and 800 piculs capacity,	10
3rd Class Boat, between 100 and 450 piculs capacity,	5
4th Class Boat, under 100 piculs capacity,	3

If this does not meet the views of the Chamber, His Excellency would be obliged by your drafting a scale, and forwarding it to me for his consideration.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 16th July, 1887.

SIR,—I have submitted to the Committee of this Chamber, your letter No. 1037, dated the 6th instant, referring to the subject of the Licensing, Management, and Control of Boats and Boatmen, intimating that as the length and capacity of the Cargo Boats cannot conveniently go together, it is proposed to insert the capacity only in the new Regulations, and at the same time submitting for the consideration of the Chamber, a table indicating the licence fees to be charged.

In reply, the Committee request me to say that, they do not consider it essential to insert the length of the Boat in the Regulations, and I am desired to take this opportunity of suggesting, for the approval of His Excellency the Administrator, the annexed Table, in place of that proposed in your despatch under reply.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

PROPOSED TABLE.

1st Class Boat, above 800 piculs capacity,	\$20
2nd Class Boat, above 450 and under 800 piculs capacity,	10
3rd Class Boat, above 100 and under 450 piculs capacity,	5
4th Class Boat, under 100 piculs capacity,	3

F.

No. 767.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 19th May, 1887.

SIR,—I am directed by the Officer Administering the Government to transmit to you for the consideration of the Hongkong General Chamber of Commerce, the annexed copies of correspondence respecting an offer of the Japanese Government to coin Silver Yen for this Colony at a charge of one per cent, and to state that His Excellency would be glad to be favoured with the views of the Chamber on the subject.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

H. M.'s Minister, Japan, to H. E. the Officer Administering the Government.

TOKIO, May 7th, 1887.

SIR,—I have the honour to inform Your Excellency that I received some days ago, a note from the Vice Minister of Foreign Affairs, stating that, in view of enquiries which had been made of the Japanese Consul at Hongkong by certain parties in that Colony, he thought it right to let me know that the Japanese Government would gladly undertake to coin as many Yen as might be required at a charge of one per cent, if it suited the Colonial Government to declare the Yen legal currency in Hongkong.

I shall be glad to know what views Your Excellency entertains on this subject, and meanwhile I beg to enclose herewith, copy of the Despatch and its enclosures in which I have reported the matter to the Secretary of State.—I have, &c.,

F. R. PLUNKETT.

His Excellency Major-General CAMERON, C.B., Hongkong.

No. 116.

TOKIO, May 4th, 1887.

MY LORD,—I have the honour to enclose herewith copy of a note in which the Vice Minister for Foreign Affairs informs me that in case the Government of Hongkong are disposed to recognize the Japanese Silver Yen as legal tender in that Colony, the Japanese Government will gladly undertake the work of coining such Silver Yen to the extent required at a charge of one per cent.

I also transmit copy of the reply which I addressed to Mr. AOKI, stating that I should lose no time in bringing this proposal to the notice of Your Lordship, and of the Governor of Hongkong.

In my Despatch No. 26 of the 19th of January, I called Your Lordship's attention to the great exportation, which was then taking place, of silver Yen; and to the dangers which I thought might be caused to Japan by such a continuous drain of silver. This exportation has now temporarily ceased in consequence of the opening of the tea season.

I have had occasion more than once to speak on this subject with Count ITO. His Excellency has always maintained that no danger could arise to Japan, as long as the importation of silver bullion from abroad did not fall below the exportation of the coined silver, and that so far from objecting to the exportation of silver Yen for use in the Straits Settlements, or in the Treaty Ports of China, he would be glad to see the silver Yen adopted there, and acquire the position hitherto held in the Far East by the Mexican Dollar.

I have no doubt that the note, copy of which I am now submitting to Your Lordship has been written with the above object, and I await Your Lordship's instructions, before expressing an opinion on the subject.

The chief objection I have heard raised to the adoption elsewhere of the silver Yen as current coin, is the fact that the Japanese have at present only one mint, namely at Osaka, and that in case of sudden financial pressure, they might find it difficult to coin sufficient Yen for the use of Japan itself, without mentioning the other countries which under such circumstances, would be dependent upon it.—I have, &c.,

F. R. PLUNKETT.

THE MARQUIS OF SALISBURY, K.G., &c.

H. B. M.'s LEGATION,
TOKIO, 2nd May, 1887.

DEAR MR. AOKI,—I beg to acknowledge the receipt of Your Excellency's note of the 30th ultimo in which you inform me that, in case the Government of Hongkong, in connexion with the movement set on foot in that Colony and Singapore, to revise the local currency, are disposed to recognize the Japanese Silver Yen as legal tender in those Colonies, the Imperial Government of Japan would gladly undertake the work of coining

such Silver Yen, to the extent required by the Hongkong Government at a charge of one per cent.

I shall lose no time in bringing this proposal to the notice of the Marquis of Salisbury, and of the Governor of Hongkong, and shall not fail to communicate to you at once the answer which I may receive on this subject.—I remain, &c.,

F. R. PLUNKETT.

His Excellency, SUIZO AOKI.

FOREIGN OFFICE,
TOKIO, April 30th, 1887.

MY DEAR SIR FRANCIS,

SIR,—I have received a communication from H. I. Majesty's Consul at Hongkong, to the effect that a plan is being contemplated there for introducing a certain improvement on the currency of Hongkong and Singapore, and that leading members of the Hongkong community, in answer to enquiries made unofficially by the Consul, have intimated that they would be quite willing to adopt the Japanese Silver Yen, if it should receive the official recognition of the Hongkong Government.

Having referred the matter to the proper authority of my Government, I have now the honour to acquaint you that, in case the Government of Hongkong should decide to recognize the Japanese Silver Yen as the legal currency, the Imperial Government would gladly undertake the work of coining the Yen at the charge of 1 per cent, feeling amply able to supply whatever amount may be needed. I hope you will be so good as to communicate the proposal of the Imperial Government to the favourable consideration of the proper authority of the Hongkong Government, and to assist in bringing the matter into a successful consummation.—I remain, &c.,

SUIZO AOKI.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 31st May, 1887.

SIR,—I have the honour, by direction of the Committee, to reply to your despatch No. 767, dated 19th May, forwarding for the consideration and opinion of the Chamber, copies of correspondence respecting an offer of the Japanese Government to coin Silver Yen for this Colony at a charge of one per cent.

The subject was fully considered at a meeting of the Committee held on the 20th instant and I am desired to state, for the information of His Excellency the Officer Administering the Government that, the Chamber cannot recommend the adoption of the Silver Yen in Hongkong, chiefly for the reason that it is not current amongst the Chinese in the Canton province.

During the Export season, large shipments of coin have to be made from Hongkong to Canton in payment for Silk and other produce, and it is obvious that great inconvenience would result if a coinage was established here which is not available for shipment to the port of Canton.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

G.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 1st June, 1887.

SIR,—I am desired by the Committee of the Chamber of Commerce, to bring again to your notice the hardship that shipping, trading between this port and the Australian Colonies and carrying passengers, is subjected to, owing to the application of obsolete regulations passed in 1872 applying to trade of the present day. According to a schedule dated March 1872, the voyages hence to Sydney and Melbourne are classified as exceeding 30 days which entail upon the shipowners the expense of provisioning and supplying their vessels with medicines and other necessities, in excess of what is really necessary for the actual time occupied by the voyage. Shipping so employed is also subjected to regulations which are not applicable to vessels running on equally distant routes, elsewhere.

The average passage of the steam vessels now engaged in the trade to Sydney does not exceed 22 days, and to Melbourne 24 days. Further, in event of a breakdown between Hongkong and Sydney after Port Darwin is reached—ten days run from Hongkong—Ports are within call every two or three days whence all necessities could be obtained.

The schedule in question obviously requires remodelling as regards the following Australian Ports.

Port Darwin 10 days from Hongkong.
Thursday Island 13 days from Hongkong.

Cooktown 14 days from Hongkong.

Townsville 15 days from Hongkong.

Brisbane 17 days from Hongkong.

all of which are classified as exceeding 30 days and entailing the disadvantage referred to.

The Committee addressed the Government on this question in their letter of 4th October, 1883, when some modifications were made, since then the trade has increased so largely that they deem it is now imperative to seek the full reorganisation of the schedule that the case demands.—I have, &c.,

A. P. MACEWEN, *Vice-Chairman.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

No. 888.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 11th June, 1887.

SIR,—In reply to your letter of the 1st instant, regarding the duration of the voyages of steamers carrying passengers to Australia, I have the honour, by direction of the Officer Administering the Government, to inform you that, in calculating the probable length of a voyage, the Government has to make allowance for a break-down of the machinery or other accidents of the sea; and it would incur a grave responsibility, if it permitted Emigrant ships to leave this Port with provisions and medicines sufficient only for the voyage a ship actually makes, when there is no accident.

2. Before, however, this matter can be finally settled, I am to point out that the discrepancy in the length of the various voyages as given by you, and as given by the Harbour Master, requires consideration. This will appear from the following tabular statement:—

<i>Length of voyage, as given by Chamber of Commerce, to</i>	<i>Length of voyage, under Proclama- tion of 5th January, 1884, to</i>
Port Darwin, .....10 days.	Port Darwin, .....15 days.
Thursday Island, .....13 "	} Queensland, .....21 "
Cooktown, .....14 "	
Townsville, .....15 "	
Brisbane, .....17 "	
Sydney, .....22 "	Sydney, .....31 "
Melbourne, .....24 "	Melbourne, .....32 "

3. I am to add that His Excellency would be glad to have the observations of the Chamber on this discrepancy.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Hon. A. P. McEWEN, *Vice-Chairman,*
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 24th June, 1887.

SIR,—I am directed by the Committee of this Chamber to acknowledge receipt of your letter of the 11th instant, No. 888, bearing on the subject of the duration of the voyages of steamers carrying passengers from this Colony to Australian Ports.

In reply, I am to state that, the discrepancy which you point out, between the length of the various voyages given by the Harbour Master, under the authority of the Proclamation of 5th January, 1885, and the schedule which the Chamber submitted to you on the 1st instant, is one of the main features to which my Committee desired to direct attention.

The schedule of the Chamber is based on the *actual* length of time taken, by the regular lines engaged in the trade, to accomplish those voyages and can be verified, if necessary, whereas the Government duration of the voyages is *estimated* on a vessel's speed not exceeding seven nautical miles per hour. To reduce vessels which are capable and do perform eleven knots per hour, to one dead level of seven knots is an uncalled for burden to place upon a trade which has very largely developed within the last few years, and promises to increase owing to the improved class of conveyances that have been placed upon the route.

The Committee are not unmindful of the necessity to provide for delays, owing to accidents, when framing a time schedule for these voyages, but they think the nature of the voyages should be considered when making such provisions.

It is only with a full knowledge of the actual routes taken by vessels engaged in the traffic that an intelligent scheme can be framed to avoid the loose grouping of Ports (as in the instance of Queensland, in the present Government schedule, which are many miles apart) so as to form an equitable estimate of the duration of Australian voyages suited to the present needs.

The route to Sydney and Melbourne, which may be regarded as the Australian termini, is invariably via Port Darwin and Torres Straits inside the Barrier Reefs. The Committee are satisfied that a fair average passage to Port Darwin from Hongkong is about ten days, and should any accident happen to vessels on this section of the route, the steamer would be in the track of the China-Australian lines running between Port Darwin and Hongkong, which leave each of those ports at least every nine days, so that, at the outside, it is reasonable to assume a disabled ship could be relieved within five days, her Sydney and Melbourne emigrants would be provisioned say for 24 to 25 days which would amply supply all wants until Port Darwin was reached. The route then lies to Thursday Island three days distant from Port Darwin, should any accident occur on this section the remedies applicable to the Hongkong—Port Darwin route would be available. Torres Straits and inside the Barrier Reefs are then entered, and until just North of Brisbane say 17 days distant from Hongkong, or 4 days from Thursday Island, the coast is never out of sight, the vessels are in smooth water and should a breakdown occur the coast is studded with various ports which could be reached by the ships boats in a short time, let alone the continual coastal traffic of local and other steamers, apart from the Australian—China lines which could be counted upon to give relief, if required. From Brisbane to Sydney about 4 days, and Sydney to Melbourne 2 days, similar assistance to that noted in the foregoing could be relied upon.

Thus it will be seen that excepting the long sea stretch from Hongkong to Port Darwin, ten days, the route to Sydney and Melbourne via Torres Straits is more than ordinarily safeguarded. Should accidents occur hence to Port Darwin, there are certain probabilities of assistance, apart from the fact that the steamers are on the first port of their voyage and are amply provisioned for the whole voyage.

There are three other alternative routes to Sydney and Melbourne, from Hongkong:—

- (a.) Via Singapore, Port Darwin, and Torres Straits, this is analogous to the more direct route hence via Port Darwin and Torres Straits dwelt on in the foregoing remarks, therefore there is no need to recapitulate.
- (b.) Direct to Sydney or Melbourne via Torres Straits, not touching at Port Darwin; this route is seldom taken. The sea stretch, ten days, hence to Thursday Island is the only variety to the

voyage already described. But on this route the Ports of Borneo help to minimise the danger of accidents happening in the early part of the voyage.

- (c.) Direct to Sydney or Melbourne *outside* the Reefs. This voyage the Committee consider should be carefully safeguarded as the chances of assistance, in the event of trouble arising, are remote.

The Committee venture to suggest a schedule of duration of voyages which they think, while amply protecting the Government from all responsibility in event of accidents will meet the requirements of trade and not unduly burden those engaged in a business which is very valuable to this Colony's interests.—I have, &c.,

H. U. JEFFRIES, *Secretary*.

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary*.

PROPOSED SCHEDULE.

	<i>Hongkong, Port Darwin, via Torres Straits.</i>	<i>Hongkong via Singapore, Port Darwin, and Torres Straits.</i>	<i>Hongkong outside Barrier Reef.</i>
Port Darwin,	13 days.	17 days.	...
Thursday Island,	16 "	20 "	...
Cooktown,	17 "	21 "	...
Townsville,	18 "	22 "	...
Brisbane,	20 "	24 "	25 days.
Sydney,	24 "	28 "	30 "
Melbourne,	25 "	29 "	32 "

No. 1052.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 9th July 1887.

SIR,—Referring to your letter of the 24th ultimo, and to previous correspondence, on the subject of the duration of the voyages of steamers carrying passengers from this Colony to Australian Ports, I have the honour, by direction of His Excellency, to inform you that, after full consideration,

the Governor in Council does not think it consistent with the welfare of the passengers to change the scale laid down by the Proclamation of the 5th January, 1884.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 16th August, 1887.

SIR,—The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1052 of the 9th ultimo, regarding the duration of the voyages of steamers carrying passengers from this Colony to Australian Ports, and in reply to state that, it was unanimously decided at the monthly meeting of the Committee held yesterday to refer the matter to H. B. M.'s Secretary of State for the Colonies, but before doing so, in order that the Committee may be able to present a complete case, they would respectfully request that His Excellency the Officer Administering the Government will be so good as to point out in what way the suggestions offered by the Chamber in its letter of 24th June last, are not consistent with the welfare of the passengers.—I have, &c.,

H. U. JEFFRIES, *Secretary*.

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary*.

No. 1286.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 23rd August, 1887.

SIR,—In reply to your letter of the 16th instant, in which you state that the question of the duration of the voyages of steamers carrying passengers from this Colony to Australian Ports will be referred to the Secretary of State, and in which you enquire in what way the suggestions offered by the Chamber in its letter of the 24th June last, are not consistent with the welfare of the passengers, I have the honour, by direction of His Excellency the Acting Governor, to inform you that, if the Chamber's suggestions were carried out, the owners and agents of vessels would be relieved of the necessity of providing medical attendance, proper sleeping accommodation, and the usual kind and quantity of food.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

H. U. JEFFRIES, Esq., *Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

H

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 1st June, 1887.

SIR,—I am requested by the Chamber to bring to the notice of Government the great necessity that exists for providing some form of legislation to ensure, in the absence of a Custom House, the Registration of the Imports and Exports of the Colony, and the Committee feel that the importance of the measure to those interested in the trade of Hongkong will be accepted as sufficient cause for their suggesting this subject for the consideration of Government.

The Committee desire me to say that, an Ordinance dealing with the entry and clearance of goods is now in force in the neighbouring free Port of Singapore, the chief points of which are that, the Governor in Council has power to make, vary, and revoke all regulations for the Registration of all goods landed, shipped or transhipped in that Colony; it provides that the Regulations (under the Ordinance) shall be published in the *Government Gazette*, and it imposes a penalty for each breach of the Regulations.

Under the Regulations, written declarations according to prescribed forms, are required to be made within a fixed period to the Registrar of Imports and Exports giving details of all inward and outward cargoes, and the onus of making these returns is thrown upon the Importer and Exporter.

In the opinion of the Committee, a similar scheme would be practicable here and as it is eminently one to be initiated by the Government, I am desired to respectfully request that, the Draft of a Bill and the Rules under it may be prepared and submitted to the Chamber, in order to afford the Members an opportunity of offering suggestions on points of detail.—I have, &c.,

A. P. MAC EWEN, *Vice-Chairman*.

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary*.

No. 866.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 7th June, 1887.

SIR,—I have the honour, by direction of His Excellency the Acting Governor, to acknowledge the receipt of your letter of the 1st instant, respecting the necessity of providing some form of legislation to ensure the

registration of the Imports and Exports of the Colony; and to state that the matter is receiving the attention of the Government.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

The Hon. A. P. McEWEN, *Vice-Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

No. 1023.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 2nd July, 1887.

SIR,—Adverting to the letter of the 1st June last from the Vice-Chairman regarding the necessity of providing some form of legislation to ensure the Registration of Imports and Exports, I have the honour to enclose, for the consideration and observations of the Chamber, a minute by the Acting Attorney General on this subject.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

The Hon. P. RYRIE, *Chairman*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

(Copy.)

Minute by the Acting Attorney General.

It would be easy to draft an Ordinance on the lines of the Singapore Legislation but before doing so, I would submit some difficulties which occur to me.

Incorrect statistics would be worse than no statistics at all, and therefore if an Ordinance is passed it should be made as efficacious as possible.

The Ordinance would enact:—

1. That certain returns or statements should be furnished by the importers.
2. Penalty for not furnishing returns.
3. Penalty for furnishing false returns and here the difficulty arises.

How is the Superintendent of Imports and Exports to ascertain whether the returns are correct or not:

Should he have power to require the person furnishing the return to swear to the truth of it or should he have power to inspect, or to require the production by the Importer of such invoices or documents as he should deem necessary!

An Ordinance enacting merely a penalty for not furnishing returns, or for furnishing false returns, would practically be useless without some power of control or inspection. Would the Mercantile community approve of this? Could not the Chamber of Commerce try what could be done on the voluntary system.

If they asked all Importers to furnish to Government certain returns, Government would no doubt promise to make up the necessary statements.

If the system is to be compulsory it should be made efficacious.

Is there any use requiring returns to be furnished if we have no means of checking them and if false returns may be sent in with impunity.

E. J. ACKROYD.

30th June, 1887.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 16th July, 1887.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1023, of the 2nd instant, with its enclosure, and to state, in reply, for the information of His Excellency the Officer Administering the Government, that in the opinion of the Committee, there is no serious obstacle, in the minute of the Attorney General, to providing some form of legislation to ensure the Registration of Imports and Exports of this Colony.

If the Committee are rightly informed, the Customs in Great Britain are dependent on the *bonâ fides* of those who make declarations for the entry and delivery of goods; they have the power to inflict penalties in the case of *wilful* misrepresentation, and the same system should apply here. The Committee think the Superintendent of Imports and Exports should have the power not only to order the production of documents but also to inspect the goods; at the same time inasmuch as no duty is leviable in Hongkong the incentive to make a false declaration is to a great extent done away with.—I have, &c.,

P. RYRIE, *Chairman*.

The Hon. F. STEWART, *Acting Colonial Secretary*.

I.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 1st June, 1887.

SIR,—The Committee of this Chamber has recently had its attention drawn to an article which appears in Whitaker's Almanack for the current year, page 439, and entitled "Epidemics," from which the following is an extract:—

"As a set-off to these startling facts Sir JOSEPH FAYRER stated that in the case of cholera, the theory that it was a communicable disease was now exploded, and that the Indian Government had discontinued all quarantine restrictions, and relied solely on sanitary measures such as care in dietary, ventilation, and the avoidance of all extremes of heat, cold, or excessive exertion."

The vexed question of Quarantine has been the subject of a lengthy correspondence between this Government and the Chamber, and I am directed by my Committee to say that, they will feel much obliged for any information it may be in your power to furnish them with a view to ascertaining if the above quoted statement is correct.—I have, &c.,

H. U. JEFFRIES, *Secretary*.
The Secretary, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 11th November, 1887.

SIR,—My Committee desire me to reply to your letter of 1st June and to explain that the delay has arisen in consequence of enquiries made to the Government of India and Bengal.

I now beg to hand you copies of communications, noted below.—Yours, &c.,

S. E. J. BLACK, *Secretary*.

To H. U. JEFFRIES, Esq.,

Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

Mr. J. P. HEWETTS letter No. 223 of 26th June, 1887, enclosing Resolution No. 205 of 1st November, 1877.

Captain STIFFE, Port Officer, Calcutta, No. 3721 of 13th September, 1887, enclosing corrected Quarantine Rules for Port of Calcutta.

True Copy. No. 223.

From J. P. HEWETT, Esq.,

Officiating Under-Secretary to the Government of India.

To the Secretary to the

BENGAL CHAMBER OF COMMERCE, CALCUTTA.

SIMLA, the 26th July, 1887.

HOME DEPARTMENT SANITARY,

SIR,—In reply to your letter dated the 4th instant I am directed to forward a copy of Home Department Resolution No. 205 dated the 1st November, 1877, regarding the measures to be adopted on the outbreak of cholera. It is understood that these are the orders of the Government of India to which your letter under acknowledgment refers.—I have, &c.,

J. P. HEWETT,

Officiating Under-Secretary to the Government of India.

True Copy. No. 205.

Extract from the Proceedings of the Government of India in the Home Department (Sanitary), under date Simla 1st November, 1877.

Read the undermentioned correspondence on the question of land quarantine as a protection against Cholera in India.

To the Commissioner and Superintendent of the Umballa Division No. 337, dated 4th October, 1876, appointing him President of a Committee to consider the above question, and specifying the points upon which a report is required.

From the Commissioner and Superintendent of the Umballa Division No. 239½ dated 10th October, 1876, submitting the report called for.

Read also.

Military Department endorsement No. 221 dated 11th July, 1877, forwarding copy of a letter to the Quarter-Master General of the Army, sanctioning revised rules to be observed on the outbreak of cholera or small-pox in cantonments.

G. O. C. in C. No. 177, dated 30th July, 1877, publishing the revised rules.

RESOLUTION.

Now that the above rules have been definitely settled, the attention of the Local Governments and Administrations is invited to the general principles which ought to be observed in dealing with outbreaks of cholera or small-pox among the civil population.

2. The report of the Land Quarantine Committee shows that whatever benefit may theoretically be anticipated from such quarantine, the system has proved impracticable; and rule 78 of the revised rules prohibits the establishment or enforcement by Commanding Officers against the public at large or any section thereof of any land quarantine or any restrictions in the nature of quarantine as against cholera in particular which are not equally applicable at all times to the control of vagrant classes of people having no legitimate ground for claiming admission within cantonment limits. The same principles should be followed by all civil officers. It may, however, be remarked that though the forced removal of residents of a place attacked with cholera to a cholera hospital is deprecated seeing that infection is already among the population, discretion may be used in isolating pilgrims or other travellers found sick of cholera or small-pox in serais, on encamping grounds or elsewhere in the neighbourhood of towns and stations.
3. Improvement in the sanitary condition of towns and villages is the best safeguard against cholera, especially improvement of the water-supply, the drainage, the conservancy and the habitations. It should be impressed upon the people that these matters require constant and careful attention, and that such attention should be redoubled if cholera threatens. And just as all such improvements are to be encouraged and aided as far as possible, so, on the other hand, all insanitary conditions are to be avoided. In this point of view large gatherings of people when cholera threatens are attended with great danger. Under such circumstances fairs are liable to form foci whence epidemics radiate over a wide extent of country and become the cause of death to thousands who have not attended the fair. It must be remembered that fairs generally entail overcrowding and are often associated with privation and fatigue to travellers coming from a distance, all which circumstances are favourable to disease. When cholera threatens or is

actually present in the part of the province, where any fair is about to be held, the inhabitants of all districts from which the people generally congregate should be warned of the great risk they incur: if the disease is severe or threatens to be so, then the fair should be actually prohibited. The conservancy of fairs should at all times receive great attention, and more particularly when cholera symptoms prevail.

Order.—Ordered that this Resolution with copy of the papers read be forwarded to Local Governments and Administrations for information and guidance, and to the Military Department for information.

(True Extract)

S. E. J. BLACK, *Secretary*.

True Copy. No. 3721.

FROM THE PORT OFFICER OF CALCUTTA.

To the Secretary to the

CHAMBER OF COMMERCE.

CALCUTTA PORT OFFICE,

The 13th September, 1887.

QUARANTINE.

SIR,—In compliance with the request contained in your letter of 13th instant, I have the honour to forward a copy of the Quarantine rules with corrections for the port of Calcutta and to state that they are not in operation unless specially declared to be so. There are also medical inspection rules (copy attached) which are always in force.—I have, &c.,

ARTHUR W. STIFFE, *Captain I. M. Port Officer, Calcutta.*

True Copy.

Corrected Quarantine Rules for the Port of Calcutta.

In exercise of the power conferred by Act I of 1880, the following rules, for quarantine [against plague,* yellow fever, and typhus or other fatal epidemics not ordinarily prevalent in India] have been made by the Lieutenant-Governor of Bengal with the previous sanction of the Governor-General in

* Particular disease quarantined to be entered here.

Council. They will take effect from the in the port of Calcutta:—

- I. The Commander of every vessel, including buggalows or other native craft, arriving from a port where plague yellow fever, or some fatal epidemic not ordinarily prevalent among Indian populations, prevails, shall on arrival at the Sandheads, hoist the yellow flag, and indicate by signal the port from which she has come, and shall keep such flag and signal flying until permitted to take it down as hereinafter provided.
- II. Such Commander shall not, without having first obtained permission as hereinafter provided, allow any communication with the shore or with any other vessel or boat excepting only with the boat supplying the pilot ‡ from the pilot brig, and in that case communication shall be limited to receiving on board the pilot his leadsman, servant, and baggage. *N.B.* ‡ Pilotage is compulsory for all vessels over 100 tons.
- III. The pilot shall not take such vessel higher up the river than Diamond Harbour, but shall anchor it there until the Health Officer of the port has visited it and ascertained by enquiry whether any person on board is then suffering, or has during the voyage suffered from such disease as aforesaid; and if such officer be satisfied by enquiry that no such case has occurred, he shall, by writing under his hand, to be delivered to the Commander, permit such vessel to haul down the yellow flag and proceed upwards to the port, and to hold free communication with the shore and with other vessels and boats in port.
- IV. If the Health Officer shall have reason to believe that any such case has occurred, he shall direct the Commander to detain the vessel at the quarantine anchorage at Diamond Harbour for the space of 15 days from the day of arrival there, or from the date of the occurrence of the latest case of illness, and shall further direct the Commander to prohibit, during the said 15 days, all communication except such as is hereinafter provided for between such vessel and the shore, or other vessels or boats in the harbour. The Health Officer may further direct the removal of so many of the passengers and crew as may not be suffering from sickness, and whose services may not be required on board the ship, to such

particular spots as may from time to time be fixed upon by the local Government as places of quarantine, there to remain for a space of 15 days, or, in the event of the occurrence of a case of sickness, for a space of 15 days from the date of the occurrence of the last case. The Health Officer may permit the pilot, with his leadsman and servants, to leave the vessel at any time after such precautionary disinfection of their persons and baggage as he may think necessary or may direct that they remain in quarantine along with the passengers and crew.

- V. Any mails or cargo which may be brought by any vessel so arriving shall be landed under such precautions as may be deemed necessary by the Health Officer to prevent the spread of disease.
- VI. It will be the duty of the Port Officer to facilitate the conveyance to the vessel in quarantine of all supplies of provisions, stores, and other articles required by those on board. These supplies should be placed on the boats of the vessel, to be subsequently removed by members of her crew.

(True extract.)

S. E. J. BLACK, *Secretary*.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th January, 1888.

SIR,—I am instructed by the Committee to acknowledge the receipt of your letter dated 11th November last, and to thank you for the trouble you have taken to procure, for this Chamber, copies of the corrected quarantine Rules, for the Port of Calcutta, and of the proceedings connected therewith.

My Committee, however, beg to again refer you to this Chamber's letter of 1st June—Copy enclosed—and I am requested to ask whether you can inform them if there is any authority for the publication of the statement therein quoted and attributed to Sir JOSEPH FAYRER, bearing on the question of Quarantine.—I have, &c.,

H. U. JEFFRIES, *Secretary*.

The Secretary, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

J.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 22nd June, 1887.

DEAR SIR,—The attention of the Committee of this Chamber has been directed to the consideration of the present agreement, entered into by the local Banks on the 10th June, 1886, in re the Stamp Fees on Bills of Exchange, and I am requested to transmit to you copy of a resolution unanimously adopted, at a meeting of the Committee held on the 17th instant,

Resolved—"That in the opinion of the Committee, the sellers of Bills of Exchange shall in all cases pay for Bill Stamps on their drafts, save with Bank Drafts for sums under \$3,000 in one Bill, when the buyer shall pay."

and the Committee will feel obliged if you will be good enough to take the earliest opportunity of placing this matter before the Managers of the different Banks for their immediate consideration, when it is hoped that the modifications suggested by the Committee will lead to a revision of the existing regulation.—I am, &c.,

H. U. JEFFRIES, *Secretary*.

J. THURBURN, Esq., *Manager*,

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

MEMO.

HONGKONG, 10th June, 1886.

On and after 1st July next, the cost of Stamps on all drafts issued by the undersigned Banks will have to be paid for by the purchasers.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA,
HONGKONG, 29th June, 1887.

DEAR SIR,—I have to acknowledge receipt of your favor of 22nd instant informing me that the Committee of the Chamber are of opinion that

"the sellers of Bills of Exchange shall in all cases pay for Bill Stamps on their Drafts save with Bank Drafts for sums under \$3,000 in one bill, when the buyer shall pay,"

and requesting me to place the matter before the Managers of the different Banks with the view of having the agreement entered into by them on 10th June, 1886, altered in accordance therewith.

In reply I have the pleasure to inform you that the Managers of the Banks are unanimous in agreeing with the resolution of the Chamber; and have decided to cancel the agreement of 10th June, 1886.

The Managers of the Banks wish, however, to take advantage of this opportunity to re-adjust the telegraphic charges which they now make for wire payments.

While not wishing to make any profit out of telegraphic charges, we are of opinion that the present scale is too low, being less than at other ports in the East, and is not well defined. We have accordingly agreed that on and after 1st August, Stamps on Bills of Exchange, except Bank Drafts for sums under \$3,000, shall be paid by the sellers, and that the following scale of charges for wire-transfers shall be adopted, viz.:—

The buyer to pay the cost of telegrams for sums under

£ 5,000

Rs. 50,000

Tls. 20,000

\$ 25,000

The Banks to charge in all cases for three words, and when the payee's name and address is not registered, the actual cost of message.—I am, &c.,

JOHN THURBURN, *Manager*.

H. U. JEFFRIES, Esq., *Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 15th July, 1887.

DEAR SIR,—In acknowledging the receipt of your letter of the 29th ultimo, I am desired by the Committee of the Chamber to express their thanks for the readiness which the Banks have shewn in accepting the suggestions of the Chamber—conveyed in its letter of 22nd June—with regard to Stamp Fees on Bills of Exchange.

On the other hand, the Committee learn with regret that the Banks have thought it expedient to adopt a new scale of charges for wire-transfers, as indicated in the letter under reply, and after a careful consideration of

the subject, the Committee beg to suggest, as an alternative to the Banks proposition that, the buyer shall pay the actual cost of wiring sums under Ten Thousand Dollars; and I am desired to ask if there is any necessity to state the various currencies, inasmuch as the Banks are paid in Dollars which is the standard.

As the question is one of special interest to the Mercantile community, the Committee confidently hope that the Banks will see their way not to enforce their proposed new scale of charges, on the 1st proximo.—I am, &c.,

H. U. JEFFRIES, *Secretary*.

J. THURBURN, Esq., *Manager*,

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA,
HONGKONG.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA,
HONGKONG, 19th July, 1887.

DEAR SIR,—I am in receipt of your letter of 15th instant, replying to mine of 29th ultimo, in which you advise me that the Committee of the Chamber suggest that the Banks should not carry out the new scale of charges for wire-transfers which my letter of 29th ultimo advised you they had decided on doing, on and after 1st August next, and also asking

“if there is any necessity to state the various currencies, inasmuch as the Banks are paid in dollars which is the standard.”

In reply I have to state that the Chamber do not point out in what way the scale of charges adopted by the Banks is unfair to the Mercantile community.

The Banks consider that the cost of telegrams being so much greater than the Stamp duty on Bills of Exchange, the amount on which they have hitherto paid for cost of telegrams is too low, and that the amounts now agreed on are by no means excessive.

They have carefully considered the question, and have decided to adhere to the scale of charges already advised you, except as regards the various currencies, which, in deference to the Chamber's suggestion, they will alter to “the buyers to pay cost of telegrams on sums under \$25,000.”—I am, &c.,

JOHN THURBURN, *Manager*.

H. U. JEFFRIES, Esq., *Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

K.

HONGKONG, 25th June, 1887.

SIR,—We have this morning received a telegram from the Canadian Pacific Railway, requesting us to solicit from the Chamber of Commerce an expression of opinion to the effect that it is very desirable to arrange for a Mail Service, viâ the Canadian and Pacific routes, to alternate with the existing P. & O. Service, and as the subject is to be brought up in the House of Commons on the 30th instant, this Company is very desirous that the Home Government, should be put in possession of the Chamber's views, by telegram, before that date.

We may mention that opinions of the several Chambers at the leading neighbouring ports are being solicited to be likewise transmitted in time for above debate.

We beg that you will place this matter before the Committee, and requesting the favour of an early reply.—We are, &c.,

ADAMSON, BELL & Co., *Agents, Canadian Pacific Railway.*

H. U. JEFFRIES, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 27th June, 1887.

DEAR SIR,—I have to acknowledge, on behalf of the Committee of this Chamber, your letter of the 25th instant, stating that you have been requested to obtain from the Chamber an expression of its opinion with reference to the proposal to arrange for a Mail Service, viâ the Canadian and Pacific routes, to alternate with the existing P. & O. service.

In reply, I am desired to inform you that the subject was considered at a Special Committee Meeting held this day, and I am directed to furnish you, for the information of your Company, with a copy of the following resolution which was passed by a majority :—

Resolved—“On the supposition that the speed of the Mails be greatly accelerated, and on Political grounds, this Chamber now approves of a Fortnightly Mail service viâ Canada and provided that no increase is made

on this Colony's contribution to the Postal Union.”

—I am, &c.,

H. U. JEFFRIES, *Secretary.*

MESSRS. ADAMSON, BELL & Co., *Agents,*

CANADIAN PACIFIC RAILWAY.

HONGKONG, 29th June, 1887.

SIR,—We have to acknowledge your favor of 27th instant, regarding the proposed Mail Service viâ Canadian and Pacific routes, embodying the resolution of the Special Committee for which we are obliged.

We have also to tender to the Committee our best thanks for hearing us personally on the matter.—We are, &c.,

ADAMSON, BELL & Co., *Agents, Canadian Pacific Line.*

H. U. JEFFRIES, Esq., *Secretary,*

HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th July, 1887.

SIR,—I have the honour to inform you that, this Chamber was asked for an expression of its opinion in re the proposed Mail Service between this Colony and Europe, viâ the Canadian and Pacific routes, to alternate with the existing P. & O. Service.

The subject was fully discussed at a recent Special Meeting of the Committee of the Chamber when it was decided (1) that the Canadian route might prove desirable on Political grounds; (2) that an additional fast Mail service would no doubt be of advantage to the Mercantile public.

Understanding that the question was to be brought up in the House of Commons on the 30th June, I sent you, on the 28th ultimo, by desire of the Committee, and at the request of the Agents of the Canadian Pacific Railway the following telegram:—

“Chancellor Exchequer, London.

On supposition speed Mails greatly accelerated, and on Political grounds, this Chamber now approves fortnightly service

via Canada, provided no increase this Colony's contribution Postal Union.

RYRIE, *Chairman*,
HONGKONG CHAMBER OF COMMERCE.

and I now beg to confirm the same.—I have, &c.

P. RYRIE, *Chairman*.

The Right Honourable G. J. GOSCHEN,
H. M. Chancellor of the Exchequer, Whitehall, London.

L.

HONGKONG, 26th July, 1887.

SIR,—We beg respectfully to draw the attention of the Chamber of Commerce to the excessive rate charged by the Imperial Chinese Customs for the storage of Opium in the new bonded warehouses at Foochow and Amoy, under the new regulations regarding Opium which have recently come into force, and we crave the assistance of the Chamber to do away with what can only be considered as an additional tax on the Opium trade of a grave nature, and one which was in no way contemplated by the British Government when the Chefoo Convention was ratified.

The charge imposed is 5 candareens per chest per day, which is the equivalent of \$2.32 per chest per mensem.

As we are now *compelled* to store our Opium in bonded warehouses, whether it suits us or not, we are of opinion that the Chinese Customs Authorities cannot force us to pay godown rent at all, but we would not wish to take any advantage of this to our own profit, were we only charged a fair rate for storage, such as we are in the habit of paying, in that case we should not complain, but the present impost of 5 candareens per day can only be regarded as a *tax on the trade* levied in the form of storage fees by the Imperial Chinese Customs.

We trust therefore that your Chamber may see fit to submit our views to H.B. Majesty's Minister at Peking to the following effect, and to crave his assistance on our behalf in this important matter:—

1. This tax was never originally contemplated when the Chefoo Convention was ratified and should not therefore be enforced.

2. That we are perfectly willing to rent or build suitable Godowns for the purpose of storing our Opium at Foochow and Amoy, such Godowns to be approved of by the Imperial Chinese Customs and to be considered as bonded warehouses and under their control.

We would also point out that the present bonded godowns in Foochow are too small and quite unsuited to the requirements of the trade, and it would be a great convenience to the merchants concerned if they were permitted to hire or erect other and more spacious buildings. It would be more in accordance with the requirements of the trade, if each merchant could have his own bonded godown, should he wish it, as it is embarrassing to the merchant to conclude his transactions with the Chinese in a public warehouse in the presence of opposition merchants in the same trade, and we would ask you to bring this point very strongly to the notice of the British Minister and to ask him to do his utmost to get separate godowns sanctioned.

Should we be forced to pay storage to the Imperial Chinese Customs, we submit that the equivalent of about One Cent per chest per day would be a fair charge and one that we should not object to.

In conclusion we must draw the attention of the Chamber of Commerce to the very important fact that, in Shanghai the Opium Hulks belonging to Foreign merchants are now considered as bonded warehouses and the Imperial Chinese Customs do not receive any storage fees on Opium stored therein.—We have, &c.,

DAVID SASSOON, SONS & Co.
E. D. SASSOON & Co.

H. U. JEFFRIES, Esq.,
Secretary, to the CHAMBER OF COMMERCE, HONGKONG.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 16th August, 1887.

DEAR SIRS,—Your letter of the 26th July, protesting against the excessive sum charged by the Imperial Chinese Customs for the storage of Opium at the Ports of Foochow and Amoy under the new regulations which have recently come into force, was laid before the Committee of the Chamber at the monthly meeting held yesterday, and I am desired to acquaint that it

was decided to transmit a copy of your letter to Her Britannic Majesty's Minister at Peking, at the same time recommending that His Excellency will take the matter into his serious consideration.—I am, &c.,

H. U. JEFFRIES, *Secretary*.

Messrs. DAVID SASSOON, SONS & Co.,

„ E. D. SASSOON & Co., Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 20th August, 1887.

DEAR SIR,—Referring to the Chamber's letter of the 16th instant, I shall feel much obliged if you will inform me what charge is made in Shanghai for storing one chest of Opium for the term of one month, and, provided that your Representatives have exchanged letters with the English Consulate, or Customs Authorities, at the Ports of Foochow and Amoy, with reference to the sum charged by the Imperial Maritime Customs for the storage of Opium, that you will be good enough to furnish me with copies of all the correspondence for the information of the Committee of the Chamber.—I have, &c.,

H. U. JEFFRIES, *Secretary*.

Messrs. DAVID SASSOON, SONS & Co.,

„ E. D. SASSOON & Co., Hongkong.

HONGKONG, 22nd August, 1887.

DEAR SIR,—We have to acknowledge receipt of your favour of the 20th instant, contents of which have our attention.

In accordance with your request we beg to enclose you copies of certain letters that have passed between the Opium merchants of Foochow and the Imperial Commissioner of Customs at that port.

With regard to the storage of Opium in Shanghai, we have to point out to you that our Opium is stored in our own Hulks which obviates the necessity of any change for storage, but in any case this would not bear upon the question at issue, inasmuch as the cost of keeping up our Opium Hulk is very great, much more so than that of keeping up a godown.—We are, &c.,

DAVID SASSOON, SONS & Co.

H. U. JEFFRIES, Esq., *Secretary*,

CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th September, 1887.

DEAR SIR,—Adverting to the correspondence which has passed between your good selves and this Chamber, bearing on the alleged burdensome rent levied upon Opium by the Imperial Chinese Maritime Customs, I am now desired by the Committee of the Chamber to acquaint you that, before despatching copy of your letter of the 26th July to Her Britannic Majesty's Minister at Peking, as was intimated to you would be done in the Chamber's letter of 16th ultimo, it was decided to ascertain, as bearing on the question, what is the customary charge for rent in the private Opium Hulks at Shanghai.

The result of these enquiries shews that the Chinese Customs charges for storage on Opium in Foochow are not dissimilar to those levied by independent owners of storage accommodation in Shanghai.

Under these circumstances the Committee regret they do not see their way to endorse the application you have made to the Chamber; and failing to do so, they do not deem it compatible with their position to simply forward your letter of remonstrance without some remarks which might be interpreted as prejudicial to your case.—I am, &c.,

P. RYRIE, *Chairman*.

Messrs. DAVID SASSOON, SONS & Co.,

„ E. D. SASSOON & Co., Hongkong.

HONGKONG, 20th September, 1887.

DEAR SIR,—We have to acknowledge receipt of your favour of the 13th instant regarding the letter addressed by us to the Chamber of Commerce about the exorbitant charges of the Imperial Chinese Customs for the storage of Opium in their bonded godowns in Foochow and Amoy.

We much regret the decision arrived at by the Chamber, after the enquiries made as to the rate of storage charged by foreigners, on Opium stored in private Hulks in Shanghai.

Permit us to point out to you, that although the result of your enquiries may be substantially correct, the rate charged by foreigners for storage in their private Hulks in Shanghai, does not, in our opinion, bear at all upon the question at issue, and we must respectfully express our surprise that this matter should have had any weight with the Committee of the Chamber.

An Opium Hulk in Shanghai costs originally some \$30,000 to \$40,000, and our *monthly* expenses for keeping up and working the same amount to no less a sum than \$1,000 to \$1,200 without counting the annual depreciation in the value of the Hulk, cost of Insurance, and interest in the cost of the Hulk.

A suitable godown could be rented in Foochow for some \$900 per annum, and we must also mention that many of the Opium merchants in Foochow have their own Opium Godowns there, which are now rendered useless.

The Custom of the Opium trade in Shanghai is that the Chinese purchaser pays the storage fees, a foreign merchant not having a Hulk of his own, places his drug on board of some other merchant's hulk *and does not pay any storage at all.*

In the face of these facts we again respectfully crave the intervention of the Chamber in this very important matter to all concerned in the Opium trade.—We are, &c.,

DAVID SASSOON, SONS & Co.
E. D. SASSOON & Co.

To the Hon. P. RYRIE, *Chairman of the*
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 14th October, 1887.

DEAR SIRs,—I am directed by the Chairman of the Chamber to acknowledge the receipt of your letter dated the 20th ultimo, making further representations regarding the charges of the Imperial Chinese Customs for the storage of Opium in their bonded godowns in Foochow and Amoy.

In reply, I am to state that, the subject was again discussed at the monthly meeting of the Committee held yesterday, when it was decided that the Committee see no reason to alter the opinion expressed in their letter to you of the 13th September last.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

Messrs. DAVID SASSOON, SONS & Co.,
„ E. D. SASSOON & Co., Hongkong.

M.

No. 1382.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 7th September, 1887.

SIR,—Referring to letter No. 1878 of the 20th December, 1883, from this Office, I have the honour, by direction of His Excellency the Officer Administering the Government, to inform you that Mr. T. JACKSON, the Un-official Member of the Legislative Council, who was appointed on the nomination of the Chamber of Commerce, has resigned his seat, and I am to request that the Chamber will nominate another Member to fill his place.

The same course should be pursued as in the case of previous nominations.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary.*

The Hon. P. RYRIE, *Chairman,*
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 9th September, 1887.

SIR,—I have the honor to acknowledge the receipt of your letter No. 1382 of the 7th instant, announcing that Mr. T. JACKSON, Un-official Member of the Legislative Council, who was appointed on the nomination of this Chamber, has resigned his seat, and requesting the Chamber to nominate another Member to fill his place.

In reply, I beg to state for the information of His Excellency the Officer Administering the Government, that a Special General Meeting of the Chamber will be held on Saturday, the 17th instant, for the purpose of nominating one of its Members for election to the Legislative Council, and the result of the meeting shall be promptly communicated to you,—I have, &c.,

P. RYRIE, *Chairman.*

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 17th September, 1887.

SIR,—Adverting to my letter of the 9th instant, I have the honor to state, for the information of His Excellency the Officer Administering the Government, that at a Special General Meeting of the Members of this

Chamber held to-day, at 12 o'clock Noon, Mr. A. P. MacEwen, Partner in the firm of Messrs. HOLLIDAY, WISE & Co. was selected as their nominee for a seat at the Legislative Council of this Colony, to fill the place of Mr. T. JACKSON.

As requested in your letter No. 1382 of the 7th instant, I now hand you.

1. A copy of the Notice convening the meeting.
2. A list of the Members present at the meeting.
3. The name of the Candidate with the names of his proposer and seconder.—I have, &c.,

P. RYRIE, *Chairman*.

The Hon. F. STEWART, LL.D., *Acting Colonial Secretary*.

List of Members present at the Special General Meeting of the Hongkong General Chamber of Commerce held on the 17th September, 1887.

Present. Hon. P. RYRIE.	MESSRS. E. CHAMPEAUX.
Messrs. W. H. F. DARBY.	O. BACHRACH.
E. MACKINTOSH.	R. M. GRAY.
W. H. FORBES.	A. McCONACHIE.
G. T. HOPKINS.	L. MENDEL.
S. E. SHELLIM.	DOUGLAS JONES.
J. S. MOSES.	F. T. P. FOSTER.
J. J. FRANCIS.	D. GILLIES.
E. R. BELILIOS.	W. G. BRODIE.
V. H. DEACON.	Hon. C. P. CHATER.
H. CRAWFORD.	
	H. U. JEFFRIES, <i>Secretary</i> .

List of Candidates proposed at a Special General Meeting of the Hongkong General Chamber of Commerce held on the 17th September, 1887, to nominate a Member to the Legislative Council, to fill the place of Mr. T. JACKSON.

A. P. MacEWEN, Esq.

Proposed by Hon. P. RYRIE, and seconded by Mr. J. J. FRANCIS.

H. U. JEFFRIES, *Secretary*.

No. 1450.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 19th September, 1887.

SIR,—With reference to your letter of the 17th instant, I am directed by the Officer Administering the Government to acquaint you, for the information of the Chamber, that His Excellency will have great pleasure in appointing provisionally, and subject to Her Majesty's pleasure, Mr. ALEXANDER PALMER MacEWEN to be an Un-official Member of the Legislative Council.—I have, &c.,

FREDERICK STEWART, *Acting Colonial Secretary*.

H. U. JEFFRIES, Esq., *Secretary*,

HONGKONG GENERAL CHAMBER OF COMMERCE.

N.

No. 745.

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 22nd November, 1887.

SIR,—I have the honour to hand you herewith copy of a letter from this Chamber to the Doyen of the Diplomatic Body at Peking, on the subject of the alleged Convention between the existing Cable Companies, and the Chinese Government.

I shall be glad if your Chamber will aid us with their support, in objecting to an arrangement which if carried out would be prejudicial to the interests of the Mercantile community of China.—I have, &c.,

E. H. LAVERS, *Chairman*.

To the Chairman,

HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG.

Copy.

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 1st November, 1887.

SIR,—The attention of the Committee of this Chamber has been drawn to announcements in the Local Press to the effect that a Convention is in progress between the existing European Telegraph Companies and the Chinese Authorities which in their opinion if carried out will seriously affect the Mercantile communities at the various Treaty Ports and although the Chamber is not in possession of any official information on the subject

there is good reason to believe that there is sufficient ground for the statements to warrant our addressing you on the matter and asking you to bring it to the notice of your colleagues before matters have reached their maturity.

It is understood that the Convention in its essence is a mutual agreement between the Foreign Telegraph Companies and the Chinese that there shall be no lowering of rates between this and Europe and this in itself is an interference with the freedom of trade which should not be under the coercive control of any one Company or Syndicate of Companies.

Further than this it must be pointed out that if this Convention come into force it will be a precedent applying to all Chinese lines and the hopes of the establishment of a new and cheaper route by the South and through Burmah will have to be abandoned.

It is not at present necessary to go into details as to the treatment which the East has received from the Telegraph Companies in former years but one notable instance may be mentioned viz. the adoption of the word system, which while affecting to be a boon to the public was in reality increasing the cost of each word by 60 % as the Telegraph agents previously did the work for \$1.20 whereas the Telegraph lines under the new arrangements charged \$2.00 and it appears that to give the existing Companies the power by a coalition to prevent a reversion to the lower rates which competition might bring about, is a step which should be very gravely considered affecting as it does the whole of the foreign Community in the East.

In these days the use of the Telegraph has become a necessity in all business operations and the present charges are a very heavy tax, while much of the business which under the old regime would allow of the use of lines has now to be abandoned as the cost is greater than the operation can bear.

I shall be glad therefore if you will use your influence to prevent the carrying out of any such arrangement which the Chamber is of opinion would prove a serious obstacle to trade and an injury to the Foreign Communities generally.—I have, &c.,

E. H. LAVERS, *Chairman.*

His Excellency M. VON BRANDT,

*H. I. G. M.'s Envoy Extraordinary and Minister Plenipotentiary
and Doyen of the Diplomatic Body, Peking.*

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 9th December, 1887.

SIR,—I have the honour to acknowledge the receipt of your letter dated the 22nd ultimo, inviting this Chamber's co-operation in support of the communication addressed by the Shanghai General Chamber of Commerce to the Doyen of the Diplomatic Body at Peking, with reference to the alleged contemplated Convention between the existing Foreign Telegraph Companies and the Chinese Government.

The Committee of this Chamber have fully considered the observations put forward in your letter, and are clearly of opinion that an earnest protest should be made against the carrying out of any such combination which is likely to prove injurious to commerce in the East, and in reply to your letter, I am desirous to furnish you with the following copy of a resolution unanimously passed at a meeting of the Committee held on the 3rd instant, to consider this subject,—

Resolved,—“That this Committee view with considerable alarm the rumoured negotiations that are said to be pending, for the combined working of the several Foreign Telegraph lines with the Chinese Telegraph Service, the object being to prevent the healthy competition between these various undertakings which is very essential to commerce, more particularly as the arrangement, should it come into force, will form a most stringent monopoly. For the right of landing Cables on Chinese territory being within the control of the Government of China, the right will be exercised to prevent the competition of any opposing enterprise, which, under ordinary circumstances, probably would be started to neutralize the effects of what might be termed a simple monopoly. That this Committee respectfully urge upon Her Britannic Majesty's Minister at Peking, the necessity that exists to prevent, by every possible means that may lie in his power, the consummation of a Convention that is said to be pending.”

I may add that a copy of the above resolution will be forwarded to Her Britannic Majesty's Minister at Peking and to the Executive of this Colony.—I have, &c.,

P. RYRIE, *Chairman.*

E. H. LAVERS, Esq., *Chairman,*

SHANGHAI GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 10th December, 1887.

SIR,—Adverting to your letter dated the 15th July last, and by direction of the Committee of this Chamber, I have the honour to forward, for the information of His Excellency the Governor, copy of this Chamber's letter of the 9th instant addressed to H.B.M.'s Minister at Peking on the subject of the alleged contemplated Convention between the existing Cable Companies and the Chinese Government.—I have, &c.,

H. U. JEFFRIES, *Secretary*.

The Hon. F. STEWART, LL.D., *Colonial Secretary*.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 9th December, 1887.

SIR,—The Shanghai General Chamber of Commerce, has forwarded to this Chamber, copy of a communication addressed to the Doyen of the Diplomatic Body at Peking, relating to an alleged contemplated Convention between the Chinese Government and the existing Foreign Telegraph Companies, a matter which it is hardly necessary to remind Your Excellency is of vital importance to the mercantile communities in the Far East.

Although the terms of the proposed Convention have not been made public, there are grounds for apprehending that the operation of the new arrangement would be attended with injurious results and especially would press very seriously on the Commercial public who are the largest contributors to telegraphic traffic. Therefore, in the opinion of the Committee of this Chamber any attempt, direct or indirect, to increase the burdens on trade should be met with the strongest remonstrance, and I am desired by the Committee, who now avail themselves of the renewed privilege granted the Chamber of corresponding direct with Her Britannic Majesty's Representative at Peking, to invite your earnest attention to the resolution passed at a recent meeting held to consider this subject, and the Committee respectfully urge that Your Excellency may be pleased to exert your powerful influence to check the consummation of a scheme embracing restrictions detrimental to the general public.

The following resolution was passed unanimously,—

Resolved,—“That this Committee view with considerable alarm the rumoured negotiations that are said to be pending, for the com-

bined working of the several Foreign Telegraph lines with the Chinese Telegraph Service, the object being to prevent the healthy competition between these various undertakings which is very essential to commerce, more particularly as the arrangement, should it come into force, will form a most stringent monopoly. For the right of landing Cables on Chinese territory being within the control of the Government of China, the right will be exercised to prevent the competition of any opposing enterprise, which, under ordinary circumstances, probably would be started to neutralize the effects of what might be termed a simple monopoly. That this Committee respectfully urge upon Her Britannic Majesty's Minister at Peking, the necessity that exists to prevent, by every possible means that may lie in his power, the consummation of a Convention that is said to be pending.”

P. RYRIE, *Chairman*.

His Excellency Sir JOHN WALSHAM,
H.B.M.'s Minister, Peking.

No. 1944.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 20th December, 1887.

SIR,—I have the honour, by direction of His Excellency the Governor, to acknowledge the receipt of your letter of the 10th instant forwarding a copy of the Chamber's letter of the 9th instant addressed to Her Britannic Majesty's Minister at Peking on the subject of the alleged contemplated Convention between the existing Cable Companies and the Chinese Government.—I have, &c.,

FREDERICK STEWART, *Colonial Secretary*.

H. U. JEFFRIES, Esq., *Secretary*,
HONGKONG GENERAL CHAMBER OF COMMERCE.

No. 750.

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 20th December, 1887.

SIR,—I have the honour to acknowledge the receipt of your communication of 9th instant advising this Chamber of the steps which have been taken by your Committee with reference to the proposed Convention between the Telegraph Companies and the Chinese Government. I beg to thank

you for the promptness with which you have endorsed this Chamber's views with regard to the probable effect of such an arrangement, and the means you have taken to convey your opinion to the Ministerial Body at Peking.—I have, &c.,

E. H. LAVERS, *Chairman*.

The Hon. P. RYRIE, *Chairman*,
HONGKONG GENERAL CHAMBER OF COMMERCE.

No. 756. SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 2nd February, 1888.

SIR,—I have the honour to hand you for the information of your Chamber, copy of the reply from His Excellency M. von BRANDT, to the communication from this Chamber of 21st November last, relative to the rumoured Telegraph Convention.

As it is now understood that the subject of the correspondence will not be proceeded with, there is no necessity to refer to it further. Thanking you for the assistance rendered by your Chamber in endorsing the views expressed by this body.—I have, &c.,

E. H. LAVERS, *Chairman*.

Hon. PHINEAS RYRIE, *Chairman*,
GENERAL CHAMBER OF COMMERCE, HONGKONG.

(Copy.) PEKING, 5th January, 1888.

SIR,—I have the honour to acknowledge the receipt of your letter dated November 21st, referring to the newspaper rumours on the subject of a Convention in progress between the existing European Telegraph Companies and the Chinese Authorities as well as to the apprehensions created by them among the members of the Chamber of Commerce.

My colleagues and myself fully appreciate and share the wish expressed by the Chamber of Commerce that no monopoly of telegraphic communication between China and Europe or America should be created and that the tariff should be as low as consistent with existing vested interests, but we regret that the Chamber should have adduced in support of their views more than one statement which by being far from exact, takes away from the value which under other circumstances an expression of the opinion of the Chamber would possess.

My colleagues and myself are also of opinion that it would have facilitated matters in this instance and would undoubtedly do so in future, if the Chamber instead of acting upon rumours would take the trouble to ask for information, informally, through their Chairman, where it was most likely to get it; the universal courtesy with which the Chamber of Commerce has always been met by the Foreign Representatives would seem to indicate such a proceeding not only as the most advantageous, but also as the most natural one.—I have, &c.,

M. v. BRANDT.

E. H. LAVERS, Esq., *Chairman of the*
SHANGHAI GENERAL CHAMBER OF COMMERCE.

O.

Proposed British Trade Dollar.

CHAMBER OF COMMERCE,
SINGAPORE, 20th December, 1887.

DEAR SIR,—Referring to the correspondence which took place in June of this year between the Hongkong and Singapore Chambers of Commerce on this subject, I now beg to forward, under separate cover, for the information of your Chamber, a few copies of a paper laid before the Legislative Council of this Colony, which conveys the views of the Lords of the Treasury, the Secretary of State for the Colonies, the Master of the Royal Mint and of the Directors of the Chartered Bank of India Australia and China on the proposals which emanated from this Chamber.

In face of the decidedly adverse opinion expressed by all these authorities, it seems useless to pursue the matter further.—I have, &c.,

ALEX. GENTLE, *Secretary*.

The Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, 13th January, 1888.

SIR,—I have for acknowledgment your letter of the 20th ultimo, and in reply I am requested by my Committee to thank you for your courtesy in forwarding, for the information of the Members of this Chamber, copies of a paper laid before the Legislative Council of the Straits Settlements,

containing the views of the Lords of the Treasury, the Secretary of State and others, in re the proposed British Trade Dollar, and advising that it is not the intention of your Chamber to take further action in this matter, in consequence of the adverse views held by the Home Authorities upon this question.—I have, &c.,

H. U. JEFFRIES, *Secretary.*

The Secretary, SINGAPORE CHAMBER OF COMMERCE.

P.

Copy.

(Translation.)

Removal of prohibition on Export of Iron from the Canton Province
"Peking Gazette" M.S. 6th February, 1887.

Chang Chic-tung, Governor-General and Acting Governor of Kwangtung, presents a memorial humbly praying that as an act of kindness to merchants and others His Majesty will remove the existing prohibitions relating to iron.

The memorialist has received a report from Wang Yu-tsao, salt Commissioner for Kwantung and Kuangsi, and Kao Ch'ung-chi, Financial Commissioner for Kwangtung, in which they state that the export by sea of iron and articles made of iron has been forbidden throughout the country with the object of preventing the furnishing of supplies to pirates. But, they continue, now that the maritime restrictions have been removed, the general condition of affairs is very different from what it was formerly. Every year foreign steel and iron are imported from abroad to the amount of some tens of millions of catties, guns, fire-arms, and other articles are bought by the million; and several millions of taels are spent in making payment for the same. The altogether one-sided character of this trade is eminently unfair. Of late years great attention has been paid to mining affairs throughout the country and the two chief staples are coal and iron. Canton iron is of unusual fineness and excellence, but the market for it is limited. Should any one wish to convey it to the coast ports for sale, he is hampered first by the cost of land transport and then by the illegality of shipment by sea. The result is that foreign iron penetrates every where

and all the profit falls to its share. Now that the Canton Board of mines is stimulating the energies of the people in the direction of mining, the two Commissioners conceive it their duty to pray that the Memorialist will represent to His Majesty the advisability of removing the prohibition against the export by sea of iron and articles made of iron, the said goods paying, as is required by law, duty and *likin* at the port of shipment.

The Memorialist would observe that in Kwangtung and Kuangsi, iron has long been produced in large quantities, but the consumption of it is restricted by its confinement to a narrow area. Not only does foreign iron penetrate everywhere, causing a serious drain in the wealth of the country, but there is an illicit trade, which cannot be entirely prevented, in the surplus stocks of the local iron. Thus there is merely one more obstacle thrown in the way of the development of mining, and one more source of profit lost to the merchants and manufacturers.

The Memorialist would humbly recall the fact that, in the last month of the 9th year of His Majesty's reign, when he held the post of Governor of Shansi, in conjunction with Li Hung-chang, Minister Superintendent of Trade for the Northern Ports, he requested His Majesty to sanction the removal of the prohibition on the export of Shansi iron from Tientsin by sea, which request was approved by Decree, and accordingly Shansi iron has now for several years been exported from Tientsin by sea to the three Manchurian provinces. The case of Kwangtung and Kuangsi is similar to that of Shansi. Moreover at the present moment steps are being taken to develop the mineral resources of Kwangtung, and it is in the interest of private trade that the Commissioners request that the precedent may be followed by removing the prohibition against exportation.

Accordingly the Memorialist would humbly pray that in order to encourage mining enterprise and afford profits to persons in trade His Majesty may be pleased to permit iron and articles of iron to be exported by sea for sale from Kwangtung and Kuangsi.

The Memorialist is addressing the Boards of Revenue and Works on this subject. Li Ping-heng, Governor of Kuangsi, joins in the memorial. The Governorship of Kwangtung is held by the Memorialist himself. Therefore a third name cannot be affixed. Re-script:—Let it be as requested. The Board concerned will take note.

Translated by T. L. BULLOCK.

NOTE.—It appears from the Customs Returns that, so far as the trade in foreign vessels is concerned, the removal of the prohibition on the export from Tientsin has had no effect in creating an iron export trade. No iron or iron ware was exported through the Foreign Customs from Tientsin in 1885, while a small quantity of native iron-ware and a larger amount of foreign iron was imported.

T. L. BULLOCK.

MONTHLY SALES

COMPILED BY

CHAMBER OF COMMERCE,

DURING THE YEAR 1887.

MONTHLY SALES COMPILED BY CHAMBER OF

DESCRIPTION OF GOODS.	January.	February.	March.	April.
COTTON YARN.				
BOMBAY,—Nos. 10 @ 20s., .....bales	3,620	1,020	1,700	830
ENGLISH,—Nos. 16 @ 21s., "	943	1,164	320	133
Nos. 28 @ 32s., "	483	152	154	70
Nos. 38 @ 42s., "	605	195	25	60
COTTON PIECE GOODS.				
GREY SHIRTINGS,—6 lbs., .....pieces	3,200	3,575	1,600	...
7 lbs., "	2,700	5,400	4,200	5,590
8.4 lbs., "	40,150	34,200	18,400	19,200
9 @ 10 lbs., "	5,350	4,450	5,750	3,400
WHITE SHIRTINGS, 54 @ 56 reed., ..... "	...	...	...	250
58 @ 60 " ..... "	...	...	...	...
64 @ 66 " "	7,550	...	840	150
Book-folds & Fine, "	68,836	18,569	27,361	21,090
T-CLOTHS,—6 lbs. (32 in.), Ordinary, "	3,478	...	...	...
7 lbs. (32 in.), Ordinary, "	3,500	3,850	2,360	11,750
6 lbs. (32 in.), Mexicans, ..... "	...	...	...	...
7 lbs. (32 in.), Mexicans, "	50,200	30,925	7,000	14,370
8 @ 8.4 oz. (36 in.), "	24,748	8,960	9,000	8,817
DRILLS,—English, 40 yards, 13 $\frac{3}{4}$ @ 14 lbs., "	1,500	525	2,130	2,610
FANCY COTTONS.				
TURKEY RED SHIRTINGS,—2.4 @ 3 lbs., .....pieces	3,400	880	1,280	200
BROCADES,—Dyed, "	1,500	850	...	...
DAMASKS, ..... "	...	...	...	...
CHINTZES,—Assorted, ..... "	...	...	500	...
VELVETS,—Black, 22 in., .....yards.	...	...	48	...
VELVETEENS,—18 in., "	...	168	96	120
HANDKERCHIEFS, Imitation Silk, .....dozen	...	...	...	...

COMMERCE DURING THE YEAR 1887.

May.	June.	July.	August.	September.	October.	November.	December.	Total for 1887.
2,100	2,855	2,105	1,024	1,408	1,299	2,723	1,377	22,061
170	1,344	1,656	377	359	1,862	1,320	480	10,428
137	113	1,051	...	199	105	...	185	2,649
165	160	85	214	79	145	458	199	2,390
1,600	2,000	...	...	...	4,000	600	9,200	25,775
3,250	6,100	4,850	6,900	350	5,000	1,750	4,200	50,290
6,250	35,650	38,250	9,450	3,000	23,280	22,100	20,800	270,730
4,600	4,500	12,700	2,650	900	1,600	3,750	1,000	50,650
...	2,800	1,550	...	...	750	3,250	6,350	14,950
...	9,000	2,000	...	644	1,420	...	...	13,064
...	4,050	6,250	3,500	2,250	400	1,000	250	26,240
6,240	47,644	27,160	26,400	12,500	20,990	27,380	35,300	339,470
...	...	...	...	...	4,005	1,000	...	8,483
2,025	3,500	9,819	...	254	...	9,225	4,120	50,403
...	...	...	1,500	...	...	...	...	1,500
6,300	22,980	22,450	13,650	3,150	34,250	18,250	9,550	233,073
2,000	5,250	18,878	21,050	1,400	11,150	19,900	33,000	164,153
995	1,530	...	585	1,230	5,250	2,265	1,050	21,020
...	...	3,000	5,880	...	2,450	1,680	3,540	22,310
...	100	3,950	300	...	300	...	1,450	8,450
...
...	250	...	...	...	...	...	1,000	1,750
...	200	450	300	83,000	30	600	60	84,688
5,366	...	600	18,000	...	20,400	1,680	...	73,070
...	...	...	999	...	...	6,200	400	7,599

MONTHLY SALES COMPILED BY CHAMBER OF

DESCRIPTION OF GOODS.	January.	February.	March.	April.
WOOLLENS.				
SPANISH STRIPES,—Sundry chops, .....pieces	...	...	...	...
German, "	...	480	480	120
HABIT, MEDIUM & BROAD CLOTHS, ..... "	...	...	192	...
LONG ELLS,—Scarlet, "	2,600	1,800	...	...
Assorted, ..... "	...	...	20	20
CAMLETS, "	2,820	2,100	590	100
LASTINGS,—30 yards, 31 in., Assorted, "	200	300	100	...
ORLEANS,—Plain, ..... "	...	...	...	...
BLANKETS,—8 @ 12 lbs., .....pairs	310	170	620	850
RAW COTTON.				
BOMBAY & KURRACHEE, .....bales	1,171	700	650	660
BENGAL & RANGOON, "	3,300	3,000	2,100	2,500
SHANGHAI, TUNGCHOW. & NINGPO, "	50	200	...	250
MADRAS, "	...	10	...	...
METALS.				
IRON,—Nail Rod, .....piculs	840	1,680	9,240	...
Square, Flat Round Bar, "	...	piculs 1,200 tons 115	420	...
Swedish Bar, ..... "	...	...	...	...
Small Round Rod, ..... "	...	...	840	...
Hoop, ..... "	...	...	picls. 1,000 bdls. 1,000	...
Wire, "	casks 60	919	360	24
Old Wire Rope, ..... "	...	...	piculs 1,400 tons 25	500
LEAD, <i>L. B. & Co. and Hole Chop</i> ,tons	piculs 3,110 tons 400	piculs 500 tons 60	piculs 6,440 tons 125	4,750
YELLOW METAL,—Muntz, 16 @ 28 oz., .....cases	...	40	175	...
Vivian's, 16 @ 28 oz., "	258	117	...	123
Elliots, 16 @ 28 oz., .....boxes	...	148	...	...
COMPOSITION NAILS, .....piculs	...	...	22	...

COMMERCE DURING THE YEAR 1887,—(Continued).

[illegible]

MONTHLY SALES COMPILED BY CHAMBER OF

DESCRIPTION OF GOODS.	January.	February.	March.	April.
METALS,—Continued.				
JAPAN COPPER,—Slabs, .....piculs	500	...	...	...
Tiles, ..... "	...	...	...	...
TIN, ..... "	...	...	...	...
TIN PLATES, .....boxes	50	1,730	425	...
STEEL, .....cases	...	...	...	...
SUNDRIES & COALS.				
QUICKSILVER, .....flasks	950	flasks 800 piculs 1,500	1,310	1,390
WINDOW GLASS, .....boxes	1,000	6,500	1,800	1,100
KEROSENE OIL, .....10 gallon cases	15,000	36,000	...	...
COALS,—Cardiff, .....tons	1,400	1,000	1,000	...
Australian, "	6,800	2,450	2,800	2,100
Japan, Takasima, (Large), "	...	500	700	1,000
(Dust), ..... "	...	...	700	1,000
CHINA, INDIA & STRAITS PRODUCE.				
RICE,—Saigon, .....piculs	66,800	423,500	538,900	631,500
Japan, "				
Siam, "				
SUGAR,—White & Brown (Canton, Hoihow, } and Philippines, }	850	6,900	5,600	3,100
SUGAR CANDY, "	bags 1,600 bks. 800	bags 300 bks. 250	bags 700 bks. 2,300	bags 1,100 bks. 1,300
CAMPHOR,—Formosa, ..... "	...	...	...	...
Japan, "	piculs 450 tubs 1,200	piculs 580 tubs 300	piculs 600 tubs 350	piculs 200 tubs 700
PEPPER,—White, "	...	200	...	...
Black, "	...	50	190	240
SALTPETRE, .....bags	3,500	2,560	3,500	1,200
SANDALWOOD,—Sydney, .....piculs	...	...	...	...
West Australian, ..... "	...	...	...	...

COMMERCE DURING THE YEAR 1887,—(Continued).

May.	June.	July.	August.	September.	October.	November.	December.	Total for 1887.
...	...	...	...	...	...	...	...	500
...
...	...	...	...	...	...	200	...	200
1,500	1,800	150	200	200	3,100	3,100	3,700	15,655
1,000	800	1,000	...	...	...	3,750	1,000	7,550
1,250	500	2,100	...	1,350	1,500	1,300	2,600	{ flks. 45,050 pcls. 1,500
1,860	3,300	2,600	...	600	...	3,000	3,600	25,360
20,000	...	...	...	...	10,930	8,610	9,450	99,990
6,500	2,440	...	6,000	...	...	...	3,000	21,340
7,285	5,500	2,500	...	4,100	...	1,700	2,000	37,235
9,000	5,800	...	2,500	4,000	9,500	4,500	11,000	{ 17,000
3,500	...	2,500						{ 39,200
448,200	609,000	182,000	257,200	377,700	238,900	178,000	186,000	4,157,700
3,370	7,500	4,250	3,100	18,460	4,400	2,700	3,300	63,530
bags 600 bkets. 100	bags 1,050 bkets. 1,000	bags 900 bkets. 1,050	bags 750 bkets. 1,100	bags 200 bkets. 200	...	bags 200	bags 700 bkets. 1,500	{ bags 8,100 bkets. 9,600
...	900	650	100	tubs 300	...	50	...	{ pcls. 1,700 tubs 300
tubs 1,200	piculs 500 tubs 1,800	piculs 1,100 tubs 200	piculs 400 tubs 350	piculs 300 tubs 550	tubs 200	piculs 400 tubs 25	piculs 500 tubs 70 baskets 200	{ piculs 5,030 tubs 7,545 baskets 200
40	120	335	80	120	30	...	20	945
50	530	155	330	350	575	200	100	2,770
2,976	4,337	2,000	5,076	4,110	4,712	3,905	3,978	41,854
...	...	...	...	105	280	...	1,800	2,185
...	...	...	...	tons 165	...	600	...	{ pcls. 600 tons 165

FORTNIGHTLY CURRENT QUOTATIONS

QUOTATIONS.	On London, Bank, 4 months' sight.	Private Credits, 4 months' sight.	Docu- mentary, 4 months' sight.	On France, 4 months' sight.
Fortnight, ending 3rd January,	3/4 $\frac{1}{2}$	3/4 $\frac{1}{2}$	3/4 $\frac{1}{2}$	Fcs. 4.29
Do., do. 17th January,	3/4 $\frac{1}{2}$	3/4 $\frac{1}{2}$	3/5	Fcs. 4.31
Do., do. 31st January,	3/4 $\frac{1}{2}$	3/4 $\frac{1}{2}$	3/4 $\frac{1}{2}$	Fcs. 4.29
Do., do. 14th February,	3/3 $\frac{1}{4}$	3/3 $\frac{1}{2}$	3/4	Fcs. 4.23
Do., do. 28th February,	3/3 $\frac{1}{4}$	3/3 $\frac{1}{4}$	3/3 $\frac{1}{2}$	Fcs. 4.17
Do., do. 14th March,	3/2 $\frac{3}{4}$	3/2 $\frac{3}{4}$	3/2 $\frac{3}{4}$	Fcs. 4.07
Do., do. 28th March,	3/1 $\frac{1}{2}$	3/2 $\frac{1}{4}$	3/2 $\frac{1}{4}$	Fcs. 4.05
Do., do. 11th April,	3/1 $\frac{1}{4}$	3/1 $\frac{1}{2}$	3/1 $\frac{1}{2}$	Fcs. 3.96
Do., do. 21st April,	3/1 $\frac{1}{2}$	3/1 $\frac{1}{4}$	3/1 $\frac{1}{4}$	Fcs. 3.97
Do., do. 4th May,	3/1 $\frac{1}{2}$	3/1 $\frac{1}{4}$	3/1 $\frac{1}{4}$	Fcs. 3.98
Do., do. 18th May,	3/1 $\frac{1}{4}$	3/2	3/2 $\frac{1}{4}$	Fcs. 4.00
Do., do. 1st June,	3/1 $\frac{1}{2}$	3/1 $\frac{1}{4}$	3/1 $\frac{1}{4}$	Fcs. 3.96
Do., do. 15th June,	3/1 $\frac{1}{4}$	3/2	3/2 $\frac{1}{4}$	Fcs. 3.99
Do., do. 29th June,	3/2 $\frac{1}{8}$	3/2 $\frac{3}{8}$	3/2 $\frac{3}{8}$	Fcs. 4.05
Do., do. 13th July,	3/1 $\frac{1}{4}$	3/2	3/2	Fcs. 4.01
Do., do. 27th July,	3/2	3/2 $\frac{1}{4}$	3/2 $\frac{1}{4}$	Fcs. 4.01
Do., do. 10th August,	3/2 $\frac{1}{4}$	3/2 $\frac{1}{2}$	3/2 $\frac{1}{2}$	Fcs. 4.03
Do., do. 24th August,	3/2 $\frac{1}{2}$	3/2 $\frac{1}{4}$	3/2 $\frac{1}{4}$	Fcs. 4.08
Do., do. 8th September,	3/2 $\frac{1}{8}$	3/2 $\frac{1}{8}$	3/3	Fcs. 4.10
Do., do. 22nd September,	3/2 $\frac{1}{2}$	3/2 $\frac{1}{4}$	3/2 $\frac{1}{4}$	Fcs. 4.10
Do., do. 10th October,	3/2 $\frac{3}{8}$	3/2 $\frac{1}{8}$	3/3	Fcs. 4.12
Do., do. 24th October,	3/2 $\frac{1}{4}$	3/2 $\frac{1}{2}$	3/2 $\frac{3}{8}$	Fcs. 4.08
Do., do. 7th November,	3/1 $\frac{1}{2}$	3/2 $\frac{1}{8}$	3/2 $\frac{1}{4}$	Fcs. 4.03
Do., do. 21st November,	3/1 $\frac{1}{8}$	3/2 $\frac{1}{8}$	3/2 $\frac{1}{4}$	Fcs. 4.03
Do., do. 5th December,	3/1 $\frac{1}{4}$	3/2	3/2 $\frac{1}{8}$	Fcs. 4.02
Do., do. 19th December,	3/2 $\frac{1}{8}$	3/2 $\frac{3}{8}$	3/2 $\frac{1}{2}$	Fcs. 4.05

DURING THE YEAR 1887.

On Bombay, Demand.	On Calcutta, Demand.	Bar Silver.	Sycee.	Clean Mexican Dollars.	Gold Bars, 98 touch.	Gold Leaf, 100 touch.	Tele- graphic Trans- fer.
Rs 223 $\frac{1}{2}$	Rs 223 $\frac{1}{2}$	9 $\frac{3}{4}$ % prem.	9 $\frac{3}{4}$ % prem.	$\frac{7}{8}$ % prem.	\$30.20	\$31.20	3 3 $\frac{1}{2}$
Rs 223	Rs 223	9 $\frac{3}{4}$ " "	8 $\frac{3}{8}$ " "	$\frac{7}{8}$ " "	\$30.10	\$31.10	3 4
Rs 220 $\frac{3}{4}$	Rs 220 $\frac{3}{4}$	9 $\frac{3}{4}$ " "	8 $\frac{3}{8}$ " "	$\frac{7}{8}$ " "	\$30.30	\$31.30	3 3 $\frac{1}{2}$
Rs 220 $\frac{1}{2}$	Rs 220 $\frac{1}{2}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{4}$ " "	$\frac{7}{8}$ " "	\$30.60	\$31.60	3 3 $\frac{1}{2}$
Rs 220 $\frac{1}{4}$	Rs 220 $\frac{1}{4}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{4}$ " "	1 " "	\$31.05	\$32.05	2 2 $\frac{1}{2}$
Rs 220 $\frac{1}{4}$	Rs 220 $\frac{1}{4}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 " "	\$31.55	\$32.50	3 1 $\frac{1}{4}$
Rs 220 $\frac{1}{2}$	Rs 220 $\frac{1}{2}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{8}$ " "	\$31.85	\$32.80	3 1 $\frac{1}{2}$
Rs 221 $\frac{1}{2}$	Rs 221 $\frac{1}{2}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{4}$ " "	1 $\frac{1}{8}$ " "	\$31.95	\$32.90	3 0 $\frac{1}{4}$
Rs 220	Rs 220	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$31.95	\$32.90	3 0 $\frac{1}{2}$
Rs 222 $\frac{3}{4}$	Rs 222 $\frac{3}{4}$	10 " "	8 $\frac{1}{4}$ " "	1 $\frac{1}{4}$ " "	\$31.90	\$32.85	3 1
Rs 222 $\frac{3}{4}$	Rs 222 $\frac{3}{4}$	10 " "	8.70 " "	1 " "	\$31.80	\$32.75	3 1 $\frac{1}{4}$
Rs 221 $\frac{3}{4}$	Rs 221 $\frac{3}{4}$	10 $\frac{1}{2}$ " "	9 $\frac{1}{2}$ " "	1 $\frac{1}{4}$ " "	\$31.85	\$32.80	3 1
Rs 221 $\frac{1}{2}$	Rs 221 $\frac{1}{2}$	10 $\frac{1}{2}$ " "	9 $\frac{1}{2}$ " "	1 $\frac{1}{8}$ " "	\$32.15	\$33.10	3 1 $\frac{1}{4}$
Rs 223 $\frac{1}{4}$	Rs 223 $\frac{1}{4}$	10 $\frac{3}{8}$ " "	9 " "	1 " "	\$32.15	\$33.10	3 1 $\frac{1}{4}$
Rs 223 $\frac{1}{4}$	Rs 223 $\frac{1}{4}$	10 " "	8 $\frac{7}{8}$ " "	$\frac{7}{8}$ " "	\$32.10	\$33.05	3 1 $\frac{1}{2}$
Rs 223 $\frac{1}{4}$	Rs 223 $\frac{1}{4}$	10 " "	8 $\frac{3}{4}$ " "	$\frac{3}{4}$ " "	\$32.05	\$33.00	3 1 $\frac{1}{2}$
Rs 222 $\frac{3}{4}$	Rs 222 $\frac{3}{4}$	10 " "	8 $\frac{3}{4}$ " "	$\frac{5}{8}$ " "	\$31.95	\$32.95	3 1 $\frac{1}{4}$
Rs 222 $\frac{3}{4}$	Rs 222 $\frac{3}{4}$	10 " "	8 $\frac{1}{2}$ " "	$\frac{1}{2}$ " "	\$31.90	\$32.85	3 2
Rs 222 $\frac{1}{2}$	Rs 222 $\frac{1}{2}$	10 $\frac{1}{4}$ " "	8 $\frac{7}{8}$ " "	$\frac{1}{2}$ " "	\$31.65	\$32.60	3 2 $\frac{1}{2}$
Rs 224	Rs 224	10 $\frac{1}{4}$ " "	8 $\frac{1}{2}$ " "	$\frac{1}{2}$ " "	\$31.55	\$32.50	3 2
Rs 225 $\frac{1}{4}$	Rs 225 $\frac{1}{4}$	9 $\frac{7}{8}$ " "	8 $\frac{1}{2}$ " "	$\frac{1}{2}$ " "	\$31.55	\$32.40	3 2 $\frac{1}{4}$
Rs 224 $\frac{3}{4}$	Rs 224 $\frac{3}{4}$	9 $\frac{1}{2}$ " "	8 $\frac{1}{4}$ " "	$\frac{1}{2}$ " "	\$31.50	\$32.45	3 1 $\frac{1}{4}$
Rs 224 $\frac{1}{2}$	Rs 224 $\frac{1}{2}$	10 $\frac{1}{8}$ " "	9 " "	$\frac{1}{2}$ " "	\$31.85	\$32.80	3 1 $\frac{1}{2}$
Rs 223 $\frac{3}{4}$	Rs 223 $\frac{3}{4}$	10 " "	8 $\frac{3}{4}$ " "	$\frac{1}{2}$ " "	\$31.90	\$32.85	3 1 $\frac{1}{2}$
Rs 222 $\frac{3}{4}$	Rs 222 $\frac{3}{4}$	9 $\frac{3}{4}$ " "	8 $\frac{1}{2}$ " "	$\frac{1}{2}$ " "	\$31.95	\$32.90	3 1 $\frac{1}{4}$
Rs 221	Rs 221	9 $\frac{3}{8}$ " "	8 $\frac{1}{8}$ " "	6 $\frac{1}{2}$ " "	\$32.05	\$33.00	3 1 $\frac{1}{2}$

THE POSTMASTER GENERAL'S REPORT.

GENERAL POST OFFICE,
HONGKONG, January 3rd, 1888.

SIR,—I have the honour to report on the British Postal Service in Hongkong and China during 1887.

2. There is not much to record, nor indeed, as far as Hongkong is concerned, can there be much in the way of progress to record until the Department ceases to be cramped by a wholly inadequate building. The limits of development of the service in the existing structure have been fully reached, nor can any marked improvement of organisation be expected until room is provided for a larger staff and more extended operations. Economy of space has been carried so far in the Hongkong Post Office that any modification of detail which necessitates a shelf, a small table, or indeed any place to put anything, has become all but impossible. If the space required is more than a few feet, such a modification is quite impossible.

3. How little the staff of the Post Office has grown with the growing necessities of the service may be seen from the following statement of the *Hongkong* portion of the staff of this Department, in 1875 when the present writer took charge of it, and in 1887, respectively;—

1875.

Hongkong Staff only.

- 1 Postmaster General.
- 1 Assistant do.
- 1 Accountant.
- 1 Money Order Clerk.
- 2 Marine Officers.
- 2 Chinese Assistants for Marine Officers.
- 6 Clerks.
- 3 Senior Chinese.
- 6 Postmen.
- 8 Coolies.
- 4 Boatmen.

35. Total salaries \$20,400.

1887.

Hongkong Staff only.

- 1 Postmaster General.
- 1 Assistant do.
- 1 Accountant.
- 2 Money Order Clerks.
- 3 Marine Officers.
- 2 Chinese Assistants for Marine Officers.
- 7 Clerks.
- 3 Senior Chinese.
- 7 Postmen.
- 6 Coolies.
- 4 Boatmen.

37. Total salaries \$22,740.

4. It appears from the above that during twelve years there has been an increase in the Staff of two persons, and in the annual expenditure of \$2,340, or not quite \$200 a month. This increase is more than accounted for by the extra money order clerk, by a clerk for parcels, and by the additional Marine Officer. This latter appointment was necessitated, not by an increase in the work, but because it was found to be, in conjunction with the travelling and constant change of climate, too severe for only two officers. Two Marine Officers died at their posts. Even with three, one of whom is always doing three months shore duty, the strain on health is very perceptible.

5. This slight increase in the *personnel* of the Department obtained, as is always the case, with the greatest difficulty, has been nothing like sufficient to keep pace with the growing wants of the community. Nearly stagnant from 1865 to 1875, this Colony in the latter year took a fresh departure, and has been increasing steadily ever since. Steamer traffic grows every year, new Ports have been opened in our neighbourhood, new mail lines have been established. The French Packets, which in 1875 brought ten or twelve half-empty bags of correspondence, now bring from ninety to a hundred full ones, our largest inward mail in fact, which, unfortunately, necessarily arrives unsorted. In 1875 we had Money Order relations only with the United Kingdom, and the duties were attended to by a clerk who was expected to perform his full share of ordinary Postal

work as well. Now we exchange Money Orders with nearly all the world, and the duties are discharged, with daily increasing difficulty, only by the continuous attention of two clerks, who have to be detached from all other duties. Parcel Post has been introduced within the last two years, and, whilst it is most useful and successful, it forms a serious addition to the general work of the Office, and to the daily demand for more space. The total number of letters, papers, &c., passing through the Hongkong Post Office in 1875 probably fell short of 900,000. The total for 1887 is estimated at 2,200,000. The work of the Department is only got through, and that with extreme pressure and difficulty, by long and severe hours of duty, by excessively hard work, and by the superior officers joining in manual labour which, in most other places, would be performed by men at twenty-five shillings a week.

6. But it is when the Chinese Staff of the Office is considered that it is seen how completely inadequate is the provision of hands, in comparison with the work to be done. In the Local or Municipal Post Office of Shanghai, which undertakes nothing but the reception and distribution of local correspondence, and of that exchanged by steamer with certain Ports immediately corresponding with Shanghai, the work is carried on by the following Chinese staff under the superintendence of two Europeans:—

- 3 Senior Chinese.
- 17 Postmen and Coolies.
- 2 Rickshaw Coolies.
- 4 Boatmen.

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The Municipal Post Office at Shanghai is one of seven Post Offices by which the correspondence of that Settlement is dealt with, and it is furnished with *twenty-six* Chinese. The Hongkong Post Office does the whole of the Postal work of Hongkong, inward, outward, and local; prepares and passes on the mails for all China and Japan; acts as a centre between those countries and the Straits, India, America and Australia; sorts both the English and French mails for Shanghai; and is furnished with *twenty* Chinese. The amount of correspondence passing through Shanghai may be taken, with fair accuracy, to be about half of that passing through Hongkong. The whole Postal work of Shanghai is performed by

13 Europeans and 48 Chinese, that of Hongkong by 17 Europeans and 20 Chinese. Moreover the only two really heavy mails for Shanghai are sorted in Hongkong.

7. The Municipal Post Office at Shanghai can, naturally, establish hourly deliveries, and effect them with great regularity and satisfaction to the public. The Hongkong Post Office effects with difficulty three deliveries a day, with an extra delivery after dark when necessary; and, when there is a rush of either inward or outward mail work, delivery has to be suspended altogether, the services of the postmen who should go out with correspondence being indispensable indoors.

8. The directions in which the organisation of the Hongkong Office should now be developed are these:—

- (a.) The improvement of local delivery.
- (b.) The collection of correspondence from steamers, and a quicker landing of contract mails, by means of a steam-launch belonging to the Department.
- (c.) An enforcement of the monopoly of the Post Office with regard to outward correspondence, more particularly Chinese.

The third of these has been waiting for time and opportunity, but the other two are absolutely dependent on the provision of a larger building. Local delivery cannot be improved without a Chinese staff at least double of what we have at present. There is not room in this building for a single additional Chinese. Instead of adding to the existing overcrowding, it should be abated. And it is worse than useless to collect correspondence from steamers unless there are the means of delivering it at least as quickly as the steamer agents can deliver it themselves. Similarly, this Department could not work a steam-launch to advantage without two Europeans to relieve each other in the duty of boarding vessels on arrival. They would have to live on the premises, for which no ingenuity could arrange in the present building. In fact almost every attempt to improve the service in any way is blocked by the same condition, *more room*.

9. To fully develop the internal Postal service of this Colony there will be needed ere long four small sub-offices, viz., one at the east and one at the west end of the town, one at Kowloon and one at the Peak. Pillar boxes will also have to be established at convenient spots on the routes

leading to these suburbs. All this would pay its own expenses and more, but it is useless to attempt it without a sufficient central staff to receive and distribute the correspondence.

10. International Statistics, to regulate the payments for sea and territorial conveyance of mails during three years were taken during the first twenty-eight days of November, and, so far as is known up to this date, with regularity and success.

11. The date at which this Report has to be sent in makes it impossible to detail the Revenue of the Department for 1887, which will not be definitely ascertained for some months to come. Probably, however, there will be some improvement on the Revenue for 1886, which was as follows;—

Gross Revenue, 1886,.....	\$134,734.72
Share of United Kingdom,	\$78,379.82
Share of other countries,	7,865.91
Conveyance of Mails,	6,973.12
Working expenses,	33,136.49
Balance,	8,379.38
	<u>\$134,734.72</u>

12. We have ceased to expect a profit on the working of the Post Office. That there is still a balance to the good is mainly due to the Parcel Post. During the year the following parcels have been dealt with (not including local parcels, of which no separate account is kept.)

	<i>Inward.</i>	<i>Outward.</i>	<i>Total.</i>
By P. & O. Packet,	5,195	3,831	9,026
By German Packet,	215	166	381
	<u>5,410</u>	<u>3,997</u>	<u>9,407</u>

13. The largest Parcel Mail was that despatched on November 8th, the Christmas Mail, by which 329 parcels, weighing 631 lb. net were forwarded. The next largest was that despatched on November 22nd, the New Year Mail, by which 265 parcels, weighing 487 lb. net were forwarded. The largest inward Parcel Mail consisted of 408 parcels, weighing 892 lb.

14. Two parcels were confiscated in London, one for containing reprints of books copyright in the United Kingdom, the other for containing cigars which it was attempted to smuggle under a false declaration. The cigars were addressed to a lady, probably to divert suspicion of the real nature of the contents of the parcel.

15. The exchange of Parcels with the Continent by German Packet is steadily though slowly increasing. At first only four or five parcels were sent or received by each mail, now the average is about twenty. A box containing eight parcels was lost in the *Oder*.

16. The reduction of postage on coast and local parcels effected some time since has been the means of attracting a considerable business in the transmission of such parcels, which are now carried at five cents a pound including Registration.

17. It is hoped ere long to have Parcel Post arrangements in force with the principal Australian Colonies. The Victorian Government, which, as controlling the P. & O. line from Melbourne to Colombo, is the first to be consulted, has accepted the proposals of this Office, and it is hoped that the system may be at work within two or three months. An exchange of parcels by the direct Torres Straits steamers was proposed to Queensland, but the internal legislation of that Colony does not permit of its adoption.

18. A direct exchange of Parcels with Canada via Vancouver has also been proposed. The Canadian Post Office replied that when the mail service between Vancouver and Hongkong has been put on a permanent footing the question will be considered.

19. It has been shown in paragraph 12 that exclusive of local exchanges, 9,407 parcels passed through this Office in the course of the year. Although the contents of many of these were of considerable intrinsic value, no parcel has been lost, nor has any local parcel been lost.* The reason is not far to seek. Although parcels are not technically considered as Registered Articles, yet practically and to all intents and purposes, they are Registered. Persons who talk "the stuff that makes one sad and almost sick," as to how they never register their letters, "it only serves to call attention to them," would do well to consider the fact that upwards of nine thousand parcels, often containing such objects as watches, rings, bracelets, &c., *with the contents and value marked on them*, have been transmitted safely under Registration during the year, whilst it is believed that

* Eleven Registered Letters are believed to have been destroyed by an explosion on board the *Firmosa* on December 26th.

nearly every letter containing such objects and posted without Registration has been stolen, not necessarily here, nor even necessarily in the Postal service, but still stolen, somewhere.

20. If it were as possible to prevent the sending of unregistered money letters through the Post as it is to prevent the sending of unregistered parcels, letter stealing would disappear. It is kept up and perpetuated by the persons referred to in the last paragraph, who not only do wrong themselves, but also persuade others to do so. If *only* money letters were stolen, the senders might well be left to reap the consequences of their own carelessness, but unfortunately the letters of innocent people are stolen on the chance or on the supposition that they contain money.

21. It may be questioned whether the detective measures taken by many Postal Administrations in the way of sending test letters and laying other traps for Post Office thieves do not do more harm than good. Every time a letter-carrier is convicted, the public begin to think that *now*, at last, they may send money letters with safety. They are soon undeceived. So far at least as Post Offices where the subordinates are Chinese are concerned, it will *NEVER* be safe to send money or valuables through the Post unregistered, and it is believed to be at once the kindest and the justest course to avoid any useless show of an attempt to make it so. Such attempts only foster a disastrous illusion, and intensify the evil they are intended to cure. To countenance the promiscuous sending of money letters, and yet attempt to put down thefts by detective measures, is like planting a noxious weed, and then snipping at it with scissors. The public have it in their power to cut the weed *at the root* by ceasing to send unregistered money letters. It is believed that the refusal of this Department to make any enquiry into alleged cases of theft of unregistered money letters has reduced that class of correspondence very considerably. If these remarks should deter one additional person from sending money in unregistered covers they will not have failed of their object. And, if they do not deter him, the loss of his money very speedily will.

22. As it appeared doubtful whether the direct route *viâ* Aden for correspondence for the South African Colonies was working as satisfactorily as formerly, experiments were made by the despatch of test covers, as to the real time occupied in transit. The result was as follows:—

	<i>Viâ London.</i>	<i>Viâ Aden.</i>
To Cape Colony,	50 days.	76 days.
To Natal,	57 days.	69 days.

Correspondence for these Colonies is therefore now forwarded exclusively by way of London.

23. In view of the inconvenience caused by the departures of the steamers of the Pacific Mail Company and Occidental and Oriental Steamship Company on the same days as the Mails for Europe, the two Companies promised that they would, in arranging their Schedule for the present year, do all in their power consistently with the rules they have found it necessary to observe, to avoid a repetition of this conflict of dates. The good offices of the Companies have been so far successful that, in their Time Table for the first half of this year, there are only two coincidences.

24. It would be very desirable if the occasional despatch of the German Packet on the same day as the French Packet could also be avoided. It deprives the public of much of the advantage of a supplemental opportunity to be obliged to make use of it within a few hours or not at all.

25. The outward French Packets now remain here only twenty-four hours, an arrangement causing a severe strain on the strength of this Office,* which has only a few hours of daylight to get the whole mail for Shanghai sorted and packed, amidst the numerous distractions always arising from the recent arrival of a contract mail. On one occasion the newspaper portion of the Shanghai mail was unavoidably sent up unsorted. That was on August 4th, a day on which three Contract Mail Packets left this Colony, and two were expected to arrive. Fortunately one arrival did not take place till the following morning.

26. It is feared that, under the new P. and O. contract, the stay of the outward Packet here will also be only twenty-four hours.

27. If the sorting of mails for Shanghai is to be continued under those circumstances, some reinforcement of the staff will be inevitable, but this is a subject which can be well considered when the question of the surrender or otherwise of our Post Offices in China to the Chinese Government is settled. No decision on this point has yet been arrived at by the Imperial Government.

28. It will be necessary to make provision for a re-organisation of the Amoy Post Office in case we retain the control of it. It is impossible to continue working it much longer in its present under-manned condition.

* On Christmas day the clerks in charge of the Shanghai mail were at work from 2 P.M. till midnight, and were repaired at 7 the next morning for the ordinary work of the Office.

The duties of the Postal Agent at Amoy depend upon the incessant and constantly increasing steamer traffic of that Port, and have been much added to by the establishment of direct steam communication between Amoy and Manila, and between Amoy and Batavia. For Manila alone steamers leave Amoy on the average every three days. The Postal Agent has, during the past year, collected and accounted for Revenue to the amount of \$9,403.60. He has sold \$7,837 worth of stamps. He has despatched 5,553 Registered Letters and received 4,831, making a total of 10,184 Registered articles, every one of which needed individual attention and necessitated several entries in books, &c. This gives an average of 28 Registries each day, including Sundays, but sometimes as many as 125 Registered Articles will be despatched to Manila by one steamer. The Agent has dealt with 325 parcels, and has sold Postal Notes to the amount of \$1,312. He has dealt, without any assistance except that of two Chinese who cannot read English, with over 200,000 articles of ordinary correspondence, say 550 per day, Sundays included. His Office is the point of distribution for Tamsui, Kelung, Taiwanfoo, and Takao, the service of which places involves much correspondence and attention to detail. It can scarcely be thought that \$40 a month is a sufficient salary to pay a gentleman, who has other duties to attend to, for the amount of work, responsibility, watchfulness, and care, involved in keeping up such an Office as is described above. All through the year, we have been continually on the verge of a deadlock at Amoy caused by the not unnatural reluctance of officers of the Consular service to undertake a post the work of which is out of proportion to the pay. Only by the good offices of H. M. Consul in prevailing on members of his staff to take the duties as a personal favour to himself has such a deadlock been prevented. If the Amoy Office continues to be worked from Hongkong it is hoped that its complete reorganisation will be allowed.

29. Arrangements were made, during the year under report, to induce a more general prepayment of the correspondence which it is the custom to send here by steamers outside the mails. The measures taken were necessarily of a stringent kind, but it was intended to relax them as soon as the end in view was attained. This was accomplished before the setting in of the inevitable outcry, which had been all along foreseen by this Department; and the sending of unpaid letters on board steamers was practically put a stop to, and less stringent rules introduced, before any complaint was made. This Office, at any rate, is no longer periodically

flooded with unpaid correspondence, nor will the wholesale transmission of such unpaid correspondence through the Post be allowed to be resumed.

I have the honour to be,

Sir,

Your obedient Servant,

A. LISTER,
Postmaster General.

The Hon. FREDERICK STEWART,

Colonial Secretary.

&c., &c., &c.

THE HARBOUR MASTER'S REPORT.

HARBOUR DEPARTMENT,
HONGKONG, 10th February, 1888.

SIR,—I have the honour to forward the following Annual Returns for this Department for the year ending 31st December, 1887.

2. This being the last Annual Return it will be my duty to make to the Government, I trust it will not be thought out of place to give a short account of the progress in Shipping, &c., the Colony has made since I have held the Offices of Harbour Master, Marine Magistrate, Emigration and Custom's Officer. I was in the first instance, while serving in the Royal Navy, temporarily employed by the Colony from the 17th March to 26th November, 1860; and in March, 1861, I was, on the resignation of my predecessor, permanently appointed to this Department.

3. The Department when I took charge consisted of the Harbour Master, three Clerks, and one Boarding Officer, the annual tonnage of the Port, exclusive of Junks, averaged about 878,135 tons, and the number of foreign built ships entering the Port daily was about 5.

4. The returns accompanying this report show the progress the Colony has made.

Twenty-seven years ago steamers were the exception, and sailing-ships the rule, and previous to 1866, Junks went in and out of Harbour unnoticed. The average tonnage of a steamer then was very little over one thousand tons, whereas now it is no uncommon thing to see three or four steam-ships in Port at one time each measuring from 3 to 4,000 tons and upwards.

5. The Regulations for the control of the Harbour had been in force since the Colony was created. My attention was soon drawn to this, and to the absence of, any means of providing for payment of fees for registering ships under the Merchant Shipping Acts, any Marine Court to enquire into casualties at sea, any regulations for cargo-boats, and any board to grant Certificates of Competency to Masters and Mates in the Mercantile Marine. On these matters being brought to the notice of the Government, the following Ordinances, affecting these great interests, were framed and became law:—

No. 10 of 1860, regulating fees under Merchant Shipping Act, 1854.

No. 11 of 1860, to constitute Marine Courts of Enquiry.

No. 15 of 1860, to regulate Cargo-boats.

No. 17 of 1860, to constitute a board of examination for Masters and Mates.

No. 1 of 1862, to regulate and control the Harbour.

6. Previous to 1866 Piracy in Colonial and neighbouring waters was of common occurrence, and Shau-ki-wan bore a very bad name as the centre where Junks fitted out for piratical purposes. Its close proximity to the Lyeemun Pass enabled Masters of heavily manned and armed Junks to follow vessels that had been ascertained to have opium, or other valuable cargo, on board. These were too frequently come up with and

attacked at night, stink-pots and arms of all descriptions being freely used. Shortly after Governor Sir RICHARD MACDONNELL's arrival his notice was attracted to the unenviable character Hongkong bore as a Pirate resort, and he introduced Ordinance 6 of 1866, which brought all Junks under the supervision of this Department, which was considerably increased to meet the requirements of the Ordinance. Harbour Master's Stations were created at Shau-ki-wan, Stanley, and Aberdeen (now supplemented by Stations at Yau-ma-ti and Hung-hom) so as to bring all Junks visiting these waters under close inspection, and no Junks have since been allowed to leave or enter the waters of the Colony without undergoing an examination by Inspectors appointed for the purpose. Ordinance 7 of 1866 compelled the registration of all Chinese householders, and the two Ordinances assisted by Gunboats which the Senior Naval Officer kept constantly cruising had the desired effect, and Hongkong soon ceased to be a resort for Pirates, and that trade (if it may be so called) came to an end. Isolated acts of Piracy are still reported, but they are not attended with the slaughter and burning that existed in Hongkong's earlier days.

7. In 1867 Messrs. LANDSTEIN & Co., were permitted to keep a hulk off Yau-ma-ti, clear of all shipping, for the storage of Gunpowder. At 1.15 P.M. of the 17th January, 1867, a vessel was lying alongside the hulk discharging Gunpowder when an explosion took place and the two vessels and people on board were destroyed. A Gunpowder Ordinance (No. 4 of 1867) was at once passed bringing the storage of all private Gunpowder within the control of the Government, with a result that has proved satisfactory.

8. In 1867, the increasing shipping of the Colony brought the question of Lighthouses prominently before the Government. Reports were made and with the assistance of the late Staff Commander REED, a Naval Surveyor in command of H.M.S. *Rifleman*, the Islet of Waglan at the Eastern approach to the Harbour, Green Island at the Western entrance, and the Gap rock to mark the Southern approach to the Colony were recommended as the most favourable sites for Lighthouses. Difficulties were raised then, and they apparently continue, by the Chinese Government as to the Colony erecting such buildings on Chinese Territory, and it was not until after much loss of time and a great deal of correspondence that this Government was compelled to build Lighthouses within its own jurisdiction, and Cape d'Aguilar, Cape Collinson, and Green Island Light-

houses were erected under the provisions of Ordinance 17 of 1873, and lit for the first time on the 18th April, 1875. The concession, or letting of Waglan and Gap rock at a nominal rent to this Colony, together with Green Island, would have made the lighting of the approaches to Hongkong complete. At present such is not the case, and all apparently owing to a sentimental feeling on the part of the Chinese Government, for most certainly neither Waglan nor Gap rock are of any value except as sites for Lighthouses.

9. Ordinance 1 of 1874 brought the survey of unseaworthy ships under the control of the Government.

10. In 1875, an explosion and loss of life on board a steam-launch in the Harbour caused an Ordinance to be brought into force for the regulation of steam ferry boats, of which there are now 42 licensed. The Masters and Engineers of these boats undergo an examination at this Office, the boats are thoroughly examined every six months, and no further accident has occurred.

11. Till 1876, steamers plying between Hongkong, Canton and Macao were under no regulation whatever, and they at times carried as many passengers as could be crammed into them. These vessels are now, as indeed are all vessels carrying more than 12 passengers, under stringent regulations as to the number of passengers they can convey, the condition of boilers and engines is ascertained and it is stated on the ship's certificates in what parts of the ships and how many passengers can be carried.

12. The Shipping Ordinances passed previous to 1879 were consolidated by Ordinance 8 of 1879, and in framing this Ordinance advantage was taken to introduce regulations for the Survey of ships carrying more than 12 passengers, for the appointment of practical Marine Surveyors to conduct the surveys for the examinations of Engineers as to their qualifications, for the carriage of dangerous goods, for holding Courts of Survey, for regulating medicines and medical stores, and other smaller details were introduced to meet the requirements of the time.

13. The following table from 1861 to 1887 inclusive, will at once show the yearly increase of the arrivals of vessels at this Port. Where it has been possible to separate sailing-ships from steamers and Junks I have done so, and the result will show a very satisfactory statement of the Colony's progress:—

YEARS.	STEAMERS AND SAILING SHIPS.		STEAMERS.		SAILING SHIPS.		JUNKS.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861,	1,259	658,196	...	...	...	...	...	...	1,259	658,196
1862,	1,390	688,829	...	...	...	...	...	...	1,390	688,829
1863,	1,822	894,924	...	...	...	...	...	...	1,822	894,924
1864,	2,264	1,013,748	...	...	...	...	...	...	2,264	1,013,748
1865,	2,206	1,063,259	...	...	...	...	...	...	2,206	1,063,259
1866,	1,896	949,856	...	...	...	...	...	...	1,896	949,856
1867,	2,446	1,194,826	...	...	...	...	20,787	1,367,702	23,233	2,562,528
1868,	2,043	991,117	...	...	...	...	25,457	1,510,698	27,500	2,501,815
1869,	2,223	1,127,962	...	...	...	...	23,235	1,397,446	25,458	2,525,408
1870,	2,400	1,327,730	...	...	...	...	25,491	1,508,706	27,891	2,836,436
1871,	3,049	1,700,855	...	...	...	...	26,501	1,660,167	29,550	3,360,622
1872,	3,054	1,905,866	...	...	...	...	28,340	1,871,810	31,394	3,777,676
1873, .....	...	...	1,579	1,203,372	748	431,980	27,049	1,789,598	29,376	3,424,950
1874, .....	...	...	1,607	1,190,063	584	328,545	23,290	1,631,594	25,481	3,150,202
1875, .....	...	...	1,906	1,558,308	703	393,547	23,459	1,610,919	26,068	3,562,774
1876, .....	...	...	2,179	1,773,068	688	400,867	25,314	1,727,456	28,181	3,900,891
1877, .....	...	...	2,109	1,982,123	760	463,632	26,500	1,798,788	29,369	4,244,543
1878, .....	...	...	2,326	2,136,832	731	454,340	25,722	1,761,496	28,779	4,352,668
1879, .....	...	...	2,212	2,204,901	517	265,744	24,508	1,652,023	27,237	4,122,668
1880, .....	...	...	2,465	2,316,121	416	219,466	23,920	1,650,258	26,801	4,185,845
1881, .....	...	...	2,750	2,599,460	464	253,819	24,339	1,680,025	27,553	4,533,304
1882, .....	...	...	3,054	2,943,867	383	226,976	25,231	1,805,390	28,668	4,976,233
1883, .....	...	...	3,012	3,215,569	387	234,859	24,258	1,851,239	27,657	5,301,662
1884, .....	...	...	2,976	3,259,234	314	220,403	23,473	1,687,594	26,763	5,167,231
1885, .....	...	...	3,084	3,632,051	344	234,658	23,674	1,797,222	27,102	5,663,931
1886, .....	...	...	3,963	4,359,906	288	211,390	22,974	1,752,868	27,222	6,324,164
1887, .....	...	...	3,890	4,468,302	188	139,612	23,521	1,793,923	27,599	6,401,837

14. The Emigration laws of the Colony were not in a very satisfactory condition in 1861. Besides the Imperial Chinese Passenger's Act, 1855. Ordinances 11 of 1857 and 6 of 1859 were in force and others were added, which for convenience were consolidated by Ordinance 5 of 1874, and since then additional Ordinances for the protection of Chinese Emigrants have been brought into force, but these call for no special remark.

15. I will now bring to the notice of the Government a statement of the Shipping, Emigration, &c.: in 1887 as compared with 1886.

SHIPPING.

16. The grand total of all vessels including Junks arriving here in 1887 is 27,559 vessels measuring 6,401,837 tons, or an increase of 377 vessels and 77,673 tons on the previous year, making a daily average arrival of 75.5 vessels measuring about 232 tons each; and of this very large trade 53.6 per cent. is under the British flag.

17. The following paragraphs refer to the trade in vessels of foreign construction, the Junk trade being dealt with separately under its proper heading.

18. During the year under review 3,890 ships propelled by steam measuring 4,468,302 tons, and 188 sailing vessels measuring 139,612 tons arrived, being a decrease of 73 steam-ships, but an increase of 108,396 tons showing the additional capacity of steamers of the present day.

19. There is a decrease on the whole of 100 sailing-ships measuring 71,778 tons, the decrease being principally in British bottoms. Sailing-vessels under foreign flags are now 100 per cent. in excess of the same class of vessels carrying the British flag.

Of the above mentioned 3,890 steam-ships entering the Port, 2,873 are British, and the remaining 1,017 are foreign owned, or a difference of 182.5 per cent. in favour of British ships.

20. The nationality of the various steam-vessels arriving at this Port come in the following order:—

	Number.	Tons.	Average tonnage of each vessel.
British,	2,873	3,388,123	1,179
German,	540	467,775	866
Chinese,	140	180,795	1,291
French,	100	160,765	1,607
Danish,	63	28,521	453
Dutch,	44	58,941	1,339
Norwegian,	37	44,610	1,206
Spanish,	29	16,178	558
United States,	20	47,626	2,381
Italian,	14	21,520	1,323
Austrian,	13	27,421	2,109
Russian,	11	19,726	1,793
Japanese,	5	5,743	1,149
Belgian,	1	558	558

21. The vessels under the French, Dutch, United States, Italian, and Austrian flags are few in number but of large capacity some are subsidized by their respective Governments. The Russian ships belong to the so-called Volunteer fleet and pass through with Troops, Prisoners, free Emigrants, and Stores. The British ships vary very much in size thereby reducing their average capacity, and the same may be said of German ships.

22. There is a decrease in tonnage under the following flags: American 51,783 tons, Austrian 17,093 tons, French 12,852 tons, and an increase under the British flag of 62,141 tons, Norwegian 28,984 tons. Under other flags the increase or decrease is too unimportant for special notice.

23. Of the Countries with which this trade is conducted: In *British vessels* there is an increase with British Columbia of 12,446 tons, Java and adjacent Islands 18,783 tons, Macao 38,710 tons, Hainan 9,532 tons and Siam 22,863 tons; there is a decrease of 26,068 tons with Coast of China and Formosa, and of 20,937 tons to Cochin-China.

24. In *Foreign bottoms* there is an increase with Coast of China and Formosa of 10,934 tons, India and Singapore, &c. 16,003 tons, Japan

75,851 tons, Hainan 10,058 tons, Russia in Asia 16,065 tons and Siam 35,254 tons; the decrease is with Australia 20,644 tons, Cochin-China 56,570 tons, Europe 19,728 tons, Great Britain 19,561 tons, Macao 24,988 tons and the United States of America 10,447 tons.

JUNKS.

25. The trade in Junks from the Coast of China and Formosa shows an increase of 691 vessels measuring 62,875 tons, but the trade from Macao in this class of vessel shows a decrease of 141 vessels and 21,820 tons. There is also a decrease of 620 vessels and 16,603 tons in the carrying trade between Victoria and the Villages in the Island and Yau-ma-ti.

STEAM-LAUNCHES.

26. Of these vessels there are 42 licensed to carry passengers, 43 private boats, 10 Local Government boats and 7 belonging to the War Department. These boats add much to the active appearance of the Harbour, and on one occasion, under the following circumstances, gave a practical illustration of their usefulness beyond their ordinary employment. The Pacific Mail Steam-ship Company S.S. *City of Peking* (3,129 tons), while passing through the shipping on her way to her buoy, collided with the Messageries Maritimes S.S. *Saghalien* (2,444 tons) striking her on her broadside damaging her below the water line. A large number of launches voluntarily seized hold of the latter ship and towed her until she grounded in shallow water off the Cosmopolitan Docks, probably saving the vessel from sinking in 8 or 9 fathoms of water.

The licensed launches are gradually driving the small Junks out of the carrying trade with the Villages.

EMIGRATION.

27. Of the whole number of Emigrants leaving in 1887 (82,897) there is an increase on the previous year of 16,401 Male adults, 1,530 Female adults, 300 Male children and 144 Female children, this increase being divided as follows:—

INCREASE.

DESTINATION.	ADULTS.		CHILDREN.	
	Male.	Female.	Male.	Female.
Straits Settlements,	7,431	1,276	206	129
San Francisco,	4,713	222	14	5
Australian Colonies,	3,299	4	57	...
Honolulu,	921	31	31	13
British Columbia,	111	...	3	...
United States of America viâ } British Columbia,	168	...	...	...
Mauritius,	34	...	...	...
Increase,	16,677	1,533	311	147

DECREASE.

DESTINATION.	ADULTS.		CHILDREN.	
	Male.	Female.	Male.	Female.
Bangkok,	247	3	2	2
Dili, Timor,	29	...	...	...
Mauritius, .....	...	...	9	...
Australia, .....	...	...	...	1
Decrease,	276	3	11	3
Increase,	16,677	1,533	311	147
Increase,	16,401	1,530	300	144

Total Increase,.....18,375.

28. With so extensive an Emigration, it is scarcely possible to prevent abuses, but it is satisfactory to know that they are in a very small proportion.

29. Women and children under 12 years of age have to provide two photographs each, one is kept on record at this Office, and the other remains in the possession of the Emigrant, so that on arrival at their destination there can be no question as to their identity, should, after the vessel has sailed, any one appear at this Office and complain that a relative has been improperly taken away. With male adults it is more difficult to deal, and they are a good deal left to their own resources. They are all however questioned as to their desire to leave the Colony, and if their replies are in the affirmative there can be no reason why they should not exercise their rights and proceed on their voyage. If any emigrants leave here against their will it is entirely due to themselves for not stating the truth when questioned at the Harbour Office in the first place, and again when questioned and medically examined on board the ship by which they are to proceed.

REGISTRY OF SHIPPING.

30. Four vessels were registered during the year, and nine Certificates of Registry were cancelled.

MARINE MAGISTRATE'S COURT.

31. Ninety cases were heard in the Marine Magistrate's Court during the year.

EXAMINATIONS FOR THE POSTS OF MASTERS, MATES AND ENGINEERS, UNDER SECTION 15 OF ORDINANCE No. 8 OF 1879.

32. The following Table will show the number of Candidates who passed, and who failed in obtaining Certificates of Competency:—

GRADE.	PASSED.	FAILED.
Masters,	22	5
First Mates,	10	3
Only Mates, .....	...	1
Second Mates,	3	...
	35	9
First Class Engineers,	14	5
Second Class Engineers,	13	10
	27	15

MARINE COURTS, UNDER SECTION 13 OF ORDINANCE No. 8 OF 1879.

33. The following Courts have been held during the year:—

1. On the 30th June, 1887.—Inquiry as to the loss of the British Steam-ship *Benledi*, Official No. 65,767 of Leith, on the "Boat Rocks" to the South West of the Lammocks Island Lighthouse, on the 18th June, 1887. The Master's (JAMES LAWSON RIDDICH) Certificate of Competency was returned to him. In this case the Harbour Master (President of the Court) disagreed with the Finding, and under Sub-section 5, Section 13, Ordinance 8 of 1879, reported to the Governor his reason for dissent therefrom.
2. On the 22nd November, 1887.—Inquiry as to the burning and loss of the British Steam-ship *Wah Yewng*, Official No. 88,834 of Hongkong, near Chuen Pee Point, in the Canton River, on the 15th November, 1887, resulting in great loss of life. The Master's (JOHANNES H. A. WITT) Certificate of Competency was suspended for three months.
3. On the 28th November, 1887.—Inquiry as to the loss of the British Steam-ship *Killarney*, Official No. 65,876 of Dublin, which was run down and sunk by the British Steam-ship *Crusader*, Official No. 63,856 of Glasgow, in Iloilo Bay, Philippine Islands, on the 14th November, 1887. The Master of the *Killarney's* (JAMES O'NEILL) Certificate of Competency was returned to him.
4. On the 22nd December, 1887.—Inquiry as to the loss of the British Steam-ship *Lorne*, Official No. 62,297 of Leith, on the East Coast of Hainan, on the 3rd December, 1887, resulting in loss of life. The only surviving Officers so far as can be ascertained being the Second Mate and the Third Engineer. No blame was attached to the Master (WILLIAM HUNTER) or any of the Officers.

SEAMEN.

34. 9,458 Seamen were shipped at the Shipping Office during the year, and 10,378 discharged, this discrepancy is owing to Consuls representing foreign flags not applying as hitherto for permits to ship Seamen on board their respective vessels, consequently no record of such shipping can now be kept.

MARINE SURVEYOR'S SUB-DEPARTMENT.

35. I append a return of the work performed by the Surveyors, since
Mr. BREWER's first appointment.

I have the honour to be,

Sir,

Your most obedient Servant,

H. G. THOMSETT, R.N.,
Harbour Master, &c.

The Honourable F. STEWART, LL.D.,
Colonial Secretary,

&c., &c., &c.

