



Hong Kong  
General Chamber of Commerce

Report  
For The Year  
1913



# REPORT

OF THE

GENERAL COMMITTEE

OF THE

Hongkong General Chamber of Commerce

FOR THE

Year ending 31st December, 1913.

PRESENTED TO THE MEMBERS

AT THE

ANNUAL MEETING HELD ON 28th APRIL, 1914.

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HONGKONG:

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1914.



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**COMMITTEE, 1914.**HON. MR. E. A. HEWETT, C.M.G., *Chairman.*

MR. J. W. C. BONNAR <i>Vice-Chairman.</i>	HON. MR. E. SHELLIM
MR. S. H. DODWELL	MR. H. A. SIEBS
MR. G. T. EDKINS	MR. N. J. STABB
MR. P. H. HOLYOAK	MR. A. WIDMANN

HON. MR. D. LANDALE

MR. E. A. M. WILLIAMS, *Secretary.***ARBITRATION COMMITTEE, 1913.**

MR. J. W. C. BONNAR	HON. MR. E. SHELLIM
MR. G. T. EDKINS	MR. H. A. SIEBS
MR. P. H. HOLYOAK	MR. A. WIDMANN

**CORRESPONDING COMMITTEE, 1913.**

THE CHAIRMAN	MR. S. H. DODWELL
THE VICE-CHAIRMAN	MR. N. J. STABB

**LIST OF MEMBERS, 1913.**

- |                               |                                 |
|-------------------------------|---------------------------------|
| 1 MR. G. K. HALL BRUTTON      | 10 MR. ELLIS KADOORIE           |
| 2 SIR C. P. CHATER, C.M.G.    | 11 " G. P. LAMMERT              |
| 3 MR. A. M. ESSABHOY          | 12 " A. R. MARTY                |
| 4 " HUGO C. A. FROMM          | 13 " H. M. H. NEMAZEE           |
| 5 " A. G. GORDON              | 14 DR. J. W. NOBLE              |
| 6 " GEO. GRIMBLE              | 15 HON. MR. H. E. POLLOCK, K.C. |
| 7 " HO FOOK                   | 16 MR. M. S. SASSOON            |
| 8 " HO TUNG                   | 17 " F. SMYTH                   |
| 9 DR. G. P. JORDAN            | 18 " F. P. TALATI               |
| 19 MESSRS. ALVES, J. M. & Co. | 51 MESSRS. JOHNSON, STOKES      |
| 20 " ARTHUR NILSSON & Co.     | & MASTER                        |
| 21 " ARCULLI BROS.            | 52 " JORGE & Co.                |
| 22 " APCAR, A. V. & Co.       | 53 " KRUSE & Co.                |
| 23 " ARNHOLD, KARBERG         | 54 " DOUGLAS, LAPRAIK &         |
| 24 " BANKER & Co. [ & Co.     | Co.                             |
| 25 " BOTELHO BROS             | 55 " LANE, CRAWFORD & Co.       |
| 26 " BLACKHEAD, F. & Co.      | 56 " LOWE, BINGHAM &            |
| 27 " BUME & REIF              | MATTHEWS                        |
| 28 " BUTTERFIELD & SWIRE      | 57 " LOXLEY, W. R. & Co.        |
| 29 " CALDBECK, MACGRE-        | 58 " MACDONALD & Co.            |
| GOR & Co.                     | 59 " McEWEN, FRICKEL & Co.      |
| 30 " CARLOWITZ & Co.          | 60 " MELCHERS & Co.             |
| 31 " CARL BODIKER & Co.       | 61 " MEYERINK, Wm. & Co.        |
| 32 " CAWASJEE, PALLANJEE      | 62 " MICHAEL, J. R. & Co.       |
| & Co.                         | 63 " MING KEE HONG              |
| 33 " CONNELL BROS. & Co.      | 64 " MOXON & TAYLOR             |
| 34 " CRUZ BASTO & Co.         | 65 " MODY, N. & Co.             |
| 35 " DAVID, S. J. & Co.       | 66 " PABANEY, E. & Co.          |
| 36 " DEACON, LOOKER,          | 67 " PERCY SMITH, SETH &        |
| DEACON & HARSTON              | FLEMING                         |
| 37 " DENNY & BOWLEY           | 68 " RADECKER & Co.             |
| 38 " DONNELLY & WHYTE         | 69 " REISS & Co.                |
| 39 " EWENS & NEEDHAM          | 70 " REUTER BROCKEL-            |
| 40 " FERD BORNEMANN & Co.     | MANN & Co.                      |
| 41 " GARRELS, BORNER & Co.    | 71 " ROBERTSON, WILSON          |
| 42 " GIBB, LIVINGSTON & Co.   | & Co.                           |
| 43 " GILMAN & Co.             | 72 " ROSS, ALEX. & Co.          |
| 44 " GODDARD & DOUGLAS        | 73 " ROZARIO & Co.              |
| 45 " HASKELL D. & Co.         | 74 " SANDER, WIELER & Co.       |
| 46 " HUGHES & HOUGH           | 75 " SASSOON, E. D. & Co.       |
| 47 " HUMPHREYS, J. D. & SON   | 76 " SHEWAN, TOMES & Co.        |
| 48 " HUMPHREYS, W. G. & Co    | 77 " SIEMSEN & Co.              |
| 49 " HUTCHISON, J. D. & Co.   | 78 " SKOTT, H. & Co.            |
|                               | 79 " SCAPES & Co.               |



## LIST OF MEMBERS.—Continued.

80 MESSRS. STEWART BROS.	83 MESSRS. WENDT & Co.
81 " THORESEN & Co.	84 " HARRY WICKING & Co.
82 " THOMAS COOK & SONS	85 " YUEN HOP HONG

86 AGENCY	PACIFIC MAIL STEAMSHIP Co.
	OCCIDENTAL & ORIENTAL S.S. Co.
87 ASIATIC PETROLEUM Co., Ltd.	OF LONDON.
88 BANK OF TAIWAN Ltd.	
89 BANQUE DE L'INDO CHINE	
90 "BANK" LINE, LIMITED	
91 BRADLEY & Co.	
92 BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.	
93 CANADIAN PACIFIC RAILWAY COMPANY	
94 CANTON INSURANCE OFFICE, LIMITED	
95 CHARTERED BANK OF INDIA, AUSTRALIA & CHINA	
96 CHINA BORNEO COMPANY, LIMITED	
97 CHINA EXPORT, IMPORT AND BANK COMPANY	
98 CHINA FIRE INSURANCE COMPANY, LIMITED	
99 CHINA & JAPAN TELEPHONE & ELECTRIC Co., Ltd.	
100 CHINA MERCHANTS STEAM NAVIGATION COMPANY	
101 CHINA SUGAR REFINING COMPANY, LIMITED	
102 CHUN ON FIRE INSURANCE COMPANY, LIMITED	
103 COMPAGNIE DES MESSAGERIES MARITIMES	
104 DAVID SASSOON & COMPANY, LIMITED	
105 DEUTSCHE ASIATISCHE BANK	
106 DODWELL & COMPANY, LIMITED	
107 EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH	
108 FIRE INSURANCE ASSOCIATION OF HONGKONG	[Co., Ltd.]
109 GREEN ISLAND CEMENT COMPANY, LIMITED	
110 HAMBURG-AMERIKA LINE	
111 HOLLAND-CHINA TRADING Co.	
112 HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.	
113 HONGKONG & CHINA GAS COMPANY, LIMITED	
114 HONGKONG ELECTRIC COMPANY, LIMITED	
115 HONGKONG FIRE INSURANCE COMPANY, LIMITED	
116 HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.	
117 HONGKONG LAND INVESTMENT & AGENCY CO., LD.	
118 HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.	
119 HONGKONG & SHANGHAI BANKING CORPORATION	
120 HONGKONG & WHAMPOA DOCK COMPANY, LIMITED	
121 INTERNATIONAL BANKING CORPORATION	
122 JARDINE, MATHESON & Co., Ltd.	
123 JAVA-CHINA-JAPAN LIJN	
124 KAILAN MINING ADMINISTRATION	
125 MARINE INSURANCE ASSOCIATION OF HONGKONG	
126 MERCANTILE BANK OF INDIA, LIMITED	
127 MITSUI BUSSAN KAISHA, LIMITED	
128 NEDERLANDSCHE HANDEL-MAATSHAPPIJ (NETHERLANDS TRADING SOCIETY)	
129 NEDERLANDSH INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK)	
130 NESTLE'S ANGLO SWISS CONDENSED MILK Co., LONDON	
131 NIPPON YUSEN KAISHA	
132 ORIENT TOBACCO MANUFACTORY	
133 OSAKA SHOSEN KAISHA	
134 PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY	
135 PHILIPPINES STEAMSHIP COMPANY, LIMITED	
136 GANDE, PRICE & COMPANY, LIMITED	
137 RUSSO-ASIATIC BANK	
138 SHIU ON STEAM-SHIP COMPANY, LIMITED	
139 STANDARD OIL COMPANY, OF NEW YORK	
140 TAI SHING PAPER MANUFACTURING COMPANY, LIMITED	
141 TOYO KISEN KAISHA	
142 UNION INSURANCE SOCIETY OF CANTON, LIMITED	
143 VACUUM OIL COMPANY, LIMITED	
144 WILKINSON, HEYWOOD & CLARKE, LIMITED	
145 WILLIAM C. JACK & Co., Ltd.	
146 YOKOHAMA SPECIE BANK, LIMITED	

## Officers of the Hongkong General Chamber of Commerce.

From date of Formation in 1861 to 1914.

Year	Chairman	Firm	Vice-Chairman	Firm	Secretary
1861	Alexander Percival	Jardine Matheson & Co.	W. Walkinshaw	Turner & Co.	J. Johnson
1862	James MacAndrew	do.	C. W. Murray	Birley & Co.	J. C. Baldwin
1863	J. J. Mackenzie	Dent & Co.	C. F. Still	Lya I. Still & Co.	J. C. Baldwin
1864	H. B. Gibb	Gibb, Livingston & Co.	H. B. Lemann	Gilman & Co.	J. C. Baldwin
1865	H. B. Lemann	Gilman & Co.	G. B. Gibb	Gibb, Livingston & Co.	J. C. Baldwin
1866	John Dent	Dent & Co.	P. Ryrie	Turner & Co.	Edward Norton
1867	P. Ryrie	do.	W. Nissen	Siemens & Co.	Edward Norton
1868	P. Ryrie	do.	G. J. Helland	J. Burch & Co.	J. W. Wood
1869	W. J. Bryans	do.	G. J. Helland	do.	J. W. Wood
1870	W. Keswick	Jardine Matheson & Co.	J. B. Taylor	Smith, Archer & Co.	A. Noel Blakeman
1871	P. Ryrie	Turner & Co.	A. Zimmermann	Riess & Co.	A. Noel Blakeman
1872	P. Ryrie	do.	L. Kahn	do.	Ed. Baker, Acting
1873	P. Ryrie	do.	L. Kahn	do.	A. Noel Blakeman
1874	P. Ryrie	do.	James Grieg	Hongkong & S'hai Bank	A. Noel Blakeman
1875	P. Ryrie	do.	James Grieg	do.	A. Noel Blakeman
1876	P. Ryrie	do.	W. Keswick	Jardine, Matheson & Co.	N. B. Dennys
1877	W. Keswick	Jardine Matheson & Co.	H. H. Nelson	Chartered Mercantile	H. L. Dennys
1878	W. Keswick	do.	H. L. Dalrymple	[Bank]	E. George
1879	W. Keswick	do.	H. H. Nelson	do.	E. George
1880	W. Keswick	do.	H. H. Nelson	do.	E. George
1881	W. Keswick	do.	P. Ryrie	Turner & Co.	E. George
1882	F. B. Johnson	do.	H. L. Dalrymple	Birley & Co.	E. George
1883	F. B. Johnson	do.	P. Ryrie	Turner & Co.	E. George
1884	W. Keswick	do.	P. Ryrie	do.	H. M. Bailly
1885	W. Keswick	do.	P. Ryrie	do.	H. M. Bailly
1886	P. Ryrie	Turner & Co.	A. P. MacEwen	Holiday Wise & Co.	H. U. Jeffries
1887	P. Ryrie	do.	A. P. MacEwen	do.	H. U. Jeffries
1888	P. Ryrie	do.	J. Bell Irving	Jardine, Matheson & Co.	F. Henderson
1889	P. Ryrie	do.	J. Bell Irving	do.	F. Henderson
1890	E. Mackintosh	Butterfield & Swire.	A. P. MacEwen	Holiday Wise & Co.	Adam Lind, Acting
1891	E. Mackintosh	do.	J. J. Keswick	Jardine, Matheson & Co.	F. Henderson
1892	E. Mackintosh	do.	J. J. Keswick	do.	F. Henderson
1893	J. J. Keswick	Jardine Matheson & Co.	A. G. Wood	Gibb, Livingston & Co.	F. Henderson
1894	A. G. Wood	do.	E. Mackintosh	Butterfield & Swire.	F. Henderson
1895	A. G. Wood	Gibb, Livingston & Co.	A. Mc'Onachie	Gilman & Co.	R. C. Wilcox
1896	A. Mc'Onachie	Gilman & Co.	Herbert Smith	Butterfield & Swire	R. C. Wilcox
1897	R. M. Gray	Reiss & Co.	Herbert Smith	do.	R. C. Wilcox
1898	R. M. Gray	do.	Herbert Smith	do.	R. C. Wilcox
1899	R. M. Gray	do.	A. Mc'Onachie	Gilman & Co.	R. C. Wilcox
1900	R. M. Gray	do.	J. J. Keswick	Jardine, Matheson & Co.	R. C. Wilcox
1901	Sir Thomas Jackson	Hongkong & S'hai Bank.	C. S. Sharp	Gibb, Livingston & Co.	A. R. Lowe
1902	C. S. Sharp	Gibb, Livingston & Co.	E. A. Hewett	P. & O. Steam Nav. Co.	A. R. Lowe
1903	E. A. Hewett	P. & O. Steam Nav. Co.	D. R. Law	Butterfield & Swire.	A. R. Lowe
1904	E. A. Hewett	do.	D. R. Law	do.	A. R. Lowe
1905	E. A. Hewett	do.	A. G. Wood	Gibb, Livingston & Co.	A. R. Lowe
1906	E. A. Hewett	do.	A. G. Wood	do.	A. R. Lowe
1907	E. A. Hewett	do.	A. G. Wood	do.	A. R. Lowe
1908	E. A. Hewett	do.	J. R. M. Smith	Hongkong & S'hai Bank	E. A. M. Williams
1909	E. A. Hewett	do.	J. R. M. Smith	do.	E. A. M. Williams
1910	E. A. Hewett	do.	J. R. M. Smith	do.	E. A. M. Williams
1911	E. A. Hewett	do.	H. Keswick	Jardine, Matheson & Co.	E. A. M. Williams
1912	E. A. Hewett, C.M.G.	do.	N. J. Stabb	Hongkong & S'hai Bank	E. A. M. Williams
1913	E. A. Hewett, C.M.G.	do.	C. H. Ross	Jardine, Matheson & Co.	E. A. M. Williams
1914	E. A. Hewett, C.M.G.	do.	J. W. C. Bonnar	Gibb, Livingston & Co.	E. A. M. Williams



## CHAMBER'S REPRESENTATIVES IN LEGISLATIVE COUNCIL.

<i>Date of Election</i>	<i>Name of Representative</i>	<i>Firm</i>	<i>How Elected</i>
1881	Thomas Jackson .....	Hongkong & Shanghai Bank..	Elected 2nd January.
1886	Alexander Palmer MacEwen ..	Holiday, Wise & Co. ....	Elected 27th April, Mr. Jackson on leave.
1887	Alexander Palmer MacEwen ..	do. do. ....	Elected 17th September, on retirement of Mr. Jackson.
1888	Bendyshe Layton .....	Gibb, Livingston & Co. ....	Elected 22nd May, Mr. MacEwen on leave.
1890	Thomas Henderson Whitehead	Chartered Bank of I.A. & China	Elected 18th September, on resignation of Mr. MacEwen.
1894	Alexander MacConachie .....	Gilman & Co. ....	Elected 9th June, Mr. Whitehead on leave.
1895	Thomas Henderson Whitehead	Chartered Bank of I.A. & China	Re-elected 19th September, on expiry of term.
1900	Herbert Smith .....	Butterfield & Swire .....	Elected 30th April, Mr. Whitehead on leave.
1909	John Thurburn .....	Mercantile Bank .....	Elected 18th June, on resignation of Mr. H. Smith.
1901	Thomas Henderson Whitehead	Chartered Bank of I.A. & China	Returned from leave, 12th July, 1901.
1902	Robert Gordon Shewan .....	Shewan, Tomes & Co. ....	Elected 5th June, Mr. Whitehead on leave.
1902	Robert Gordon Shewan .....	do. do. ....	Elected 3rd October, on expiry of term.
1903	Henry Edward Pollock K.C. ..	Barrister at Law.....	Elected on 12th August, Mr. Shewan on leave.
1904	Robert Gordon Shewan .....	Shewan, Tomes & Co. ....	Returned from leave, 12th July, 1904.
1906	Edbert Ansgar Hewett .....	P. & O. Steam Navigation Co.	Elected 26th April, Mr. Shewan resigned.
1908	Murray Stewart .....	Stewart Bros. ....	Elected 17th March, Mr. Hewett on leave.
1908	Edbert Ansgar Hewett .....	P. & O. Steam Navigation Co.	Returned from leave, 15th October, 1908.
1912	Edbert Ansgar Hewett, C.M.G.	do. do. ....	Re-elected 25th April, 1912, on expiry of term.
1912	Murray Stewart .....	Stewart Bros. ....	Elected 25th May, 1912, Mr. Hewett on leave.
1912	J. W. C. Bonnar .....	Gibb, Livingston & Co. ....	Elected 10th September, 1912, Mr. Murray Stewart resigned.
1913	Edbert Ansgar Hewett, C.M.G.	P. & O. Steam Navigation Co.	Returned from leave 19th December, 1912.

## RULES AND REGULATIONS.

(CONFIRMED AT THE ANNUAL GENERAL MEETING HELD 19TH MAY, 1903.)

I. The Society shall be styled "The Hongkong Name, General Chamber of Commerce."

II. The objects of the Chamber shall be to watch Object, 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 references to be recorded for future use or guidance.

III. All Mercantile Firms, and persons engaged or Membership and subscription, interested in the trade of Hongkong or China, shall be eligible for admission as Members in the manner hereafter described, and on payment of \$50 for Firms, and \$20 for single individuals for the current year of their election, and a like annual subscription thereafter, payable on 1st January.

IV. Candidate for admission must be proposed by one Member, and seconded by another, and elected at the Annual General Meetings by a majority of the votes of the Members there present entitled to vote. They may also be elected by the Committee in the interval between such Annual General Meetings, but subject to confirmation at the next Annual General Meeting.

V. The business and funds of the Chamber shall be managed by the Committee.

VI. The Committee shall consist of ten Members, Management, to be elected at the Annual Meeting of the Chamber, and shall hold Office for one year. Vacancies occurring during the year shall be filled up by the Committee.

The Committee shall enter upon office as soon as the Annual Meeting has been held, and shall remain in office until their report and accounts have been accepted and passed by the Chamber and their successors assume office.



At the first meeting the new Committee shall elect a Chairman and Vice-Chairman, who shall hold office for the year.

VII. In the event of the Representative of the Chamber of Commerce in the Legislative Council not being a member of the Committee, he shall, ex officio, have a seat on the Committee.

Committee Meetings.

VIII. 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 consider expedient. In case of the non-attendance of the Chairman and Vice-Chairman, a chairman shall be chosen by the Members of the Committee present.

IX. At Meetings of the Committee, four Members shall form a quorum, and in case of an equality in voting the Chairman shall have a casting vote in addition to his own.

Sub-Committees.

X. The Committee shall have power to appoint Sub-Committees for such purposes as may be deemed advisable.

By-laws.

XI. The Committee shall have power 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 after such confirmation, such By-laws shall be binding on all Members equally with these Rules.

XII. The Funds of the Chamber shall be paid into one of the Banks under an account to be opened by the Committee, and may be invested in such manner as may be considered advisable.

Accounts.

XIII. All cheques shall be signed by the Secretary of the Chamber, and countersigned, by the Chairman, or Vice-Chairman, or in their absence by one of the Committee. All disbursements shall be sanctioned by the Committee at their ordinary Meetings.

An Account, duly audited by two Members of the Chamber, shall be laid before the Annual General Meeting.

Annual Report.

XIV. A Yearly Report of the proceedings shall be prepared, which, after being approved at the Annual General Meeting, shall be printed and circulated.

XV. A paid Secretary shall be appointed by the Committee, such appointment to be subject to confirmation at the next ensuing Annual General Meeting. <sup>Secretary.</sup>

XVI. The Annual General Meeting of the Chamber shall be held in the month of February (or as soon thereafter as may be convenient) of each year for the purpose of receiving the Committee's Report, of examining and passing the Accounts of the previous year, of electing the Committee for the ensuing year, and of transacting general business. <sup>Annual and Special General Meetings.</sup>

All important questions affecting the Port, and its commercial relations with the Empire of China, or with other States, may be discussed at the Annual Meetings or at Special General Meetings convened for the purpose in the manner provided for by Rule 17.

XVII. The Committee may, whenever they think fit, or shall upon a requisition made in writing signed by at least five Members of the Chamber, convene an Extraordinary General Meeting of the Chamber. Any such requisition shall state the objects of the Meeting proposed to be held, and upon receipt of such requisition the Committee shall forthwith call an Extraordinary General Meeting, to be held within ten days subsequent to the receipt of such requisition. <sup>Extraordinary General Meetings.</sup>

XVIII. At least five days' notice, either by Advertisement or printed Circular, shall be given of each Annual or Extraordinary General Meeting, and in the case of the latter the notice shall state the nature of the business for which the Meeting is called.

XIX. No business shall be transacted at any General Meeting unless there be personally present at the time the Meeting proceeds to business ten or more Members. <sup>Quorum.</sup>

XX. Voting by Proxy, or by Members whose subscriptions are in arrear, shall not be allowed, nor shall more than one Member of the same Firm be entitled to vote for such Firm on the same occasion. <sup>Voting</sup>

XXI. In the absence from the Colony of all the partners in a Firm, their representative by Power of Attorney shall be entitled to vote.

XXII. In case the conduct of any Member shall in the opinion of the Committee be injurious to the character or interests of the Chamber, the Committee may, after due enquiry, and after opportunity of making his defence has been afforded to such Member, pass a Resolution for the expulsion of such Member from the <sup>Expulsion of Member.</sup>



Chamber, and such Resolution shall take effect after it has been communicated to the Members, and been passed at a General Meeting by a majority of not less than two-thirds of those present and qualified to vote at such Meeting.

Alteration of  
Rules.

XXIII. The Rules of the Chamber shall not be repealed, added to, or altered except by a majority of Members present at a General Meeting (called for that purpose) and after at least ten days' notice has been given of the proposed changes.

XXIV. The Rules and By-laws shall be printed and a copy thereof shall be furnished every Member.

# BY-LAWS.

(CONFIRMED AT THE ANNUAL GENERAL  
MEETING HELD 19TH MAY, 1903 )

AND AMENDED AT A GENERAL MEETING  
HELD 28TH APRIL, 1914.

I. The Office shall be open daily from noon to one Office hours, 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 Subscriptions and obtain Statistics of Trade, prepare Statements of Trade, conduct and keep copies of correspondence, and attend to such other duties as may be required by the Committee. Secretary's duties.

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

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. Documents not to be Removed

V. Notice of any proposition or business to be brought by Members before the Yearly General Meeting shall be given to the Secretary at least five days before the Meeting, who, in the circular or advertisement calling such Meeting, will state the business or proposition, and by whom to be brought forward. General Meeting Notice.

VI. In addition to the Subscriptions as provided for by Rule III., funds for the requirements of the Chamber may 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, or for Certificates for any Commercial matters, by the issue of telegraphic or other information of general interest, and by voluntary gifts and contributions either in money, maps, books or anything which may be useful to the Society. Revenue other than Subscriptions.



Corresponding  
and arbitration  
Committees

VII. The Committee shall appoint every year from their number a Corresponding Committee to supervise all matters connected with the correspondence of the Chamber, and an Arbitration Committee to conduct and decide cases submitted to the arbitration of the Chamber. The functions of the Arbitration Committee shall continue so long as any business submitted to them during their period of service remains undecided.

Appointment  
of outside  
Arbitrators

In cases of dispute relating to matters of a technical nature the Arbitration Committee may appoint one or more persons other than of their number to examine and/or arbitrate in the matter at such fee or fees as the Committee may decide.

Arbitration  
Fees

VIII. If the dispute be of such a nature as to, in the opinion of the General Committee, require the service of the Arbitration Committee, each Member thereof shall be entitled to a Fee—in addition to a Fee for the Chamber.

The amount of such Fees 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.

Terms of  
Arbitration  
Committee  
to enforce

X. The Arbitration Committee shall appoint its own Chairman and confine its functions to cases where 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 and other Members of the Public who may have occasion to resort to the Chamber for Arbitration.

The parties to an Arbitration or Survey need not necessarily be Members of the Chamber, but in cases where neither party is a Member of the Chamber the General Committee may decline to arbitrate or hold a Survey.

Construction  
of By-laws

XI. 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.

# RULES TO REGULATE PROCEEDINGS AT MEETINGS HELD FOR THE NOMINATION OF REPRESENTATIVES OF THE CHAMBER IN THE LEGISLATIVE COUNCIL.

(CONFIRMED AT THE ANNUAL GENERAL  
MEETING HELD 19TH MAY, 1903.)

1. On receipt of a request from the Government to nominate a representative of the Chamber in the Legislative Council, a General Meeting of the Members shall be called by the Committee, notice of which shall be given by advertisement in the public Press at least five days before the holding of such Meeting.

2. Notice in writing of the names of Candidates, and of their proposers and seconders, to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

3. If only one Candidate, the Voting to be by show of hands; if more than one Candidate, the Voting to be by Ballot.

4. In the case of a Ballot, Scrutineers to be appointed by the Meeting.

5. In the case of a Ballot, a voting paper to be handed to each Member entitled to vote attending the Meeting, and when the Poll takes place, the voting papers, with the names of the Selected Candidates filled in, to be placed in a receptacle (to be indicated by the Chairman of the Meeting) at the place of Ballot; the Scrutineers (or Secretary) to register the name of the Voters as the voting papers are so deposited.

6. After a Candidate has been proposed and seconded, Members may speak to the proposal before the Meeting.

7. When all the Candidates have been proposed and seconded, the Candidates may address the Meeting in the order in which their names have been submitted to the Meeting.



8. Thereafter no further addresses may be made, and the Ballot shall take place.

Result

9. After the Scrutineers have reported in writing to the Chairman of the Meeting the result of the Ballot, the Chairman shall declare the same to the Meeting.

Case of equality  
of votes

10. In the case of an equality of votes between the Candidates standing highest in the Poll, the Ballot as between these Candidates shall be held over again at a further Meeting to be called on a date to be decided on by the General Committee, such date to be not later than ten days after the first Meeting.

## SCALE OF COMMISSIONS AND BROKERAGES.

*adopted by the Hongkong General Chamber of Commerce,*

*at the Annual General Meeting held 19th May, 1903.*

*To be charged to Buyer and Seller.*

### COMMISSIONS.

Purchasing or selling Tea, .....	2½ per cent
" " Raw Silk, .....	2½ "
" " Cotton, .....	2½ "
" " Opium, .....	2 "
" " all other Goods and Produce, .....	3 "
" " Ships and Landed Property, .....	5 "
" " Stocks and Shares, .....	1 "
Inspecting Tea, .....	2 "
" 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 "
" " and collecting same Freight .....	6 "
Adjusting Insurance Claims on Amount Recovered, .....	2½ "
Effecting Insurance, on the Insured Amount, .....	½ "
Prosecuting or defending successfully Claims, either at Law or by Arbitration, .....	5 "
Prosecuting or defending unsuccessfully, .....	2½ "
Managing Estates and collecting Rents (on Gross Receipts), .....	5 "
Transshipping or forwarding Jewellery, and Bullion, .....	½ "
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 Commission is earned, .....	20 cents per Register ton

The conversion into Hongkong currency of sterling freight inward to Hongkong, 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 and General Merchandise .....	½ "	" "
Fire Arms, .....	1 "	" "
For negotiating and completing Charters and procuring Freight, .....	1 "	" by ship.
For negotiating sale or purchase of Landed Property, .....	1 "	" "



## THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

## TARIFF OF CHARGES.

To be charged to Buyer and Seller.

<b>BANKS—</b>		<b>DOCKS, WHARVES &amp; GODOWNS—</b>	
Hongkong & Shanghai . . .	\$2.00	Hongkong & Whampoa Dock \$0.35	
<b>INSURANCE—</b>		New Amoy Dock . . . . .	.10
Canton . . . . .	.75	Hongkong & Kowloon Wharf . . .	.50
China Fire . . . . .	.50	<b>COTTON MILLS—</b>	
Hongkong Fire . . . . .	1.00	Hongkong Cottons . . . . .	.10
Union . . . . .	2.00	<b>REFINERIES—</b>	
<b>LAND &amp; BUILDINGS—</b>		China Sugar . . . . .	.50
Hongkong Land Investment . . .	.50	Luzon Sugar . . . . .	.25
Humphreys' Estate . . . . .	.10	<b>MISCELLANEOUS—</b>	
Kowloon Land Investment . . .	.25	Bell's Asbestos . . . . .	.10
West Point Building . . . . .	.35	Campbell, Moore & Co. . . . .	.20
<b>HOTELS—</b>		China Borneo . . . . .	.10
Hongkong Hotel . . . . .	.50	China Light & Power . . . . .	.05
<b>STEAMSHIPS—</b>		China Provident . . . . .	.10
Hongkong, Canton & Macao . . .	.25	Dairy Farm . . . . .	.20
China & Manila . . . . .	.15	Green Island Cements . . . . .	.10
Indo-China, Preferred } . . . . .	.50	Hongkong Electric . . . . .	.20
Do. Deferred } . . . . .	.20	Hongkong Ice Co. . . . .	.75
Douglas Steamship Co. . . . .	.25	Hongkong Rope . . . . .	.20
Star Ferry . . . . .	.15	Hongkong Tramway . . . . .	.05
Do. new issue . . . . .	.10	Watson & Co. . . . .	.10
Union Water Boat Co. . . . .	.10	Wm. Powell . . . . .	.10
<b>MINING—</b>			
Charbonnages . . . . .	1.50		
Raubs . . . . .	.10		

When the prices of Stocks fluctuate, the above Tariff is subject to alterations as follows:—

Present Tariff.	Stock Value.	Brokerage.	Stock Value.	Brokerage.
\$2.00	At or over \$900	the Brokerage to be \$3.00	When falling under \$700	to be \$1.50
1.50	" 700	"	500	" 1.00
1.00	" 500	"	300	" .75
.75	" 300	"	200	" .50
.50	" 200	"	60	" .35
.35	" 60	"	35	" .25
.25	" 35	"	25	" .20
.20	" 25	"	15	" .15
.15	" 15	"	10	" .10
.10	" 12.50	"	3	" .5

Brokerage on Shanghai Stocks to be charged at the rate of ½ per cent. on market value.

N.B.—This scale does not apply to non-local Stocks, brokerage for which will be adjusted from time to time as occasion may demand.

By Order of the Committee,

W. G. WORCESTER,  
Secretary.

HONGKONG, 7th March, 1913.

## THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

## TARIFF OF CHARGES

ON

## STERLING AND STRAITS DOLLAR STOCKS.

To be charged to BUYER and SELLER.

Value of Stock.	Brokerage.
Under 5/-	1½d.
5/- and over	3d.
20/-	6d.
60/-	9d.
100/-	1/-
150/-	1/6
200/-	2/-
300/-	2/6
400/-	3/-
Under \$ 2	5 cents.
\$ 2 and over	10 "
\$ 10 "	25 "
\$ 30 "	40 "
\$ 60 "	50 "
\$ 100 "	75 "
\$ 300 "	\$1.00 "
\$ 500 "	\$2.00 "
\$ 700 "	\$3.00 "

By Order of the Committee.

W. G. WORCESTER,

Secretary.

N.B.—This List is to come into force this date

and cancels all previous issues.

Hongkong, 7th March, 1913.



# PUBLIC HOLIDAYS 1914.

Extract from the Holidays Ordinance 1912.

## SECTION 3.—GENERAL HOLIDAYS.

	1914 HOLIDAYS.
Every Sunday .....	.....
The 1st day of January, or if that day should be a Sunday then the following day .....	Thursday, 1st January.
Chinese New Year's Day, or if that day should be a Sunday then the following day. Provided that if the Chinese hereafter adopt the Gregorian Calendar then the first two week days in January .....	Monday, 26th January.
Good Friday .....	Friday, 10th April.
The day following Good Friday .....	Saturday, 11th April.
Easter Monday .....	Monday, 13th April.
Whit Monday .....	Monday, 1st June.
The Birthday of His Majesty The King, unless it shall be ordered by the Governor, by an order published in the Gazette, that His Majesty's Birthday is to be kept on some other day, and then, such other day .....	Wednesday, 3rd June.
The First Monday in August .....	Monday, 3rd August.
The Second Monday in October .....	Monday, 12th October.
The Monday which falls on or nearest to the 9th November .....	Monday, 9th November.
Christmas Day, or if that day should be a Sunday, then the following day .....	Friday, 25th December.
The 26th day of December, or if that day should be a Sunday then the following day, unless Christmas Day falls on a Sunday then the Tuesday following Christmas Day .....	Saturday, 26th December.

Section VIII.—It shall be lawful for the Governor-in-Council by notification in the Gazette to appoint any day to be observed as a general or as a Public Holiday in addition to or in substitution for any day mentioned in Section 3 or in Section 4 and thereupon the provisions of this Ordinance shall apply to such added or substituted day and shall cease to apply to any day for which another has been so substituted.

MINUTES of the Annual General Meeting of the HONGKONG GENERAL CHAMBER OF COMMERCE held in the old CHAMBER OF COMMERCE ROOM at the CITY HALL, on Tuesday, 28th April, 1914, for the purpose of receiving the report of the Committee and passing the Secretary's Accounts for the year ending 31st December, 1913.

Present:—

THE HON. MR. E. A. HEWETT, C.M.G., (Chairman), HON. MR. E. SHELLIM, MESSRS. J. W. C. BONNAR, S. H. DODWELL, G. T. EDKINS, P. H. HOLYOAK, N. J. STABB, H. A. SIEBS, (General Committee), J. A. YOUNG, N. MORIMOTO, W. A. DOWLEY, C. P. H. HAY, F. GRAHAM, A. S. D. COUSLAND, C. S. GUBBAY, R. D. HARVEY, J. W. BOLLES, F. LIEB, W. L. PATTENDEN, J. A. PLUMMER, F. BEVINGTON, J. B. ALVES, W. L. CARTER, C. V. JORGE, W. BEATTIE, P. THOMAS, F. ESROME.

The SECRETARY read the notice convening the Meeting.

The minutes of the last annual general meeting were confirmed.

The CHARMAN (Mr. Hewett) said:—The report being now in your hands for some time, I will with your permission take it as read. I will now briefly refer to the more important matters dealt with, taking them in the order in which they appear, before proposing the passing of the report.

I regret to have to again refer to the irregular manner in which the Siberian Mails are delivered here. It is not very easy to say where the blame lies, but we believe that our Government and the other Powers concerned are equally anxious to see this service improved, and that before long this cause for complaint will be removed.

It is satisfactory to note that the London Chamber of Commerce, realizing the great importance of our trading interests in China, have recently created a Far Eastern section under the Chairmanship of our friend, Mr. Keswick. We feel sure that this will prove a valuable asset in our business relations with China. Under existing conditions, and with increasingly keen competition among all nations for a share in the Far Eastern trade, it is imperative that everything possible should be done to encourage and assist our own nationals in securing a fair share of what is offering. It is a cause for regret that even now, after all these years of urging on the part of the business community, our own Government still hangs back and does not give that whole-hearted support to their nationals that is so readily accorded by their respective Governments to our competitors.



You will notice that a question has arisen as to alleged interference of unlicensed steam launches with the legitimate trade of licensed vessels. The proposed change was very strongly objected to by your Committee; the supposed "interference" being based on an entirely erroneous view of the situation. We trust we shall hear no more of this, but I feel compelled to refer to the matter, as this is yet one more instance of the constant attempts on the part of the present Harbour Department to interfere with, and dictate to the shipping as to the manner in which their business is to be conducted.

You will see some very interesting correspondence is published under the heading of "International Arbitration," and I am sure we are all agreed that very effort should be made to encourage arbitration in its widest sense, not only between individual disputants, but also between the different nations.

I now come to a most important matter, viz., the urgent need for the erection of a suitable commercial wireless station in Hongkong. It cannot but be considered a scandal that after three years' agitation we are still without such a valuable aid to our shipping commerce in these seas. It is only quite recently that a statement was made in the House of Commons that the Government were doing all possible to improve the means of safety of life at sea, and here, in the second biggest shipping port in the World, we have been put off month after month, and year after year, and even yet are still unable to ascertain when this blot upon our Colonial Government will be removed. We see all round us our friends spending large sums in setting up stations, to many of which we are indebted, and have been for some considerable time past, for information as to the movements of our vessels at sea, while we ourselves are unable to communicate with the ships, except it may be through the courtesy of some other merchant vessel which happens to be in port at the moment. Until a few days ago the latest information officially received from the Hongkong Government on this important matter was dated so long ago as the 15th September (7½ months ago), when the Colonial Secretary, in replying to our complaint that 2½ years had then already passed, during which the Chamber had been pressing for a speedy erection of a wireless station, and as yet without any tangible result, stated that, "it is reasonable to suppose that there will be no great delay in carrying out the work." This, taken in conjunction with the dates already given, is, I think, in itself, a better commentary on the situation than anything I can say. I am in a position to state that the Hongkong Government has done all in its power to press the matter; the blame rests with those at Home. I think I am justified in adding that no third class shipping port in Great Britain would receive such treatment. The people there, whose lives or property are risked, have Parliamentary votes, and therefore are in a position to force attention to their needs, which we unhappily do not possess. During the past few days a letter has been received from the

Government reading as follows:—"I am directed to inform you that steps are now being taken to design the building for the reception of the plant for the radio-telegraphic station at Cape D'Aguilar." This is, of course, a step in the right direction, but as only part of the plans have been received and no details are yet to hand as to the shipment of the equipment, it will probably be the end of the year, certainly after the approaching typhoon season has passed, before we see this proposed station completed and in full working order.

With regard to trade generally throughout the year under review, this may, I think, be described as fair, a not at all satisfactory condition of affairs in view of the size of China, her varied resources, and her enormous population of industrious and business-like people. The disturbances which have, and unhappily still are, constantly breaking out in one or other part of the country, show that matters are still very far from what they should be, and give cause for considerable anxiety as to the future. Many districts are given over to brigandage, while, as we have only too good reason to know, piracy is again becoming a serious hindrance to trade, resulting in loss of life and property, and unless energetically and effectively dealt with may lead to serious complications. Want of money and want of a sufficient number of capable and trained officials is largely responsible for this state of affairs, and while in time these will no doubt be forthcoming, this, of course, is largely a question of time, and meanwhile the country suffers. We believe that the Treaty Powers are honestly endeavouring to help China towards the goal for which she is working, and we regret therefore that we still have individual cases to complain of want of good faith on the part of certain high local officials towards "foreigners," and of a continuance of their old policy of indifference to, and disregard of, treaty obligations.

I must now make brief reference to two other matters of considerable importance to the trade of this Colony. The first is our subsidiary coinage. As you are aware, this coinage was driven to a heavy and steadily increasing discount, owing to the importation of large quantities of Chinese subsidiary coin, in consequence of which many of our local Companies suffered severely. The recent action of the Hongkong Government in prohibiting the circulation in the Colony of alien subsidiary coins was a wise and necessary measure which will gradually bring about the desired object, *i.e.*, attaining a more or less stationary value in the neighbourhood of par for this coinage. I may mention that the legislation dealing with the matter was based on broad lines, and should not interfere with the Chinese local trade which is largely financed in Chinese small coin, as the Government, while prohibiting the actual circulation, have not prohibited the importation of these coins, and they can therefore be dealt with through the medium of recognised Chinese banks and exchange shops. The second matter is one of very much greater importance. I refer to the question of the Canton note issue. The steady



depreciation in the value of these notes (at present they are quoted at something like 60 per cent. discount) has become a most serious matter and is having a very disastrous effect on the trade of South China. In fact, all import business is practically at a standstill for the time being. Rumour puts the outstanding circulation of Canton notes at some \$30 to \$35 millions, and until decisive steps are taken to rehabilitate the issue, trade must suffer. I understand this matter is engaging the serious attention of the Central Government, and that there is some prospect of its being dealt with in the near future. I would strongly recommend urgency in dealing with the question, as I am convinced it would be far cheaper for the Central Government of China to take steps to have the discredited Canton notes issued replaced by an issue based on sound lines, which would establish confidence, rather than let the present unsatisfactory situation continue with all its contingent dangers to both peace and trade.

In my address last year I referred to the effect the opening of the Panama Canal would have in our Colony, and to the possibility of it being found necessary to consider the question of dredging the harbour. I have nothing further to add on this point, as we can only now wait and see if this new route is likely to result in larger and deeper draught vessels visiting our port. You are, I presume, all aware that in this connection another point has arisen, viz., as to whether we may not run the risk of adding yellow fever to the other ills to which we, who are resident in this part of the globe, are heir to. It is satisfactory to know that the Government is keenly alive to the possibility of such a danger, and has already commenced an investigation as to whether the yellow fever-bearing mosquito is a fellow resident of ours. We most sincerely trust not.

This question brings me to another matter which requires prompt attention. In my address at our annual meeting held on 24th February, 1908, I referred to the need of a permanent quarantine station, and in support of my argument instanced the case of a steamer arriving here with a number of coolies on board, among whom an outbreak of cholera had taken place. There then being no permanent quarantine station on shore, where so large a number of people could be accommodated, the suspects were placed on junks and treated as best might be under the circumstances. I personally represented the matter to the then Governor, and ultimately it was decided to purchase the Lai-chi-kok coolie station, which made an ideal quarantine station, where suspects could be segregated and the sick properly cared for. It is, of course, understood that, happily, the need for such a station does not frequently arise, but situated as we are, at any moment almost we may have serious outbreaks of bubonic plague, small-pox, cholera and possibly in the future yellow fever, therefore, the station should be kept in such a state all the year as to be available, at very short notice, should it be required. This, however, has not been done, and, as you are aware, for some time past the place has been rented to the Military for a barrack for a portion of our Garrison. The result has been that again recently we have had another case where a

coolie vessel arrived with cholera on board, and the suspects and sick alike were housed in junks, under the same unsatisfactory conditions as before. Nothing can justify such a state of affairs in so large a shipping port situated in the tropics, and liable at almost any time of the year to an outbreak of a serious epidemic. The small pecuniary gain to the Colony derived by renting the quarantine station is far out-weighed by the disadvantage of thus depriving ourselves of our station, and the present state of affairs should therefore be terminated at the earliest possible moment. In order to strengthen my point, perhaps it would be as well to go somewhat into detail. A vessel arrived here on the 22nd March with 413 Chinese returned emigrants on board, among whom cholera had broken out. As there was no suitable place on shore where these people could be housed, they were placed in 15 junks, and detained under observation 10 days. During this period there were 13 deaths. The objections to such a system are obvious. Suspected and possibly infected persons were crowded together without means for proper care, or even inspection. During the greater part of the day and night they were entirely without medical supervision, whereas had they been on shore a resident doctor could have been in charge. The men had, of course, no place for exercise, while being exposed to sun, rain, or any inclement weather which might occur. Should a serious storm have arisen, great difficulty would have been experienced in supplying them with food and drinking water, while possibly loss of life might have been caused through wreckage of one or other of the junks. The junks being anchored close to Stonecutters' Island, a favourite bathing place for the Garrison, and a portion of the civil population, it is conceivable that infection might thus be conveyed through poisoned excretion coming in contact with bathers before it had been cleansed by mixture with sea water. The possibility of infection being carried by the junks used is also a serious matter, as it cannot be maintained that junks can be properly fumigated as can an iron or steel vessel. As this is the second time we have had to complain of such a state of affairs, I think it desirable to go somewhat freely into the matter and trust reference will not have to be again made in this Chamber to the need of a permanent quarantine station. I do not wish it understood that I reflect in any way on the Medical Staff in the Colony. I believe they did all possible under the circumstances. It is the system, or rather want of system, against which I am animadverting.

There are a few other matters to which I must refer, which do not appear in our report. One is the completion of a direct ocean cable service from Aden *via* Colombo to Hongkong, thus doing away with the service across India. I am sure we all thoroughly appreciate this improvement in our telegraph service, for as most of us have only too good reason to know the *via* India service was by no means perfect, and this Chamber has, on more than one occasion in recent times, had to complain to the Indian Government of mutilations of messages which were clearly proved to have taken place while the telegrams were in transit over their land lines.



Amplifying his remarks in relation to piracy, Mr. Hewett said that they had now had yet another serious case of piracy, that of the *Tai On*. I understand that the loss of life was very considerable. Yet over and above all this the most important point was the serious danger which they realised was menacing the whole of their shipping; certainly the whole of the river traffic leaving the port. In the past, the question had been dealt with very effectively by their Government, and by Parliament, and also the Chinese Government, and they had no reason to suppose that liability would be disclaimed in this particular case. However I think, in view of the constant occurrence of very serious piratical attacks, it is necessary to go even further. We must not overlook the possibility of serious risk, and the serious responsibility which rested on our Government and also the Chinese Government. It is a very serious responsibility, and one which I know is fully realised by his Excellency the Governor. But more serious responsibility, I feel rests with the Chinese Government. I have referred to the question on previous occasions, and it has been under consideration for a great many years. I think that some arrangement should be arrived at between the two Governments whereby persons should be more thoroughly searched before embarkation. The Hongkong Government I know, would be prepared to consider the point and give it all possible assistance. The matter is becoming a serious one to shipping between Hongkong, Canton and Macao, and I am perfectly sure, if additional expenditure is necessary, no resident in Hongkong would demur when shipping was guarded in this way. With regard to the Chinese they know very well that it is absolutely necessary to give them every possible consideration, and it seems to me that something more might be done than has been done in the past. I think I am right in saying that the question has been before them for many years, and it seems that these piratical attacks are organised in different districts. These districts should I submit be thoroughly searched, and when the persons responsible for the piracies have been hunted to their lair they should all be wiped out. To gain this I am of opinion that an efficient detective service should be organised in Hongkong. That should meet with the cordial support of all the Chinese officials, and it really should not be a very difficult matter. The *Childar* case has been dealt with by the Hongkong Government and the Chinese Government very successfully, but what had been done in the *Childar* case ought, I think, to be more generally done. It is a very serious question and needs no mealy-mouthed policy when dealing with the people concerned. If I have spoken strongly I trust those present will support me.

Referring to the demise of Mr. G. Friesland, Mr. Hewett said he had been a very valuable member of the Committee of the Chamber. Nothing he could say would be more eloquent than what they saw at Happy Valley when the last sad rites were performed.

With these remarks I propose the adoption of the report and accounts.

Mr. W. L. PATTENDEN seconded the adoption of the report and accounts, and eulogised the Chairman and Secretary for the able manner in which they had carried out their duties.

The report and accounts were then unanimously passed.

#### COMMITTEE.

Mr. W. A. Dowley proposed the re-election of the retiring General Committee as follows:—Hon. Mr. E. A. Hewitt, C.M.G., Mr. J. W. C. Bonnar, Mr. S. H. Dodwell, Mr. G. T. Ekins, Mr. P. H. Holyoak, Hon. Mr. D. Landale, Mr. N. J. Stabb, Hon. Mr. E. Shellim, Mr. H. A. Siebs and Mr. A. Widmann.

Mr. F. Graham seconded and the motion was carried.

The election of the following new members was confirmed: Hugo C. A. Fromm, Esq., Messrs. Robertson Wilson & Co., Messrs. D. Haskell & Co., on the motion of the Chairman, seconded by Mr. J. W. C. Bonnar.

The Chairman concluded the Meeting by returning thanks on behalf of the old Committee for their re-election.

#### GENERAL MEETING.

A general meeting of the members followed, at which the following alterations in the bye-laws of the Chamber were on the proposition of the Chairman, seconded by Mr. Lieb, unanimously approved:—

*In Substitution of VIII.*—If the dispute be of such a nature as to, in the opinion of the General Committee, require the services of the Arbitration Committee, each member thereof shall be entitled to a fee—in addition to a fee for the Chamber. The amount of such fees 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.

*In Substitution of X.*—The Arbitration Committee shall appoint its own Chairman, and confine its functions to cases where its intervention or advice is required, 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 and other members of the public who may have occasion to resort to the Chamber for arbitration. The parties to an arbitration or survey need not necessarily be members of the Chamber, but in cases where neither party is a member of the Chamber, the General Committee may decline to arbitrate or hold a survey.



REPORT

OF THE

GENERAL COMMITTEE.



*Report of the General Committee of the HONGKONG GENERAL CHAMBER OF COMMERCE, for the year ended 31st December, 1913, presented to the Members at the Annual Meeting held in the City Hall on Tuesday the 28th April, 1914.*

Among the questions of interest dealt with during the past year were the following:—

#### IRREGULAR ARRIVALS OF SIBERIAN MAILS.

The irregular and over-lapping manner in which the Siberian Mails have been received since this service was instituted has been the cause of much inconvenience to the Commercial Community and early in the year the Chamber was approached with a request to take the matter up with the Government, which was done.

It is satisfactory to note that there has been a considerable improvement during the later half of the year. (Appendix A).

#### FORMATION OF THE FAR EASTERN SECTION OF THE LONDON CHAMBER OF COMMERCE.

Advice came to hand of the constitution of the Far Eastern Section of the London Chamber of Commerce, with Mr. Henry Keswick, M. P. Chairman.

This section will doubtless be of great assistance in dealing with matters of common interest between East and West. (Appendix B).

#### NEW CLAUSE ADOPTED BY THE COTTON GOODS MANUFACTURERS IN ENGLAND.

Messrs. Garrels, Borner and Co., inquired what was being done in the interest of importers with regard to this clause, and your Committee was able to inform them that it was understood the clause has been withdrawn. (Appendix C).

#### PROPOSED NEW QUARANTINE REGULATIONS AT SINGAPORE.

The Government courteously submitted for the consideration of the Chamber, Draft Quarantine Rules proposed to be instituted at Singapore.

Your Committee in a lengthy criticism of the Draft made several suggestions for the improvement thereof and counselled caution in the exercise of the Powers of the Quarantine Authorities, otherwise the Trade of the Port might possibly be seriously affected. (Appendix D).



# NEW REGULATIONS PROVIDING CERTAIN CHANGES IN THE METHOD OF ENTERING GOODS THROUGH THE SIAMESE CUSTOMS.

Information was received from the Government of a notice issued by the Director General promulgating new Customs Regulations with regard to the entering of goods through the Siamese Customs. (Appendix E).

## EXPORTATION OF RICE FROM NETHERLANDS INDIA.

The Acting Consul General for Netherlands India advised the Chamber that the order of 22nd July, 1912, prohibiting the Exportation of Rice from Netherlands India had been withdrawn from the 21st February, 1913. (Appendix F).

## ROYAL AGRICULTURAL SHOW.

The Chamber gave assistance to the Municipality of Bristol in the way of distributing advertising matter in connection with the Royal Agricultural Society of England's exhibition held at Bristol during July. (Appendix G).

## PRIVATE BUOYS & MOORINGS.

A letter was received from the General Managers, Philippines Steamship Co. covering correspondence with the Government with regard to the necessity for removal of Buoys at present in the way of the Ferries between Victoria and Kowloon.

Your Committee were called upon to mediate and were successful in bringing about an amicable settlement of the question between the Companies concerned. (Appendix H).

## COLONIAL EXHIBITION AT SAMARANG.

Publicity was given to the arrangements made by the executive of the Colonial Exhibition to be held at Samarang during 1914. (Appendix I).

## INTERNATIONAL RUBBER EXHIBITION & CONGRESS AT BATAVIA.

The attention of the Chamber was drawn to the Programme for the International Rubber Exhibition and Congress at Batavia to be held during 1914. (Appendix J).

## INTERNATIONAL CONGRESS RE CONSTRUCTION OF TOWNS & ORGANIZATION OF MUNICIPAL LIFE AT GAND.

Through the courtesy of the Government a letter inviting the participation of the Colony in the Congress held at Gand in July

last was submitted for the consideration of the Chamber. Your Committee considered that unless some responsible official while on home leave was able to attend, the expense of sending a special delegate was unwarranted. (Appendix K).

## KING'S BIRTHDAY HOLIDAY.

The Chamber supported the request of the Exchange Banks that Monday the 2nd June be substituted for Tuesday the 3rd June for the observation of the King's Birthday. In deference to His Majesty's expressed wish that his birthday should be celebrated on the actual date of the anniversary, the matter was not pressed. (Appendix L).

## RESTRICTIONS IMPOSED ON HONGKONG AS A PLAGUE INFECTED PORT BY THE NETHERLANDS INDIAN GOVERNMENT.

The Consul General for the Netherlands kindly forwarded for the information of the Chamber, details of the articles temporarily prohibited from entry into Netherlands India by reason of this port being declared plague infected. (Appendix M).

## METRIC SYSTEM OF WEIGHTS, MEASURES AND CURRENCY.

Enquiry from the Far Eastern Section of the London Chamber of Commerce with reference to a paragraph concerning China's attitude in regard to the Metric System, appearing in the Report of the Decimal Association for 1912 was received, and passed on to Shanghai Chamber for reply. The proposals of the Decimal Association have the continued sympathy and support of your Committee. (Appendix N).

## PROPOSED REVISION OF REGULATIONS TO GOVERN THE TERMS OF SALE OF CASSIA.

Correspondence between the Canton Chamber of Commerce and the Canton Cassia Guild was submitted to the Chamber for their views and passed on to The Association of Exporters and Dealers for review and reply, but whilst the Association's Sub-Committee were considering the matter, news reached the Colony that an amicable settlement between the buyer and the seller had been arrived at, and copies of the Amendment to the regulations were subsequently received and are on file. (Appendix O).

## COMPANIES AMENDMENT ORDINANCE 1913.

The opinion of the Chamber was sought on a proposed addition to section 3 of section 113 of the Companies Ordinance, 1911, providing that an auditor shall not be a Shareholder of the Company of which he is auditor, and your Committee raised no objection to the suggestion. The Government however, eventually, decided to delete the proposed addition. (Appendix P).



## BRISTOL INTERNATIONAL EXHIBITION.

The Government courteously referred a letter from the Management of this Exhibition to your Committee who suggested that the Chinese merchants might be approached on the matter by the Registrar General. (Appendix Q).

## UNLICENSED LAUNCHES PLYING FOR HIRE IN THE HARBOUR.

The Government being of opinion that these launches occasionally interfere with the legitimate business of licensed vessels, asked the Chamber to state if it had any objection to their being required to procure licenses, and your Committee pointed out that to compel such launches to carry licenses, would most likely interfere still more with trade, also that Clause 37 (1) of the Merchant Shipping Ordinance gave the Harbour Authorities their remedy. (Appendix S).

## FORMATION OF THE BANGKOK INTERNATIONAL CHAMBER OF COMMERCE.

Advice of the opening of the Bangkok International Chamber of Commerce was received and your Committee when wishing it every success, agreed to forward copies of all publications issued by this Chamber. (Appendix T).

## NEW REGULATIONS GOVERNING THE ADMITTANCE OF EASTERN ALIENS INTO THE WESTERN RESIDENCY OF BORNEO.

The Consul General for the Netherlands kindly drew the attention of the Chamber to the Ordinance regulating admittance of Eastern Aliens into the Western Residency of Borneo. (Appendix U).

## INTERNATIONAL ARBITRATION.

Copies of resolutions on International Arbitration adopted by the Fifth International Congress of Chambers of Commerce, and also by the Council of the London Chamber of Commerce, were received and considered by your Committee who are in entire sympathy with the principle involved. (Appendix V).

## TIN TRADE BETWEEN THE STRAITS AND CHINESE PORTS.

Your Committee was in a position to supply the Penang Chamber of Commerce in response to their inquiry, with a report as to the disposition of Straits Tin after its entry into this port. (Appendix W).

## WIRELESS STATION FOR HONGKONG.

This question was again raised by the Chamber who approached the Government thereon and your Committee has to report that no satisfactory reason for the deplorable delay in equipping Hongkong with a Commercial Station has been elicited. (Appendix X).

## CLAIMS FOR SHORT-LANDED CARGO FROM UNITED KINGDOM, CONTINENT, AND UNITED STATES OF AMERICA.

Delay in settlement of claims for Short-landed cargo received the attention of your Committee at the request of a member of the Chamber, and after careful consideration it was decided that the question could not be taken up unless evidence could be produced that a general feeling of dissatisfaction existed among merchants. (Appendix Y).

## UNIVERSAL EXHIBITION 1914 AT NOTTINGHAM.

After reference to the Association of Exporters and Dealers of Hongkong it was considered that the Exhibition could not be of any practical value to Exporters of Chinese Produce.

Every assistance was however offered to the Management to advertise the Exhibition. (Appendix Z).

## PROPOSED SCALE OF WEIGHTS OF ANCHORS AND LENGTHS OF CABLES TO BE CARRIED BY NATIVE CRAFT AND LIGHTERS IN THE WATERS OF THE COLONY.

A minute by the Harbour Master urging the necessity for native craft and lighters being equipped with cables, and anchors, of an approved type was submitted by the Government for the Chamber's consideration, and received the approval of your Committee. Subsequently the Government reconsidered the question and decided that sufficient ground did not exist for compelling junks, cargo boats and similar vessels to carry such anchors and cables. (Appendix A1).

## LIGHTING OF THE PRATAS AND PARACELS REEFS.

A letter was received from the Government covering a despatch from the Secretary of State for the Colonies pointing out the difficulties in the way of placing lights on the Pratas and Paracels Reefs, also a minute by the Coast Inspector, Chinese Maritime Customs, shewing that the establishment of lights would be more of a danger than a good guidance, and that in consequence it had been decided to let the matter drop. (Appendix B1).



## LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

The thanks of the Chamber is due to the Society for its 1912-1913 Report. (Appendix C1).

## PERMANENT SINE-BELGIAN EXHIBITION AT LAEKEN.

Through the kindness of the Consul for Belgium notice of the inauguration of this Exhibition was received and transmitted to the Association of Exporters and Dealers of Hongkong. (Appendix D1).

## NEW CUSTOMS TARIFF FOR BRAZIL.

The new draft Customs Tariff for Brazil was submitted by the Government for your Committee's perusal. (Appendix E1)

## BANK HOLIDAY, 27TH DECEMBER.

Christmas and Boxing Day falling on Thursday and Friday, and both being gazetted as public Holidays, the Exchange Banks were of opinion that Saturday the 27th should also be declared a holiday, and at their request the Chamber successfully approached the Government (Appendix F1).

## FORTNIGHTLY PRICE CURRENT AND MARKET REPORT.

During the year the fortnightly circular was completely revised and among the improvements and additions will be noted Chinese Produce Export Current Prices for the supply of which your Committee are much indebted to members of the Committee of the Association of Exporters and Dealers of Hongkong.

Thanks is also due to the Shipping Companies, running lines of steamers between Hongkong and Pacific Coast for so kindly supplying returns of cargo shipped to Canada and the U.S.A. via Pacific, by means of which statistics have been compiled for the year, and thus the statistics of cargo exported to Great Britain, the Continent of Europe, and the U.S.A. and Canada (Via Suez) and (Via Pacific) are complete. Freight rates to these parts of the world also form a valuable addition, while the Current Import Prices and Trade Report has been much improved.

## MEMBERSHIP.

During the year under review the name of Mr. Fung Wa Chuen was removed from the list of individual members while Mr. J. R. Michael became registered in the list of firms as Messrs. J. R. Michael and Co.

Messrs. Barretto and Co. upon going into Liquidation ceased to be Members and the name of Messrs. Garner, Quelch and Co. became Messrs. Donnelly and Whyte.

The following Members were elected and their election requires the usual confirmation at the Annual Meeting.

HUGO C. A. FROMM,

Messrs. ROBERTSON, WILSON & CO.,

„ D. HASKELL & CO.,

The Membership now consists of 128 firms and 18 individual Members.

## COMMITTEE.

During the year the Hon. Mr. C. H. Ross and Mr. F. H. Armstrong resigned on leaving the Colony and their places were taken by the Hon. Mr. D. Landale and Mr. P. H. Holvoak.



# Hongkong General Chamber of Commerce.

Dr.	Income and Expenditure Account for the year ended 31st December, 1913.				Cr.
EXPENDITURE.		\$	\$	INCOME.	\$
To Rents—Office and Telephone	1,680.07			By Member's Subscriptions:—	
" Secretary's Salary	3,000.00			129 Firms at \$50.....	6,450.00
" Clerk's Salary	1,200.00			18 Individuals at \$20.....	360.00
" Servant's Wages	263.05				
" Audit Fees	50.00			Market Reports Sales.....	6,810.00
Market Report—Cost of Publication			6,195.12	" Survey Fees Collected.....	793.25
" Annual Report—Cost of Publication			688.84	" Annual Report Sales.....	2,073.00
" Fees to Surveyors			640.00	" Interest:—	13.50
" Books and Newspapers			1,384.00	Hongkong Hotel Debentures.....	
" Printing, Advertising and Stationery			249.20	Hongkong Club Debentures.....	480.00
" Postage and Petty Cash			374.42	Hongkong and Shanghai Banking Corp.	480.00
" Depreciation of Furniture:—20% on \$477.46			283.21	Current Account.....	\$21.81
" Bad Debts Written off			93.49	Less Hongkong and Shanghai Bank	
" Less Reserve for Bad and Doubtful Debts				Overdraft.....	20.88
			29.68		960.93
To Extraordinary Expenditure Removal and Alterations to Office.....			9,939.96		
			342.46		
			10,282.42		
BALANCE—SURPLUS OF INCOME OVER EXPENDITURE AS PER BALANCE SHEET.....			368.26		
			\$10,650.68		\$10,650.68

## Balance Sheet at 31st December, 1913.

LIABILITIES.	\$	\$	ASSETS.	\$	\$
SUNDRY CREDITORS			PINNACLE ROCK FUND:—		
PINNACLE ROCK FUND:—			7 Hongkong Hotel Debentures	3,500.00	
At 31st December 1912	6,760.73		Hongkong and Shanghai Bank—Fixed Deposit at 4½ per cent. p.a.....	3,000.00	
ADD—Interest on 7 Hongkong Hotel 6 per cent. Debentures	210.00		Hongkong and Shanghai Bank—Current Account	605.73	7,105.73
" Interest on Hongkong and Shanghai Bank Fixed Deposit of \$1,800 at 4½ per cent. p.a.....	81.00		GENERAL FUNDS:—		
" Interest on Hongkong and Shanghai Bank Fixed Deposit of \$700 at 4½ per cent. p.a.....	31.50		16 Hongkong Club Debentures at 6 per cent.....	8,000.00	
" Interest on Hongkong and Shanghai Bank Fixed Deposit of \$500.00 at 4½ per cent. p.a.....	22.50		16 Hongkong Hotel Debentures at 6 per cent.....	8,000.00	16,000.00
HONGKONG AND SHANGHAI BANK CORPN:—			FURNITURE, FITTINGS ETC:—		
Cash overdrawn on Current Account			At 31st December, 1912.....	477.46	
RESERVE ACCOUNT:—			Less Depreciation at 20 per cent. p.a.....	95.49	
At 31st December 1912	14,899.74		Additions during the year.....	381.97	
ADD—Surplus of Income over Expenditure for the year ended 31st December, 1913.....	368.26		SUNDRY DEBTORS	514.90	896.87
					444.00
					\$24,446.60

We have compared the above Statement with the Books, Vouchers and Securities and find the same to be in accord aunc therewith.

Hongkong, 5th February, 1914.

E. A. M. WILLIAMS,  
Secretary.

A. C. HYNES,  
E. ORMISTON, } Auditors.



APPENDIX.





# IRREGULAR ARRIVALS OF SIBERIAN MAILS.

Hongkong, 5th February, 1913.

Dear sir,—The following paragraphs appear in to-day's Post Office Notices:—

"The s.s. "Linan" is expected to arrive here on Wednesday, the 5th inst. with the London Mail (via Siberia) of Friday, the 17th January."

"The s.s. "Pembrokeshire" is expected to arrive here on Friday, the 7th inst. with the London Mails (via Siberia) of Wednesday, the 15th and Saturday, the 18th January."

From the foregoing you will observe that the mail of the 17th January reaches here before that of the 15th idem.

We have seen this referred to in the Home papers, and understand it results from some irregularity on the part of the officials in London, which could easily be rectified.

We consider this is a matter which should be forcibly brought to the attention of the proper authorities by some competent body, and we shall be glad if you will place this letter before the Members of your Committee, to see if some concerted action cannot be taken with the view of improving the existing conditions of mail transit via Siberia.

Not only are we suffering from irregularity at this end, but our principals at home advise us of the inconvenience they are meeting in receiving some of our correspondence in advance of that which is dated much earlier and despatched by an earlier mail.

Soliciting your favourable attention.—We are, etc.,

C. E. HARVEY,  
Manager, The Bank Line Limited.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 18th February, 1913.

Sir,—My Committee have been approached with regard to the delay and irregularity in the arrival of the Siberian Mails.



As an example of what is frequently occurring, I take the following extracts from the Post Office Notices:—

February 5th.

"The s.s. "Linan" is expected to arrive here on Wednesday, the 5th inst. with the London Mail (Via Siberia) of Friday, the 17th January."  
 "The s.s. "Pembrokeshire" is expected to arrive here on Friday, the 7th inst. with the London Mails (via Siberia) of Wednesday, the 15th and Saturday, the 18th January."

February 11th.

"The Goldenfels is expected to arrive here to-morrow, Wednesday, with the London Mail (via Siberia) of Friday, the 24th ult."

February 12th.

"The Bohemia is expected to arrive here to-morrow, Thursday, with the London Mails (via Siberia) of Wednesday, the 22nd and Saturday, the 25th ult."

February 17th.

"The Bremen with the Siberian Mail from London of 21st ult., is due to arrive here to-morrow (18th) (5 days later than we receive the mail of the 25th January, sent off 4 days earlier)."

It will thus be seen that the mails do not arrive in order of date of despatch.

The matter has been the subject of press comment both here and at home and it is suggested that the fault is with London and could probably be rectified by official representations from this end.

The experience of merchants is that the Mails from the North of England are much more regular than those from London.

A possible explanation of the general irregularity is that the Post Office Authorities ignore the existence of special Express trains such as the International Wagon Lits and Russian State trains, and certain mails catch slow trains which are side-tracked to permit of the passing of the expresses.

A further delay occurs in Shanghai as regards the Continental Mails stated to be due to International jealousy, i.e., the German Mail must come (if at all possible, even with a little delay) by a German Ship and French Mail by a French Ship.

I am also credibly informed that the same irregularity in delivery occurs in the Homeward Mail.

My Committee feel assured that if any action on the part of His Excellency the Governor can smooth the path of commerce, such action will be promptly forthcoming.

A copy of this letter has been despatched to the London Chamber of Commerce (Far Eastern Section).—I have, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary,  
 Hongkong.

## B

### FORMATION OF THE FAR EASTERN SECTION OF THE LONDON CHAMBER OF COMMERCE.

London Chamber of Commerce.  
 17th January, 1913.

#### FAR EASTERN SECTION.

Dear Sir,—We are writing to inform you that a Far Eastern Section of this Chamber has recently been constituted, comprising members interested in China, Japan, the Malay Peninsula, etc.

The Section will deal in general with matters affecting British commerce with those parts and we need hardly say that it will willingly take into consideration any matters of common interest which may be referred to it by your Chamber and in regard to which possible assistance may be given.—Yours, etc.,

HENRY KESWICK, Chairman,  
 CHARLES E. MUSGRAVE, Secretary.

The Secretary,  
 Hongkong General Chamber of Commerce.



Hongkong, 24th February, 1913.

Sir,—I am directed to acknowledge the receipt of your letter of 17th January, 1913, announcing the constitution of the Far Eastern Section of your Chamber.

My Committee very much appreciate your offer of kindly consideration of any matter in which this Chamber may seek your assistance, and in this connection, I have the honour to bring to your attention the following matter:—

SIBERIAN MAILS, I enclose copy of a letter addressed to the Colonial Government complaining of the irregularity of the arrivals of the Siberian Mails.

My Committee will be thankful for any assistance you can render this Chamber in securing a more business-like administration of this mail service.—I have, etc.,

E. A. M. WILLIAMS, Secretary.

Henry Keswick, Esq., M.P.

Chairman of the Far Eastern Section of the  
London Chamber of Commerce, London.

### C

#### NEW CLAUSE ADOPTED BY THE COTTON GOODS MANUFACTURERS IN ENGLAND.

Hongkong, 11th February, 1913.

Sir,—With reference to the "Manchester Cloth Delivery Clause" recently adopted by Cotton-Goods-Manufacturers in England we shall be glad to hear from you what steps are going to be taken in order to safeguard importers' interests.

Waiting your news in this connection.—Yours, etc.,

GARRELS BORNER & CO., Hongkong.

The Secretary,  
The Hongkong General Chamber of Commerce.

Hongkong, 25th March, 1913.

Dear Sirs,—I am directed by my Committee to acknowledge receipt of your letter of 11th ult. re. "New Clause adopted by Manchester Cotton Goods Manufacturers," and to inform you that it is understood, the clause has now been withdrawn.—Yours, etc.,

A. R. LOWE, Acting Secretary.

Messrs. Garrels Borner & Co., Hongkong.

### D

#### PROPOSED NEW QUARANTINE REGULATIONS AT SINGAPORE.

Colonial Secretary's Office,  
Hongkong, 11th December, 1912.

Sir,—I am directed to forward for the consideration of your Chamber a copy of quarantine rules which it is proposed to institute at Singapore, together with a copy of criticisms made thereon by the Health Officer of the Port and the Harbour Master.

I shall be glad if you will kindly return the copy of the rules when done with.—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

4th December, 1912.

Rule 6 (2). While a very useful one will hardly hold in this Colony to be effective. Canton would be completely shut off and trade completely dislocated by the river steamers.

Rule 9 (a) 2. The Government have no S.O.2 apparatus and the private one is expensive to use, \$200 each time. Besides ships would prefer to go without this as it is cheaper worked in Singapore.

Rule 9 (a) 3. This vaccination again for steamers before departure would give trouble, even the Pacific Mail S.S. Co. don't attempt any vaccination till the ship has gone out to sea.

Rule 9 (a) 5. Extremely difficult to carry out here under present conditions, unless organised on the plan of the American Mail steamers.

Rule 9 (c) 2. If the steamship companies consented this could be carried out with S.O.2 but it is ordinarily done by us with Formalin for Plague as well as for Small-pox and Cholera.

Rule 16. This is done by the Police only in cases of Leprosy, but for the other diseases named in margin, it is a tall order for Hongkong and can only apply for such places as Singapore.

G. P. JORDAN,  
Health Officer of the Port.

Principal Civil Medical Officer,  
Hongkong.



10th December, 1912.

Rule 6 (2). This seems quite unnecessary. I cannot see that there is any more risk of infection being conveyed by passengers carried on deck than by those carried below—in fact, rather the reverse. If this rule is enforced at any time, it will sadly cripple our emigration trade, for during that part of the year when deck passengers are allowed to be carried from here, very large numbers are so carried. It seems to me that the present practice of so adjusting the speed of the ship as to make the voyage last longer than the period of incubation of the disease is all that can possibly be desired.

2. Rule 9 (a), (2), (3), (5). I quite agree with the Health Officer of Port's remarks on this subject: and would add that (i) The fumigation of holds, as suggested, would in many cases destroy the cargo.

(ii). I fear the numbers of emigrants carried from here to Singapore would make it impossible to carry out these provisions. It is possible to do it in the case of the Pacific Mail ships, who carry but few emigrants (never more than 500 and generally many less); but when it comes to a ship carrying more than 1,000, which is not unusual in those going to Singapore, and when, as frequently happens, there are two or more such ships in one day, I do not think it could possibly be done here.

3. Rules 60, 61, 62 and 63. It is not clear whether these rules refer to cargo in transit. If so, I cannot but consider the provisions to be vexatious and unnecessary and to form a serious menace to trade.

BASIL TAYLOR, Harbour Master.  
The Honourable, The Colonial Secretary,  
Hongkong.

Hongkong, 21st February, 1913.

Sir,—I am directed to reply to your letter of 11th December, 1912, No 5325/1912, on the subject of the proposed, quarantine regulations for Singapore.

My Committee recognise that the powers conferred upon Quarantine Authorities must necessarily be wide, but the exercise of these powers should be most judiciously exercised if trade is not to be seriously handicapped to an extent which will affect the prosperity of a port.

I am to lay the following comments before you:—

Rule 6 (2) appears capable of becoming a great hardship to shipping and seems unnecessary in the case of a port which possesses a quarantine station as does Singapore.

The Harbour Master's statement that it is the custom to make the voyage last longer than the period of incubation can hardly apply to voyages from Hongkong to Singapore, and he appears to have overlooked Rule 26 wherein the arbitrary period of incubation is stated as from seven to twenty days.

Rule 9 (a). With the present fumigation facilities it is impossible to fumigate cargo-laden steamers without damage to cargo but all properly equipped ports possess either the S.O.2 process called for by this rule (or the C.S.2)—a process which leaves cargo undamaged.

My Committee strongly urge the Government to make such arrangements as will render the S.O.2 treatment available to ships in Hongkong and thus modernise the port.

As regards the disinfection of native passengers, and the vaccination of deck passengers, in the opinion of those engaged in the Emigration traffic the Chinese will not submit to the treatment. They will ship to Singapore from other ports where the regulations are less stringent, as they have done on more than one occasion in the past.

For example, how will it benefit the health of Singapore if the regulations be not applied to all Coolie traffic ports at one and the same time, and coolies are allowed to arrive from Swatow, Amoy or Hoihow, at which places plague and other infectious diseases are frequently more rampant and less advertised than in Hongkong? And if the regulations are equally applied to all such ports, in the opinion of my Committee the Coolie traffic will be seriously restricted and the F.M.S. labour problem will then become acute.

Rule 60/63. These rules deal with prohibited imports and are customary at most well organised quarantine stations.

The U.S. representatives here issue Certificates to Shippers regarding the origin of goods intended for entry in the U.S.A. and, where necessary, certify that the goods have been properly disinfected. If these rules are adopted, some similar arrangement must be established and there appears to be no reason why things should not be worked smoothly.

I have now dealt with the points raised by the Harbour Master and Health Officer. Other points which have occurred to my Committee are:—

Rule 5 (1). My Committee suggest that this should be made to read "May use all lawful means of ascertaining the health condition, etc."



Rule 8. The provisions of this rule are not sufficiently clear and may lead to confusion. The definition of an "infected" ship does not seem to differ from that of a "suspected" ship, and, as the master of an "infected ship" is required to fly a certain signal entirely different from that to be flown by a "suspected" vessel (Rules 11 and 12) a clearer distinction appears to be necessary in fairness to the master.

Rules 17/18. While these rules demand immediate action on the part of the master, they do not provide that similarly prompt action will be forthcoming on the part of the Health Authorities. My Committee consider that Shipowners should be protected in this connection.

Rule 23 (12). My Committee consider that the privilege of working cargo in quarantine should be made more accessible in the case of steamers calling at Singapore for a short stay only—say not exceeding 24 hours.

Rule 23 (14). The words "doubtful sanitary state" appear to be too indefinite and may convey an erroneous idea to the Health Officer of the next port. My Committee consider that the Health Officer should state clearly wherein the vessel has failed to satisfy local requirements.

Rule 58. My Committee consider that the following words should be added to the regulation.

"With the exception of such vessels whose cargo consists only of iron, steel, hardware, timber, oil, coal or other minerals, and crockery including stoneware."

To be compelled to hand to the H. O. a complete manifest of cargo in every case appears to be useless and unnecessary work.

My Committee do not notice special provision for steamers calling at Singapore for bunkering purpose only.

As the Schedules referred to in the Regulations were not enclosed, it is impossible for my Committee to decide whether these contain anything of a vexatious nature.

I return the Regulations as requested, and am directed to ask you to be good enough to express my Committee's appreciation of His Excellency the Governor's action in allowing them to express an opinion on the subject.—I am, etc.,

E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary,  
Hongkong.

Colonial Secretary's Office, Hongkong,  
26th March, 1913.

Sir,—With reference to your letter of 21st February, I am directed to transmit for the information of your Committee the enclosed copy of a letter to the Government of the Straits Settlements on the subject of the proposed Quarantine Regulations at Singapore.—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

Colonial Secretary's Office, Hongkong,  
25th March, 1913.

Sir,—With reference to a letter of the 29th October last addressed by the Principal Civil Medical Officer of the Straits Settlements to the Health Officer here enclosing for criticism a copy of proposed Quarantine Rules for Singapore, I have the honour to transmit for the consideration of your Government the following observations:—

Rule 6 (2). This appears to be capable of causing hardship to shipping and seems unnecessary in the case of a port provided with a quarantine station; while as far as this port is concerned it would seriously interfere with the trade with Canton.

Rule 9 (a) (2). The fumigation of holds would in the majority of cases damage the cargo which in the majority of vessels passing through this port contain Chinese food stuffs and merchandise which would be damaged by Carbonic acid gas. It is impracticable in this port to detain vessels passing through it in order to unload them for purposes of disinfection.

Rule 9 (a) (3). It is urged that the Chinese will not submit to this; that they will rather embark at other ports for Singapore in order to evade these regulations. For example, Chinese passengers will arrive at Singapore from Swatow, Amoy or Hoihow, at which places plague and other infectious diseases are frequently more prevalent and less advertised than in Hongkong.

Apart from the objections which the passengers themselves might raise to this procedure, it would be very difficult to carry out vaccination amongst the large number of emigrants who leave this port for Singapore. It frequently occurs that two or three vessels carrying over 1,000 emigrants each leave this port for Singapore on one and the same day. In any case it does not seem necessary to vaccinate without



exception. Those with marks of several previous vaccinations or with the scars of small-pox should be exempted.

Rule 9 (a) (5). This would also be very difficult to carry out here under present conditions; and in the case of plague it hardly seems called for.

Rule 9 (b) (2). It is not known exactly what may be meant by the terms "thorough disinfection of person." Probably, it is intended to convey the thorough washing with soap and water. Also, even re-vaccination may prove unsuccessful and the remarks made on this point in dealing with rule 9 (a) (3) may apply here too.

Rule 16. This seems too stringent. In the case of persons suffering from leprosy it is carried out by the police here. In cases of syphilis, phthisis and trachoma it is thought to be impracticable.

Rules 17 and 18. Similarly, prompt action should be taken by the health authorities.

Rule 23 (8). The maximum length of time for which the crew may be detained should be stated in the same principle as that laid down in the succeeding paragraph (9) of this rule in the case of cabin passengers. The length of time should have a specified limit according to the particular kind of infectious disease.

Rule 23 (12). It is submitted that facilities for working cargo in quarantine should be arranged in the case of steamers calling at Singapore for a short stay (not exceeding 24 hours).

Rule 23 (14). Exception is taken to the words "doubtful sanitary state," on the ground that they may convey an erroneous impression. It would be preferable that the Health Officer should state exactly in what respect the vessel has failed to satisfy local requirements.

Rule 26. Ten days is longer than is now considered necessary for the surveillance of all suspects or contacts etc. in the case of plague.

Rule 58. It is held that to be compelled to hand to the Health Officer a complete manifest of cargo in every case appears to be useless and unnecessary; and that the following words should be added to the regulation:—

"With the exception of such vessels whose cargo consists only of iron, steel, hardware, timber, oil, coal or other minerals, and crockery, including stoneware."

It is suggested that special provision for steamers calling at Singapore for "bunkering" purposes only, should be made.

Rules 60 to 63. If these are to be understood as applying to cargo in transit, they are considered unnecessary and likely to form a serious menace to trade.—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Honourable, The Colonial Secretary,  
Singapore.

Colonial Secretary's Office, Hongkong,  
13th May, 1913.

Sir,—Referring to my letter of 26th March, I am directed to transmit for information of your Committee the enclosed copy of a letter received from the Colonial Secretary, Singapore.—I am, etc.,

EDWARD BULLOCK, for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

Colonial Secretary's Office, Singapore,  
29th April, 1913.

Sir,—I have the honour to acknowledge with thanks the receipt of your letter No. 5325/1912 of 25th March, 1913, on the subject of the proposed Quarantine Rules for Singapore and to inform you that the observations set out in your letter will be considered with other criticisms.—I have, etc.,

R. J. WILKINSON, Colonial Secretary,  
Straits Settlements.

The Honourable, The Colonial Secretary,  
Hongkong.

## E

### NEW REGULATIONS PROVIDING CERTAIN CHANGES IN THE METHOD OF ENTERING GOODS THROUGH THE SIAMESE CUSTOMS.

Colonial Secretary's Office, Hongkong,  
20th February, 1913.

Sir,—I am directed to forward herewith for the information of your Committee a copy of a notice promulgating a new regulation providing



certain changes in the method of entering goods through the Siamese Customs. You will observe that the regulation is to come into force on the 1st of next April.

His Majesty's Minister at Bangkok has been informed by the Siamese Government that the new Regulation will apply to all the ports of Siam and not to Bangkok only. The Import and Export list may be seen at this office.—I am, etc.,

EDWARD BULLOCK, for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

#### NOTICE.

##### DEPARTMENT OF CUSTOMS AND EXCISE

Notice is hereby given that the following Regulations with regard to the Entry of goods for Importation and Exportation will come into force on 1st April, 1913.

1. The Entries must be made in the form prescribed by the Department.
2. The goods must be denominated in strict accordance with the classification shown in the official Import and Export List.
3. Particulars of quantity and value must be furnished for each separate kind or class of goods: and quantities must be given in the terms of the Import and Export List.
4. The Country from which the goods are consigned, in the case of imports, and the country to which they are consigned, in the case of exports, must be declared for each separate kind or class.

The Department will not accept entries which are not in accordance with these regulations.

Copies of the Import and Export List may be obtained at the Custom House. In enforcing these regulations the Director-General looks confidently for the assistance and collaboration of all merchants concerned. The changes have been made solely with a view to providing more complete and accurate statistical information, a matter of no less importance to the commercial community than to the Customs Department.

PROM PHONGSE ATHIRAJ,  
Director-General.

Hongkong, 25th March, 1913.

Sir,—I have for acknowledgment your letter of 20th ult. enclosing copy of a notice concerning a new regulation providing certain changes in the method of entering goods through the Siamese Customs.

This communication has been laid before my Committee, and I am directed to thank you for the information.—I am, etc.,

A. R. LOWE, Acting Secretary.

The Honourable, The Colonial Secretary,  
Hongkong.

#### F

##### EXPORTATION OF RICE FROM NETHERLANDS INDIA.

Hongkong, 24th February, 1913.

Sir,—With reference to my letter of the 22nd July, 1912, No. 802, I have the honour to inform you that the order prohibiting the exportation of rice from Netherlands-India, has been withdrawn on the 21st inst.—I have, etc.,

P. R. BORGER, Acting Consul-General.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 25th March, 1913.

Sir,—I beg to acknowledge receipt of your letter of 24th ult. re. "Exportation of Rice from Netherlands-India," and have to thank you for the information contained therein.—Yours, etc.,

A. R. LOWE, Acting Secretary.

P. R. Borger Esq., Acting Consul General,  
for the Netherlands.

#### G

##### ROYAL AGRICULTURAL SHOW.

Bristol, 3rd February, 1913.

Dear Sir,—On behalf of the Citizens of Bristol, as well as representing the Chamber of Commerce and Shipping, of whose Council I am a member, I desire to direct your attention to the visit of the Royal



Agricultural Society of England to this City during the first week of July next for the purpose of holding its Annual Exhibition on the lovely Downs adjacent.

In addition to its usual attractions it is desired to draw to the Show, Exhibitors and visitors from the Overseas Dominions of Great Britain as well as from other Countries, and in extending a cordial invitation to my kinsfolk and friends to exhibit the natural products and industries of the Countries they represent, it is hoped to render an Imperial Service of great value in bringing together in the bonds of comradeship the peoples now living under the British Flag and inducing sympathy and good fellowship amongst men of all nations.

With this object an Overseas Committee has been formed and an Advance Programme is being issued by them, containing particulars of arrangements of the Show, instructions to Exhibitors and information for Visitors which should ensure their comfort and enjoyment during their sojourn in our Ancient City, which is full of historic interest and surroundings of unsurpassed beauty, whilst as a Port it is absolutely up-to-date—a distributing centre second to none, and for the expeditious handling of sea-borne commerce it holds a leading position as compared with others. This Programme contains 64 pages—a quarter of a million copies are to be issued almost immediately—the Overseas Committee desire to avail themselves of the best methods of obtaining a wide circulation—and on my part I would ask my friends, the Members of the Chambers of Commerce and Boards of Trade in various parts of the Empire at Home and Overseas, not forgetting those in the United States of America, to accord me their hearty co-operation in securing a successful distribution in the area controlled by them.

In anticipation of your kindness I am sending you a supply of pamphlets which I trust it may be your pleasure to distribute in the District covered by your Chamber.

Could you arrange for a favourable notice in your Newspaper Press of the pamphlet and of Bristol's efforts, it would greatly help in obtaining the Publicity we desire.

The attractions of Bristol and its beautiful suburbs are well known, and I offer a hearty welcome to those who visit our City during my year of office.—I am, etc.,

C. J. LOWE, Lord Mayor.

The Secretary,  
Hongkong General Chamber of Commerce.

# THE "ROYAL."

## BRISTOL'S SPECIAL PROGRAMME.

Reprinted from the

"Bristol Times and Mirror," Saturday, Nov. 9th, 1912.

If the people of Bristol at large support the Local Committee as they deserve, the Royal Agricultural Show here next year will be a record one. The entries, it may be taken for granted, will be of the usual high standard associated with the premier society; and this time there is to be an important special section of two acres devoted exclusively to exhibits from all parts of the British Empire and from foreign countries. This feature has been adopted by the Council of the Society on the suggestion of the Bristol Committee, who from the first-moment of their appointment have been working to make known in Canada, Australia, South Africa, New Zealand, and India the opportunity presented by the Bristol meeting of the "Royal" to bring their natural products and manufactures more prominently before the old country, and so demonstrate what can be done by them to maintain the world's food supplies, and to find work and wealth for the surplus population of Old England. There is a long-standing and intimate trade connection between most of those countries and Bristol, and particularly is Canada in close relationship with this old port.

The Council of the Royal Agricultural Society have taken up this Colonial and Foreign Section with great heartiness, and they are sending to the High Commissioners and Agents-General a cordial invitation to take space at the Bristol meeting. These invitations will go even as far as China, and, of course, the United States will be asked. This is following up the work of the Bristol Committee in a most encouraging manner, and has given the greatest possible impetus to that committee. They, on their part, are preparing a 60-page illustrated booklet, of which 250,000 copies are to be sent over-seas and throughout this country telling all about the show and describing the attractions of Bristol, Bath, and the West England generally. It is described as an "Advance Programme of the Royal Agricultural Society's Show at Bristol, England ('The Western Gateway of the Old Country'), July 1st to 5th, 1913." The Lord Mayor (Alderman C. J. Lowe) will write a letter of welcome to all "kinsfolk and friends in Great Britain and overseas," pointing out the desire of the Society and of Bristol to attract exhibitors and visitors from all nations, so that the show may be both Imperial and International in its character. Thus it will come to pass that a great service will be rendered to the peace of the nations by promoting and increasing sympathy and good fellowship. The hospitality of Bristol will be offered whole-heartedly by his lordship in the name of the citizens,



Then will come several pages devoted to each day's programme in the showyard, together with pictures and letter-press describing the city and the country around, with details of the quickest way to famous shrines and beauty spots, and of the cost of getting to them. With this advance guide in hand the Canadian, the American, or the Australian may judge what is to be seen and what it will cost him to spend the Royal Show week in Bristol. Of course, Colonial exhibits are not unknown in the showyard of the Royal Society, but they have been few in number, and spread over the whole yard. This devoting of one entire section of the ground to overseas exhibits and making the two acres a real show by itself is a departure which is being anticipated with the greatest interest. In some of the British Dominions they have been talking about it since the year before last. The advance programme is to be circulated in those Dominions with special care so that it shall fall into the right hands. The Canadian Northern Railway Company will send it right through their system, and other Canadian Railways will join in the movement. Mr. Henry Riseley has much influence in Canada and the United States, and can secure special publicity.

Another departure which will distinguish the Bristol meeting is the extension of the hours of opening, the popularising of prices, and the provision for special entertainments. Hitherto the Council have felt that they were going as far as they were justified when they made arrangements for a working dairy, a flower show, a forestry exhibition, a dog show, and military bands. It was feared that Bristol was almost too bold in asking for such things as a Fire Brigade drill, a Scouts' parade, a parade of Imperial cadets, ambulance demonstrations, musical rides, and other attractions for the extra hours in the evening. They even went so far, did the Bristol Committee, as to propose an extension of the number of days. The Council could not exceed the five-day show, but they accepted the novelties in the entertainment programme, and agreed to keep the yard open an hour longer than the usual seven o'clock on three days, and to extend the closing time to nine o'clock on the Wednesday and Thursday. This move will undoubtedly bring many thousands of extra visitors to the showyard, particularly on the Wednesday and Thursday, when the evening admission is to be a shilling. These entertainments will in no way detract from the solid educational value of the exhibition.

Up to now there is every sign of a most prosperous meeting. The retiring Lord Mayor, who is Chairman of the Bristol Committee, is delighted with the prospect. The Reception Fund of £8,000 is being well subscribed, the hon. secretary (Mr. George Nichols) reports, and all suggestions made to the Council with a view to popularising the show amongst local exhibitors and drawing big gates have been sym-

pathetically received. When the week comes it is hoped that the whole city will rise to the occasion, as the phrase is, find the best of accommodation for the visitors, and receive them with that friendliness which is characteristic of Bristol. We do not anticipate any failure there. But if the city's hotel and lodging-house room should prove inadequate, there is Bath close at hand. It will have been noticed that there is great competition for the honour of receiving the "Royal" among the big cities. Cardiff and Manchester are preparing welcomes several years ahead.

Hongkong, 28th April, 1913.

Dear Sir,—I have for acknowledgment your letter of the 3rd February, also the parcel containing Programmes for the Royal Agricultural Show which has been given prominence to in the local Newspapers, and programmes issued to all members of this Chamber.—Yours, etc.,

A. R. LOWE, Acting Secretary.

Henry L. Riseley, Esq., 33 Corn Street, Bristol.

## H

### PRIVATE BUOYS AND MOORINGS.

Hongkong, 27th March, 1913.

Dear Sir,—We beg to enclose herewith copies of letters exchanged between the Government and ourselves to date relating to this Company's Moorings, and we shall be much obliged if you will lay this correspondence before your Committee with a view to their mediation in the matter.—We are, etc.,

SHEWAN, TOMES & Co.,  
General Managers, Philippines Steamship Co.

The Secretary,  
Hongkong General Chamber of Commerce.

#### Enclosures:—

Copy Letter from Harbour Master, 4th March.

„ „ from Hon. Colonial Secretary, 15th March.

„ Letters from General Managers, Philippines Steamship Co. 6th and 27th March.



Harbour Department,  
Hongkong, 4th March, 1913.

Gentlemen,—It having been decided by the Government that it is necessary to provide a clear passage across the Harbour for the ferry running in connection with the Kowloon-Canton Railway, and the moorings occupied by your vessels lying directly on the line between the two ferry wharves, I am instructed to inform you that under the circumstances the Government has no alternative but to call upon you to raise those moorings and move them to a position further west, opposite the Government Civil Hospital, where the P. & O. Company's buoy at present lies.

2. I may add that you will be put to no expense in the matter, as the cost of raising and relaying will be paid.—I have, etc.,

BASIL TAYLOR, Commander, R.N.  
Harbour Master, &c.

The Philippines Steamship Co.

Hongkong, 6th March, 1913.

Sir,—We have the honour to address you on the subject of a communication in regard to the Philippines Steamship Company's moorings which we have received from the Hon. The Harbour Master of this Port, who has verbally requested us to address our reply to you.

In this communication we are informed that the Government has no alternative but to call upon this Company to remove its moorings to a position further West and opposite the Government Civil Hospital.

We beg to respectfully record our protest against this intended action of the Government upon the following grounds:—

(1) That the Company has very strong claims for special consideration owing to the circumstances of its long establishment, and that if changed conditions in the Harbour necessitate a re-adjustment in regard to the location of any of the moorings therein it is the later comers and those who last put their moorings in position who should be asked to make the removal necessary to give effect to such re-adjustment.

(2) This Company's position in the portion of the Harbour which its moorings at present occupy was taken up and established many years before positions were taken up in respect of the neighbouring moorings.

(3) This Company obtained its moorings when it was formed in 1883 at which time it took over the moorings that had been used in the same trade by the Company's immediate predecessors, Messrs. Russell & Co., who must have taken up the moorings utilised by them in the early seventies. The position of the moorings was of course then further in shore and opposite the old Clock Tower, but from time to time as the exigencies of the occasion required the moorings have been removed outward, and in the early days there were no moorings on the outer side of this Company's moorings.

We submit that if it is now found necessary that a move should be made for Government purposes this Company should be entitled to the position occupied by the moorings of its outside neighbours and that they, and not this Company, should be the ones required to find accommodation elsewhere if in fact the portion of the Harbour where the moorings are at present situated is fully taken up.

(4) In the early days when this Company was first established it was the sole line running to Manila and the particular portion of the Harbour where its moorings are located became identified as the berthing place for steamers in the Manila trade. As other steamers came on to the run they seem to have recognised the importance of having a loading berth adjacent to that occupied by this Company, and within the last few years two Companies have installed themselves in adjoining positions. Should this Company be now compelled to vacate its present loading position that fact will not only be to the Company's detriment in consequence of the considerable loss of trade and earnings which will be certain to ensue, but such fact will also have taken place under circumstances which we think demand more equitable treatment.

(5) We would therefore respectfully suggest that the proper and most equitable way to arrive at the clearing of a fairway for the Kowloon Ferry boats is that this Company's moorings should be moved to that occupied by its nearest neighbours and that these in turn (if there remains no further room for them in that particular portion of the Harbour) should be requested to find moorings elsewhere.

In conclusion we would submit that as this Company established its present loading site as the Manila loading berth in priority in point



of time to all other comers, it should be the last to be asked to remove therefrom.—We have, etc.,

SHEWAN, TOMES & Co.,  
General Managers, Philippines Steamship Co.  
The Honourable, The Colonial Secretary.  
Hongkong.

Colonial Secretary's Office, Hongkong,  
15th March, 1913.

Gentlemen,—In reply to your letter of the 6th instant, I am directed to point out to you that the buoy site in question was leased to the China and Manila Steamship Co. which no longer runs vessels between Hongkong and Manila the buoy being now used by the vessels of the Philippines Steamship Co. to which this buoy site has never been allotted.

I am to add that this Government cannot recognise the claim of any lessee to the user of any particular buoy site.

The Government regrets therefore that it cannot vary the decision arrived at in this matter which was come to after due consideration.—I am, etc.,

A. M. THOMSON, Colonial Secretary.  
The General Managers,  
Philippines Steamship Co.

Hongkong, 27th March, 1913.

Sir,—We have the honour to acknowledge the receipt of your letter of the 15th instant.

In reply to your statement that the China & Manila Steamship Co., Ltd. no longer runs vessels between Hongkong and Manila and that the buoy is now being used by the vessels of the Philippines Steamship Co., we would point out that the China & Manila Steamship Co., Ltd. maintains its existence and identity as before and that the only change in regard to such Company is that it has become the holding Company in respect of the shares or stock issued by the Philippines Steamship Co., and that thus the ownership interests of the two Companies are identical.

We strongly submit, therefore, that due regard should be paid to the arguments which we ventured to put forward in our letter to you of the 6th inst. more especially so as all that we ask for is equitable treatment in regard to our undoubted paramount claims for consideration in the light of the facts detailed in such letter.

In conclusion we would respectfully request that the Government should further consider the position with a view to our securing reasonable recognition and not being made to suffer as we should do if the steps apparently in contemplation were actually taken—which steps we, with all deference to the Government's present views upon the subject, would urge should most certainly not be taken owing to their partaking of an unduly harsh and confiscatory nature.—We have, etc.,

SHEWAN, TOMES & Co.,  
General Managers, Philippines Steamship Co.  
The Honourable, The Colonial Secretary.  
Hongkong.

[The disposition of moorings was amicably settled by the three Companies concerned.]

## I

### COLONIAL EXHIBITION AT SAMARANG.

Samarang, 25th February, 1913.

Dear Sir,—We have the honour to call the attention of your Chamber of Commerce to the following:—

An Exhibition, which will have the official title of "The Colonial Exhibition Samarang," will be held here from the month of August, 1914, till the month of November, 1914.

The Exhibition will consist of six divisions, viz:—

Colonial administration, Agriculture and Horticulture, Native Industry, Foreign Industry, Commerce & Traffic.

The Exhibition is under the direct patronage of His Excellency the Governor General of Netherlands India and the Director of the Department of Agriculture, Commerce and Industry has consented to fill the office of Honorary Chairman.

There are a large number of Honorary members, including many high placed Government Officials and Officers of the Army and Navy, Dutch Consul-Generals, the leading bankers and merchants, and others holding important positions.

The aim of the Exhibition is to show the development of the Dutch colonies in Asia, as is proved by the increase of imports and exports, which have augmented during the last ten years by respectively 77% and 75%, and now amount to f. 800,000,000 p.a.



The Exhibition will show what has been done by Netherlands India in all matters of Colonial activity, and what can still be attained, as well as what is necessary to augment the commercial relations with foreign countries and colonies.

It intends having an intercolonial character in order to enable the people of Netherlands India—by comparing their own, with the results obtained elsewhere—to reorganize their mode of development, where necessary, and to have the opportunity of seeing the most up-to-date scientific and practical inventions.

The Government of Netherlands India having already brought this Exhibition to the notice of the Diplomatic and Consular representatives and asked for their co-operation in acquainting the Governments to which they are accredited with the purposes of the Exhibition, our Chamber wishes to bring the question before your notice, with the request that you will pass same on to the Commercial community in your sphere, and we would request you to give your valued co-operation by the fullest publicity to the various pamphlets, we hand you herewith, which give full details regarding this project.

The secretary of the Colonial Exhibition, Samarang, will always be pleased to supply any further information required.—We have, etc.,

J. Van HOUTEN, Chairman,  
W. A. Van EMDEN, Secretary.

The Secretary,  
The Chamber of Commerce, Hongkong.

Hongkong, 1st April, 1913.

Sir,—I have the honour to acknowledge receipt of your circular letter dated 25th February announcing that an Agricultural and Horticultural Exhibition will be held at Samarang during 1914.

My Committee desire me to wish every success to the Exhibition, and I shall be pleased to distribute amongst the Members of this Chamber the Pamphlets referred to in your letter when these arrive.—I am, etc.,

A. R. LOWE, Acting Secretary.

The Chairman,  
The Colonial Exhibition Samarang.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG, 30TH JUNE, 1914.

DEAR SIR,

I beg to hand you herewith, for your acceptance, a copy of the Report recording the chief proceedings of this Chamber during the year 1913.

Kindly acknowledge receipt.

I am, Dear Sir,

Yours faithfully,

E. A. M. WILLIAMS,  
*Secretary*

Consul-General, for Netherlands India.

May, 1913.  
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My Committee  
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am, etc.,

The Chairman,  
The Colonial Exhibition Samarang.

Hongkong, 16th May, 1913.

Sir,—With reference to my letter of 1st ult., I have now to inform you that the pamphlets referred to in your letter of 25th February, 1913, have come to hand and been distributed as desired.—I am, etc.,

A. R. LOWE, Acting Secretary.

The Chairman,  
The Colonial Exhibition, Samarang.

## J

### INTERNATIONAL RUBBER EXHIBITION AND CONGRESS AT BATAVIA.

Hongkong, 12th April, 1913.

Sir,—Allow me to hand to you herewith five copies of the Programme of the International Rubber Exhibition and Congress, which is to be held in Batavia in September/October 1914, and which has the active support of the Netherland-Indian Government.

The objects to be exhibited in the exhibition and the conferences held in the Congress will be of the utmost interest to all who have something to do with rubberplanting, especially as it is the first exhibition and congress of that kind, which takes place in one of the centres of rubber cultivation in Asia. You will please direct the attention of those who may have an interest in the matter on the contents of the programme. For further particulars about the congress, interested persons may direct themselves to this Consulate-General.—I have, etc.,

de REUS, Consul-General.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 16th May, 1913.

Sir,—I have the honour to acknowledge receipt and to thank you for your letter of 12th ult., together with Programme of the International Rubber Exhibition to be held during 1914 at Batavia.

My Committee have carefully perused these and desire me to express their best wishes for the success of the undertaking.—I have, etc.,

A. R. LOWE, Acting Secretary.  
Consul-General, for Netherlands India.



Colonial Secretary's Office,  
Hongkong, 17th April, 1913.

Sir,—I am directed to forward for the information of your Committee a copy of a letter received from the Consul-General for Netherlands together with a programme of the forthcoming Exhibition.

I shall be glad if the enclosure may be returned in due course.—  
I am, etc.,

EDWARD BULLOCK, for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 18th April, 1913.

Sir,—I beg to acknowledge the receipt of your letter of 17th inst., enclosing copy of a letter received from the Consul-General for Netherlands together with a programme of the forthcoming Exhibition, for which please accept my best thanks.

I have to inform you that a copy of the letter and programme has already been forwarded to the Chamber by the Consul-General for Netherlands, and is now circulating among the Members of the Committee.

I return herewith enclosure to your letter as requested.—I am, etc.,

A. R. LOWE, Acting Secretary.

The Honourable, The Colonial Secretary.

## K

### INTERNATIONAL CONGRESS re CONSTRUCTION OF TOWNS AND ORGANIZATION OF MUNICIPAL LIFE AT GAND.

Colonial Secretary's Office,  
Hongkong, 22nd April, 1913.

Sir,—I am directed to transmit for the consideration of your Chamber the enclosed letter from the Burgomaster of Gand inviting the participation of the Colony in an International Congress relative to the construction of towns and organization of municipal life to be held in

next July and to enquire whether your Chamber has any suggestion to offer with regard to the representation of this Colony at the Congress.—  
I am, etc.,

EDWARD BULLOCK, for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 16th May, 1913.

Sir,—I have to acknowledge the receipt of your letter of 22nd ult., No. 68 in 12/13 enclosing copy of a letter from the Burgomaster of Gand inviting the participation of this Colony in an International Congress relative to the construction of Towns and organisation of Municipal life which it is proposed to hold next July and enquiring whether or not this Chamber has any suggestion to offer with regard to the Colony's representation at the Congress.

My Committee have given the matter their consideration and I am directed to state that unless some responsible Government Official is able to attend the Congress while on leave with the object of gaining information as to the construction of Towns they see no reason for incurring the expense of a special delegate particularly as this Colony is not governed by a Municipality.

I am to ask you to be good enough to thank His Excellency The Governor for referring the matter to them.—I have, etc.,

A. R. LOWE, Acting Secretary.

The Honourable The Colonial Secretary.

## L

### KING'S BIRTHDAY HOLIDAY.

Hongkong and Shanghai Bank,  
Hongkong, 19th May, 1913.

Dear Sir,—With regard to the King's Birthday holiday listed for Tuesday, 3rd June, all the Banks approve of asking the Government to change the day to Monday, 2nd June, as being of more value so far as the holiday is concerned and less disturbing to business. The Banks have requested me to approach the Chamber of Commerce on the subject,



and I suggest that the Chamber ask the Government to make the change. I am sure it is in the interests of the business community.—  
Yours, etc.,

N. J. STABB.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 22nd May, 1913.

Sir,—I have the honour to inform you that the Exchange Banks being of opinion that Monday the 2nd June would be much more suitable as a holiday and would interfere less with business than Tuesday, the 3rd June (King's Birthday) have requested this Chamber to suggest the alteration to the Government.

My Committee entirely agree with the Banks and believing the change of date to be in the interests of the business Community trust the suggestion will have the approval of His Excellency the Governor.—  
I have, etc.,

A. R. LOWE, Acting Secretary.

The Honourable The Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 23rd May, 1913.

Sir,—In reply to your letter of the 22nd instant, I am directed to state for the information of the Chamber of Commerce Committee that His Excellency regrets his inability to comply with the request of the Exchange Banks in regard to the alteration of date inasmuch as it is His Majesty the King's express wish that his birthday should be celebrated on the actual date of the anniversary.

This information was published in Gazette Notification No. 69 of the 24th March, 1911.—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

### M

#### RESTRICTIONS IMPOSED ON HONGKONG AS A PLAGUE INFECTED PORT BY THE NETHERLANDS INDIAN GOVERNMENT.

Hongkong, 19th May, 1913.

Sir,—The port of Hongkong having been declared infected with plague by the Netherland-Indian Government, the following measures of the Netherland-Indian Civil Medical Service have become applicable.

The importation of the following articles from Hongkong or transhipped at this port is temporarily prohibited:—

(1) wearing apparel, old and worn clothes, household effects for daily use, used bedding, unless these goods are transported as personal luggage or in consequence of removal.

(2) rags.

Refuse of new goods coming direct from the weaving-mills, from workshops, where apparel is made or from bleaching-establishments, artificial wool, and cuttings of new paper, are not considered as rags.

All goods, of which the importation is not prohibited, shall be disinfected on arrival, if in the opinion of the Health Officer of the port they have been infected.

Particulars about the medical inspection of the ship on arrival in a Netherland-Indian port, and of passengers and baggage, and about the formalities to be complied with by the masters of ships arriving in Netherlands-India within 21 days after their departure from a plague-infected port, etc. will be given on application at the Netherlands Consulate-General at Hongkong, where an English version of the Netherland-Indian Quarantine Ordinance is at the disposal of those concerned.

I beg however to draw the attention of the shipping to the fact that the quarantine in Netherlands-India against ships coming from Hongkong will be up to 21 days according to the state of health on board the ships, but subject to exemption on production of certificates legalised by the Netherlands Consul-General at Hongkong.

I take the liberty to suggest to your Chamber to bring the preceding to the notice of the trade and navigation of the colony.—I have, etc.,

de REUS, Consul-General.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 23rd May, 1913.

Sir,—I have the honour to acknowledge receipt of your letter of 19th inst., informing this Chamber that the Netherlands Indian Government have declared Hongkong to be a plague infected Port.

My Committee desire me to thank you for the information contained therein with respect to the temporary prohibition of certain articles of importation.—I have, etc.,

A. R. LOWE, Acting Secretary.

The Consul-General, for Netherlands India.



N

## METRIC SYSTEM OF WEIGHTS, MEASURES AND CURRENCY.

The London Chamber of Commerce,  
30th April, 1913.

Dear Sir,—I beg to enclose copy of a letter which I have received from the Decimal Association, and also copy of the paragraph relating to China to which reference is made in the letter. If you can assist me in replying to this enquiry,—so far, of course, as China is concerned,—I shall be much obliged.

I may add that the Far Eastern Section passed a resolution in favour of the adoption of the Metric System of Weights Measures and Currency.—Yours, etc.,

C. E. MUSGRAVE, Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,  
Hongkong.

—  
The Decimal Association,  
Finsbury Ct., Finsbury Pavement,  
London, E. C.

21st April, 1913.

Dear Sir,—In enclosing a copy of this Association's report for the year 1912, I desire to draw your attention to two paragraphs which I think will interest your Committee, viz: those referring to China and Siam. With regard to the former, the information contained therein was obtained from "The National Review" of Shanghai and confirmed by the Chinese Consul here. Perhaps you will be able to give me some further information on this matter.

With regard to Siam, I have the news direct from the Ministry of Agriculture at Bangkok.

I was extremely pleased to read that you have recently passed a resolution favouring the introduction of the metric weights and measures throughout the Empire. I should be much obliged if you would forward to me a formal extract from your Minutes showing this Resolution for my record.—I am, etc.,

G. E. M. JOHNSON, Secretary.

The Secretary,  
(Far Eastern Section),  
London Chamber of Commerce,

N

Extract referred to

CHINA.

A Bill for the complete introduction of the Metric Weights and Measures has passed its first reading in the Advisory Council and has been referred to a Committee for expert advice. The Government proposed to send delegates to all the Provinces to arrange tables for the conversion of the old weights and measures into those of the new system. These tables will be made known universally. Then three years after the promulgation of the Metric System, it will become necessary for all shops to use weights and measures according to that system, and six years later the Government will prohibit the sale of goods by the old weights and measures. One of the chief arguments which led to the rejection of our Bill in the House of Commons in 1907 was that the Lancashire cotton manufacturers and merchants would suffer if they were forced to adopt metric measures, because, such was the innate conservatism of their customers in the Far East, the latter would regard any change in the dimensions of the fabrics offered to them with extreme suspicion, and would prefer to continue to buy on the old standards which would be supplied to them by our competitors. In view of the introduction of this Bill by the Chinese Government, it would appear that this argument can no longer be used by our opponents, and this was specially urged before the Dominions Royal Commission.

—  
Hongkong, 16th June, 1913.

Sir,—I am in receipt of your letter of 30th April last with reference to the Metric System of Weights Measures and Currency and am directed to inform you that this Chamber is not in a position to give you the information now desired by the Decimal Association but the letter is being passed on to the Secretary of the Shanghai Chamber who may be in a position to do so and is being asked to reply direct.

I am to add that the Committee of this Chamber have supported the Decimal Association's proposals from time to time and are still in full sympathy with its objects.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Far Eastern Section, Chamber of Commerce, London.

—  
Hongkong, 17th June, 1913.

Dear Sir,—I beg to enclose copies of correspondence received from the Secretary Far Eastern Section, London Chamber of Commerce, with reference to the Metric System of Weights and Measures.



In this connection I have replied that this Chamber being unable to give the desired information is passing the letter on to you and I trust you will be able to supply the information.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Chamber of Commerce, Shanghai.

London, 4th June, 1913.

Dear Sir,—In forwarding for the information of your Chamber a copy of our report for the year 1912, I wish particularly to draw your attention to the steady progress which the metric system is making. The movement for the introduction of the metric weights and measures was inaugurated by Chambers of Commerce, and it must be gratifying to them to see the advances that are being made. Further copies of the report are available for distribution if required.

Should your Chamber or your members at any time be in need of assistance in any matter regarding weights and measures, I hope that they will regard the resources of this office and my services as entirely at their disposal.—Yours, etc.,

G. E. M. JOHNSON, Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,  
Hongkong.

#### REPORT.

In reporting recent progress we deal first with the results obtained within the British Empire, and separately with the advances made in Foreign Countries.

#### BRITISH EMPIRE.

##### British Pharmacopoeia.

Following the announcement in our Prospectus, the General Medical Council has announced that all measures and weights in the new British Pharmacopoeia, including those referring to dosage, will be in the Metric System, and that in order to facilitate the use of the Pharmacopoeia by medical men, the equivalents for dosage will also be given in the Imperial system. This will be the only use of the Imperial system throughout the work, and in itself this is a very great advance. The issue of the new Pharmacopoeia will of necessity be followed by a considerable increase in the use of the Metric Weights and Measures in medical practice.

#### Metric Carat.

In consequence of a successful agitation on the part of the jewellers of the United States for the adoption of the Metric Carat of 200 milligrams, prominent jewellers and gem merchants in London have recently approached the Deputy Warden of the Standards through the medium of the London Wholesale Jewellers and Allied Trades Association with a request that the new carat be made compulsory throughout the Jewellery Trade. Major MacMahon in reply assured the deputation that he would use his very best efforts to bring about the change suggested; he thought it would simplify methods, and thus enable foreign dealers to trade in a system identical with their own.\*

#### South Africa.

Early last year a Bill to consolidate and amend the laws of the Union of South Africa regarding weights and measures was introduced in the House of Assembly by the Minister of Commerce and Industries. In the Schedules detailing the weights and measures to be permitted for use in the Union, the standards mentioned are metric only, but Imperial equivalents are also given. Pressure of other business unfortunately prevented the Bill from going forward to second reading, but its terms are interesting as showing the attitude of the Union Government in relation to the weights and measures question. The Bill appears to have been regarded with favour generally and it is to be regretted that there was not time for its passage. However it remains on record as a serious manifestation of the favourable attitude of the Union Government towards the Metric Weights and Measures.

#### Dominions Royal Commission.

This Royal Commission was appointed to enquire into the trade of the British Empire and sittings commenced in October last.

In view of this important Commission the Chambers of Commerce of the British Empire at their Eighth Congress held in London in June 1912, passed the following resolution unanimously:—

"That whereas, with the progress of industry and the development of trade throughout the world, the establishment of uniform systems of weights, measures and currency becomes more and more desirable and necessary, therefore be it resolved that this Eighth Congress of Chambers of Commerce of the British Empire recommends that the British Imperial Council of Commerce be requested to take steps to bring this question before the Imperial Trade Commission which is now about to sit."

\*(See also reference to Russian legislation.)



Mr. Charles Charleton, the Chairman of the British Imperial Council of Commerce, attended the Royal Commission on their behalf and personally urged the adoption of the Metric Weights and Measures. He stated further that his Council supported the Decimal Association.

The Decimal Association was also specially invited to submit its case, and a statement was carefully prepared and forwarded to the Commissioners. This statement is printed in the second Blue Book issued by the Commission (Cd.6517); it sets forth the reasons why the adoption of the Metric Weights and Measures would be beneficial both to the internal trade of the Empire, and to the trade of each portion of the Empire with the rest of the world. The attitude of the Colonies towards metric reform is also fully shown, and details are given of recent progress in metric legislation. The Association was also invited to send three witnesses to give evidence before the Commission. Lord Belhaven, our President, Mr. Alex. Siemens and Mr. Aldred Barker, (Professor of Textiles at Bradford Technical College), were chosen to represent the Association, and they attended the sitting of the 6th November. Their evidence was very ably given and appeared to create a favourable impression on the Commissioners. The Commission is now visiting the Dominions, commencing with New Zealand, and proceeding thence to Australia, South Africa and Canada. It is expected that its report will be presented in time for consideration at the Imperial Conference of 1915. Steps have been taken to organise pro-metric feeling in the Dominions to be visited by the Commissioners, and it is believed that they will receive ample evidence during their travels of the favourable attitude of these communities towards the reform we advocate.

#### Australia.

Mr. Edward C. Barton of Brisbane has done splendid work in arousing public interest in the metric system. He has arranged public meetings at which he has delivered lectures on the subject, and his strenuous and persevering efforts have resulted in the passage of a number of resolutions in favour of the metric system. It is proposed to form a branch of the Association in the Commonwealth and in this the Association will probably have the support of the Teachers' Organisations.

#### Guernsey.

The weights and measures of this Island have long been in an unsatisfactory condition and during the past three years considerable discussion has taken place as to the best means of regularising them. In October, 1910, it was decided that English weights and measures

should be adopted, but no practical steps were taken to enforce this decision. At a recent sitting of the States of Deliberation, the resolution of 1910 was rescinded, and a small Committee was appointed to examine the question afresh and to report what scheme would best suit the requirements of that Island. The friends of the Metric System are numerous and active, and are losing no opportunity of advancing its claims.

#### Malta.

An Ordinance prescribing the adoption of the Metric System in Malta was sanctioned in March, 1911. The Governor of the Island has power under the Ordinance to fix the date for its coming into operation, and under this power he has ordered it to be introduced on the 1st July, 1914.

#### FOREIGN COUNTRIES.

##### Siam.

The late King of Siam was at the date of his death (October 1910) on the point of introducing the Metric System into that country. The matter was dropped for the time being, but the Minister of Lands and Agriculture revived the subject and in consequence His Majesty the present King, on the 15th November, 1911, ordered the adoption of the Metric System throughout the kingdom. An optional period of only one year was decided on, for the reason that the total absence of any law on the subject of weights and measures made the introduction of a properly legalised system a matter of extreme urgency.

##### China.

A Bill for the complete introduction of the Metric Weights and Measures has passed its first reading in the Advisory Council and has been referred to a Committee for expert advice. The Government proposed to send delegates to all the Provinces to arrange tables for the conversion of the old weights and measures into those of the new system. These tables will be made known universally. Then three years after the promulgation of the Metric System, it will become necessary for all shops to use weights and measures according to that system, and six years later the Government will prohibit the sale of goods by the old weights and measures. One of the chief arguments which led to the rejection of our Bill in the House of Commons in 1907 was that the Lancashire cotton manufacturers and merchants would suffer if they were forced to adopt metric measures, because, such was the innate conservatism of their customers in the Far East, the latter would regard any change in the dimensions of the fabrics offered to them with extreme suspicion, and would prefer to continue to buy on the old standards which would be supplied to them by our competitors. In view of the



introduction of this Bill by the Chinese Government, it would appear that this argument can no longer be used by our opponents, and this was specially urged before the Dominions Royal Commission.

#### Russia.

The British Empire, the United States and the Russian Empire are the only remaining great communities which have not adopted the metric weights and measures; an indication therefore of the attitude of the Government of any one of these countries towards this reform must have a considerable bearing on the attitude of the other countries. The Russian Minister of Commerce has recently addressed an official letter to this Association in which it is stated that the Government view with favour the establishment of the metric system in the Russian Empire, the estimated population of which is 165 million. Legislation establishing more firmly the use of the metric system in Russia has been approved by the Imperial Duma and submitted for sanction to the Council of the Empire. Formerly the metric system was only permissive in cases where the parties to bargains had previously agreed to its use. Apparently it is now proposed to extend this permission to the general use of the metric system. Section 3 of this Bill makes the use of the carat of 200 milligrams obligatory in the trade in precious stones, but this is the only instance in which the system is applied compulsorily. The Minister of Commerce further announces that the Government cannot proceed with the obligatory introduction of the metric system until the periodic control of weights and measures in all parts of the Empire has been definitely organised, but he says in his letter addressed to this Association that a large number of Government institutions use the metric system according to the law now in force.

#### GENERAL.

It is with very sincere regret that we have to announce the retirement of Mr. J. Emerson Dowson, M.Inst.C.E., from the Chairmanship of the Executive Committee. During the 22 years in which he has been Chairman Mr. Dowson has rendered very great services to the cause which we advocate. His interest in the question is as keen as ever, but his retirement to the country necessitates his withdrawal from an active part in the campaign. He has accepted the unanimous invitation of the Executive Committee to become a Vice-President of the Association.

Members of the Association will notice with much pleasure the appearance upon our lists of Vice-Presidents and Officers of the names of many eminent engineers. Among those who have given their adhesion

in this matter recently may be mentioned Sir Alex. R. Binnie, M.Inst.C.E., M.I.Mech.E., F.G.S., F.R.M.S., and M.R.I., Chief Engineer L.C.C. 1890-1901, and Mr. Charles Bright, F.R.S.E., M.Inst.C.E., M.I.E.E., Consulting Engineer to the Commonwealth of Australia.

Continuing interest in this question is being shown in the Press and a friendly attitude is still maintained. To stimulate the efficient teaching of the Metric weights and measures in the public Elementary Schools, the Association has presented charts to all Headmasters who have applied for them.

Arrangements should now be made for lectures during the season 1913-14, and members who desire to secure the services of one of the Association's lecturers during that period should make early application to the Secretary. Wherever a good audience is assured, the Association will be pleased to send a lecturer and will defray his expenses.

It is most important that all members of the Association should use their best endeavours to secure new subscribers and the Secretary will be glad to forward literature and membership forms to those whose names and addresses are sent to him.

A statement of the Income and Expenditure to 31st December, 1912, certified by the Auditors, will be found on the next page.

BELHAVEN & STENTON, President.

JOHN H. TWIGG, Chairman of Executive Committee.

G. E. M. JOHNSON, Secretary.

April, 1913.

### PROPOSED REVISION OF REGULATIONS TO GOVERN THE TERMS OF SALE OF CASSIA.

Canton Chamber of Commerce.

Canton, China, 10th June, 1913.

Dear Sir,—I have been instructed to forward you copies of correspondence between this Chamber and the Canton Cassia Guild for your information comprising our letters to them dated 27th February, 9th April, 15th May, 23rd May and 31st May, and letters from the Guild to



us dated 11th February, 3rd April, 7th May and 27th May. Kindly return the four letters from the Guild 11/2, 3/4, 7/5, 27/5 as I have no copies of them.—I am, etc.,

R. T. MATHESON, Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,  
Hongkong.

Canton, 11th February, 1913.

In view of the numerous short-weight claims the cassia dealers have had during the past few years in the Cassia trade in general, a meeting was held by our guild to discuss this matter and thereupon we have unanimously decided to formulate the following regulations viz. :—

1. All Cassia Lignea, Broken Cassia, Cassia Buds, etc., to be delivered F.O.B. Canton, the Customs duty to be paid by the seller and freight to be paid by the buyer.
2. At the beginning of every new season, a sample lot of 5 cases Cassia Lignea and 5 Bales Broken Cassia to be chosen by the Canton Chamber of Commerce and same to be deposited as Standard samples and also a few lots of 5 cases Cassia Lignea and 5 Bales Broken Cassia to be chosen for London, Hamburg and New York but the cost of the sample lots for the above three ports must be refunded to the seller by the foreign buyers.
3. Of every shipment, buyers may choose out, and transfer to a public godown, 1 case or bale if a small shipment and not over 4 cases or bales if large shipment, and the parcel or parcels to be sealed by the buyer and seller at the same time for future reference in case there will be any claim either for loss in weight or inferior quality.
  - (a) If any claim be forthcoming, the buyer must notify the seller within the limited time viz., within 3 months in case of steamer shipment except for Copenhagen, Odessa and New York which are within 4 months and 7 months in case of shipment by sailing vessel.
  - (b) If there is any claim which cannot be settled by the buyer and seller privately, then 3 arbitrators shall be appointed, two foreigners and one Chinese to be chosen in the first time, the second time two Chinese and one foreigner and so on.

- (c) If the Chinese seller is not satisfied with the foreign arbitrators or the buyer is not satisfied with the Chinese arbitrators the Canton Chamber of Commerce and the Chinese guild will have power to choose others.
- (d) In case there is any claim for inferior quality the sample of the original shipment bearing the same mark has to be taken out from the public godown to compare with the Standard samples; the seller and buyer will have these marked to distinguish the shipment samples from the Standard samples so that the arbitrators may not know which is which and if the arbitrators find that the shipment samples are equal to the Standard samples then no claim will be admitted. The arbitration fee will be \$10—for each arbitrator, which is to be paid by the losing party.
- (e) In case there is any claim for loss in weight the sample of the original shipment bearing the same mark has also to be taken out from the public godown to be weighed in the presence of the seller, buyer and arbitrators and if the shipment samples are found not exceeding 5% i.e. not less than 95 catties per picul charged, no claim will be admitted. The arbitration fee for each arbitrator will be \$10—which is to be paid by the losing party.

CASSIA GUILD EXPORTERS.

Secretary,  
Chamber of Commerce, Canton.

Canton Chamber of Commerce.  
Canton, China, 27th February, 1913.

Dear Sir,—In reply to the letter of the 11th February, sent by your Guild to this Chamber, I am instructed to say that the matter has had the full consideration of my Committee and the members of this Chamber who unanimously agree to the following :—

I regret to inform you that your proposal No. 3 is unacceptable, because such terms would practically amount to Canton arbitration and Canton delivered weight terms, on which conditions the sale of the article on foreign markets would be made impossible. My Committee



can therefore not see their way to make any alterations in the existing agreement of March, 1907, which contains great concessions to the seller which already surpass international commercial usages.

My Committee appreciates the endeavours of the Guild to find a remedy for the frequent complaints about short weight but ventures to say that in many instances these complaints must be attributed to short packing or more than usual dampness of the cargo shipped.

It has come to the knowledge of this Chamber that in some instances the excessive loss in weight has been due to pilferage and this Chamber has taken steps to put a stop to such malpractices and hope is expressed that with the support of the Cassia Guild it will be possible to attain this end and to put the Cassia trade again on a mutually satisfactory basis as in former years.

I take this opportunity to recommend to your Guild a stronger supervision of the packing in general and chiefly to use stronger cases of not less than '7/16' thickness. By doing so cases of pilferage could more easily be detected during transit.

In this connection it would seem advisable to do away with the mat wrappers, but only provided the cases are made strong enough to stand the long voyage, otherwise the loss in weight by breakage of the cases would probably be still more excessive.—I am, etc.,

R. T. MATHESON, Secretary.

The President,  
Canton Cassia Guild,  
Canton.

Canton, 3rd April, 1913.

Dear Sir,

On February the 27th we have received letter (under reply) and noted the contents. Accordingly we the undermentioned guild have called for a meeting and decided that the conditions of January 31st are entirely right and fair to both parties, and we should agree to the same and it is hard to alter them. We therefore beg to ask you to inform all the Foreign firms requesting them to agree to the same in their reply within a week's time, and in case they fail to answer in the said term, we the guild, will make the conditions as in force.

CASSIA GUILD EXPORTERS.

Secretary,  
Chamber of Commerce, Canton.

Canton Chamber of Commerce

Canton, China, 9th April, 1913.

Dear Sir,—I have for acknowledgment your letter of the 3rd inst. and I am directed to inform you that as we have already given you the unanimous views of the members of this Chamber in my letter of the 27th February, we regret to say that your terms cannot be entertained.—I am, etc.,

R. T. MATHESON, Secretary.

The President,  
Canton Cassia Guild,  
Canton.

Canton, May 7th, 1913.

Gentlemen,—Your letter reached us on 9th ult. and in reply beg to advise you that we have put the conditions for consideration for many times. These conditions are very just, and impartial indeed.

We now forward you a roll (40 copies) of regulations for your observation. We shall be much obliged, if you will kindly notify the foreign firms to enforce the new regulations as from the 1st proximo.—Yours, etc.,

(chopped) CASSIA EXPORTING GUILD.

The Chamber of Commerce,  
Shameen, Canton.

Revised Regulations to govern the terms of sale of Cassia.

Agreed Upon By

THE CANTON CASSIA GUILD.

1st.—All descriptions of Cassia, selected, broken, buds, etc. are to be sold F.O.B. Canton river steamer, the Export Duty shall be paid by the Chinese seller while the freight by the foreign buyer.

2nd.—To serve as Standards to be referred to and compared with in case of arbitration of claim for quality, the Cassia Guild shall deposit annually at the commencement of each season with the Chamber of Commerce,

5 cases Selected Cassia,

5 bales Selected Broken Cassia,

which are to be chosen by the members of the Canton Chamber of Commerce as representing fair average quality of the season. In order to



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show the customers abroad the quality of the new season, the Cassia Guild will further supply.

15 cases Selected Cassia

15 bales Selected Broken Cassia

of similar quality to the above of which of 5 cases and 5 bales of each are to be forwarded to the London, Hamburg and New York Chambers of Commerce respectively every year; and which shall be paid for by the foreign firms.

3rd.—Upon the seller's information that the goods of any or all descriptions of Cassia are going to be shipped, the buyer shall come to inspect them, check their weights and pick out of the shipment the following proportionate numbers of cases which are to be stored in the latter's godown for arbitrators' reference in case of arbitration of claims for short weight or quality:—

In a shipment of 100 to 200 cases, 2 cases are to be picked out and stored.

"	"	"	250	500	"	4	"	"	"	"	"	"	"
---	---	---	-----	-----	---	---	---	---	---	---	---	---	---

500	600	5	5	5	5	5	5
500	600	5	5	5	5	5	5

[illegible]

1000	2000	10						
1000	2000	10						

When the terms for claims are expired these stored cases shall be returned to the seller.

(a) Any claims must be notified to the seller by the buyer within 3 months in case of steamer shipment with the exception of shipments to ODESSA, COPENHAGEN & NEW YORK where four months will be given; and within 7 months in case of shipment by sailing vessels; so that the arbitration shall be taken at Shameen, Canton. No claims whatever shall be considered when the above-mentioned terms have expired.

(b) If a settlement of the claim cannot amicably be arrived at between the seller and buyer three arbitrators shall be appointed. In order to be felt just and reasonable by both parties, the number of foreign and Chinese arbitrators shall be by turns as follows:—If the first arbitration is composed of two foreign and one Chinese arbitrators the second one shall be composed of one foreign and two Chinese ones and so on.

(c) The Chinese sellers shall have the prerogative of rejecting the foreign arbitrator or arbitrators, either or both, nominated by the Chamber of Commerce and of requesting the appointment of another or others and in the same manner the foreign buyers shall have the prerogative of rejecting the Chinese abitrator or arbitrators, either

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or both, nominated by the Cassia Guild and of requesting the appointment of another or others but the Chinese arbitrator or arbitrators must be a member or members of the Guild.

(d) In claiming for inferior quality, the stored cases of samples of the same mark as claimed for shall be taken out and compared with the Standards deposited with the Chamber of Commerce. Before the examination, the buyer and the seller shall put some private marks on the parcels to identify them and the examination shall be so arranged that the three arbitrators shall not know beforehand which parcel is the Standard or which is the stored sample. Of course if the stored samples agree with the Standards the claim will fail. The fee for acting as an arbitrator shall be \$10.00 each time and shall be paid by the loser of the case.

(e) In claiming for short weight, the stored cases shall be taken out and weighed in the presence of both parties and as the loss in weight is to be guaranteed by the seller not to exceed 5% the claim will, of course, fail if the stored cases are found to be 95% in weight. The fee for an arbitrator, if there are any, shall also be \$10.00 and shall be paid by the loser of the case.

TIEN CHEONG

CHOW HING

CHOY SANG

SHEE HING

CHEONG LOONG HING

HIP CHEONG

ON HANG

ON SING

KWONG SANG CHONG

KWONG LOONG

YU'T SHING<sup>2</sup>

WING ON CHONG

CHE KEE

KUNG CHEONG

SHUN LEE

SUN HING

Canton Chamber of Commerce.

Canton, China, 15th May, 1913

Dear Sir,—I am instructed by my Committee to inform you that your new Rules as per your letter of the 7th inst. have unanimously been rejected at a General Meeting of this Chamber which was held yesterday at 2.30 p.m.

In order to point out to you our reasons in the matter, a sub-committee of three Members, Messrs. Lund, Susemihl and Wegman, has



been appointed who will be glad to meet your representatives at some convenient time.—Yours, etc.,

R. T. MATHESON, Secretary

The President,

Canton Cassia Guild,  
Canton.

Canton Chamber of Commerce.

Canton, 23rd May, 1913.

Dear Sir,—Enclosed I beg to hand you a copy of a letter received from the American Spice Trade Association, New York, which please place before your members and let this Chamber have an answer as early as possible.—Yours, etc.,

R. T. MATHESON, Secretary

The President,

Canton Cassia Guild,  
Canton.

The American Spice Trade Association.

New York, April 14th, 1913

Dear Sir,—The Standards Committee of the American Spice Trade Association was directed by resolution of the board of directors of that Association to call the attention of your honourable body, to the progressive deterioration in quality of the selected broken China Cassia, as represented by the type sample of five bales sent to the American Spice Trade Association to represent the average quality of each season, in accordance with the agreement made between the Canton Chamber of Commerce and the Canton Cassia Guild, in March, 1907.

The five bales representing the crop season of

1910/1911	contained	7%	twigs, dirt, etc
1911/1912	"	9%	" " "
1912/1913	"	16½%	" " "

These percentages of twigs were determined by a most painstaking analysis of samples drawn from each of the five bales representing the crop season, by five members of the Spice Association, importers, and brokers and consumed several hours time of the five members who performed the operation.

All the flat pieces of Cassia were picked out and weighed; all the twigs and fibrous pieces, were picked out and weighed; and all the dirt, stones and foreign substances picked and sifted out and weighed.

The scale used is very accurate and weighs to the 1/100 of an ounce and was obtained for this purpose and to determine the percentage of shrinkage on certain other spices such as cloves, and is entirely reliable.

The analysis of each seasons type sample being determined, and the percentage of good cassia and that of the fibrous cassia and dirt and foreign substances being ascertained and noted, arriving parcels are similarly analyzed and any deficiency in quality, due to excess of dirt or fibrous cassia, are compensated for in the arbitration awards.

Unless rigorous protest be made, the Chinese traders may manufacture a grade, by mixing various percentages of flat pieces of bark with stringy fibrous bark, twigs and dirt, such a mixture might easily be a deliberately manufactured type and not in the least be representative of the season's growth.

The progressive deterioration of these three season's type samples, would indicate that this practice had been in these cases followed. You probably are aware of the rigorous examination of all articles of food on arrival by the U.S. Board of Food and Drug Inspection, who have fixed the standard of cassia at not to exceed 6% total ash and not to exceed 2% of Insoluble ash. Parcels exceeding the Standard in either respect may be excluded.

The question has already been raised in respect to some shipments of the so-called ordinary broken China Cassia by our Government and may easily be extended to the selected if the deterioration continues. At the present time our dealers are protesting against the quality represented by last Season's type. The very word "selected" carries the implication of superior quality, and the present type indicates a deliberate selection downward, and the admixture of what is nothing more than "ordinary" cassia with the grade known as "selected."

The American Spice Trade Association, therefore, very respectfully urges on your merchants vigorous protests to the Cassia Guild to improve the quality of the selected broken China Cassia, and as well suggests an early determination of the types of the next Season's shipments and the fixing of the percentage of fibrous or "ordinary" cassia that may be present in what may be shipped as selected. It is also suggested that shipments of the packages fixed as types be



made at the earliest practical moment, so that they may be available in any arbitrations that may be called.—Yours, etc.,

(signed) E. W. DURKEE,

Chairman, Standards Committee.

The Secretary,

Canton Chamber of Commerce.

Canton Chamber of Commerce.

Canton, 27th May, 1913.

Dear Sir,—We beg to inform you that yesterday our representatives went to see Messrs. Arnhold Karberg and Co. to consider about the Cassia regulations and we understand that your representatives, Messrs. Arnhold Karberg and Co. intend to add two new rules into the Old regulations. A meeting was at once held in our guild to discuss this and we find that the two new rules are of no difference between the old ones.

It has been decided by our members to take up our new regulations which are beneficial to both the Shameen firms and our cassia dealers so that we will not have any change in these regulations.

Hoping you will be good enough to inform all the Shameen firms.—Yours, etc.,

(signed) CASSIA GUILD.

The Secretary,

Canton Chamber of Commerce.

Canton Chamber of Commerce.

Canton, 31st May, 1913.

Dear Sir,—I am instructed to inform you that the members of this Committee are greatly surprised at the attitude adopted by your guild in the question re the Sale Regulations of Cassia.

In my letter of 21st February, I intimated to you that all Cassia buyers without a single exception, had agreed in the point that it was positively impossible to carry your suggestions through. Later on a sub-Committee of this Chamber met three of your representatives for the purpose of explaining to you verbally the numerous reasons which render the proposed rules unacceptable, and our delegates were left under the impression that your members saw the justness of our objections. In order to make a compromise, the sub-Committee declared their willingness to make the following amendment to the old rules dated March 1907.

"The Chinese Seller shall have the right of having short weight claims checked by the Canton Chamber of Commerce against a moderate fee."

"If short-weight should occur to the extent of 10% or more over invoice weight, the home buyer has to inform the shipper by cable and the Chinese seller upon such information may demand reweighing by a third party, the result of which is to be binding to both parties. Cost of reweighing to be paid by the losers."

The Old Cassia Rules are, as was formerly pointed out to you, indisputably entirely in favour of the Chinese Seller and I am instructed to inform you that this Chamber cannot positively see its way to make any further concessions whatsoever.

It has recently been found that various Cassia shipments contained a mixture of a foreign bark, against which practice this Chamber most decidedly protests. The shipper of such goods does not seem to realize that difficulties of a very serious nature may arise with the food laws, for which the supplier must be fully held responsible.

Another serious complaint is the continual deterioration of the standards, chiefly for Sel. Broken which is again conclusively proven by a recent letter of the American Spice Association, a copy of which we took the liberty of addressing to you. It is most essential that superior standards should be made up this season as otherwise your trade is going to suffer seriously. In support of this the following signatures of firms interested are appended.—Yours, etc.,

R. T. MATHESON, Secretary.

The President,

Canton Cassia Guild,  
Canton.

N.B.—15 firms interested signed the above letter

Canton Chamber of Commerce.

Canton, 27th June, 1913.

Cassia.

Dear Sir,—Referring to my letter of the 10th inst. I have been directed to ask you to let us have the views of your Chamber on the new rules of the Cassia Guild and at the same time to inform us if you have heard of any firms doing business in Cassia under the new regulations of the Cassia Guild.—Yours, etc.,

R. T. MATHESON, Secretary.

The Secretary,

Hongkong General Chamber of Commerce,  
Hongkong.



Hongkong, 7th July, 1913

Dear Sir,—I beg to acknowledge receipt of your letters of 10th and 27th ult., together with correspondence between the Canton Cassia Guild and your Chamber with reference to the proposed Regulations to govern the terms of Sale of Cassia.

At a Meeting of this Chamber to be held on Thursday 10th inst., this matter will be considered and an early reply forwarded to you.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Chamber of Commerce,  
Canton.

Hongkong, 11th July, 1913,

Dear Sir,—At a Meeting of this Chamber held yesterday, correspondence received from the Canton Chamber of Commerce relative to the proposed revision of regulations to govern the sale of Cassia was laid on the table, when it was decided to refer the matter to your Association for consideration and reply.

My Committee will be glad if you can treat the subject at an early date.—Yours, etc.,

A. R. LOWE, Acting Secretary

The Secretary,  
Association of Exporters and Dealers of Hongkong,  
Hongkong.

Hongkong, 12th July, 1913.

Dear Sir,—At a Meeting of this Chamber held on Thursday afternoon correspondence between your Chamber and the Canton Cassia Guild was laid on the table, and referred to the Association of Exporters and Dealers of Hongkong, for consideration and reply.

The Association's monthly Meeting will be held on Wednesday after which I hope to furnish you with the Committee's views.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Chamber of Commerce,  
Canton.

Association of Exporters and Dealers of Hongkong.

Hongkong, 25th August, 1913.

Dear Sir,—I am directed by my Committee to acknowledge receipt of your letter dated 11th July covering correspondence between the Canton Chamber of Commerce and the Canton Cassia Guild concerning the proposed Revision of Regulations to govern the terms of sale of Cassia.

My Committee direct me to thank you for giving them this opportunity of dealing with a question of such importance to the Exporters of this Colony, and particularly those who are Members of this Association.

At a Meeting held subsequent to the receipt of your letter a Sub-Committee was appointed to go thoroughly into the matter but whilst this Committee was deliberating, news reached Hongkong that the points in dispute had been amicably settled.

Enclosures to your letter returned herewith.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Chamber of Commerce,  
Hongkong.

Hongkong, 1st September, 1913.

Dear Sir,—With reference to my letter of 12th July I beg to enclose for your information copy of reply received from the Association of Exporters and Dealers of Hongkong, with reference to the proposed revision of regulations to govern the terms of Sale of Cassia.

My Committee will be glad to learn whether, this question has been settled as stated.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Chamber of Commerce,  
Canton.

Canton Chamber of Commerce.

Canton, China, 29th September, 1913.  
Cassia.

Dear Sir,—Referring to your letter of the 1st September, I now beg to enclose a supply of copies of the amendment to the Cassia Regulations of March, 1907.—Yours, etc.,

R. T. MATHESON, Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,  
Hongkong.



CANTON CHAMBER OF COMMERCE.

Amendment to the Regulations to govern the terms of sale of CASSIA dated March, 1907, as agreed upon by the Canton Cassia Guild and the Canton Chamber of Commerce under date 1st August, 1913.

"The Chinese seller shall have the right of having short weight claims checked by the Canton Chamber of Commerce against a moderate fee.

If short weight should occur to the extent of 10% or more over invoice weight, the Home buyer has to inform the shipper by cable and the Chinese seller upon such information may demand re-weighing by a third party, the result of which is to be binding to both parties.

The cost of re-weighing is to be paid by the losers."

Canton, 1st August, 1913.

**P**

COMPANIES AMENDMENT ORDINANCE, 1913.

Colonial Secretary's Office,

Hongkong, 11th June, 1913.

Sir,—With reference to previous correspondence concerning proposed amendments to the Companies Ordinance, 1911, I am directed to invite the opinion of your Committee on a suggestion that to Sub-section 3 of Section 113 of the Ordinance should be added the following words:—

"If a Company shall appoint a single Auditor, he shall not be a shareholder in the Company of which he is so appointed Auditor and  
"if a Company shall appoint more than one Auditor, at least one of  
"such Auditors shall not be a shareholder in the Company of which  
"such Auditors are so appointed Auditors."—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,  
Hongkong.

Hongkong, 30th June, 1913.

Sir,—I am directed to acknowledge the receipt of your letter of 11th instant inviting the opinion of the Committee of this Chamber on the following suggested addition to Sub-Section 3 of Section 113 of the Companies Ordinance 1911.

"If a Company shall appoint a single Auditor, he shall  
"not be a shareholder in the Company of which he is so  
"appointed Auditor and if a Company shall appoint more  
"than one Auditor, at least one of such Auditors shall  
"not be a shareholder in the Company of which such  
"Auditors are so appointed Auditors."

My Committee have given this matter their consideration and I am instructed to inform you that they see no objection to this alteration.

I am to express the thanks of the Committee to His Excellency the Governor for allowing this matter to be placed before them for their approval.—I am, etc.,

A. R. LOWE, Acting Secretary.

The Honourable,  
The Colonial Secretary.

Hongkong, 16th July, 1913.

Dear Sir,—We beg to inform you that we have this day addressed a letter to The Honourable, The Colonial Secretary of which the enclosed is a copy.—Yours, etc.,

PERCY SMITH, SETH & FLEMING.

The Honourable Mr. E. A. Hewitt, C.M.G., Chairman,  
The Hongkong Chamber of Commerce.

Hongkong, July 16th, 1913.

PROPOSED COMPANIES AMENDMENT ORDINANCE 1913.

Sir,—We beg to direct your attention to Section 16 of the above Ordinance Sub-section C in which the following words occur:—

"If a Company shall appoint a single Auditor, he shall not be  
"a shareholder in the Company of which he is so appointed Auditor  
"and if a Company shall appoint more, than one Auditor, at least  
"one of such Auditors shall not be a shareholder in the Company of  
"which such Auditors are so appointed Auditors."

We were entirely at a loss to understand the object of this Sub-section until we were told that it is really intended to apply more especially to Chinese Companies which we understand have been until now audited by a shareholder who probably holds no other qualification for the position. But we would venture to point out that if this be so, it is not necessary: as by another Section of the Ordinance,



the Accounts are to be only audited by persons who are described as Authorised Auditors. We have ourselves always endeavoured to be shareholders in such Companies as we audit in order to be in a position to attend all meetings, and if necessary place our views verbally before the shareholders; and if for any reason which does not occur to us, this Section should become law, we would most respectfully suggest that a provision must be made by which the Auditor should have notice of and be qualified to attend every meeting of the Company and be possessed of all the rights of a shareholder when attending such meeting.

Asking your kind consideration for our letter.—We have the honour, etc.,

PERCY SMITH, SETH & FLEMING

The Honourable,  
The Colonial Secretary,  
Hongkong.

Hongkong, 24th July, 1913.

Sir,—A copy of a letter of 16th instant addressed to you by Messrs Percy Smith, Seth and Fleming, Accountants and Auditors of this Colony and Members of this Chamber has been forwarded by the said Firm for the information of my Committee regarding the clauses referring to Auditors in the proposed Companies Amendment Ordinance 1913, and I am instructed to forward you for your information copy of letter sent to-day to this Firm controverting their arguments against the Bill.—I have the honour to be, etc.,

A. R. LOWE, Acting Secretary.

The Honourable,  
The Colonial Secretary,

Hongkong, 24th July, 1913.

Dear Sirs,—In reply to your letter of 16th instant criticising Section 16 Sub-Section C of the proposed Companies Amendment Ordinance 1913 my Committee are of opinion that the duties of Auditors are clearly laid down in Section 114 of the principal Ordinance and no greater help can be given them to attain impartially than in divesting them of the opportunity to hold shares in the Company whose accounts they certify. Otherwise their interests are divided.

My Committee understand that limited Companies controlled wholly by Chinese largely avail themselves of the right to restrict the Auditors duties to one of their shareholders, and so probably more such Companies will be affected than those controlled by European Directorates and Shareholders but as a class of Auditors of Chinese nationality is likely to be created by the provisions of amending Section 113 (1) and unless some such provision is made to enable such Auditors to earn a living without investing in every Company they audit it follows that the object of creating authorised Auditors who will learn their duties under the Ordinance will be defeated because it will mean the laying down of capital or the loan of shares from interested parties such as Directors or other large shareholders.

The point you make about Auditors being Shareholders so that if necessary they can place their views before Shareholders is in the opinion of my Committee not one which can be supported for the principal Ordinance calls for a report in writing to the Shareholders to be attached to the Balance Sheet or read at the Meeting and it is against the interest of Shareholders generally and particularly those who are unable to attend the Meeting that any part of what the Auditor has to report should be left unsaid in his written statement for verbal explanation at the Meeting of Shareholders. If important it should be conveyed in his written report so that Shareholders may be influenced thereby to attend and criticise, then if the Directors' replies are unsatisfactory the Meeting can be adjourned for the purpose of the attendance of the Auditor or he may be requested before-hand to be in attendance should his further services be required.

Generally speaking then the Auditors' duties are confined to seeing the accounts submitted are in fact what they report them to be, and it must be left to the Shareholders to decide how they should be dealt with. If Shareholders deal with them otherwise than in accordance with the constitution of the Company, the duty of pointing this out falls into the period of following audit.

Your suggestion that a new clause should be inserted giving the Auditor the right of attendance at General Meetings and all the rights of a Shareholder as such does not meet with approval for the duties of an Auditor are to certify as to facts and are necessarily distinct from those of a Shareholder who has the right to criticise the policy of the Directors in relation to such facts.—Yours, etc.,

L. A. HEWETT, Chairman.

Messrs. Percy Smith, Seth & Fleming.



Colonial Secretary's Office,  
Hongkong, 25th July, 1913.

Sir,—In reply to your letter of the 24th July, 1913, I am directed to inform you that for the reasons stated by His Excellency the Governor in Legislative Council yesterday, the Government was not prepared to reconsider the decision to delete the clause 16 (c) which appeared in the Companies Amendment Ordinance, 1913, as introduced and read a first time in Legislative Council.—I am, etc.,

C. CLEMENTI, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,



#### BRISTOL INTERNATIONAL EXHIBITION.

Colonial Secretary's Office,  
Hongkong, 11th June, 1913.

Sir,—I am directed to transmit for the information of your Chamber the enclosed letter from the Management of the Bristol International Exhibition and to inquire whether your Chamber would be prepared to arrange for a Hongkong exhibit.

2. I shall be glad if you will return the enclosure to this letter with your reply.—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,

Hongkong, 7th July, 1913.

Sir,—I have the honour to acknowledge the receipt of your letter No. 89 in 12/13 of the 11th ult., enquiring whether this Chamber would be prepared to arrange for a Hongkong exhibit at the Bristol International Exhibition to be held during 1914.

My Committee suggest that the Registrar General be instructed to endeavour to secure the co-operation of Chinese dealers in Blackwood, Silver, Ivory, etc., and to point out to them the advantages to be gained by sending exhibits to this Exhibition and further that if it is thought desirable to form a court representing the Colony, the exhibits now in the Hongkong Court at the Imperial Institute might with advantage be drawn upon.

My Committee also suggest that the matter be referred to the Association of Exporters and Dealers of Hongkong.—I have the honour to be, etc.,

A. R. LOWE, Acting Secretary.

The Colonial Secretary.  
The Honourable,



BANK HOLIDAY TUESDAY, 1st JULY, 1913.

Hongkong, 20th June, 1913.

Sir,—With reference to the application of the Exchange Banks to have Tuesday 1st July declared a holiday in this Colony I am directed by my Committee to state that the matter has been referred to them and that they desire to support the request of the Banks.—I have the honour to be, etc.,

A. R. LOWE, Acting Secretary.

[Holiday duly gazetted and Banks advised direct by the Government.]



#### UNLICENSED LAUNCHES PLYING FOR HIRE IN THE HARBOUR.

Hongkong, 20th June, 1913.

Sir,—It has been represented to this Government that private unlicensed steam launches on occasion interfere with the legitimate trade of vessels licensed to ply for hire in the harbour. There are 104 of such unlicensed launches plying in the harbour at the present time and I am directed to inquire whether your Committee see any objection to their being required in future to procure licences under Part IX of the Merchant Shipping Ordinance.—I am, etc.,

A. M. THOMSON, Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,



Hongkong, 24th July, 1913.

Sir,—I have the honour to acknowledge the receipt of your letter of 20th June relating to unlicensed Steam launches interfering with the legitimate trade of vessels licensed to ply for hire in the harbour.

On referring to Clause 37 (1) of the Merchant Shipping Ordinance No. 10 of 1899 it appears to be unlawful for unlicensed vessels, under a penalty of \$500, to ply for hire in the waters of the Colony and it seems to my Committee that if this Clause is enforced by the Harbour Authorities any such interference with the trade of licensed launches would be stopped.

Under the circumstances my Committee do not see that any necessity arises for private unlicensed steam launches being obliged to register, or obtain a license under the Ordinance as suggested, and moreover they are of the opinion that if all the private unlicensed launches are forced to obtain licenses they will interfere with the trade of the licensed vessels much more than can possibly be the case at present.

I am directed to express the thanks of the Committee to His Excellency the Governor for the opportunity given them of expressing their views on the matter.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Honourable,  
The Colonial Secretary.

## T

### FORMATION OF THE BANGKOK INTERNATIONAL CHAMBER OF COMMERCE.

Bangkok, 1st July, 1913.

Sir,—I am instructed by my Committee to inform you of the formation of the Bangkok International Chamber of Commerce, and to send you the enclosed copy of the Rules and Byelaws.

The Room of the Chamber is open from to-day.

This Chamber will be glad to receive a copy of any publication you may issue from time to time, a favour which this Chamber will reciprocate as opportunity offers.—I am, etc.,

W. H. MUNDIE, Secretary.

The Secretary,  
Chamber of Commerce,  
Hongkong.

### THE BANGKOK INTERNATIONAL CHAMBER OF COMMERCE

#### Rules and Regulations.

1. The Chamber shall be styled "The Bangkok International Chamber of Commerce."

2. The object of the Chamber shall be to watch over and protect the general interests of the trade of Siam, to collect information on all matters of interest to the Mercantile Community, and to communicate with Authorities and others thereupon; to form a code of practice whereby the transactions of business may be simplified and facilitated; to receive references, and to arbitrate between disputants, the decisions in such references to be recorded for future use or guidance.

3. Merchants, Bankers, Shipowners, Representatives of Insurance and other Joint Stock Companies or Corporations, Brokers and all persons engaged or interested in the Commerce, Agriculture and Mines of Siam shall be eligible for admission as Members in the manner hereinafter described.

4. Candidates for admission must be proposed by one Member of the Chamber and seconded by another. They shall be balloted for by the Committee at their first meeting thereafter and a majority of votes shall decide the election, but not less than five votes must be polled for the Candidate up for election. In the event of an unfavourable ballot the Candidate may not be proposed again for election until a period of six months shall have elapsed.

5. The Entrance Fee shall be Tcs. 50/-. The Annual Subscription shall be Tcs. 100/- per Member, payable half yearly in advance. Members elected during the year shall pay a pro rata subscription for that year.

6. Any Member desirous of withdrawing from the Chamber shall give notice to the Secretary on or before 31st December, otherwise to be liable for the following one year's subscription.

7. Visitors to Bangkok interested in Commerce may become Honorary Members for a period not exceeding three months on being proposed by one Member of the Chamber and seconded by another. Such proposal to be made in writing to the Secretary of the Chamber, and the Honorary Membership to date from receipt of the proposal by the Secretary. The Committee may at their discretion elect Honorary Members of the Chamber.

8. Honorary Members shall have no vote



9. The business and funds of the Chamber shall be managed by a Committee to be elected by ballot at the Annual General Meeting of Members.

10. The Committee shall consist of not less than twelve and not more than fifteen Members, who shall immediately after election elect three of their number as Chairman and Vice-Chairmen respectively of the Chamber. The Committee shall hold office for one year, but should the Members in Annual General Meeting omit, for any reason, to elect a new Committee the retiring Committee shall remain in office. No two representatives of the same Member shall belong to the Committee.

11. If during the year a vacancy occurs, the remaining Members of Committee may fill the same for the unexpired portion of the year until the next Annual General Meeting.

12. The Committee shall meet as often as necessary for the transaction of business. Any Member not attending three consecutive Committee Meetings without a reasonable excuse shall cease to be a Member of the Committee. In the case of the non-attendance of the Chairman and Vice-Chairmen, a Chairman shall be chosen by the Members of the Committee present. The Secretary shall call a meeting of the Committee at the request of any one member of the Committee, the necessary notice to be three days.

13. Five Members personally present shall form a quorum at Committee Meetings.

14. The Committee shall have power to appoint Sub-Committees for such purposes as may be deemed necessary, and if they think fit to elect other Members of the Chamber to serve on such Sub-Committees.

15. The Committee shall have power to frame Bye-laws consistent with the objects of the Chamber, which shall at once come into force, but must be presented for confirmation at the next ensuing Annual General Meeting or Special General Meeting of the Chamber; and such Bye-laws shall be binding on all Members equally with the rules.

16. The funds of the Chamber shall be paid into one of the Banks under an account to be opened by the Committee, and may be invested in such manner as may be considered advisable.

17. All cheques shall be signed by the Secretary of the Chamber, and countersigned by the Chairman or one Vice-Chairman or in their absence by one of the Committee. All disbursements shall be sanctioned by the Committee at their Ordinary Meetings.—An account duly audited shall be laid before the Annual General Meeting.

18. A yearly Report of the Committee shall be circulated and after having been submitted to the Annual General Meeting shall be printed together with the minutes of such Annual General Meeting.

19. A paid Secretary shall be appointed by the Committee.

20. The Annual General Meeting of the Chamber shall be held in the month of February (or as soon thereafter as may be convenient) of each year for the purpose of receiving the Committee's Report, of receiving and passing the Accounts of the previous year, both of which shall have been circulated at least five days previously, of electing the Committee for the ensuing year, and of transacting general business. All important questions affecting Siam and its commercial relations with other countries may be discussed at the Annual Meeting. Notice of any proposition to be brought by Members before the Annual General Meeting, shall be given to the Secretary at least five days before the meeting, and the Secretary in the circular or advertisement calling the Meeting will state the proposition and by whom to be brought forward.

21. The Committee may, whenever they think fit, or shall, upon a requisition made in writing signed by at least six Members of the Chamber, convene a Special General Meeting of the Chamber. Any such requisition shall state the objects of the Meeting proposed to be held, and upon receipt of such requisition the Committee shall forthwith call a Special General Meeting to be held not less than five days from the date of the receipt of such requisition.

22. All important questions brought before the Chamber affecting the trade of Siam shall be referred to a Special General Meeting to be convened by the Committee.

23. At least five days' notice either by advertisement or circular shall be given of each Annual or Special General Meeting, and in the case of the last the notice shall state the nature of the business for which the Meeting is called.

24. At all General and Committee Meetings all questions shall be decided by a majority, the Chairman for the time being having a casting vote besides his vote as an Ordinary Member; and in the unavoidable absence of the Chairman and Vice-Chairman, a Chairman for the Meeting shall be chosen from among the Members present.

25. Voting by proxy or by Members whose subscriptions, fines, &c., are three months in arrear shall not be allowed, nor shall more than one representative of a Member be entitled to vote on the same occasion, but any number of representatives of a Member may attend



General Meetings of the Chamber and take part in any discussion that may arise. Members whose subscriptions, fines, &c., are twelve months in arrear shall cease to be Members.

26. A person who holds the procuration of any person, firm, company or corporation, a Member of the Chamber, and who to all intents and purposes represents such person, firm, company or corporation, shall be permitted to vote in the name of such person, firm, company or corporation, in the event of the absence of such person or of all the partners of such firm or of all the directors or managers of such corporation or company.

27. No business shall be transacted at any General Meeting unless there be personally present at the time the Meeting proceeds to business ten or more Members.

28. On all occasions a minority on a division either at a General Meeting or Committee Meeting shall have a right to state their reasons of dissent in the record of the day's proceedings, provided the same be done within 48 hours after the close of the meeting, and a certified copy of the proceedings at such meeting shall be granted to such dissentients if required.

29. In case the conduct of any Member shall in the opinion of the Committee be injurious to the character or interests of the Chamber, the Committee may after due enquiry and after opportunity of making his defence has been afforded to such Member, pass a Resolution for the expulsion of such Member from the Chamber, and such Resolution shall take effect after it has been communicated to the Members and been passed at an Annual or Special General Meeting by a majority of not less than two-thirds of those present and qualified to vote at such a Meeting.

30. The Rules of the Chamber shall not be repealed, added to, or altered except by a majority of at least two-thirds of those present and qualified to vote at a Special General Meeting (called for that purpose) after at least ten days' notice has been given of the proposed changes.

31. In the event of any question arising as to the construction or application of the foregoing Rules, the Committee shall have the power to decide the same.

32. The Rules and Bye-laws shall be printed and a copy thereof shall be furnished to every Member.

#### BYE-LAWS

1. The Office shall be open daily from 10 a.m. to 4 p.m. and on Saturdays from 10 a.m. to 1 p.m. Should any Member require special

information or access to the records of the Chamber he can obtain same on request to the Secretary.

2. The Secretary shall attend all Meetings, keep a journal of all proceedings, take charge of all documents, keep the accounts of the Chamber, collect Subscriptions and obtain Statistics of Trade, prepare statements of Trade, conduct and keep copies of correspondence, and attend to such other duties as may be required by the Committee.

3. All communications shall be received and answered through the Chairman, Vice-Chairmen or Secretary.

4. No documents belonging to the Chamber shall be removed without the consent of the Secretary and shall be returned within 24 hours or after such time as the Secretary may allow, nor shall any minute of its proceedings be made public without the sanction of the Committee.

5. In addition to the Entrance Fees and Subscriptions as provided for by Rule 5, funds for the requirements of the Chamber may be raised in the following manner:—

By the sale of Statements of Trade, by fees on Arbitration and References, and by voluntary gifts and contributions either in money, maps, books, or anything which may be useful to the Chamber.

6. The Committee shall undertake the arbitration of any disputes in commercial matters that may be submitted to them, and in such cases shall appoint an arbitrator or arbitrators, and if necessary an umpire. The Arbitrator(s) shall not proceed in any case until an arbitration Bond has been signed by both parties binding themselves to abide by and fulfil the decision of the Arbitration and until the fees be deposited with the Secretary. The fees of the Arbitrators or Umpire to Members shall be as follows:—For each Arbitrator or Umpire acting where the matter at issue involves:—

Any Sum up to Tcs. 2500: ... .. Tcs. 15:

do. above Tcs. 2500: & up to Tcs. 5000: Tcs. 30:

do. Tcs. 5000: do. Tcs. 10000: Tcs. 60:

do. Tcs. 10000: do. Tcs. 20000: Tcs. 100:

do. Tcs. 20000: do. Tcs. 50000: Tcs. 150:

do. Tcs. 50000: subject to special arrangement by

the Committee.

Persons not Members of the Chamber shall pay an additional 50%. A copy of all decisions in such arbitrations shall be deposited with the Secretary of the Chamber for Record. 10% of all arbitration fees shall be paid to the Chamber and the balance to the Arbitrator(s).



7. In the event of any question as to the construction or application of these Bye-laws, the Committee shall have power to decide the same.

Hongkong, 9th September, 1913.

Dear Sir,—I am directed to acknowledge receipt of your letter of 1st July announcing the formation of the Bangkok International Chamber of Commerce and have to thank you for the copy of rules enclosed.

My Committee desire me to express their good wishes for the future prosperity of your Chamber and to assure your Committee that they will be glad at all times to co-operate in matters having for their object the furtherance of commercial interests of the Ports of Bangkok and Hongkong.

Copies of the Fortnightly Market Report issued by this Chamber during the Current Year have been despatched together with the Annual Report for 1912.

Further publications will be sent you as issued, and I shall be pleased to receive similar publications issued by your Chamber.—I am, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
Bangkok International Chamber of Commerce,  
Bangkok.

## U

### NEW REGULATIONS GOVERNING THE ADMITTANCE OF EASTERN ALIENS INTO THE WESTERN RESIDENCY OF BORNEO.

Hongkong, 11th August, 1913.

Her Netherland Majesty's Consul General for South-China at Hongkong has the honour to draw the attention of those concerned to the new Netherland-Indian Ordinance of the 14th July 1913 (N. I. Government Gazette No. 454) regulating the landing and admittance of Eastern aliens in the Western Residency of Borneo, the contents of which ordinance are almost identical to the regulations regarding the landing and admittance of Netherland subjects and aliens in Java and Madura.

The only place, where Eastern aliens are allowed to disembark in the Western Residency of Borneo, is the port of Pontianak and the permit for landing has been fixed at 25 guilders, which are refunded if the person concerned, is not admitted and also, on application, if he leaves the Residency within 6 months.

Every ship, which disembarks Eastern aliens in the Western Residency of Borneo, is responsible for the fee and fines falling on the passenger, who violates the regulations regarding landing.

The new Ordinance comes into operation on the 1st October, 1913.

de REUS, H. N. M's Consul General.

To the Hongkong General Chamber of Commerce,  
Hongkong.

Hongkong, 9th September, 1913.

Sir,—I have the honour to acknowledge with thanks receipt of your letter of 11th ult., setting out the New Regulations with reference to the Landing and Admittance of Eastern Aliens in the Western Residency of Borneo which information has been placed before my Committee.—I have, etc.,

A. R. LOWE, Acting Secretary.

The Consul General,  
For Netherlands India.

## V

### INTERNATIONAL ARBITRATION.

The London Chamber of Commerce (Incorporated),

July 17th, 1913.

Dear Sir,—I am desired to send you, as one of the bodies represented at the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Associations held at Boston last year the enclosed copy of a resolution on the above subject which was adopted by my Council at its last meeting on the motion of Sir John Bingham, Bart.

Having regard to the enthusiastic reception accorded to the proposal when it was brought forward at the Boston Congress, my Council feels justified in again bringing the matter to your notice, and in urging that no opportunity should be lost of educating public opinion in favour of Arbitration as a solution of International controversies, either between private people of different nations, or between Governments.



I shall be obliged if you will kindly bring this matter before your Council, and am desired to express the hope that your Chamber (or Association) will be prepared to use its influence in the direction indicated in the resolution, and to favour me with a reply in due course.—Yours, etc.,

CHARLES E. MUSGRAVE, Secretary.

The Secretary,  
Chamber of Commerce,  
Hongkong.

Resolution adopted by the Fifth International Congress of Chambers of Commerce and Commercial and International Associations, Boston, U.S.A., September, 1912, as proposed by the President M. Canon le Grand and seconded by Sir John E. Bingham, Bart; (London Chamber):—

The Congress affirms its desire to see convened as soon as possible a number of Official International Conferences, assuring between nations the existence of arbitral jurisdiction in the widest sense of the term and such as may assure an equitable solution of all International controversies, either between private people of different nations or between Governments, and agrees to the principle of a combination of nations, when and where possible, to endeavour to prevent the atrocities of war.

Resolution adopted by the Council of the London Chamber of Commerce, June, 1913:—

THAT a letter be addressed to each of the Chambers of Commerce and commercial bodies represented at the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Associations, urging their continued adhesion to the principle of the resolution adopted at that Congress in favour of "Arbitration as a solution of International controversies, either between private people of different nations or between Governments," especially in view of the publicity given to the matter in the Press and in other directions; further that the Chambers of Commerce and other commercial bodies concerned be invited to indicate in what direction they will be prepared to ventilate the question and to influence commercial opinion in the desired direction.

Hongkong, 12th September, 1913

Dear Sir,—I am directed to acknowledge receipt of your letter of 17th July last enclosing copies of Resolutions passed at the 5th International Congress of Chambers of Commerce and Commercial and Industrial Associations, and by your Council on the subject of International Arbitration.

The papers were laid before my Committee at their last Meeting and I am instructed to inform you that they are fully in sympathy with the principle involved and will do all in their power to further and support it as occasion arises.—Yours, etc.,

A. R. LOWE, Acting Secretary.

The Secretary,  
The London Chamber of Commerce,  
London.

Chamber of Commerce of the State of New York,

December 5th, 1913.

Dear Sir,—By direction of the Chamber of Commerce of the State of New York, I am sending to you herein a report adopted by the Chamber at its meeting held December 4th, 1913 submitting the outline of a plan for international arbitration of commercial disputes between individuals.

The Chamber directed that this suggested plan be submitted to the leading Chambers of Commerce throughout the world with the request that they give due consideration to the proposals.

We would be greatly pleased if you would take this matter up at your convenience and give us the benefit of your judgment as to whether the establishment of some such system as is proposed in this report would be practicable and advisable.—Yours, etc.,

SERENO S. PRATT,  
Secretary.

The Secretary,  
Chamber of Commerce, Hongkong.

#### INTERNATIONAL COMMERCIAL ARBITRATION.

Charles L. Bernheimer, Chairman of the Committee on Arbitration, presented the following report at the October meeting and moved that it be printed in the Bulletin, and considered by the Chamber at its regular meeting in December.



To the Chamber of Commerce:

The spread of the idea of Commercial Arbitration is most encouraging to your Committee. Out of informal and occasional arbitration of individual disputes, there have sprung carefully organized systems of mercantile arbitration under the auspices of Chambers of Commerce. There is now developing another and still greater conception—that of the arbitration of disputes between merchants living in different countries in such a way that a decision rendered in one country would be accepted and upheld in another. At the Fifth International Congress of Chambers of Commerce, Mr. Eugenius H. Outerbridge, at the request of your Committee, took with him for formal presentation a paper on the value of International Arbitration between Individuals. Since then two significant events have taken place.

The following resolution was adopted by the International Congress of Chambers of Commerce and Commercial and Industrial Associations at Boston in September, 1912. (Proposed by the President M. Canon Le Grand and seconded by Sir John E. Bingham, Bart. of the London Chamber).

"The Congress affirms its desire to see convened as soon as possible a number of Official International Conferences, assuring between nations the existence of arbitral jurisdiction in the widest sense of the term and such as may assure an equitable solution of all international controversies, either between private people of different nations or between governments, and agrees to the principle of a combination of nations, when and where possible, to endeavour to prevent the atrocities of war."

In June 1913, the Council of the London Chamber of Commerce adopted the following:

"That a letter be addressed to each of the Chambers of Commerce and commercial bodies represented at the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Associations, urging their continued adhesion to the principle of the resolution adopted at that Congress in favour of 'Arbitration as a solution of international controversies, either between private people of different nations or between governments,' especially in view of the publicity given to the matter in the Press and in other directions; further that the Chambers of Commerce and other commercial bodies concerned be invited to indicate in what direction they will be prepared to ventilate the question and to influence commercial opinion in the desired direction."

The time seems opportune for giving more detailed thought to practical methods and also to a securing of a wider consideration and discussion of the matter.

Accordingly your Committee, with the co-operation of Mr. Julius Henry Cohen, a member of the New York Bar and of the American Bar Association, has drafted the bare outlines of a Plan for International Commercial Arbitration, which it suggests be transmitted to the important Chambers of Commerce of the world for discussion and criticism. In this way your Committee believes that some plan (if not the precise one submitted by your Committee, then it is hoped a better one) will eventually be worked out. The opportunity offered is a notable one. Business men are becoming more and more conscious of a pervading spirit of fair play and goodwill among the men of influence in all commercial communities. The problem is to put this spirit into the relationship between business men at a time when it is most useful, namely when a controversy has arisen between two business men requiring the judgment of a third. Rarely has an opportunity to this Chamber been offered, promising so much in constructive and practical work for mankind generally.

Your committee offers the following resolution and moves its adoption:

Resolved, That this report and the accompanying suggested plan be transmitted to the leading Chambers of Commerce throughout the world and also to the Permanent Committee of the International Congress of Chambers of Commerce with the request that they give due consideration to the proposals.

Respectfully submitted,

(Signed,) CHARLES L. BERNHEIMER,  
FRANK A. FERRIS,  
ALGERNON S. FRISSELL,  
ALFRED ROMER,  
FRANK H. DODD,  
WM. HARRIS DOUGLAS,  
J. HOWARD COWPERTHWAIT,

Committee on  
Arbitration.

New York, September 29, 1913.

#### OUTLINE OF A PLAN FOR INTERNATIONAL COMMERCIAL ARBITRATION.

Submitted to the Chambers of Commerce of the world, for consideration and criticism, by the Committee on Arbitration of the Chamber of Commerce of the State of New York.



I. In all contracts between merchants of international communities there should be inserted a standard clause, to the effect that in the event of controversy concerning interpretation of the terms of the contract, or performance thereof, such controversy shall be submitted to the Arbitration Tribunal of a Chamber of Commerce, Merchants' Association, Board of Trade or Exchange named in the contract.

II. In each important commercial community there should be selected one or more organizations such as a Chamber of Commerce, Board of Trade, Merchants' Association or Exchange of high standing or moral influence, which will take responsibility for the maintenance of a system of commercial arbitration for the disposition of controversies arising either between merchants of its own community or between such merchants and foreigners.

III. Such Chambers, Board, Associations, or Exchanges shall exchange international agreements, by which they will agree to enforce to the full extent of their influence the awards made by any other tribunal of a party to the agreement. And as courts of law of countries at peace with each other give full faith and credit to the judgments and decrees of any courts having jurisdiction, so such Chambers, Boards, Associations or Exchanges signatory to such agreements shall give full faith and credit to the awards of tribunals of arbitration maintained by each other.

IV. Where legal proceedings are not practicable, the Chamber, Board, Association or Exchange in the district of the residence of the party against whom the award is made, shall endeavor to enforce the award in the following manner:

It shall first bring to the attention of the party against whom the award is made the fact of the award.

If he shall fail to comply therewith, it shall prefer a complaint against him to any organized trade association of which he is a member, and shall follow up such charges to the full extent of its power.

A monthly Bulletin should be published under the auspices of all of the Chambers in which should be given a resume of such decisions as shall have been rendered by the tribunals of the various Chambers, and in which shall be published a list of the awards made, together with the results of such awards.

It shall transmit to all other Chambers the firm name of any party refusing to comply with the award, with a statement of the reasons, if any, given by him for such refusal.

V. If the party securing an award shall so desire, he may designate as his agent the Chamber, Board, Association or Exchange in the jurisdiction of the party against whom the award is made to bring such legal proceedings as may be practicable for the due enforcement of the award.

VI. When a dispute shall arise over a contract containing a clause as is suggested in "I." either of the disputants may bring the matter to the attention of the tribunal specified in the contract. The tribunal shall thereupon notify the other party to the dispute and shall hear the cause. The party notified may appear in person or by proxy. If duly notified and he shall default in appearance, then the tribunal shall hear the party complaining and may in its discretion make award. If either side so desire he may submit the matter in writing.

VII. If the controversy involves merchandise, the tribunal of the place at which the merchandise is located may sell it, under suitable rules and regulations established for the government of such sales, and full credit for the proceeds of such sale shall be given to the party entitled thereto.

VIII. The treaties shall contain suitable rules and regulations for the taking of testimony in writing between the parties, and for the hearing of the parties either orally or in writing, as shall be most convenient. The treaties shall also contain suitable rules and regulations covering the payment of expenses and fees of the arbitrators.

IX. The parties may designate in the contract the place whose laws, customs and usages shall govern in the event of controversy; but if no place be so designated, the contract shall be interpreted according to the laws, customs and usages of the place where the contract was made.

#### NOTES.

I. Such clauses as these are inserted now in some trade contracts.

II. The importance of selecting in each community the Chamber, Board of Trade, Association or Exchange is obvious. It must be one of standing and responsibility, and make the awards of its arbitration tribunal respected.

III. The importance of agreements lies in the assurance of comity between Chambers, etc., of recognized standing. A judgment of a court of record is given full faith and credit by the international treaties of nations. Why should not merchants give full faith and credit to the judgments of the tribunals which they themselves designate and respect?



IV. This provision is based upon the theory that the man who will permit an award to go unobserved is not entitled to the credit of his fellow-men; yet it gives him full protection if he is justified.

V. In many States of the United States the award of the arbitratos is made the basis of a judgment duly entered in a court of record, and enforceable as such. (See Hand Book, Chamber of Commerce, State of New York.) Where analogous provisions exist, the suggestion is that the tribuna<sup>l</sup> making the award should follow it up.

VI. This provision insures against the absentee blocking the award by remaining absent.

VII. The amount of the controversy is really the difference between the original amount and the value of the goods as they stand at the place of controversy. By disposing of the goods, the amount of the controversy is reduced to its lowest terms.

VIII. Testimony in other countries may be necessary. The expense is almost prohibitive in some legal proceedings. It should be done by such tribunals as are here proposed with much less formality and expense.

IX. This would make certain that the parties would consider in advance what customs or usages they desire should govern in case of controversy.

#### GENERAL.

This is a mere outline draft presented for the consideration and criticism of commercial bodies throughout the world. Counter-suggestions will be gladly entertained.

The report was received with applause, and Mr. Bernheimer's motion was adopted.



#### TIN TRADE BETWEEN THE STRAITS AND CHINESE PORTS.

Chamber of Commerce,  
Penang, 20th August, 1913.

Dear Sir,—We have honour to inform you that we have received lately several enquiries from various quarters with regard to the shipment of refined Straits Tin to Chinese Ports and inter alia the following questions have been raised.

1. Is it for consumption in China?
2. Is it mixed with Chinese tin?
3. Is it re-exported from China to the United States of America?

We enclose herewith copy of the resolution that has been adopted by the Tin Committee of the New York Metal Exchange and shall be obliged if you will submit these questions to your Committee and advise us of their reply.—We are, etc.,

BROWN, PHILLIPS & STEWART, Secretaries.

The Secretary,  
Chamber of Commerce,  
Hongkong.

#### NEW YORK METAL EXCHANGE.

C. Mayer,  
Secretary,  
New York,  
Resolution adopted by the Tin Committee of the  
New York Metal Exchange.

May 9th, 1913.

WHEREAS:—It is reported to the Tin Committee, of the New York Metal Exchange, by various members of the Exchange dealing in Straits Tin, that they are in receipt of numerous complaints regarding the quality of same, said complaints alleging that the Tin content frequently runs below 99½%; that even when the Tin content is sufficiently high, the quality of the metal is deteriorated by undue percentages of either Lead, Antimony, Copper, Iron, Arsenic or other objectionable impurities; that the Tin is excessively dirty and scruffy, compelling it to be dressed before using, with resultant expense and loss, etc., and

Whereas:—It is further alleged that Tin frequently runs short in weight, and

Whereas:—It is further alleged that the Tin is so illegibly marked and branded as to make difficult of identification, not only the different parcels, but the identity of the Tin itself as Straits Tin; and

Whereas:—It is especially alleged that this lack of plain, conspicuous and irremovable brands or marks on the Tin, identifying it as Straits Tin, has enabled the substitution of other and inferior brands of Tin in place of Straits Tin, to the great detriment of the trade, and the great injury of the reputation of Straits Tin, now, therefore,

Be It Resolved, that these complaints be called to the attention of producers of Tin in the Straits, and that they be requested to take such steps as in their judgment seem necessary and proper to remedy the same; and,



Be It Further Resolved, that for this purpose, the Secretary of the Exchange is hereby directed to send a copy of this resolution and accompanying preamble, to the various producers of Tin in the Straits, and such other sources as may facilitate appropriate action thereon.

Hongkong, 3rd October, 1913.

Sir,—With reference to your letter of 20th August on the above subject I am directed by my Committee to supply you with the following information which has been obtained from four reputable firms in this Colony engaged in the Tin business whose opinions are ear-marked A, B, C and D respectively.

- A. Straits Tin is imported by Chinese dealers in Hongkong when its price is cheaper than Chinese Tin.
  - (1) It is for consumption in China, i.e., Shanghai, Foochow and Chaochowfu.
  - (2) It is mixed with Chinese Tin.
  - (3) It is not re-exported from China to the United States of America.
- B. Straits Tin which has lately been considerably cheaper than the Tin produced in China has been imported.
  - (1) Partly for consumption in China.
  - (2) Almost always mixed with Chinese Tin.
  - (3) Sometimes re-exported in this condition as Chinese Tin.
- C. (1) Straits Tin is used for consumption in China to make joss paper, domestic articles and articles to be placed on the altar.
  - (2) Straits Tin is sometimes mixed with China Tin i.e., if Hongkong is well stocked with Tin of low quality which does not contain 96%, Straits Tin will be mixed to bring the Hongkong Tin up to 96%. The same is the case with Hongkong Tin of 98% 99% purity.
  - (3) Straits Tin in the original state and form has never been exported from Hongkong either to America or to Europe but only mixed with China Tin.
- D. For about eight years back, Straits Tin has not been imported into this Colony to any appreciable extent owing to its high price.

It is reported in the local market that owing to the high price of Kwongsai Tin, certain Chinese Firms lately imported 200 to 300 ingots of Straits Tin which was doubtless used for assimilation of the Chinese Product.

- (1) Not generally.
- (2) Yes, we believe it is, for the purpose of increasing the percentage of China Tin of lower grade. It is re-smelted and mixed with China Tin and made into smaller ingots—(the Standard size) for re-export.
- (3) It is re-exported (After being re-smelted and mixed with China Tin, as indicated in the preceding answer) to Europe, the U.S. of America, and North of China.

My Committee trust that the foregoing information, for which they of course accept no responsibility, will assist you in dealing with the questions raised.—I am, etc.,

E. A. M. WILLIAMS, Secretary

The Secretary,  
Chamber of Commerce,  
Penang.

Penang, 20th October, 1913.

Sir,—We have to acknowledge receipt of your letter of the 3rd instant and to inform you that it was submitted to a Meeting of the Committee held on the 13th instant and we were instructed to tender you their thanks for your trouble and courtesy in the matter.—We have, etc.,

BROWN, PHILLIPS & STEWART,  
Secretaries

The Secretary,  
Hongkong Chamber of Commerce,  
Hongkong.



#### WIRELESS STATION FOR HONGKONG.

Hongkong, 11th September, 1913.

Sir,—With reference to the correspondence which has passed between this Chamber and the Government during the past 2½ years as to the pressing need for a suitable Wireless Telegraph Station being erected



in this Colony in order to enable vessels at Sea to communicate with Hongkong, I am directed by my Committee to ask if any further information has been received from the Secretary of State for the Colonies on this subject.

The arguments in favour of the erection of a commercial wireless station are well understood and need not here be recapitulated; they were however fully set forth in my letter of 25th April, 1911.

I would specially beg to bring to your recollection your letter of 16th December, 1912, (No. 1400/1910) the final paragraph of which reads as follows:—

“His Excellency the Governor now proposes to ask the  
“Secretary of State to call for tenders, through the Crown  
“Agents for the Colonies, for a 5 kilowatt station.”

and would ask if the Hongkong Government is in a position to make any further statement on the subject and whether they can assure us that the desired steps are being taken to carry out this important work.

As we are now situated the Hongkong Shipping Community is still dependent upon such Merchant vessels equipped with wireless installations as may be in the Harbour for sending and receiving messages to and from ships at sea. And it not infrequently happens that for several days consecutively no such vessels are in Port.

Vessels to the South are thus entirely cut off from any communication with Hongkong, while those to the North are dependent upon the good offices of the Formosan Government who occasionally pick up messages and transmit them to us by cable via Foochow.

This is of course a most unsatisfactory state of affairs and one which reflects adversely on a port which in point of tonnage ranks as second in the world.

The prevalence of so much bad weather in the neighbourhood during so large a portion of the year, as caused by the typhoon season in the Summer and strong gales during the Winter months, renders the need for a wireless station of even greater importance here than possibly at many other large shipping centres.

I am further directed to take this opportunity of again drawing your attention to the urgent need of a wireless station being set up on the Pratas Islands and trust that an early opportunity will be taken by H.M. Government of again pressing this upon the Chinese Authorities

My Committee would beg that His Excellency will again bring this most important question to the notice of the Secretary of State and

trust that at all events before another typhoon season is upon us we may see a suitable wireless station set up in this Colony.—I have, etc.,

A. R. LOWE, Acting Secretary.

The Honourable, The Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 15th September, 1913.

Sir,—I am directed to acknowledge the receipt of your letter of the 11th September in which you ask if any further information has been received from the Secretary of State for the Colonies on the subject of the proposed Commercial Wireless Telegraphic Station at Hongkong.

2. There has been no recent communication from the Secretary of State on this subject, but as the Crown Agents for the Colonies were instructed in December last to call for tenders for the erection of the installation it is reasonable to suppose that there will be no great delay in carrying out the work.

3. A copy of your letter is being sent to the Secretary of State.—I am, etc.,

A. M. THOMSON, Colonial Secretary

The Secretary,  
Hongkong General Chamber of Commerce.

## Y

### CLAIMS FOR SHORT-LANDED CARGO FROM UNITED KINGDOM, CONTINENT AND UNITED STATES OF AMERICA.

Hongkong, September 25th, 1913.

Dear Sir,—As we are always having misunderstandings with the Steamship Companies over short-landed cargo, and to the payments thereof, in case of non-delivery, we would ask you to kindly lay before your Committee to see whether such practice could not be stopped, and furthermore to fix a time in which short-delivery of cargo is to be met.

The reason for our applying to you is obvious, in certain cases drafts for goods sold and to be delivered, were paid for, and on applying for delivery, part of the cargo and in some cases fully 30% short-landed, and naturally claims were presented and buyers were paid for in full at time of non-delivery, and importers in many cases have to wait six to eight months before their claims are passed for payment.



We can point out that in several cases goods were imported from the United States, in which claims were made for non-delivery of cargo, owing probably to the steamer having landed the cargo elsewhere, and the said ship having arrived from the North and going Southward and having returned, without having delivered the cargo, claims were not met.

Under the circumstances, Merchants and Importers are at the mercy of the Steamship Cos. and furthermore freight for said merchandise is paid on delivery of Bills of Lading.

Trusting your Committee will be able to solve to the satisfaction of all concerned, and awaiting your reply.—We remain, etc.,

JORGE & CO.

The Secretary,  
The Hongkong Chamber of Commerce.

Hongkong, 3rd October, 1913.

Dear Sirs,—My Committee have carefully considered your letter of 25th ult., with reference to claims for short-landed cargo from the United Kingdom, the Continent of Europe, and the United States of America, and I am directed to request you to be good enough to state specific cases where the inconvenience complained of has occurred.—Yours, etc.,

E. A. M. WILLIAMS,  
Secretary

Messrs. Jorge & Co.,  
Hongkong.

Hongkong, October 6th, 1913.

Dear Sir,—In reply to your request for specific cases in which claims have been presented to the steamer's agents for non-delivery of cargo and not promptly met, we append below several cases which occasioned us considerable inconvenience.

Thanking you for the trouble you have taken on our behalf.—We remain, etc.,

JORGE & CO.

Secretary,  
The Hongkong Chamber of Commerce.

Date of arrival.

s/s "Inverclyde"	6/2/1913	claim presented on	21/2/1913
s/s "City of Baroda"	6/4/1913	" "	15/5/1913
s/s "Swazi"	2/6/1913	" "	23/7/1913

Hongkong, 6th October, 1913.

Dear Sirs,—I have for acknowledgment your letter of date with reference to claims for short-landed cargo and have to thank you for the information contained therein.

I would be glad if you will advise me of the period covered between the date of presentation of claims and the date of settlement of the three cases cited by you.—Yours, etc.,

E. A. M. WILLIAMS,  
Secretary.

Messrs. Jorge & Co.,  
Hongkong.

Hongkong, 6th October, 1913.

Dear Sir,—In reply to your letter of even date, we have to inform you that the three specific cases mentioned by us, have so far not been settled by the steamship agents.—Yours, etc.,

JORGE & CO.

Secretary,  
The Hongkong Chamber of Commerce.

Hongkong, 25th October, 1913.

Dear Sirs,—My Committee have now considered your letters of September 25th, and October 6th, (2) relative to claims for Short-landed Cargo and alleged unreasonable delay in making payments therefor.

My Committee is of opinion that as regards the regular lines of Steamship Companies the payment of claims is reasonably prompt and no real ground for complaint exists.

Unless a more general feeling of dissatisfaction among Consignees is voiced, my Committee regrets it can take no steps in the matter.—I am, etc.,

E. A. M. WILLIAMS,  
Secretary.

Messrs. Jorge & Co.,  
Hongkong.





# UNIVERSAL 1914 EXHIBITION AT NOTTINGHAM.

Dear Sir,—I have pleasure in enclosing herewith a prospectus of the Universal Exhibition to be held at Nottingham in 1914 and would call your attention to the exceptional opportunity which will be afforded manufacturers of displaying their goods to a large and prosperous community.

I should be obliged if you would bring the prospectus to the notice of those of your members who are now, or who intend to become, exporters to England.

I shall be very pleased to send you more copies should you require them; or if you would be good enough to furnish me with the names and addresses of those interested, I will mail them copies direct. Thanking you in anticipation.—Yours, etc.,

R. A. NECKLIE,  
Director of Foreign Exhibits.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 29th October, 1913.

Dear Sir,—I beg to acknowledge receipt of your letter and prospectus of the Universal Exhibition to be held at Nottingham in 1914.

My Committee desire me to convey the Chamber's good wishes for the success of the Exhibition and to inform you that we will be pleased to give publicity to any literature you may from time to time issue for the purpose of advertising the Exhibition and in this connection shall be glad to receive six copies more of the prospectus.

I am also to inform you that the correspondence has been referred to the Association of Exporters and Dealers of Hongkong.—I am, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Director of Foreign Exhibits,  
Universal 1914 Exhibition,  
Nottingham.

Z

Hongkong, 29th October, 1913.

Dear Sir,—My Committee have pleasure in submitting for the consideration of your Association the attached correspondence and Prospectus received from the Director of Foreign Exhibits, Universal 1914 Exhibition, Nottingham, which kindly return when dealt with.—Yours, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Secretary,  
Association of Exporters and Dealers of Hongkong,  
Hongkong.

Hongkong, 25th November, 1913.

Dear Sir,—My Committee have considered your letter of 28th ult., and enclosures from the Director of Foreign Exhibits, Universal 1914 Exhibition Nottingham, and are of opinion that the Exhibition would be of no practical value to exporters of Chinese Produce, besides which the outlay would be too heavy to warrant this Association's participation.

I return herewith the enclosures to your letter and am desired by my Committee to thank you for your courtesy in referring the matter to them.—Yours, etc.

E. A. M. WILLIAMS,  
Secretary.

The Secretary,  
Hongkong General Chamber of Commerce,  
Hongkong.

# A I.

## PROPOSED SCALE OF WEIGHTS OF ANCHORS AND LENGTHS OF CABLES TO BE CARRIED BY NATIVE CRAFT AND LIGHTERS FOR USE IN THE WATERS OF THE COLONY.

Colonial Secretary's Office,  
Hongkong, 17th October, 1913.

Sir,—I am directed to transmit for the consideration of your Committee the enclosed copy of a minute by the Harbour Master in which he suggests that junks, lighters and cargo boats should be made to carry proper and efficient anchors and cables.



2. His Excellency the Officer Administering the Government would be glad to be favoured with the opinion of your Committee upon the proposal.—I am, etc.,

R. H. CROFTON,  
for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce

Hongkong, 11th October, 1913.

It has recently occurred to me that it is very desirable that some steps be taken, in the interests of safety, to ensure that proper and efficient anchors and cables are carried in junks, lighters and cargo boats.

This affects not only the safety of these vessels themselves, but that of others in the vicinity. In every typhoon which visits the Colony, more damage is done in the harbour and typhoon refuges by vessels dragging and colliding with others than by any other means. In the typhoon of 18th September three of the Harbour Department launches were considerably knocked about by junks drifting down on top of them. That all native craft habitually use anchors of insufficient weight is well known; they seem to trust more to the form of the anchor than to its weight, but the anchors they use seldom hold them.

There is no scale laid down at home for anchors and chains to be used in ships of various sizes. Indeed, there are no regulations on the subject except for ships holding passenger certificates, in whose case the surveyor has to certify that the anchors and cables are sufficient, but he has nothing but his experience to guide him. I can see no reason why we should not lay down a scale for native craft and lighters, for use in the Colony. The Government Marine Surveyor is now drawing up such a scale.—Yours, etc.,

BASIL TAYLOR,  
Harbour Master

The Honourable,  
The Colonial Secretary.

Hongkong, 28th October, 1913.

Sir,—I have placed before my Committee your letter of 17th instant, covering a Minute of the Harbour Master containing a proposal that junks, lighters, and cargo boats should be made to carry proper and efficient anchors and cables.

2. Before expressing an opinion upon an innovation which may be desirable but which may have far reaching results my Committee would prefer to examine the scale which is now being drawn up by the Government Marine Surveyor.

3. I am directed to express my Committee's appreciation of His Excellency's courtesy in referring the matter to them.—I have, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Honourable,  
The Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 22nd November, 1913.

Sir,—As requested in your letter of 28th October, I am directed to transmit for the information of your Committee the enclosed copy of a minute by the Government Marine Surveyor with scale attached.—I am, etc.,

R. H. CROFTON,  
for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

#### ANCHORS AND CABLES FOR CARGO BOATS AND LIGHTERS.

Hongkong, 21st November, 1913.

Having in view the deficient ground tackle fitted on board these vessels, the dragging of anchors, damage to vessels and danger to life consequent on these collisions, especially in crowded shelters during typhoon weather, I would submit that vessels of the Chinese junk and square-sterned types be fitted with at least one anchor of the ordinary iron stock type and with chain cable of the weights and dimensions tabulated underneath. The anchors and cables should be properly tested and additional to those on board. In the tables the length of vessel measured is from the fore part of stem or forward transom to the after part of stern-post or stern transom, as the vessel is fitted with stem and sternpost or transoms.



Length of vessel is in feet, weight of anchor (which includes the stock) is in pounds, length of cable in fathoms and diameter in fractions of an inch.

### Junk Cargo Boat Type.

Length of Vessel.	Anchor.	Cable.	
		Length.	Diam.
20	60	30	$\frac{5}{16}$
25	70	30	$\frac{5}{16}$
30	80	30	$\frac{5}{16}$
35	90	30	$\frac{5}{16}$
40	112	30	$\frac{7}{16}$
45	140	45	$\frac{7}{16}$
50	140	45	$\frac{7}{16}$
55	210	45	$\frac{8}{16}$
60	210	45	$\frac{8}{16}$
65	280	60	$\frac{9}{16}$
70	350	60	$\frac{9}{16}$
75	350	60	$\frac{10}{16}$
80	420	75	$\frac{11}{16}$
<b>Square Ended Lighters.</b>			
30	112	30	$\frac{5}{16}$
35	140	45	$\frac{7}{16}$
40	168	45	$\frac{7}{16}$
45	210	45	$\frac{7}{16}$
50	252	45	$\frac{8}{16}$
55	280	60	$\frac{9}{16}$
60	350	60	$\frac{10}{16}$

JAMES MACDONALD,  
Govt. Marine Surveyor.

Hongkong, 22nd December, 1913.

Sir,—I have the honour to acknowledge the receipt of your letter of 22nd ultimo, covering a Scale of Weights of Anchors and lengths of Cables, prepared by the Government Marine Surveyor, on the basis of which it is proposed to bring a regulation into force compelling Native Craft and Lighters to carry, for use within the Waters of the Colony, Anchors and Cables of an approved type.

My Committee have carefully considered this question, and are of opinion that some such regulation is desirable.

The scale as submitted seems reasonable but my Committee would suggest that a penalty be imposed on Craft, where accidents occur through not using the prescribed heavy ground tackle.

I am directed to express my Committee's appreciation of His Excellency's courtesy in again referring the matter to them.—I have, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Honourable,  
The Colonial Secretary.

Hongkong, 22nd January, 1914.

Sir,—Referring to your letter of the 22nd December, I am directed to state that on further consideration this Government is not satisfied that sufficient grounds exist for the compelling of junks, cargo-boats, and similar vessels to carry anchors and cables of an approved type.

2. There are no regulations in the United Kingdom as to the anchors and chains to be carried by vessels of various sizes, except in the case of vessels holding passenger certificates, though it is perhaps the case that a scale is provided for purposes of insurance, and it is considered that the Chinese seafaring population are in ordinary circumstances sufficiently careful of their own lives and property.—I am, etc.,

CLAUD SERVERN,  
Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

## B1

### LIGHTING OF THE PRATAS AND PARACELS REEFS.

Colonial Secretary's Office,  
Hongkong, 20th October, 1913.

Sir,—I am directed by His Excellency the Officer Administering the Government to transmit for the information of your Committee the en-



closed copy of a despatch from the Secretary of State for the Colonies regarding the lighting of the Pratas and Paracels reefs.—I am, etc.,

A. M. THOMSON,  
Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

Downing Street, London,  
9th September, 1913.

Sir,—I have the honour to acknowledge the receipt of Sir F. H. May's despatches No. 198 of the 5th of June and No. 262 of the 22nd of July, with regard to the lighting of the Pratas and Paracels reefs.

2. I have consulted the Board of Trade and the Secretary of State for Foreign Affairs in the matter. As regards the Paracels, I enclose a copy of the report made to the Inspector General of the Chinese Maritime Customs by the Coast Inspector at Shanghai, from which it would appear that the erection of sufficient lights to ensure the safety of navigation in this region presents insuperable difficulties.

3. The Board of Trade are not convinced of the necessity for lighting the Pratas shoal, and they inform me that the General Lighthouse Fund could not be made available for the maintenance of a lighthouse on the analogy of the light at Cape Spatel without special legislation, which would probably be opposed.

4. In the circumstances I fear that no steps can be taken for the lighting of either of the reefs.—I have, etc.,

L. HARCOURT.

The Officer Administering  
The Government of Hongkong.

Shanghai, 26th December, 1912.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 608/1002, C.I.

Paracels Reef. Question of establishment of light on: Correspondence from British Minister in re. Copy of, forwarded for Coast Inspector's views on subject.

The delay in replying thereto is due to an attempt—which has failed so far—to obtain particulars of the circumstances of the wreck of the S.S. "Quinta."

The Paracels consist of groups of reefs—a few of them having low islands associated with them—enclosed within an area of 78 miles in a North and South direction and 95 miles in an East and West direction. This area lies directly in what, in the absence of the reefs, would be the track from Singapore to Hongkong.

The usual track is some 40 miles to the eastward of the Paracels, i.e. between the Paracels and Macclesfield Bank. The track to the westward is slightly longer and the currents there are stronger.

For vessels bound south, the track to pass the Paracels is a straight one and in length about 390 miles from Hongkong, and no difficulty is involved.

Vessels bound north from Singapore have to alter course when 620 miles distance from that port and have then to shape course to pass the Paracels then 420 miles distant.

In this case there is ample scope for a low powered vessel to be set sufficiently out of her course by currents to make the Paracels ahead. The lighting of the southern approach to the Paracels is therefore undoubtedly a desideratum.

When, however, one comes to consider the means by which the lighting can be effected, what are practically insuperable difficulties are found to exist. The length that requires guarding is one of some 80 miles. To the extreme west is Triton Island, on which a light could be established at probably a not inordinate cost. To the extreme East is Bombay Reef, with no island associated with it and on which the erection of a light in that typhoon infested locality would be an enormous engineering undertaking costing an enormous sum.

Would a light on Triton Island be of any service? I am of opinion that it would not. It is on the side of the reef area which it is not customary to pass, and where the currents are strongest. The light could hardly have a range in excess of 20 miles. It would be improper for a vessel to attempt to make the light, i.e. to shape course to pass the reefs at a nearer distance than 40 miles, and the use of the light would therefore only be in respect to a vessel which happened to get into range by accident, and it would thus guard only some 20 miles of a danger length of 80 miles.

Further, I do not consider that a light there would cause full powered vessels to pass to the westward of the Paracels, and as regards low powered strangers, these are just those that would be inclined to attempt to make the light and thus incur a greater danger than would have existed in its absence.



This despatch has been shown to the Engineer in Chief who concurs with the opinion expressed therein.—I have, etc.,

W. F. TYLER,  
Coast Inspector.

The Inspector General,  
Chinese Maritime Customs.

Hongkong, 18th December, 1913.

Sir,—I have the honour to acknowledge the receipt of and to thank you for your letter of 20th October covering a despatch from the Secretary of State for the Colonies regarding the lighting of the Pratas and Paracels reefs.—I have, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Honourable,  
The Colonial Secretary.

## CI

### LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

London, 10th October, 1913.

Dear Sir,—I beg to enclose herewith a copy of the Report of this Society's Operations for the year ended 30th June, 1913, which it is thought may not be without interest to you.—I am, etc.,

C. O. REDMAN,  
Assistant to the Secretary.

The Secretary,  
Chamber of Commerce,  
Hongkong.

Hongkong, 10th December, 1913.

Dear Sir,—I beg to acknowledge with thanks receipt of your Society's report for year 1912-1913.—Yours, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Secretary,  
Lloyd's Register of Shipping,  
71, Fenchurch Street,  
London, E.C.

## DI

### PERMANENT SINO-BELGIAN EXHIBITION AT LAEKEN.

Hongkong, 10th November, 1913.

Sir,—On the 15th ult. a permanent Sino-Belgian Exhibition has been inaugurated in the "Pavillon Chinois" at Laeken near Brussels.

All products from Belgium and China, which are likely to be commercially interchanged between both countries are put on view at the said Exhibition.

I shall feel much obliged if you would kindly give a wide circulation concerning the matter amongst the members of the Hongkong General Chamber of Commerce and inform them that the aforesaid institution will be pleased to furnish, directly or through this Consulate's channel, any information they may require.—I am, etc.,

FRANCIS JANSSENS,  
Consul for Belgium

To the Hon. Secretary,  
Hongkong General Chamber of Commerce,

Hongkong, 14th November, 1913.

Dear Sir,—I am directed by my Committee to submit for the information and consideration of your Committee copy of a letter from the Consul for Belgium announcing the establishment of the Permanent Sino-Belgian Exhibition at Laeken near Brussels.—Yours, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Secretary,  
The Association of Exporters and Dealers of Hongkong,  
Hongkong

## EI

### NEW CUSTOMS TARIFF FOR BRAZIL.

Colonial Secretary's Office,  
Hongkong, 19th November, 1913.

Sir,—I am directed to transmit for the information of your Committee the enclosed Translation of the New Draft Customs Tariff for Brazil.



E 1

2 I shall be glad if you will be so good as to return the book in due course.—I am etc.,

R. H. CROFTON,  
for Colonial Secretary

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 10th December, 1913.

Sir,—I have the honour to acknowledge receipt of your letter of 19th ult., covering copy of translation of the New Draft Customs Tariff for Brazil, which has been placed before my Committee who instruct me to return same to you and to thank you for your courtesy in submitting the Draft for their perusal.—I have, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Honourable,  
The Colonial Secretary.

## F I

BANK HOLIDAY, 27TH DECEMBER, 1913.

Chartered Bank of India, Australia and China.  
Hongkong, 12th December, 1913.

Dear Sir,—Thursday and Friday the 25th and 26th December are gazetted holidays, and it has been suggested that Saturday 27th December might also be included. Canton is closed on that day.

If the members of your Chamber are agreeable to the proposed extra holiday would you kindly take the necessary steps to obtain the declaration.—Yours, etc.,

A. S. HEWITT,  
Acting-Manager.

The Secretary,  
Hongkong Chamber of Commerce.

Hongkong, 13th December, 1913.

Sir,—With reference to the application of the Exchange Banks to have Saturday, 27th December, declared a holiday in this Colony, I am directed by my Committee to state that the matter has been referred

F 1

to them, and that they desire to support the request of the Banks, particularly so as the 25th and 26th instant, Christmas Day, and Boxing Day, are both gazetted holidays.—I have, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Honourable,  
The Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 19th December, 1913.

Sir,—In reply to your letter of the 13th December, I am directed to inform you that His Excellency the Officer Administering the Government has approved of your recommendation that Saturday the 27th December should be observed as a Public Holiday. A notification to this effect will appear in the next issue of the Government Gazette.—I am, etc.,

E. BULLOCK,  
for Colonial Secretary.

The Secretary,  
Hongkong General Chamber of Commerce.

Hongkong, 19th December, 1913.

Dear Sir,—With reference to your letter of 12th instant, I have now pleasure to inform you that a reply has been received from His Excellency, The Officer Administering the Government, approving this Chamber's recommendation that Saturday 27th December, should be observed as a Public Holiday.

Notification of the declaration will appear in the next issue of the Government Gazette.—Yours, etc.,

E. A. M. WILLIAMS,  
Secretary.

The Manager,  
Chartered Bank of India, Australia and China,  
Hongkong.



**FORTNIGHTLY  
CURRENT EXCHANGE QUOTATIONS  
FOR THE YEAR 1913.**



## FORTNIGHTLY CURRENT EXCHANGE AND BULLION OPENING QUOTATIONS DURING THE YEAR 1913.

QUOTATIONS.		BANK'S SELLING.									BANK'S BUYING.					BAR SILVER.	CLEAN MEXICAN DOLLARS.	GOLD BAR, 98 TOUCH.	GOLD LEAF, 100 TOUCH.
		LONDON T.T.	FRANCE T.T.	G'MANY T.T.	AMER. T.T.	S'HAI. T.T.	INDIA T.T.	JAPAN T.T.	S'PORE. T.T.	JAVA. T.T.	LONDON 4 m/s. L.C.	FRANCE 4 m/s.	G'MANY 4 m/s.	AMER. 4 m/s.	A'RALIA. 30 d/s.				
Fortnight ending	3rd Jan. ....	2/- $\frac{1}{8}$	2.62½	2.12½	50%	71%	154%	101	88%	125	2/1 $\frac{1}{8}$	2 68	2.18½	52¼	2/11 $\frac{3}{8}$	29 $\frac{5}{8}$	2¾% p.m.	47.80	50.20
Do.	17th Jan. ....	2/- $\frac{1}{8}$	2.61	2.11½	50%	71%	153¾	101	88%	124¾	2/1 $\frac{1}{8}$	2.66½	2.17½	51½	2/11 $\frac{1}{8}$	29 $\frac{1}{8}$	1½ "	48.10	50.50
Do.	31st Jan. ....	2/-½	2.58	2.09	49¾	71¼	152¼	99%	87%	123	2/1¼	2.63½	2.15	51½	2/1½	28½	1 "	49.20	51.60
Do.	14th Feb. ....	2/- $\frac{5}{8}$	2.56	2.07½	49%	71¼	151¼	99¼	86%	122	2/- $\frac{1}{8}$	2.61½	2.13%	51¼	2/1 $\frac{5}{8}$	28 $\frac{1}{8}$	1¼ "	49.30	51.70
Do.	28th Feb. ....	1/11 $\frac{1}{8}$	2.49½	2.02	48%	72½	147½	96¾	84½	118¾	2/- $\frac{1}{8}$	2.55	2.08	50	2/- $\frac{1}{8}$	27¾	1½ "	50.40	52.80
Do.	14th March ...	1/11 $\frac{1}{8}$	2.45½	1.99	47%	73¼	145%	95¼	83%	117¼	1/11¾	2.51	2.05	49¼	2/-¼	26¾	¼ "	51.10	53.50
Do.	28th March ...	1/11 $\frac{1}{8}$	2.44½	1.97½	47	73¾	144¾	95	82¾	116¾	1/11¼	2.50	2.03½	48%	2/-¾	26¾	Par	51.20	53.60
Do.	11th April.....	1/11¼	2.50½	2.03	48¼	73¼	148	97¼	85	119¾	2/- $\frac{1}{8}$	2.56	2.09	50½	2/- $\frac{1}{8}$	27¾	½ "	49.70	52.10
Do.	25th April.....	2/-	2.52½	2.04½	48%	72½	149¼	98¼	85¾	121	2/-½	2.58	2.10%	50½	2/-¾	27¼	¼ dis.	49.30	51.70
Do.	9th May ..... 2/- $\frac{1}{8}$	2.53½	2.05½	48%	72½	149¾	98½	86	121¼	2/-¾	2.59	2.11½	50%	2/1	27 $\frac{1}{8}$	¼% p.m.	49.40	51.80	
Do.	23rd May .... 1/11 $\frac{1}{8}$	2.52	2.04	48%	72½	149	98	85½	120½	2/-½	2.57½	2.10	50%	2/-¾	27 $\frac{1}{8}$	½ "	51.70	52.10	
Do.	6th June ..... 1/11 $\frac{1}{8}$	2.51½	2.04	48½	72¾	149½	98	85½	120½	2/-½	2.57	2.10	50%	2/-¾	27 $\frac{1}{8}$	¼ "	49.60	52.00	
Do.	20th June ..... 1/11%	2.48½	2.01	47%	73	147%	96%	84¼	119	2/- $\frac{3}{8}$	2.54	2.07	49¾	2/- $\frac{7}{8}$	26%	Par	50.60	53.00	
Do.	4th July ..... 1/11 $\frac{9}{16}$	2.48	2.00½	47¾	73½	147¼	96¼	84%	118%	2/-¾	2.53½	2.06½	49%	2/-¾	26%	¼% p.m.	50.60	53.00	
Do.	18th July ..... 1/11 $\frac{9}{16}$	2.48	2.00½	47%	73½	147%	96¼	84¼	118¾	2/-¾	2.53½	2.06½	49%	2/-¾	27 $\frac{1}{8}$	¾ "	50.40	52.80	
Do.	1st Aug. .... 1/11¾	2.50	2.02	48%	73	148%	97	85	119¾	2/- $\frac{5}{8}$	2.55½	2.08	50	2/- $\frac{9}{16}$	27¾	1 "	50.10	52.50	
Do.	15th Aug. .... 1/11¾	2.50	2.02	48%	73¼	148%	97	85	120	2/- $\frac{5}{8}$	2.55½	2.08	50	2/- $\frac{9}{16}$	27 $\frac{3}{8}$	½ "	50.20	52.60	
Do.	29th Aug. .... 1/11 $\frac{1}{8}$	2.52	2.03½	48%	73¾	149%	97¼	85½	121	2/- $\frac{5}{8}$	2.57½	2.09½	50¾	2/- $\frac{1}{4}$	27½	¾ "	50.10	52.50	
Do.	12th Sept. .... 2/-	2.52½	2.04	48%	73%	149	97½	85¾	121¼	2/-½	2.58	2.10	50½	2/-¾	27¼	¾ "	50.20	52.60	
Do.	26th Sept. .... 2/-¾	2.54	2.05	48%	72%	149½	98	86	121¾	2/-11	2.59½	2.11	50%	2/- $\frac{5}{8}$	28 $\frac{7}{8}$	1 "	49.90	52.30	
Do.	10th Oct. .... 1/11 $\frac{1}{8}$	2.52½	2.04	48%	72½	148½	97	85¼	120%	2/-½	2.58	2.09½	50¼	2/-¾	28¼	1½ "	50.30	52.70	
Do.	24th Oct. .... 1/11%	2.50½	2.02½	48	72%	147%	96¼	84%	119%	2/-¾	2.56	2.08	49%	2/-¾	27 $\frac{3}{8}$	1¼ "	50.70	53.10	
Do.	7th Nov. .... 1/11¼	2.50½	2.02½	48	73	147%	96¾	84%	120	2/-¾	2.58	2.08	49%	2/-¾	27 $\frac{1}{8}$	½ "	50.40	52.80	
Do.	21st Nov. .... 1/11½	2.48	2.00½	47½	73¼	146	95½	83¾	118%	2/-¾	2.53½	2.06	49%	2/-¾	27	¾ "	51.10	53.50	
Do.	5th Dec. .... 1/11%	2.46½	2.00	47¼	73%	145%	95¼	83%	118	1/11 $\frac{5}{8}$	2.52	2.05	49¾	2/- $\frac{3}{8}$	26 $\frac{1}{8}$	Par	51.90	53.70	
Do.	19th Dec. .... 1/11¼	2.45	1.98½	47	73½	144½	94¼	82%	117¼	1/11 $\frac{1}{8}$	2.50½	2.03½	48%	2/- $\frac{1}{8}$	26 $\frac{1}{8}$	Par	51.50	53.90	



**TABLE SHOWING THE HIGHEST AND LOWEST**  
**Prices of Bar Silver in London,**  
**Rates of Exchange in HongKong, and Bank of**  
**England rate of Discount, for the years**  
**1877 to 1913.**

YEAR.	BAR SILVER IN LONDON.		EXCHANGE IN HONGKONG.		BANK RATE OF DISCOUNT IN LONDON.	
	Highest	Lowest	Highest	Lowest	Highest	Lowest
1877	58 $\frac{1}{4}$	53 $\frac{1}{4}$	4 3 $\frac{1}{4}$	3 9 $\frac{1}{2}$	5	2
1878	55 $\frac{1}{4}$	49 $\frac{1}{2}$	3 11	3 5	6	2
1879	53 $\frac{1}{8}$	48 $\frac{1}{2}$	4 1 $\frac{1}{4}$	3 5 $\frac{1}{8}$	5	2
1880	52 $\frac{1}{8}$	51 $\frac{1}{8}$	4 0 $\frac{1}{8}$	3 7 $\frac{3}{8}$	3	2 $\frac{1}{2}$
1881	53	50 $\frac{1}{8}$	3 9 $\frac{1}{4}$	3 7 $\frac{1}{8}$	5	2 $\frac{1}{2}$
1882	52 $\frac{1}{2}$	50	3 9 $\frac{1}{8}$	3 6 $\frac{1}{8}$	6	3
1883	51 $\frac{1}{4}$	50 $\frac{1}{16}$	3 8 $\frac{1}{4}$	3 7	5	3
1884	51 $\frac{1}{8}$	49 $\frac{1}{2}$	3 8 $\frac{1}{4}$	3 6 $\frac{1}{4}$	5	2
1885	50	46 $\frac{1}{8}$	3 7	3 3 $\frac{3}{4}$	5	2
1886	47	42	3 4 $\frac{1}{4}$	2 11 $\frac{1}{2}$	5	2
1887	47 $\frac{1}{8}$	43 $\frac{1}{4}$	3 4 $\frac{1}{4}$	3 0 $\frac{1}{2}$	5	2
1888	44 $\frac{9}{16}$	41 $\frac{1}{8}$	3 1 $\frac{1}{8}$	2 11 $\frac{1}{8}$	5	2
1889	44 $\frac{1}{8}$	41 $\frac{1}{8}$	3 2 $\frac{1}{8}$	2 11 $\frac{1}{2}$	6	2 $\frac{1}{2}$
1890	54 $\frac{5}{8}$	43 $\frac{1}{8}$	3 10 $\frac{1}{4}$	3 0 $\frac{1}{8}$	6	3
1891	48 $\frac{1}{4}$	43 $\frac{1}{2}$	3 5	3 0 $\frac{1}{8}$	5	2 $\frac{1}{2}$
1892	43 $\frac{3}{4}$	37 $\frac{1}{8}$	3 0 $\frac{1}{8}$	2 8 $\frac{1}{8}$	3 $\frac{1}{2}$	2
1893	38 $\frac{1}{8}$	30 $\frac{1}{2}$	2 8 $\frac{1}{8}$	2 2 $\frac{1}{8}$	5	2 $\frac{1}{2}$
1894	31 $\frac{1}{8}$	27	2 3 $\frac{1}{8}$	1 11 $\frac{1}{8}$	3	2
1895	31 $\frac{5}{16}$	27 $\frac{3}{16}$	2 2 $\frac{1}{8}$	1 11 $\frac{1}{4}$	2	2
1896	31 $\frac{9}{16}$	29 $\frac{1}{4}$	2 2 $\frac{1}{4}$	2 1 $\frac{1}{8}$	4	2
1897	29 $\frac{3}{8}$	23 $\frac{3}{8}$	2 1 $\frac{1}{8}$	1 9 $\frac{1}{8}$	4	2
1898	28 $\frac{3}{8}$	25	1 11 $\frac{1}{2}$	1 9 $\frac{1}{8}$	4	2 $\frac{1}{2}$
1899	29	26 $\frac{1}{8}$	1 11 $\frac{3}{4}$	1 10 $\frac{3}{4}$	6	3
1900	30 $\frac{1}{8}$	27	2 1 $\frac{1}{4}$	1 11 $\frac{1}{4}$	6	3
1901	29 $\frac{9}{16}$	25	2 1	1 9 $\frac{3}{4}$	6	3
1902	26	21 $\frac{1}{16}$	1 10 $\frac{1}{8}$	1 6 $\frac{1}{2}$	4	3
1903	28 $\frac{1}{2}$	21 $\frac{1}{16}$	1 10 $\frac{1}{16}$	1 6 $\frac{1}{4}$	4	2 $\frac{1}{8}$
1904	28 $\frac{9}{16}$	24 $\frac{7}{16}$	1 11 $\frac{9}{16}$	1 8 $\frac{1}{8}$	4	3
1905	30 $\frac{5}{16}$	25 $\frac{7}{16}$	2 1 $\frac{1}{8}$	1 9 $\frac{3}{8}$	4	2 $\frac{1}{2}$
1906	33 $\frac{1}{8}$	29	2 3 $\frac{1}{16}$	2 0 $\frac{1}{8}$	6	3 $\frac{1}{8}$
1907	32 $\frac{7}{16}$	24 $\frac{3}{16}$	2 3 $\frac{5}{16}$	1 9 $\frac{1}{2}$	7	4
1908	27 $\frac{1}{16}$	22	1 11 $\frac{1}{4}$	1 8	4	2 $\frac{1}{2}$
1909	24 $\frac{1}{8}$	23 $\frac{1}{16}$	1 9 $\frac{1}{8}$	1 8 $\frac{1}{8}$	5	2 $\frac{1}{2}$
1910	26 $\frac{1}{4}$	23 $\frac{3}{16}$	1 10 $\frac{1}{4}$	1 8 $\frac{9}{16}$	5	3
1911	26 $\frac{1}{8}$	23 $\frac{1}{16}$	1 10 $\frac{1}{8}$	1 9 $\frac{1}{16}$	4 $\frac{1}{2}$	3
1912	29 $\frac{1}{16}$	25 $\frac{1}{8}$	2 1 $\frac{1}{16}$	1 10 $\frac{5}{16}$	5	3
1913	29 $\frac{1}{8}$	25 $\frac{1}{16}$	2 0 $\frac{1}{16}$	1 11	5	4 $\frac{1}{2}$



Exports from Hongkong to Great Britain for 1913.

Silk P. Goods	pkgs	446	Waste Silk	bales	9,441	Tin	pkgs	8,047	Preserves.	pkgs	65,859	Soy	cases	5,861	Canes	pkgs	28,340	Mats and Matting	rolls	30,542	China ware, &c.	pkgs	4,499	Galangal	boxes	20	Cassia	boxes	4,700	Human Hair	boxes	3,214	Essential Oil	boxes	777	Bristles	bales	319	Chinese M'chandise	boxes	4,519	Feathers	pkgs	8,957	Campbor	boxes	25	Hemp	bales	22,560	Minerals	pkgs	609	Sundries	pkgs	31,972	Tea	cases	112,392	Fire Crackers	cases	11,577	Gall Nuts	pkgs	200	Peanuts	cases	9,362
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Exports from Hongkong to Continent of Europe for 1913.

Silk P. Goods	pkgs	342	Waste Silk	bales	26,637	Preserves	pkgs	10,874	Canes	bales	31,375	Bristles	pkgs	7,632	Mats and Matting	rolls	118,744	Mats and Matting	pkgs	119,808	Human Hair	boxes	13,896	Star Aniseed	pkgs	2,300	Cassia	boxes	94,327	Buds	pkgs	1,790	Broken Cassia	bales	15,615	Essential Oil	boxes	6,567	Tin	slabs	32,575	Rattan-ware	boxes	793	Tobacco	pkgs	23,787	Feathers	pkgs	16,043	Chinese M'chandise	pkgs	23,787	Crackers	cases	10,204	Sundries	pkgs	29,446	Hemp	bales	22,636	Tea	pkgs	1,353	Mineral	..	..	Coprah	..	..	Copper Ingots	..	..	Vermillion	..	120	Peanuts	..	24,663
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Exports from Hongkong to U.S. and Canada via Suez for 1913.

Silk P. Goods	pkgs	135	Waste Silk	bales	..	Human Hair	boxes	1,384	Essential Oil	cases	2,215	Mats and Matting	rolls	118,744	Preserves	pkgs	2,702	Chinese M'chandise	pkgs	74,240	China ware, &c.	pkgs	860	Rattan and	b'dles	7,445	Cassia	cases	46,983	Essential Oil	cases	..	Rice	bags	..	Gunnies	bales	..	Canes	pkgs	2,535	Sugar	bags	449	Fans	boxes	49,124	Fire Crackers	boxes	49,124	Nut Oil	b'tels	..	Kapok	pkgs	..	Hemp	pkgs	..	Miscells	pkgs	16,843	Tea	pkgs	432	Bristles	..	590	Tin.	slabs	23,125
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Exports from Hongkong to U.S. and Canada via Pacific for 1913.

Raw Silk	..	9,162	Silk P. Goods	..	1,097	Waste Silk	..	9,354	Human Hair	..	52	Essential Oil	..	333	Mats and Matting	..	150,138	Preserves	..	1,933	Chinese M'chandise	..	367,701	China ware, &c.	..	1,625	Rattan and	..	42,237	Rattan ware	..	18,133	Cassia	..	..	Rice	..	948,971	Gunnies	..	27,368	Canes	..	31	Sugar	..	47,281	Fans	..	..	Fire Crackers	..	17,624	Nut Oil	..	4,051	Kapok	..	..	Hemp	..	20	Miscells	..	212,750	Tea	..	7,196	Bristles	..	15	Tin.	..	14,100
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REPORT  
OF THE  
HARBOUR MASTER  
FOR THE YEAR.



## I.—Shipping.

1. The total of the Shipping entering and clearing at Ports in the Colony during the year 1913 amounted to 490,228 vessels of 37,742,982 tons, which, compared with the figures for 1912, shows an increase of 1,609 vessels of 1,007,933 tons.

Of the above, 47,520 vessels of 25,821,652 tons were engaged in Foreign Trade, as against 46,603 vessels of 24,269,270 tons in 1912, and were distributed as follows:—

	1912. Numbers.	1913. Numbers.	1912. Tonnage.	1913. Tonnage.
British Ocean-going ships, ...	8·4 %	8·8 %	32·4 %	32·7 %
Foreign Ocean-going ships, ...	9·2	9·9	35·3	36·0
British River Steamers, .....	15·0	14·0	17·3	15·8
Foreign River Steamers, .....	3·8	3·8	3·5	3·6
Steam - launches (under 60 tons),	8·6	9·5	0·6	0·7
Trading Junks,	55·0	54·0	10·9	11·2
	100·0	100·0	100·0	100·0

The movements of Fishing Junks are not included in the above figures.

2. Of ships of European construction, 4,445 Ocean Steamers, 2 Sailing Ships, 4,202 River Steamers, and 2,287 Steam-launches (not exceeding 60 tons) entered during the year, giving a daily average entry of 29·9 ships, as compared with 28·7 in 1912, and 26·9 in 1911.

3. The average tonnage of individual ocean vessels entering the port has increased from 2,575·7 tons to 2,577·5 tons. That of British ships has increased from 2,713·4 tons to 2,742·7 tons, while that of Foreign ships has decreased from 2,457 tons to 2,453·7 tons.

During the past 20 years, the average tonnage of Ocean Vessels has increased from 1,257 tons to 1,995·5 tons.

The average tonnage of River Steamers entered during the year has increased from 585·1 tons to 598·6 tons. That of British River Steamers has increased from 602·5 tons to 616·2 tons, and that of Foreign River Steamers has increased from 515·1 tons to 533·2 tons.

4. A comparison between the years 1912 and 1913 is given in the following table:—

Class of Vessels.	1912		1913		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British Ocean-going, ..	3,956	7,779,970	4,210	8,449,533	254	669,563	..	...
Foreign Ocean-going, ..	4,367	8,592,320	4,679	9,272,635	312	680,315	..	...
British River Steamers, ..	6,968	4,197,744	6,624	4,078,635	...	...	344	119,109
Foreign River, ..	1,938	894,349	1,780	949,328	42	54,979	..	...
Steamships under 60 tons (Foreign Trade), ..	3,981	150,612	4,574	189,063	593	38,391	..	...
Junks, Foreign Trade, ..	25,593	2,654,275	25,653	2,882,518	60	228,243	..	...
Total, Foreign Trade, ..	46,603	24,269,270	47,520	25,821,652	1,261	1,671,491	344	119,109
Steam-launches plying in Waters of Colony, ..	411,999	10,609,401	416,438	10,720,604	4,438	111,200	..	...
Junks, Local Trade, .....	30,056	1,856,475	26,270	1,200,726	...	...	3,786	655,749
Grand Total, .....	488,649	36,735,149	490,228	37,742,982	5,709	1,782,691	4,130	774,858
					Net, .....	1,579	1,007,933	...

\* Including 9,922 Conservancy and Dust Boats of 624,090 tons.

† Including 10,026 Conservancy and Dust Boats of 407,276 tons.

5. This table shows an increase in British Ocean Shipping of 254 ships of 669,563 tons, or 6·4 per cent. in numbers and 8·6 per cent. in tonnage.

British River Steamers show decrease of 344 ships of 119,109 tons or 4·9 per cent. in numbers and 2·8 per cent. in tonnage. This is due to the fact that two Chinese owned British Steamers, the *Wing Hon* and *Hoi Tung*, ceased running during the year.

Foreign Ocean Vessels increased by 312 ships of 680,315 tons or 7·1 per cent. in number and 7·9 per cent. in tonnage. This is almost entirely due to the increase under the Japanese flag, of 287 ships of 650,766 tons, though there are small increases under the Austrian, Dutch, Norwegian and United States flags, while French, German and Italian shipping decreased.

Foreign River Steamers show an increase of 42 ships of 54,979 tons, or 2·4 per cent. in numbers and 6·1 per cent. in tonnage. These figures are explained by the substitution of the *Kwong Kung* of 418 tons under Chinese colours for the *Kwong Wai* of 195 tons.



During the year the two River Steamers hitherto under French colours have been transferred to the Chinese flag.

Steam-launches in Foreign Trade increased by 593 vessels of 38,391 tons, or 15 per cent. in numbers and 25.5 per cent. in tonnage. The causes which led to the large increase in 1912 have continued to be operative during the whole of 1913 but larger launches have been employed on the various runs.

Junks in Foreign Trade show an increase of 60 vessels of 228,243 tons, or 23 per cent. in numbers and 8.5 per cent. in tonnage. This appears to indicate that the Foreign Trade is being carried in junks of larger size than formerly.

In Local Trade, *i.e.*, trade between places with the waters of the Colony, there is an increase in Steam-launches of 4,448 vessels of 111,200 tons or 1 per cent. in both numbers and tonnage.

In Local Trade Junks there is shown a large decrease, of 3,786 vessels of 655,749 tons or 12 per cent. in number and 35 per cent. in tonnage. This is explained by the facts that many large junks formerly employed in Local Trade, have gone into Foreign Trade during the year, and that all junks under 150 piculs capacity are now classed "boats".

It is of interest to note the altered relative positions of German and Japanese shipping visiting the Colony. In 1912, German shipping arriving occupied the second place on the list, with 637 ships of 1,129,054 tons, or 7.4 per cent. of the total arrivals of Ocean and River Trade vessels, and 10.5 per cent. in tonnage. While under the Japanese flag came 592 ships of 1,572,194 tons, or 6.9 per cent. in numbers and 14.6 per cent. in tonnage. In 1913, German shipping fell to the third place in both number and tonnage with 597 ships of 1,107,453 tons, or 6.9 per cent. in numbers and 9.7 per cent. in tonnage, against Japan's 740 ships of 1,907,307 tons or 8.5 per cent. in numbers and 16.7 per cent. in tonnage.

6. The actual numbers of individual Ocean Vessels of European construction entered during 1913 was 791 of which 361 were British and 430 were foreign. In 1912 the corresponding figures were 724,336 British and 388 Foreign.

These 791 ships measured 2,045,076 tons. They entered 4,447 times, and gave a collective tonnage of 8,873,806 tons. Thus 65

more ships entered 292 more times, with a collective tonnage increased by 687,670 tons, an average of 2,355 tons per ship. Thus:—

Flag.	Steamers.		No. of Times entered.		Total Tonnage.	
	1912	1913	1912	1913	1912	1913
British { Steamers	335	359	1,977	2,099	3,892,354	4,209,950
{ Sailing...	1	2	1	2	2,890	5,419
Japanese, .....	123	164	592	740	1,572,194	1,907,307
German, .....	98	106	637	597	1,129,054	1,107,453
Norwegian, .....	26	29	168	189	173,145	182,633
Austrian, .....	10	12	46	51	153,624	168,063
Chinese, .....	30	26	236	233	275,310	272,166
Danish, .....	6	6	11	13	28,927	34,433
Dutch, .....	18	15	112	128	246,352	242,928
French, .....	26	22	142	155	229,532	284,628
Italian, .....	4	2	13	7	31,403	18,312
Portuguese, .....	5	5	101	114	49,494	52,009
Russian, .....	18	21	35	34	103,998	86,021
Swedish, .....	6	7	14	12	37,262	31,497
U.S.A., .....	18	15	70	73	260,597	270,987
Total.....	724	791	4,155	4,447	8,186,136	8,873,806

7. The 368 British ships carried 3,623 British officers and 11 Foreign officers, the latter consisting of 5 U.S.A., 2 Dutch, 2 Danes, 1 Norwegian and 1 Swedish.

Thus, the proportion of Foreign officers serving in British ships was 0.30 per cent. comprising 5 nationalities, with an increase in number of officers and of ships.

8. The 430 Foreign ships carried 2,790 officers, of whom 110 were British, as follows:—

	1912	1913
In Chinese ships - - - -	79	94
„ French „ - - - -	2	2
„ Japanese „ - - - -	9	10
„ United States ships - -	6	4
	<u>96</u>	<u>110</u>



Thus, 3.9 per cent. of the officers serving in Foreign ships were of British nationality, with an increase in number of officers and of ships.

9. The Nationality of the Crews in British and in Foreign ships was as follows:—

	VESSELS.		BRITISH CREWS.		U.S.A. AND EUROPEANS.		ASIATICS.	
	1912	1913	1912	1913	1912	1913	1912	1913
British,	336	361	22,829	24,728	257	1,022	126,314	134,220
Foreign,	388	430	1,561	1,430	29,229	31,447	120,280	126,923
Total, ...	724	791	24,390	26,158	29,486	32,469	246,594	261,143

Hence in British ships:—

1912	1913	
15.29%	15.46%	of the crews were British.
0.18%	0.64%	of the crews were other Europeans.
84.53%	83.90%	of the crews were Asiatics.

And in Foreign ships:—

1912	1913	
1.03%	0.90%	of the crews were British.
19.35%	19.75%	of the crews were other Europeans.
79.62%	79.35%	of the crews were Asiatics.

## 2.—Trade.

10. The remarks with which this section of my report has always opened, as to the unreliability of the figures supplied by ships masters, were never more fully justified than this year, so many and glaring are the discrepancies between the quantities of various items reported and the facts, which in some cases I have been able to discover.

*Imports.*—Under this heading, which includes all cargo landed or transhipped in the Colony from Ocean Vessels and River Steamers (not from junks or steam launches) a total of 4,956,125 tons was reported, which compared with that reported for 1912, shows the enormous increase of 804,000 tons, or nearly 20%.

Of this total, the imports of coal, case oil, rice, timber and “general” show increases, while cotton goods, flour, bulk oil, and liquid fuel show decreases.

*Coal.*—Here an increase is reported of 75,000 tons or 7 per cent.

This as last year, is accounted for by increased demand for coal in Canton, and generally inland: about  $\frac{1}{3}$  of the total having been re-exported to Canton.

Again I have to record that no coal of British origin arrived in the Colony, except that imported by the Admiralty. The imports in Japanese coal fell off considerably during the latter part of the year, its place being taken by increased imports of Chinese coal.

*Cotton Goods.*—The decrease indicated here amounts to 19,894 tons, or 33 per cent. It is more than doubtful if this decrease is borne out by facts although there was undoubtedly considerable reduction in imports of both piece goods and yarn.

The favourable prospects prevailing at the beginning of the year, as noted in my last report, were destined to be extinguished by the renewed political trouble in China, which created unrest and financial difficulties, destructive to trade, with the result that the demand fell to zero and no shipments were made. During the last part of the year, however, the trade revived, prices ruling steady, and exchange generally favourable.

*Flour.*—Here was reported a decrease of 30,716 tons or 31 per cent. most of which is fabulous, the imports of flour being probably reported, in many cases, as “general”. The actual imports amounted to 129,415 tons of which 67,887 were reported. This amended total, compared with that for 1912, gives a decrease of 12,950 tons or 10 per cent. The reason for this actual reduction in imported flour is undoubtedly the recrudescence of political trouble in China, which caused shippers to be cautious.

It is of interest to note that Canada, during 1913, made her first shipments of flour to this market. The quantity is as yet small, only 8,000 tons, or 6 per cent. of the whole, but given more stable conditions in China, I see no reason to doubt that the Canadian mills will shortly be sending us large quantities.



## Kerosene Oil.

*Bulk Oil* shows a falling off of 12,537 tons, or 18 per cent. This decrease is not of any importance. The stocks in hand in the Colony were large at the beginning of the year, and low at the end, more having been sold than imported. The actual consumption of oil, imported in bulk, in South China decreased by about 5 per cent. but this was more than counterbalanced by increased consumption of oil imported in cases. Bulk oil is always decanted into this before distribution in China, so that, to the actual consumer, it makes little, if any difference in what form it arrives in this Colony.

*Case Oil*.—Here an increase of 12,243 tons or 33 per cent. is reported, but, as in the case of Bulk Oil, there is no significance in the figures. It is merely a question of stocks and freights. Stocks were low at beginning of the year and freights high. During the second half of the year freights dropped, and large shipments were made, so that by the end of the year all available storage was virtually full. During the year a new competitor in this trade has entered the arena, in the shape of the Texas Oil Company, who have made some large shipments to this market.

*Liquid Fuel*.—A large decrease is reported here, amounting to 8,116 tons, or nearly 41 per cent. I am unable to verify my suspicions that a large quantity of liquid fuel has entered the Colony unreported, but I gather that this is so from the fact that although the vessels of the T. K. K. Co. have ceased to bunker here, the demand from other points is increasing.

*Rice*.—The figures given me by shipmasters show an increase in the rice imports of 34 per cent. As a matter of fact, the increase amounts to about 20 per cent. The rice crop in China was about average, so that there was no need for extra importation. In Annam and Siam the crops were unusually good, and prices ruled low. The Tonking crop was poor. The figures given show that about 750,000 tons of rice arrived in the Colony during the year.

*Timber*.—The increase of 9,663 tons, or 13.5 per cent reported is due to the increased demand for Borneo hardwoods and American and Canadian pine, for house and ship building. It is mostly sent on, in junks, to Canton.

*Rattans*.—The trade in rattans is an increasing one, though not to the extent indicated by the reports made to me, which show an increase of 2,426 tons or 267 per cent. The quantity reported in 1912 was 907 tons and in 1913, 3,333 tons. As a matter of fact, 10,588 tons were imported in the latter year, being an increase of

about 11 per cent. Of this total, about 60 per cent. comes from the Straits Settlements, 30 per cent. from Java, and 10 per cent. from Borneo. About  $\frac{1}{3}$  is exported, raw, to Canton.

*General*.—Here I find an increase reported of 688,286 tons, or 43.6 per cent. This is probably a genuine increase, when allowance is made for the itemised descriptions of cargo reported as "general". It appears to be due to the state of the freight market during the greater part of the year, and serves to show that however much the political state of China influenced certain branches of trade, the deficit was more than made up in other branches.

*Export Cargo*.—Under this heading were reported 2,631,318 tons, or nearly 15 per cent.

*Transit Cargo*.—There is shown an increase in transit cargo of 345,848 tons, or 7.5 per cent.

11. The number and tonnage of ships of European type of construction carrying cargo for import and transit, compared with 1912, was as follows:—

	1912.		1913.		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers, .....	4,154	8,163,246	4,445	8,868,387	291	685,141	...	...
River Steamers,	4,351	2,545,882	4,202	2,515,356	...	...	149	30,526
Sailing vessels,	1	2,890	2	5,419	1	2,519	...	...
Total, .....	8,516	10,732,018	8,649	11,389,162	292	687,670	149	30,526
Net Increase, .....					143	657,144	...	...



12. The corresponding figures relating to ships of European type of construction exporting cargo, and shipping bunker coal, follow:—

## EXPORTS.

	1912.		1913		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers, .....	4,167	8,183,264	4,440	8,842,943	273	659,679	...	33,604
River Steamers, .....	4,355	2,546,211	4,202	2,512,607	...	...	...	...
Sailing Vessels, .....	1	2,890	2	5,419	1	2,529	...	...
Total, .....	8,523	10,732,365	8,644	11,360,969	274	662,208	153	33,604
Net Increase, .....					121	628,604	...	...
Exported 2,681,318 tons including River Trade as compared with 2,335,000 tons in 1912.								
	1912.		1913		Increase.		Decrease.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers, .....	4,167	8,183,264	4,440	8,842,943	273	659,679	...	33,604
River Steamers, .....	4,355	2,546,211	4,202	2,512,607	...	...	...	...
Total, .....	8,522	10,729,475	8,642	11,355,550	273	626,285	...	...
Net Increase, .....					120	47,208	...	...

13. The River Trade, compared with 1912, is shown in the following Table:—

Year.	Imports.	Exports.	Passengers.
1912, .....	363,776	319,565	3,435,235
1913, .....	393,263	366,515	2,991,890

14. The following Table shows the Junk Trade of the Colony for 1912 and 1913:—

	IMPORTS.		1912.	
	1913.	Tons.	1912.	Tons.
Foreign Trade, .....	12,806	1,447,027	13,158	1,363,928
Local Trade, .....	12,951	601,740	14,891	934,032
Total, .....	25,757	2,048,767	28,049	2,297,960
	EXPORTS.		1912.	
	1913.	Tons.	1912.	Tons.
Foreign Trade, .....	12,847	1,435,491	12,435	1,290,347
Local Trade, .....	13,319	598,986	15,165	922,443
Total, .....	26,166	2,034,477	27,600	2,212,790



15. A summary of the Shipping and Trade of the Port for the year 1913. The trade return is given to the nearest 1,000 tons only:—

	No. of Ships.	Tons.					Passengers		Emigrants
		Discharged	Shipped	In Transit	Bunker Coal	Total	Registered Tonnage	Arrived	Departed
British Ocean-going, ...	4,210	1,956,000	1,203,000	2,401,000	283,000	5,845,000	8,449,533	187,214	136,239
Foreign Ocean-going, ...	4,679	2,607,000	1,111,000	2,523,000	311,000	6,552,000	9,272,635	117,344	114,426
British River Steamers, ...	6,624	235,000	209,000	...	50,000	494,000	4,078,635	1,284,802	1,358,479
Foreign River Strs., ...	1,780	159,000	157,000	...	24,000	340,000	949,328	194,339	154,270
Total.....	17,293	4,957,000	2,680,000	4,924,000	670,000	13,231,000	22,750,131	1,783,699	1,763,414
Steam-launches, ...	4,574	2,000	7,000	...	6,000	15,000	189,003	23,393	28,015
Foreign Trade, ...	25,653	341,000	884,000	...	...	1,225,000	2,882,518	53,741	57,548
Total Foreign Trade, ...	47,520	5,300,000	3,571,000	4,924,000	676,000	14,471,000	25,821,652	1,860,833	1,848,977
Steam-launches, ...	416,438	1,000	1,000	...	34,000	36,000	10,720,604	3,737,277	3,745,334
Local Trade, ...	26,270	447,000	75,000	...	...	522,000	1,200,726	2,122	2,276
Total, Local Trade, ...	442,708	448,000	76,000	...	34,000	558,000	11,921,330	3,739,399	3,747,610
Grand Total, .....	490,228	5,748,000	3,647,000	4,924,000	710,000	15,029,000	37,742,932	5,600,232	5,596,587

### 3.—Revenue and Expenditure.

16.—The gross Revenue collected by the Harbour Department during the year was \$612,672.08 as against \$549,275.40 collected in the previous year, showing an increase of \$63,396.68 or 11.5%:—

	1912.	1913.	Increase.	Decrease.
Light Dues, .....	\$ 87,454.95	\$ 93,649.44	\$ 6,194.49	\$ ...
Light Dues, Special Assessment.	98 448.45	104 648.41	6,199.96	...
Licences and Internal Revenue, ..	163,933.47	159,010.53	...	4,922.94
Fees of Court and Office, .....	199,146.33	254,929.10	55,782.77	...
Miscellaneous Receipts, .....	302.20	424.60	132.40	...
	<u>\$549,275.40</u>	<u>\$612,672.08</u>	<u>\$63,396.62</u>	<u>\$4,912.94</u>

The principal increases are under Sunday Cargo Working Permits, \$31,175; Medical Examination of Emigrants, \$11,959.50; Boat Licences, \$9,212.10; Engagement and Discharge of Seamen, \$7,852; Light Dues, \$6,194.40; Light Dues, Special Assessment, \$6,199.96; Storage of Gunpowder, &c., \$1,808.60; Survey of Steamships, \$1,701.91; Forfeitures, \$833.77; Official Signature (a new item of Revenue from 15th July) \$776; Examination of Masters and Engineers &c., \$612.50; Fishing Stake and Station Licences, \$162.90; Chinese Passenger Ships Licences, \$120; Message Fees for notifying ships signalled, \$117.40; Steam-launch Licences, &c., \$101.50; Survey of Steam-launches, \$45.

There has been falling off in Revenue under the headings:—

Junk Licences, \$15,313.46, entirely due to the fact that some of the native craft which formerly were licensed under "Junks" have since 1st June, 1913, taken out Other Boat Licences under the new Regulations; Fines, \$124.75; Private Moorings and Buoys Rent, \$90; Sale of Printed Forms, \$33.25; and Engagement of Masters and Engineers of Steam-launches, \$24.50.

17.—The expenditure of the Harbour Department (excluding the Imports and Exports Office) for 1913 was \$168,069.06 as against \$149,043.58 expended in 1912, showing an increased expenditure of \$19,025.48, which is partly due to increase to salaries and also the privileged rate of exchange and partly due to the fact that the expenditure of 1912 did not include the sum of \$6,544.98, paid for coal for Harbour Office steam-launches, being charged to the vote for coal for Government steam-launches under Miscellaneous Services, while in 1913, such expenditure, amounting to \$7,406.41 including cost of coal for additional launch H.D. 4 was charged to the Departmental vote.



The Amount of Light Dues collected was as follows:—

Class of Vessels.	No. of trips.	Tonnage.	Rate per ton.	Fees Collected.	Special Assessment.		Total Fees Collected
					Rate per ton.	Fees Collected	
				\$ c.		\$ c.	\$ c.
Ocean Vessels,.....	4,086	8,738,462	1 cent.	87,384.62	1 cent.	87,384.62	174,769.24
Steam Launches,.....	1,593	84,575	1 "	845.75	1 "	845.75	1,691.50
River Steamers (Night Boats),...	2,857	1,625,720	½ "	5,419.07	½ "	8,129.60	13,548.67
River Steamers (Day Boats), ...	1,524	994,659	Nil.	—	⅙ "	8,288.44	8,288.44
Total,.....	10,060	11,443,416		\$93,649.44		\$104,648.41	\$198,297.85

#### 4.—Steam-launches.

18. On the 31st December, there were 312 steam-launches (including motor boats) employed in the Harbour. Of these, 142 were licensed for the conveyance of passengers, etc., 128 were privately owned, 20 were the property of the Government and 22 belonged to the Imperial Government, comprising 4 Military and 18 Naval.

Nine masters' certificates were suspended for incompetency or negligence in the performance of their duties; six of whom were each suspended for 3 months and were required to pass a further examination before their certificates were returned, two were suspended for 2 months and one for 1 month and all were required to be re-examined in the Rules of the Road before the return to them of their certificates.

Four hundred and fifty-four (454) engagements and four hundred and forty-one (441) discharges of masters and engineers were made during the year.

Nine (9) steam-launches were permitted to carry arms for their protection against pirates.

#### 5.—Emigration and Immigration.

19. One hundred and forty-two thousand seven hundred and fifty-nine (142,759) Emigrants left Hongkong for various places during the year 1913 (122,657 in 1912).

Of these, 103,665 were carried in British ships, and 39,094 in Foreign ships.

One hundred and sixty-six thousand nine hundred and twenty-one (166,921) returning emigrants are reported to have been brought to Hongkong from the several places to which they had been emigrated either from this Colony or from Coast Ports, as against 163,248 in 1912. Of these 130,313 arrived in British ships, and 36,608 in Foreign ships.

#### 6.—Registry, etc., of Shipping.

20. During the year, 17 ships were registered under the provisions of the Imperial Merchant Shipping Act, and 16 Certificates of Registry cancelled. 104 Documents, etc., were dealt with in connection with the Act, the fees on which amounted to \$1,438.01 as compared with \$1,438 in 1912.

#### 7.—Marine Magistrate's Court.

21. Four hundred and thirty-five cases were heard in the Marine Magistrate's Court (487 in 1912). Breach of the Harbour Regulations, Disobeying the Lawful Orders of the Harbour Master, Neglecting to exhibit Lights, Failing to observe the Rules of the Road and Carrying Passengers in excess were the principal offences.



## 8.—Marine Court.

(Under Section 19 of Ordinance 10 of 1899.)

22. During the year there were three courts held:—

(1.) On the 24th day of February, 1913, enquiry was made into the charge of misconduct against H. Porter, number of whose certificate of competency is 042,025 of Liverpool, supernumerary 2nd mate of the British steamship *Chunsang*, Official Number 105,804 of London.

The Court found that the charge against Mr. Hubert Porter of being asleep on watch on the night of the 12th February, 1913, proved. There appears to be no defence. There is no evidence of his having been under the influence of liquor, or of his having been overworked. The offence appears to have been deliberately committed. We therefore suspend his certificate for one year.

(2.) On the 19th day of May, 1913, enquiry was held into the charge of incompetency and misconduct on the part of Mr. William McGhee, number of whose certificate of competency as 2nd mate is 2,924 of Hongkong, 2nd mate of the British Steamship *Laertes*, Official Number 81,318 of Hongkong.

The Court found that Mr. William McGhee, 2nd mate of the British Steamship *Laertes*, Official Number 81,318 of Hongkong, the number of whose certificate of competency as 2nd mate is 2,924 of Hongkong, was guilty of serious misconduct on board the said ship inasmuch that on the 9th April, 1913, the ship being at the time at Saigon, he sent an insulting letter to the mate of the said ship, by means of which he attempted to create bad feeling between the master and mate, he having appended a colourable imitation of the said master's signature to the letter. That, on the 13th April, 1913, the ship being at the time at Saigon, and on the point of sailing, he did leave the said ship without permission, returning on board drunk, and then created a disturbance by using threatening and abusive language to the master and mate. That no evidence has been adduced in support of the third charge.

In consideration of Mr. McGhee's previous record we adjudge him to have his certificate of competency as 2nd mate cancelled.

(3.) On the 1st day of August, 1913, enquiry was made into the charge of misconduct against J. T. Naylor, number of whose certificate of competency as master is 034,314, Cardiff, 2nd mate of the British Steamship *Foochow*, Official Number 105,721 of London.

The Court finds that the charge of misconduct preferred against Mr. John Tate Naylor, 2nd mate of the British Steamship *Foochow*, the number of whose certificate of competency as master is 034,314, Cardiff, proved, inasmuch that first on the 21st June, 1913, he came on board the said ship at 8.10 p.m., under the influence of liquor, and created a disturbance which caused an attack to be made upon him by the Chinese crew, which might have had serious results. 2nd, that on the night of the 7th July, 1913, being officer in charge of the bridge, he wilfully disobeyed the orders of the master and mate of the said ship by neglecting to take four point bearing of the Karang Koko Light; and, when ordered by the master to leave the bridge, refused to do so. We therefore direct that his certificate of competency be suspended for two calendar months.

## 9.—Examination of Masters, Mates, and Engineers.

(Under Board of Trade Regulations)

23. The following Tables show the number of Candidates examined under Ordinance 10 of 1899 for Certificates of Competency, distinguishing those who passed from those who failed:—

Grade.	Passed.	Failed.
Master,.....	23	6
Master, (Provisional Certificate),.....	1	1
First Mate,.....	12	3
Second Mate, .....	11	11
Mate, .....	...	...
Mate, River Steamer, .....	2	...
Total,.....	49	21
First Class Engineer,.....	22	3
Second Class Engineer, .....	45	12
Total, .....	67	15



For Steamships not exceeding 60 tons, under Section 37 of Ordinance No. 10 of 1899:—

Candidates.	Passed.	Failed.
For Master, .....	61	6
For Engineer, .....	75	1
Total,.....	136	7

#### 10.—Examination of Pilots.

(Under Ordinance No 3 of 1904.)

24. There was no candidate examined during the year. Fourteen licences were renewed.

#### 11.—Sunday Cargo Working.

25. During the year 569 permits were issued under Ordinance No. 1 of 1891 as compared with 357 in 1912. Of these 163 were not used as it was found unnecessary to work cargo on the Sunday and the fees in such cases were refunded.

The Revenue collected under this head amounted to \$71,400 as against \$40,225 in 1912.

#### 12.—New Territories.

Fourteenth year of British Administration.

26. The Outstations attached to the Harbour Department, now eight in number, have continued to perform the work allotted to them, and during the year Licences, Clearances, Permits, etc., have been issued by them as follows:—

	1912.	1913.
Cheung Chau, opened	1899..... 12,327	10,144
Tai O, "	1899..... 8,051	5,597
Tai Po, "	1900..... 8,879	7,691
Sai Kung, "	1902..... 2,372	2,137
Long Ket, "	1905..... 4,972	4,686
Deep Bay, "	1911..... 4,278	2,782
Ping Shan, "	1911..... 426	361
Lantau, "	1912..... 787	2,777
	<u>42,092</u>	<u>36,175</u>

The decrease in number of Permits, etc., issued is due to the discontinuance of Blue Permits previously issued to fishing junks.

The Revenue collected by this Department from the New Territories during the year was \$36,554.30 as compared with \$35,947.51 in 1912. The slight increase shewn is caused by the licensing of fishing boats under 150 piculs as Harbour boats since the 1st July.

#### 13.—Lighthouses.

##### GAP ROCK LIGHTHOUSE.

27. During 1913, 1,041 vessels were reported by telegraph from this station. Of this number 141 were signalled by Morse lamp.

Twenty-six (26) vessels were not reported owing to telegraphic communication being interrupted.

Three thousand and four (3,004) telegraphic messages were sent, including meteorological observations for the Observatory and 565 messages were received.

There were 75 hours 10 minutes of fog during the year and the fog signal was fired 469 times.

Telegraphic communication was maintained throughout the year with the exception of 5 complete days and a few short interruptions caused by the land line being in contact with telephone wires.

On 3 occasions the relief was delayed by rough sea.

##### WAGLAN ISLAND LIGHTHOUSE.

During 1913, 2,208 vessels were reported, 1,653 messages were sent and 417 received. Owing to telegraphic communication being interrupted, 340 vessels were not reported.

There were 209 hours and 24 minutes of fog and the fog signal was fired 2,170 times.

The relief was delayed on two occasions. Started firing the new fog signal on the 15th April, 1913.



## GREEN ISLAND LIGHTHOUSE.

During 1913, 1,822 vessels were signalled and reported from this station. 836 messages were sent and 451 received.

Owing to communication being interrupted on 3 occasions, 22 vessels were not reported.

## CAPE COLLINSON LIGHTHOUSE.

During 1913, 1,916 vessels were signalled and reported from this station. 6 messages were sent and 51 were received.

Owing to communication being interrupted on 9 occasions 30 vessels were not reported.

## SIGNALS SENT AND RECEIVED.

Flash Lamp Signals, 49.

Semaphore Signals, 24.

International Signals, 17.

**14.—Commercial Intelligence, Board of Trade.**

28. The work connected with the Commercial Intelligence Branch of the Board of Trade was transferred to the Secretary of the Hongkong General Chamber of Commerce on 1st March, 1913. Up to that time the work was carried out, as heretofore, to the best of my ability, handicapped as I was by having no staff to assist me in making the enquiries necessary to enable me to reply to the several queries I received.

BASIL TAYLOR, Commander, R.N.

*Harbour Master.*

HARBOUR OFFICE,

*30th January, 1914.*